**SUMMARY OF OCCURRENCE № HU-6259**

|  |  |
| --- | --- |
| Grade: | Tramway accident |
| Date and time: | 27 April 2020 |
| Location: | Budapest, Lehel tér (station) |
| Occurrence type: | Train derailment |
| Movement type: | Tramway |
| Description: | The tram no. 14 derailed on the switch of the terminus Budapest, Lehel tér. |
| Consequences: | 0 fatality / 0 serious injury  Total damage HUF 149,400 ( < EUR 150,000) |
| Parties: | BKV Zrt. (IM)  BKV Zrt. (RU) |
| Direct cause(s): | * the control panel operator initiated a shift on the signalling equipment while a vehicle was on the set of points * due to the design of the vehicle detection system at the terminal, there is no direct, continuous occupancy detection of the different track sections and the remote controlled set of points, therefore the signalling equipment at the terminal did not detect the track section – containing the set of points – as an occupied section after the restart of the signal box and allowed the switches to be operated * the driver did not contact the control panel operator to agree on the procedure to be followed, despite the fact that according to the rules and instructions in force, he could only have set the switch and entered the terminal station with the permission of the control panel operator via a communication device |
| Contributory factor(s): | * the control panel operator accepted the fact that, in the absence of internet connection, he could not ascertain the next tram service to the terminal and did not inform the driver of the tram approaching the terminal of his intention to switch the signal equipment off and on and of the procedure should be followed |
| Underlying cause(s): | * several human factors identified during the investigation indicate the presence of a low level of safety culture, which implies a higher safety risk in adverse operational and traffic conditions |
| Recommendation(s): | none |

