

Reporting Body

IT
Ministero delle infrastrutture
e dei trasporti

ID

IT-1186

Occurrence
Summary

What	Location
Date of occurrence	12-07-11
Local time	08:35
Event type	Railway vehicle movement events Level crossing event Level crossing accident
	Location name
	Line Parma - La Spezia, route Parma - Vicofertile, km 4+813
	Latitude
	44:46:42 North
	Longitude
	10:15:30 East

Description Train 21500 collides with a motor vehicle in a closed level crossing.

Direct Cause descrip error committed by the driver of the truck carrying the maneuver of approach and crossing of LC

Final Report

Nam	Desc	Type	Size	Last	Orga	Repo
Relazione _Indagine_Vicofertile_Pubblicadoc	Final report	application/octet-stream	7005184	5/30/2013 12:43:59 PM	Softeco	

Other Attachments

Nam	Desc	Type	Size	Last	Orga	Repo
raccoman dazio ni_VI COF ERTI LE.p df	Official record mme ndati on n.1 (urgent)	application/pdf	1487102	5/30/2013 12:44:58 PM	Softeco	
Raccom ndazi oni_ PL.p df	Other official record mme ndati ons	application/pdf	348762	5/30/2013 12:45:26 PM	Softeco	

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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What

Title Level crossing accident, 2011-07-12, Line Parma - La Spezia, route Parma - Vicofertile, km 4+813 (Italy)

Occurrence type	Railway vehicle movement events Level crossing event Level crossing accident	Occurrence Class	Accident
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Date of occurrence	12-07-11	Local time	08:35
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Events Railway vehicle movement events - Level crossing event - Level crossing accident
Railway vehicle movement events - Trains collision - Trains collision with an obstacle

Descriptions

Language	English	Translation provider	Information providers own translation
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Description Train 21500 collides with a motor vehicle in a closed level crossing.

Location name	Line Parma - La Spezia, route Parma - Vicofertile, km 4+813		
Railway System type	Railway	Country	Italy
Location type	Line	Border Country	
Line type	Single track	Line number	
Allowed line speed		Km number	
Latitude	44:46:42 North	Longitude	10:15:30 East
Location description	Line Parma - La Spezia, route Parma - Vicofertile, km 4+813		
Additional location in			
Location type details	Level Crossing	Fixed installations	

Occurrence details

Railway vehicles

Movement type	Regional passenger train	Train number	21500
RU	Italy Trenitalia SpA	Wagons overturned	No
Train speed at mom		Passengers onboard	Yes
Vehicle description	Minuetto 032: 1. 1 ALe 501; 2. 1 Le 220; 3. 1 ALe 502 (head of the train and damaged)		

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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Other objects involved in the occurrence

Other objects Road vehicle - Truck

Parties involved

IM Involved Italy - RFI SpA RU
Italy - Trenitalia SpA

	Fatalities	Serious injuries	Minor injuries
Passengers	0	2	26
Staff	0	0	2
Level crossing users	0	0	0
Unauthorised persons	0	0	0
Others	0	0	0
Total	0	2	28

Material consequences

Material Damage Rolling stock Estimated total mate < 150 000 €
3rd party
Damage description € 10.082 infrastructure
€ 50.000 rolling stock
Truck destroyed

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

error committed by the driver of the truck carrying the maneuver of approach and crossing of LC

Underlying and root causes description

Underlying:

- failure to ban the operation of the crossing of the LC to trucks from Manara Road
- failure to position the road side light signal of the LC , as provided by the standard
- failure to comply with the provisions of the road rules on the visibility of vertical signals in general
- non-adoption of a CCTV control system

Root:

- the lack of a procedure in the event of an emergency situation such as that of vehicle trapped between the barriers that are regularly closed
- the lack of information related to some occurrences both on the part of the IM both by the railway police that denote a lack of sharing of information between the parties

Causation classification

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

Railway vehicle movement events - Trains collision - Trains collision with an obstacle

- 1 - Third party (human error)
 - 1 - Ambient conditions
 - 2 - Design
 - 3 - Technical availability
- 2 - Documentation
- 3 - Information

Recommendations

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000171	End implementer	IM
Status	Sent to addressee	Addressee	IM
Issue date	19-09-11		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The IM should takes action, working in cooperation with the competent local authorities responsible for the roads, in order to prevent further events, to the immediate adjustments and the eventual integration of both advance warning signals and visual and audible signaling devices placed in at the LC in the side of "Strada Manara". These devices must be located so as to be visible from the road as far away as possible, and checking the consistency of road signs of "Strada Manara" and the routes of access to it, both in relation to the prohibitions signs for heavy vehicles placed on the "Road Pontasso" and in relation to the actual circulability of heavy vehicles on the road Manara in relation to minimum requirements for registration of such vehicles in the cornering maneuver approaching the LC

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment	Urgent recommendation
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Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000172	End implementer	IM
Status	Sent to addressee	Addressee	NSA
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The National Safety Authority (ANSF) should work so that the Infrastructure Manager takes reasonable measures for the general improvement of the recognition and visibility of level crossings, also through changes in local viability, in agreement with the public authorities responsible for the management of the roads characterized by the presence of level crossings.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000173	End implementer	Government
Status	Sent to addressee	Addressee	Directorate General for Road Safety
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The Directorate General for Road Safety of the Ministry of Infrastructure and Transport should assess all appropriate action to be taken in order to propose to the Legislative Office modifications or improvements of the legal framework and/or of the regulations, so that the recognition of level crossings on the road side will be improved, increasing the effectiveness of orientation and positioning of visual signaling systems and providing the appropriate repetition of road signs from all directions of approach to the intersection, taking into account the actual conditions of the morphology of the access roads to the LC.

Implementation information

Implementation status	Implementation date
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Unknown

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000174	End implementer	IM
Status	Sent to addressee	Addressee	NSA
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The National Safety Authority (ANSF) should work so that the Infrastructure Manager shall indicate to road users the behavior in the subsequent Recommendation No. 4, by installing appropriate and effective signs and/or billboards inside the LC, clearly visible - even from the driving seat - by a road user that is stuck inside the LC,

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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considering the possibility to install them on the internal side of the barriers.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000175	End implementer	Government
Status	Sent to addressee	Addressee	Directorate General for the Motorization
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

Taking into account that the Legislative Decree no. 285 of 30.4.1992 "Nuovo Codice della Strada" ("New Road Rules"), states in Article 147 - "Behavior at level crossings" - paragraph 4 and 5:

c.4 "Road users must promptly clear the level crossing. In the event of a forced stop of the vehicle, the driver should try to take it off the rails or, in the case of physical impossibility, must do everything he can to avoid any danger to persons and to make sure that drivers of rail vehicles must be warned in time of the existence of the danger";

the Directorate General for the Motorization of the Ministry of Infrastructure and Transport should assess an appropriate action in order to propose to the Legislative Office a normative statement, which aims to ensure that can be met consistent changes in the legislative framework of the "Road Rules" and its implementing regulations, which tend to emphasize explicitly that the driver of the vehicle that is left among the barriers of a LC after their closure should implemented the conduct consisting of heeling and consequent breakdown of the LC barriers and that this behavior is practice that aims to ensure the condition of impending danger.

Likewise, it must also be highlighted that, in the case of stationary vehicle between the closed barriers and in not marching condition, the action of manual breakdown made by the road user, in many types of railway facility, active control systems of rail traffic and therefore such action favors the arrest of oncoming trains.

The Directorate General for the Motorization should then evaluate appropriate actions to be taken to ensure that the previous basic knowledge to be taught at the level of training of drivers in the framework of issuing driving licenses.

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000176	End implementer	IM
Status	Sent to addressee	Addressee	NSA
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The National Safety Authority (ANSF) should work so that the Infrastructure Manager increases the spread of the devices that make it possible to check the freedom of crossing equivalent in its effects to LCs equipped with "CCTV" and "automatic protection systems", adopting an implementation plan that considers as a priority the installation of devices at LCs identified as critical.

Such a plan should also take into account the requirements of priorities set out in paragraph 4.24 of the "Railway Traffic Rules" by ANSF and of the LCs identified in Chapter 2.3 of the "Analytical study on the subject of accidents at level crossings" elaborated by this NIB.

Implementation information

Implementation status

Implementation date

Unknown

NSA Response

 NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID REC-000177

End implementer

IM

Status

Sent to addressee

Addressee

NSA

Issue date

02-05-13

Recommendation texts

Language

English

Translation provider

Information providers own
translation

Recommendations text

The National Safety Authority (ANSF) should consider whether to include the generalized installation at LCs by the Infrastructure Manager of informative panels showing the identification of the LC and the phone number to contact in order to report promptly and effectively to the personnel responsible of supervision of the circulation the presence of a obstruction on the railway in correspondence of the LC.

Implementation information

Implementation status

Implementation date

Unknown

NSA Response

 NIB Comment

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000178	End implementer	Government
Status	Sent to addressee	Addressee	Directorate General for Road Safety
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The Directorate General for Road Safety of the Ministry of Infrastructure and Transport should assess an appropriate action to take in order to propose to the Legislative Office modifications or improvements of the legal framework and/or the implementing regulations so that systems for the automatic detection of road traffic offenses at the level crossing can be installed, by the owners of the roads, in order to discourage inappropriate behavior of road users.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000179	End implementer	IM
Status	Sent to addressee	Addressee	NSA
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The National Safety Authority (ANSF) should work so that the Infrastructure Manager monitors the actual closure time of LCs and adopts appropriate solutions to ensure that such time is typically contained within a maximum time value that does not cause the erroneous and / or risky behavior in road user.

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000180	End implementer	IM
Status	Sent to addressee	Addressee	NSA
Issue date	02-05-13		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The National Safety Authority (ANSF) should consider whether to provide for the general adoption by the Infrastructure Manager of a suitable barrier morphology that is compatible with the existing plants and that can be a physical element of deterrence to the passage of pedestrians and cyclists under the turned down barriers.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Causation links

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

Railway vehicle movement events - Trains collision - Trains collision with an obstacle

Subsystem - Third party (human error)

Causal factors - Ambient conditions

Causal factors - Design

Causal factors - Technical availability

Systemic factors - Documentation

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1186
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Systemic factors - Information

Railway vehicle movement events - Trains collision - Trains collision with an obstacle

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-1186	Reporting Body	Ministero delle infrastrutture e dei trasporti
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National investigatio

Occurrence creation	15-07-11 12:10:37	Investigator in charge
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Decision to investigate	13-07-11
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Declaration date	15-07-11
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Date of IM/RU notific

Report Type	Final report	Workflow Status	Validated
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Report Version	2	Investigation Status	Closed
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Other Attachments	Name	Descriptio	Type	Size	Last	Organizati	Repositor
	raccoman dazioni_VI COFERTIL E.pdf	Official recomme ndation n.1 (urgent)	applicatio n/pdf	1487102	5/30/2013 12:44:58 PM	Softeco	
	Raccoman dazioni_P L.pdf	Other official recomme ndations	applicatio n/pdf	348762	5/30/2013 12:45:26 PM	Softeco	

Final Report	Name	Descriptio	Type	Size	Last	Organizati	Repositor
	Relazione _Indagine _Vicofertil e_Public a.doc	Final report	applicatio n/octet-st ream	7005184	5/30/2013 12:43:59 PM	Softeco	