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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  
102 29 Stockholm

## **Response of the Swedish Transport Agency to the Swedish Accident Investigation Authority's final report RS2015:03 Nittiettan – Loss of barge at Lagnöström on 20 June 2013**

**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:**

- Review the inspection procedure to ensure that deficiencies found, demanding action and re-inspection, are followed up efficiently and with adequate actions. (RS2015:03 R1)
- Investigate the possibilities to automatically inform the ship owner when it is time for inspection, and the consequences of not carrying out such an inspection. (RS2015:03 R2)
- Clarify the conditions to acquire a permit to tow. (RS2015:03 R3)

### **Responses:**

RS2015:03 R1

During autumn 2015, the Swedish Transport Agency has produced a new procedure description (Procedure description for handling deficiencies and the submission of inspection results to those concerned on vessels and at shipping companies). The status report with noted deficiencies is to be sent to the shipping company together with an order to rectify the deficiencies within a certain period.

RS2015:03 R2

During autumn 2015, the Swedish Transport Agency has commenced an investigation of how to implement a follow-up of certificates and deficiencies whose expiry and re-inspection dates in SITS have elapsed. It will be possible for implementation of such a system to take place in 2016.

RS2015:03 R3

The Swedish Transport Agency will publish information on its website regarding how to apply for permits to tow. The Swedish Transport Agency will also review the need for prioritising the work on towing regulations.

The decision in this matter has been made by Head of Unit Simon Posluk. Participating in the final administration of the matter were Head of Unit Gunnar Ljungberg, Head of Section Charlotte Billgren, Inspector Lars Widman and Accident Coordinator Patrik Jönsson, the latter also acting as rapporteur.

[signature]  
Simon Posluk  
Head of Unit