

Level crossing accident, 10/02/2011

Annual serial number Point	Safety recommendations	Addressed to
13.1 A-48/2011	Ensure that journey reports which are no longer valid do not remain in the cab but are taken from the locomotive/unit as a set of papers to a designated point for archiving. Justification: the error was caused by a journey report from an earlier train, train 3351, which was still present.	Infrastructure manager
13.2 A-49/2011	Ensure that the station controlling a section of line receives reliable information about the running of trains in good time.	Infrastructure manager
13.3 A-50/2011	Make random checks of permitted speeds (for example, with radar guns). Justification: permitted speeds were exceeded by up to 20 km/h. Remark: these checks should be made either by the infrastructure manager or by independent organisations (such as, for example, the police) on behalf of the competent railway authorities.	Infrastructure manager Governor of Salzburg as the railway authority
13.4 A-51/2011	Investigate whether the event [accident, etc.] should be reviewed by other infrastructure managers with similar operational practices for in-service training and/or for consideration within their safety management system. Justification: human factors impinge everywhere	Railway safety authority