

Mailing list

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.

SWEDISH ACCIDENT
INVESTIGATION AUTHORITY
Rec. 16/06/2020
File. no.....
File app. no.....

Your workplace, administrator

Your date

Your designation

Our workplace, administrator

Our previous date

Our previous designation

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Actions decided in response to SHK's recommendations in final report RM 2020:01, fatal accident NW 19

Background

On Monday 25 March 2019 at 00:44 hrs, a Combat Vehicle 90 from the 192nd Armoured Battalion's reconnaissance platoon drove over a patrol tent in an observation post belonging to the 145th Home Guard Intelligence Company. One signalman who was inside the tent tragically died in the accident. The Armed Forces conducted an internal investigation, FMUK-2019, for the purpose of investigating the cause of the accident and any failings, and also issued a number of recommendations in order to reduce the likelihood of the occurrence being repeated.

In its final report RM 2020:01, 23/03/2020, the Swedish Accident Investigation Authority (SHK) issued four recommendations. While preparing this report, SHK had access to FMUK-2019 and the Armed Forces Safety Inspectorate's (SäkInsp) summary, document FM2019-7787:2. The aim of SHK's final report is to clarify the sequence of events and the cause of the accident as well as to issue recommendations for the purpose of preventing similar accidents in future. SHK's final report corresponds well to FMUK-2019 and the Safety Inspectorate's recommendations, which is why several actions are amalgamated.

The Chief of Staff of the Swedish Army was tasked with analysing the actions and reporting back with proposed actions that were presented to the authority's senior management on 29/04/2020. This decision establishes how the Armed Forces intends to act on these recommendations.

Recommendations and actions

SHK recommendations R1–R4 are listed below with the actions the Armed Forces has already taken or are still ongoing.

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RM 2020:01 R1: Ensure that established safety rules can be applied in all management levels and exercise scenarios.

Action: There are several models for risk management within the Armed Forces, including in the Operational Safety Regulations (SäkR), the Armed Forces Joint Risk Management Model 2009 and Systematic Work Environment Management Handbook (H Arb) 2017. The existing policy documents should be harmonised so that they are applicable and known within the Armed Forces. To develop only one method for risk analysis and risk management is not considered possible, instead these are tailored to a small number of known methods without relinquishing safety.

A revision of the Joint Operational Safety Regulations (SäkR G) Appendix 5 and the production of a policy document that ties together the three methods mentioned above are being implemented in 2020.

Training of the unit trainers will be conducted in Q2–Q3 2021.

RM 2020:01 R2: Introduce an electronic management and position monitoring system that allows for improved safety monitoring of units involved in exercises.

Action: The Army is developing a specification of requirements in order to allow a feasibility study to be conducted in respect of a technical system of this type, including the estimated scope and cost of any implementation.

The specification of requirements for the feasibility study will be complete no later than Q3 2020.

RM 2020:01 R3: Introduce a joint Armed Forces method for disseminating information about combat vehicles' behaviour and the safety risks that this entails to the units that will be exercising in the same area as combat vehicles.

Action: The Army will produce a training package – **Exercises involving the use of combat vehicles** containing the following areas, along with an accompanying training video:

- Combat vehicles' technical behaviour in combat scenarios
- Combat vehicles' accessibility - trench passability, blockfield and forest with tall trees etc.
- Combat vehicles' sound signature – possibilities and limitations for auditory perception
- Examples of how the application of the 50-metre safety distance can be established – warning between ground troops and combat vehicles, how to reveal one's own grouping (de-masking, alarm mining etc.).

This assignment has been given to Combat Camera and the aim is to have a finished product at the end of 2020 or early 2021.

RM 2020:01 R4: When future modifications are made to the Combat Vehicle 90 (RENO) fleet, harmonise the changes so that any modifications do not result in increased safety risks due to further differences in the modification status.

Action: When updating and modifying materiel systems, the technological level within the Army will be kept consistent within each unit section, which is normally a prerequisite in order to achieve the maximum possible unit effectiveness. At the boundaries between unit sections with different technological levels, unit sections are separated by means of tactical command and control and, if possible, natural terrain demarcations.

The Army is adhering to its plan in respect of the introduction of new technological levels in its ongoing process of building up units.

Decision

The Supreme Commander tasks the Armed Forces' Chief of Production (C PROD) with ensuring that the above actions pursuant to the report of 29/04/2020 are implemented and subject to a feasibility study. At the briefing on 29/04/2020, those present were Director General Peter Sandvall, Chief Financial Officer Helena Holmstedt, Major General Karl Engelbrektsson, Colonel Stefan Smedman, Commander Land Warfare Centre, Lieutenant Colonel Johan Skiöld, Land Warfare Centre, Major Per Festin Commander Land Safety Section at the Army Staff, Lieutenant Colonel Fredrik Frykman, Commander Support Department at the Army Staff, who also acted a rapporteur. At the briefing during which the decision was made, the only participant from the Army was the rapporteur, Lieutenant Colonel Fredrik Frykman, Commander of the Support Department.

[signature]

Micael Bydén

Supreme Commander

[signature]

Fredrik Frykman

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