

Ministry of Construction and Transport

TRANSPORTATION SAFETY BUREAU

**Occurrence ID:** HU-6089 (Hungarian ID: № 2019-0999-5)

**Subject:** Closing of investigation

**Occurrence category:** Significant railway accident / Injury caused by rolling stock

**Date & time:** 12 September 2019, 13:38

**Location:** Line № 100A, Budapest-Nyugati – Kőbánya-Teher (line km, 4.2)

**Brief summary of the occurrence:**

On 12 September 2019, at 13:38 o’clock, a freight train moving on the left-hand track between Budapest-Nyugati and Kőbánya-Teher stations (at Zugló stopping place), hit a young lady who fall to the side of the moving train from the platform and amputated her legs.

TSB visited the scene, taking into account that reconstructions works were underway at the stopping place while maintaining traffic and it was assumed that traffic routes and other conditions of traffic could be inadequate.

The IC interviewed two witnesses at the scene relating to the occurrence. According to them, there was no significant passenger movement at the stopping place at the time of the accident that would have led to an accident. The occurrence was not directly seen by any witness and it was not recorded by cameras, so the course of the accident cannot be established from data available. In addition, later in the hospital, it was not possible to interview the victim of the accident because, according to information from the police, a long-term amnesia developed in her due to the accident and she had no memories related to the accident.

The IC performed measurements at the scene regarding the widths of pathways on the platform which is among the two tracks. It was found that the safety clearance (determined in function of the line speed) is provided at both sides of the ticket office and waiting room building (situated in the centreline of the platform); actually, it is even wider than the required clearance indicated by the paving stones in different colour. However, the distance between the yellow paving stones indicating the edge of the safety clearance and the building is insufficient. As regards platforms, the national regulation says: “Platforms shall be dimensioned (based on train lengths, number of passengers, and train speeds) in such manner that a stripe with a minimum width of 1.8 m should be available for passengers outside and between safety clearance edges”. At Zugló stopping place, the relevant platform width between the building and the indication of the edge of the safety clearance is 1.20 m.

The platform, where the lady stood, does not meet the relevant requirements, but preliminary investigation found no direct connection between the platform width, the works underway at the scene, and the accident.

Based on evaluation of data and the circumstances, any safety lessons from further investigation are not expected, therefore pursuant to Article 20 of Directive (EU) 2016/798 on railway safety the case requires no investigation or further action by Transportation Safety Bureau, and TSB considers it as closed.

Budapest, 16 March 2020