



Safety recommendation no. 71

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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 buffer at the end of the track on platform 13. The buffer stop 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. Due to the current organisation of the medical system (no single contact), information on the state of health of an individual carrying out an activity crucial to rail safety is distributed between several colleagues. There is therefore a latent risk that information is not properly circulated between all medical colleagues.</p>
Safety recommendation	<p>SESA recommends that OFT should adapt the Ordinance on Activities Crucial to Safety in the Railways Sector (OASF) so that medical data gathered on individuals covered by the aforementioned ordinance further to various stipulated examinations should be centralised with the medical advisor who signed the most recent medical fitness examination.</p>
Stage of the implementation	<p>Not implemented. The FOT supports the view that the RailO and its implementing provisions on the equipment of vehicles applies. The FOT agrees that vehicles performing train journeys must have train control systems. This is not absolutely necessary for shunting manoeuvres. It is for the vehicle operator to ensure that vehicles are appropriately equipped for their particular use.</p>
Investigation report concerning the safety recommendation	<u>Schlussbericht</u>