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Statens haverikommission
P.O. Box 125 38
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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.

Response of the Swedish Transport Agency to the Swedish Accident Investigation Authority's final report RS 2015:04 M/S Stena Saga – Workplace accident on car-deck on 31 May 2014 in Fredrikshavn, Denmark.

The Swedish Transport Agency hereby submits responses to the recommendations presented by the Swedish Accident Investigation Authority (SHK) in the final report of the incident above.

Recommendations:

The Swedish Transport Agency is recommended to:

- Review and develop their supervisory practices with regard to accidents on board Swedish ships abroad in order to ensure the prevention of accidents and safety-raising measures be taken without delay. (RS 2015:04 R5).
- Review and develop their supervisory methods in order to draw attention to issues of health and safety risks and updating of ships routine descriptions when supervisory action is taken on board ship. (RS 2015:04 R6)

Response:

RS 2015:04 R5

We note that our internal routines with respect to occurred maritime accidents and workplace accidents have not been sufficiently clear. For this reason, the internal routines (Routine description for on-call duty in the event of incidents and accidents at sea) have been reviewed in October

2015 for the purpose of clarifying how we are to act in the event of workplace accidents on Swedish ships.

RS 2015:04 R6

As regards increasing awareness concerning risks in the work environment on board Swedish ships, this currently takes place through control of the safety organisation (ISM audits) and Systematic Work Environment Management (SAM) in conjunction with ordinary controls. The Swedish Transport Agency will focus on this work in the near future.

In order to increase attention concerning risks in the work environment in the sector as a whole, this will primarily take place through targeted information in 2016, and in our normal contacts with the sector (supervision, seminars, website, meetings, and via the Maritime Joint Work Environment Council). Work environment risks will be included as an element in the Civil Aviation and Maritime Department's maritime analysis forum. Feedback from this analysis can result in various activities depending on the scope and nature of the risk.

The decision in this matter has been made by Head of Section Anna Petersson. Participating in the final administration of the matter were Head of Unit Gunnar Ljungberg, Supervision Coordinator Lars Widman, Head of Section Charlotte Billgren and Accident Coordinator Patrik Jönsson, the latter also acting as rapporteur.

[signature]
Anna Petersson
Head of Section