

Summary of Rail Incidents

Incident	Details of the Incident	LTA's Investigation Findings	Penalty to be Imposed
Failure to Observe Signal Lights on 9 October 2013	<p>Train services on the EWL between Boon Lay and Joo Koon stations (in both directions) were disrupted for about 70 minutes after a westbound train passed a red signal light en-route to Joo Koon station. About 10,000 passengers were affected. In the process, the train damaged a track point.</p> <p>Train services resumed after SMRT conducted checks on the safety and integrity of the tracks.</p>	<p>Investigations found that the two incidents were due to lapses in compliance with operating procedures.</p> <p>In both incidents, the train captains failed to observe and act in accordance to the signal lights on the respective tracks, resulting in serious safety breaches.</p> <p>The Operations Control Centre was also slow in responding to prevent the trains from damaging the track points.</p>	\$400,000 on SMRT
Failure to Observe Signal Lights on 22 January 2014	<p>Train services on the EWL were disrupted for about an hour when a westbound train travelling from Expo station to Tanah Merah interchange passed a red signal light. About 10,500 passengers were affected. In the process, the train damaged a track point.</p> <p>Train services resumed after SMRT conducted checks on the safety and integrity of the tracks.</p>	<p>SMRT has since tightened its operating procedures and stepped up on its staff training to address the lapses identified.</p>	\$900,000 on SMRT
NSL Train Push-Out Incident on 20 January 2014	<p>Southbound train services on the NSL between Yio Chu Kang and Ang Mo Kio stations were disrupted for about 40 minutes, affecting about 19,000 passengers, after a train stalled between the two stations.</p> <p>SMRT had to conduct a 12-car push-out operation to recover the faulty train.</p>	<p>Investigations found lapses by an SMRT technician and train captain. As a result of these lapses, there was no auxiliary electrical supply to the affected train.</p> <p>The train eventually stalled when its back-up battery power was completely drawn down, and a push-out operation had to be conducted to recover</p>	\$200,000 on SMRT

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		<p>the train before service could be resumed.</p> <p>SMRT has since enhanced its maintenance processes with a more robust framework of additional checks when carrying out crucial inspections and maintenance works.</p>	
NSL Traction Power Incident on 2 May 2014	<p>Northbound train services on the NSL between Yio Chu Kang and Yishun stations were disrupted for about 50 minutes, affecting about 1,000 passengers, when traction power could not be turned on that morning.</p>	<p>Investigations found that SMRT's Project Team for sleeper replacement works had failed to remove a Short Circuiting Clamp (SCC) that was installed.</p> <p>This was a breach to operating procedures for re-sleepering works.</p> <p>Since the incident, SMRT has enhanced its work processes to better account for all equipment used for sleeper replacement works.</p>	\$100,000 on SMRT
NEL Traction Power Trip Incident on 21 March 2014	<p>Train services on the NEL were disrupted for about 40 minutes, affecting about 5,900 passengers, on both bounds between Dhoby Ghaut and Hougang stations due to a power trip.</p> <p>Train services resumed after the electrical fault was rectified.</p>	<p>Investigations found that an SBST maintenance team, when carrying out non-critical maintenance work on Potong Pasir station's electrical system, caused a short-circuit that disrupted the Overhead Catenary System (OCS) traction power supply at Boon Keng, Potong Pasir and Woodleigh stations in both bounds.</p> <p>SBST has since tightened its maintenance processes, and will conduct non-critical maintenance works only during non-service hours.</p>	\$50,000 on SBST

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NEL Traction Power Trip Incident on 6 April 2014	<p>Train services on the NEL were disrupted for close to an hour on both bounds between Farrer Park and Boon Keng stations due to a power trip.</p> <p>Train services resumed after the electrical fault was rectified.</p>	Investigations found that an aluminium-foil helium balloon had entered the tunnel and came in contact with an electrical insulator of the OCS near Boon Keng station, causing an electrical fault.	No action taken against SBST as incident was caused by passenger action