

Case number  
TRV2020/32201  
Counterpart's case number  
J-12/20

Document date  
30/08/2021

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.

Swedish Accident Investigation Authority

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## Level crossing accident between Granstanda and Hofors on 5 March 2020

The Swedish Accident Investigation Authority (SHK) has asked the Swedish Transport Administration to state what action has been taken as a result of the recommendations issued in the final report RJ 2021:01, Level crossing accident involving train 8179 and a lorry with an articulated trailer between Granstanda and Hofors, Gävleborg County, 5 March 2020.

Three recommendations in the report are addressed to the Swedish Transport Administration. The Swedish Transport Administration has drawn up an action plan to take the below actions.

**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)**

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 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)**

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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.

**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 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.

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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.

Best regards,

Hanan Åberg  
Director of  
Safety