



Safety recommendation no. 70

Date of the publication	18.03.2015
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Safety deficit	<p>On Thursday 19 September 2013 at approx. 13:15, at Glovelier railway station, the Chemins de Fer du Jura train no. 245 collided with the stop buffer at the end of the track on platform 13. The buffer was moved by about ten metres and a contact line mast was torn up. The front bogie of carriage no. 632 was derailed. No one was injured. On entering the railway station, the train driver had momentarily lost concentration and had not activated the brakes after the initial reduction in speed. If an individual exercising an activity crucial to safety experiences health problems and starts taking regular medication, that person must inform the medical advisor who is required to make a ruling on continuation of the aforementioned activities. The Ordinance on Activities Crucial to Safety in the Railways Sector (OASF) does not provide the medical advisor with the option of issuing a notice of temporary incapacity to drive trains whilst the train driver is receiving medical treatment that may influence his ability to concentrate.</p>
Safety recommendation	<p>SESA recommends that OFT should adapt the Ordinance on Activities Crucial to Safety in the Railways Sector (OASF) in order to state in it that when an individual suffering from an illness is receiving medical treatment that is incompatible with the exercising of a safety function, that individual must immediately inform the medical advisor. The latter must rule whether temporary incapacity to drive trains during the period when he is under medication must be declared.</p>
Stage of the implementation	<p>Partially implemented. The FOT considers the safety recommendation to have been implemented with Art. 12 paras. 1 and 2 and Art. 13 of the Ordinance on Railway Safety Activities (RSAO). This assessment of the Approvals and Rules Section was also supported by the FOT's Medical and Legal Services in the Statement on the final report. Regarding the explicit duty to provide the medical officer with details of regular medication taken, the FOT presented arguments against referring hereby to the RSOA. Apart from the incident in Glovelier, no other incidents are known to the FOT in which taking medicine had been involved as a cause. The FOT is therefore of the opinion that this is not a relevant risk that would justify a specific mention in the regulations. The STSB continues to hold the opinion that there is no directive obliging staff to consult the medical officer if medication is being taken over a longer period; the medical officer would then, if necessary, judge whether the employee was temporarily incapacitated to drive locomotives.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>