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S-205/16

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 taken in response to the Swedish Accident Investigation Authority's safety recommendations in the final report RS 2017:05; ASKÖ Grounding at Hässelby Holme, Stockholm County on 9 December 2016, ref. no. S-205/16

The Swedish Maritime Administration refers to what has been stated in its response of 13 December 2016. In addition, the Maritime Administration states the following

Measures in response to the Swedish Accident Investigation Authority (SHK) safety recommendations

General

The event in question relates primarily to pilotage operations in Södertälje, but the Maritime Administration's measures as described below encompass pilotage activities in general.

At the same time, the Maritime Administration wishes to emphasise that, among other measures in Södertälje, a scheduling solution has been implemented, which means that a pilot who has worked for a whole night (22:00 to 06:00) is guaranteed to rest the following night. According to the Maritime Administration's assessment, this solution provides increased possibilities of recovery for those pilotages that are difficult to shorten to 3–4 hours.

In addition, the change of pilot is now taking place in Södertälje Lock during crossings between 22:00 and 06:00 for ships between Landsort – Östra Mälaren.

Finally, the scheduling in Södertälje has been reviewed to shorten the length of the pilotages where possible.

1. Recommendation

Review its methods for scheduling in order to if possible shorten the pilotages that exceed 3–4 hours (see section 3.3.3). (*RS 2017:05 R1*)

1.1 Measure

The Maritime Administration will carry out a risk and impact assessment with the aim of reducing the time for pilotage assignments, where the operation allows.

2. Recommendation

Investigate how it may be possible to increase the regularity of pilots' rest periods while on duty (Refer to section 3.3.2). (*RS 2017:05 R2*)

2.1 Measure

In section 3.3.2, SHK points out that there are examples of other pilotage areas where the employer has chosen not to assign personnel who are on duty for more than three days to a pilotage assignment on their third night on duty in order to provide them with greater opportunities to recover. The Maritime Administration notes that current pilot agreements allow scheduling of between three and seven days. This is thus an example of a measure that can be used in some cases. The Maritime Administration is also looking at other scheduling solutions to achieve greater regularity in the pilots' rest periods.

3. Recommendation

Introduce aids and procedures in order to ensure that vessels that are not seaworthy do not obtain pilotage services (Refer to section 3.3.1). (*RS 2017:05 R3*)

3.1 Measure

In the Maritime Administration's Management System, the "Resign as pilot" procedure provides support for the pilot when considering resignation from their pilotage responsibility. The procedure contains a description of situations that can be used as a basis for a decision to resign as pilot. The Maritime Administration intends to change the existing procedure by adding the prerequisite of apparent deficiencies in seaworthiness as an additional situation that can be used as a basis for a decision to resign as pilot.