

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

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Assessment of the Swedish Transport Administration's response to the safety recommendations in the report

On 7 February 2025, the Swedish Accident Investigation Authority (SHK) published a final report (SHK 2025:01) concerning the derailment of freight train 9915 on Malmbanan on 24 February 2024.

In the report, two safety recommendations were submitted to The Swedish Transport Administration.

The Swedish Transport Administration is recommended to:

Review the guidelines and routines for the construction and maintenance of snow galleries in order to protect the track against severe snowdrift formations (see section 4.2). (SHK 2025:01 R1)

In its response, the Swedish Transport Administration has reported a number of measures:

- Management of both urgent and minor measures identified during safety inspections or through urgent reports of defects in the snow galleries
- Both urgent and minor maintenance measures are to be included in the new routine maintenance contract
- Climate adaptation measures for existing snow galleries in order to ensure their load-bearing capacity and functionality
- Marking of all snow galleries in order to facilitate and contribute to clearer inspections

Based on the response, SHK considers that the safety recommendation has been addressed (Closed – satisfactory response).

The Swedish Transport Administration (Trafikverket) is recommended to cooperate with the railway undertakings that operate Malmbanan, to:

Continue to assess how routines can be developed and measures taken with the aim of reducing the risk of train derailment in connection with low axle load and severe snowdrift formations (see section 4.3). (SHK 2025:01 R2)

The Swedish Transport Administration's response states that the scope has been extended to include all railway undertakings, as snow-related operational challenges may arise in several parts of the country.

The matter has been discussed in the Forum for Traffic Safety Risks of Common Interest within the Railway Sector (FRI). The joint assessment is that highly detailed routines and rules do not provide the additional conditions required to prevent a similar occurrence. What is considered likely to have an effect is communication between train drivers and signallers, enabling them to jointly assess the current situation.

Together with railway undertakings and contractors, the Swedish Transport Administration will review the "National Seasonal Railway Preparedness Plan" ahead of the relevant season and remind stakeholders of the risk of derailment in connection with low axle load and severe snowdrift formations. To further disseminate the information and enable dialogue, the preparedness plan will be presented in FRI.

During the regular weekly meetings in the winter season, as well as at additional meetings convened in the event of extreme weather conditions, the Swedish Transport Administration will take account of the risk associated with low axle load and severe snowdrift formations.

Based on the response, SHK considers that the safety recommendation has been addressed (Closed – satisfactory response).

Jonas Bäckstrand
Chair