
Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

ANNEX I

COMMON SAFETY INDICATORS

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Appendix

Common definitions for the CSIs and methods of calculating the economic impact of accidents

4. Indicators relating to precursors of accidents

- 4.1. 'broken rail' means any rail which is separated in two or more pieces, or any rail from which a piece of metal becomes detached, causing a gap of more than 50 mm in length and more than 10 mm in depth on the running surface;
- 4.2. 'track buckle or other track misalignment' means any fault related to the continuum and the geometry of track, requiring track to be placed out of service or immediate restriction of permitted speed;
- 4.3. 'wrong side signalling failure' means any technical failure of a signalling system (either to infrastructure or to rolling stock), resulting in signalling information less restrictive than that demanded;
- 4.4. 'Signal Passed at Danger when passing a danger point' means any occasion when any part of a train proceeds beyond its authorised movement and travels beyond the danger point;
- 4.5. 'Signal Passed at Danger without passing a danger point' means any occasion when any part of a train proceeds beyond its authorised movement but does not travel beyond the danger point.

Unauthorised movement as referred to in points 4.4 and 4.5 above means to pass:

- a trackside colour light signal or semaphore at danger, or an order to STOP where a Train Protection system (TPS) is not operational,
- the end of a safety related movement authority provided in a TPS,
- a point communicated by verbal or written authorisation laid down in regulations,
- stop boards (buffer stops are not included) or hand signals.

Any case in which a vehicle without any traction unit attached or a train that is unattended runs away past a signal at danger is not included. Any case in which, for any reason, the signal is not turned to danger in time to allow the driver to stop the train before the signal is not included.

National safety authorities may report separately on the four indices of unauthorised movement listed in the indents in this point and shall report at least an aggregate indicator containing data on all four items indices.

- 4.6. 'broken wheel on rolling stock in service' means a break affecting the wheel and creating a risk of accident (derailment or collision);
- 4.7. 'broken axle on rolling stock in service' means a break affecting the axle and creating a risk of accident (derailment or collision).