

Train derailment, 23/05/2011

| Annual serial number Point | Safety recommendation (related to the cause of the accident) | Addressed to |
|---------------------------------------|---|--|
| 12.1 A-87/2011 | Investigate whether the provisions for the installation of speed restriction indications should be brought together in a set of regulations applicable to all staff. Justification: applying to operating and train staff and infrastructure maintenance. | Infrastructure manager, national safety authority |
| 12.2 A-88/2011 | Investigate whether the timescale for installing speed restriction indicators (within twenty-four hours in accordance with the instructions in the infrastructure manager's operating regulations (Figure 37)) should be shortened to two hours for such as level crossings with faulty protection. Justification: action from the accident on the level crossing at Glinzendorf. | Infrastructure manager, national safety authority |
| 12.3 A-89/2011 | Ensure that regular checks of the track alignment are made including at the end of periods of work (ends of shifts, week-ends and so forth) where building works that can affect the alignment of the track are taking place. Remark: for example by means of measuring equipment on the track or by making regular journeys with a vehicle able to record the most significant permanent way technical parameters scientifically. | Infrastructure manager, national safety authority |