Havarikommissionen
Accident Investigation Board Denmark

2025-385 and 2026-168 Summary



Collision between a light rail vehicle and a city bus on 20-08-2025, and another collision between a light rail vehicle and a passenger car on 13-03-2026 in Odense

NOVEMBER 2026

PREFACE

The Danish Accident Investigation Board for Civil Aviation and Railway (the Accident Investigation Board) is an independent government body whose purpose is to investigate accidents and incidents within the aviation and railway sectors.

The Accident Investigation Board investigates railway accidents and incidents with a view to improving railway safety and preventing accidents.

In accordance with the Danish Railway Act, this report sets out the Accident Investigation Board's investigation and safety assessments of the circumstances of the accident or incident, as well as its causes and consequences.

The investigations are conducted solely for railway safety purposes and are not intended to apportion blame or liability. Accordingly, any use of this report for purposes other than improving railway safety or preventing railway accidents and incidents may lead to erroneous or misleading interpretations.

This document contains an English summary of the published Danish investigation report.

The full report in Danish can be found under this link:

https://havarikommissionen.dk/undersoegelsesresultater/soeg-i-jernbane/2026/statement-2025-385-og-2026-168

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1 SUMMARY

On 20 August 2025, a light rail vehicle collided with a city bus at the Østre Stationsvej/Klostervej junction in Odense. The light rail vehicle derailed, one passenger sustained minor injuries, and both vehicles sustained substantial damage. On 13 March 2026, a light rail vehicle collided with a passenger car at the Uffesvej/Højstrupvej junction, also in Odense. The car driver sustained minor injuries, and the car sustained substantial damage. Owing to similarities between the accidents, the Accident Investigation Board conducted a combined investigation.

In both accidents, the light rail vehicles passed signals displaying stop while the crossing road traffic had a green light. The investigation found it likely that both light rail drivers expected the signals to change to proceed as they approached and only became aware of the conflict shortly before the collisions.

Keolis Odense Letbane did not introduce further measures after the accidents, as signals passed at danger had always been a high priority in the training and refresher training of light rail drivers. A minor deficiency in the light rail priority control at Østre Stationsvej/Klostervej allowed the bus to receive a green light after light rail priority had been initiated. According to Keolis Odense Letbane, this deficiency was corrected a few days after the collision.

Following its investigation and evaluation of the available evidence, the Accident Investigation Board closed the investigation with a statement, as further investigation was not expected to result in preventive safety recommendations or identify matters of material significance to railway safety.