

# Data Definitions

## Applicable to the ATSB Rail Statistic Report for Occurrences post 01 July 2008

Source: OC-G1  
'Guideline for the Top Event Classification of Notifiable Occurrences'  
Version 1. Effective 1st July 2008

### FATALITY

*A person who dies, within 30 days of a railway occurrence, from injuries sustained in that occurrence.*

### SERIOUS PERSONAL INJURY

*A person admitted to hospital as the result of injuries sustained in a railway occurrence who does not die within 30 days of the occurrence.*

#### Includes:

- Death or injury of employee, passenger, trespasser, or member of the public;
- Death or injury of a person involved in a level crossing occurrence;
- A person killed or injured as the result of a fall at a railway station;
- Death or injury of a person as a result of an assault on railway premises.
- Death or injury sustained in a defined railway occurrence that is triggered by a health-related condition (e.g. person has a seizure who collapses and falls from platform and is struck and injured by train).

#### Excludes:

- Casualty as a direct result of a health-related condition (e.g. heart attack) on board a train or on railway property where it is not associated with or leads to a defined railway occurrence;
- Death or injury due to substance abuse (e.g. drug or alcohol overdose) on board a train or on railway property where it is not associated with a defined railway occurrence;
- Death or injury due to an occurrence in a repair shop, e.g., a person killed while engaged in the maintenance of a stationary train in a repair shop;
- Death or injury of a person traveling in a road vehicle involved in an accident on railway property where a train or other railway vehicle was not involved.
- Death or injury due to suspected suicide;

## **DERAILMENT**

*Where one or more rolling stock wheels leave the rail or track during railway operations.*

***Running Line Derailment:*** *Any derailment that affects the safe operation of a running line.*

### **Includes:**

- The derailment of a train which has been authorised to depart and has commenced its journey to operate on a running line.
- Track machine derailments if they are traveling on the line as a running train.
- Shunting derailments occurring on running lines within station limits.
- A derailment in a yard or siding that results in the running line being obstructed or interferes with the safe operation of a running line.
- A derailment on a portion of track closed for maintenance or other purposes that results in obstruction of a non-closed running line or interferes with the safe operation of a non-closed running line.

### **Excludes:**

- A derailment on a portion of track closed for maintenance or other purposes where there is no possibility that the safe operation of any non-closed running line is affected.
- Derailments of rolling stock on loop lines, equipped with roll out protection (e.g. derailleurs) to protect the main line, which are temporarily being used for the stabling of rolling stock.
- Derailments on balloon loops during the loading and unloading process not involving a train that has been authorised to depart and has commenced its journey to operate on a running line.

## **COLLISION**

*When a train or rolling stock strikes or is struck by another train, rolling stock, road vehicle, obstruction, person or rail infrastructure.*

### ***Running Line Collision***

*Any collision that affects the safe operation of a running line.*

### **Includes:**

- The collision of a train which has been authorised to depart and has commenced its journey to operate on a main line.
- Track machine collisions if they are traveling on the line as a running train.
- Shunting collisions occurring on running lines within station limits.
- Any collision in a yard or siding that results in the running line being obstructed or interferes with the safe operation of a running line.
- A collision on a portion of track closed for maintenance or other purposes that results in obstruction of a non-closed running line or interferes with the safe operation of a non-closed running line.

**Excludes:**

- Collisions of work trains/track machines occurring within a portion of track closed for maintenance or other purposes that does not interfere with the safe operation of another non-closed running line.
- Collisions that occur on a section of a running line which, at the time, was under absolute possession (meaning not available for normal train running), usually for the purposes of carrying out engineering works.
- Collisions of rolling stock on loop lines, equipped with roll out protection (e.g. derailleurs) to protect the main line, which are temporarily being used for the stabling of rolling stock.
- Collisions on balloon loops during the loading and unloading process not involving a train that has been authorised to depart and has commenced its journey to operate on a running line.

**LEVEL CROSSING OCCURRENCE**

*Any collision of a train or rolling stock with either a road vehicle, person, level crossing safety equipment or gate, or any other occurrence that endangers or has the potential to endanger the safety of a railway operations or level crossing operations at a level crossing.*

Level Crossing Occurrence subcategories reported include:

**Collision with Road Vehicle**

*A train colliding with a road vehicle at a level crossing.*

**Collision with Person**

*A person struck by a train at a level crossing.*

**SIGNAL PASSED AT DANGER**

*Where a train passes without authority a signal displaying a stop indication or stop aspect.*

Also referred to as SPAD – Signal passed at danger; or signal passed without authority.

**Includes:**

- When signals blacked out.

**Excludes:**

- Failure to comply with hand signal.
- Proceed Authority Exceeded.
- At locations such as stop boards, limit boards etc.

SPAD subcategories reported include:

**Driver Misjudged**

*Where the driver has attempted to stop the train but failed to stop the train before passing the signal.*

### **Completely Missed While Running**

*Where no attempt has been made to bring a train to a stand before the stop signal and the train has proceeded into the next section or block without the necessary authority. The driver has not realised that the train has passed a stop signal until a more serious event results; the driver is stopped by train control over the radio or at the next signal or stopped by other external intervention.*

### **Starting Against Signal**

*Where a stationary train starts and proceeds beyond a signal at danger without authority. The driver may or may not realise that the train has run past the signal*

### **Signal Restored as Train Approached**

*Where a proceed signal changes to stop in the face of the driver giving insufficient time for the train to brake to a stop prior to passing the signal at danger.*

#### **Includes:**

- Where signal equipment fails.
- Where the controller changes the signal to stop.

### **LOAD IRREGULARITY**

*Any situation where the load endangers or has the potential to endanger the safety of railway operations, persons and/or premises or causes damage.*

#### **Excludes:**

- Dangerous Goods not loaded in accordance with the Australian Dangerous Goods Code.

Load Irregularity subcategories reported include:

### **Door Open**

*Any door, hatch or gate that is incorrectly secured and could result in the loss of load or a collision.*

### **Out of Gauge**

*Any load that is placed, or any load that shifts, to become wider, higher or longer than the approved dimensions for the lines over which it operates.*

### **Load Shift**

*Any load that moves, spills or falls on or from a train.*

### **Uneven Distribution of Load**

*Any uneven distribution of load on rolling stock or in the consist of trains.*

### **Loose Load Fastening**

*Any fastening irregularity on rolling stock or in the consist of trains.*

## **TRACK INFRASTRUCTURE IRREGULARITIES**

*Any irregularity in the track infrastructure that endangers or has the potential to endanger the safety of railway operations, persons and/or premises.*

Track Infrastructure Irregularity subcategories reported include:

### **Broken Rail**

*A fracture of the rail in a running line including a broken joint or weld, or detachment of a piece from the rail which necessitates an immediate stoppage of traffic or the immediate imposition of a speed restriction lower than that currently in force.*

#### **Includes:**

- Detected Outside Of Maintenance Inspections (broken rails detected outside of normal maintenance inspections)
- Maintenance Inspection Detected (broken rails detected as part of normal maintenance inspections)

### **Misaligned Track**

*A horizontal or vertical misalignment of a running line which results in an immediate stoppage of traffic or the immediate imposition of a speed restriction lower than that already in force.*

### **Spread Track**

*Any spread of rail track, in a running line, beyond approved gauge tolerances that results in an immediate stoppage of traffic or other restrictions.*

#### **Excludes:**

- Points Irregularities
- Track Obstruction
- Civil Infrastructure Irregularities