

Norra Älvsborg
Fire & Rescue Service
Service management

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
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Response at the request of the Swedish Accident Investigation Authority ref. to the Authority's report 2016:08, loss of the tugboat Öring.

The Norra Älvsborg Fire & Rescue Service (NÄRF) is recommended to:

- Consider training for all rescue leaders regarding ship accidents in the area. (RS 2016:08 R3)

Measures taken and planned by the Norra Älvsborg Fire & Rescue Service regarding preparedness in the event of a ship accident.

The Service's action programme establishes that "*in collaboration with other units in the Service, it shall be possible to perform the following operations: Major forest fires, traffic accidents, chemicals accidents or ship accidents*".

That the Service should be able to independently handle a major ship accident with its own resources must be considered a task which can hardly be accomplished under its own auspices. Such a task requires access to special equipment and expertise that is not accommodated within the municipal rescue service organisation.

A ship accident in the Göta Älv or its ports requires collaboration with a number of actors and their special expertise. Examples of such collaborative partners are the Swedish Maritime Administration, the Swedish Coast Guard, the JRCC, Vattenfall, Shipping company, etc.

The Service's primary task in the event of a ship accident is life-saving measures, fire-fighting and the limitation of harmful discharges from the disabled vessel. The Service also has responsibility for rescue direction and coordination of the collaborating actors.

After the grounding of the vessel Nossan, the following measures were taken to strengthen the capability of the Service:

- All fire-fighting personnel (full-time) have received training with a boat driver's licence. This is to provide knowledge of regulations, etc. on vessel traffic.
- Two fire officers have undergone MSB training "Ship fire in port" in 2016. The intention is that they will train other personnel in the subjects:

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- Rescue services on ships and collaboration with the Swedish Maritime Administration, the Swedish Coast Guard, etc.
- Current regulations
- Knowledge of ships and the safety organisation of the ships
- Fire protection on board, causes of fire and particular risks
- Fire progression on ships, fire extinguishing methods and tactics
- Safety plans
- Support and aids
- Hazardous cargo handling
- Review of incidents that have occurred

The plan schedules the training of other personnel for spring 2017.

- Senior positions at the Swedish Maritime Administration and the Service have met in 2016 to increase collaboration between the organisations.
- Staff exercises will take place with, inter alia, the Swedish Maritime Administration and the Service in November 2016. Ship accidents in connection with, e.g. high flows.
- In April 2017, the Service will participate in an exercise on collaboration regarding high flows. The exercise will take place under the auspices of the county administrative boards of Värmland and Västra Götaland county. During this exercise, the Service plans once again to include the element of ship accidents.
- In the spring, exercises with oil containment booms are planned for the limitation of oil spills

[Signature] _____
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