

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.

**Decision**

Date	Ref. no./Designation
26/06/2019	TSJ 2017-4125
Your date	Your reference
27/03/2019	J-22/17

Swedish Accident Investigation Authority  
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## **Response to recommendations in SHK investigation report RJ 2019:02, Derailment of train 5678 in Ludvika, Dalarna County, on 12 October 2017.**

### **The Swedish Transport Agency's decision**

The Swedish Transport Agency has received the investigation report of the Swedish Accident Investigation Authority (SHK), RJ 2019:02, Derailment of train 5678 in Ludvika, Dalarna County, on 12 October 2017.

In its report, SHK issues the following recommendation to the Transport Agency:

- Review the extent to which the approval process for changes to vehicles ensures that the consequences of the changes have also been tested under less favourable conditions (see Section 3.3). (RJ 2019:02 R6)

The following is the Swedish Transport Agency's response to SHK's recommendation:

The approval process requires the standards applicable to vehicles and infrastructure to take into consideration the compatibility of vehicles. Vehicles must still fulfil the applicable harmonising standards after being remodelled. A risk analysis must also be conducted and submitted in conjunction with remodelling, showing that the applicant has dealt with the consequences of the less favourable conditions that can be expected. The Swedish Transport Agency intends to verify this especially from now on.

In addition, there are maintenance manuals for the vehicles, for which the engineering change management (ECM) is responsible, and which are to contain limit values for wear on the components included in the vehicle.

In conjunction with the railway undertakings and infrastructure management's permits and requirements for safety management systems, the Swedish Transport Agency's role is to follow up on this in its supervisory activities.

In view of this, we believe that the approval process for changes to vehicles must ensure that the consequences of the changes are dealt with.

The decision in this matter was made by Deputy Head of Department Lena Ersson. Also participating in the final processing of the matter were Head of Section Emma Bengtsson and Administrator Magnus Jonsson, reporting.

[Signature]

Lena Ersson  
Deputy Head of Department