

Extract from the investigation report BMVIT- 795.199-II/BAV/UUB/SCH/2010 on the accident on 07/05/2010

12. Recommendations

<i>Annual serial number</i>	<i>Safety recommendations (accident causal)</i>	<i>Addressed to</i>
A-04/2011	Fit doors with electrical sensitive edge detectors as has been done (for example) on the Munich underground. Reason: Trapped objects with a thickness of less than 50 mm are not currently detected on this type of rolling stock.	Tram and underground railway operators
A-05/2011	Check whether an audible warning of door closure should be given at least one second before the closure process begins. In addition, the sound pressure level of the warning must be (for example) 5 to 10 dB above the A-weighted mean sound pressure level of ambient noise (inside and outside). Reason: EN 14752, point 5.2.1.3.1.2 defines the sequence for the audible warning of door closure. (The EN defines the time and audio frequency but not the sound pressure level). Note: The warning currently sounds at the beginning of the closure process.	Tram and underground railway operators
A-06/2011	Put up pictograms warning about the gap between the train and the platform and of being trapped by the closing doors. Reason: Recommendation from reports [1] and [2]. Note: See EN 14752, plate A.5 examples of signs.	Tram and underground railway operators
A-07/2011	Check whether an optical door closing warning system in accordance with EN 14752 point 5.2.1.3.2 should be installed. Reason: Warning hard-of-hearing passengers in accordance with the Federal Act on Equal Treatment of Disabled Persons [BGStG], Section 5(1), Discrimination.	Tram and underground railway operators
A-08/2011	Improve announcements about when the train/tram is ready to depart. Note: In the interim, the phrase 'the train is departing' ['Zug fährt ab'] has been changed to 'stand back, please' ['Zurückbleiben, bitte'].	Tram and underground railway operators
A-09/2011	Check whether the notices, which have to be put up in vehicles in accordance with Section 49 of the 1999 Tram Regulations [StrabVO], and which describe what passenger should do when trams are ready to depart, are adequate. Information from tram and underground railway operators (see attachment) and from the 8/2009 Info-Folder (see point 7.24) should also be incorporated in the conditions of carriage of the eastern region transport association ['Verkehrsverbund Ost-Region' -VOR].	Tram and underground railway operators

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<i>Annual serial number</i>	<i>Safety recommendations (not accident causal)</i>	<i>Addressed to</i>
A-10/2011	Establish if the results of the tests (test log) for power-operated doors in accordance with Section 11(1) of the Regulation on Work Equipment [AM-VO] are to be retained where the power-operated doors are used in accordance with Regulation on Work Equipment, Section 11(3). Note: Per main workshop, six test results for the doors and one test result for the main workshop must be retained in the main workshop.	Austrian Ministry of Transport bmvit
A-11/2011	Check whether the list of vehicles, installations and equipment cited in Section 39(1) of the Railways Regulation on Health and Safety at Work [EisbAV] should be extended. Note: This concerns fixed installations for lubricating the side of rails, engineering work wagons attached to small locomotives, living and workshop wagons, rail service wagons, roller palettes for tunnel rescue purposes, roller palettes for track work locations, etc.	Austrian Ministry of Transport bmvit
A-12/2011	Check whether there should be an indication that a test has taken place in accordance with the Railways Regulation on Health and Safety at Work by means of an inspection report sticker in accordance with the Regulation on Work Equipment, Section 11(3a). Note: The stickers to be attached to the vehicles as indicated in the Railways Regulation on Health and Safety at Work should be easily visible and be attached on each side close to the number or special small locomotive/small locomotive plate.	Austrian Ministry of Transport bmvit
A-13/2011	Check whether the marking of underground rail vehicles complies with the provisions of the Tram Regulations [StrabVO] 1957. Note: Relevant here is the question as to whether the markings should be extended to comply with the provisions of the Tram Regulations 1999.	Tram and underground railway operators
A-14/2011	Check whether the provisions of Section 50 of the Tram Regulations 1999 should replace the provisions of Section 16 of the Tram Regulations 1957 which currently apply. An appropriate transition period would be required. Note: Refers to markings on vehicles.	Austrian Ministry of Transport bmvit
A-15/2011	Use a legally conform term to describe the driver of a vehicle in all the undertaking's regulations. Reason: The Tram Regulations 1999 lay down the term 'Fahrzeugführer' for the driver.	Tram and underground railway operators
A-16/2011	Check whether parts of the training material for underground railways should be incorporated in a regulated document to be approved by the authorities. Reason: Railways Act [EisbG] Section 21a (1) and (3).	Tram and underground railway operators