



Havarikommisjonen
Accident Investigation Board Denmark

Statement 2023-297



A person was struck and fatally injured by a train near Eskilstrup on 22-5-2023.

February 2024

INTRODUCTION

The Danish Accident Investigation Board (AIB) investigates accidents and incidents concerning the railway area in preparation for improving the railway security and preventing future accidents.

This statement reflects the opinion of the Danish Accident Investigation Board regarding the circumstances of the occurrence and its causes and consequences.

The purpose of these investigations are only considered to increase the safety of the railway area and does therefore, not lay blame on- or claim for damages for anyone.

Consequently, any use of this statement for purposes other than preventing future accidents and serious incidents may lead to erroneous or misleading interpretations.

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GENERAL

State file number: 2023-297
Date: 22-5-2023
Time: 10:53 am
Location: Eskilstrup km 137,4
Accident type: Serious accident
Accident category: Person struck by train
Operation category: Train operation
Infrastructure manager: Banedanmark
Railway undertakings: DSB

FACTUAL INFORMATION**Injuries to persons**Fatalities:Serious injuries:Minor injuries:

Passengers:

Personal:

Persons in crossing:

Unauthorized:

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Others:

Notification

The Danish Accident Investigation Board got the information about the accident near Eskilstrup station on 22-5-2023 from the press. The press could also inform that a person had died.

DESCRIPTION

Shortly before 11 am Train 71235 struck a person on its way to Nykøbing Falster. At approximated 1,1 km after it had driven through Eskilstrup on mileage 137,4, a person was struck by the train. The struck happened in a curve and the locomotive driver was therefore not able to see the person immediately before the struck.

According to the train log, the train was driving at approximately 150 km/h right before the struck.

Another train (Train 4833), driving in the same direction, had shortly before the struck, contacted the signaler in TKC (Traffic Control Center). The locomotive driver on Train 4833 informed, that a woman had been spotted in the opposite main track at mileage 137,4. Train 71235 was at the time already approaching this track and mileage. The signaler immediately called Train 71235 over the radio, but the accident had already happened.



Figure 1: the key map shows with pointers; Eskilstrup station, the railway track and sight off the accident at mileage 137,4. Source: Google Earth.

The conductor from Train 4824 - which was arriving from Nykøbing Falster to Eskilstrup around 10:14 am – has stated, that he in connection with handling the tickets had observed a passenger (woman) moving to the other end of the train. The passenger kept an eye on him, while he was approaching her and while he was handling the tickets from the other passengers. As the conductor reach the passenger, she was not able to speak Danish. The conductor tried speaking to her in English and German, but the passenger only replied in a language that sounded like Romanian.

Shortly after, the train arrived in Eskilstrup station track two and the passenger got off. The conductor never saw the passenger's ticket. According to the conductor, it did not seem like the passenger had been in Eskilstrup before. The passenger was carrying a large black fabric bag, which seemed filled up.

There is no surveillance (CCTV) on Eskilstrup station. From the CCTV at Nykøbing Falster station the woman was spotted sitting in the waiting area for approximately 10 minutes, after which she walked up to track one from where Train 4824 was going to departure.

The Danish Accident Investigation Board is not aware of other witnesses who could contribute with more information, which could enlighten why she was on the track at the given time.

After the completion of the preliminary investigations and evaluations of the available data the Danish Accident Investigation Board has reach the conclusion; that further investigations will not lead to preventing future accidents or uncover significant safety circumstances for the railway area. In reference to railway law § 83 the Danish Accident Investigation Board has therefor deselected to take further action in the case.