

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 Agency

## Assessment of the Swedish Transport Agency's response to the recommendations 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 Agency.

- Within the supervisory framework audit how the Swedish Transport Administration handles the risk that identified traffic safety deficiencies that have led to decided measures but consequently to the measures not being carried out. (RJ 2021:01 R1)
- Within the supervisory framework, audit how the Swedish Transport Administration, as the railway infrastructure manager, handles the risk posed by special vehicles at level crossings. (RJ 2021:01 R2)
- Within the supervisory framework audit how the Swedish Transport Administration via their Safety Management System follow-up the ongoing work to facilitate the possibility to equip additional level crossings with obstacle detection and that the work is progressing in a way that is sufficiently satisfactory from a traffic safety standpoint. (RJ 2021:01 R3)

The Swedish Transport Agency has responded to the recommendations and stated that one of the areas the agency continuously surveys is the area improvements, which is regulated in Regulation (EU) 2018/762. Within that area there are requirements regarding "Learning from accidents and incidents" and "Continual improvement". The Swedish Transport Agency has responded that it will deal with the recommendation RJ 2021:01 in conjunction with the forthcoming survey activity by bringing it up as an example when the area improvement is audited.

The Swedish Transport Agency has also responded that it intends to prioritise the area level crossings in its forthcoming operational plan. The Swedish Transport Agency has stated that it, in earlier survey activities, has acknowledged that there is a need to continue surveying the area, regarding risks at level crossings, and that recommendation RJ 2021:01 R2 and recommendation RJ 2021:01 R3 will be dealt with in conjunction with this work.

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

Best regards,

John Ahlberk  
Chair Accident Investigations, Director General