

The full, official version of the final report is only available in Hungarian language

2009-382-5

On 7 August 2009, fast train no. 529 departed from Sátoraljaújhely station at 03:51 hrs to Budapest-keleti pu according to schedule. Upon leaving the station, it collided with a Mercedes Sprinter 318 CDI Ukrainian bus at LC no. SR-2 - protected with warning lights - in section no. 443+70. As a consequence of the collision, one of the passengers of the bus died at the site, 2 suffered serious and 6 suffered minor injuries. The locomotive (reg. no. M 41-2334) became inoperative. Entry signal 'A', mast 'c' of the LC and one end of the insulated rail section sustained damage. The bus was written off.

The construction of the LC complied with the regulations and the so called 'reduced visibility triangle' was ensured at the time of the accident.

The accident occurred as the bus driver did not pay sufficient attention when he was approaching the LC.

CONCLUSIONS

Factual statements directly connected to the occurrence of the accident

Based on the site survey, the analysis and evaluation of the available documents and photographs, the IC established the following:

- The warning lights were operating normally and were visible at the time of the accident.
- Train no. 529 did not exceed the speed limit (80 km/h).
- The occurrence of the accident is attributed to human factors i.e. the bus driver drove onto the LC regardless of the Stop signal.
- The construction and security of the LC complies with the relevant regulations of section h) of KM Decree 20/1984. (XII.21.). The reduced visibility triangle was ensured from the direction the bus approached the LC.
- The signposts on the road were placed adequately and were well visible.
- The fact that the bus driver set off from Ukraine the previous evening and drove continuously during the night until the accident occurred at 03:55 hrs may also have affected his concentration. Due to his tiredness and the excess strain when driving at night, he did not notice the Stop signal at the LC. The IC does not agree with the hypothesis that the bus driver fell asleep as he was well able to follow the road and its turns with his vehicle.

Factual statements indirectly connected to the occurrence of the accident

n.a.

Other risk factors

LC SR 2 at Sátoraljaújhely station is surrounded with thick, overgrown vegetation.