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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.

Swedish Accident Investigation Authority
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The Swedish Transport Agency's response to recommendations in Final Report RS 2022:04 Kingston – Engine room fire in Hanöbukten, Blekinge County, 25 April 2021

Introduction

Below we describe how we intend to handle the safety recommendations the report directed at the Swedish Transport Agency.

Handling of recommendations

The Swedish Transport Agency is recommended to:

- *Strengthen and streamline the documentation inspections and other supervision activities that are carried out on vessels that are subject to the requirements for self-monitoring in the 5–15-metre segment (see section 2.4.1) (RS 2022:04 R1).*
- *Investigate and analyse whether the information directed at the shipowners operating vessels in the 5–15-metre segment is sufficiently clear and appropriately tailored in order to safeguard systematic maritime safety work. The results from this investigation should form the basis of potential improvements to and clarifications of the guidance and other information directed at concerned shipowners (see section 2.4.2) (RS 2022:04 R2).*

Response:

The Transport Agency intends to implement the above recommendation in the following way:

Response (RS 2022:04 R1): The Swedish Transport Agency considers the recommendation to have been implemented in the supervision plan for 2022 (TSS 2021-4578). In the supervision plan in respect of national tonnage, we have planned twice as many documentation inspections as there were in 2021.

- **Response (RS 2022:04 R2):** The Swedish Transport Agency is of the opinion that the recommendation is highly relevant and reasonable. The plan is to start this work to analyse the information for the 5–15-metre segment in Q4 of 2022.

Decisions in this case have been made by Karin Fransson, acting head of the Unit for Sustainable Development. Pernilla Wallin, Fredrik Hellsberg, Henrik Pahlm, Lotta Taxén and Fredrik Jonsson, unit and section heads at the Unit for Vessels and Seaworthiness, and Patrik Jönsson, accident coordinator, have participated in the final administration of the case, the latter acting as rapporteur.

Acting Head of Unit, Unit for Sustainable Development

Karin Fransson