

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.

Decision

Date	Ref. no./Designation
01/04/2019	TSJ 2018-1077
Your date	Your reference
03/01/2019	J-01/08

Swedish Accident Investigation Authority
P.O. Box 6014
102 31 Stockholm

Response to recommendations in SHK final report RJ 2019:01, derailling during shunting operation in Bastuträsk, Västerbotten County on 3 January 2018.

The Swedish Transport Agency's decision

The Swedish Transport Agency has received the final report of the Swedish Accident Investigation Authority (SHK), RJ 2019:01, derailling during shunting operation in Bastuträsk, Västerbotten County on 3 January 2018.

In its report, SHK issues the following recommendations to the Transport Agency.

The Swedish Transport Agency is recommended to cooperate with the Swedish Work Environment Authority and concerned railway undertakings, to:

- Examine how a safer design of existing wagons could be achieved (see section 3.3. of the final report). (RJ 2019:01 R1)
- Consider how the Swedish internal regulations can be improved from a safety perspective in terms of design, placement and use of handrails and shunter's steps for shunting on remote control locomotives. Similarly, it should be considered what initiatives may need to be taken at the European level. (RJ 2019:01 R2)

The following is the Swedish Transport Agency's response to SHK's recommendations:

In regard to recommendation RJ 2019:01 R1

The Swedish Work Environment Authority and the Swedish Transport Agency highlight that it is always the responsibility of the employer, i.e. the railway undertakings, to make risk assessments regarding shunting and take the necessary measures to ensure that this task can be carried out without risk of injury or ill-health. The Swedish Transport Agency will monitor Green Cargo's work with "vehicle serviceability" as well as the industry's perception of the serviceability of

vehicles (primarily in conjunction with supervision). We may come to suggest changes to the existing regulations (also refer to the response to recommendation RJ 2019:01 R2).

In regard to recommendation RJ 2019:01 R2

The Swedish Transport Agency will conduct supervision focusing on how the railway undertakings manage the risks and problems associated with shunting, starting from what is highlighted in the investigation. We will also follow up on Green Cargo's initiative "Vehicle serviceability", which is brought up in Section 6 of the Final Report "Measures taken". Another part of the supervisory work is to monitor whether the railway undertakings change their internal regulations for shunting and how to carry out shunting work.

Depending on the results of our survey according to recommendation RJ 2019:01 R1, we may come to propose changes to the existing regulations in the Freight Wagons TSI and EN standards for wagon design. We may also encourage the industry to lobby for international maintenance regulations (GCU).

The Swedish Transport Agency makes the assessment that the final report also raises shortcomings concerning the railway undertakings' efforts to prevent the risks entailed by shunting operations. From a management perspective, it is not only the event subject to the report that matters, but how the railway undertakings implement their safety management systems¹ to prevent injuries related to shunting.

We have not yet made a decision regarding the format that the supervision will otherwise take, i.e. whether it will be a targeted audit and/or whether supervisory activities should include checks of the risk management in regard to shunting. In preparation of the supervisory activities that we will be conducting, which involve shunting, the Swedish Work Environment Authority will be informed in advance and participate in the supervision, if possible. However, we need to reach a decision on whether we should cooperate in other ways with the Swedish Work Environment Authority regarding the supervision. This discussion is still open and will continue.

When it comes to the improvement of internal regulations in Sweden and wagon design, the Swedish Transport Agency makes the assessment that most wagons in Sweden, including those not of the types RIV, GE and CW, still fulfil the requirements set out in the Freight Wagons TSI in regard to handrails and shunter's steps. A Swedish internal rule corresponding to the requirements set out in the Freight Wagons TSI would therefore entail no greater change.

¹ TSFS 2015:34 The Swedish Transport Agency regulations on safety management systems and other safety regulations for infrastructure managers with safety certificates and railway undertakings with safety certificates.

The decision in this matter has been made by Head of Unit Petra Wermström. Also participating in the final administration of the matter were Head of Section Emma Bengtsson and Administrator Gisela Liss, with the latter reporting.

[Signature]

Petra Wermström
Head of Road and Railway

Information

Appendices