

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.

The Swedish Accident Investigation Authority's report RS 2020:01

On 23 June 2020, the Swedish Accident Investigation Authority published the report RS 2020:01 concerning an engine breakdown and subsequent fire on board the ro-ro passenger vessel Peter Pan on 9 July 2019 en route from Rostock to Travemünde. A total of four safety recommendations were issued in this report, one of which was addressed to DNV GL. DNV GL has submitted a response to the recommendation.

Recommendation R 2020:01 R3

DNV GL was recommended in the report to review its interpretation of the rules concerning crankcase ventilation and ensure that this is applied in the vessels for which the organisation is responsible. (*RS 2020:01 R3*)

In its response to recommendation, DNV GL has stated that they do not agree with SHK's interpretation of their regulations. The rules do not allow the crankcase ventilation for two engines to be combined. According to DNV GL, this has not been done on board the vessel Peter Pan. Separate crankcase ventilation systems lead up to a ventilation tank that can be drained of oil that has been collected from the ventilation systems. According to DNV GL, the crankcase ventilation is then consolidated but not combined. DNV GL does not believe that this tried and tested method of constructing crankcase ventilation systems has a negative impact on safety and is therefore not currently planning to change the regulations in this respect.

SHK finds it difficult to understand the difference between consolidated and combined crankcase ventilation. In reality, the risks of, for example, fire spreading between the engines or of a crankcase explosion connected to connected crankcase ventilation pipes are the same, regardless of whether the pipe systems are referred to as consolidated or combined. In light of this, SHK is of the opinion that the response to the recommendation cannot be deemed satisfactory.

Best regards,

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