Statens haverikommission

This document is a translation of the original assessment in Swedish by SHK of the response to the recommendation(s). In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the assessment.

The City of Gothenburg's Urban Environment Administration

Assessment of the City of Gothenburg's Urban Environment Administration response to safety recommendation

The Swedish Accident Investigation Authority (SHK) published a final report (SHK 2026:06) on the 12 May, 2026, involving a tram Accident in Central Gothenburg on the 20 June 2025. SHK issued one safety recommendation to the City of Gothenburg's Urban Environment Administration (SHK 2026:06 R3).

The City of Gothenburg's Urban Environment Administration was recommended carry out a review of how speed monitoring systems can be integrated with driver monitoring systems. The City of Gothenburg's Urban Environment Administration responded to the recommendation on 21 August 2026.

In its response, the City of Gothenburg's Urban Environment Administration stated that work had commenced to address the recommendation. An initial review of external experience had been initiated in order to draw lessons from other tramway systems, with particular emphasis on technical solutions.

The initial work also includes collaboration with Göteborgs Spårvägar, which is undertaking a technical investigation into speed supervision, collision protection and technical driver-support systems. The City of Gothenburg's Urban Environment Administration further stated that it intends to carry out a risk assessment focusing on overspeeding and particularly critical locations. The risk assessment may then be used to clarify risk scenarios, identify the safety barriers in place and determine where further measures are required.

In its response to the recommendation, the City of Gothenburg's Urban Environment Administration also describes further measures, including analysis of the interfaces between infrastructure, vehicles and drivers; cooperation between the parties involved; and the identification of lessons from the accidents at Croydon in 2016, Oslo in 2024 and Milan in 2026.

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Overall, the City of Gothenburg's Urban Environment Administration has taken measures intended to address the safety recommendation. SHK considers safety recommendation R3 to have been addressed (**Closed – adequate response**).

Best regards,

Anna Stenberg
Chairperson