

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**

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

The report contained a total of ten recommendations, of which one was directed to Rescue Service Dala Mitt. Rescue Service Dala Mitt was recommended to cooperate with the Swedish Transport Administration to strengthen its ability to quickly isolate and earth catenary lines in railway areas within its area of operation (RJ 2019:02 R8).

According to Rescue Service Dala Mitt, based on the available resources and expertise, the rescue service only has the ability to earth single lines (a maximum of three) if and when all resources are on site. However, work to earth and isolate a large railway yard in the event of a major accident requires more knowledge, experience and resources than what the rescue service currently has access to. Following dialogue with the Swedish Transport Administration, it emerged that the Administration does not have its own stores with earthing equipment at the railway yards. The Swedish Transport Administration currently has a subcontractor with applicable equipment and preparedness to carry out earthing of the facilities. The subcontractor's response time is said to be 120 minutes.

Rescue Service Dala Mitt considers there to be a need for the Swedish Civil Contingencies Agency (MSB) to develop guidelines for municipal rescue services and the Swedish Transport Administration as support in designing local solutions and procedures.

SHK of course shares the view that there is a need for MSB to develop guidelines as a point of departure for local solutions and procedures for earthing in accordance with the recommendation given to MSB in SHK's final report (RJ 2019:02 R10). However, it may take some time before such guidelines are in place.

According to SHK, it must be considered a serious shortcoming that the earthing of catenary lines in major railway areas cannot be done more quickly. It is against this background that SHK has recommended Rescue Service Dala Mitt to

cooperate with the Swedish Transport Administration in taking individual short-term measures to increase its capacity to earth the railway areas within its operating area. However, the response to recommendations does not clarify whether Rescue Service Dala Mitt has taken any such measures. The response does indicate that the rescue service has been involved in some form of dialogue with the Swedish Transport Administration in this matter. Rescue Service Dala Mitt has been afforded an opportunity to elaborate on its response. However, no supplementation of the response has been received, despite reminders. Considering the above, the recommendation can therefore only be considered partially implemented and the response can only be deemed partially satisfactory.

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