

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-0302
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Occurrence Summary

What		Location	
Date of occurrence	21-09-12	Location name	route Bari Parco Nord - Bari S. Spirito
Local time	07:05	Latitude	41:07:02 North
Event type	Railway vehicle movement events Level crossing event Level crossing accident	Longitude	16:52:19 East

Description Train 38973 collides with a bus stopped in the level crossing area. Level crossing regularly closed

Direct Cause descrip Incorrect orientation of the light signal by the IM, that is not visible in the operation of approach and crossing of the Lc from one of the approaching roads

Final Report

Nam	Desc	Type	Size	Last	Orga	Repo
Relazione _incidente_ferrovia_Bari_dal_21_09_2012.pdf	Final report + Official records	application/pdf	3067889	7/31/2012 4:54:37 PM	Softco	

Other Attachments

Nam	Desc	Type	Size	Last	Orga	Repo
			0			

What

Title Level crossing accident, 21/09/2012, route Bari Parco Nord - Bari S. Spirito (Italy)

Occurrence type	Railway vehicle movement events Level crossing event Level crossing accident	Occurrence Class	Accident
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Date of occurrence	21-09-12	Local time	07:05
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Events Railway vehicle movement events - Level crossing event - Level crossing accident

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Descriptions

Language	English	Translation provider	Information providers own translation
Description	Train 38973 collides with a bus stopped in the level crossing area. Level crossing regularly closed		

Location name	route Bari Parco Nord - Bari S. Spirito		
Railway System type	Railway	Country	Italy
Location type	Line	Border Country	
Line type	Double track	Line number	
Allowed line speed		Km number	640+122
Latitude	41:07:02 North	Longitude	16:52:19 East
Location description	level crossing		
Additional location in			
Location type details	Level Crossing	Fixed installations	

Occurrence details

Railway vehicles

Movement type	Locomotive running solo	Train number	38793
RU	Italy Trenitalia SpA	Wagons overturned	No
Train speed at mom		Passengers onboard	No
Vehicle description	Electric Loco		

Other objects involved in the occurrence

Other objects Road vehicle - Coach / Passenger bus

Parties involved

IM Involved	Italy - RFI SpA	RU	Italy - Trenitalia SpA
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	Fatalities	Serious injuries	Minor injuries
Passengers	0	0	0
Staff	0	0	2
Level crossing users	0	0	0
Unauthorised persons	0	0	0
Others	0	0	0

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Total 0 0 2

Material consequences

Material Damage Infrastructure Estimated total mate 150 000 - 2 000 000 €
Rolling stock
3rd party
Damage description Infrastructure: 21.000,00 €
Rolling stock: 465.000,00 €

Images

Name	Description	Type	Size	Last modified	Organization	Repository
0						

Causation

Causes

Language	English	Translation provider	Information providers own translation
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Direct Cause description

Incorrect orientation of the light signal by the IM, that is not visible in the operation of approach and crossing of the Lc from one of the approaching roads

Underlying and root causes description

Non-adoption of a CCTV for the LC, despite the fact that the LC was under the conditions stated by the regulations for the adoption of a CCTV

Causation classification

Railway vehicle movement events - Level crossing event - Level crossing accident

1 - Level crossings

1 - Design

Recommendations

Recommendation

Issuing information

Recommendation title	Recommendation No.1 (urgent)		
Recommendation ID	REC-000278	End implementer	IM Other
Status	Sent to addressee	Addressee	NSA
Issue date	26-11-12		

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Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The NSA will invite the IM to work, working together with the competent local authorities responsible for roads, to prevent further incidental occurrences, that are put in place all necessary measures for the immediate adjustment to the current laws, both for the advance warning signals and for visual and audible signaling devices placed in correspondence of the LC, placing them so that they can be visible from all approach roads to the same LC and as far away as possible (repeating if necessary), and found also the consistency of road signs with the actual allowed circulation of heavy vehicles in road crossings the LC in question, in relation to minimum requirements for registration of such tracks cornering approach maneuvers to the crossings themselves.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title	Recommendation No.2		
Recommendation ID	REC-000279	End implementer	IM
Status	Sent to addressee	Addressee	NSA
Issue date	29-07-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The NSA must make sure that the IM consider how to ensure at LCs a notice period (time between turning on the red light of the light signal and the beginning of lowering the barriers) that takes into account: • situations that may affect the motion of road vehicles (eg the presence of road crossings close to the LC); • the length of vehicle allowed to move; • the actual distance between the barriers of input and output calculated along the direction of motion of road vehicles. Considering the current criteria used by the IM it is recommended to evaluate for all LCs a minimum notice period of: • 5 seconds for roads with a ban on the movement of vehicles exceeding 11 meters in length; • 7 seconds for roads without any limitation regarding the length of vehicles. It is recommended to evaluate an increase in these minimum times in specific cases (such as, for example, may be those in which the LC are in the vicinity of intersections, for which the speed of approach could be very low because of the fact that the vehicle road could start from standstill to engage the intersection facing the PL, or in cases where the LCs are customarily subject to intense traffic for which the road vehicle is forced to stop just behind the barriers and then to start from standstill): as a hypothesis, not exhaustive for the analysis, which will be made by the IM, the existing literature provides respective increases of up to 10 seconds and up to 12 seconds for the two cases described above. It is also recommended to evaluate further increases in these times in the order of 1 second every 3 m exceeding 15 m in length of crossing road or the actual distance between the barriers. In the case of LC with complete and unique barriers, to the minimum notice conceived and defined as above, it is recommended to evaluate the possibility of adding one last time franc, which is necessary to release the crossing, having the vehicle to overcome in the entire length also the second barrier in the direction of travel. It is suggested to evaluate a further 5 seconds delay for this function.

Implementation information

Implementation status

Implementation date

Unknown

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title Recommendation No.3

Recommendation ID REC-000280

End implementer

IM
Other
NSA

Status

Sent to addressee

Addressee

Issue date

29-07-13

Recommendation texts

Language

English

Translation provider

Information providers own
translation

Recommendations text

The NSA must take actions towards the IM so that the works aimed at the suppression of LC and already implemented, such as in the specific case of the LC of Cisternino, are in the shortest possible time put into operation with the consequent suppression of the LC as soon as administrative procedures have been completed.

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Implementation information

Implementation status	Unknown	Implementation date	
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NSA Response

NIB Comment

Causation links

Railway vehicle movement events - Level crossing event - Level crossing accident
 Subsystem - Infrastructure - Level crossings
 Causal factors - Design

Investigation details

Legal Basis	National rules imposed by implementing of the Safety Directive 2004/49/EC - in light of Article 19, §2 of SD - (b) it forms part of a series of accidents or incidents relevant to the system as a whole
Other reason descrip	

ID	IT-0302	Reporting Body	Ministero delle infrastrutture e dei trasporti
National investigatio		Investigator in charge	
Occurrence creation	02-10-12 09:43:53		
Decision to investigate	24-09-12		
Declaration date	02-10-12		
Date of IM/RU notific			

Report Type	Final report	Workflow Status	Validated
Report Version	2	Investigation Status	Open

Other Attachments	Name	Descriptio	Type	Size	Last	Organizati	Repositor
				0			

Final Report	Name	Descriptio	Type	Size	Last	Organizati	Repositor

Reporting Body

IT
Ministero delle infrastrutture
e dei trasporti

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