

[LOGO]

Statement

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2025-09-30
Your date
2025-06-27

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TSS 2024-2324
Your designation
S-98/24

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
P.O. Box 6014
SE-102 31 Stockholm

The Swedish Transport Agency's response regarding recommendations in the Final Report NOLE – vessel capsizing

Introduction

Below we describe how we intend to handle the safety recommendations addressed by SHK to the Swedish Transport Agency.

Handling of recommendations

The Swedish Transport Agency is recommended to

- *clarify the stability requirements for smaller vessels equipped with deck cranes (see Section 3.2.4). (SHK 2025:13 R1)*
- *Review how ship particulars from the agency's registers can be utilized in inspections (see Section 3.3.2). (SHK 2025:13 R2)*
- *What information vessel owners should report to EKAN (see Section 3.3.2). (SHK 2025:13 R3)*

Transport Agency
Maritime and Aviation
SE-601 73 Norrköping

Visiting address
Olai kyrkogata 35, Norrköping

Telephone 0771-503 503
Fax 011-185 256

transportstyrelsen.se
sjofart@transportstyrelsen.se

Patrik Jönsson
Unit for Sustainable Development
Section for Statistics and Analysis
patrik.jonsson@transportstyrelsen.se

Response

The Swedish Transport Agency intends to implement the above recommendations as follows:

R1

The vessel concerned is covered by TSFS 2017:26. These regulations govern large parts of the vessel's design and operation, but not the lifting appliance itself, which is regulated by SJÖFS 1973:A9. The vessel's stability is regulated in TSFS 2017:26. These regulations are supplemented by complementary guidance containing information linked to the regulations. The Swedish Transport Agency assesses that the regulations adequately address stability during lifting operations.

The complementary guidance provides examples of regulations and standards that may be used. It is the responsibility of the shipowner to apply rules and standards relevant to the specific operation.

The Swedish Transport Agency shares SHK's view that information about the stability problems that may arise during lifting operations needs to be clarified. The industry needs better guidance to increase the likelihood of doing the right thing.

The information will primarily be published on the Swedish Transport Agency's website, including in the complementary guidance to SJÖFS 2017:26. Updates to the complementary guidance are made continuously in accordance with the "Procedure for maintaining supporting material for national shipping," TSG 2017-3788.

R2

The system that will replace our supervision system SITS is under development and is called TREFH. This system will receive its data directly from FREG (the ship register) and will be continuously updated. Going forward, EKAN will then retrieve its data from TREFH, meaning that all three systems will be synchronized.

R3

During spring 2026, the Swedish Transport Agency will review which information is to be submitted in connection with the reporting of self-inspection in EKAN.

Decisions in this matter have been made by the Head of Section, Section for Analysis, Christina Berlin. The final handling of the case involved the Head of Unit at the Unit for Vessels and Seaworthiness, Pernilla Wallin; the Section Manager of the Section for Vessel Safety, Adam Rytthammar; and accident coordinator Patrik Jönsson, the latter acting as rapporteur.

Head of Section, Section for Analysis
Christina Berlin