



Safety recommendation no. 60

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Safety deficit	<p>At 18:44 on Monday 29 July 2013, Payerne-Lausanne regional train 12976 collided in Granges-Marnand station with Lausanne-Payerne RegioExpress 4049. At the time of the collision, train 12976 was travelling at a residual velocity of 60 km/h and train 4049 at 45 km/h. Of the 45 passengers who were in the two trains 26 were injured, 6 seriously. The driver of train 4049 died at the site of the accident.</p> <p>The inadequate system in the procedure for emergency switch-off of the catenaries in manned stations by the dispatcher and the lack of reciprocal information for the units involved are a safety deficit.</p>
Safety recommendation	Instruct staff in the emergency shutdown of overhead lines before the remote control of stations has been completely centralised (occasional activity for a dispatcher) and while the emergency shutdown of overhead lines remains functional.
Stage of the implementation	Implemented: As a followup, staff at Granges-Marnand have been trained in the emergency shutdown of overhead lines. For the remaining stations the following applies: On the SBB network there are also approx. 110 operating points of these so-called emergency stop buttons. Many of these (approx. 85%) are no longer operated locally. The on-site emergency stop functions are currently being decommissioned. The philosophy behind establishing operating centres is that the circuits for overhead lines should basically be operated by technical operations professionals in operating centres. Train controllers are familiar with the emergency stop (where available), but it is only one of several options in the event of an incident. On the basis of the STSB's findings, STSB recommendation SBB, I-B-SBE for Granges-Marnand has been extended to include the small number of stations with emergency stop facility (max. 20). Staff were briefed accordingly by the end of July 2014.
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>