

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.

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The Swedish Accident Investigation Authority's report RJ 2018:01 – renewed assessment of response to recommendations

On 14 December 2018, the Swedish Accident Investigation Authority (SHK) published the report RJ 2018:01 on the collision between a freight train and a timber lorry with trailer in Hökmora, Västmanland County, on 1 February 2018.

The report contained a total of five recommendations, of which four were directed at the Swedish Transport Administration. The Swedish Transport Administration sent a response to these recommendations on 13 March 2019 and, at the request of SHK, supplementary information on 12 July 2019.

SHK considered the Swedish Transport Administration's response on 12 July 2019. Recommendation RJ 2018:01 R1 was found to be only partially implemented. Recommendation RJ 2018:01 R2 was considered implemented and the response was found satisfactory in this part. Recommendations RJ 2018:01 R3 and R4 were considered implemented and the response was found satisfactory, however, with some conditions.

The Swedish Transport Administration has now submitted certain supplementations and clarifications to its previous response, which has prompted SHK to conduct a renewed assessment.

Recommendation RJ 2018:01 R1

The Swedish Transport Administration was recommended to chart locations on category 5 roads where several concurrent factors could give cause to raise the road management classification and to consider whether it is possible to raise the classification in these sites.

The Swedish Transport Administration has stated that, in addition to the measures taken in the spring 2019, the agency will set stricter requirements on the winter maintenance of category 5 roads. The stricter requirements mean that the same demands are made for category 5 roads as for category 4 roads in future procurements. This means that the Swedish Transport Administration does not intend to chart category 5 roads, as these roads will receive the same winter maintenance as category 4 roads.

SHK finds that the implemented and planned measures are well in line with the intentions of the recommendation. With this in mind, SHK finds that the recommendation can now be considered implemented and the reply is considered satisfactory.

Recommendations RJ 2018:01 R3 and RJ 2018:01 R4

The Swedish Transport Administration has now clarified that the agency, in its efforts to review the conditions of level crossings with special road conditions, will also consider the choice of road protection facility for the crossing in question (Recommendation RJ 2018:01 R3). The Swedish Transport Administration has also clarified that the work to solve the problem of obstacle detection systems is fully dedicated to making a decision on how to extend the use of such systems (RJ 2018:01 R4). SHK finds that, with these clarifications, the Swedish Transport Administration has shown that the conditions for the recommendations to be considered implemented have been met.

Overall assessment

Considering the supplementations and clarifications made by the Swedish Transport Administration, all recommendations to the agency are now considered implemented and the response to the recommendations is considered satisfactory as a whole.

Best regards,

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Chair Accident Investigations