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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.

Statens Haverikommission
P.O. Box 125 38
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Response of the Swedish Transport Agency to the Swedish Accident Investigation Authority's final report RS 2015:02 Viking Grace/Sunni – Collision in Furusundsleden on 19 April 2014

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:

Consider imposing requirements on radar training for masters with exam *Skepparexamen* for duties on vessels in commercial traffic. (RS 2015:02 R1).

Consider imposing requirements on AIS on board vessel of any size used in commercial traffic. (RS 2015:02 R2)

Response:

RS 2015:02 R1

The Swedish Transport Agency finds no reason to impose special requirements on radar training for those who have only passed a *skepparexamen* when they are operating a merchant vessel with radar on board. A *skepparexamen* only grants the right in sheltered trade to operate merchant vessels with a gross tonnage under 20 and in no more than near coastal trade operate fishing vessels with a length of no more than 12 metres.

There are no formal requirements for these vessels to be equipped with radar (as regards a fishing vessel, provided that it has a gross tonnage under 20).

If the vessel, despite the lack of a formal equipment requirement, has radar on board, the Swedish Transport Agency's regulations (TSFS 2012:67) on watch duty state that officers in charge of a watch must know how the navigational equipment is to be handled, and if radar is used they shall always comply with the provisions on the use of radar (TSFS 2009:44).

In this context, the above may be considered a sufficiently functionally adapted requirement for knowledge on the use of radar on the vessels here in question, and the Swedish Transport Agency finds no reason to subsequently impose requirements on special radar training for those who have only passed a *skepparexamen*.

RS 2015:02 R2

As regards the recommendation to impose requirements on AIS on board all vessels used in commercial traffic, the Swedish Transport Agency will observe the recommendation in its ongoing work to produce new national regulations for vessels in commercial traffic. The Swedish Transport Agency will then, observing relevant acts and ordinances, evaluate whether it is possible to justify the expected safety improving effect of imposing the requirement with regard to matters such as costs and other effects that such a requirement might entail for such a large number of vessels (approximately 5,000). As the main focus of the new regulations is, in addition, function-based requirements, possibilities other than strict regulation will also be considered, such as information or guidance materials.

This matter has been decided by Head of Section Anna Petersson. Participating in the final administration of the matter were Jan-Sture Wahlquist, Daniel Hellström and Patrik Jönsson, the latter also acting as rapporteur.

[signature]
Anna Petersson
Head of Section