

Swedish Accidents Investigation Authority  
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This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

## **Derailing during shunting operation in Bastuträsk**

The Swedish Transport Administration has received your final report regarding a derailing during shunting operation in Bastuträsk, Västerbotten County on 3 January 2018.

Due to the safety recommendation, RJ 2019:01 (R3) issued to the Swedish Transport Administration and Infranord, to:

“Jointly follow up and evaluate how they can ensure that it is safe to carry out shunting even under particularly difficult weather conditions. In this context, there may be reason to follow up and evaluate, for example, routines for dialogue, planning, prioritisation between assignments, available resources and notification when there is a risk that requirements cannot be met.”

At the start of the winter season, the Swedish Transport Administration will invite the contractor to a winter start-up meeting. During this meeting, we discuss the winter preparedness planned by both the contractor and by us as the client. An evaluation of the winter season is carried out at a final meeting, where a review is carried out on the progression of work during the winter and on the cooperation/dialogue.

After the accident, the Swedish Transport Administration calls weekly meetings during the winter season with contractors, railway companies and rail traffic control. At these meetings, we discuss the snow situation, possible shortcomings in snow clearance and the forecast for the coming week.

The Swedish Transport Administration has clarified how contractors are to handle snow masses outside of the normal requirements defined in the contract. In the event that the contractor cannot maintain the described requirements and functions, due to weather conditions outside the scope of what the contractor's basic organisation is expected to handle, this must be immediately reported to the client. The client will then consult with the contractor and rail traffic control to decide on resource reinforcement, limitations in the undertaking, etc. If the client, i.e. the project manager for the contract, is unavailable, rail traffic control must be contacted, which has the mandate to set restrictions or request reinforcements.

Kind regards

[Signature]

Erik Norrgård  
Deputy Director of Safety and Security