

Train derailment, 10/05/2011

Annual serial number Point	Safety recommendation (not related to the cause of the accident)	Addressed to
11.1 A-090/2011	Ensure that the sets of regulations for maintenance allow functional deficiencies in the braking system to be recognised (definition of appropriate limiting values) Justification: the forms used for the calculation do not comply with the forms specified in the implementing provisions for the Swiss Railway Regulations [AB-EBV-CH].	Infrastructure manager/railway undertaking
11.2 A-091/2011	Investigate whether parts of the implementing provisions for the Swiss Railway Regulations [AB-EBV-CH] (those for technical and operational aspects of rack railways) should be declared to be mandatory. Justification: at the moment there is no standard set of regulations for rack railways in Austria. It should therefore be established whether for the definition of fundamental system-relevant functions such as brakes, etc.: <ul style="list-style-type: none"> the implementing provisions for the Swiss Railway Regulation should apply; an Austrian set of regulations to apply right across Austria should be created; regulations should be transferred to the competent railway authorities of the federal provinces in question, or this is to be arranged by the relevant infrastructure managers and railway undertakings and approved by the competent railway authorities. 	BMVIT
11.3 A-092/2011	Ensure that the speed of 15 km/h is not raised by an operating instruction. Justification: Salamander units are approved by the BMVIT for a maximum speed of 15 km/h.	Infrastructure manager/railway undertaking
11.4 A-093/2011	Investigate whether the operating instructions for radio-controlled electric switch operation should be incorporated in the Operating Regulations for the Schneeberg Railway. Justification: actions of the staff.	Infrastructure manager Governor of Lower Austria
11.5 A-094/2011	Investigate whether those parts of the Operating Regulations for the Schneeberg Railway which specify the actions of staff should be approved by the BMVIT. Justification: operations are run in accordance with the Section III (Operations) of the Operating Regulations for the Schneeberg Railway and in respect of the actions of staff the operating regulations are regulations which must be approved by the BMVIT in accordance with Article 21a of the Railways Act [EisbG].	Infrastructure manager/railway undertaking BMVIT
11.6 A-095/2011	Ensure that the correct maximum permitted speed is shown on train running sheets for Salamander units. Justification: the maximum permitted speed of Salamander units is 15 km/h.	Infrastructure manager/railway undertaking
11.7 A-096/2011	Update Appendix 2 to the Operating Regulations for the Schneeberg Railway (Directive for reporting extraordinary events). Justification: correction of the authorities to be notified (BMVIT,	Infrastructure manager/railway undertaking Governor of Lower Austria

	Governor of Lower Austria, Federal Accident Investigation Bureau) and to take the Rail Accident Reporting Regulation [Melde- VO Eisb] into account.	
11.8 A-097/2011	<p>Ensure that where vehicles with recording devices are involved in incidents, the data for the investigation of the incident remains available.</p> <p>Justification: in the recording equipment used currently, the data is overwritten after 22 km (an ascent and descent) and [in this case] were not read or stored.</p> <p>Remark: that could also be provided (for example) by fitting this type of recording equipment with larger memories.</p>	Infrastructure manager/railway undertaking
11.9 A-098/2011	<p>Ensure that all documents relevant to accidents are conserved until released by the authorities.</p> <p>Justification: the train running sheet for train F4 could not be submitted to the Accident Investigation Bureau despite the obligation to retain it for a year in accordance with the Operating Regulations for the Schneeberg Railway.</p>	Infrastructure manager/railway undertaking
11.10 A-099/2011	<p>Ensure that the driver tests the brakes before setting off on his first journey.</p> <p>Justification: in accordance with the Operating Regulations for the Schneeberg Railway Section III Article 2 (12) (Preparing for the journey).</p>	Infrastructure manager/railway undertaking
11.11 A-100/2011	<p>Investigate whether the maximum permitted speed of the vehicles (power car and trailer) should be marked up in the cabs.</p> <p>Justification: markings in accordance with Article 46 (9) Rail Worker Protection Regulation [EisbAV].</p>	Infrastructure manager/railway undertaking Governor of Lower Austria
11.12 A-101/2011	<p>Investigate whether the operation of a handover book on the vehicle ensures that all the functional tests which are necessary before the first journey of the day have been carried out.</p> <p>Remark: columns for date and time, driver name, test of SIFA [vigilance device], test of the first mechanical braking system, test of the second mechanical braking system, signature.</p>	Infrastructure manager/railway undertaking
11.13 A-102/2011	<p>Investigate whether an indication by means of a disc in accordance with Article 11 (3a) of the Use of Work Equipment Regulations [AM-VO] showing that the equipment has been tested is required in order to indicate testing to comply with the Rail Worker Protection Regulation.</p> <p>Remark: the certification should be easily visible on each side of vehicles nominated in the Rail Worker Protection Regulation close to the vehicle number.</p>	Infrastructure manager/railway undertaking Governor of Lower Austria BMVIT
11.14 A-103/2011	<p>Ensure that no passengers are carried in standing spaces on Salamander units.</p> <p>Justification: in accordance with Decision No 1, the carriage of passengers in standing spaces is not permitted. Decision No 2 does not apply to the vehicles in question.</p>	Infrastructure manager/railway undertaking Governor of Lower Austria
11.15 A-104/2011	<p>Ensure that the provisions of EN 12663 [Structural requirements of railway vehicle bodies] are complied with for operations already being undertaken, for increasing the capacity in terms of passenger numbers, for the addition of the "baby" unit with the weights increased by 16% and the increase in permitted speed from 15 to 16 km/h. Include</p>	Infrastructure manager/railway undertaking Governor of Lower Austria

	<p>stress analysis for all components which are involved with the transfer of the traction and braking forces between the vehicle and the rack and likewise consider the rack itself together with its securing in the track bed.</p> <p>Justification: EN 12663 covers the requirements for the strength of rail vehicles. It should be noted however that in the areas of local plastic deformation of ductile materials where tension is concentrated, tensile forces may only be so slight that they cause no significant permanent deformation.</p>	
<p>11.16 A-105/2011</p>	<p>Eliminate discrepancies in the Operating Regulations for the Schneeberg Railway.</p> <p>Justification: the provisions for the management and retention of the train running sheets in Appendix III should be aligned to Section III Article 3 (17). In particular, the last sentence should be expanded.</p>	<p>Infrastructure manager/railway undertaking</p>