

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

Background

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 submitted a response to the recommendations on 13 March 2019 and, following a request from SHK, submitted certain supplementary information on 12 July 2019.

SHK reviewed the Swedish Transport Administration's first response to the recommendations on 12 July 2019. The recommendation RJ 2018:01 R1 was considered only to have been partially implemented. Recommendation RJ 2018:01 R2 was considered implemented and the reply received from the agency was deemed satisfactory in this part. Recommendations RJ 2018:01 R3 and R4 were also considered implemented and the reply was deemed satisfactory in these parts; however, under certain conditions.

The Swedish Transport Administration thereafter submitted supplementary information and clarifications of their previous response, which caused SHK to reassess the response to the recommendations. On the basis of the supplementations and clarifications, SHK made the assessment that all recommendations to the Swedish Transport Administration could be considered implemented, and that the agency's response could be deemed satisfactory.

The Swedish Transport Administration has now submitted another clarification of their previous response to the recommendation RJ 2018:01 R1.

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 at these sites.

In their previous clarification of the original response to this recommendation, the Swedish Transport Administration 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 found that the implemented and planned measures were well in line with the intentions of the recommendation. With this in mind, SHK made the assessment that the recommendation could be considered implemented and the response was considered satisfactory.

In their latest clarification, the Swedish Transport Administration has stated that the stricter requirements for winter maintenance of category 5 roads only refer to crossings and level crossings. The stricter requirements state that upon application, there must be full coverage of sand on a stretch of 100 m immediately before and after a crossing of state-owned roads and at level crossings with railway. The stricter requirements mean that crossings and level crossings on category 5 roads will be subject to the same requirements as category 4 roads in future procurements.

The measures described in the latest clarification constitute a lower level of ambition than those described in the previous clarification. However, the measures can still be considered to be in line with the intentions of the recommendation. The later clarification therefore does not change the assessment that the recommendation in question can be considered implemented and that the Swedish Transport Administration is considered to have given a satisfactory response to all recommendations.

Best regards,

Helene Arango Magnusson
Chair Accident Investigations

