



Statens haverikommission
Swedish Accident Investigation Board

Dnr A-137/07

Annual Report

Rail traffic investigations carried out in 2006

SHK investigates accidents and incidents from a safety point of view. The purpose of the investigations is to ensure that similar events are avoided in the future. However, SHK's investigations are not intended to apportion blame or liability.

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Introduction

In accordance with the Swedish Accident Investigation Decree (1990:717), the Swedish Accident Investigation Board (SHK) is required to publish a report by 30 September each year on accidents and incidents affecting railway traffic in the preceding calendar year.

The report must contain information on the investigations carried out, safety recommendations issued and action taken in response to recommendations issued previously.

Investigations carried out

RJ 2006:01

During the year a report was completed on a collision between a lorry and train with consequent train derailment at Nosaby, Malmöhus län, on 10 September 2004.

The collision was caused by the failure of the lorry to stop before the level crossing, despite the fact that the crossing protection system had been activated at the proper time and was functioning. The conduct of the lorry driver and the absence of an obstruction detection system contributed to the outcome in which a collision was not prevented.

As a result of the investigation, five recommendations were issued addressed to the Swedish Rail Agency (Järnvägsstyrelsen), the Swedish Road Traffic Inspectorate (Vägförhållanden), the Swedish Road Administration (Vägverket) and the Swedish National Rail Administration (Banverket).

Recommendation RJ 2006:01 R1

It is recommended that the Swedish Rail Agency and the Road Traffic Inspectorate work together to ensure that common standards and working methods are developed by infrastructure operators and road providers so that the traffic environment at level crossings is assessed both on a continuing basis and in the event of changes.

Answer from the Swedish Rail Agency

The Swedish Rail Agency considers that recommendation R1 concerns the question of authority to exercise supervision over level crossings. A review of the respective roles of the National Rail Administration and the Swedish Rail Agency is currently in progress. This includes authority to decide on the level of protection at level crossings in different railway infrastructure installations. Apart from this, the Swedish Rail Agency has already stated its intention to carry out a review of the range of problems surrounding level crossing accidents, in which the question of supervisory authority will be covered.

Answer from the Road Traffic Inspectorate

The Road Traffic Inspectorate intends to invite the Swedish Road Administration to incorporate into its quality system clear procedural descriptions for quality assurance in the assessment of the traffic environment at level crossings.

Recommendation RJ 2006:01 R2

It is recommended that the Swedish Rail Agency and the Road Traffic Inspectorate work together to provide a clear assignment of responsibility for level crossing supervision in a comprehensive approach.

Answer from the Swedish Rail Agency

The Swedish Rail Agency considers that recommendation R2 concerns the question of authority to exercise supervision over level crossings. A review of the respective roles of the National Rail Administration and the Swedish Rail Agency is currently in progress. This includes authority to decide on the level of protection at level crossings in different railway infrastructure installations. Apart from this, the Swedish Rail Agency has already stated

its intention to carry out a review of the range of problems surrounding level crossing accidents, in which the question of supervisory authority will be covered.

Answer from the Road traffic Inspectorate

The Road Traffic Inspectorate does not currently have formal authority to exercise supervision over the way in which road providers manage safety at level crossings. The Inspectorate has on several occasions drawn attention to the need for legislation to assign responsibility for traffic which would give the Inspectorate the authority it requires to exercise formal supervision.

Recommendation RJ 2006:01 R3

It is recommended that the Swedish Rail Agency endeavour to increase the use of obstruction detection systems at level crossings.

Answer from the Swedish Rail Agency

The Swedish Rail Agency considers that recommendation R3 concerns the question of authority to exercise supervision over level crossings. A review of the respective roles of the National Rail Administration and the Swedish Rail Agency is currently in progress. This includes authority to decide on the level of protection at level crossings in different railway infrastructure installations. Apart from this, the Swedish Rail Agency has already stated its intention to carry out a review of the range of problems surrounding level crossing accidents, in which the question of supervisory authority will be covered.

Answer also from the Swedish National Rail Administration

The type-approved obstruction detection system of the National Rail Administration has ceased production and cannot be purchased. In order to replace the system the National rail administration plans to conduct a preliminary study of obstruction detection systems in the course of 2007. The preliminary study will examine the extent of the Administration's need, the requirements the Administration must specify in respect of an obstruction detection system and what is available on the market. This preliminary study will make it possible to plan for the procurement of a new obstruction detection system in the action programme for 2008.

Recommendation RJ 2006:01 R4

It is recommended that the Swedish Rail Agency endeavour to secure the introduction of standards for the design of reliable emergency openings and usable escape routes in passenger rail vehicles.

Answer from the Swedish Rail Agency

Standards for emergency openings and escape routes in railway vehicles are contained in the technical specifications for interoperability relating to vehicles. These are common standards and are applicable to vehicles manufactured for use in the EU. The Swedish Rail Agency will take heed of the recommendation in its continued participation in the development of the technical specifications for interoperability covering the subsystem *Rolling Stock* in the EU.

Recommendation RJ 2006:01 R5

It is recommended that the Swedish Road Administration and the Swedish National Rail Administration continue to work to increase and maintain

awareness on the part of road users of the risks at level crossings and what action to take if they become trapped between the barriers.

Answer from the Swedish Road Administration

The Swedish Road Administration and the Swedish National Rail Administration have together conducted a 'level crossing OLA' project (OLA stands for Objective data, List of solutions and Addressed action plans) with Bombardier Transportation, the Association of Swedish Train Operators, the Swedish Federation of Private Road Associations, Storstockholms Lokaltrafik (Greater Stockholm transport system), the Swedish Association of Local Authorities and Regions and the Swedish Association of Road Haulage Companies.

The intentions of the Swedish Road Administration with the 'level crossing OLA' include measures in the fields of 'Improved design of level crossings', 'Information and facts' and 'Exchange of experience regarding accident investigation'.

Discussions have taken place in the *Level Crossing Delegation*, on the initiative of the National Rail Administration, relating to the display of a sign on the inner side of barriers. The Swedish Road Administration takes a positive view of this and has contributed by developing a sign.

An information video, 'It will never happen to me', has been developed by the National Rail Administration with the support of the Swedish Road Administration.

The Swedish Road Administration intends at the next conference of the European Level Crossing Research Forum to place an item on the agenda calling for a discussion of experience with work to ensure that no one becomes trapped between the barriers.

Answer from the National Rail Administration

The Swedish Road Administration and the National Rail Administration have jointly conducted an 'OLA project' on level crossings in which each organisation has stated its intentions with regard to measures planned.

Discussions have taken place in the *Level Crossing Delegation*, on the initiative of the National Rail Administration, regarding the feasibility of placing a sign on the inner side of barriers. The Swedish Road Administration takes a positive view of this and has contributed by developing a sign. The National Rail Administration intends to begin displaying a text ('drive through') on the reverse side of the barrier at crossings with full barriers.

The National Rail Administration has produced the film entitled 'It will never happen to me' in cooperation with the Swedish Road Administration, Green Cargo, the National Society for Road Safety (NTF), the Snowmobile Owners National Federation (SNOFED) and the National Association of Driving Schools (STR). It deals with the risks involved in driving across level crossings and has been distributed to all driving schools.

The regional offices of the National Rail Administration have organised various activities to raise awareness of the dangers at level crossings, e.g. information at shopping centres, posters, TV advertising, information on milk cartons etc.

Action taken

All the recommendations have been studied by the authorities to which they were addressed and measures have been implemented or will be implemented.