



Safety recommendation no. 41

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Safety deficit	<p>DO On Thursday, 2 May 2013, Train 39980 was brought to an emergency stop on the Taverne-Torricella – Mezzovico track by the dispatcher, after the train had gone through a blocked starting signal in Taverne-Torricella. The company ordering the train was different from that supplying the engine driver and shunting loco. The ordering company was unaware that neither the engine driver nor the shunting loco was approved for a train journey. Because the shunting locomotive BR 214 belonging to Sersa Group AG was not equipped with a train control system, it was able to drive through stop signals without being halted.</p>
Safety recommendation	<p>The FOT should arrange for the shunting locomotive in question to be fitted with train control.</p>
Stage of the implementation	<p>Not implemented. The FOT is of the opinion that traction units without a train control system appropriate for the trackside assemblies should not be permitted to perform train journeys. This is in the regulations. In its written communication of 4 November 2013 the FOT laid down the minimum equipment for vehicles. Exemption from train control equipment occurs only in justified cases, where it can be shown how adequate safety can be guaranteed. The operator is obliged to carry out a risk assessment related to the particular operation. For these reasons, the FOT will not be implementing the safety recommendation.</p>
Investigation report concerning the safety recommendation	<p><u>Schlussbericht</u></p>