



Civil Protection and Security Fire Service

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Administrator	Our Reference
André Bengtsson	2022/3346

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
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Matter: Response to recommendations from the Swedish Accident Investigation Authority, final report RS 2022:05 Occurrence: Ship fire on board Salar 31/05/2021

The Fire Service has read the recommendations and responds to them as set out below:

Recommendation regarding analysis of the rescue operation

In close connection to the occurrence, a smaller analysis of the rescue operation was conducted in accordance with our basic guidelines. The following positive and negative experiences emerged from this analysis:

Positive

- Entry to the area worked well as we received assistance from staff from the port who provided access and kept unauthorised persons out, e.g. the media.
- The operation started in a controlled manner without any sense of panic. We had good discussions between the port personnel, us and the ship crew before we started the firefighting operation.
- The cooperation between the crane operators and the other staff worked well, which was required in order to get the scrap up, divide it and extinguish it, and finally move it further into the area.
- It was a good idea to use an infra-red camera to guide the crane operator as it was impossible at that time to look down into the cargo on board the vessel.
- We paid good attention to each other regarding safety around unloading and firefighting where the scrap was being released.
- The Swedish Transport Agency's ship inspector was of enormous help in terms of understanding the construction of the boat, what risks we needed to pay particular attention to, functions on board the boat and what we could and could not do with it. For example, the ship inspector helped us by telling us how much water we could apply in the cargo hold before it would become a problem. He also helped with communication with the crew.

- The Swedish Coast Guard was able to assist with a number of different things, e.g. contaminated extinguishing water was pumped into tanks they have and which they later took away with them for further processing.

Negative

- The call-out was not good at all, the position was entirely wrong with a mention of “boat accident” and no information whatsoever. It was difficult to know whether we needed to bring a boat and whether the accident was in a port or out at sea. This information should have been available.
- Our vehicles were not properly filled with drinking water and energy bars, we need to have more supplies in the vehicle and especially now when it is starting to get warm outside.
- The on-scene commander should have ensured that, when changing shifts at the accident site, we organised a more efficient type of cooling for the crane claw in the hope this this could have made it functional again.
- The on-scene commander made, with information received from the port, misjudgements as to how much had been removed and how much actually remained in the cargo hold.
- Communication with the crew of the vessel was incredibly difficult as they were from Russia and spoke very bad English. They also did not know about the vessel and mixed Salar up with the previous vessel they had served on. They had only been on board Salar for a short period of time.

As we found out early on that the Swedish Accident Investigation Authority would be conducting an investigation of the occurrence, we chose to conduct a more in-depth operational evaluation ourselves. When we carry out these investigations we sometimes conduct in-depth interviews with our own staff, we review available photos and any video recordings. As the Swedish Accident Investigation Authority has more experience than us of carrying out investigations of larger occurrences and has access to factual information from all parties involved in a way that we cannot, we have instead focused on allowing the Swedish Accident Investigation Authority access all available material we have from the occurrence and providing access to the staff (primarily commanders) who were at the accident site for further interviews.

The Swedish Accident Investigation Authority’s final report is very thorough and well-written and corresponds with the picture we have of the occurrence.

If necessary, develop the action plans for ship fires

Based on the fact that we have a large port, a shipyard for repairs and a harbour for small boats, the Fire Service conducts training and exercises for various occurrences that may take place in these areas. However, we have no specific action plan for this because there are many different types of vessel that may, in turn, be affected by many different types of occurrences and, depending on in which geographical location it takes place, there are many different possibilities with regard to an emergency response. We can train staff and conduct exercises

for a start-up but after that we need to adapt the response to the occurrence in question, the location and the vessel. In order to have a functioning action plan, each vessel would need to prepare its own action plan for various occurrences that might happen to them, and which is also locally adapted to the different geographical areas the vessel spends time in. This action plan would then be handed to the local fire service, just like larger companies do for their objects.

Information about the Swedish Transport Agency's ship inspector

As you have, we have identified that the Swedish Transport Agency's ship inspector is an important resource who we would like to come to an accident site as quickly as possible. We have spread this in our organisation as an important lesson, as well as to RC South which handles central command for us.

Unfortunately, there are some limitations in the call-out system as SOS Alarm has one node for fire in vehicles or vessels outdoors. This node covers everything from a moped fire to a fire in a large ship. It is difficult to add a call-out for a ship inspector automatically, instead it is dependent on the experience of the central command and our staff to remember to summon this resource. In addition, during the occurrence in question, we were called out to a "boat accident".

André Bengtsson
Deputy Fire Chief