**SUMMARY OF OCCURRENCE № HU-6229**

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| Grade: | Railway accident/incident |
| Date and time: | 3 February 2020 |
| Location: | Pusztaszabolcs (station) |
| Occurrence type: | Trains collision |
| Movement type: | Shunting operation |
| Description: | A shunting train crossed the route of an overpassing freight train no. 82901 and collided with it side to side at Pusztaszabolcs station. |
| Consequences: | 0 fatality / 0 serious injuryTotal damage HUF 10,984,875 ( < EUR 150,000) |
| Parties: | MÁV Zrt. (IM)Kárpát Vasút Kft. (RU)Rail Cargo Hungaria Zrt. (RU) |
| Direct cause(s): | * the safety installation did not detect the occupation of the № 14 switch, so the route of the passing freight train could be locked and “green” light could appear on the signal
* the traffic controller gave authorisation to start the shunting movement without having information about the actual position of the train, without having competence over the tracks where the train was located (in the construction site) and without the presence of a forman shunter at the shounting site
* the train making the shunting movement stopped on the № 14 in a position of violating the structure gauge (clearance) of the route of the ongoing freight train
* the transition points between the station area in use and the construction area and the way of managing the movements crossing them were not clearly defined
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| Contributory factor(s): | * limited information was available to the traffic controller on the processes in progress at the construction site
* shunting movement was performed without a forman shunter being present in the construction area
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| Underlying cause(s): | * no implementing instructions had been drawn up on the traffic management procedures applicable at the time of the reconstruction works
* the staff were only allowed to work under instructions which did not indicate a person authorising the shunting operations in the work area
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| Recommendation(s): | none |

 