



## Safety recommendation no. 131

<b>Date of the publication</b>	15.05.2018
<b>Number of the final report</b>	2017111401
<b>Safety deficit</b>	<p>On Tuesday, 14 November 2017, at around 04:20, SBB Cargo train no. 50772 from Lausanne collided with a road-rail excavator operating on Vevey station's track 2, which was closed. No one was injured.</p> <p>When lifting the closure of track 22 and points 12 and 13, the dispatcher also lifted the closure of track 2, even though the safety manager had not reported that this track was navigable. For this reason, the route of train no. 50722 was automatically adjusted by the signal box via track 2.</p> <p>The following factors contributed to the accident:</p> <ul style="list-style-type: none"><li>- The road-rail excavator joined the track between two axle counting points, which meant that the signal box did not receive any notification that the track was occupied. Consequently, the dispatcher did not see on his Iltis monitor that the track was occupied.</li><li>- A section of track was partially recommissioned and then closed again within a short period of time.</li></ul> <p>A road-rail vehicle joining, between two axle counting points, a closed track equipped with a clear track detection device in the form of an axle counter system does not automatically generate an occupied signal for the track concerned. The presence of the vehicle is not signalled to the signal box. This means that the track closure can be lifted, even though there is a vehicle on the track. The Swiss transport service guidelines (FDV) do not cover a situation where a road-rail vehicle joins a track at a closed section.</p>
<b>Safety recommendation</b>	The STSB advises the FOT to cover in the FDV the issue of a road-rail vehicle joining a track at a track section equipped with a clear track detection device in the form of an axle counter system.
<b>Addressees</b>	Bundesamt für Verkehr
<b>Stage of the implementation</b>	<p>Not implemented. The FOT is of the opinion that there is no guarantee at a technical level that a road-rail vehicle will be detected by the clear track detection system, by means of either a track circuit or axle counters. For this reason, the process of shunting special vehicles is regulated in R 300.4, section 2.2.4 of the Swiss transport service guidelines. In particular, it mentions that these vehicles may only join a track with the dispatcher's permission. This provision applies in this case to all clear track systems.</p> <p>As a result, the FOT will not implement this safety recommendation.</p>
<b>Investigation report concerning the safety recommendation</b>	<a href="#">Rapport final</a>