

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.

The Swedish Accident Investigation Authority's report RJ 2017:05

On 19 December 2017, the Swedish Accident Investigation Authority (SHK) published its final report RJ 2017:05 on the collision of two trains at the site Fångsjöbacken, Jämtland County, on 11 October 2016

The report contains two recommendations, one of which is directed at Railcare T AB. In addition to the measures already taken, it is recommended that Railcare consider if it is possible to make physical improvements of the driver's environment in the type of engine concerned in terms of visibility, light and noise conditions.

With regard to visibility and light, Railcare T can be considered to have conducted the necessary investigations. The company has furthermore taken certain measures which appear to be reasonable and adequate.

When it comes to the problems relating to the generally high noise level in the engine operator's cab and the small decibel differences between the noise level in the operator's cab and the warning signals of the ATC system, Railcare T AB states that these shortcomings are difficult to rectify due to the construction and age of the engines. However, the response does not indicate whether any measures have been considered and, if so, which ones. In light of this, whilst SHK realises that it may be a challenge to attempt to rectify the problems, the response cannot be considered fully satisfactory from either a safety or a work environment perspective.

Based on the above, SHK finds that the recommendations have only been partially addressed and considers Railcare T AB's response to be only partially satisfactory

Best regards,

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Chair Accident Investigations