



## Safety recommendation no. 150

<b>Date of the publication</b>	28.04.2020
<b>Number of the final report</b>	2019062201
<b>Safety deficit</b>	<p>On Saturday, 22 June 2019, a special photo train, consisting of the Transports publics du Chablais (TPC) No 2 railcar and No 35 wagon, stopped shortly before Exergillod station in the bend of the Folles Bridge. Passengers alighted to take pictures before re-boarding. On arrival at Aigle station, it was noted that one passenger was missing.</p> <p>During the stop on the bend of the Folles Bridge, the victim had moved over to the left side of the bridge. The reason why the victim fell from the bridge could not be determined by the STSB. The way the train stopped in the bend of the bridge led to a dangerous situation. This situation was exacerbated by the various vehicle movements, without regard to the presence of the passengers, and by the lack of regulatory controls to ensure that all passengers were on board the train before it resumed its journey to Aigle.</p> <p>Contributing factors:</p> <ul style="list-style-type: none"><li>- The lack of established rules for special trackside stops;</li><li>- The train attendant's lack of training in the duties he exercised.</li></ul> <p>The safety management system must identify and evaluate the risks and provide answers on how they are to be managed. It also defines the organisation and responsibilities.</p> <p>The infrastructure manager shall determine on the basis of a risk analysis the locations where exceptional stops can be made on open track. The safety measures to be implemented during such stops must be defined. This responsibility must not be delegated to the locomotive engineer under any circumstances.</p>
<b>Safety recommendation</b>	The STSB recommends that the Federal Office of Transport (FOT) ensure that procedures and risk mitigation measures for exceptional stops on open track are addressed as part of the implementation of the TPC's safety management system (SMS).
<b>Addressees</b>	Bundesamt für Verkehr
<b>Stage of the implementation</b>	Implemented. The FOT reports that the measures to be taken to address the risks form part of the requirements that TPC must meet in order to obtain a safety certificate and safety authorisation. The TPC has a safety certificate and safety authorisation valid until 31 March 2021.
<b>Investigation report concerning the safety recommendation</b>	<a href="#">Rapport final</a> <a href="#">Rapport de première information</a>