Van: 10.2.e
Aan: "10.2.e"
Onderwerp: FW: SCMA service interrupt 16 May
Datum: dinsdag 18 mei 2021 9:09:43
Prioriteit: Hoog

Hallo 10.2.e

Hieronder de mail van Alstom met de details van de handeling die geleid heeft tot verstoring.
Als de instructie van 10.2.e was opgevolgd dan was de verstoring niet opgetreden.
Grote vraag is aldus: waarom was het de VKL niet mogelijk om de instructie op te volgen?
Met de beantwoording daarvan kunnen wij overleggen of we iets moeten doen om de instructie te verbeteren.

Met vriendelijke groet,
Kind regards,

10.2.e
10.2.e
10.2.e
Metro en Tram

Gemeente Amsterdam

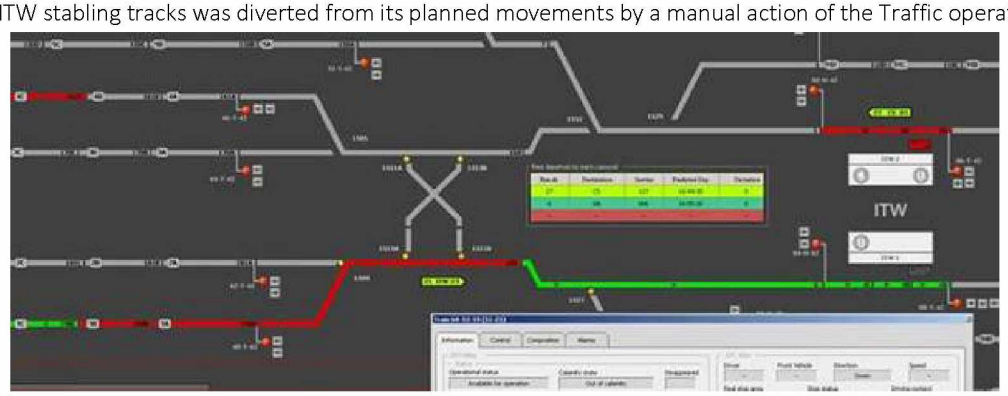
M: 10.2.e
E: 10.2.e @amsterdam.nl

Van: 10.2.e <10.2.e @alstomgroup.com>
Verzonden: dinsdag 18 mei 2021 8:43
Aan: 10.2.e <10.2.e @amsterdam.nl>; 10.2.e <10.2.e @amsterdam.nl>
CC: 10.2.e <10.2.e @alstomgroup.com>; 10.2.e <10.2.e @alstomgroup.com>
Onderwerp: SCMA service interrupt 16 May

10.2.e

Below a short summary of the analysis for service interrupt of 16 may, we shall be able to elaborate more in technical meetings later this week.

The issue has been confirmed to be the same one as the one seen on the NZL on May-03 and May-04. A train over ITW stabling tracks was diverted from its planned movements by a manual action of the Traffic operator.



The Train Was Given The Instruction To Go ITW Ptf 2 (16h37min04), But Since This Platform Was Already Occupied By Another Train, The Traffic Operator Manually Open The Route Towards Platform 1 Instead (16h46min), Creating The

Train Diverted Situation.

This Deviation Was Noticed By The ATS At 16h47min26.

Then The Traffic Operator Assigned A Mission To The Train To Start Passengers' Operation (At 16h55min28) Which Lead to the known ATS instability.

Kind regards,

10.2.e
10.2.e Netherlands
Alstom
Vliegend Hertlaan 45, 3526 KT Utrecht
Mobile: 10.2.e
Email: 10.2.e @alstomgroup.com
www.alstom.com



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