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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.

Party:

Swedish Accident Investigation Authority

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Response to recommendation in SHK final report RJ 2022:03, near collision involving train 8121 and train 9672 on the section Garsås–Rättvik, Dalarna County, 1 February 2021**Decision of the Swedish Transport Agency**

The Swedish Transport Agency has received the Swedish Accident Investigation Authority's (SHK) final report RJ 2022:03 on a near collision involving train 8121 and train 9672 on the section Garsås–Rättvik, Dalarna County, 1 February 2021

In the report, SHK directs the following safety recommendation at the Swedish Transport Agency:

- in its supervision, monitor how railway undertakings with safety certificates for freight traffic ensure woodchip is loaded so that traffic safety is not affected as a result of the impact of wind and dropped cargo on to the track. (RJ 2022:03 R1)

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

Regarding recommendation RJ 2022:03 R1

The Swedish Transport Agency shall, in its supervision, monitor that organisations are operating in accordance with applicable requirements and that they are addressing the risks their activities entail. Our supervision shall be directed at those activities where there is the greatest risk and where supervision has the greatest impact. Where possible we conduct systemic supervision in which we focus on the operators' systematic working practices and assess the organisation's safety culture.

As a rule, there are major differences between operators who are active in a certain supervision area, for example which activities are conducted or the size of the organisation. These differences mean that operators have a varied impact on the transport policy goals, which in turn means that the Transport Agency's work needs to focus on those operators and those areas that constitute the greatest risk at any particular time.

In the operation planning process for each year, a plan is produced indicating which operators are prioritised and will be subject to supervision in the year ahead, broken down into quarters. Prioritisation takes place on the basis of factors including the availability of resources, supervision proposals and past occurrences. At the same time, which specific supervisory directions will be taken in the year ahead are identified on the basis of the strategy, the annual safety report, intelligence-gathering, recommendations from SHK etc.

In 2022 the Transport Agency's supervision has an expanded focus on the area of cargo securing. The ambition with respect to supervision of specifically consignments of woodchip is for us to also include this type of cargo in our other supervision of cargo securing in autumn 2022 or spring 2023.

The supervision will take place through random inspections of wagons that have been loaded with woodchip for the purpose of checking that these wagons have been loaded in accordance with the loading instructions for this type of cargo.

Once supervision has been completed within cargo securing, a report will be compiled. This may then form the basis of a further action plan or be used as a foundation for establishing whether the supervision has had a positive impact on safety within cargo securing.

Decisions in this case have been made by Petra Wermström, Head of Department, Maria Jäderholm, acting Head of Section, Petra Särefjord, Head of Section, Katarina Bjurman, investigator, and Gisela Liss, investigator, have participated in the final administration of the case, the latter acting as rapporteur.

Petra Wermström,
Head of Department, Road and Railway