



Safety recommendation no. 15

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Safety deficit	<p>On 23 March 2018, night works to dispose of cable waste were carried out on the blocked track between Grandvaux and La Conversion. A shunting movement took place at around 01:34 on the downhill stretch to-wards La Conversion station. This consisted of a motorised rail vehicle to which a trailer wagon loaded with cable waste was coupled. The shunting movement ran away and eventually collided with the buffer stop of track 3 in La Conversion station. The five people who were on the rail vehicle and the trailer wagon jumped off shortly before impact. One person suffered a leg injury.</p> <p>As a result of inappropriate work planning, a motorised HiA 95 rail vehicle and a trailer wagon without brakes were employed for shunting movements on a closed line, although the vehicles were not suitable for use. The motorised rail vehicle was operated by employees without appropriate training. During the shunting movement towards La Conversion station, the braking force of the motorised vehicle was not sufficient to absorb the thrust of the loaded, unbraked trailer wagon. The train ran away and stopped at the buffer stop of track 3 in La Conversion station.</p> <p>The following factors contributed to the accident:</p> <ul style="list-style-type: none">- The information sent by e-mail concerning the use of the motorised railway vehicle, which allowed a person without minimum training under Article 10 para. 2 LDO to carry out a shunting movement on a closed line. The information provided contradicted the provisions of the Swiss transport service guidelines (FDV).- The use of a vehicle which is not suitable and not authorised to carry out shunting movements on a closed track.- The driver of the motorised railway vehicle had no minimum training in driving this type of vehicle or in carrying out shunting movements.- The difficulties and uncertainties in allocating vehicles that led to the selection of the HiA 95 motorised rail vehicle to carry out this work.- The waiver of a safety plan or a risk assessment for night work with shunting movements on a closed line. <p>It is not appropriate to set up a safety plan for a long period of time because the risk can change depending on the construction phase, the status of the works and the topography of the site. The initial risk assessment carried out during preparation of the safety plan and the resulting riskreduction measures may not cover all situations that arise during the works.</p>
Safety recommendation	<p>Target group: Infrastructure operators To ensure that the safety plan and the risk assessment derived from it correspond to the actual status of the onsite work, the STSB</p>

proposes that infrastructure operators regularly check the plan's suitability.

**Investigation report concerning
the safety recommendation**

Rapport final
