

Summary

En route from Liepaja – Hässelby via Landsort/Södertälje, the Latvian vessel Liva Greta collided with dolphins just before passing Nockeby Bridge on 15 October at 12.02 hours local time. A construction worker fell into the water at the time of the accident but was not injured. No damage was caused to the actual bridge structure, but two dolphins that were intended to hold the fendering in place were damaged. The fendering – which is a form of collision protection intended to protect the bridge structure from damage if a passing vessel should for some reason deviate from its intended course and collide with the bridge construction – had been dismantled at the time of the collision.

The master, who didn't know about the construction work in the channel below the bridge, came rather fast and made a fairly ample speed reduction, followed by reversing engine, which led to loss of steering. The vessel veered and subsequently turned into and damaged two dolphins. The vessel then continued to its berth in Hässelby, where damage to the bow was discovered above the water line.

At the time of the accident, work was in progress on replacing the fendering between the dolphins. There was no pilot on board the vessel at any time during the just over 6.5 hour-long journey within the Stockholm Archipelago before the incident, and the vessel was not subject to compulsory pilotage. VTS did not inform the vessel of the repair work that was in progress on Nockeby Bridge. An announcement had been inserted in Ufs (Swedish Notices to Mariners) concerning ongoing bridge repairs and an indication that caution should be observed when negotiating the bridge. The weather was semi-overcast, the temperature +9°C, visibility >10 km with south-easterly winds of approximately 3 meters per second.

The Swedish Transport Administration (Trafikverket) had noted that the fendering on Nockeby Bridge was in considerable need of renovation. Procurement of the work was initiated with the Transport Administration's Bill of Quantities as a basis. There had been a certain amount of contact between the Transport Administration and the Swedish Maritime Administration (Sjöfartsverket) prior to procurement, but no real risk analysis had been conducted in connection with planning of the repair work.

Over the course of time, there have been a number of incidents in which vessels have had contact with bridges that have caused SHK to issue recommendations concerning the review of bridge safety in the general navigation channels.

Recommendations

The United Kingdom Hydrographic Office is recommended to:

- Secure its routines regarding the introduction of Ufs notices from the Swedish Maritime Administration to the British Notices to Mariners. *(RS2014:01 R1)*

The Swedish Transport Agency (Transportstyrelsen) is recommended to:

- In consultation with the Swedish Maritime Administration take action for a national, fully covering, legislation concerning VTS. *(RS2014:01 R2)*

The Swedish Maritime Administration (Sjöfartsverket) is recommended to:

- Ensure that relevant VTS information is given. *(RS2014:01 R3)*

The Swedish Transport Administration (Trafikverket) is recommended to:

- In consultation with the Swedish Maritime Administration, make sure that bridges in the large navigation fairways have sufficient protection to avoid serious damage as a consequence of collision. *(RS2014:01 R4)*

The Swedish Maritime Administration and the Swedish Transport Administration are recommended, individually and in consultation, to:

- Review routines and regulations regarding construction work in, or in connection to, fairways to ensure that involved actors have sufficient information, that relevant risks are assessed, and that adequate safety measures are taken in order to maintain safety for shipping, infrastructure and others concerned. *(RS2014:01 R5)*

