



Safety recommendation no. 60

Date of the publication	04.03.2014
Number of the final report	2013072902
Safety deficit	On Monday 29 July 2013 at 18:44, trains 12976, Payerne–Lausanne local service, and 4049, RegioExpress Lausanne–Payerne, collided on points no. 1 in Granges-Marnand station. On impact, train 12976 was travelling at 60 km/h and train 4049 at 45 km/h. Of the 45 persons in the two trains, 26 were injured, 6 of them seriously. The locomotive engineer of train 4049 was killed on the spot.
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	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 1-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. Implemented.
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>