

SUMMARY IN ENGLISH

On the morning of 5 August 2020, a fatal accident occurred at Sundsvall Central Station. The accident occurred during a shunting operation with reversing freight wagons into a freight terminal. The shunter that was standing on the first vehicle in the direction of travel fell off, was run over and sustained fatal injuries.

At systematic level, the accident was caused by the fact that the overall risks of shunting based on physical work environment, professional skills and personal conditions have not been managed in an appropriate manner.

The direct cause of the accident has not been determined.

A probable direct cause was that the shunter lost his foothold or his balance in connection with the shunting movement slowing down. The shunter may also have tripped without direct influence of forces linked to the shunting movement.

A probable contributing cause was the lack of handles or other type of support that prevented the shunter from losing his balance and falling off in front of the wagon.

Measures taken since the occurrence:

The Swedish Transport Agency have reported that they are conducting a thematic study on shunting and has specified the area "Risks in tasks linked to shunting" as a special focus for supervision for 2022.

CFL have reported the following measures¹:

- The rules for riding on vehicles have been changed. It is no longer allowed to get on or off moving vehicles, which is a stricter rule than the Swedish industry-wide basis for company regulations.
- Special attention has been paid to the safety of the shunting staff on the wagons rented by CFL cargo. Handles and footsteps on certain carriages from VTG² have been questioned. In 2021, an inventory of the wagons was made and discussions began with VTG about replacing the inappropriate equipment with more efficient equipment. The discussions have resulted in changes being implemented in 2022.
- The number of audits against external providers of terminal services has increased. In 2021, two audits were carried out, one of which was against Sandahls Goods & Parcel AB in Sundsvall. During the period January–February 2022, two more audits will be carried out. If necessary, further adjustments will be made to the CFL cargo's audit plan and additional activities may be added.

Sandahls has reduced the speed when shunting at the terminal area to 10 km/h to avoid and mitigate strong jerks in the wagons.

¹ Translation by SHK.

² VTG is a German company that rents out more than 88,500 freight wagons of various models.

Safety recommendations

CFL cargo Sweden AB is recommended to:

- continue to develop its safety management system regarding personal safety risks during shunting. (See sections 4 a–d.) (*RJ 2022:01 R1*).
- continue to develop procedures to verify that procured services provided by subcontractors meet the requirements of the safety management system. (See section 4 d.) (*RJ 2022:01 R2*).

Sandahls Goods & Parcel AB is recommended to:

- develop the systematic work environment management regarding shunting, considering interacting factors such as physical work environment, professional skills, personal conditions, deviation reporting and risk assessment, if necessary in collaboration with railway undertakings, infrastructure managers and vehicle owners. (See sections 4 a–d) (*RJ 2022:01 R3*).

The Swedish Transport Agency is recommended to:

- through their supervisory activities, monitor how the railway companies' safety management systems handles personal safety risks during shunting (See section 4 d.) (*RJ 2022:01 R4*).

The Swedish Work Environment Authority is recommended to:

- in collaboration with the Swedish Transport Agency, develop its supervision of railway yards and shunting of railway wagons in order to improve personal safety when shunting. (See sections 4 a–d.) (*RJ2022: 01 R5*).