



Safety recommendation no. 138

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Number of the final report	2016052001
Safety deficit	<p>On 20 May 2016 at approximately 20:00, the ICE 371 passenger train collided with a coach at the “Beau Rivage” controlled barrier level crossing at Interlaken Ost. Two passengers in the coach were severely injured, and a further fifteen sustained minor injuries. The front of the ICE was slightly damaged by the collision, while the rear of the coach was severely damaged. One level crossing barrier was also damaged.</p> <p>The collision of an ICE train with a coach at the “Beau Rivage” controlled barrier level crossing at Interlaken was due to an individual error on the part of the coach driver. The fact that the driver did not take the opportunity of leaving the danger area by breaking through the barrier was a contributory factor.</p> <p>The FOT renovation programme implemented technical measures to modify level crossings to meet statutory requirements and thus make them safer. However, it has been found that the number of accidents at controlled level crossings is increasing. As the present case, similar cases and the FOT monitoring of level crossing accidents shows, in almost all cases accidents are caused by errors on the part of the road user.</p>
Safety recommendation	<p>In order to increase safety at level crossings, the STSB has advised the Federal Roads Office (FEDRO) in conjunction with the Fund for Road Safety (FRS) [Fonds für Verkehrssicherheit (FVS)] and the Federal Office of Transport (FOT) to identify and implement appropriate measures to make road users more aware of the dangers at level crossings. Particular emphasis was to be placed on road user education and pedestrian behaviour.</p>
Addressees	Bundesamt für Verkehr; Bundesamt für Strassen
Stage of the implementation	<p>Implemented. The FEDRO reported that before any agreement had been reached, the FOT had taken up the matter proactively and launched the “Happy End” campaign together with the SBB and other organisations.</p> <p>This dealt among other things with the (correct) behaviour at level crossings as proposed in safety recommendation 138. The correct behaviour has also been taught for some time in driving schools, so this knowledge will continue to be disseminated. Consequently, no further action is planned by either FEDRO or FVS.</p>
Investigation report concerning the safety recommendation	<p>Vorbericht Schlussbericht</p>