# R2021-03 Kaskinen, CONCLUSIONS

The conclusions include the causes of the accident or incident. A cause means the various factors behind the incident and the direct and indirect circumstances affecting it.

1. The school transport had been arranged as a part of regular service, meaning that the criteria for school transport were not applied to its procurement.

***Conclusion:*** *When school transport is arranged as a part of regular service, the client cannot set safety criteria or define them in agreements.*

1. The bus transport sector does not have any requirements concerning safety management systems.

***Conclusion:*** *The lack of requirements makes it possible for operators with very different types of safety management to operate in the field.*

1. The tools and instructions for school transport route planning do not take safety in level crossings into account.

***Conclusion:*** *The effect of level crossings on traffic safety has not been considered significant in school transports.*

1. The safety management of the bus company did not instruct the bus company supervisor on how to react in an exceptional situation, and partly for this reason, the orientation of the new driver remained deficient with regard to the route and the vehicle.

***Conclusion:*** *Without instructions, safety may not be taken sufficiently well into account in exceptional situations.*

1. The bus driver did not notice the approaching work train and drove without stopping into a level crossing that had a STOP sign but was not equipped with a warning device. The driver had had problems with handling the vehicle and staying on the route, and the passengers had given strong feedback to the driver about those issues on the previous day.

***Conclusion:*** *The STOP sign alone will not attract the driver's attention in the same way as an active warning device, especially if the driver has other distractions in the situation.*

1. The conditions in the level crossing were deficient.

***Conclusion:*** *A level crossing without a warning device and with deficient conditions on a track with a low traffic volume is a typical site of an accident in Finland.*

1. The right of the track manager to clear out areas of unobstructed visibility at level crossings specified in the Railways Act is partially subject to interpretation.

***Conclusion:*** *The Railways Act being subject to interpretation may sometimes make it difficult to improve the conditions at level crossings quickly.*

1. Out of the eight people in the bus, only two were wearing a seatbelt.

***Conclusion:*** *Not wearing a seatbelt is still common in buses.*

1. Cooperation between the authorities was efficient from the start, and preparing for a potential larger and more serious accident was realised as planned.

***Conclusion:*** *The current operating models of rescue services and emergency medical services in the Kaskinen area functioned appropriately in connection with the accident.*