

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-0303
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Occurrence Summary

What		Location	
Date of occurrence	24-09-12	Location name	route Bari - Brindisi
Local time	13:35	Latitude	40:45:13 North
Event type	Railway vehicle movement events Level crossing event Level crossing accident	Longitude	17:25:13 East

Description Collision with a truck.

Direct Cause descrip Human error committed by the driver of the truck carrying the maneuver of approach and crossing of the LC, not completed on the scheduled times of the LC

Final Report

Nam	Desc	Type	Size	Last	Orga	Repo
Relazione_incidente_ferrovio_Cisterino_dell_24_09_2012.pdf	Final report + Official Recordations	application/pdf	4209594	7/31/2013 3:52:19 PM	Software	

Other Attachments

Nam	Desc	Type	Size	Last	Orga	Repo
			0			

What

Title	Level crossing accident, 24/09/2012, route Bari - Brindisi (Italy)		
Occurrence type	Railway vehicle movement events Level crossing event Level crossing accident	Occurrence Class	Serious accident
Date of occurrence	24-09-12	Local time	13:35
Events	Railway vehicle movement events - Level crossing event - Level crossing accident		

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Descriptions

Language	English	Translation provider	Information providers own translation
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Description	Collsion with a truck.
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Location name	route Bari - Brindisi		
Railway System type	Railway	Country	Italy
Location type	Line	Border Country	
Line type	Double track	Line number	
Allowed line speed	150 km/h	Km number	km 710+403
Latitude	40:45:13 North	Longitude	17:25:13 East
Location description	automatic level crossing with complete barriers		

Additional location in

Location type details	Level Crossing	Fixed installations
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Occurrence details

Railway vehicles

Movement type	High speed passenger train	Train number	9351
RU	Italy Trenitalia SpA	Wagons overturned	No
Train speed at mom		Passengers onboard	Yes
Vehicle description	ETR 485 036		

Other objects involved in the occurrence

Other objects	Road vehicle - Truck
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Parties involved

IM Involved	Italy - RFI SpA	RU
		Italy - Trenitalia SpA

	Fatalities	Serious injuries	Minor injuries
Passengers	0	0	20
Staff	1	0	0
Level crossing users	0	0	0
Unauthorised persons	0	0	0
Others	0	0	0

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Total	1	0	20
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Material consequences

Material Damage	Infrastructure Rolling stock 3rd party	Estimated total mate	> 2 000 000 €
Damage description	Infrastructure: 650.000,00 € Rolling Stock: 7.500.000,00 €		

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

Human error committed by the driver of the truck carrying the maneuver of approach and crossing of the LC, not completed on the scheduled times of the LC

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 - Third party (Human error of the truck driver)
- 1 - Design (Non adoption of a CCTV for the LC)

Recommendations

Recommendation

Issuing information

Recommendation title	Recommendation No.1 (Urgent)		
Recommendation ID	REC-000275	End implementer	IM Other NSA
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
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Unknown

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title	Recommendation No.2		
Recommendation ID	REC-000276	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-000277

End implementer

IM

Status

Sent to addressee

Addressee

Other

NSA

Issue date

29-07-13

 Recommendation texts

Language

English

Translation provider

Information providers own
translation

Recommendations text

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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.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Causation links

Railway vehicle movement events - Level crossing event - Level crossing accident
 Subsystem - Third party (Human error of the truck driver)
 Causal factors - Design (Non adoption of a CCTV for the LC)

Investigation details

Legal Basis	National rules imposed by implementing of the Safety Directive 2004/49/EC - in light of Article 19, §1 of SD
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Other reason descrip

ID	IT-0303	Reporting Body	Ministero delle infrastrutture e dei trasporti
National investigatio		Investigator in charge	
Occurrence creation	02-10-12 10:20:49		
Decision to investigate	24-09-12		
Declaration date	02-10-12		
Date of IM/RU notific			

Report Type	Final report	Workflow Status	Validated
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Report Version	2	Investigation Status	Open
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Other Attachments	Name	Descriptio	Type	Size	Last	Organizati	Repositor
				0			

Final Report	Name	Descriptio	Type	Size	Last	Organizati	Repositor
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Reporting Body

IT
Ministero delle infrastrutture
e dei trasporti

ID

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