



## Safety recommendation no. 78

<b>Date of the publication</b>	18.03.2015
<b>Number of the final report</b>	2014061601
<b>Safety deficit</b>	<p>On Monday 16 June 2014, shunting tractor Tm III belonging to Widmer Rail Services was due to be shunted from Renens station towards Bussigny station and then transferred onto the Scheuchzer siding. The vehicle was operating as a “shunting movement onto open track” between two stations, and the line block system was functioning normally. Once the dispatcher had ended the process as required by the checklist, the engine driver set the tractor in motion, as soon as dwarf signal 149A on track 7 of Renens station indicated clear, without awaiting confirmation from the dispatcher, which is compulsory in such a situation. After arrival of the shunting movement in Bussigny station, the dispatcher in Bussigny contacted the engine driver to ask for an explanation. At the end of the conversation the engine driver asked the dispatcher in which direction he should drive in order to reach Scheuchzer's siding. When ordering a shunting movement onto open track, there is no check on which undertaking has issued the order. This means nobody has checked whether the staff have the necessary skills, or whether the vehicles used are approved for these transport services.</p>
<b>Safety recommendation</b>	<p>Shunting movements on open track should be allocated using a De-bicode to an RU that possesses a network access operating licence.</p>
<b>Stage of the implementation</b>	<p>Will be implemented by analogy. The FOT explains that the safety recommendation indicates an ambiguity in the allocation of RU responsibility in shunting movements. The FOT will analyse the safety relevance of this allocation and if necessary develop appropriate solutions together with the ISB and RU as part of the further development of the Richtlinie zum Erlangen von Netzzugangsbewilligung und Sicherheitsbescheinigung sowie Sicherheitsgenehmigung [Directive on obtaining a network access licence and safety certificate, and safety approval, in German]. The safety target will be implemented by analogy.</p>
<b>Investigation report concerning the safety recommendation</b>	<a href="#"><u>Rapport final</u></a>