

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.

SHK
Civil Maritime Transport,
Rail, Road and Other Accidents

Response from SOS Alarm regarding recommendation in SHK's final report RJ 2019:02

SOS Alarm has a longstanding dialogue with the Swedish Transport Administration. The question of a clear procedure between us relating to traffic interruptions and the disconnection of traction current during railway events has been brought up before. In 2017, SOS Alarm also participated in the Swedish Transport Administration's initiative to produce a report clarifying procedures for cooperation in the event of railway events (National cooperation for rescue operations in railway environments, publication 2017:195), together with representatives from the Swedish Police Authority and the municipal rescue services.

The outcome was a report that in its first chapter (point 1.1 to 1.3) describes the procedures, including the nomenclature for the measures that can be implemented in traffic (traffic stop, visual speed, crawl speed) and Emergency/Rescue disconnection, what they mean and who is authorised to request and cancel these measures.

Due to the SHK report, the Swedish Transport Administration and SOS Alarm consulted in the spring of 2019 on the work already underway between the parties to review procedures and cooperation with the aim of establishing them in an agreement between us.

SOS Alarm and the Swedish Transport Administration are in agreement regarding how requests and cancellations of traffic measures as well as Emergency/Rescue disconnections are to be handled. The work on this agreement also includes reviewing the contact routes between us.

SOS Alarm has obtained documentation from the Swedish Transport Administration. This documentation has been processed and a review of needs for updates has been conducted. The outcome of this review, including clarification of nomenclature, is being worked into SOS Alarm's technical decision support for the processing of events relating to railway traffic within the Swedish Transport Administration's area of responsibility.

In its report, SHK states that it should not be necessary to look through various folders in the computer system, and that the decision support must be easy to navigate and quickly retrievable when needed. SOS Alarm finds that it is already easy to locate the decision support.

13/09/2019

However, in some cases, a possible problem could be that the SOS Operator has called the Swedish Transport Administration's rail traffic control via the contact list (an internal phone book) in SOS Alarm's technical operative system Coordcom, and not via the response plan containing the decision support. Measures are therefore underway in this regard to guide the SOS Operator to always contact the Swedish Transport Administration via the response plan in order to locate and use the decision support.

The above efforts are expected to be completed in September 2019.

Internal communication within SOS Alarm regarding the measures taken and the management of a railway event is planned for workplace meetings, etc.

We can also mention that staff working with the above measures have also taken SOS Alarm's online course for our rescue measures to ensure that they correspond to the procedures and nomenclature of "National cooperation for rescue operations in railway environments, 2017:195".

Kind regards,

SOS Alarm Sverige AB

Rickard Gustafson
Chief Legal Advisor