

A decorative graphic at the top of the page features a series of green rectangular blocks of varying lengths, resembling a train. To the right, a green silhouette of a city skyline is visible above a white fence-like structure.

# FATALITIES, INJURIES AND NEAR HITS ON THE QUEENSLAND HEAVY RAIL NETWORK 2001-2023

MARCH 2024

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# INTRODUCTION

This report has been prepared by the TrackSAFE Foundation to increase knowledge and inform prevention activities to reduce fatalities, injuries and near hits on the Australian heavy rail network.

The TrackSAFE Foundation, established by the Australasian Railway Association and UGL in 2012, is Australia's only harm prevention charity focused on reducing deaths, injuries and near hits on the rail network. TrackSAFE also works to improve the wellbeing of rail employees.

Every life lost and injury on the rail network is a tragedy and the impacts on family, friends, communities, rail and recovery staff and witnesses can be profound. These incidents together with thousands of near hits each year can cause trauma and work-related stress and illness to rail and recovery staff.

The [Rail Industry Trauma Management Framework](#) developed by TrackSAFE provides guidance on best practice trauma management and should form the foundation of internal policies and procedures in rail organisations. Rail RUOK? Day is celebrated across the rail industry every April. Rail RUOK? activities throughout the year build skills and confidence to ask a workmate "R U OK?" and know what to say and do if they say no. TrackSAFE also offers a range of webinars and other activities to support the wellbeing and resilience of the rail workforce.

Working closely with rail organisations, the TrackSAFE Foundation is actively engaged in a wide range of rail safety activities including public awareness campaigns and facilitation of the annual Rail Safety Week. To prevent suicides on the rail network, it advocates for fencing and other barriers to reduce access to the rail corridor, encourages individuals to seek help before and at the time of crisis and launched [Suicide Awareness Training](#) for rail staff in September 2023. It also promotes the responsible reporting of suspected and attempted suicides by the media. In partnership with Lifeline Australia, TrackSAFE implements public awareness campaigns to encourage individuals to contact Lifeline on 13 11 14 whether they are in crisis or just needing someone to talk to. The [Pause.Call.Be Heard](#) signage is used widely in the rail corridor as well as being delivered digitally in bursts to those in and near rail locations.

Every incident on the network can also cause disruption and delays to hundreds of services each year impacting customers and economic efficiency. The average annual economic burden of railway safety incidents in Australia during the period 2007-2015 was estimated to be approximately \$360.1 million<sup>1</sup>.

More information on TrackSAFE's activities is available via its [website](#). Copies of reports commissioned by TrackSAFE and referenced in this report are available in TrackSAFE's [Information Hub](#).

Some people may find the content of this report confronting or distressing. The information included here places an emphasis on data, and as such, can appear to depersonalise the pain and loss behind the statistics. If this material raises concerns for you contact Lifeline on 13 11 14.

1. RISSB 2015 AS 7644. 2015. Rail Corridor Access Infrastructure Standard p4.

# NOTES ON THE DATA IN THIS REPORT

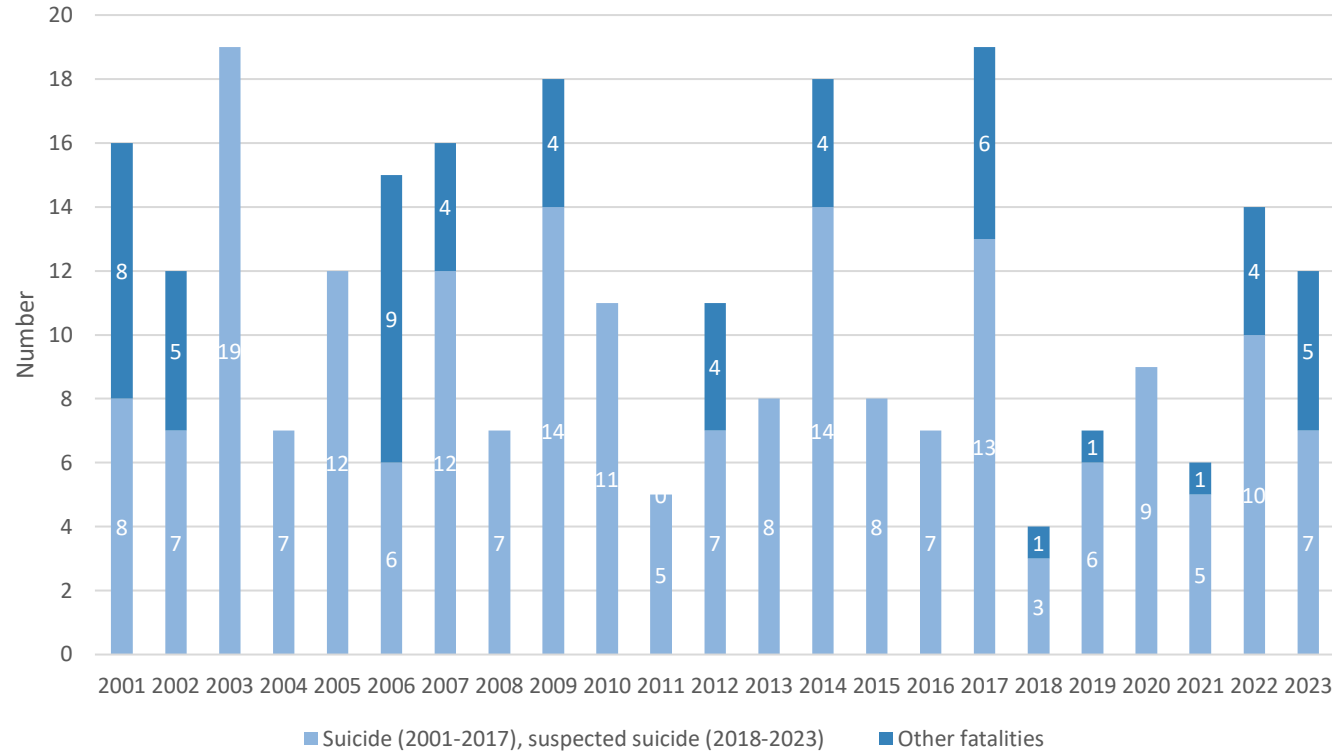
- Fatality, injury and near miss data in this report has been sourced from either the National Coronial Information System (NCIS) or the Office of the National Rail Safety Regulator (ONRSR).
- Where data is described as 'suicide', the data has been sourced from a report commissioned by the TrackSAFE Foundation from the NCIS for the period 2000-2017. Information about the limitations of this data can be provided by TrackSAFE.
- Where a fatality is described as 'suspected suicide', the data has been obtained by ONRSR and includes incidents notified to the Regulator by rail operators as required by the Rail Safety National Law National Regulations. These incidents are notified to ONRSR shortly after the incident. The Coroner may make a different determination about the cause of death.
- The number of suicides in 2016 & 2017 (76 & 82 respectively) as determined by Coroners' and included in the NCIS report is lower than the suspected suicides reported in the ONRSR database (77 & 94 respectively).
- There is some variability in the time period used for the analysis included in this report due to the form and availability of data.
- Two amendments were made to the original ONRSR occurrence database by TrackSAFE. A 2017 Victorian tram incident that resulted in a serious injury is excluded and suspected suicide fatality in NSW in 2016 was misclassified as a minor injury.
- On 1/7/2022 the definition of serious injury has changed and resulted in a slight decrease of serious injuries compared to previous years. On the same date the definition of Near Miss/Near Hit has changed and now only requires incidents to be reported where a collision has only been narrowly avoided by chance and there was a high chance of collision if circumstances were slightly different. This resulted in a decrease in incidents compared to previous years.

# SUMMARY

- Between 2001-2023 there were 2,326 fatalities<sup>1</sup>, 1,685 suicides or suspected suicides and 645 other fatalities on the Australian heavy rail network. This is a total annual average of 101 fatalities per year (73 suicides & suspected suicides and 28 other fatalities), or almost 2 each week. Most occur in Victoria (44%) followed by New South Wales (30%), Queensland (12%), Western Australia (9%) and South Australia (5%) and 7 in the Northern Territory and Tasmania and 2 in the Australian Capital Territory<sup>1</sup>.
- Between 2001-2023 there were 278 fatalities - 205 suicides or suspected suicides and 73 other fatalities on the Queensland heavy rail network. This is a total annual average of 12 fatalities per year (9 suicides & suspected suicides and 3 other fatalities), or 1 per month.
- Since 2016 rail operators have been required to report to ONRSR occurrences – be they fatalities, injuries or near misses in accordance with the National Rail Safety National Law. Between 2016-2023 in Queensland there were:
  - a total of 176 fatalities, injuries and attempted suicides with no injuries reported on ONRSR, an average of 22 per year.
  - 77 fatalities including 62 (81%) suspected suicides.
  - 55 attempted suicides. There are likely to have been many more attempted suicides and threats of self-harm that did not meet the regulatory reporting threshold.
  - 8 fatalities and 20 injuries to trespassers. In addition, there were 1,081 near hits with trespassers, an average of 135 per year. There are likely to have been many more near hits that did not meeting the regulatory reporting threshold.
  - 7 fatalities and 32 injuries as a result of collisions with a road vehicles and pedestrians at a level crossing. In addition, there were 1,307 near hits with a road vehicle and 714 near hits with a pedestrian at level crossings, an average of 252 per year. There are likely to have been many more near misses that did not meeting the regulatory reporting threshold.

1. This includes <4 other fatalities that occurred in 2000 in Northern Territory, South Australia and Western Australia, the exact number is not reported by NCIS.

# FATALITIES ON THE QUEENSLAND HEAVY RAIL NETWORK 2001-2023<sup>1,2</sup>



In this period there were 278 fatalities – 205 (74%) suicides or suspected suicides and 73 (26%) other fatalities. This is a total annual average of 12 fatalities per year (9 suicides & suspected suicides and 3 other fatalities), or 1 per month.

## STATE DISTRIBUTION OF FATALITIES

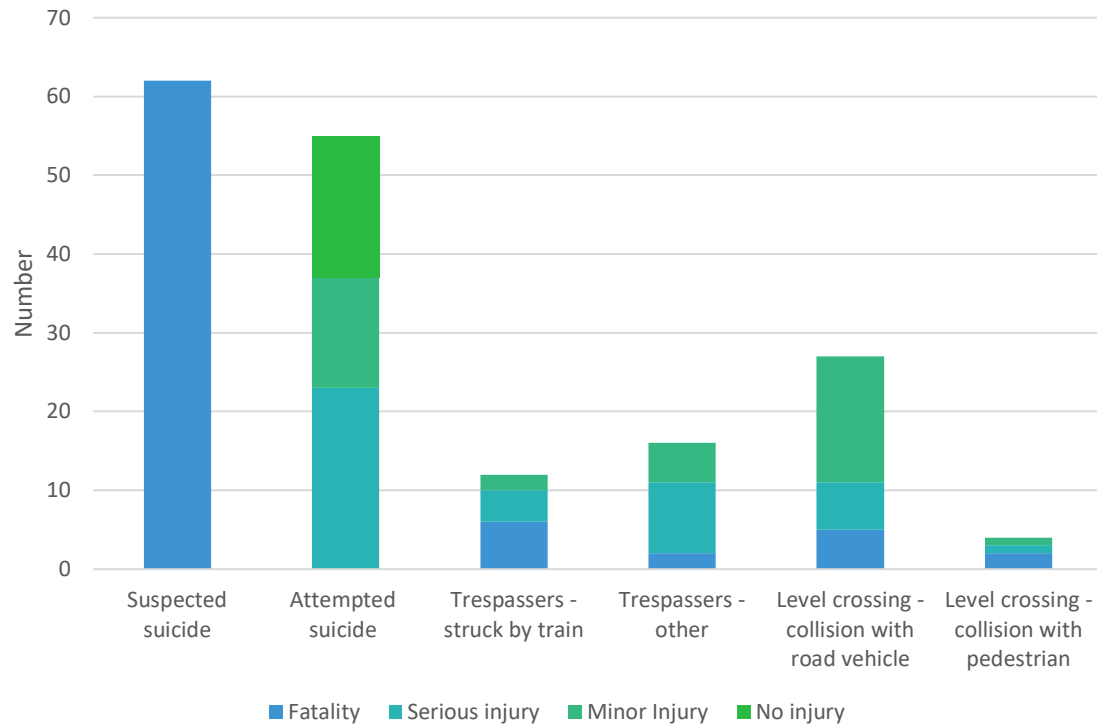


In addition, there were 7 fatalities in NT, 6 fatalities in TAS and the NT and 1 in the ACT.

1. National Coronial Information System, 2020 Intentional Self-harm deaths at Australian railway locations 2000–2017, (DR20-31 and DR20-31A), November, Melbourne Australia (for 2001-2017 suicide data), National Coronial Information System, 2021, Non-intentional self-harm deaths at Australian railway locations 2000-2017 (DR20-43), February, Melbourne Australia (for 2001-2017 other fatality data).  
 2. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023 (for 2018-2023 data). The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences to ONRSR

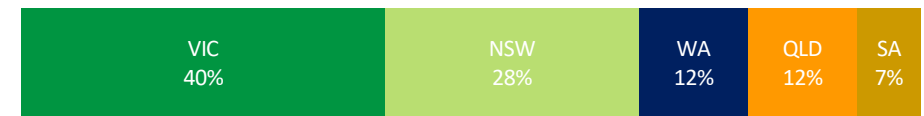
# FATALITIES & INJURIES BY CAUSE ON THE QUEENSLAND HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

In this period there were 176 fatalities, injuries and attempted suicides with no injury reported to the Office of the National Rail Safety Regulator, an average of 22 per year. 81% of all fatalities were suspected suicides.



	Fatality	Serious injury	Minor Injury	No injury	Total
Suspected suicide	62				62
Attempted suicide		23	14	18	55
Trespassers - struck by train	6	4	2		12
Trespassers - other	2	9	5		16
Level Xing - collision with road vehicle	5	6	16		27
Level Xing - collision with pedestrian	2	1	1		4
Other – struck by train	0	0	0		0
<b>Total</b>	<b>77</b>	<b>43</b>	<b>38</b>	<b>18</b>	<b>176</b>

## STATE DISTRIBUTION OF OCCURENCES

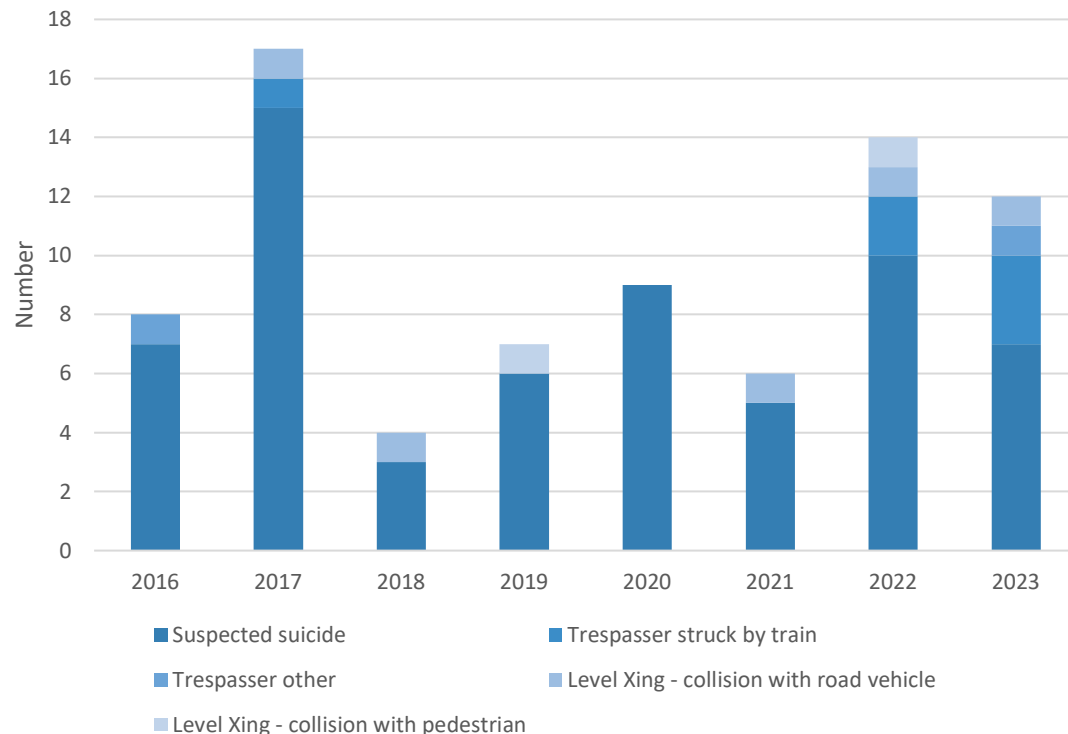


There were 6 incidents in NT, 3 in TAS and 0 in ACT

1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of serious injury changed potentially changing reported serious injuries compared to previous years.

# FATALITIES ON THE QUEENSLAND HEAVY RAIL NETWORK BY YEAR & CAUSE 2016-2023<sup>1</sup>

In this period there were 77 fatalities reported to ONRSR, an average of almost 10 per year.



	Suspected suicide	Trespasser struck by train	Trespasser other	Level Xing - collision with road vehicle	Level Xing - collision with pedestrian	Other- struck by train	TOTAL
2016	7	0	1	0	0		8
2017	15	1	0	1	0		17
2018	3	0	0	1	0		4
2019	6	0	0	0	1		7
2020	9	0	0	0	0		9
2021	5	0	0	1	0		6
2022	10	2	0	1	1		14
2023	7	3	1	1	0		12
TOTAL	62	6	2	5	2	0	77

## STATE DISTRIBUTION OF FATALITIES<sup>2</sup>



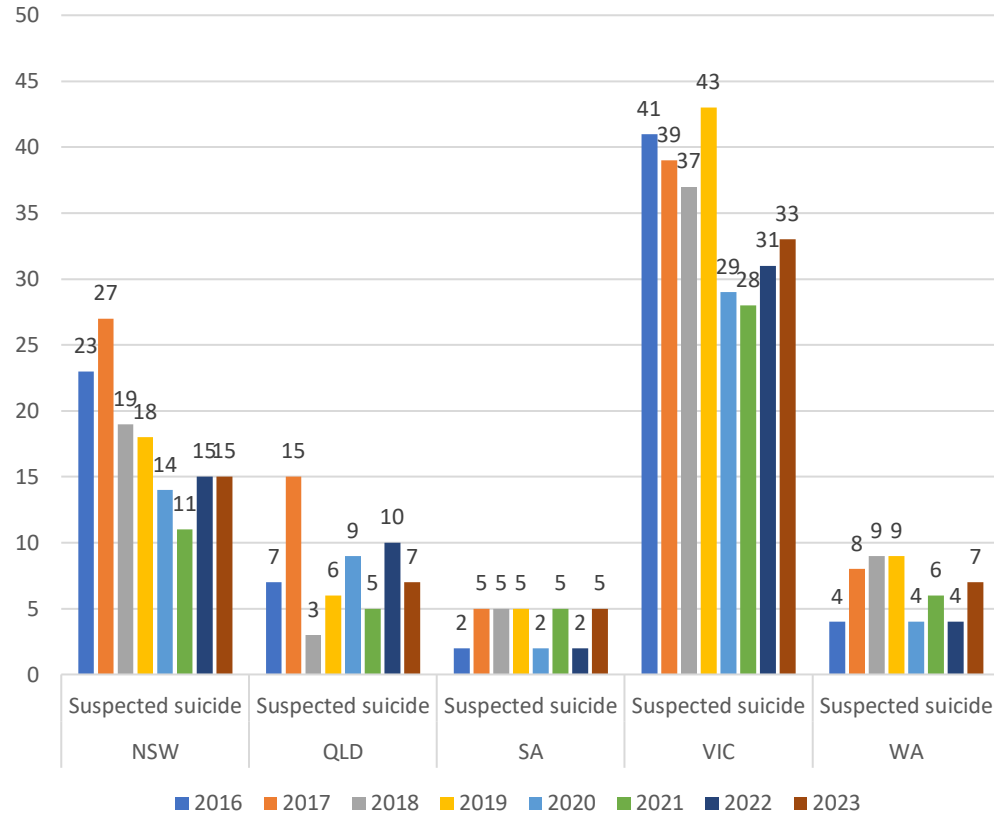
In addition, there were 2 fatalities in TAS. There were no fatalities in NT & ACT

- Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences.
- Equals 99% due to rounding

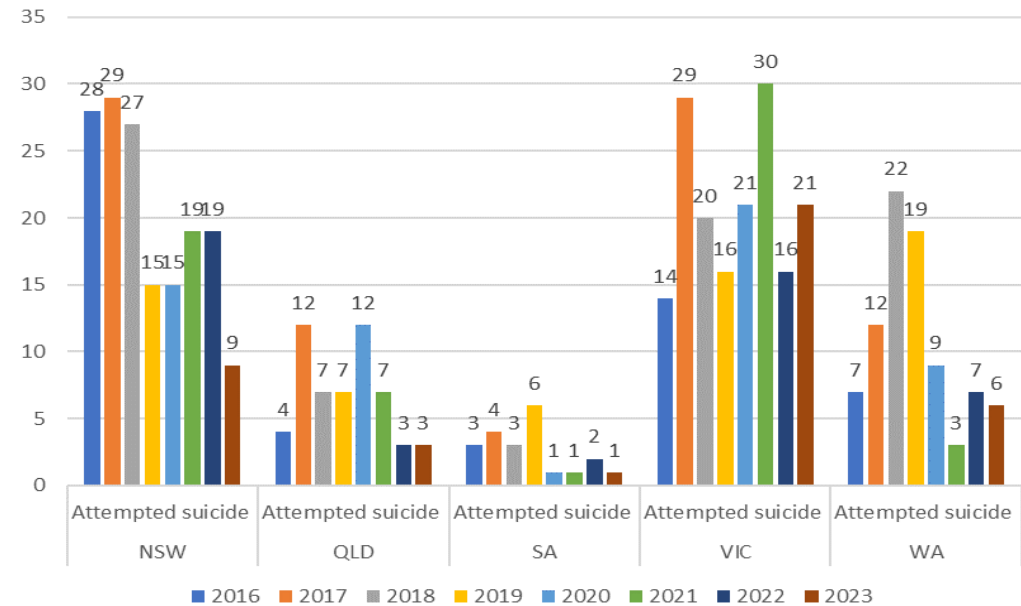


# SUICIDES<sup>1</sup>, SUSPECTED & ATTEMPTED SUICIDES<sup>2,3</sup> ON THE AUSTRALIAN HEAVY RAIL NETWORK BY STATE 2016-2023

SUSPECTED SUICIDE



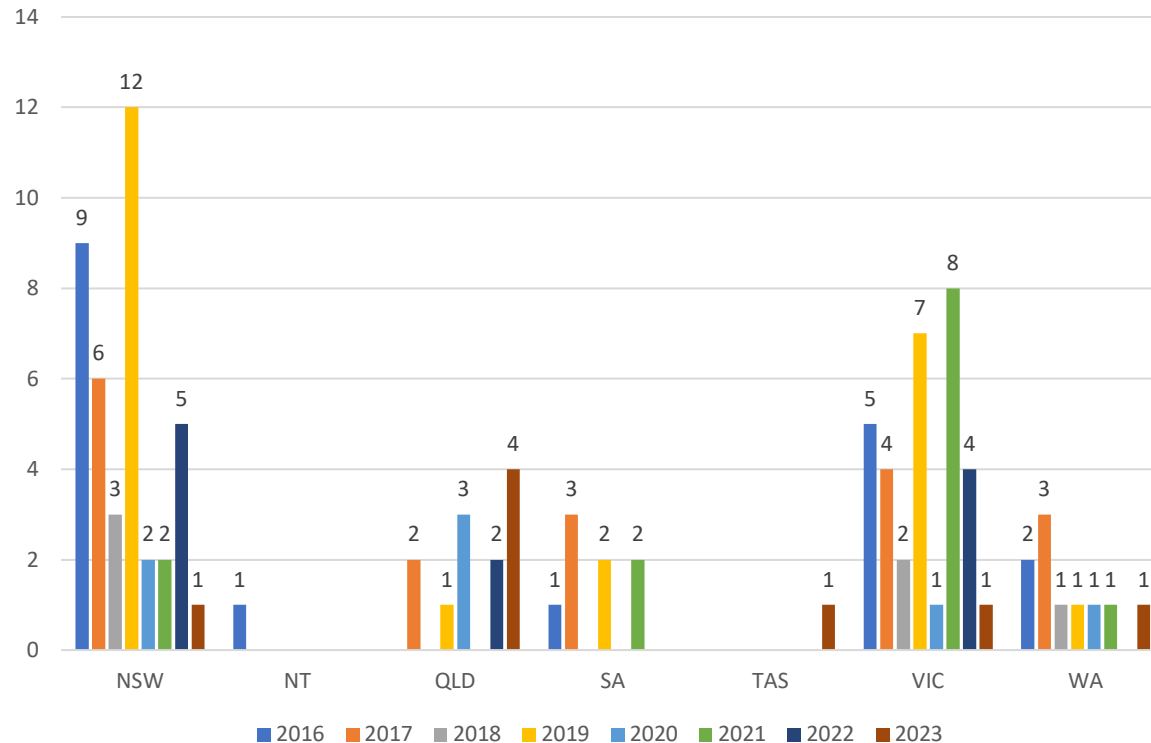
ATTEMPTED SUICIDE



1. National Coronial Information System, 2020 Intentional Self-harm deaths at Australian railway locations 2000–2017, (DR20-31 and DR20-31A), November, Melbourne Australia (for 2016-2017 data).  
 2. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023 (for 2018-2023 data). The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences to ONRSR.  
 3. NCIS report less suicides in 2016 & 2017 compared to ONRSR suspected suicides (76 and 82 reported by NCIS for 2016 and 2017 respectively compared to 77 and 94 suspected suicides reported by ONRSR).

# TRESPASSER STRUCK BY TRAIN ON THE AUSTRALIAN HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

In this period there were 104 trespassers struck by a train resulting in 55 fatalities, 26 serious injuries and 23 minor injuries.



	NSW	NT	QLD	SA	VIC	WA	TOTAL
2016	9	1	0	1	5	2	18
2017	6	0	2	3	4	3	18
2018	3	0	0	0	2	1	6
2019	12	0	1	2	7	1	23
2020	2	0	3	0	1	1	7
2021	2	0	0	2	8	1	13
2022	5	0	2	0	4	0	11
2023	1	0	4	0	1	1	8
<b>TOTAL</b>	<b>40</b>	<b>1</b>	<b>12</b>	<b>8</b>	<b>32</b>	<b>10</b>	<b>104</b>

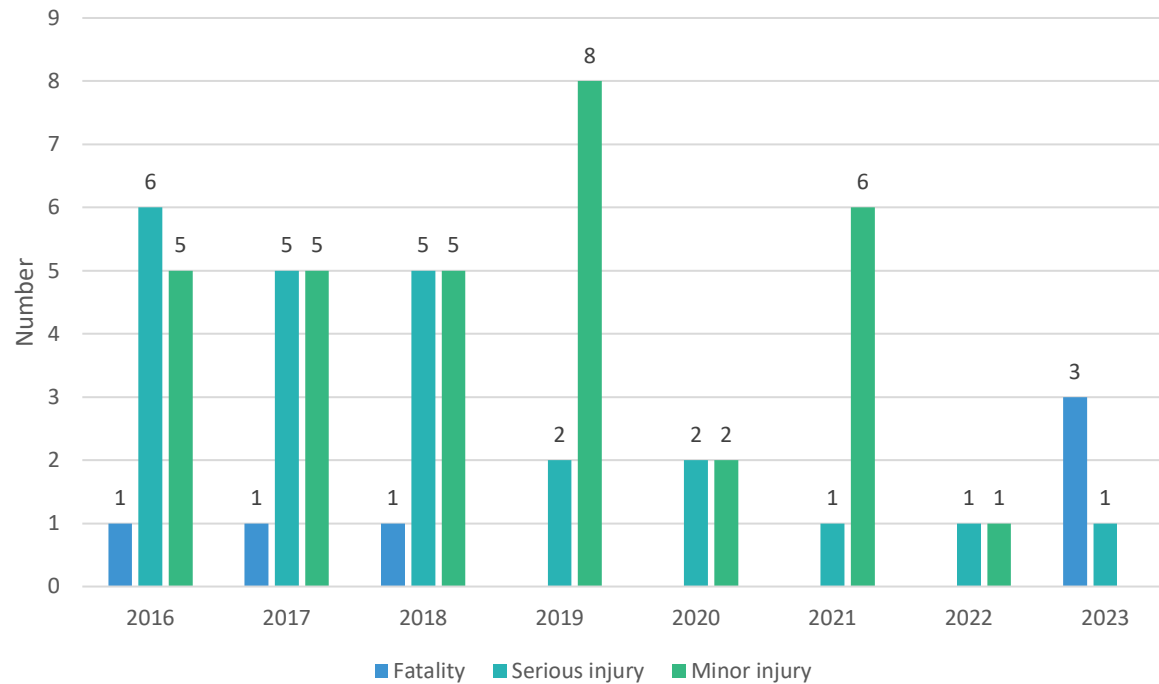
There were no incidents in the ACT

	Fatality	Serious injury	Minor injury	TOTAL
2016	8	6	4	18
2017	8	3	7	18
2018	3	1	2	6
2019	13	7	3	23
2020	2	3	2	7
2021	7	3	3	13
2022	9	1	1	11
2023	5	2	1	8
<b>TOTAL</b>	<b>55</b>	<b>26</b>	<b>23</b>	<b>104</b>

1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of serious injury changed potentially changing reported serious injuries compared to previous years.

# TRESPASSER - OTHER ON THE AUSTRALIAN HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

In this period there were 59 other trespasser incidents resulting in 4 fatalities, 23 serious injuries and 32 minor injuries.



	NSW	NT	QLD	SA	VIC	WA	TOTAL
2016	7	1	1	1	1	1	12
2017	2	0	3	2	4	0	11
2018	3	0	5	0	0	3	11
2019	4	0	1	0	3	2	10
2020	0	0	4	0	0	0	4
2021	5	0	0	1	0	1	7
2022	0	0	1	0	1	0	2
2023	1	0	1	0	0	0	4
<b>TOTAL</b>	<b>22</b>	<b>1</b>	<b>16</b>	<b>4</b>	<b>9</b>	<b>7</b>	<b>59</b>

There were no incidents in the ACT or TAS.

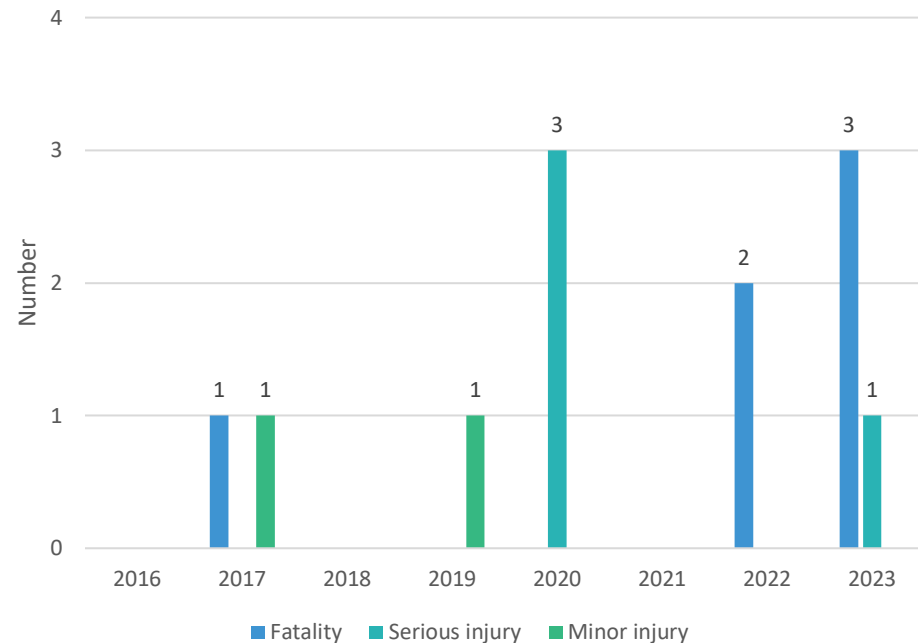
	Fatality	Serious injury	Minor injury	TOTAL
2016	1	6	5	12
2017	1	5	5	11
2018	1	5	5	11
2019	0	2	8	10
2020	0	2	2	4
2021	0	1	6	7
2022	0	1	1	2
2023	1	1	0	4
<b>TOTAL</b>	<b>4</b>	<b>23</b>	<b>32</b>	<b>59</b>

1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of serious injury changed potentially changing reported serious injuries compared to previous years.

# TOTAL TRESPASS OCCURENCES ON THE QUEENSLAND HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

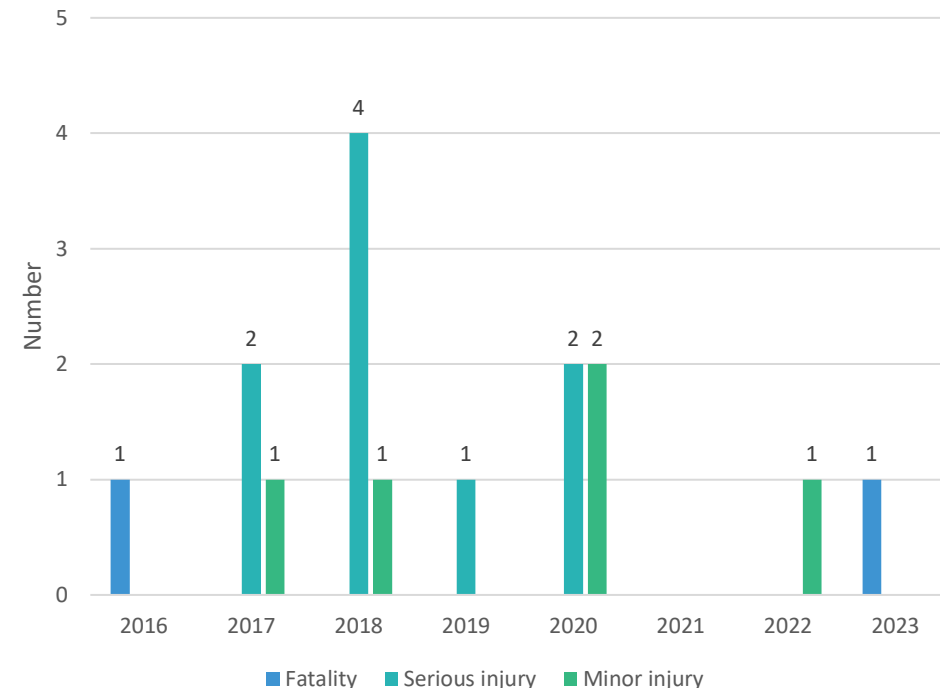
## TRESPASSER STRUCK BY TRAIN

In this period there were 12 trespassers struck by a train resulting in 6 fatalities, 4 serious injuries and 2 minor injuries. There were no incidents in 2016, 2018 or 2021.



## TRESPASSER OTHER INCIDENT

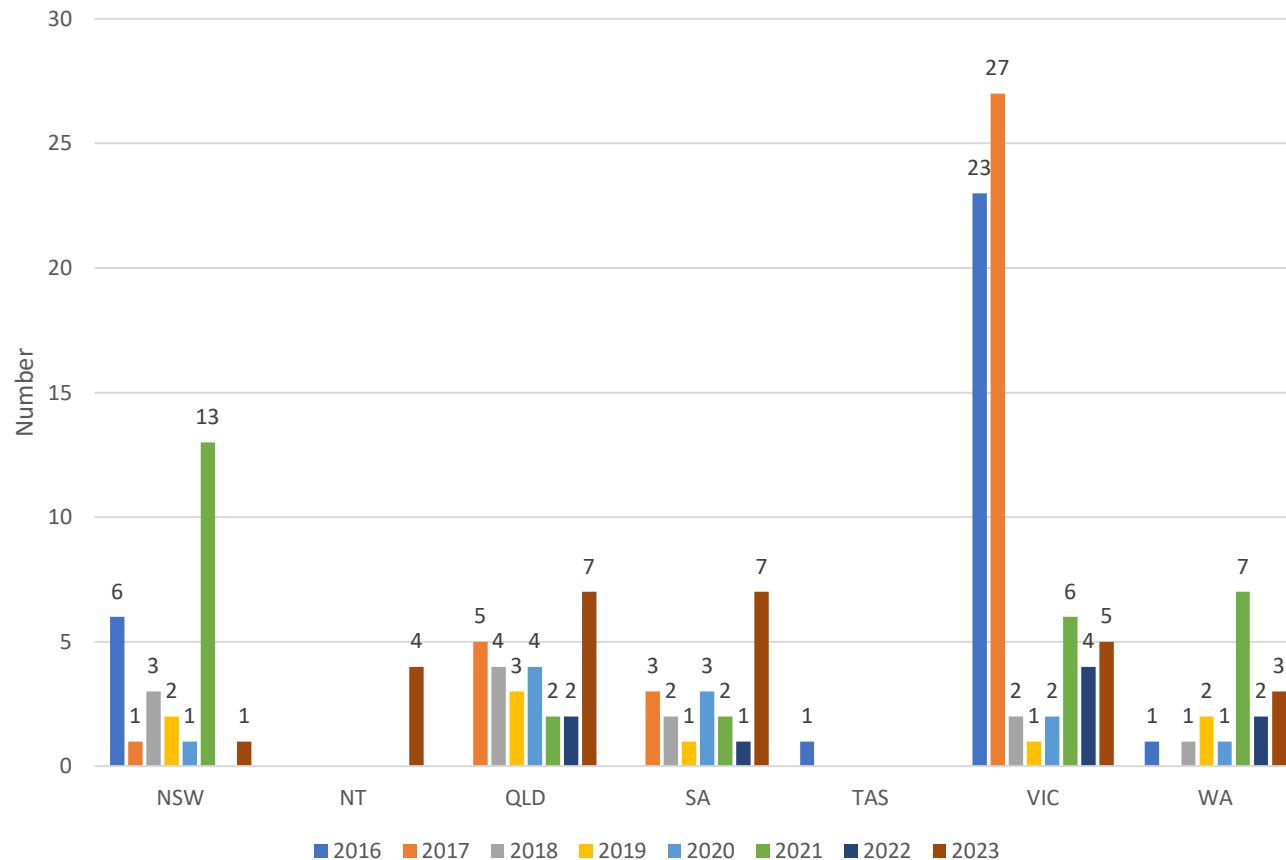
In this period there were 16 other trespasser incidents resulting in 2 fatalities, 9 serious injuries and 5 minor injuries. There were no incidents in 2021.



1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of serious injury changed potentially changing reported serious injuries compared to previous years.

# FATALITIES & INJURIES BECAUSE OF COLLISIONS WITH A ROAD VEHICLE AT LEVEL CROSSINGS ON THE AUSTRALIAN HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

In this period there were 27 fatalities and 138 injuries because of road vehicle collisions at a level crossing.



	NSW	NT	QLD	SA	TAS	VIC	WA	TOTAL
2016	6	0	0	0	1	23	1	31
2017	1	0	5	3	0	27	0	36
2018	3	0	4	2	0	2	1	12
2019	2	0	3	1	0	1	2	9
2020	1	0	4	3	0	2	1	11
2021	13	0	2	2	0	6	7	30
2022	0	0	2	1	0	4	2	9
2023	1	4	7	7	0	5	3	27
<b>TOTAL</b>	<b>27</b>	<b>4</b>	<b>27</b>	<b>19</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>165</b>

There were no incidents in the ACT.

	Fatality	Serious injury	Minor injury	TOTAL
2016	3	3	25	31
2017	3	3	30	36
2018	3	4	5	12
2019	2	1	6	9
2020	2	2	7	11
2021	5	7	18	30
2022	2	2	5	9
2023	7	6	14	27
<b>TOTAL</b>	<b>27</b>	<b>28</b>	<b>110</b>	<b>165</b>

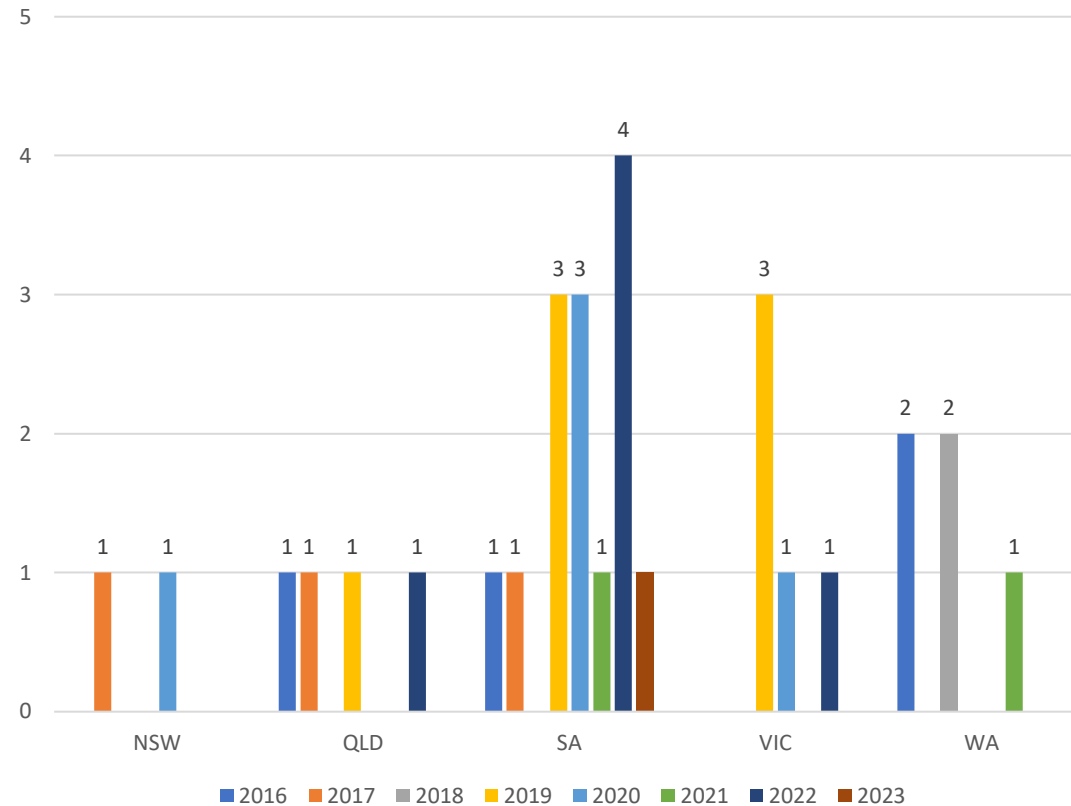
1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of serious injury changed potentially reducing reported serious injuries compared to previous years.

# FATALITIES & INJURIES BECAUSE OF COLLISIONS WITH A PEDESTRIAN AT LEVEL CROSSINGS ON THE AUSTRALIAN HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

In this period there were 13 fatalities and 17 injuries because of collisions with a pedestrian at a level crossing.

	NSW	QLD	SA	VIC	WA	TOTAL
2016	0	1	1	0	2	4
2017	1	1	1	0	0	3
2018	0	0	0	0	2	2
2019	0	1	3	2	0	7
2020	1	0	3	1	0	5
2021	0	0	1	0	1	2
2022	0	1	4	1	0	6
2023	0	0	1	0	0	1
<b>TOTAL</b>	<b>2</b>	<b>4</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>30</b>

There were no incidents in the ACT, NT or TAS.



	Fatality	Serious injury	Minor injury	TOTAL
2016	0	3	1	4
2017	1	1	1	3
2018	1	1	0	2
2019	3	2	2	7
2020	3	2	0	5
2021	1	1	0	2
2022	4	2	0	6
2023	0	1	0	1
<b>TOTAL</b>	<b>13</b>	<b>13</b>	<b>4</b>	<b>30</b>

1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of serious injury changed potentially reducing reported serious injuries compared to previous years.

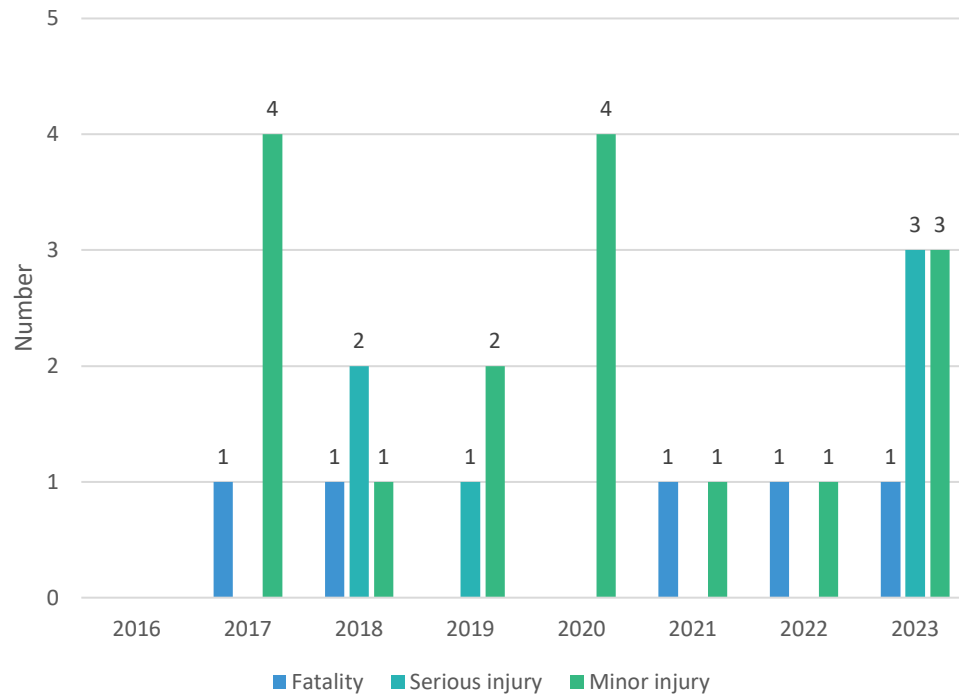
# TOTAL LEVEL CROSSING OCCURENCES ON THE QUEENSLAND HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

## COLLISION WITH A ROAD VEHICLE

In this period there were 5 fatalities, 6 serious injuries and 16 minor injuries because of road vehicle collisions at a level crossing.

## COLLISION WITH A PEDESTRIAN

In this period there were 2 fatalities (2019 and 2022), 1 serious injury (2016) and 1 minor injury (2017) because of collisions with a pedestrian at a level crossing.

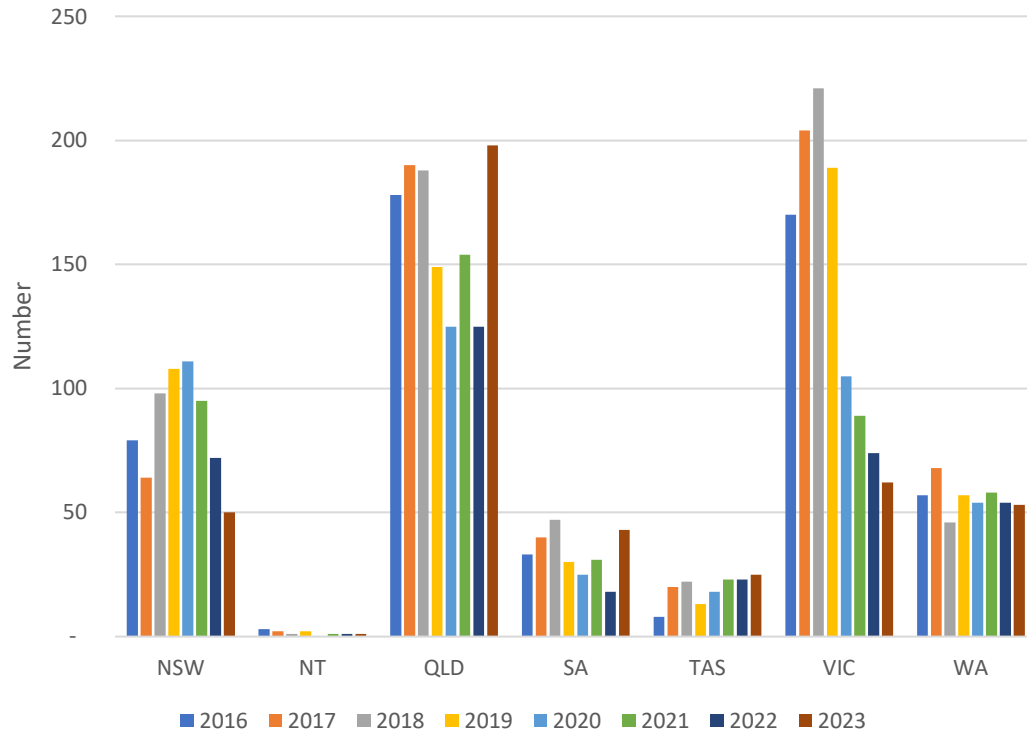


1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of serious injury changed potentially reducing reported serious injuries compared to previous years.

# NEAR HITS AT LEVEL CROSSINGS ON THE AUSTRALIAN HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

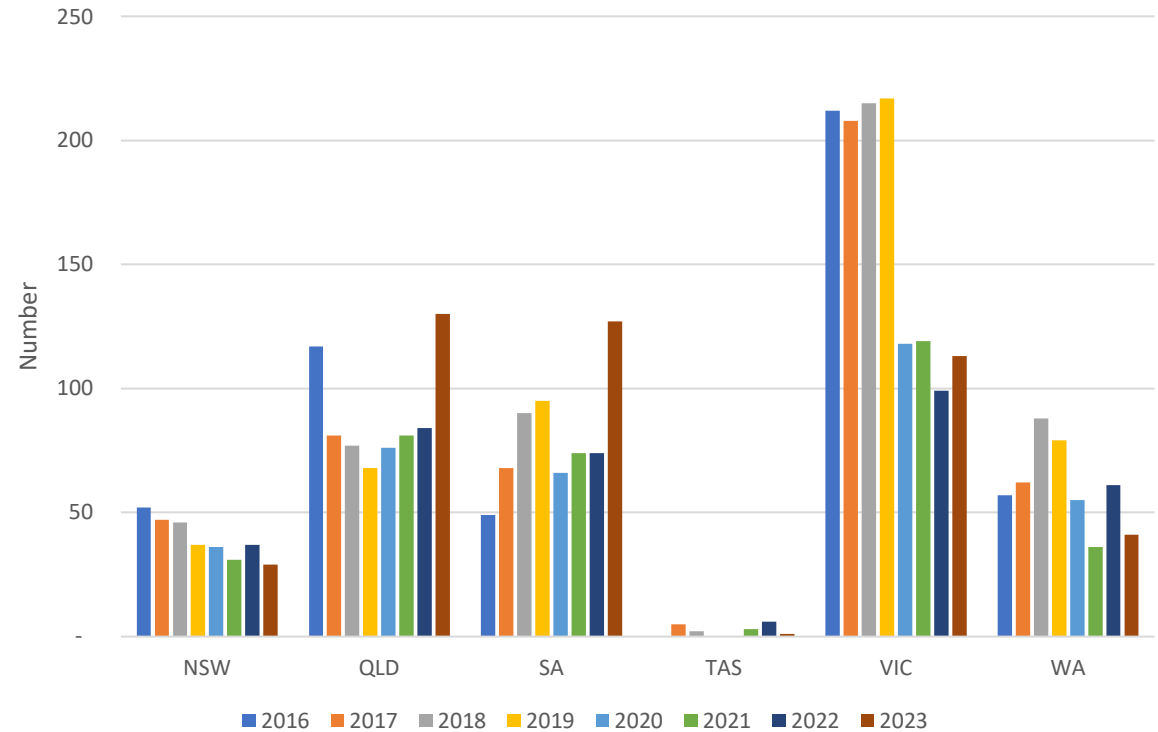
## NEAR HITS WITH ROAD VEHICLE

In this period there were 3,975 near misses with a road vehicle at a level crossing, an average of 497 per year. There were no incidents in the ACT.



## NEAR HITS WITH PEDESTRIAN

In this period there were 3,470 near misses with a pedestrian at a level crossing, an average of 434 per year. There were no incidents in the ACT and 1 incident in the NT in 2022.



1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of Near Miss/Near Hit has changed and now only requires incidents to be reported where a collision has only been narrowly avoided by chance and there was a high chance of collision if circumstances were slightly different. This may result in a decrease of incidents compared to previous years.



# NEAR HITS AT LEVEL CROSSINGS ON THE AUSTRALIAN HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

## NEAR HITS WITH ROAD VEHICLE

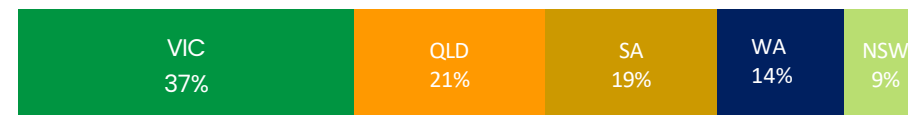
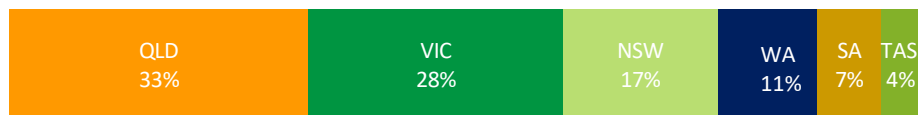
In this period there were 3,975 near hits with a road vehicle at a level crossing, an average of 497 per year. There were no incidents in the ACT.

	NSW	NT	QLD	SA	TAS	VIC	WA
2016	79	3	178	33	8	170	57
2017	64	2	190	40	20	204	68
2018	98	1	188	47	22	221	46
2019	108	2	149	30	13	189	57
2020	111	-	125	25	18	105	54
2021	95	1	154	31	23	89	58
2022	72	1	125	18	23	74	54
2023	50	1	198	43	25	62	53
TOTAL	677	11	1,307	267	152	1,114	447
AVERAGE	85	1	163	33	19	139	56

## NEAR HITS WITH PEDESTRIAN

In this period there were 3,470 near hits with a pedestrian at a level crossing, an average of 434 per year. There were no incidents in the ACT.

	NSW	NT	QLD	SA	TAS	VIC	WA
2016	52	-	117	49	-	212	57
2017	47	-	81	68	5	208	62
2018	46	-	77	90	2	215	88
2019	37	-	68	95	-	217	79
2020	36	-	76	66	-	118	55
2021	31	-	81	74	3	119	36
2022	37	1	84	74	6	99	61
2023	29	-	130	127	1	113	41
TOTAL	315	1	714	643	17	1,301	479
AVERAGE	39	0	89	80	2	163	60

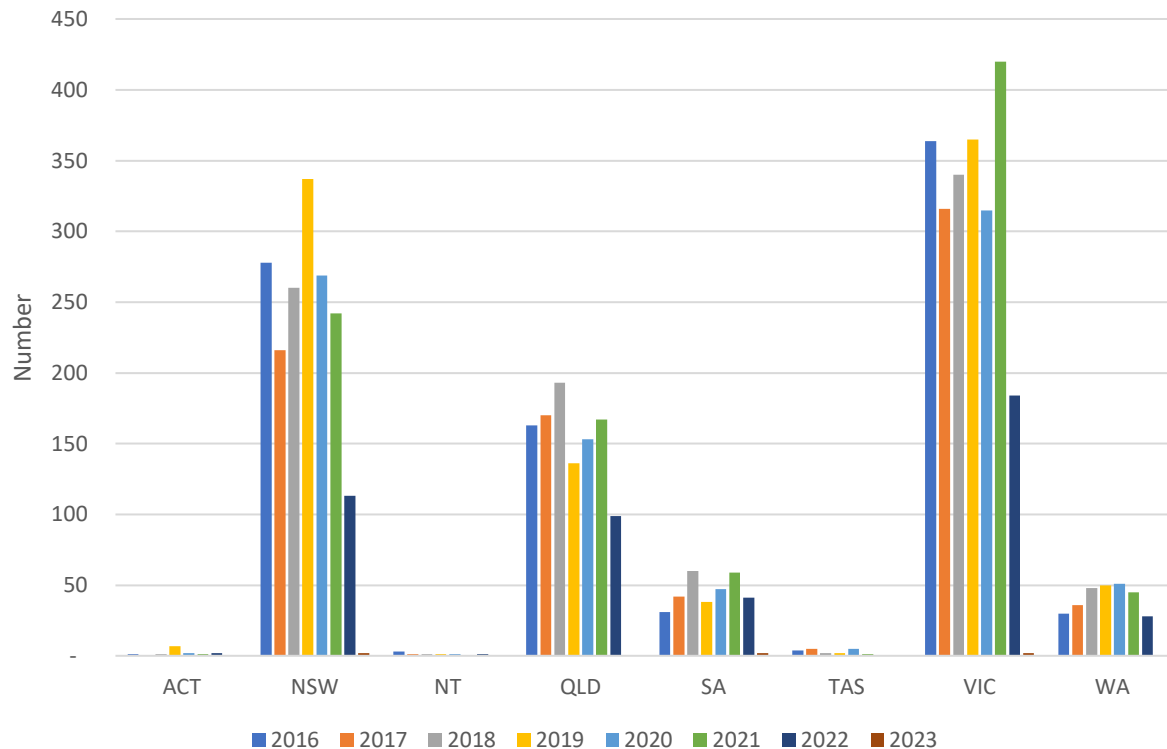


In addition, less than 1% in TAS and NT.

1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of Near Miss/Near Hit has changed and now only requires incidents to be reported where a collision has only been narrowly avoided by chance and there was a high chance of collision if circumstances were slightly different. This may result in a decrease of incidents compared to previous years.

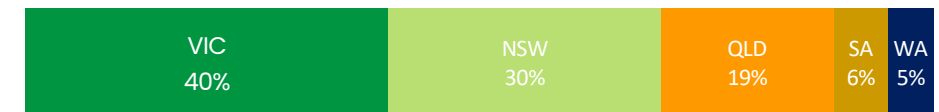
# NEAR HITS WITH TRESPASSER ON THE AUSTRALIAN HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

In this period there were 5,753 near hits with a trespasser, an average of 719 per year.



	ACT	NSW	NT	QLD	SA	TAS	VIC	WA
2016	1	278	3	163	31	4	364	30
2017	-	216	1	170	42	5	316	36
2018	1	260	1	193	60	2	340	48
2019	7	337	1	136	38	2	365	50
2020	2	269	1	153	47	5	315	51
2021	1	242	-	167	59	1	420	45
2022	2	113	1	99	41	-	184	28
2023	-	2	-	-	2	-	2	-
<b>TOTAL</b>	<b>14</b>	<b>1,717</b>	<b>8</b>	<b>1,081</b>	<b>320</b>	<b>19</b>	<b>2,306</b>	<b>288</b>
<b>AVERAGE</b>	<b>2</b>	<b>215</b>	<b>1</b>	<b>135</b>	<b>40</b>	<b>2</b>	<b>288</b>	<b>36</b>

## DISTRIBUTION OF NEAR MISS WITH TRESPASSER BY STATE

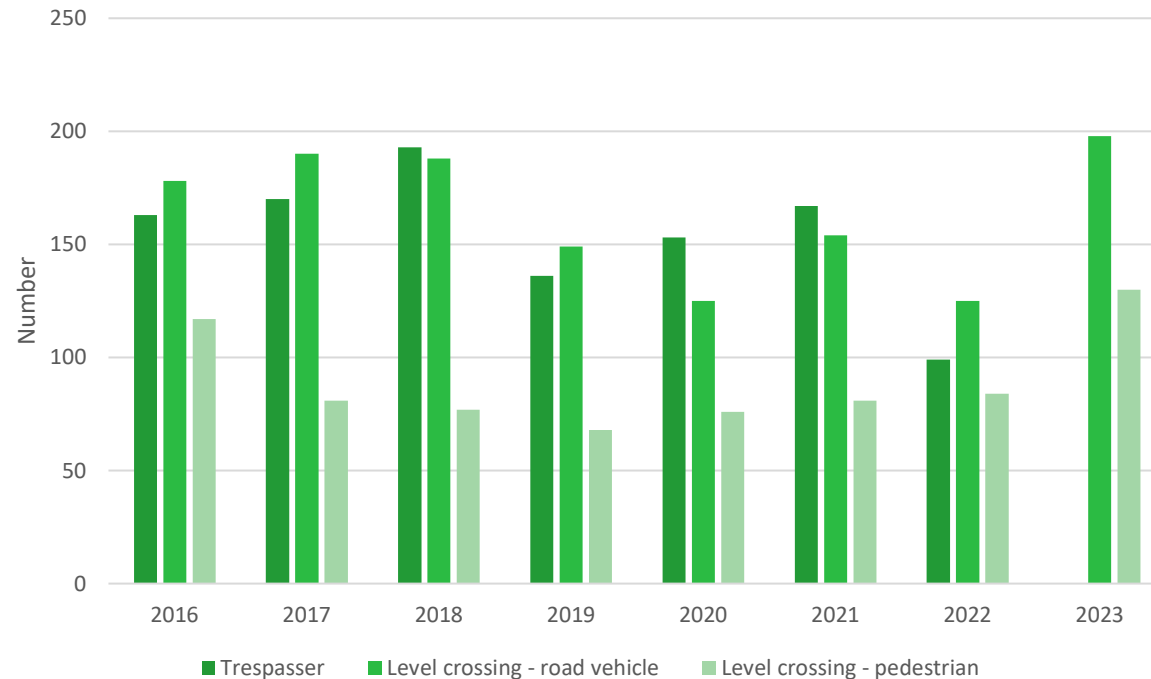


Incidents in ACT, NT and TAS combined is less than 1%

1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of Near Miss/Near Hit has changed and now only requires incidents to be reported where a collision has only been narrowly avoided by chance and there was a high chance of collision if circumstances were slightly different. This may result in a decrease of incidents compared to previous years.

# NEAR HITS AT LEVEL CROSSINGS AND WITH TRESPASSERS ON THE QUEENSLAND HEAVY RAIL NETWORK 2016-2023<sup>1</sup>

In this period there were a total of 3,102 near hits, an average of 388 per year, 1,081 with trespassers, 1,307 at a level crossing with a road vehicle and 714 at a level crossing with pedestrians.



	Trespasser	Level crossing - road vehicle	Level crossing - pedestrian	Total
2016	163	178	117	458
2017	170	190	81	441
2018	193	188	77	458
2019	136	149	68	353
2020	153	125	76	354
2021	167	154	81	402
2022	99	125	84	308
2023	0	198	130	328
<b>Total</b>	<b>1,081</b>	<b>1,307</b>	<b>714</b>	<b>3,102</b>

1. Office of the National Rail Safety Regulator, Occurrence extract-fatalities, serious injuries, minor injuries, attempted suicide no consequence July 2015–December 2023. The requirements for operator reporting of notifiable occurrences are set out in the Reporting Requirements for Notifiable Occurrences. See [here](#) for information about notifiable occurrences. On 1/7/2022 the definition of Near Miss/Near Hit has changed and now only requires incidents to be reported where a collision has only been narrowly avoided by chance and there was a high chance of collision if circumstances were slightly different. This may result in a decrease of incidents compared to previous years.



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