

Data Definitions

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

Source: Standard No. ON – S1
Occurrence Categories and Definitions
Revision 1 – Effective 2 August 2004

FATALITY

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

Includes:

- Death of employee, passenger, trespasser, or member of the public;
- A person killed as the result of a fall at a railway station;
- Death due to suspected suicide;
- Death of a person on a train due to a landslide which hits the train;
- Death of a person travelling on a tram or light rail vehicle involved in an accident on the roadway.

Excludes:

- Death due to natural causes (eg heart attack) on board a train;
- Death due to substance abuse (eg drug or alcohol overdose) on board a train;
- Death due to an occurrence in a repair shop, eg, a person killed while engaged in the maintenance of a stationary train in a repair shop;
- Death of a person as a result of a fight on board a train;
- Death of a person after being assaulted on a railway station platform;
- Death of a person travelling in a road vehicle involved in an accident on railway property and a train or other railway vehicle was not involved.

SERIOUS PERSONAL INJURY

A person admitted to hospital as the result of injuries sustained in a railway occurrence.

Includes:

- A person admitted to hospital as a result of a railway occurrence and who does not die from injuries sustained in the occurrence within 30 days of the occurrence;
- Serious injury of employee, passenger, trespasser, or public;
- Serious injury of a person as the result of a fall at a railway station;
- Serious injury of a person due to suspected suicide;
- Serious injury of a person on a train due to a landslide which hits the train;
- Serious injury of a person travelling on a tram or light rail vehicle involved in an accident on the roadway.

Excludes:

- Serious injury of a person due to natural causes (eg heart attack) on board a train;
- Serious injury of a person due to substance abuse (eg drug or alcohol overdose) on board a train;
- Serious injury of a person due to an occurrence in a repair shop, eg, a person injured while engaged in the maintenance of a stationary train in a repair shop;
- Serious injury of a person as a result of a fight on board a train;
- Serious injury of a person after being assaulted on a railway station platform;
- Serious injury of a person travelling in a road vehicle involved in an accident on railway property and a train or other railway vehicle was not involved;
- Minor injuries.

DERAILMENT

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

Running Line Derailment

Any derailment occurring in the movement of a train on a running line.

Includes:

- track machine derailments if they are travelling on the line as a running train;
- shunting derailments occurring on running lines within station limits.

Excludes:

- derailments of work trains/track machines occurring within closed section;
- derailments 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 purpose of carrying out engineering works.

COLLISION

When a train or rolling stock strikes another train, rolling stock, obstruction, person or other object or is struck by another object.

Running Line Collision**Includes:**

- running line collisions that occur in the normal movement of a train on a running line;

Excludes:

- any collision (except train to train) that occurs at a level crossing would be covered under the definition of "level crossing" occurrence).
- suspected or attempted suicides.

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 compromises safety, at a level crossing.

Includes:

- cases of road vehicles causing damage to gates, barriers or other equipment at level crossings;
- near miss incidents;
- any case of a train running onto a level crossing when not authorised to do so is reportable;
- any failure of equipment at a level crossing which could endanger users of the road or path crossing the railway. This includes 'wrong-side' failures of equipment (where equipment fails to a dangerous condition) whether or not any train or crossing user is involved at the time of failure;
- incidents which occur during periods of unusual operation are to be included, eg when an automatic crossing is operated manually.
- level crossing occurrences with Tramways where Trams operate over their exclusive right of way.

Excludes

- infrastructure irregularities such as broken rails, welds and bonds that result in the unnecessary operation of crossing protection equipment. (These are reported in infrastructure irregularities).
- roadways crossing tramways where tramways operate on roadways shared with road vehicles.
- exclude suspected and attempted suicides from the count of level crossing fatalities and persons injured in level crossing occurrences. These are recorded as "suspected suicide".

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

- hand signal;
- point indicator;
- radio signal.
- proceed Authority exceedance.

LOADING IRREGULARITY

Any danger to the load that affects or could affect the safe passage of trains or the safety of persons and/or property.

TRACK AND CIVIL INFRASTRUCTURE IRREGULARITY

Any irregularity in the track or supporting infrastructure that causes a danger to the safe passage of trains and or to people.

Note: Even if a line or structure is taken out of use as a precaution while a competent technical person is called to the scene, the occurrence is only reportable if it is confirmed that there was likely to be a train accident or injury to people. This may be measured by the need for repairs before rail traffic can resume its normal speed or before premises or structures can be safely used again.

Includes

- the failure of a tunnel, bridge, viaduct, culvert, station, or other structure or any part thereof subject to the fact that the occurrence is likely to cause an accident to a train or endanger persons

Excludes

- signalling and Electrical Infrastructure;
- irregularities detected and corrected as part of a normal maintenance program.