

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.

Finnlines Ship Management AB
P.O. Box 158
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SHK's report RS 2016:03

SHK published on 13 April 2016 final report RS 2016:03, which concerned a series of incidents at sea on board the passenger ship FINNTRADER along the route Malmö-Travemünde during the period 28 March 2013 to 11 March 2014.

In the report, a total of nine recommendations were issued, one of which was addressed to Finnlines Ship Management AB. The company was recommended to ensure that procedures for incident reporting are improved so as to correspond to the applicable rules and regulations.

The measures that Finnlines Ship Management AB has taken appear to be adequate on the whole. SHK does not, however, share the opinion that the description of the captain's role referred to by the company does not need to be changed. The description focuses solely on the reporting of accidents at sea in accordance with Chapter 6, Section 14 of the Swedish Maritime Code. Reference to the reporting duties in accordance with Section 20 of the Accident Investigation Ordinance (1990:717) and the Swedish Transport Agency (decree SJÖFS 1991:5) on reporting accidents at sea and notification concerning Maritime Declaration – which also includes the reporting of incidents and less serious accidents at sea – is therefore lacking. In light of this, SHK does not concur with the company's assessment that the role description is clear in its present state. SHK's assessment is therefore that the recommendation has only partly received attention and that the response is thus only partly satisfactory.

Best regards,

Helene Arango Magnusson
Chair of the Investigation