

**Occurrence
Summary**

What

Location

Date of occurrence 23-07-11

Location name Line Milano - Lecco, route
Monza - Arcore, km 1+265

Local time 21:42

Latitude 45:37:42 North

Event type Railway vehicle movement
events
Level crossing event
Level crossing accident

Longitude 9:19:29 East

Description 06.05.2011 collision with person; 08.05.2011 collision with person; 23.07.2011 collision
with person

Direct Cause descrip The improper crossing of the Lc from the same victims

Final Report

Other Attachments

Nam	Desc	Type	Size	Last	Orga	Repo
Relazione _Indagin e_Monza. doc	Final report	application/ms word	3383 808	5/30 /201 3 12:1 8:47 PM	Softeco	

Nam	Desc	Type	Size	Last	Orga	Repo
Raccomandazione_urgente.pdf	Official recording minutes n.1 (urgent)	application/pdf	1012 058	5/30 /201 3 12:1 9:34 PM	Softeco	
Raccomandazioni_PL.pdf	Other official recording minutes	application/pdf	3487 62	5/30 /201 3 12:2 0:06 PM	Softeco	

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1193
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What

Title	Level crossing accident, 2011-07-23, Line Milano - Lecco, route Monza - Arcore, km 1+265 (Italy)		
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Occurrence type	Railway vehicle movement events Level crossing event Level crossing accident	Occurrence Class	Serious accident
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Date of occurrence	23-07-11	Local time	21:42
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Events	Railway vehicle movement events - Level crossing event - Level crossing accident Railway vehicle movement events - Accident to persons caused by RS in motion		
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Descriptions

Language	English	Translation provider	Information providers own translation
Description	06.05.2011 collision with person; 08.05.2011 collision with person; 23.07.2011 collision with person		

Location name	Line Milano - Lecco, route Monza - Arcore, km 1+265		
Railway System type	Railway	Country	Italy
Location type	Line	Border Country	
Line type	Multiple track	Line number	
Allowed line speed		Km number	
Latitude	45:37:42 North	Longitude	9:19:29 East
Location description	Line Milano - Lecco, route Monza - Arcore, km 1+265		
Additional location in			
Location type details	Level Crossing	Fixed installations	

Occurrence details

Railway vehicles

Movement type	Regional passenger train	Train number	
RU	Italy Trenitalia SpA	Wagons overturned	No
Train speed at mom		Passengers onboard	Yes
Vehicle description	Different trains (series of accidents)		

Movement type	Train number
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Reporting Body IT ID IT-1193
Ministero delle infrastrutture
e dei trasporti

RU Italy Wagons overturned
Trenitalia-LeNORD Srl
Train speed at mom Passengers onboard
Vehicle description

Other objects involved in the occurrence
Other objects Living objects - Person

Parties involved
IM Involved Italy - RFI SpA RU
Italy - Trenitalia SpA
Italy - Trenitalia-LeNORD Srl

	Fatalities	Serious injuries	Minor injuries
Passengers	0	0	0
Staff	0	0	0
Level crossing users	3	0	0
Unauthorised persons	0	0	0
Others	0	0	0
Total	3	0	0

Material consequences
Material Damage Rolling stock Estimated total mate < 150 000 €
Damage description

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 improper crossing of the Lc from the same victims
Underlying and root causes description

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1193
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Causation classification

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

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

1 - Third party

Recommendations

Recommendation

Issuing information

Recommendation title	Urgent	End implementer	IM
Recommendation ID	REC-000161	Addressee	RFI SpA (IM)
Status	Sent to adreesee		
Issue date	19-09-11		

Recommendation texts

Language	English	Translation provider	Information providers own translation
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Recommendations text

The IM should work, by carrying out awareness-raising activities for users that have already been identified, of which the full utility is shared, working in cooperation with the competent local authorities responsible for roads, for the implementation of an information system (including billboards or high suitable information devices, and evocative of the specific criticality at the LC km 1 +265 of the route Monza - Arcore), in order to prevent further accidents.

Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment	Urgent recommendation, send before the finalizing of the final report
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Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000162	End implementer	IM
Status	Sent to adreesee	Addressee	NSA
Issue date	02-05-13		

Recommendation texts

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1193
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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

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000163	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
Unknown	

NSA Response

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1193
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NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000164	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, considering the possibility to install them on the internal side of the barriers.

Implementation information

Implementation status	Implementation date
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Unknown

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000165	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.

Implementation information

Implementation status

Implementation date

Unknown

NSA Response

 NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID REC-000166

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 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-000167

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

NSA Response

NIB Comment

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1193
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Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000168	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-000169	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-1193
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Implementation information

Implementation status	Implementation date
Unknown	

NSA Response

NIB Comment

Recommendation

Issuing information

Recommendation title

Recommendation ID	REC-000170	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 - Accident to persons caused by RS in motion

Subsystem - Third party

Reporting Body	IT Ministero delle infrastrutture e dei trasporti	ID	IT-1193
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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-1193	Reporting Body	Ministero delle infrastrutture e dei trasporti
National investigatio		Investigator in charge	
Occurrence creation	27-07-11 14:30:01		
Decision to investigate	27-07-11		
Declaration date	27-07-11		
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
	Raccoman dazione_u rgente.pdf	Official recomme ndation n.1 (urgent)	applicatio n/pdf	1012058	5/30/2013 12:19:34 PM	Softeco	
	Raccoman dazioni_P L.pdf	Other official recomme ndations	applicatio n/pdf	348762	5/30/2013 12:20:06 PM	Softeco	

Final Report	Name	Descriptio	Type	Size	Last	Organizati	Repositor
	Relazione _Indagine _Monza.d oc	Final report	applicatio n/msword	3383808	5/30/2013 12:18:47 PM	Softeco	