

This document is a translation of the original assessment in Swedish by SHK of the response to the recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the assessment.

Swedish Transport Agency
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Assessment of the Swedish Transport Agency's response to the Swedish Accident Investigation Authority's recommendations in the report RS 2015:01

On 10 April 2015, the Swedish Accident Investigation Authority (SHK) published the final report RS 2015:01 SARA – fire on board, Resö harbour, 29 December 2014. Three recommendations were issued to the Swedish Transport Agency in this report (RS 2015:01 R1-R3). The Transport Agency has responded to these recommendations.

As regards recommendations R1 and R2, the Transport Agency has, at this time, not expressed its opinion on whether, and if so how, owners of vessels under 20 gross should be informed of the importance of checking that heating stoves are installed in accordance with the manufacturer's instructions or of the benefits of installing smoke detectors on board, as recommended by SHK. These recommendations can therefore not be considered implemented.

The Transport Agency's response to recommendation R3 is difficult to understand. SHK is well aware that there are no requirements to register training programmes or certificates on vessels under 20 gross. This is something that also appears in the final report (see sections 1.13.4 and 2.4). Nor is it the case that SHK has recommended that such a requirement be introduced. Instead what was recommended was only that owners of vessels under 20 gross be appropriately informed of the opportunity and benefits of registering training programmes and certificates in the national seafarers' registry. The response does not make it clear whether the Transport Agency believes it already adequately informs owners of vessels under 20 gross of the opportunity to register older training programmes and certificates in the national seafarers' registry. It does, however, state that no action on the part of the Transport Agency in this regard has been implemented or is planned. In light of what has been stated, the recommendation cannot be considered implemented.

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