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TRV 2018/15125  
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**SWEDISH TRANSPORT  
ADMINISTRATION**

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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.

## **Level crossing accident involving a freight train and a timber lorry in Hökmora**

On 14 December 2017, the Swedish Accident Investigation Authority (SHK) asked us to provide information regarding the measures we have taken in response to the recommendations that we were issued in the report RJ 2018:01. The report gives four recommendations to the Swedish Transport Administration and in the following, we account for our subsequent measures.

***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. (RJ 2018:01 R1)***

A communication initiative will be carried out in the spring of 2019 targeted at the Swedish Transport Administration's maintenance districts. It will include information and repetition of the rules set out in VV Publication 2002:147 "Val av vinterväghållningsstandard" (Choice of winter road maintenance standard). These regulations include the recommended option where "Special conditions can prompt the selection of a different road maintenance standard. Examples include significant variations between summer and winter traffic, a high proportion of heavy vehicles, important industry transports as well as extensive public transport". The information will also include relevant parts of SHK's final report regarding the accident, RJ 2018:01.

***Review how and in what way the requirements that are set for the subcontractors in "Standardbeskrivning för Basunderhåll Väg" can be considered to handle severely slippery conditions in intersections on roads in road category 5. (RJ 2018:01 R2)***

In the autumn of 2019, the Swedish Transport Administration will continue to introduce increased requirements regarding registration of shortcomings and measures with the aim of ensuring compliance with contractual requirements through analytic tools and the established inspection programme. As the introduction will occur in conjunction with the start of new contracts, the introduction will be gradual across the country. The Swedish Transport Administration will also investigate the possibility/reasonableness of changed regulatory requirements specifically in regard to level crossings of road/railway for road categories 4 and 5.

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***Consider if the regular heavy timber traffic on county road 755 and 759 via Hökmora results in the fulfilment of the traffic related requirement “road vehicles with particular risk”, which would in turn lead to an upgrade of the choice of road protection facility. (RJ 2018:01 R3)***

In the autumn of 2019, the Swedish Transport Administration will review the requirements for level crossings with special traffic conditions in accordance with the guideline “Plankorsningar – val av skyddsalternativ” (Level crossings – choice of protection), TDOK 2015:0311. This review will also consider how the assessment of “road vehicles with particular risk” can be implemented on different roads intersecting operational railways. The results will be presented in a report.

***Consider if the area of use for obstacle detection systems can be expanded to also include other level crossing types with other specific risks than high speed. (RJ 2018:01 R4)***

In the autumn of 2019, the Swedish Transport Administration will review the conditions for using obstacle detection systems in order to reduce the risks of level crossings. The points of departure include needs and access to materials in relation to the established requirements. The results will be presented in a report.

Regards,

[Signature]  
Erik Norrgård  
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