



## Safety recommendation no. 107

<b>Date of the publication</b>	04.11.2016
<b>Number of the final report</b>	2015043001
<b>Safety deficit</b>	<p>On 30th April 2015 at 08:10 in Landquart, a shunting operation with tank wagons was manoeuvred from the station to the industrial and railway siding facility towards the tank terminal. An incorrectly set switch on the railway siding was overlooked, which led to a side-on collision between the foremost tank wagon and one of the goods wagons positioned at the loading bay.</p> <p>If rolling vehicles are moved at a speed that is greater than that at which the foreman shunter can lead on foot, time pressure is created that facilitates misinterpretations. The ongoing setting of switches in non-centralised works in front of a rolling shunting operation increases the level of time pressure for individuals with the joint task of being foreman shunter and switchman, and thus facilitates misinterpretations.</p>
<b>Safety recommendation</b>	The FOT should examine the interaction between the processes for route preparation, clearance and speeds in the areas of non-centralised switches, and adapt it where necessary.
<b>Addressees</b>	Bundesamt für Verkehr
<b>Stage of the implementation</b>	<p>Partially implemented. The FOT is of the view that the regulations for the processes and maximum speeds for shunting operations in non-centralised areas or railway sidings create the foundations for consistently safe operation. As part of supervision in the operational phase, the FOT would examine the implementation of the guidelines for shunting operations in non-centralised areas. In addition, the FOT would carry out a study on the influence of human factors over the observation of regulations, the results of which would be integrated into the continued development of official guidelines for the construction and operation of railway installations. The current view concerning human factors in the area of regulations would also be inspected in this context. New findings may lead to the amendment of the regulations.</p> <p>See also implementation of safety recommendation no 109.</p>
<b>Investigation report concerning the safety recommendation</b>	<u>Schlussbericht</u>