

This document is 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.

Swedish Accident
Investigation Authority
P.O Box 125 38
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The Swedish Transport Agency's response to the Swedish Accident Investigation Authority's final report RS 2017:02

PATRICIA II — Shipwreck south of Kalmar Sound, Blekinge County, 28 May 2016.

The Swedish Transport Agency hereby submits its response to the recommendations issued by the Swedish Accident Investigation Authority (SHK) in its final report into this occurrence.

The Transport Agency is recommended to:

RS 2017:02 R1

Conduct a review of the content of safety training for service on fishing vessels (TSFS 2011:116 Appendix 17) regarding personal safety to ensure that practical training will inter alia life raft and survival suit is included.

The Transport Agency's response RS 2017:02 R1

The Transport Agency intends to conduct a review of the content of the safety training for service on fishing vessels, TSFS 2011:116 (Appendix 17) when the work of revising the international code for STCW-F that is currently taking place within the IMO is complete.

It is highly probably that the requirements concerning safety training programmes will be reviewed as part of this work.

The work within the IMO was scheduled to be completed in 2017, but will also continue in 2018. At present, it is not possible to say when this work will be complete.

Proceeding with the review now could be regarded as focusing on the wrong priority given that the work to draw up new international provisions concerning training programmes for service fishing vessels is still ongoing.

22/06/2017

TSS 2016-1319

The STCW Conventions is directed at fishing vessels larger than 24 metres. However, Sweden will not remove the requirement for training of crew members on smaller fishing vessels; instead, there is an endeavour to adapt the current training programme to the new STCW requirements so that it can be usable for smaller vessels. This will also take into account the recommendations issued to the Transport Agency in conjunction with investigations into accidents involving fishing vessels.

Decisions in this case have been made by Simon Posluk, head of unit. Bo Bergström, head of unit, Styrbjörn Bergström, administration officer, and Patrik Jönsson, accident coordinator, the latter acting as rapporteur.

Simon Posluk,
Head of Unit