

This document contains 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.

Rederiaktiebolaget Eckerö

## Assessment of recommendation response from Rederiaktiebolaget Eckerö

The Swedish Accident Investigation Authority (SHK) published a final report on September 30, 2024, regarding an accident that occurred during the loading of the car and passenger ferry ECKERÖ in Grisslehamn, Stockholm County (SHK 2024:13). Based on the investigation results, two recommendations were made to Rederiaktiebolaget Eckerö.

The shipping company was recommended to ensure that all hazardous work tasks are included in the Safety Management System, and that training and instructions for such tasks are developed and kept up to date (*SHK 2024:13 R1*). The shipping company has stated that they have implemented new routines that have been documented. The ship's ISM has been updated with a process description and a checklist for the equipment. To ensure appropriate knowledge on board, internal training has been added for personnel who use and operate platforms and ramps. Training is repeated internally every six months. A departure check is conducted daily to ensure that trained personnel are on board.

The shipping company was also recommended to complete the work of implementing a technical solution that ensures that the locks of the platforms and ramps cannot be retracted before the lifting wires have been tensioned (*SHK 2024:13 R2*). The shipping company has stated that equipment modifications have been developed in collaboration with the manufacturer. The modifications have been implemented and include new locking pins with a notch that prevents the pin from being retracted before the wire is tensioned and the platform or ramp is lifted. This ensures that the locking pins cannot be released by mistake before the platform or ramp is lifted.

Based on the reported measures, SHK considers the safety recommendations to be addressed (Closed – satisfactory response).

With kind regards

Kristina Börjevik Kovaniemi  
Utredningsordförande