

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

Measures taken as a result of the safety recommendation in the Swedish Accident Investigation Authority's (SHK) final report SHK 2026:02 Combat Boat 90, case number M 2/25

Safety recommendation to the Swedish Maritime Administration

The Swedish Maritime Administration is recommended to:

- Review the command structure for maritime rescue operations, focusing on on-site leadership, operation follow-up, and communication flows (SHK 2026:02 R9).

Measures implemented and planned

The Swedish Maritime Administration's Maritime and Aeronautical Search and Rescue Department has, following the accident, initiated a major development project concerning the On Scene Coordinator (OSC) in collaboration with the Coast Guard and the Swedish Sea Rescue Society (SSRS). The project will address several of the points on which the SHK has made recommendations regarding incident site command, operational follow-up, and communication flows. The project's intended outcomes are as follows:

- The role of the OSC has been clarified, including responsibilities and authority. Particular consideration has been given to the need for the role to be adapted to the situation, depending on the nature, scale, and location of the incident, as well as who is available to staff it.
- Together with the authorities responsible for rescue services and other collaborative partners, the designation of the role for maritime and environmental rescue services has been established.
- The first sea- or land-based resource to arrive at an incident site routinely assumes the role of OSC until another person has been appointed by the incident command.
- The OSC is routinely appointed by the Swedish Maritime Administration during operations involving two or more resources, with the aim of building experience and competence in day-to-day activities.
- Exercises within the rescue services are adapted to the developed OSC role for maritime and aeronautical search and rescue services.
- Training within the rescue services is adapted to the developed OSC role for maritime and aeronautical search and rescue services.

- The maritime and aeronautical search and rescue service possesses sufficient local command capability to act in a coordinated and autonomous manner, even when communication is disrupted and contact with national command resources is lacking.

The Joint Rescue Coordination Centre (JRCC) will also carry out training initiatives during operational theme days and workplace meetings with the aim of improving operational follow-up. Operational follow-up refers to reviewing the actions taken to ensure they have had the desired effect, as well as monitoring communication flows (for example, structured situation reports) in order to minimise the risk of misunderstandings regarding, for instance, the status of casualties. The JRCC will also issue reminders regarding logging procedures to prevent vital information from being omitted from the log.