

SUMMARY IN ENGLISH

On November 24, 2015 early morning FINNPARTNER arrived to Port of Malmö upon schedule. After arrival the crew began lowering the vessels ramps in order to unload the ro-ro cargo on board.

When the stevedores were about to start up and prepare the upper ramp ashore they noted that several alarms at the port's land ramp that would be placed on the vessels upper car deck. The supervisor was called and when he arrived, he took no other action than to acknowledge the alarms.

When the green light was given from the vessel to lower the port's upper ramp another stevedore went to the control station to lower the ramp. He also noted the alarm about a sensor fault on the flap and he acknowledged alarms without further action, as was customary for operators in the workplace since the inauguration of the port 2011.

Then he lowered the ramp on the vessels upper deck. Just seconds before the operator released the button, a crewman adjusted a movable metal cap on the car deck with his foot in order to improve the ability of the flap's free float sensor to make contact with the ship's deck. When the operator released the button the flap fell rapidly and uncontrollably down on the car deck. The falling flap hit the crew member and squeezed the crew member legs hard between the flap and the ship's car deck.

The injured crew member received severe injuries to both legs and was treated for several months in hospital.

The accident was caused by the flap, one and only float sensor, was damaged and in an activated position, with the result that the flap rapidly and uncontrollably fell down when the control button was released.

Contributing factors were that the ramp was maneuvered – and could be maneuvered – despite a serious error alarm and without any technical inspection were made due to the fault alarm concerned, and that the crew of the vessel routinely placed a metal cap between the vessels car deck and float sensor to compensate for deficiencies the ramp function.

Underlying factors were the port's lack of leadership and management of operations and deficiencies in the vessels safety culture.

Safety recommendations

Copenhagen Malmö Port (CMP) is recommended to:

- Review the organization and make the changes or clarifications are needed to ensure that the management functions has good and right conditions to lead and manage all port operations in order to provide safe working conditions at the workplace. See section: 2.2, 2.3, 2.4, 2.5 and 2.7. *(RS 2016:09 R1)*
- Consider the introduction of joint meetings at management level between the shipping companies trading upon time schedule and the port in order to early detection of any abnormalities. See section 2.4. *(RS 2016:09 R2)*

The shipping company Finnlines Ship Management AB is recommended to:

- Act to develop the safety culture on board ships and in the company, especially in respect of the matters dealt with in section 2.5 and 2.7. *(RS 2016:09 R3)*

The Swedish Transportation Agency is recommended to:

- Strengthening the Agency's ability to respond to workplace accidents on board vessels. See section: 2.9. *(RS 2016:09 R4)*

The Swedish Work Environment Authority is recommended to:

- Consider the introduction of a requirement for a regular inspection of ramp constructions intended for loading and unloading of vehicles to ships, as well as for fixed gangways intended for embarking and disembarking passengers in port facilities. See section: 2.8. *(RS 2016:09 R5)*

Maritime Joint Work Environment Council (SAN) is recommended to:

- Consider an update of their “Work Environment Manual” for shipping regarding ramp handling on board ro-ro ships. See section: 2.6 *(RS 2016:09 R6)*