**REPORT NO. PKBWK 03/2021 (part)**

**from the investigation of a serious accident of category A21 that took place on 3 September 2020 at 1:50 PM on the route Przybówka - Jasło Towarowa, track no 1, level crossing category D, at km 55,924 of railway line no. 106 Rzeszów Główny - Jasło, area of the infrastructure operator PKP Polskie Linie Kolejowe S.A. Railway Line Branch in Rzeszów**

## Brief description of the accident, place and time of the accident, and its consequences

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## On 3 September 2020, during the ride of the train MPS 32102/3 ‘WETLINA’ owned by the railway company PKP Intercity S.A. on the route Zagórz - Lublin Główny, on track no. 1, on the Przybówka - Jasło Towarowa route of the single-track railway line no. 106 Rzeszów Główny - Jasło, at level crossing of cat. D, at km 55.924, at 1:50 PM, a road vehicle failed to stop before entering that crossing as required by the B-20 ‘stop’ prohibition sign and drove from the right side in relation to the direction of the train movement onto the level crossing directly in front of the SU160-007 locomotive leading a passenger train and, as a result, the train collided with the vehicle, i.e., an Opel Mokka passenger car. As a result of the serious accident, the driver of the road vehicle and his passenger died on the spot. The train crew and the passengers on that train were not injured. The road vehicle was completely destroyed and the rail vehicle was also damaged. There was no damage to the environment or to the railway and road infrastructure.

## Direct cause:

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## The passenger car entering the level crossing directly in front of the approaching MPS 32102/3 passenger train.

## Root cause:

Before entering the level crossing, the driver of the road vehicle did not comply with the B-20 ‘stop’ sign, i.e., did not stop the vehicle in a place enabling suitable observation despite being obliged to do so and, consequently, did not comply with the provisions of the Road Traffic Law (Article 28.1 of the Act of 20 June 1997 — ‘Road Traffic Law’ —Journal of Laws of 2020, item 110, as amended).

## Indirect cause:

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## The road vehicle driver’s failure to exercise extreme caution when approaching the level crossing.

## Systemic cause:

Not identified.

## RECOMMENDATIONS TO PREVENT SUCH ACCIDENTS IN THE FUTURE OR LIMIT THEIR CONSEQUENCES

1. Due to the local conditions and the train speed at this level crossing, which is equal to 100 km/h, the railway infrastructure operator PKP PLK S.A. Railway Line Branch in Rzeszów will carry out an operational risk assessment to consider decreasing the train speed along the sections where the train front is visible from the public road.

2. The infrastructure operator PKP Polskie Linie Kolejowe S.A., during periodic briefings and ad-hoc trainings, will remind the concerned employees about the obligation of using the Individual Identification Number (junction number) of level crossings crossing, especially during accidents and when calling emergency services, so that the situation presented in the Report of the State Committee for Investigation of Railway Accidents no. 02/2021 is not repeated.

3. If irregularities occur in the maintenance and traffic organisation in the area of roads approaching level crossings, railway infrastructure operators will immediately inform competent road operators and indicate those irregularities and their location.

4. Railway carriers operating motive power railroad vehicles equipped with an ‘emergency braking’ device will include topics related to the methods and principles of train braking in emergency situations in train driver training, i.e., using the emergency brake (mushroom button) to shorten the braking distance — as specified in section IV.4 of this Report.

5. The railway carrier PKP Intercity S.A. will introduce requirements for vehicle manufacturers and maintenance service concerning installation of emergency power supply for video recorders, so that continuity of recording images from cameras mounted on railway vehicles is ensured (in case of tenders by including them in the ToR), thus properly implementing the order of President of the Office of Rail Transport no. DBK-550/R03/KB/12 dated 30 May 2012, directed to railway carriers about the obligation to install devices to record the image of the space in front of moving trains, i.e., digital cameras or video recorders in newly-built and currently-operated railway vehicles according to the recommendation of the State Committee for Investigation of Railway Accidents no. PKBWK-076-305/RL/R/11 dated 22 November 2011.