



**Statens haverikommission**  
Swedish Accident Investigation Board

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## **SUMMARY of Report RS 2008:01e**

***M/T Brovig Breeze mast collision with the  
railway bridge at Södertälje, Stockholm County,  
on 14 februari 2007***

**Case S-19/07**

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Statens haverikommission (SHK) Swedish Accident Investigation Board

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**Statens haverikommission**  
Swedish Accident Investigation Board

11 August 2008

S-19/07

Swedish Maritime Administration

601 78 NORRKÖPING

### **Rapport RS 2008:01e**

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The Swedish Accident Investigation Board (Statens haverikommission, SHK) has investigated a collision where the vessel's mast struck the span of a railway bridge at Södertälje. In accordance with section 14 of the Ordinance on the Investigation of Accidents (1990:717) the Board herewith submits a final report on the investigation.

The Board will be grateful to receive, by 15 Februari 2009 at the latest, particulars of how the recommendations included in this report are being followed up.

Carin Hellner

Per Lindemalm



# 1 SUMMARY

## Time of occurrence, location, etc

<i>Time of occurrence</i>	14 Februari 2007, 12:10 hours in daylight <i>Note:</i> All times are given in Swedish standard time (UTC + 1)
<i>Location</i>	Railway bridge at Södertälje, Stockholm County, (pos. 59°11,08'N 017°37,65'E)
<i>Weather and sea conditions</i>	Good visibility, calm sea and weather

The Swedish Accident Investigation Board (SHK) was notified on 16 Februari 2007 that the vessel M/T Brovig Breeze had collided with the railway bridge at Södertälje on 14 Februari at approximately 12:10 hrs.

The accident has been investigated by SHK represented by Carin Hellner, Chairperson, Per Lindemalm, Maritime Technical Investigator In Charge. Carl Rollenhagen, Human Factors expert assisted SHK in the investigation.

The investigation was followed by Sten Andersson, the Swedish Maritime Administration.

## Summary

The tanker Brovig Breeze was en route from Odense in Denmark to Västerås. With a pilot on board and heading north through the Södertälje Canal the vessel's mast struck the railway bridge at Södertälje. The mast was bent and navigation lights and antennas were damaged.

The rail traffic was stopped while investigating possible damage to the bridge. Since the damage found was insignificant, the rail traffic re-commenced and the vessel continued to Västerås.

The direct physical cause of the occurrence was that the mast of the vessel was too high in relation to the available height under the bridge. Bridge opening should therefore have been demanded at the entrance to the Canal but this had not been requested and consequently not performed.

The reason for the absence of the bridge opening is not fully clear and the information that SHK have studied are inconsistent. SHK has, however, established that there were several parties who, if procedures and practices had been better designed, had been able to discover the fault that bridge opening had not been requested.

## Recommendations

The Swedish Maritime Administration is recommended to:

- investigate the role of the VTS<sup>1</sup> as a control function, e.g. where VTS is to monitor vessel data, the need for bridge opening, etc. in order to ensure a safe voyage (RS 2008:01e R1).

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<sup>1</sup> Vessel Traffic Service