

## 13 Rail transport

Incidents in rail transport are an unintentional cause of injury death (WHO 1977, WHO 1996). WHO classifies the cause of rail transport deaths by the person injured. The type of people injured includes *occupants (including people boarding or alighting)* and *pedestrians*.

Rail transport death data from 1986 to 2002 were used to describe the demographic profile of rail transport deaths in NSW. Death data during 1998–2002 were used for the majority of the analyses, but trend analyses used death data from 1986 to 2002.

Rail transport was the eleventh leading cause of injury death from 1998–2002 and accounted for less than 1% of all injury deaths (see Table 2). During these years, 83 people died from rail transport, at an overall rate of 0.3 people/100,000 and 84% were male. Approximately 23 people died each year from 1986 to 2002 as the result of rail transport.

Figure 24 shows the yearly trend in death rates for rail transport from 1986 to 2002. The rail transport death rate showed a statistically significant decline over 1986 and 2002.

**Figure 24. Yearly trend in death rates for rail transport: NSW, 1986–2002**

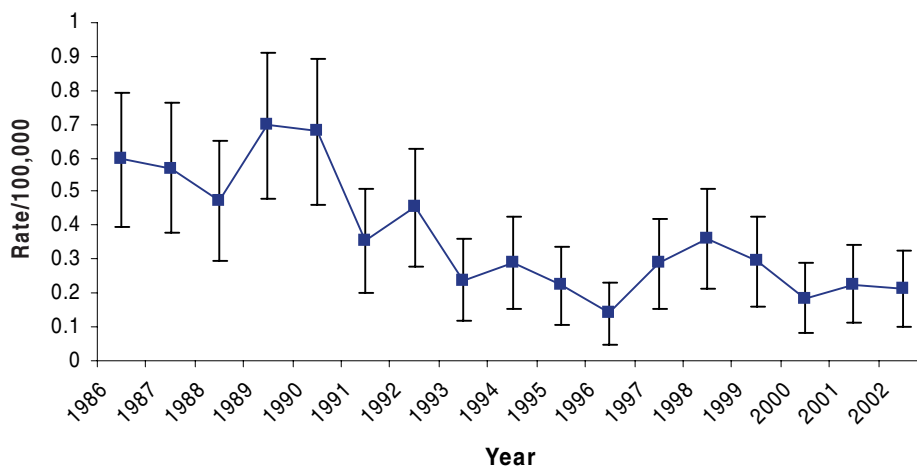


Figure 25 shows the age-specific death rates for rail transport between 1998 and 2002. People aged 15–19 years and people aged 25–29 years had the highest rates of death due to rail transport. Deaths in people aged 15–19 years and people aged 25–29 years accounted for 19% and 14% respectively of all rail transport deaths between 1998 and 2002.

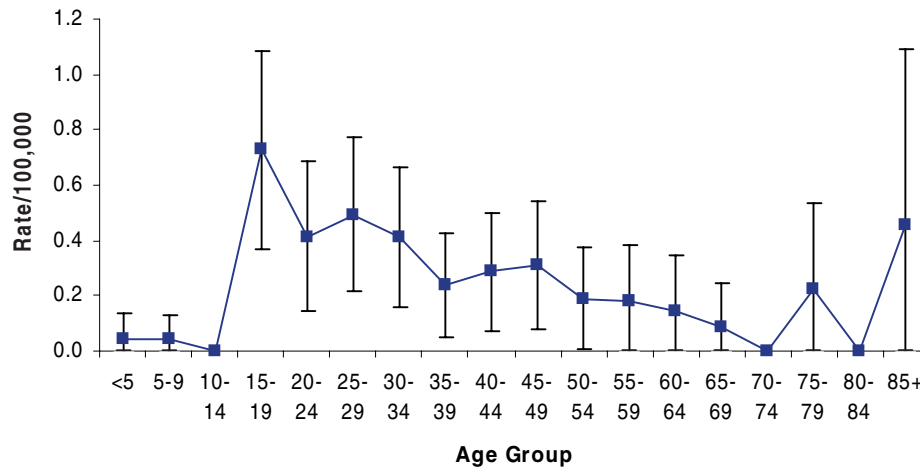
**Figure 25. Age-specific death rates for rail transport: NSW, 1998–2002**

Table 23 shows the number of rail transport deaths and death rates by the cause of the death for all persons, males and females, during 1998–2002. *Pedestrians* and *occupants* were the types of people that died most often in rail transport incidents and accounted for 71% and 26% of all rail transport deaths respectively. Males accounted for 86% of all *pedestrian* rail transport deaths and 72% of all *occupant* rail transport deaths.

Males died most often as *pedestrians* in rail transport incidents, accounting for 74% of all male rail transport deaths. The rates for male rail transport deaths exceeded the corresponding rates for females for *pedestrian* and *occupant* in Table 23. The male rail transport death rate was also significantly higher for all rail transport deaths as a *pedestrian*. The male death rate as a rail transport *pedestrian* was 7.8 times that of the corresponding female death rate.

Females also died most often as *pedestrians* in rail transport incidents, accounting for 53% of all female rail transport deaths.

**Table 23. Number of rail transport deaths and death rates/100,000\* by cause: NSW, 1998–2002**

Cause	All persons		Males		Females		Ratio <sup>‡</sup>
	N	Rate <sup>†</sup>	N	Rate <sup>†</sup> (CI) <sup>††</sup>	N	Rate <sup>†</sup> (CI)	
Pedestrian	59	0.18	52	0.32 (0.23–0.41)	7	0.04 (0.01–0.07)	7.84
Occupant	22	0.07	16	0.10 (0.05–0.15)	6	0.04 (0.01–0.07)	2.70
Other and unspecified	#		#		0		–
All rail transport	83	0.26	70	0.43 (0.33–0.53)	13	0.08 (0.04–0.12)	5.55

\* Death rates have been age-adjusted using the 2001 Australian census population. † Rate/100,000. ‡ Mortality ratio for male/female. # Cell size less than five cases. †† 95% confidence interval.

Table 24 shows rail transport deaths by age group and cause in NSW for 1998–2002. People aged 15–64 years died most often in rail transport incidents as *pedestrians*. No comparison can be made with previous results as rail transport deaths were not examined from 1995 to 1999 by Schmertmann and Williamson (2002).

## SUMMARY

Rail transport was a leading cause of injury death for people in NSW, accounting for approximately 23 deaths each year from 1986 to 2002. Analysis of the trend for rail transport death rates showed a statistically significant decline between 1986 and 2002. People aged 15–19 years and people aged 25–29 years had the highest rates of death due to rail transport. No comparison can be made with previous figures as rail transport death was not examined from 1995 to 1999 by Schmertmann and Williamson (2002).

*Pedestrians* and *occupants* were the types of people that died most often in rail transport incidents in NSW during 1998–2002. People aged 15–64 years died most often in rail transport incidents as *pedestrians*.

Males accounted for 84% of all rail transport deaths in NSW during 1998–2002. Males accounted for 86% of all pedestrian rail transport deaths and 72% of all *occupant* rail transport deaths. The male rail transport death rate was also significantly higher for all rail transport deaths as a *pedestrian*.

Rail transport is a leading cause of injury death in NSW, particularly for male pedestrians who are involved in rail transport incidents. Further research should focus on identifying factors contributing to rail transport deaths in male pedestrians.

Table 24. Rail transport deaths\* by age group and cause: NSW, 1998-2002

Rank	Age group								Total	
	<5	5-9	10-14	15-24	25-34	35-44	45-54	55-64		65+
1	Pedestrian #	Occupant #		Pedestrian 20 Occupant	Pedestrian 14 Occupant	Pedestrian 9 Occupant	Pedestrian 8 Occupant	Pedestrian # Occupant	Pedestrian # Occupant	Pedestrian 59 Occupant
2				Other and unspecified person #	Other and unspecified person #					Other and unspecified person #
3										

\* Numbers represent the number of cases. † See Appendix 4 for rail transport cause codes. # Cell size less than five cases