

Date  
20/02/2015  
Your date  
20/02/2015

Reference  
TSJ 2012-2012  
Your reference  
J-67/12

The Swedish Accident  
Investigation Authority  
Box 125 38  
102 29 Stockholm

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

**The Swedish Transport Agency's response to  
recommendations regarding the report on thematic  
investigation of safety during work in a track environment**

The Swedish Transport Agency has received the report from SHK's investigation and the recommendations directed to the Swedish Transport Agency. Here is the Swedish Transport Agency's response to each recommendation:

*During work in a track environment, it can be the case that the contractor has better knowledge of the installation than the client. It may also be that subcontractors are used in several stages. These factors can affect how local information is transferred and how such measures are documented, which in turn can lead to people with duties critical to safety having insufficient local knowledge to carry out the work in a safe manner. The Swedish Transport Agency is recommended to ensure that the Swedish Transport Administration – for example in connection with the revision of rules regarding local information or otherwise – takes these factors into account so that rules and procedures for the transfer of local information are developed which ensure that personnel with duties critical to safety have local knowledge of the site where the work is being carried out (RJ 2014:05 R1).*

- The Swedish Transport Agency has planned to carry out an audit of the Swedish Transport Administration during 2015 with the purpose of obtaining a picture of how the Administration intends to ensure that personnel with duties critical to safety have local knowledge of the site where work is being carried out.

*The Swedish Transport Agency is recommended to ensure that the Swedish Transport Administration investigates the possibility to perform, during follow-ups of work carried out, checks of the execution of certain stages of work which can affect safety and of compliance with applicable rules and regulations for work in a track environment (RJ 2014:05 R2).*

- In contacts with the Swedish Transport Agency, the Swedish Transport Administration has made notification that an action plan for measures in the subject area is currently being developed. Based on the action plan, the Swedish Transport Agency will then make a decision on forthcoming measures.

*The Swedish Transport Agency is recommended to allocate more resources to its supervisory activities with the purpose of facilitating verifications in connection with audits of infrastructure managers and railway undertakings (RJ 2014:05 R3).*

- In the budget for 2015 and 2016, the Swedish Transport Agency has prioritised the rail sector and reinforced existing resources through the addition of a post that has already been filled and ongoing recruitment of further posts for this purpose.

*The Swedish Transport Agency is recommended to work towards the establishment of a sector-wide database for accident and incident management, and to ensure it is managed by an organisation with adequate tools and sufficient resources and staffing for being able to ensure the high quality of its content. In the scope of this, the Swedish Transport Agency is also recommended to investigate the possibility of anonymous reporting (RJ 2014:05 R4).*

- Developing a sector-wide database for accident and incident management entails major costs which will not necessarily produce good economic benefits. The gathering of information on accidents, events and incidents in the rail traffic sector is conducted based on the parties' various needs and aims. This is something that should be taken into consideration when the need arises to review and compare data from different information systems. It is therefore important in this context that there are good information systems in place which are well integrated in the respective organisation's own management system.

*The Swedish Transport Agency is recommended to follow up the audit conducted in case TSJ 2010-1860 and the measures implemented following the order issued to the Swedish Transport Administration to ensure the measures have satisfactorily addressed the shortcomings presented in section 3; especially the lack of local knowledge, the lack of documented risk assessments and work without protection or with the wrong type of protection (RJ 2014:05 R5).*

- The Group for National Cooperation in the area of traffic safety (GNS Järnväg) is a group in which the exchange of knowledge and the coordination of activities within the traffic safety area take place. The group consists of representatives from infrastructure managers, railway undertakings, rail contractors, insurance companies, etc., as well as the Swedish Work Environment Authority and the Swedish Transport Agency. GNS has appointed an independent expert group with the purpose of developing concrete measures for reducing the number of undesirable events

in connection with work in track areas. The Swedish Transport Agency's assessment is that the greatest effect in the area will be obtained if the expert group is first allowed to develop proposals for measures which can then be implemented by the operators. The Swedish Transport Agency follows the expert group's work and, depending on the documentation presented, will assess and thereafter take a position on how supervision (including verifications) needs to be carried out in order to follow up that implemented measures have an effect in the area.

*The Swedish Transport Agency and the Swedish Work Environment Authority are recommended to expand their cooperation with the purpose of increasing the opportunities of the Swedish Work Environment Authority to conduct supervision and inspections of work in a track environment (RJ 2014:05 R6)*

- During a meeting in the Group for National Cooperation in the traffic safety area, GNS Järnväg, the Swedish Transport Agency has informed the Swedish Work Environment Authority that the Swedish Transport Administration is offering training with the purpose of providing competence and authorisation to be in a track area. In addition to this, the Swedish Transport Agency intends to make contact with the Swedish Work Environment Authority in order to collaborate on the action plan which the Swedish Transport Administration has notified is under development.

This case has been decided on by head of department Birgitta Hermansson. Diana Guarda Canet participated in the final processing of the case.

[Signature]  
Birgitta Hermansson  
Road and Rail Director