

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.

Swedish Civil Contingencies Agency
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The Swedish Accident Investigation Authority's report RJ 2019:02

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 two were directed to Swedish Civil Contingencies Agency (MSB).

Recommendation RJ 2019:02 R9

MSB was recommended to consult primarily with the Swedish Transport Administration and representatives of municipal rescue services to survey local conditions in order to be able to quickly isolate and earth catenary lines in railway areas during rescue operations in Sweden.

In its response to the recommendation, MSB has had initial contact with the Swedish Transport Administration in regard to how increased capacity for municipal rescue service organisations should be achieved. According to MSB, the Swedish Transport Administration already has procedures to ensure that municipal rescue services have access to suitable equipment and also collaborates with the Swedish Fire Protection Association and Försäkringsbranschens Restvärdesräddning in training rescue service staff. Based on these conditions, MSB will provide support during the autumn of 2019 to the Swedish Transport Administration in conducting a survey of the local conditions to quickly isolate and earth lines in major railway areas.

SHK finds that the measures that have been initiated and planned can be considered to correspond to the issued recommendation. The recommendation can thereby be considered implemented and the response is satisfactory in this part.

Recommendation RJ 2019:02 R10

MSB is furthermore recommended to, based on the survey and where necessary, produce guidelines for municipal rescue services and the Swedish Transport Administration in developing local solutions for the isolation and earthing of catenary lines in railway areas.

SHK cannot see that MSB's response has addressed this recommendation. The recommendation therefore cannot be considered implemented and the response consequently cannot be deemed satisfactory in this part.

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