

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.

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## **The Swedish Accident Investigation Authority's assessment of the Swedish Transport Agency's response to recommendations**

On 9 February 2021, the Swedish Accident Investigation Authority (SHK) published a final report (RS 2021:01) concerning an incident that could have led to a very serious marine accident involving a RIB off Skutskär. In this report, SHK directed two safety recommendations at the Swedish Transport Agency.

The Transport Agency has responded to the recommendations and described the action that has been taken.

The first recommendation concerns action in order to ensure that surveying within the segment commercial vessels 5–15 metres becomes so efficient that a safety effect is achieved (RS 2021:01 R1). The recommendation has is liked to previous recommendations issued to the Transport Agency by SHK with regard to surveying within the segment in question. In this case, the Transport Agency was recommended to, among other things, conduct active surveying activities for the segment in question to such an extent that it has a real impact on compliance with the regulations and thus a positive impact on safety (RS 2020:02 R2). SHK deemed this part of the Transport Agency's response as only partially satisfactory.

The action that the Transport Agency reported in its response to this case is, in all material respects, encompassed by the action described by the agency in its response to the recommendations in RS 2020:02. SHK makes the assessment that this action – if it is implemented to a sufficient extent – has the potential to enhance surveying activities within the segment in question. As SHK has assessed, however, further action is required in order for the surveying to have the potential to identify to a greater extent deficiencies similar to those that were present in the occurrence involving DELTA ONE. Because the response does not address action other than that which has already been presented in SHK's previous case (RS 2020:02), the response in this case must also be regarded as only partially satisfactory.

The other recommendation concerns information programmes in respect of identified deficiencies in certain inflatable life jackets (RS 2021:01 R2).

In its response, the Transport Agency describes how work to prepare an information programme concerning the deficiencies inflatable life jackets may have, and about action to update the vests in accordance with applicable requirements. The plan is also for the information programme to include life jacket safety and how to keep life jackets in good condition. SHK makes the assessment that the action described is consistent with the recommendation and the response shall therefore be deemed satisfactory.

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