

The Swedish Transport Agency

This document is a translation of the original assessment in Swedish by SHK of the response to the recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the assessment.

## **The Swedish Accident Investigation Authority's report RJ 2014:05**

On 20 November 2014, the Swedish Accident Investigation Authority (Statens haverikommission, SHK) published the report RJ 2014:05 regarding safety during work in a track environment. In the report, five recommendations were submitted to the Swedish Transport Agency, and one joint recommendation to the Swedish Transport Agency and the Swedish Work Environment Authority.

One of SHK's recommendations (RJ 2014:05 R4) entailed that the Swedish Transport Agency was recommended to work towards a sector-wide database for accident and incident management and to investigate the possibility of anonymous reporting. The recommendation was, among other reasons, issued in light of the fact that it is difficult, based on the reported data on accidents and incidents, to draw any conclusions on any changes in the real number of events over time.

The Swedish Transport Agency has responded that a sector-wide database would entail major costs which will not necessarily produce good economic benefits. Different actors gather information on accidents and incidents based on their needs and it is therefore important that there are good information systems which are well integrated in the respective organisation's own management system. SHK has no comment in and of itself on the Swedish Transport Agency's reasoning or on the fact that, instead of creating a sector-wide database, other measures are taken which are deemed to provide greater benefit at a lower cost. However, the Swedish Transport Agency has not presented which other measures it intends to take or in which way it is otherwise intended on the part of the Agency to deal with the problem that reported accident and incident data is not reliable enough. In light of this, SHK's assessment is that the recommendation has not been implemented.

SHK also recommended that the Swedish Transport Agency to follow up the audit conducted and the measures taken following an order issued to the Swedish Transport Administration (RJ 2014:05 R5). In its response, the Swedish Transport Agency has reported on the work being conducted in the Group for National Co-operation - Rail (GNS Järnväg). According to the Swedish Transport Agency,

measures to reduce the number of undesirable events can have the greatest effect by means of an expert group within the Group for National Cooperation developing proposals for measures which can then be implemented by the operators. SHK looks positively upon the measures described by the Swedish Transport Agency, but at the same time notes that the need identified by SHK in its investigation to follow up the audit previously conducted at the Swedish Transport Administration has not been satisfied in concrete terms. SHK therefore considers the recommendation to be partially implemented.

The other recommendations (RJ 2014:05 R1, R2, R3 and R6) that SHK has submitted to the Swedish Transport Agency are considered to be implemented.

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