



Safety recommendation no. 14

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Safety deficit	<p>In Immensee, track reconstruction involving subsoil rehabilitation was taking place, for which a working composition with special vehicles was used. At about 03:45 on Wednesday, 18 March 2015, after completion of the works, the work combination was divided into two construction combinations, which were to travel independently towards Arth-Goldau. The first construction combination had to wait at the track crossover in Brunnmatt to continue its journey. At 04:27, the second construction combination was driven as an indirectly guided shunting movement into the preceding, stationary construction combination. A shunting supervisor was killed, a tracklaying worker suffered serious injuries and four tracklaying workers suffered minor injuries. Vehicles and infrastructure suffered serious damage.</p> <p>The collision between two construction compositions was due to the fact that several people in different functions did not follow rules, such as the correct application of processes for shunting movements with special vehicles, compliance with speaking rules and perception of defined roles. This led to a situation where the persons involved had different levels of knowledge and to misunderstandings about the size of the workplace, responsibilities for the route between Immensee and the Brunnmatt track crossover and therefore responsibilities for driving on the route between Immensee and the Brunnmatt track crossover.</p> <p>Contributing factors to the accident were:</p> <ul style="list-style-type: none">- Discrepancies were not questioned and several people behaved without regard for safety.- There were preexisting defects in the radio equipment of shunting supervisor 2 in terms of the sluggishness of the transmit button.- A control tone was activated, giving the impression that the operator was still conscious or able to act. <p>Not all those involved were aware of the difference or meaning of the terms “securing” (German: “sichern”) and “closing” (German: “sperren”) tracks in connection with the transportation of a particular vehicle. The fact that technical measures involving closing tracks amount to the same as securing tracks has led to misunderstandings and erroneous actions in communication.</p>
Safety recommendation	<p>Target group: Train drivers, shunting supervisors, dispatchers, personnel at workplaces. On training and development courses, train drivers, shunting supervisors, dispatchers and personnel at workplaces, in particular safety managers and safety heads, should receive an explanation of the difference and the meaning of “securing” and “closing” tracks, based on the FDV and the Implementing Provisions to FDV Infrastructure. This is to ensure that these terms are applied correctly.</p>

**Investigation report concerning
the safety recommendation**

