



NOTE

Date 16-10-2026
Casenr. 2025-342

English translation of summary and conclusion

Summary

While operating between Tinglev and Sønderborg, train 959 collided with a van towing a trailer at level crossing 77.

Level crossing 77 was equipped with a warning system. At the time of the collision, the warning bells at the level crossing were not in their intended positions.

The investigation found that, at the time of the collision, level crossing 77 had been activated for approximately 56 seconds, and that the level crossing and its associated road signals were visible from a distance of at least 650 metres. As the warning bells were not functionally monitored, the level crossing system did not generate an indication that they were missing.

The investigation was unable to establish why the driver of the van did not stop before the level crossing.

Conclusion

The accident occurred because the van did not stop before level crossing 77.

The investigation found that there was a clear view of the level crossing road signals, which were activated, and that the “Level crossing secured” indication was displayed to the train.

At the time of the collision, the warning bells at the level crossing had been removed from their intended positions and were therefore not operational. The primary function of the bells was to warn pedestrians and cyclists. It was not possible to establish whether the absence of the audible warning had influenced the sequence of events.

The Danish Accident Investigation Board was unable to establish with certainty why the driver of the van did not stop before the level crossing. Several human factors may have influenced the sequence of events.

Recommendations

The Accident Investigation Board made no recommendations following the accident.