

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  
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## **The Swedish Transport Agency's response to the Swedish Accident Investigation Authority's final report RS 2017:02**

RIB T7 – Accident to person on board a RIB boat in Stockholm County on 25 August 2016.

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

### **The Swedish Transport Agency is recommended to: RS 2018:03 R1**

Implement risk-based supervision of existing RIB operators in Sweden as soon as possible and produce a plan for a realistic inspection interval in regard to RIB boats.

### **RS 2018:03 R2**

As part of its supervision of course providers: evaluate the contents of HSF training, including navigation methodology, consider suitable measures to maintain achieved competence in regard to the course Handling of Fast Vessels (HSF) and appropriately manage the requirement to have a Class VIII Engineering Officer on vessels with two outboard motors.

### **RS 2018:03 R3**

Cooperate with trade organisations for this type of operation with the aim of developing safety standards.

### **The Transport Agency's response:**

### **RS 2018:03 R1**

The Swedish Transport Agency has initiated work to develop a risk-based supervision model for vessels subject to TSFS 2017:26. The model will take into consideration several different risk factors, which will be systematically weighted and result in proposed risk management measures and risk-based inspection intervals. The risk factors include assessment of risks specific to the vessel and risks relating to the operational area, as well as risks associated with operators and companies. The model is expected to be completed before the summer in order to be implemented in next year's supervision planning.

### **RS 2018:03 R2**

The supervision of course providers in Handling of Fast Vessels (HSF) already includes verification of the navigation methodology applied in training. The Swedish Transport Agency accepts the recommendation to place additional focus on this area in its supervision of training providers in coming years.

When it comes to the recommendation to appropriately manage the requirement of having a Class VIII Engineering Officer Certificate to handle a vessel with two outboard motors, the Swedish Transport Agency intends to evaluate the suitability of this requirement within the next few years.

In regard to the recommendation to consider suitable measures to maintain achieved competence in regard to the course Handling of Fast Vessels (HSF), the Swedish Transport Agency does not presently intend to introduce any requirement on the renewal of certificates, as it is unclear what benefit this would yield in relation to the costs entailed by such a regulatory change. There are currently approximately 1,000 issued certificates, and the price of a course is approximately SEK 15,000, which would entail a cost to the industry of around SEK 15 million over a five-year period. In addition, there would be costs relating to the issuing of regulations.

### **RS 2018:03 R3**

The initial introduction period for vessels subject to TSFS 2017:26 was preceded by extensive information efforts.

The Swedish Transport Agency has provided information together with several trade organisations on some fifteen occasions regarding the regulations, associated IT systems, self-monitoring and the supervision that will be implemented. Continued information efforts geared towards relevant trade organisations are planned leading up to 1 April 2019, when vessels like the RIB boat involved in

this case become subject to TSFS 2017:26. Special guidance material will also be produced and distributed to all shipowners in autumn 2018.

The decision in this matter was made by Head of Unit Simon Posluk. Also participating in the final processing of the matter were Head of Section Fredrik Hellsberg, Head of Section Bo Bergström, Administrator Olle Thelaus, Administrator Henrik Ramstedt and Accident Coordinator Patrik Jönsson, reporting.

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Simon Posluk  
Head of Unit