

SCHEDULE 2

DANGEROUS OCCURRENCES

PART 5

DANGEROUS OCCURRENCES WHICH ARE REPORTABLE IN RESPECT OF A RELEVANT TRANSPORT SYSTEM

Collision or derailment of passenger trains

- 54. Any collision between a passenger train and another train.
- 55. The derailment of the whole or part of a passenger train.

Collision or derailment not involving passenger trains

- 56. Any collision between non-passenger trains—
 - (a) on a running line, which causes damage to a train; or
 - (b) in a siding, which causes damage to a train and an obstruction to a running line.
- 57. The derailment of a non-passenger train—
 - (a) on a running line, except a derailment during shunting operations which does not obstruct any other running line; or
 - (b) in a siding, which causes an obstruction to a running line.

Accidents involving any train

- 58. Any collision between a train and a buffer stop which causes damage to the train, except a collision in a siding.
- 59. A train striking any cattle or horse, whether or not damage is caused to the train, or striking any other animal which causes damage necessitating immediate temporary or permanent repair (including damage to the windows of the driver's cab but excluding other damage consisting solely in the breakage of glass).
- 60. A train on a running line striking or being struck by any object which causes damage necessitating immediate temporary or permanent repair (including damage to the windows of the driver's cab but excluding other damage consisting solely in the breakage of glass) or which might have been liable to derail the train.
- 61. A train, other than one on a railway, striking or being struck by a road vehicle.
- 62. A passenger train, or a non-passenger train not fitted with continuous self-applying brakes, becoming unintentionally divided.

Failure of train parts

- 63. The failure of—
 - (a) an axle;
 - (b) a wheel or tyre, including a tyre loose on its wheel;
 - (c) a rope or the rope's fastenings;
 - (d) a winding plant or equipment involved in working an incline; or

Status: Point in time view as at 01/10/2013.

Changes to legislation: There are currently no known outstanding effects for the The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013, PART 5. (See end of Document for details)

- (e) any part of a train which is likely to cause an accident to that or any other train, or to cause personal injury to any person,
which occurs or is discovered whilst the train is on a running line.

Fire

64. Any fire—

- (a) in or on any part of a passenger train or a train carrying dangerous goods within the meaning of the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009 ^{M1};
- (b) in or on any part of a non-passenger train which was extinguished by a fire-fighting service;
- (c) seriously affecting the functioning of signalling equipment;
- (d) affecting the permanent way or works of a relevant transport system which necessitates the suspension of services over any line, or the closure of any part of a station or signal box or other premises, for a period—
 - (i) of more than 30 minutes in the case of any part of a relevant transport system below ground; and
 - (ii) in any other case, of more than 1 hour; or
- (e) causing damage which could affect the running of a relevant transport system.

Marginal Citations

M1 [S.I. 2009/1348](#); regulations 2, 3, 11, 12, 19, 20, 21, 22, 25, 29, 32 and 34, and paragraph 4 of Schedule 2 were amended by [S.I. 2011/1885](#), which also inserted regulations 19A, 19B, 19C, 19D, 19E and 19F.

Severe electrical arcing or fusing

65. Severe electrical arcing or fusing—

- (a) in or on any part of any train; or
- (b) which seriously affects the functioning of signalling equipment.

Level crossings

66. Any train striking a road vehicle or gate at a level crossing.

67. Any train running onto a level crossing when not authorised to do so.

68. The failure of equipment at a level crossing which could cause a significant risk of personal injury to users of the road or path crossing the railway.

The permanent way and other works

69. The failure of a rail in a running line or of a rack rail, which results in—

- (a) a complete fracture of the rail through its cross-section; or
- (b) in a piece becoming detached from the rail which requires the immediate stoppage of traffic or the immediate imposition of a lower speed restriction.

70. The buckle of a running line which requires the immediate stoppage of traffic or the immediate imposition of a lower speed restriction.

71. An aircraft or vehicle of any kind either landing on, running onto or coming to rest across the line, or damaging the line, so as to cause damage—

- (a) which obstructs the line; or
- (b) to any railway equipment at a level crossing.

72. The runaway of an escalator, lift or passenger conveyor.

73. The following classes of accident where they are likely to cause an accident to a train or a significant risk of personal injury to any person—

- (a) the failure of a tunnel, bridge, viaduct, culvert, station or other structure or any part of it including the fixed electrical equipment of an electrified relevant transport system;
- (b) any failure in the signalling system which could cause a significant risk to the safe passage of trains other than a failure of a traffic light controlling the movement of vehicles on a road;
- (c) a slip of a cutting or of an embankment;
- (d) flooding of the permanent way;
- (e) the striking of a bridge by a vessel or by a road vehicle or its load; or
- (f) the failure of any other portion of the permanent way or works.

Incidents of signals passed without authority

74. Any train, travelling on a running line or entering a running line from a siding, passing a signal displaying a stop aspect without authority, unless the stop aspect was not displayed in sufficient time for the driver to stop safely at the signal.

Status:

Point in time view as at 01/10/2013.

Changes to legislation:

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