

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-0698
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Occurrence Summary

What	Location		
Date of occurrence	07-01-13	Location name	Line Firenze Rifredi – Attigliano (LL), track section between Arezzo and PM Olmi
Local time	17:50		
Event type	Railway vehicle movement events	Latitude	43:28:01 North
	Accident to persons caused by RS in motion	Longitude	11:52:56 East

Description The driver of the regional train 3099 indicated that he had hit something with the side of the car outside the Arezzo station.
At km 228 ??+200 a luggage and the body of a deceased person were identified on the slope of the track.

Direct Cause descrip The direct cause is an incorrect functioning of the mechanical lock of the upper pneumatic operator of a door that, closing but not locking the door, allowed the opening of the door itself.

Final Report

Nam	Desc	Type	Size	Last	Orga	Repo
2013	Final	PDF	4096	11/3		
.01.0	Repo	File	738	0/20		
7	rt			16		
AREZ				3:41:		
ZO.p				56		
df				PM		

Other Attachments

Nam	Desc	Type	Size	Last	Orga	Repo
2015	Reco	PDF	8756	11/3		
.06.0	mme	File	92	0/20		
8-57	ndati			16		
6	ons			3:42:		
AREZ				20		
ZO.p				PM		
df						

What

Title Accident to persons caused by RS in motion, 07-01-13, Line Firenze Rifredi – Attigliano (LL), track section between Arezzo and PM Olmi (Italy)

Occurrence type	Railway vehicle movement events Accident to persons caused by RS in motion	Occurrence Class	Serious accident
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Date of occurrence	07-01-13	Local time	17:50
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Events Railway vehicle movement events - Accident to persons caused by RS in motion

Descriptions

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Language	English	Translation provider	Information providers own translation
Description	The driver of the regional train 3099 indicated that he had hit something with the side of the car outside the Arezzo station. At km 228 ??+200 a luggage and the body of a deceased person were identified on the slope of the track.		

Location name	Line Firenze Rifredi – Attigliano (LL), track section between Arezzo and PM Olmi		
Railway System type	Railway	Country	Italy
Location type	Line	Border Country	
Line type	Double track	Line number	
Allowed line speed		Km number	226+200
Latitude	43:28:01 North	Longitude	11:52:56 East
Location description			
Additional location in Location type details	Fixed installations		

Occurrence details

Railway vehicles

Movement type	Regional passenger train	Train number	3099
RU	Italy Trenitalia SpA	Wagons overturned	No
Train speed at mom		Passengers onboard	Yes
Vehicle description	Loco type E464 + 5 coaches		

Movement type	Long distance passenger train	Train number	592
RU	Italy Trenitalia SpA	Wagons overturned	No
Train speed at mom		Passengers onboard	Yes
Vehicle description	Loco type E402 + 8 coaches		

Other objects involved in the occurrence

Other objects	Living objects - Person
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Parties involved

IM Involved	Italy - RFI SpA	RU	Italy - Trenitalia SpA
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RU

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

Material consequences

Material Damage Estimated total mate < 150 000 €

Damage description No material damages

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

The direct cause is an incorrect functioning of the mechanical lock of the upper pneumatic operator of a door that, closing but not locking the door, allowed the opening of the door itself.

Underlying and root causes description

Incorrect functioning of the mechanical lock is due to a maintenance problem.

Missing of the communications to travelers of the prohibition to get off from the convoy because the train was standing in line.

Causation classification

Railway vehicle movement events - Accident to persons caused by RS in motion

- 1 - Wagons (Doors)
 - 1 - Maintenance of rolling stock (Doors)
- 2 - Procedures (Missing communications to travellers)

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Recommendations
Recommendation

Issuing information

Recommendation title	Recommendation n.1		
Recommendation ID	REC-000347	End implementer	RU
Status	Sent to addressee	Addressee	NSA
Issue date	08-06-15		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

It is necessary to apply explanatory signs on how to open the doors, in both regular operating conditions and in emergency conditions. In case of opening of doors in emergency, signs currently applied does not make explicit in a clear and comprehensive way that, once turned the emergency handle, it is necessary to activate the mechanical release controlled by the lever at the bottom on the door. This recommendation also comes from the variety of opening /closing control systems on coaches that appear of the same type to a traveler.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title	Recommendation n.2		
Recommendation ID	REC-000348	End implementer	RU
Status	Sent to addressee	Addressee	NSA
Issue date	08-06-15		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

It seems necessary to evaluate the efficiency of training and maintenance of skills of the staff on board. In particular, not being present on the trains the recording of sound advertisements, it is believed that, in the transitional phase, to consider possibility of targeted inspections could be helpful.

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Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title	Recommendation n.3		
Recommendation ID	REC-000349	End implementer	RU
Status	Sent to addressee	Addressee	NSA
Issue date	08-06-15		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

As far as possible, it seems necessary to improve the maintenance procedures of the passenger doors of the coaches type Z1, taking into account that:

- the pneumatic system currently installed has a complex and difficult maintenance;
- the rubber components on the doors, such as the external door seals, are often damaged or not present due to the sliding of moving parts with the fixed ones;
- the conditions of some components, such as the return springs, can only be verified at the time of maintenance operations that require the disassembly of the entire door.

Alternatively to the previous points, must be evaluated the possibility of replacement of the upper pneumatic operator actuator with others, for example electrically operated, which are of greater reliability and easier maintenance.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

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Recommendation

Issuing information

Recommendation title	Recommendation n.4		
Recommendation ID	REC-000350	End implementer	RU
Status	Sent to addressee	Addressee	NSA
Issue date	08-06-15		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

It must be modified the application of the seal system to the "bypass" tap that, in the present configuration, is manipulable.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title	Recommendation n.5		
Recommendation ID	REC-000351	End implementer	RU
Status	Sent to addressee	Addressee	NSA
Issue date	08-06-15		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

Though numerous regulations (DEIF 4.4 - ISPAT - PGOS), an easily usable procedure which would make sure to check the presence of the seal on the emergency handle when the coaches leave the parking area or the depot must be exemplified. Where it already existis, it must be implemented point by point.

Implementation information

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Implementation status	Implementation date
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Unknown

NSA Response

NIB Comment

Causation links

Railway vehicle movement events - Accident to persons caused by RS in motion

Subsystem - Rolling stock - Wagons (Doors)

Causal factors - Maintenance - Maintenance of rolling stock (Doors)

Causal factors - Procedures (Missing communications to travellers)

Investigation details

Legal Basis National rules imposed by implementing of the Safety Directive 2004/49/EC - in light of Article 19, §2 of SD - (a) the seriousness of the accident or incident

Other reason descrip

ID	IT-0698	Reporting Body	Ministero delle infrastrutture e dei trasporti
National investigatio		Investigator in charge	
Occurrence creation	14-01-13 12:46:50		
Decision to investigate	09-01-13		
Declaration date	14-01-13		
Date of IM/RU notific			

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

Other Attachments	Name	Descriptio	Type	Size	Last	Organizati	Repositor
	2015.06.08-576 AREZZO.pdf	Recommen	PDF File	875692	11/30/2016 3:42:20 PM		

Final Report	Name	Descriptio	Type	Size	Last	Organizati	Repositor
	2013.01.07 AREZZO.pdf	Final Report	PDF File	4096738	11/30/2016 3:41:56 PM		