



## Safety recommendation no. 103

<b>Date of the publication</b>	23.05.2017
<b>Number of the final report</b>	2014061404
<b>Safety deficit</b>	<p>On 14 June 2014, four cars were on the ascent of the Ried Brig – Rosswald (LRR) cableway. At approximately 18:07, cars 1 and 2 hit the railings of the protective scaffolding above national road 9. Thereby, the door of car 1 was opened, objects fell onto the protective scaffolding and one passenger was held back by fellow passengers preventing him from falling out of the car. The collision involving the two LRR cars can be attributed to the fact that the cableway was not operated in accordance with the manufacturer's guidelines when the cars were lined up. Contributing factors to the accident were:</p> <ul style="list-style-type: none"><li>– Incorrect troubleshooting.</li><li>– Allowing passengers to board car 1, which was ready for departure, outside of the designated area, i.e. behind the infrastructure device that locks the doors automatically.</li><li>– The vehicle distance between car 1 and car 2 was too short and led to excessive slack on the haul cable.</li><li>– An operations manager and a member of staff, both of whom had little experience, working together.</li></ul> <p>The fact that both the operations manager and the member of staff who were working together had little experience contributed to the accident. They had both been trained for one day each. The cases of incorrect troubleshooting indicate that it was not possible to gain sufficient expertise in this short period of time. In case of failure, operating exclusively with less experienced staff can have an impact on the operational safety of the cableway system.</p>
<b>Safety recommendation</b>	As part of its supervisory activity, the FOT should examine whether the cableway companies sufficiently assume their responsibility for staff training and adequate duty-roster planning.
<b>Addressees</b>	Bundesamt für Verkehr
<b>Stage of the implementation</b>	Implemented: The FOT confirms that the safety recommendation made in the report has been implemented as part of the monitoring activities.
<b>Investigation report concerning the safety recommendation</b>	<u><a href="#">Schlussbericht</a></u>