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Decision

Date
29/09/2026

File no.
TSJ 2025-803

Your date
12/05/2026

Your reference
J-09/25

Party:
Swedish Accident Investigation Authority
P.O Box 6014
SE-102 31 Stockholm

This document is a translation made by SHK of the original response in Swedish to the safety recommendations. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

Swedish Transport Agency response to safety recommendation in final report SHK 2026:06, Tram Accident in Gothenburg, Västra Götalands county, on 20 June 2025

Decision by the Swedish Transport Agency

The Swedish Transport Agency has received the Swedish Accident Investigation Authority's (SHK) final report SHK 2026:06, concerning a tram accident on Avenyn in Gothenburg on 20 June 2025.

In the report, SHK addresses two safety recommendations to the Swedish Transport Agency:

- undertake a targeted supervision of how tramway operators and infrastructure managers manage overlapping risks in tramway operations, with particular focus on overspeed and the monitoring of driver alertness (SHK 2026:06 R1).

- review how the approval process can be developed, with particular regard to human-machine-interaction and experience gained from past occurrences, with the aim to improve the safety of tram operations in Sweden (SHK 2026:06 R2).

The Swedish Transport Agency's responses to SHK's recommendations are set out below.

SHK 2026:06 R1 Supervision
The Swedish Transport Agency plans to carry out supervision of infrastructure managers and tram operators during 2027. The supervision will take a common approach to overlapping risks in tram operations, with particular focus on overspeeding and driver vigilance monitoring.

SHK 2026:06 R2 Investigate improvements to the authorisation process
The Swedish Transport Agency will review its *approval processes* and its *processes for learning from occurrences.* The purpose is to improve organisational learning from occurrences, with particular focus on human–machine interaction. The Agency expects this work to be completed by 31 March 2027.

The Swedish Transport Agency also intends, during autumn 2026, to review its external guidance on the authorisation of tramway and metro systems in order to raise awareness of the risks associated with this type of safety measure. The guidance may be clarified to require applicants to submit supporting evidence, including test results, demonstrating that safety measures function as intended. The Agency's objective is to complete the updated guidance by 14 December 2026. All staff within the Swedish Transport Agency who work with this type of vehicle authorisation have also been informed of the accident and its cause.

In addition, as part of the Swedish Transport Agency's responsibility to provide information to and engage with the sector, the Agency convenes an industry forum for metro and tramway stakeholders twice a year. The spring meeting was held in Stockholm on 21 May 2026. In advance of the meeting, the Swedish Transport Agency invited SHK to present the accident investigation and the report, which had then recently been published. This enabled direct dialogue between the sector and the authorities concerning the accident, the investigation and the report's recommendations.

This decision was made by Petra Wermström, Director of Department. The final handling of the matter was attended by Annika Sjöberg, Head of Unit, Maria Jäderholm, Head of Section, Petra Särefjord, Head of Section, Carl von Utfall-Kull, Acting Head of Section, Martin Fridleifer, Inspector, Joakim Gustavsson, Inspector and Katarina Bjurman, Investigator, the latter acting as reporting officer.

The Swedish Transport Agency uses electronic case handling. The decision is therefore not signed.