

Date  
25/08/2021File  
TSJ 2020-1395Your date  
01/06/2021Your designation  
J-12/20**Party:**

Swedish Accident

Investigation Authority

Box 6014

102 31 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.

**Response to the recommendation in the SHK 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.****Decision of the Swedish Transport Agency**

The Swedish Transport Agency has received the Swedish Accident Investigation Authority's (SHK) 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.

In the report, SHK address the following recommendations 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's responses to the SHK recommendations are below:

**Regarding recommendation RJ 2021:01 R1**

The Swedish Transport Agency carries out continuous supervision of the Swedish Transport Administration. One of the areas we continuously audit 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 will deal with the recommendation in conjunction with the upcoming survey activity by bringing it up as an example when the area *improvement* is audited.

**Regarding recommendation RJ 2021:01 R2 and R3**

The Swedish Transport Agency intends to prioritise the area level crossings in its forthcoming operational plan. In earlier survey activities, we have acknowledged that there is a need to continue surveying the area, regarding risks at level crossings, and these two recommendations will be dealt with in conjunction with this work.

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Decisions in this case have been made by Petra Wernström, Departmental Director. Emma Bengtsson, head of section, Petra Särefjord, head of section and Gisela Liss, case officer, have participated in the final administration of the case, the latter acting as rapporteur.

PW

Petra Wernström,  
Departmental Director, Road and Railway