**SUMMARY OF OCCURRENCE № HU-6261**

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| Grade: | Railway incident |
| Date and time: | 29 April 2020 |
| Location: | Budapest-Déli (station) |
| Occurrence type: | Signal passed at danger |
| Movement type: | Locomotive running solo |
| Description: | The train no. 20348-1 passed the signal at danger at Budapest-Déli station and opened up a switch. Eventually the train was stopped by the engineer. |
| Consequences: | 0 fatality / 0 serious injury  No damage (EUR 0) |
| Parties: | MÁV Zrt. (IM)  MÁV-START Zrt. (RU) |
| Direct cause(s): | * the locomotive driver did not stop at the shunting limit signal at the end of the ‘T4’ track * the yard foreman did not meet the train in front of the signal box ‘B’ and did not give the train the ‘Slow down!’ and ‘Stop!’ handsignals as it is required by the Station Instructions |
| Contributory factor(s): | * the driver did not have a professional, substantive route knowledge relating to the station’s storage sidings and tracks * the driver was busy with a protracted operational telephone call |
| Underlying cause(s): | * the volume of work load concerning for staff working as yard foremen at the station may mean that they are not always able to carry out their duties fully * having a legally valid route knowledge licence for locomotive drivers does not guarantee that their real knowledge is in fact adequate and up-to-date, and the associated risk is not managed by the safety management system |
| Recommendation(s): | none |

