

IMPRESE FERROVIARIE

Con certificato di sicurezza per trasporto merci

Loro SEDI

Soggetti Responsabili della Manutenzione di carri merci

Loro sedi

Detentori di carri merci

Loro sedi

p.c. **ASSOFERR - Associazione Operatori Ferroviari e Intermodali**
c/o ASSTRA

Piazza Cola di Rienzo, 80/a

00192 Roma

p.c. **RETE FERROVIARIA ITALIANA S.p.A.**
Direzione Tecnica

Piazza della Croce Rossa, 1

00161 Roma

p.c. **MINISTERO DELLE INFRASTRUTTURE E DEI TRASPORTI**

Direzione Generale per le investigazioni ferroviarie e marittime

Via dell'Arte, 16

00144 Roma

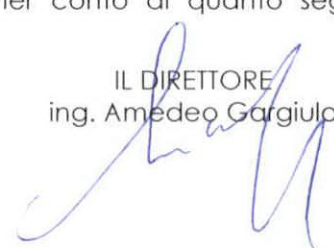
Oggetto: Safety Alert riguardante il rischio che container vuoti si distaccino, a causa del forte vento, da veicoli dotati di caviglie non conformi alla fiche UIC 571-4.

Allegato: RAIB – Urgent safety advice.

Si trasmette in allegato il "Safety Alert", inviato dall'Organismo investigativo del Regno Unito (RAIB) attraverso il sistema informatico dell'ERA, Safety Information System, a cui si rimanda per gli ulteriori dettagli sulla problematica in oggetto. Si evidenzia che sul sito <https://www.gov.uk/government/organisations/rail-accident-investigation-branch> è disponibile anche l'intero report d'indagine.


Codesti Soggetti devono verificare la pertinenza di tale problematica al proprio contesto operativo, comunicando l'eventuale adozione, ognuno per quanto di propria competenza, delle necessarie azioni mitigative che dovranno comunque tener conto di quanto segnalato nel documento allegato.

IL DIRETTORE
ing. Amedeo Gargiulo



URGENT SAFETY ADVICE



1. INCIDENT DESCRIPTION			
LEAD / INSPECTOR	Andy Hall	CONTACT TEL. No.	01332 253306
INCIDENT REPORT NO	0744	DATE OF INCIDENT	7 March 2015
INCIDENT NAME	Scout Green		
TYPE OF INCIDENT	Container blown off freight train		
INCIDENT DESCRIPTION	<p>At around 02:20 hrs on 7 March 2015, an empty 30 ft container was blown off an FEA(B) wagon, that formed part of train 4S83 operated by Freightliner. The train was travelling at around 75 mph (120 km/h) on the Down Main line in the vicinity of Scout Green, Cumbria, around 2.5 miles south of Shap Summit. The container passed over the adjacent Up Main line and came to rest at the bottom of the Up side embankment. There was no damage to train 4S83, any other train, the overhead line equipment or the track. Trees on the embankment and a boundary wall at its foot were knocked over.</p> <p>The incident took place at a time of high cross-winds. Although it did not result in injuries, the potential for more serious consequences is evident.</p>		
SUPPORTING REFERENCES	 <p>[Image courtesy of Network Rail (looking south)]</p>		

2. URGENT SAFETY ADVICE	
USA DATE:	25 March 2015
TITLE:	The control of risks associated with spigots that are non-compliant with UIC standard 571-4, particularly inward hinging designs.
SYSTEM / EQUIPMENT:	Container carrying wagons fitted with UIC spigots

URGENT SAFETY ADVICE



SAFETY ISSUE DESCRIPTION:	<p>The ability of wagons fitted with UIC spigots to retain containers subject to overturning forces, such as those developed in high cross-winds, is dependent on compliance with the dimensional tolerances specified in UIC 571-4. Investigation of previous similar incidents at Hardendale and Cheddington in 2008, concluded that spigots which do not comply with UIC 571-4 are ineffective in such circumstances. The inward hinging spigots fitted to FEA(B) wagon involved in this incident did not comply with the standard.</p> <p>The intent of this safety advice is that urgent consideration be given to the efficacy of current measures that are intended to manage the risk of containers being blown off wagons fitted with spigots that are non-compliant with UIC571-4, particularly inward hinging designs, and the steps that are required to fully implement recommendation 3 of the RAIB's investigation into similar incidents at Hardendale and Cheddington.</p>
CIRCUMSTANCES:	<p>On 1 March 2008, seven containers were blown off wagons in two separate incidents; one at Hardendale and one at Cheddington. The circumstances were almost identical to the incident at Scout Green: FEA(B) wagons; empty containers; high cross-winds; a train speed of around 75 mph (120 km/h); and the alignment running along an embankment. These incidents were investigated by the RAIB and recommendations made (RAIB report 12/2009).</p> <p>As a result of the previous incidents Freightliner report that prior to this incident, they were applying the following process for FEA(B) wagons in cross-winds:</p> <ul style="list-style-type: none"> • if winds of over 55 mph (88 km/h) are forecast, any empty containers should be pinned or the maximum train speed reduced to 60 mph (96 km/h); and • if winds over 65 mph (104 km/h) are forecast, any empty containers should be removed or pinned. <p>The forecast wind-speed for Cumbria on the night of 7 March 2015 was below 55mph (88 km/h) so none of these procedural mitigations were triggered. The wind-speeds measured at the local Shap weather-station were around 62 mph (100 km/h) at the time of the incident. As a result, Freightliner have since reduced the 55 mph (88km/h) wind-speed trigger level to 41 mph (66 km/h) and issued a National Incident Report (NIR) to inform the GB rail industry.</p> <p>Freightliner reports that it is fitting a prototype modification to the FEA(B) container retention system over the next six weeks. Subject to this being successful, they are aiming to complete the fitting of the fleet modification by the time the wagons are due for General Repair, scheduled to start in 2016.</p>
CONSEQUENCES	<p>Risk of empty containers becoming detached from wagons fitted with non-compliant UIC spigots with the possibility of striking another train.</p>
SAFETY ADVICE:	<p>It is seven years since the incidents at Hardendale and Cheddington. FEA(B) and some other wagon types continue to operate with non-compliant spigots. In the case of FEA(B), the refitting of whole fleet to remedy this is still some years away. In the interim, the risk of losing an empty container in high cross-winds continues to be managed by procedure. In this incident that procedure was ineffective for one or both of the following reasons:</p> <ul style="list-style-type: none"> • wind conditions at the point the container was blown off were higher than forecast; and/or • the wind-speed thresholds used did not fully mitigate the risk. <p>Since at least one of the above must have applied in this instance, the RAIB advises that Network Rail and Freight Operating Companies carry out an urgent review of the adequacy of current procedures that are in place to manage the risk of container loss from wagons with non-compliant UIC spigots, and their application. This review should consider whether existing action thresholds are appropriate, whether the forecast data is sufficiently reflective of actual conditions along the railway.</p> <p>In the circumstances the RAIB also wishes to reiterate recommendation 3 from the Hardendale and Cheddington investigation (RAIB report 12/2009). This incident at Scout Green demonstrates the need to move more rapidly from a situation where this risk is being controlled by procedure to one where it is more reliably controlled by hardware design.</p> <p style="background-color: #fff9c4;">Recommendation 3 of RAIB report 12/2009 3 Freight Operating Companies running wagons fitted with non-compliant UIC spigots, should develop and implement solutions to reliably retain empty or lightweight containers in windy conditions, in order to eliminate the need for special measures in the long term.</p>

URGENT SAFETY ADVICE



USA SIGN-OFF*			
INSPECTOR NAME:	Andy Hall	DCI NAME:	Simon French
INSPECTOR SIGNATURE:	ELECTRONIC COPY	CI / DCI SIGNATURE:	ELECTRONIC COPY
DATE:	25/03/15	DATE	25/03/15