

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.

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SJÖFARTSVERKET

Date Our ref
22/06/2016 15-00835-6

Administrator, direct line
Ulf Holmgren, 010-478 46 86

Your ref
S37/15

Swedish Accident Investigation Authority

Report on measures taken and planned in response to the Swedish Accident Investigation Authority's (SHK) recommendations in final report RS 2016:01, BONDEN/ASIAN BREEZE – collision in the fairway off Malmö on 16 March 2015, S-37/15

The Swedish Maritime Administration has received the above report and hereby provides, in light of thus, the following report of measures taken and planned in response to the recommendations made to the Swedish Maritime Administration

The Swedish Maritime Administration is, in consultation with the tugboat sector, recommended to:

- *Introduce standardised national routines regarding the issuing of orders between pilots and tugboat crews and develop and conduct relevant training in the area prior to implementation.
(RS 2016:01 R1)*
- *Introduce standardised national procedures with regard to coupling procedures between ship and tugboats and develop and conduct relevant training in the area prior to implementation.
(RS 2016:01 R2)*

Measures taken and planned

1. The Swedish Maritime Administration has appointed an internal working group who will develop a new routine for tugboat management during pilotage, which will include the issuing of orders, coupling procedures and working language (RS 2016:01 R1-3). It is the administration's goal to have a draft of the routine ready after the summer in order to consult with the tugboat sector in the autumn.

In the Swedish Maritime Administration's experience, the tugboat sector is not homogeneous; it consists of everything from sole proprietorships to large companies which provide tugboats in several locations across Sweden. The level of knowledge in the tugboat sector thus varies, and this needs to be taken into account when developing and conducting training prior to implementation of the new routine for tugboat management. It is however the administrations's goal for the routine to be ready in autumn 2016 so that relevant training can commence with a focus on implementing the routine as soon as possible.

It is the administration's understanding that the new routine for tugboat management should be seen as part of the transfer of information and communication which, in accordance with Chapter 4, Section 6 of the Transport Agency's regulations and general advice (TSTS 2012:38) on pilotage, should take place between pilot and captain. Communication with tugboat crews thereby becomes an even clearer part of communication on the bridge.

2. In addition to the measures regarding tugboat management already reported on, the Swedish Maritime Administration will update existing routines for pilotage with clearer regulation of English – or another language agreed upon which is understood by all parties involved – shall be the working language for all national pilotage activities, including tugboat management (RS 2016:01 R3).

The current routines for pilotage reference Chapter 4, Section 8 TSFS 2012:38, which prescribes the following:

Communication on the bridge between the pilot, captain and bridge personnel shall be in a standard language for the bridge which has been agreed upon. This language shall be English or another language spoken by all parties on board that must be able to participate in the communication in order to ensure safe navigation of the ship.

The pilot, the captain or a member of the bridge personnel must immediately communicate what has been said, if the communication with parties not on board is conducted in a language other than that agreed on for the bridge.

This regulation thus states that an agreed standard language for the bridge must apply and that this shall be English or another language spoken by all parties concerned. The regulation also states that communication shall be mediated (translated, in practice) so that a party who does not speak English, for example, may also receive the information.

Date Our ref
22/06/2016 15-00835-6

Communication with the captain and the crew on the bridge is a natural and important part of the pilot's work. The administration intends to update existing routines for pilotage so that they specifically highlight the importance of that the agreed working language also applies to communication with tugboat crews. The updating of the routines will also more clearly highlight the regulation in the Transport Agency's regulation reported above.

The administration's goal is for the routines to be updated and implemented in autumn 2016.

Recommendation to the Swedish Maritime Administration :

- *Develop systems and routines to ensure pilots receive all necessary and relevant information in good time prior to pilotage, including faults and shortcomings in the vessel in question. (RS 2016:01 R4)*

Measures taken and planned

It is the Swedish Maritime Administration perception that the administration is already to a great extent informed of shortcomings and faults in ships that are to be piloted. Faults can of course arise/manifest when the equipment is started just prior to the pilotage, but in many cases the broker provides information on known faults or shortcomings at the point of ordering a pilot.

The procedure for pilot ordering is part of the ongoing Maritime Single Window project (MSW), which is intended to coordinate all reporting in connection with vessels' calls to Swedish ports and thereby constitute a reporting channel for the maritime sector. MSW's main purpose is to harmonize reporting and simplify matters for the industry where the administrative workload is concerned.

The administration sees it as desirable for known faults and shortcomings in ships to be reported when ordering a pilot, but the introduction of an obligation to perform such reporting must be managed both technically and legally via a law or regulation. The administration's assessment is that it is not relevant at present to introduce a mandatory functionality in MSW as the current focus must be fulfilling the requirements of the Ship Reporting Directive (2010/65/EU); ensuring existing parts function optimally and securing cooperation with both the authorities concerned and other parties.



Date Our ref
22/06/2016 15-00835-6

In light of this, the administration will take the first step and investigate the technical possibilities of bringing about a technical solution for voluntary reporting of known faults and shortcomings on ships in connection with ordering a pilot. This voluntary reporting can also be combined with the provision of information to the brokers and shipping companies that order pilots. It is the administration's goal to investigate the potential for voluntary reporting in autumn 2016.

The administration also intends to update and clarify existing routines for the exchange of information between pilot and pilot services providers in order to provide further assurance that the pilot will receive all necessary and relevant details prior to pilotage, including faults and shortcomings in the ship in question. The intention is for the update to be complete in autumn 2016.