

**Provisional ERTMS SPAD Data
Collection Form RT3119/C
(Infrastructure Manager)**



Note 1: All mention of SPAD in this form refers to 'provisional SPAD'.

Note 2: Use this form for gathering SPAD data on an 'ERTMS Level 2 without signals' route.

PART 1 – INCIDENT DETAIL

1.1	What was the date of the incident? (dd/mm/yy)	
1.2	What was the time of the incident? (24 hour clock)	
1.3	Where was the location of the incident?	
1.4	What was the number of the block-marker or shunt marker involved in the incident?	
1.5	What is the Engineers Line Reference (ELR) for the location of the incident?	
1.6	What is the type of site? <i>Tick one.</i>	☐ Station ☐ Track or trackside ☐ Level Crossing ☐ Tunnel ☐ Yard/Depot/Siding
1.7	Did the event occur on Network Rail controlled infrastructure?	click here
1.8	What type of movement was the train undertaking at the time of the incident? <i>Tick one.</i>	☐ Entering a possession ☐ Exiting a possession ☐ Within a possession ☐ None of the above
1.9	If the SPAD was in a possession, which T3 ERTMS possession method was used? <i>Tick one.</i>	☐ T3A (T-COD) ☐ T3-D (Disconnection) ☐ T3 P (PICOP) ☐ T3 E (Barring the route)
1.10	If the SPAD was in a line blockage, which line blockage method was used?	☐ T-COD ☐ Disconnection ☐ Barring the route
1.11	What were the weather conditions at the time and location of the incident? <i>Tick one.</i>	☐ Bright sunlight ☐ Dull/Overcast ☐ Fair/Fine ☐ Rain ☐ Falling snow ☐ Freezing ☐ Frost ☐ High wind ☐ Mist ☐ Thick fog
1.12	Was the visibility at the time and location of the incident <i>Tick one.</i>	☐ More than 200 yards? ☐ Less than 200 yards?
1.13	Was frost present?	click here
1.14	Was the site inspected?	click here

**Provisional ERTMS SPAD Data
Collection Form RT3119/C
(Infrastructure Manager)**



PART 2 – SUMMARY OF THE INCIDENT

Please use this space to record a brief description of the ERTMS SPAD incident.
The information written here will be entered into SMIS:

**Provisional ERTMS SPAD Data
Collection Form RT3119/C
(Infrastructure Manager)**



PART 3 – ERTMS SPAD details

3.1	What was the physical distance between the front of the train and the block marker or shunt marker? <i>(In metres or yards)</i>	
3.2	Did the SPAD occur on a running line?	click here
3.3	Was the route set from a siding onto a running line?	click here
3.4	Did the train proceed beyond or obstruct the fouling point?	click here
3.5	Was a Movement Authority (MA) issued and subsequently withdrawn?	click here
3.6	Was an MA withdrawn with sufficient time for it to be possible for the driver to stop?	click here
3.7	What ERTMS mode was being used?	☐ Full Supervision (FS) ☐ Staff Responsible (SR) ☐ On-Sight (OS) ☐ Non Leading (NL) ☐ Isolated (IS) ☐ Shunt Mode (SH)
3.8	Had a written order been issued? Please provide details in the description of the incident.	☐ not issued ☐ written order 1 ☐ written order 2 ☐ written order 3 ☐ written order 4 ☐ written order 5
3.9	Was ERTMS fully operational? If 'No', please provide details in the description of the incident.	click here
3.10	Was the Supervised Location (SvL) exceeded?	click here
3.11	Were there any points run through?	click here
3.12	Was a braking or odometry problem a possible factor of the incident? If yes, please provide details in the description of the incident.	click here
3.13	Was low railhead adhesion a possible factor of the incident?	click here
3.14	Was there any damage caused to the infrastructure or to the rolling stock?	click here
3.15	Were there any injuries, excluding traumatic shock?	click here
3.16	If 'Yes' to 3.15, were there any fatalities?	click here
3.17	Did the train start from stationary against the block marker or shunt marker?	☐ No ☐ Yes, at a platform ☐ Yes, NOT at a platform
3.18	Was a conflicting route set ahead of the SPAD?	click here
3.19	Was the section ahead occupied by another train?	click here
3.20	Is there a Level Crossing in the route ahead of the SPAD?	click here