



No.1100/15/2024

INTERIM STATEMENT

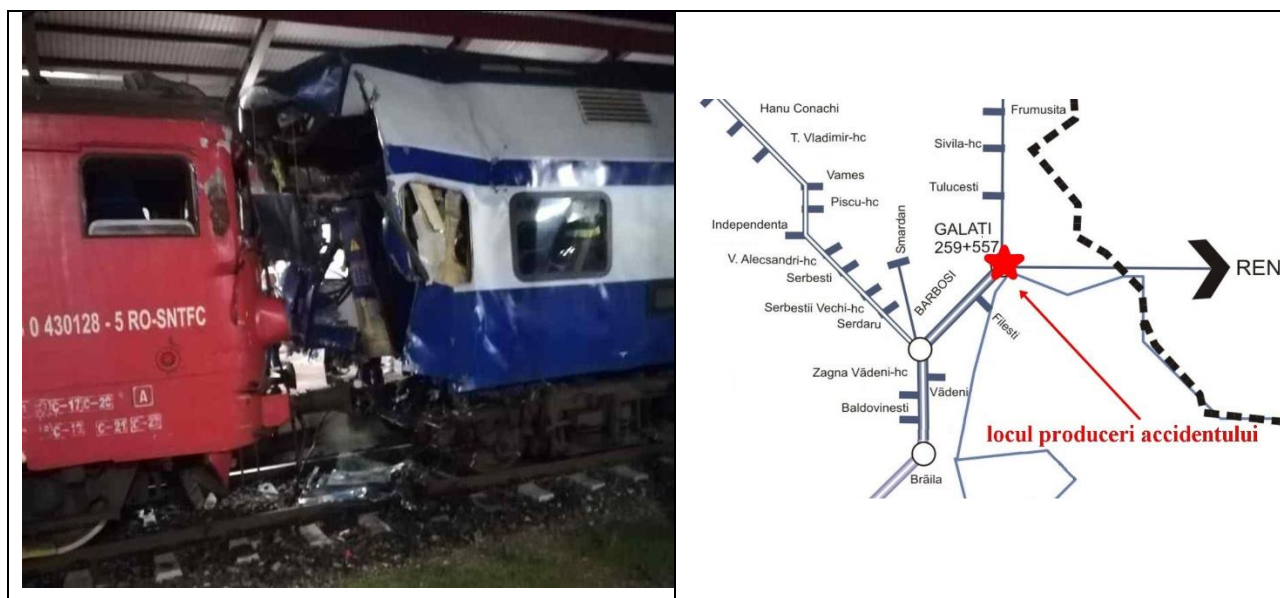
about the railway accident happened on 25th March 2023 in the railway station Galați

In accordance with the provisions of article 4, paragraph (3) from the Emergency Government Decision no.73/2019 „If the final report cannot be published within 12 months, AGIFER publishes an interim statement, on each anniversary of the accident, in which there are details on the investigation progress and the safety problems raised”.

Considering the legal provisions above mentioned, as well as the difficulties appeared in the investigation process, difficulties presented at point 3 of this document, AGIFER worked out this „Interim statement” regarding the accident happened on 25th March 2023 in the railway station Galați.

1. Accident presentation

On 25th March 2023, at about 19:20 o'clock, in the railway county Galați, in the railway station Galați, during the shunting for coupling the locomotive EC 91530430128-5 (got by Depot Galați), on line no.4, at the car no.50532616090-8, in order to form the passenger train Regio 7576, this locomotive collided seriously the car.



The track superstructure, where the accident happened, consisted in rails type 49, not-welded track, concrete sleepers, indirect fastening type K. Maximum gradient of lines in the railway station Galați is 2,0 ‰.

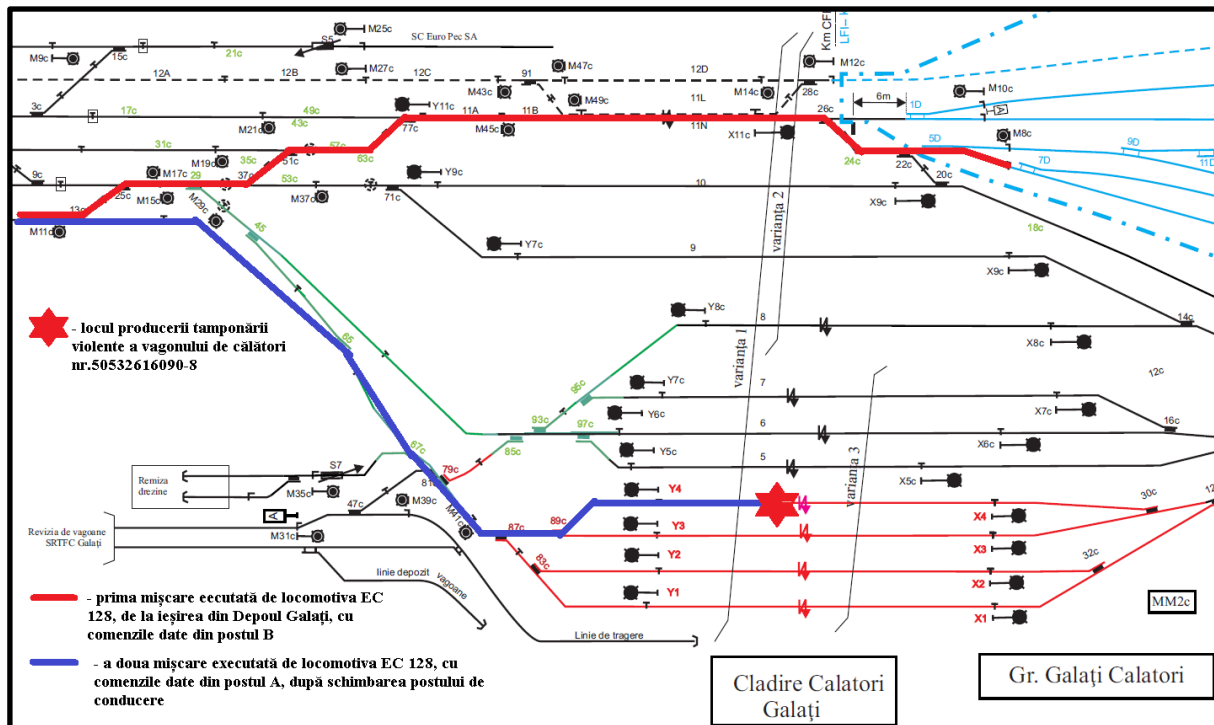
The maximum speed for shunting on line no.4 was 25 km/h (line established for the composition of the passenger train Regio 7576, through the Departure Panel for passenger trains in the railway station Galați, valid for the period of time 06.03-09.12.2023).

On 25th March 2023, at about 19:00 o'clock, the car no.50532616090-8 was coupled, on line no.4 of the railway station Galați at the locomotive DHC 307, where it was ensured with the hand brake and rested stopped for forming the passenger train Regio 7576.

At about 19:05 o'clock the locomotive EC 128 left the Depot Galati for its coupling with empty car no.50532616090-8 and hauling the passenger train Regio 7576.

The crew of the locomotive EC 128 was from the same railway undertaking SNTFC "CFR Călători" SA.

The movements inspector from the railway station Galați switched, for the locomotive EC 128, the shunting route from the signal M11 on line no.4 occupied, for its coupling with the car.



According to the data recorded by the equipment IVMS of the locomotive EC 128, at 19:18:39 o'clock, the locomotive started to run, accelerating up to the maximum speed of 95 km/h and ran 712,14 m, then at a speed of 73 km/h collided seriously the car no.50532616090-8, that was stopped. After the collision, the locomotive and the car moved more, before to stop, about 110 m.

2. Accident consequences

Infrastructure and installations

Following the accident there were affected:

- the concrete sleepers being hit by the parts, that left the structure clearance, from the locomotive and the car, following the serious collision;
- contact line afferent to the line no.4, generating the breakage of a support bracket for its support;
- track circuits 4A and 4B.

Rolling stock

Following the serious collision, the driving cab „A” and both pantographs of the locomotive EC 128 were damaged, and the car no.50532616090-8 was seriously damaged at its end provided with hand brake.

Interruptions of the railway traffic

Following the accident, there were registered delays for 2 passenger trains, 121 minutes total delay.

Injuries

Following the impact, 4 persons were injured (the driver of the locomotive EC no.128, the train manager, train inspector and a person being in train no.7576). Afterwards, from those 4 casualties, the train manager died at the Casualties Hospital Galați.

3. Investigation process

AGIFER was notified by the Regional Safety Inspectorate and the General Safety Inspectorate about the event occurrence and the investigator in charge for the railway county Galați travelled to its site, in about 40 minutes, other two specialist from AGIFER headquarters going at the accident site on the same day. The event was initially classified by the Regional Safety Inspectorate of the Railway County Galați, at article 8, group B, point 2.5 from the *Investigation Regulation*.

Considering that following the collision between the car and the locomotive EC no.128 resulted a death and taking into account that that railway is classified like accident, according to the provisions of article 7 paragraph (2) letter b of the *Investigation Regulation*, upon the article 10 paragraph (1) letter e) of the Regulation for the Organization and Functioning of Romanian Railway Investigation Agency - AGIFER, approved by Government Decision no. 716/2015, AGIFER general manager decided to open the investigation of this accident.

Considering the preliminary data collected, the investigation concentrated on the next issues, without being limitative:

- the working way of the system for operation the dimmer with asynchronous motor – SAGMA, installation for the punctual control of speed - INDUSI, installation for safety and vigilance - DSV, system for diagnosis, monitoring, signalling, control and command, installation for pneumatic braking providing the locomotive involved in the accident;
- conformity of the working way, of installation SAGMA, providing the locomotive EC 128, with the provisions from the its technical documentation, as well as in „BREAKDOWN” condition;
- operation way of the driver from the locomotive EC 128;
- similarities with the accident happened on 29th November 2017, in the railway station Bârssești, as well as with other similar incidents, etc.

In order to establish the behaviour of the locomotives provided with such installations, there was necessary to perform tests and checking on the locomotive EC 128, as well as on a similar locomotive, on which one put the installation SAGMA taken from the locomotive involved, the train crew was questioned, etc.

Simultaneously with the safety investigation performed by AGIFER, it's performed an inquiry, respectively a legal technical expertise, disposed on 17th May 2023 by the criminal inquiry body in the file no.157/P/2023, being under the supervision of the Prosecutor's Office of Galați Court.

Considering that the tests and checking that were or will be performed, have to be made in presence of AGIFER representatives and of the expert/experts appointed, as well as the objectives of those two entities are different, AGIFER investigation could not achieve all the objectives proposed, it making impossible the completion of the investigation report until 25th March 2024. Also, another element that make impossible the completion of the investigation report is that SC INDA SRL, the manufacturer of the equipment SAGMA, providing the locomotive EC 128, did not submit up to now, the documents/information requested by the investigation commission, related to this equipment.

4. Measures disposed by the railway undertaking involved, following the accident

After the accident, for the prevention of other similar events, on 31st March 2023, SNTFC "CFR Călători" SA took measures for withdrawal from traffic 12 locomotives provided with equipments for the operation of dimmer type SAGMA.

NOTE

This interim statement was worked out upon the data and information collected, the checking and tests performed by the investigation commission up to now, and it does not replace the final investigation report. Consequently, upon this statement, one cannot establish either the final conclusions or the causal, contributing and systemic factors, that led to the accident occurrence. All of these shall make the object of analysis and they shall be established in the final investigation report.

The investigation objective is the improvement of railway safety and prevention of accidents, it being performed independently of any inquiry and it does not aim to establish the civil, penal and patrimonial liability, individual or collective liability.

București, 22nd March 2024