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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 recommendations in Final Report RS 2022:07 Very serious marine casualty involving a lifeboat in Frihamnen harbour, Stockholm on 12 April 2021

## Introduction

Below we describe how we intend to handle the safety recommendations the report directed at the Swedish Transport Agency.

## Handling of recommendations

***The Swedish Transport Agency is recommended to:***

- *Take necessary measures in order to ensure that the problem of lifeboats' stability is recognised within the EU with the aim of ensuring that the requirements concerning the stability of lifeboats are fit for purpose and do not constitute a risk to maritime safety. (RS 2022:07 R1)*
- *Take action to ensure that instructions are developed at the international level for the safe use of small, enclosed lifeboats with openings in the side with respect to these boats' stability properties. (RS 2022:07 R2)*

## Response:

The Transport Agency intends to implement the above recommendation in the following way:

### R1

In September, the Transport Agency has compiled and presented the matter to the Commission and received initial positive feedback as regards proceeding with the issue. Consequently, Sweden has been asked by the Commission to address the issue in the Administrative Coordination Group

(ADCO) MED, in which the Commission and other member states are represented, at the next meeting on 14 October. The meeting is a more informal meeting at which various MED related subjects are addressed and discussed between the Commission and the member states, and where there is a relatively large amount of scope for open discussion.

Supporting documentation will be prepared in advance of the meeting in order to describe the issue highlighted in the investigation (chapter 1.8.1) of the gap in the regulations governing stability requirements for this type of lifeboat. The group will then share experiences and discuss whether, and if so how, to proceed.

The starting point from the Swedish side is to first secure support for the issue within the EU and then proceed and bring up the issue within the IMO, but as a joint EU petition. However, Sweden is not able to take the issue to the IMO itself and it must instead first be negotiated in the Council (EU). The supporting documentation will be included in case TSS 2020-3934.

## **R2**

The Transport Agency also intends in this case to address the issue within the MED group with the intention being to raise the need to instruct the manufacturers of lifeboats to make contact with their customers themselves and inform them clearly about the risks associated with these being used as rescue boats with few people on board, and update instructions about how the lifeboats are to be used.

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Decisions in this case have been made by Mats Uhrfelt, Head of Section, Analysis Section. Pernilla Wallin and Fredrik Jonsson, unit and section heads at the Unit for Vessels and Seaworthiness, Marina Angsell, Head of Section, International Coordination Section, and Patrik Jönsson, accident coordinator, have participated in the final administration of the case, the latter acting as rapporteur.

Head of Section, Analysis Section

Mats Uhrfelt