

Administrator, direct line

Ulf Holmgren, +46 (0)10-478 46 86

Date
03/10/2016Our reference
16-01941

Your reference

S-127/15

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

Measures implemented as a result of recommendations in the Swedish Accident Investigation Authority's (SHK's) Final Report RS 2016:05 STENA JUTLANDICA/TERNVIND – collision in Gothenburg's archipelago on 19 July 2015, Ref. no. S-127/15

In its response of 13 June 2016, the Swedish Maritime Administration reported a number of measures that had been implemented/identified and to which are referred. These previously reported measures are repeated to some extent below, but are supplemented there in *italics* with measures that have thus far been implemented and planned.

Safety recommendations made to the Swedish Maritime Administration

Fully implement the measures that have been initiated in order to ensure that pilotage is conducted within the areas that are defined in applicable regulations and monitor that this is taking place (see Section 3.1). (RS 2016:05 R1)

Take action to ensure, monitor and continuously follow up that the communication within the VTS areas is conducted in accordance with applicable regulations (see 3.2). (RS 2016:05 R2)

Implement measures in order to ensure that operations in the JRCC are undertaken in accordance with applicable instructions and monitor that the clarifications that have been made in these instructions have the intended effect (see 3.7). (RS 2016:05 R3)

Implemented/planned measures

The Swedish Maritime Administration concludes that the majority of the previously reported measures concern more than one operational area within the Maritime Administration. For example, the pilotage organisation and the VTS need to jointly manage a number of measures that aim to improve maritime safety. This work has begun and there is a shared view of what needs to be done. The next stage is for the managers concerned to ensure that the work to draw up common instructions is set in motion and that these are then entered into the Maritime Administration's management system and, where appropriate, subsequently formalised with the assistance of the Swedish Transport Agency.

Date
03/10/2016

Our reference
16-01941

With regard to recommendation RS 2016:05 R2, the Maritime Administration is working constantly to improve the use of language through both the VTS and the pilotage organisation setting a good example. Follow-up of this may take the form of random checks, for example. The Maritime Administration also participates in officer training programmes at the maritime officer training colleges, where the importance of good radio communications and of speaking English is emphasised.

The Maritime Administration cannot take responsibility for all vessels' radio communications; however, the Maritime Administration is working to ensure that communication within the VTS area takes place in English to the greatest possible extent. This effort involves action such as reacting to communication failings and, as mentioned above, ensuring that VTS operators and pilots set a good example.

The JRCC

- Updated/clarified the instructions/support templates pertaining to Information Gathering, Assessment, Classification, Non-Rescue Service and Marine Casualty, with a focus on seeking source information.
- Information for all personnel at the JRCC in the form of Operational Communications and separate conversations/emails to the rescue coordinators. Stressed the importance of always seeking source information. Stressed the importance of always adhering to our instructions/support templates.
- SAR Case Study of the case conducted by APT (workplace meeting) with JRCC personnel.
- The JRCC also intends to continually stress the importance of always adhering to our instructions/support templates.

The occurrence will be reviewed in an SAR Case Study with personnel from the JRCC. The JRCC has also clarified instructions and support templates with a focus on “seeking source information”, as per below, in order to ensure that additional information is gathered prior to the classification of similar occurrences.

The pilotage organisation

At an early stage following the occurrence, the Maritime Administration initiated an internal effort to identify the need for measures given rise to by the accident, which resulted in the matter being raised in the Nautical Council and in workshops involving the pilotage group as a whole.

The head of the pilotage area, in consultation with the Nautical Council (the pilots), has decided to task a working group with reviewing the traffic situation. This group will consist of three experienced pilots and an experienced VTS operator. The reasons why the Maritime Administration has set up this group are that traffic is increasing, vessels are becoming

Date
03/10/2016

Our reference
16-01941

larger, more vessels have pilotage exemptions and there have been incidents and accidents in this area. The group will analyse traffic, patterns and hazards. The group is to report back with proposals for improvements that increase safety. This means that it will be considering matters such as possible traffic separation and the placement of anchorages. This project will take several months and during this period, the Maritime Administration will be placing particular emphasis on ensuring that all personnel carry out their work in accordance with current procedures, for example piloting until the pilotage line.

The following possible measures have been identified:

- A new reporting point at Buskärs Knöte when outward bound (specified by the Transport Agency). Introducing a new reporting point when outward bound would probably solve a large part of the information problem in the area in question. This would ensure that all those concerned always receive the “latest information” before disembarkation begins, regardless of whether this takes place inside or outside of the pilotage line (e.g. information about planned route and current traffic). The Maritime Administration intends to take up this matter with the Transport Agency.

This point is encompassed by the joint effort by the pilotage organisation and the VTS described above and also by the practice, mentioned below, of the pilots to ask for a Traffic Information Update.

- Supplementation of national procedure. The current national procedure states that the pilot must inform the pilot ordering service when they intend to leave inside the pilotage line. In a VTS area, however, this should also be communicated clearly to the VTS, including information about what the plan is, in order to ensure that all those concerned are given the same picture of the traffic situation (it may be beneficial to combine this with the proposal for a new reporting point). It should also be made clear in the procedure how the hand-over to the master is to be conducted in order to ensure a consistent working practice. It should be specifically emphasised that the vessel’s name must always be used when communicating on VHF. The Maritime Administration has begun the review of the existing procedure.

This point is encompassed by the joint effort by the pilotage organisation and the VTS described above and the review of the procedure is part of this work.

- Communication in English “ship-to-ship”. A general requirement for English to be used “ship-to-ship” in the VTS area should be considered, which is a matter for the Transport Agency. However, the Maritime Administration is able to establish that there is already a requirement that English is used in communication between vessels in international traffic, which should be made clear in the Maritime Administration’s internal procedures.

Date
03/10/2016

Our reference
16-01941

A review of internal procedures is ongoing, but is not yet complete.

- As a result of the question raised by SHK concerning the extent to which pilots depart from vessels inside the pilotage line, the Maritime Administration will be investigating and answering this question using AIS traces. This will be done for all pilotage areas.

The investigation has begun, but is not yet complete.

- As a result of the occurrence in question, the Maritime Administration has initiated a preliminary meeting with the Transport Agency in order to jointly review and clarify how the pilotage regulations are to be managed in order to improve safety.

Collaboration with the Transport Agency is seen by the Maritime Administration as a prerequisite and collaboration is thus taking place with regard to these matters.

The Maritime Administration is currently in the process of procuring a new navigation system for pilots and this new system will mean, among other things, that the Maritime Administration supplies the opportunity to track vessels from the pilot boat in a safer manner.

The procurement process is under way and it is hoped that a contract will be signed with a supplier before the end of the year.

The VTS

- Even before the accident took place, the Maritime Administration had, both in VTS training programmes and when reviewing incident reports, noted that the VTS can get better at breaking into communications that are going wrong. In the present case, the VTS broke into the communication, but this could have taken place earlier. In the light of this, the VTS is conducting a lot of practice intervening when “miscommunication” arises in simulator exercises in both basic training and refresher courses.

Current process, with the next basic training course (v 103/1) for new VTS operators is planned for week 48 and intervening in communication is a high-priority training objective.

- The VTS recordings from the collision between Stena Jutlandica and Ternvind has been studied as part of both VTS courses and other training days and the importance of intervening in the event of deficient communication between vessels have been emphasised.

Date
03/10/2016

Our reference
16-01941

This is also encompassed by the aforementioned basic training course. The recording and discussions concerning the accident are also being addressed during other VTS meetings such as function meetings and training days.

- Following the accident, the VTS has discussed with pilots whether an additional reporting point should be introduced for departing vessels before they reach the turn at Böttö.

A new practice has been established in which the pilots ask for a Traffic Information Update when they are passing Buskärs Knöte, i.e. just before the pilot leaves the vessel when it is outward bound. The Maritime Administration intends to discuss the custom internally with the VTS, pilots and the pilotage area heads, with the aim of formalising the procedure and determining whether an ordinary reporting point should be introduced for this.

- There have also been discussions concerning drawing up a procedure with respect to what information sharing should take place between the VTS and the pilot at times when the pilot is forced by bad weather or some other reason to leave earlier or at a less frequently used location. There is an instruction for this for incoming vessels (Boarding Procedure Green-Yellow-Red in the Management System), but no equivalent for departing vessels. Such a procedure should probably be drawn up.

This point is encompassed by the practice described above for reporting/updating and forms a natural part of the intended internal discussion in which a new reporting point may be one possible solution.

- A new alert list which states how the duties are divided up between all functions in GotApp and how they are to be prioritised has been drawn up for Gothenburg and also Marstrand.

This has been implemented.