

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.

Assessment of the Swedish Armed Forces' response to the recommendations

The Swedish Accident Investigation Authority (SHK) published a final report (SHK 2026:02) on 4 February 2026 regarding a grounding that occurred on 25 February 2025 at Snippeskären, Västra Götaland County.

In the report, the SHK issued eight safety recommendations to the Swedish Armed Forces (R1–R8).

The Swedish Armed Forces have responded to the safety recommendations and provided an account of the measures that have been implemented as well as those that are planned. The SHK considers safety recommendations R1 and R3–R8 to have been addressed (Closed – satisfactory response).

With regard to safety recommendation R2, which concerns the use of helmets by personnel forming the crew of the Combat Boat 90H, the Swedish Armed Forces have, in their response, described, among other things, previously conducted crash tests as well as the risks associated with wearing, for example, a combat helmet in combination with a seatbelt. The Swedish Armed Forces have also outlined the risks of neck problems among combat boat crews when wearing the combat helmets currently available. In light of this, the Swedish Armed Forces have stated that the authority does not intend to regulate the use of helmets in any way other than what is currently in place.

SHK makes the following assessment of the Swedish Armed Forces' response to safety recommendation R2. In its report, SHK has assessed that the use of an appropriate helmet could have mitigated the consequences of this accident. SHK has no objection to the risks highlighted by the Swedish Armed Forces regarding the use of existing combat helmets. However, the response from the Swedish Armed Forces does not address the possibility of considering additional protective equipment tailored for combat boat crews. Against this background, the safety recommendation is not regarded as fully addressed (Closed – partially satisfactory response).

Best regards

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