



Rail Accident Investigation Branch

A quick guide to notifying accidents and incidents on UK railways

Always check whether notification should be under Schedule 1 before considering Schedules 2 or 3.

Schedule 1 - Notify Immediately by telephone and follow up on form RAIBN1		Schedule 2 - Notify in 3 working days in writing on Form RAIBN1 or equivalent		Schedule 3 - Notify in bulk monthly in writing on Form RAIBN2 or equivalent.
1(1) Deaths to staff, passengers, or members of the public, caused in accidents or incidents involving moving trains, or to staff closely associated with train operations.	Except: deaths as a result of suicide, trespass, assault, natural causes. If in doubt notify.	2(1) Collisions with objects other than animals or items placed by vandals on railway or tram tracks, which would not otherwise have required reporting under any of the headings in Schedule 1.		3(1) Failures of equipment at level crossings which reduces the level of safety on the railway and that are not notifiable under Schedule 1(9).
1(1) Serious injury to 2 or more staff, passengers, or members of the public, caused in accidents or incidents involving moving trains, or to staff closely associated with train operations.	Except: serious injury caused by attempted suicide, trespass, assault. If in doubt notify.	2(2) Serious injury to one person on trains, trams, stations or other railway property if the event leading to the injury was connected with the operation of trains.	Except: serious injury caused by attempted suicide, trespass, assault. If in doubt notify.	3(2) Broken rails or rails where pieces have broken off and buckled rails where the route has to be closed or a speed restriction put in place.
1(2) Level Crossing accidents involving death or serious injury to a person except suicide and trespass as above. If in doubt notify.		2(3) Incidents where road vehicles foul running lines or damage track.		3(3) Failures of structures on the railway (such as tunnels, cuttings, bridges, embankments, culverts, and stations), which reduce the level of safety on the railway and that are not notifiable under Schedule 1(9).
1(3) Collisions between rolling stock, other than in a siding, which cause damage to the vehicles involved.		2(4) Unintended divisions of any trains or trams while in service or being prepared for service.		3(4) Signalling failures which reduce the level of railway safety by affecting the ability of the system to detect or protect trains that are not notifiable under Schedule 1(9).
1(4) Derailments on lines open to traffic or which block running lines open to traffic.		2(5) Failures of axles, wheels or tyres.		3(5) Signals passed at danger unless the incident is notifiable under Schedule 1(9).
1(5) Collisions of rolling stock with buffer stops or other automatic stop devices, other than in a siding, which cause damage to the vehicles involved.		2(5) Train fires, severe electrical arcing or fusing		3(6) Collisions between trams and road vehicles which are not notifiable under Schedule 1(1).
1(6) Release of, or fires involving, dangerous goods (including radioactive material) requiring an area to be evacuated.		2(6) Failures of ropes on cable hauled railways whose total length is greater than 1km.		
1(7) Accidents or incidents leading to the closure of a route for more than 6 hours. NB: incidents do not include weather related matters.		<p>RAIB Contact Details:</p> <p>Address: Rail Accident Investigation Branch, The Wharf, Stores Road, Derby DE21 4BA</p> <p>Telephone: 01332 253333</p> <p>E-mail: notify@raib.gov.uk</p> <p>Further information, and examples of what is and what is not notifiable, can be found in the Schedules to the Regulations section of RAIB's Guidance on the Railways (Accident Investigation and Reporting) Regulations 2005 at www.gov.uk/raib</p>		
1(8) Accidents causing in excess of 2m euros worth of damage to trains, infrastructure or environment. NB: this includes rolling stock which is written off, major track or structure damage or significant pollution incidents.				
1(9) Accidents or incidents which could have led to deaths or serious injuries or 2m euros worth of damage to trains, infrastructure or environment, had the circumstances been slightly different. If in doubt notify.				