

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.

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Response to recommendations for MSB in Final Report RS 2019:02 investigation reference M-16/18 Kallinge

In the report, MSB is recommended to:

- As soon as possible, complete the work on investigating the risks with burned and broken carbon fiber composite, and provide guidance for action in the event of an emergency where rescue personnel risks to be exposed to such materials. *(RM 2019:02 R6)*
- Also map the risks with other hazardous substances, which rescue personnel run the risk of coming in contact with after aircraft accidents, and provide guidance for the action in such accidents. *(RM 2019:02 R7)*
- Map the need for a developed coordination and management of aviation accidents. *(RM 2019:02 R8)*
- On the basis of the results of the above-mentioned survey, initiate and lead a work in which relevant actors such as the Maritime Administration, SOS Alarm, the Swedish Civil Aviation Administration and other air traffic management suppliers, the Police, the Swedish Armed Forces, representatives for municipal rescue services and prehospital medical care participate in joint efforts to ensure a coordinated and jointly rehearsed handling of air accidents. *(RM 2019:02 R9)*

MSB has initiated work with compiling research and development linked to new and future chemical risks the rescue services and the public can be exposed to in the event of fire in modern vehicles. The study to some extent includes surveying the risks that arise during fires in carbon fibre composites and determining possible knowledge gaps. The study will be completed in June 2020. The results of the study will in an appropriate manner be communicated to the municipal rescue services.

When it comes to surveying the need for developed coordination and management of air accidents, an initial contact has been made with the Swedish Maritime Administration concerning questions of responsibility.

This case was decided by Head of Unit Patrik Perbeck. The case was reported by Anders Lundberg. Also participating in the final processing were Head of Unit Henrik Larsson and Case Officer Leif Gustavsson.

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