

This document is a translation of the original assessment in Swedish by SHK of the response to the recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the assessment.

Swedish Transport Agency  
Civil Aviation and Maritime  
601 73 NORRKÖPING

## **Assessment of the Swedish Transport Agency's response to recommendations**

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On 28 April 2022, the Swedish Accident Investigation Authority published the final report RS 2022:04 into a fire in the engine room on the fishing boat KINGSTON off Nogersund in Blekinge County.

In this report, two safety recommendations were issued to the Swedish Transport Agency, which has not submitted its response to these recommendations.

### **Recommendation RS 2022:04 R1**

The Transport Agency was 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.

The Swedish Transport Agency states in its response that the recommendation has been implemented in the supervision plan for 2022 through twice as many inspections as in 2021 being planned.

The fact that the Swedish Transport Agency intends to increase the number of documentation inspections is deemed to be in line with the recommendation and this measure is judged to lead to an enhancement of the supervision that is conducted. However, the Swedish Transport Agency's response does not address whether the agency intends to take any action in order to streamline the documentation inspections that are conducted. Nor does the response address other supervision measures. Consequently, the response is deemed partially satisfactory.

### **Recommendation RS 2022:04 R2**

The Swedish Transport Agency was recommended to 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.

In its response, the Swedish Transport Agency states that the work to analyse the information for the 5–15-metre segment is planned to start in the fourth quarter of 2022. This part of the recommendation response is deemed satisfactory.

Best regards,  
Kristina Börjevik Kovaniemi  
Chair Accident Investigations