



**SWEDISH ARMED
FORCES**
ARMED FORCES HEADQUARTERS

Decision

Date
29/04/2016

Reference
FM2016-9925: 1 Page 1 (6)

Distribution list

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.

Your position, administrator

Your date

Your reference

Our position, administrator

Our previous date

Our previous reference

Henrik Undén, henrik.unden@mil.se

The Swedish Armed Forces' Response to SHK's safety recommendations RM 2016:01

General

The action taken and planned by the Swedish Armed Forces (FM) as a result of the Swedish Accident Investigation Authority's (SHK's) recommendations in its investigation into an accident involving a G-boat at Klövholmsgrund on 1 October 2014, RM 2016:01.

As far as FM is aware, night vision goggles (NVG) are only used in this way within Amf 1. Given that the problem involving BryggI M, NVG and the wearing of survival suits is known within the organisation, this is why our assessment is that no temporary directive is necessary. While waiting for BryggI M and other directions are being developed, this document is sent to all organisational units that conduct military maritime navigation. Follow-up of the action taken shall take place during audits.

The Armed Forces' response to the Swedish Accident Investigation Authority's recommendations

Recommendation 2016:01 (R1)

Take action aiming to ensure that the Swedish Armed Forces' instructions for navigation methods and sea safety analysis in BryggI M and FMMS are followed in operations of the Amphibious Regiment.

HUN

Postal address

Visitors

Phone

Fax

E-mail, Internet

**SWEDISH ARMED
FORCES**
ARMED FORCES HEADQUARTERS

Decision

Date
29/04/2016

Reference
FM2016-9925: 1 Page 2 (6)

Comments

The driver's task in this case was to keep the boat in the white sectors of the light, thus avoiding the buoy. The driver was looking for the next mark and thus failed in their duty to concentrate on the current course line. The instructor did not notice this.

Action taken

No action taken

Action planned

Amf 1 is clarifying the role-play in the instructor training programme and conducting training of the affected personnel.

BryggI M is unclear and will be reworked, primarily with respect to methods, and overarching instructions for the use of darkness aids will be introduced.¹ C 3.sjöstriflj has been given this task.

In terms of maritime safety analysis, Amf 1 has been given the task of reviewing how risk analysis is conducted, communicated and followed up.

Schedule

Training instructions instructors complete: 30/06/2016
BryggI M complete: 01/09/2017

Maritime safety analysis complete: 30/06/2016

Responsible

C Amf 1

C 3.sjöstriflj

Recommendation 2016:01 (R2)

“Take action aiming to ensure that the Swedish Armed Forces' BOA² and CSSB³ are followed in operations of the Amphibious Regiment.”

Action taken

No action taken

Action planned

Amf 1 is introducing operational regulations and restriction from the BOA in the boat manual.

Amf 1 is drawing up procedures for keeping commanders of boats informed about changes to the manual.

¹ See R5

² Decision concerning use

³ Central system safety decision

SWEDISH ARMED FORCES

ARMED FORCES
HEADQUARTERS

Decision

Date

Reference

29/04/2016

FM2016-9925:1

Page 3 (6)

Schedule

Complete: 30/06/2016

Responsible

C Amf 1

Recommendation 2016:01 (R3)

“Take action to ensure that equipment is not used without the risks of integration having been analysed in accordance with the Swedish Armed Forces’ handbook for system security.”

Comments⁴

FM chooses not to deal with NVG as an integration product. The use of NVG is dealt with in the risk analysis.

Action taken

Amf 1 training instructions have changes so that NVG training laid down by MSS is included in the G-boat training programme. Risks and limitations of the system are included in this training programme.

Action planned

MSS training is supplemented with a navy-specific part that highlights possibilities and problems at sea and on board the various types of boats used within Amf 1.

Schedule

Training instructions: Complete
Supplementary training 31/12/2016

Responsible

C Amf 1

Recommendation 2016:01 (R4)

“Ensure that the planning of working hours provides good conditions for being able to conduct basic training without the risk of tiredness.”

Action taken

FM’s opinion is that the current regulations are sufficient. These are based on scientific evidence and FM has devoted a great deal of effort and energy to these and intends to comply with and observe

⁴ See also R5

the current provisions. The crew's mental and physical status is dealt with as a factor in the risk analysis.

Action planned

Refer to the maritime safety analysis as per R1

Schedule

Maritime safety analysis: 30/06/2016

Responsible

C PROD MARIN
C Amf 1

Recommendation 2016:01 (R5)

“Review whether, and if so under which conditions, image intensifiers are to be used when navigating at sea.”

Action taken

Amf 1 training instructions have been amended⁵.

Action planned

BryggI M is being supplemented with a section that addresses on an overall level the possibilities and risk involved in the use of NVG equipment. The boat manuals are being supplemented with a section that describes boat-specific possibilities and risks.

The production of a supplementary training course NVG possibilities and risks in a marine environment and on board various units.

Schedule

BryggI M complete: 01/09/2017 Boat
manuals complete: 31/12/2016
Supplementary training course complete: 31/12/2016

Responsible

C 3.sjöstriflj
C Amf 1

⁵ See R3

Recommendation 2016:01 (R6)

“Examine and consider whether the water temperature limit for the requirement to wear a survival suit should be raised.”

Action taken

No action taken

Action planned

Instead of absolute limits, this shall be dealt with through risk analysis. The Armed Forces Centre for Defence Medicine (FömedC) has been tasked with drawing up a temperature/survival curve. FM shipowner is drawing up directives for this must be used.

Schedule

Complete: 31/10/2016

Responsible

FömedC,
C PROD MARIN

Recommendation 2016:01 (R7)

“Ensure that personnel are well versed in the function and use of life jackets.”

Action taken

FM shipowner immediately issued a maritime safety announcement (1-2014)
Training has been conducted in the units.
The course with out-of-date content has been removed from FM learning portal.

Action planned

The course shall be corrected.

Schedule

Complete. 31/08/2016

Responsible

C PROD MARIN
FMV

**SWEDISH ARMED
FORCES****Decision**Date
29/04/2016Reference
FM2016-9925:1

Page 6 (6)

Tasks

C PROD is taking action in accordance with this letter and ensuring that this action is implemented through appropriate directives in units that conduct military maritime navigation. C PROD is continually following up action taken and reports on the situation at the time of each ordinary half-yearly report concerning operational safety.

SÄKINSP reports FM's action in accordance with this decision to SHK in a specific order.

Decision

A decision in this case has been taken by General Micael Bydén. Rear Admiral Thomas Engevall, Captain Fredrik Palmquist, Captain Mikael Wendel and Commander Henrik Undén have participated in the final processing, the latter as the rapporteur.

[Signature]
Supreme Commander

Distribution list
SÄKINSP'

For information
C PROD