

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
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Assessment of the Swedish Transport Administration's response to the recommendation in report RJ 2017:04

On 18 September 2017, the Swedish Accident Investigation Authority (SHK) published its final report RM 2017:04 concerning a collision between a blocked line train with assisting vehicle and a stationary train on the section Deje-Molkom, Värmland County, on 20 September 2016. The report contained the following recommendation to the Swedish Transport Administration.

It is recommended that the Swedish Transport Administration consider whether the upper speed limit for "full visibility speed" is to be one of the parameters included when the maximum permitted speed for a blocked train with assisting vehicle on system M shall be established and entered in the train protection system before blocked line operation commences. (RJ 2017:04 R1)

The Swedish Transport Administration has responded to the recommendation and accounted for the measures that have been implemented or are intended for implementation. The response to the recommendation indicates, inter alia, that the Swedish Transport Administration is of the opinion that if the upper speed limit is entered in the train protection system, it might give the false impression of a "recommended speed" and thereby entail that the operator does not take into account the parameters required to operate the vehicle at "full visibility speed".

SHK can conclude that the matter has been considered by the Swedish Transport Administration and that the recommendation is found to have been addressed. As a maximum permitted speed is always to be entered in the train protection system, SHK adopts a somewhat questioning position as regards the suggestion that the entering of an "upper speed limit" for blocked line operation (40 km/hour) constitutes an increase in risk and entails that the operator would see the upper speed limit as a speed recommendation, regardless of line visibility, braking capacity, information in the line manual, etc. In that case, a corresponding risk would always be found when entering a maximum permitted speed.

SHK considers the responses to be satisfactory and finds that the recommendations have been addressed.

On behalf of SHK,

[Signature]

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