



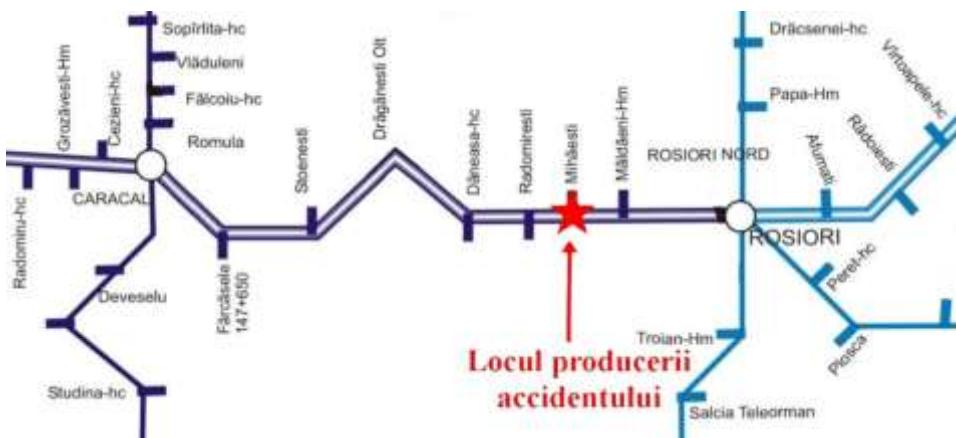
**INTERIM STATEMENT**  
**about the railway accident happened on 19<sup>th</sup> February 2025**  
**in the railway station Mihăești**

In accordance with the provisions of Article 24(3) of Emergency Government Decision No. 73/2019, “*If the final report cannot be published within 12 months, AGIFER shall publish an interim statement, on each anniversary of the accident, containing details on the progress of the investigation and the safety issues raised.*”

Considering the above-mentioned legal provisions, as well as the difficulties that occurred during the investigation process, presented in point 3 of this document, AGIFER has drawn up this Interim Statement regarding the accident which occurred on 19<sup>th</sup> February 2025 in the railway station Mihăești.

### 1. Accident presentation

On 19<sup>th</sup> February 2025, at about 10:42 o'clock, in the railway county Craiova, on the track section Roșiori Nord – Caracal (electrified double-track line), at the exit of the railway station Mihăești, on track I (at the Y end – the area of the switches no. 10–12), the derailment of four wagons from the composition of freight train no. 57306, got by the railway undertaking Rail Cargo Carrier România SRL, occurred. As a consequence of the derailment, the 17<sup>th</sup> wagon of this train collided with locomotive ES 008, which was hauling freight train no. 58572, running in the opposite direction, on track II.



Freight train no. 57306 (got by the railway undertaking Rail Cargo Carrier România SRL), consisted of 19 empty Laaers-type wagons. The train was dispatched from railway station Giurgiu Nord and its destination was railway station Curtici. At the moment of the collision, the train was hauled by locomotive ES 068 and was running on the departure route from track III in the railway station Mihăești.

Freight train no. 58572 (got by the railway undertaking PIMK Rail SRL), consisted of 19 loaded Sggmrs-type wagons. The train was dispatched from railway station Curtici and its destination was railway station Giurgiu Nord. At the moment of the collision, the train was hauled by locomotive ES 008 and was running on the arrival route to track IV in railway station Mihăești.

## 2. Accident consequences

### Infrastructure and installations

Soon after the accident, the following were affected: the railway track superstructure at the Y end of railway station Mihăești, on track no. III (km 117+900 ÷ km 118+100) and track no. IV (km 117+900 ÷ km 118+000).

As a consequence of the accident, four concrete poles supporting the overhead contact line (no. 75, 76, 81 and 83) were affected, and the overhead contact line between SCB 77 and SCB 85, as well as between SCB 74 and SCB 82, was broken and fell to the ground.



### Rolling stock

From the composition of freight train no. 58572, locomotive ES 008 and the first wagon of the train, with matriculation number 33754952004-3, were derailed and damaged.

From the composition of freight train no. 57306, four freight wagons, namely from the 15<sup>th</sup> to the 18<sup>th</sup> wagons of the train, were derailed and damaged, having the matriculation numbers 23884371723-8, 23884371557-0, 23884371951-5 and 23884363960-6.

### Load

Three containers containing components for car engines were damaged. The containers were loaded on the wagons forming part of freight train no. 58572.

## Injuries

The conductor, who was in the driving cab of locomotive ES 008, hauling freight train No. 58572, got by the railway undertaking PIMK Rail SRL, was fatally injured.

## Other consequences

Soon after the accident, the track section Mihăești – Radomirești was closed on both running tracks. Until the reopening of traffic, passenger transshipment by road vehicles was ensured on this section. On 21<sup>st</sup> February 2025, at 16:10 o'clock, train traffic was reopened on track II (Mihăești – Radomirești section) and on track IV in the railway station Mihăești, with a speed restriction of 70 km/h from km 116+200 ÷ 117+950 and a speed restriction of 10 km/h from km 117+950 ÷ 118+400. On 05<sup>th</sup> March 2025, at 17:06 o'clock, train traffic was reopened on track I (Mihăești – Radomirești section) and on switches no. 2, 8 and 10 in railway station Mihăești, with a speed restriction of 30 km/h from km 117+950 ÷ 118+200.

### **3. Investigation process**

AGIFER was notified by the Regional Safety Inspectorate in the railway county Craiova, regarding the railway event which occurred on 19<sup>th</sup> February 2025, on the track section Roșiori Nord – Caracal, in the railway station Mihăești, consisting of the derailment of four wagons from the composition of freight train no. 57306, got by the railway undertaking Rail Cargo Carrier România SRL, which subsequently collided with locomotive ES 008 hauling freight train no. 58572. As a consequence of this event, one fatality resulted. Taking into account that this railway event qualifies as a serious railway accident, in accordance with the provisions of Article 7(2)(a) of the Investigation Regulation, the General Director of AGIFER decided to open an investigation action.

Thus, by Decision no. 509 of 21<sup>st</sup> February 2025, the investigation commission for this railway accident was appointed, the commission being composed of personnel belonging to AGIFER.

Taking into consideration the preliminary data collected during the investigation activity, without being limitative, the investigation focused on the following aspects:

- establishing the sequence of events that caused the accident;
- determining the conditions under which the serious railway accident occurred;
- checking the technical condition of the derailed rolling stock and of the railway infrastructure in the area where the derailment occurred;
- checking the relevant aspects and records held by the infrastructure manager, the railway undertaking and the entity in charge of maintenance;
- checking the manner in which the infrastructure manager, the railway undertaking and the entity in charge of maintenance fulfilled the obligations provided by Regulations (EU) 2018/762 and 2019/779.

The wagons derailed from the composition of freight train no. 57306, got by Rail Cargo Carrier România SRL, are owned by BLG Autorail GmbH, the entity in charge of maintenance being BLG Railtec GmbH.

In the investigation process, it was necessary to carry out measurements, checks and tests on part of the derailed wagons. Furthermore, it was necessary to obtain data and information regarding the repairs performed on these wagons by the entity in charge of maintenance, as well as the subsequent inspections, including the reference documents used in these processes.

In order to establish the context in which the accident occurred, the investigation commission also requested certain data from the Romanian Railway Safety Authority, regarding the manner in which the railway undertaking and the infrastructure manager fulfilled their obligations laid down in the regulations implementing Directive (EU) 2016/798.

The large volume of documents that had to be analysed, the fact that certain data were provided incompletely or imprecisely, the need to perform additional checks and tests after each stage of verification and measurement, implicitly requiring further requests for data and documents, as well as the fact that certain documents were provided in the German language, which caused the extension of certain stages of the investigation process, resulted in the impossibility to finalise the investigation report by 19th February 2026.

#### **NOTE**

*This interim statement was drawn up on the basis of the data and information collected, as well as the checks and tests performed by the investigation commission up to this date, and it does not replace the final investigation report. Consequently, on the basis of this statement, neither final conclusions nor the causal, contributing and systemic factors that caused the occurrence of the accident can be established. All these aspects shall be subject to analysis and shall be established in the final investigation report.*

*The objective of the investigation is the improvement of railway safety and the prevention of accidents. The investigation is carried out independently of any judicial inquiry and does not aim, under any circumstances, to establish civil, penal or patrimonial liability, nor individual or collective responsibility.*

Bucureşti, 29<sup>th</sup> January 2026

**General Director**  
Laurențiu-Cornel DUMITRU