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’

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. derailers) 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.

Data Definitions: OC-G1 - Applicable to occurrences post 01 July 2008
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