

railcare
GROUP

Our date
17/03/2018

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.

Our reference
Thomas Brunnberg

Your date
19/12/2017

Your ref/Designation
J-41/16 RJ 2017:05

Recipient
Swedish Accident Investigation Authority
Box 6014
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Response to the Swedish Accident Investigation Authority's final report regarding Railcare T AB's safety recommendations (RJ 2017:05)

Considering the measures taken by Railcare T AB in regard to changes in the maintenance programme (more frequent service and inspection of the brake system components) and better follow-up of operators and supervision of the company's application of Commission Regulation (EU) 1078/2012, which the Swedish Transport Agency has indicated as a priority in its supervision bank, SHK finds no grounds in its final report to make any further recommendations in this regard.

SHK assumes that Railcare T AB has drawn lessons and experience from this incident.

Railcare T AB is recommended to:

In addition to the measures already taken, Railcare is recommended to consider if it is possible to make physical improvements of the driver's environment in the type of engine involved in terms of visibility, light and noise conditions.

Railcare T AB's response to this recommendation:

In contact with other owners of the vehicle type in question, and to have an exchange of experiences, Railcare has raised the issue based on the recommendations provided by SHK in its final report. According to other owners of the same vehicle type, they have not identified any problems of the nature described in the report relating to the incident in Fångsjöbacken in regard to visibility and risk of being dazzled by the sun. Railcare T AB has not received any reports of visibility and dazzling deviations since the incident in Fångsjöbacken

When it comes to the noise, it is difficult to rectify the issue considering the construction and age of the engines.

For this reason, Railcare T AB has decided not to take any measures in regard to visibility and noise conditions in the vehicles, however, we will ensure the maintenance of the existing toning of the windshield.

Skelleftehamn, 19 March 2018
Thomas Brunnberg

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