

UIC-Middle East Safety Database

a. General definitions:

The general definitions and terms used on this safety database will be in conformity with the definitions of the UIC-SDB (edition: 14 Oct. 2004); except for the ones referred to in this text.

b. Accidents' registration:

The intended SDB shall register all the major accidents having the following consequences:

- Death of at least one person
- Serious injury
- Damages of more than thousand EUR
- Closing of the main lines for more than 6 hours as well as cancellation of movements

Accidents related to the maintenance lines, workshops and depots shall be excepted in case they are not part of major accidents.

c. Accidents' classification:

The major accidents are classified as follows and the relevant statistics must be declared as this classification or be registered in the database.

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|-------|---|
| I. | Collision of a train with another train |
| II. | Collision of a train with a road vehicle |
| III. | Collision of a train with an individual |
| IV. | Collision of a train with an obstacle (animals, fixed materials on rail) |
| V. | Derailment of train |
| VI. | Falling of an individual from train |
| VII. | Other accidents on individuals, causing death or serious injury (electrocution by overhead or the third line, etc.) |
| VIII. | Fire on the trains |
| IX. | Accidents related to hazmat |
| X. | Other accidents |

Explanation 1:

The accidents that are directly caused by carriage of the dangerous goods by train, shall be included in the IX category.

Explanation 2:

Other accidents are all the major accidents – according to the definition of item b (Accidents' registration), which are not included in the items I to IX.

Explanation 3:

In case an accident results in another one, only one accident, necessarily the earlier will be registered and reported. For example, if there is a collision that leads into derailment of train, only the collision will be recorded, and similarly if in a derailment the fouling point of the nearby line be occupied and another train collide with it, merely the derailment will be considered.

d. Serious accidents and quasi accident:

It is necessary to report and record the serious accidents and quasi accidents separately, such as rail fracture, breaking of coupling, out of control vehicles, passing through the red light, dangerous speed, hot box, falling of cuttings, floods, on the condition that they don lead into major accident as per the definition.

e. Fatalities:

It is required to register the facts and figures of the fatalities of the accidents for classification of the defined accidents as per the following table:

Type of accident	Fatalities			Injuries		
	Staff	Passengers	Third parties	Staff	Passengers	Third parties
Collision of a train with another train						
Collision of a train with a road vehicle						
Collision of a train with an individual						
Collision of a train with an obstacle (animals, fixed materials on rail)						
Derailment of train						
Falling of an individual from train						
Other accidents on individuals, causing death or serious injury (electrocution by overhead or the third line, etc.)						
Fire on the trains						
Accidents related to hazmat						
Other accidents						

Explanation 1:

Staff means each of the railway personnel and/or the individuals in the contracting companies working in rail transport.

Explanation 2:

Passenger means anyone except for the train staff who is traveling by rail vehicle on the rail network.

Explanation 3:

Any person involved in the rail accident except for the staff or passengers is called the third party.

f. Financial loss:

If possible, the damages resulted from accidents shall be reported and recorded.

Draft of Internal Regulation for RAME Safety Working Group

Draft of the Internal Regulation of the Safety Working Group of UIC Regional Assembly Middle East (RAME)

1) Introduction

Considering that rail safety has been identified by the Director Generals of the Middle East railways as a priority and due to the importance of safety in Rail transportation and the need for continued improvement of rail safety level, establishing RAME Safety Working Group was one of the important results and the next steps of the 2nd Educational Seminar of Railway Safety which was held in Tehran on 4-5 May 2010 with the presence of safety managers/experts of the RAME members. Following that, establishing of the safety working group was ratified by the 7th RAME meeting (Tehran, 30 May 2010) according to RAME Internal Regulation.

2) Aim and activity area of the Middle East Safety Working Group

The purpose of establishing safety working group is to help examining matters, problems, concerns, and needs of the Middle East railways on safety and exchange of experiences, co-thinking and cooperation for removing the obstacles and problems and also meeting needs in this regard. The safety matters covered include all risks that railway operations may create for people, goods and the environment. The objective is to help eradicate, mitigate or control these risks and eliminate their underlying causes and their effects.

Regarding the above, the members will cooperate with each other on examining safety needs of the region, upgrading safety knowledge and culture, benefiting UIC findings and achievements as well as experiences of other railways' activities, reaching to a common understanding of the safety management and removing safety needs and eventually defining and launching safety projects for the region. All of the mentioned activities will be performed under the auspices of UIC in line with getting benefit of UIC experiences and data along with the coordination of regional office.

3) Members of the Middle East Safety Working Group

The Middle East Safety Working Group brings together rail safety directors and experts from the members of the Regional Assembly for Middle East, some of whom have been introduced formally as safety correspondent by the members. At least one of the participants at the safety group from each member should be in managerial level having the authority and power of taking decisions and submission of data.

Any new member joining to the RAME will introduce its safety representative(s) for the safety group with coordination of the regional office.

Members of the other UIC regions may be invited to participate in the working group meetings.

4) The Safety Group Structure

The safety working group inclusive of the members shall have a chairman and a vice-chairman holding a position at the highest managerial level of the safety appointed by the member railways and shall be elected on the basis of a majority of votes cast for a two-year term; this period could be extended.

In the Chairman's absence, his successor shall assume duties of the Chairman.

The agenda of the meetings of the safety working group will be sent to the members at least 6 weeks in advance of the proposed date for holding the meetings after gathering the ideas and suggested subjects of the members to be raised at the meetings and the confirmation of the chairman of the safety group. The responsibility of sending the agenda to the members and any coordination in this regard shall be up to the regional office.

5) Holding of the Meetings

The Safety Working Group will normally meet twice a year. The location of holding of the meetings shall be in member states and in circular. If necessary, and if the majority of the members shall agree, considering the importance and emergency of the matters, some extra meetings may be held beyond the specified two times annually.

If the necessity/emergency arises to hold a meeting earlier than the pre-specified annual meeting to discuss and decide certain critical issues, the safety group may meet earlier than the already advised time upon the request of the each member, however, the case should be confirmed by the group chairman and in the coordination of the other members with the notice of 6 weeks of the proposed date. In cases needed for taking a necessary decision before the annual meetings, it may be done through email/correspondence.

One of the meetings of the safety group may be held as specialized meetings one day before the pre-planned annually RAME meetings in the hosting country.

6) Cooperation with other UIC Regions

The Middle East Safety Group may be in contact with other UIC Regional Assemblies and may define joint projects with them according to needs of the regional assembly provided that the joint multi-regional projects are ratified by the RAME together with their budget.

7) Tasks and responsibilities of the Safety Group

Cooperation and coordination of the members in exchanging information and doing effective measures related to safety as well as sharing experiences of member states and performing exclusive projects to each member or regional projects to members in line with maintenance and/or improving safety to a desired level would be of the main tasks of the safety working group. One of the measures of the safety group at the first step shall be building a safety database for the Middle East Region. To this end, each member should send its data to the regional office for updating the database every three month; and in case of making mechanized software system under the net, should enter

the data monthly in the system. After gathering data, the regional office will send them to the members and also UIC Safety Platform.

The Safety working group shall decide on defining regional/multi-regional projects under the UIC auspice, launching educational courses as well as holding seminars and educational workshops on subjects of rail safety. All of the decisions and proposals and also the concerned budget should be ratified by RAME.

The Safety Group may act for setting up sub-groups or teams inside itself to work on the different areas of the rail safety. Mentioned sub-groups or teams will be in touch with each other and they shall present the results of their activities and report of their performance and possibly their suggested projects to the annual meetings of the Safety Group.

8) Taking effect of the Internal Regulation

The present internal regulation was reviewed and approved in the first RAME safety working group in Tehran on 4 May 2011 and shall take effect after its ratification in the 9th RAME meeting on 31 May 2011 in Amman, Jordan.

9) Any other business

Sending the agenda of safety working group meetings, preparing minutes of the meetings, following up the decisions, and making CD-ROM of the meetings and their distribution and publishing the booklet of the accidents statistics with joint cooperation of the safety group correspondents shall be up to the regional office.

10) Working language

English shall be the working language of the meetings and the documents prepared.