

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.

Swedish Transport Administration

Assessment of the Swedish Transport Administration's response to the recommendation in the report RJ 2021:01

On 1 June 2021 the Swedish Accident Investigation Authority (SHK) published a final report regarding a level crossing accident involving a passenger train and an articulated lorry between Granstanda and Hofors (RJ 2021:01).

As a result of the findings of the investigation, six recommendations were issued, three of which were addressed to the Swedish Transport Administration.

- Investigate whether there are other traffic safety measures, in addition to the one identified in the investigation, which were decided on before the Swedish Transport Administration was formed, but that were not carried out or otherwise followed up on after the Swedish Transport Administration took over the operation. (RJ 2021:01 R4)
- In consultation with private road managers perform a review of how the winter maintenance of level crossings on private roads is currently performed, with the purpose of specifying what parts that the Swedish Transport Administration's entrepreneurs maintain and what parts that the private road manager maintains. The review should include how the winter maintenance could be performed in a safe manner and how the need of specific preparations for special transports is communicated. If necessary, it could also be relevant to review the corresponding relationship with municipal road managers. (RJ 2021:01 R5)
- Perform a complete review of the way that dangerous crests at level crossings are measured, identified, analysed and risk-assessed, and if needed take corrective action. The review should include the measuring of the level crossings vertical profile, how the assessment criteria is defined and documented and how the passage of a vehicle is analysed in order to ascertain the risk of getting stuck on a level crossing. (RJ 2021:01 R6)

The Swedish Transport Administration has responded to the recommendations and stated that an action plan has been drawn up in order to take the following action.

- The Swedish Transport Administration will investigate whether there are other traffic safety measures at level crossings which were adopted before the Swedish Transport Administration was formed and which have not been implemented or followed up in another manner. This investigation is expected to be completed on 20/01/2022.
- In January 2021, the Swedish Transport Administration sent out the information *Plogning vid plankorsning och planskild korsning på enskild väg* [Snow removal at level crossings and grade-separated junctions on private roads] to private road managers receiving central government subsidies. This information will be sent out again. Contact will be made with the recipients by email or phone in order to ensure that the private road managers receiving central government subsidies have received and understood the information. The information sent out includes clarifications of which sections are maintained by the Swedish Transport Administration's and which sections are maintained by the private road manager. This action is expected to be completed on 31/01/2022.

The Swedish Transport Administration will contact the national association Riksförbundet Enskilda Vägar (REV) to enquire whether they are interested in writing about the level crossing accident between Granstanda and Hofors and publishing the Transport Administration's information sheet *Plogning vid plankorsning och planskild korsning på enskild väg* in their magazine REV Bulletinen. The purpose is to reach more private road managers than those who receive central government subsidies. This action is expected to be completed on 31/10/2021.

The Swedish Transport Administration has held an internal discussion regarding how the need for specific preparations for special transports is communicated. Notifying road managers when a special permission transport is to cross at a high-risk level crossing is desirable and may become pertinent in future, however it requires relatively extensive IT development. However, this is not currently possible to implement in a sufficiently efficient manner.

- The measurement method for surveying the deficiency "dangerous crest" will be developed and applied in autumn 2021. In order to be able to handle new data for the deficiency "dangerous crest", development of the database Plk-webb will take place during the same period in order to store current data. The level crossings that are to be surveyed after 1 January 2022 will be furnished with data in accordance with a new input method. This action is expected to be completed on 20/01/2022.

With regard to analysis and assessment of deficiencies, the investigation into rectifying the recommendation RJ 2021:01 R4 will deal with the deficiency "dangerous crest" together with those responsible at the regional level.

SHK's assessment of the responses:

RJ 2021:01 R4

SHK deems the Swedish Transport Administration's response regarding level crossings to be satisfactory and the recommendation to have been implemented. However, it was not SHK's intention that the recommendation be limited to traffic safety measures at *level crossings*. SHK understands the limitation made but would like to see the Swedish Transport Administration expand the focus to include investigating whether there are traffic safety measures that have been adopted within other areas and have not been implemented or followed up in another manner.

RJ 2021:01 R5 and RJ 2021:01 R6

SHK deems the response to be satisfactory and the recommendations to have been implemented.

Best regards,

John Ahlberk
Chair Accident Investigations, Director General