

## 6 RECOMMENDATIONS

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On the basis of its investigations, the Dutch Safety Board has issued the following recommendations:

### **To ProRail**

1. Organise railway maintenance in such a way that the safety risks are explicitly and demonstrably managed, irrespective of other interests (such as availability and costs). Develop stimuli for maintenance contracts that offer contractors maximum encouragement in actively promoting railway safety. Monitor to ensure that contractors actually carry out the necessary maintenance and that this maintenance has the desired result.
2. Ensure that relevant design, user and maintenance information on all railway infrastructure parts is available to the various chain partners. Also encourage active knowledge sharing on (near) accidents and innovative developments (both nationally and internationally).
3. Tighten up regulations governing the (design, laying and inspection/maintenance of) switches in such a way that flange-back contacts are effectively countered. Incorporate the tightened regulations as mandatory in the (current and future) contractual agreements with the companies involved.

### **To ProRail and the maintenance contractors**

4. Together, ensure an up-to-date and complete picture of the technical condition of the railway infrastructure. Use this information for adequate management (asset management) whereby – besides monitoring the functionality and service life – safety is demonstrably guaranteed.
5. Make sure when transferring a maintenance contract, that all relevant information about the technical condition and maintenance history of the railway infrastructure in question is transferred fully and in an accessible manner to the future contractor.

### **To Bombardier**

6. When supplying railway parts (such as the EBI switch point machine), provide users with clear, safety-related user specifications. Monitor to ensure that these requirements are met in practice, and warn users if this is not the case.

## **To the State Secretary for Infrastructure and the Environment**

7. Make sure that the safe usability of the railway infrastructure is granted sufficient weight in relation to other interests (such as capacity and punctuality). Integrate this vision in the current rethink of the policy framework for railway safety, and bring about a situation whereby ProRail and the maintenance contractors are able to successfully act in accordance with it.