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Swedish Accident Investigation Authority
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Swedish Accident 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.

Statement in regard to SHK's assessment of the Swedish Transport Agency's response to the investigation report RJ 2017:03, Collision between train 9207 and train 6032 on the line Piteå–Arnemark, Norrbotten County, on 21 September 2016.

In December 2017, the Swedish Transport Agency sent a response to a recommendation from the Swedish Accident Investigation Authority (SHK) in regard to an investigation of a "Collision between train 9207 and train 6032 on the line Piteå–Arnemark, Norrbotten County, on 21 September 2016". The response was the following:

"The recommendation is added to the Swedish Transport Agency's supervisory bank in order to then be prioritised and coordinated with other supervisory activities in 2018 in relation to the Swedish Transport Administration and other infrastructure managers, if necessary. The activity relates to safety management systems in reference to the understanding of, training in, as well as functionality and follow-up of new technical systems that impact on traffic safety."

In its assessment of the response, SHK stated that this response meant that the Swedish Transport Agency had not considered the proposed measures in substance, whether these measures were to be taken, or when they would be taken. SHK's assessment of the response was therefore that the recommendation could be considered partially implemented.

Due to the ambiguity that SHK found in the Swedish Transport Agency's response, the Swedish Transport Agency would now like to submit a supplementary response to the recommendation.

The Swedish Transport Agency considers the recommendation to the Swedish Transport Agency given by SHK in its investigation to be relevant. Within the scope of the Swedish Transport Agency's risk-based supervisory model, an inspection of the Swedish Transport Administration is therefore planned for week 25. The aim of this inspection is to examine how the Swedish Transport Administration implements the lessons and experiences from the use of the planning and documentation system STEG in its safety management system. In more detail, the inspection will comprise an examination in accordance with what was stated in the Swedish Transport Agency's original response to the recommendation.

The decision in this matter was made by Head of Department Petra Wermström. Also participating in the final processing of the matter were Head of Section Åsa Berglind and Administrator Magnus Jonsson, reporting.

[Signature]

Petra Wermström
Head of Department
Road and Rail