

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 2019:02 – assessment of renewed response to recommendation**

### **Background**

On 27 March 2019, the Swedish Accident Investigation Authority (SHK) published the report RJ 2019:02, which concerns the derailment of a freight train in Ludvika, Dalarna County, on 12 October 2017.

A total of ten recommendations were issued in the report, two of which were addressed to the Swedish Civil Contingencies Agency (MSB). MSB was first recommended to, in consultation with representatives from mainly the Swedish Transport Administration and municipal fire and rescue services, survey local conditions for rapidly isolating and earthing catenary lines in larger railway areas during rescue operations in Sweden (RJ 2019:02 R9).

MSB was also recommended to, based on the survey, if necessary, produce guidance for municipal fire and rescue services and the Swedish Transport Administration when developing local solutions for isolation and earthing catenary lines in railway areas (RJ 2019:02 R10).

MSB submitted a response to these recommendations in a document dated 19 June 2019. On the basis of this document, SHK made the assessment that recommendation RJ 2019:02 R9 had been implemented. However, it was not possible for SHK to determine from the response to the recommendations that MSB had responded to recommendation RJ 2019:02 R10. Consequently, this recommendation could not be deemed to have been implemented and the response was thus not deemed satisfactory.

### **Assessment of renewed response to recommendation RJ 2019:02 R10**

MSB has subsequently submitted a renewed response to recommendation RJ 2019:02 R10. According to the renewed response, high-voltage testing and isolation and earthing of catenary lines should take place faster than the Transport Administration's current practice, which is a response time of two hours. It is MSB's opinion that individual catenary lines should be dealt with promptly in order to prevent the rescue operation being delayed, especially in a life-threatening situa-

tion. When it comes to marshalling yards that have multiple catenary lines that require isolation and earthing, it is MSB's opinion that the municipality, together with the fire and rescue service and the Transport Administration, needs to conduct risk assessments on which to base operational plans for use in various scenarios in order to maintain sufficient preparedness and capacity. According to the renewed response to the recommendation, MSB will specifically be making the Transport Administration aware of the need for prompt intervention. Should the Transport Administration, together with the fire and rescue service, need support in order to draw up tangible solutions and procedures for isolation and earthing, MSB will participate in this work.

In addition to the renewed response to the recommendation, SHK has also obtained a letter sent from MSB to the Transport Administration concerning this matter. In this letter, MSB refers to publications, training programmes and guidelines pertaining to matters including measures to prevent damage, securing tracks and rescue operations in conjunction with major train crashes. In the letter, MSB also issues recommendations to the Transport Administration and offers the Transport Administration, together with the fire and rescue service, support with efforts to develop tangible solutions and procedures for isolation and earthing.

The actions that MSB has taken may be regarded as corresponding to the aim of the recommendation. The recommendation may therefore also be regarded as having been implemented and the response to also this recommendation can now be deemed satisfactory.

Helene Arango Magnusson  
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