



SAN NEWS

News on work environment and security in shipping

1/07

THEME: THE WORK ENVIRONMENT ACT

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Safety Inspectorate clamps down on work environment during 2007

The Swedish Maritime Safety Inspectorate has initiated measures to inspect how the provisions of the Swedish Work Environment Act are enforced onboard.

This year, focus is on systematic work environment management and handling of chemicals. Negligence and half-hearted efforts are not acceptable.

"We will not look the other way if we detect shortcomings in the work environment. People are people, no matter where they might be, and seamen have the same right to a good and safe work environment as employees on land," says Bo Vallgren, a Work Environment Officer with The Swedish Maritime Administration.

When the Work Environment Act started applying at sea on 21 July 2003, many had hopes of better conditions onboard. But the introduction has been slow, and regulations adapted to the trade were not published by the Swedish Maritime Administration until January last year. The year 2006 was dedicated to informing employees at sea and shipowners about the requirements in the regulations, which meant that the inspections did not start until this year. They are conducted by The Swedish Maritime Safety Inspectorate in connection with the safety inspections.

"The inspectors have been trained in work environment issues and should be able to handle this. But anyone requiring help can request it from The Swedish Work Environment Authority. They have set

J. V. BULTZINGLOWEN, NORDIC PHOTO CONTEST FOR SEAFARERS



The pilot leaving the vessel at a speed of 15 knots. Safe work environment?

aside 30 inspection days for the shipping industry this year, in accordance with our cooperation agreement," says Bo Vallgren.

Above all, the Swedish Maritime Safety Inspectorate will focus on two areas of the work environment in this year's inspections: systematic work environment management (SWEM) and handling of chemicals. SWEM is the motivation behind all work environment efforts according to the Work Environment Act, and this is further described in Work Environment Regulation 2001:1. It states how to proceed in order to structure the efforts and describes requirements with regards to measures and documentation.

Requirements for handling chemicals

"We will ensure that the ships have a work environment policy, routines and a list of chemical substances on board. It is also

important that risk assessments have been carried out in various areas," explains Mikael H Andersson, Second Work Environment Officer at the Swedish Maritime Administration.

There should be a detailed list of all chemicals used. The provisions also require that unhealthy products must be exchanged for 'friendlier' alternatives. The list must be completed and cover everything from dishwashing liquids to thermosetting plastics, and be provided immediately upon request.

"Handling chemicals is important as it exposes toxic substances which can entail major health risks, for instance if you become exposed to oil mist. In addition, the regulations state that you must be in control of the chemical products," says Mikael H Andersson.

The work environment officers believe →

Eight steps to systematic work environment management

Are you having trouble getting your systematic work environment management up and running? Here is a list of measures that might help:

1. Investigate the working conditions.

Look for work-related risks and attend to them. The risks in question can include noise, vibrations, lighting, dangerous substances, machinery, work management and work load. In order to find out whether a work element or environment endangers health and safety, it may be necessary to investigate the issue further. Ways to do this include safety inspections, conversations with the employees, surveys, measurements or staff meetings. Often several methods are used simultaneously. As risks are not always detected during the first check, the work environment must be inspected regularly.

2. Carry out risk assessments. Compile the results of the investigations. Assess the seriousness of the risks and document your conclusions. It is important to be thorough when carrying out the risk assessment, as they form the basis for the continued work environment management.

3. Attend to the risks. Start with the most severe risks according to your assessment. All risks may not be completely unavoidable and must be remedied in other ways. This may require special instructions to given to the employees, support and guidance or use of safety equipment. Determine who is responsible for eliminating the risks and who will check that the work is carried out.

4. Draw up an action plan. Problems that cannot be attended to immediately (within the next few days) should be recorded in an action plan. The action plan must contain information about the planned repairs, when they should be finished and who is responsible for carrying them out.

5. Follow-up inspection. The results should be inspected as soon as possible once a measure has been taken. Efforts may have to be supplemented by further measures.

6. Create a work environment policy. After the first efforts have been made, you should discuss how you want working conditions to develop in the longer term. Base any measures on the results from the surveys and risk

assessments that have been carried out. Be as clear and precise as possible. Work places with less than ten employees may use the action plan as their work environment policy.

7. Assign tasks. It is important that tasks are carried out by those who have the best prerequisites to complete them. Normally, these assignments are given to managers or other supervisors.

8. Spread knowledge. A person who is instructed to carry out work environment tasks may need supplementary training within the field, but the experience he/she has from previous work with work environment issues may suffice. Managers and other supervisors must have extensive knowledge about the work, the risks it entails, suitable measures and how to prevent injuries. They also need to know how people react in different situations, such as the effects of working too hard, working overtime, abuse and offensive special treatment. All employees must be aware of the risks their work entails.

Linda Sundgren

Footnote: This article is based on information from The Swedish Work Environment Authority. You will find more information on systematic work environment management on their website www.av.se/inenglish/.

Division of responsibility for work environment management on board

Shipowner: The company's Managing Director is ultimately responsible for the work environment on board all of the shipping company's ships. The Managing Director must be familiar with the Work Environment Act and the rules and regulations that govern the work environment.

Crew: The employees participate in work environment management by reporting risks, incidents, illnesses and accidents, suggesting measures and offering ideas on matters that need attention.

Safety representative: Should take part in the planning and implementation of the work environment management efforts.

Occupational health service: Is used as an expert resource. It may for instance be contacted for inspections and risk assessments, to suggest measures or educate staff.

Safety inspectorate clamps down, continued

the majority of the larger shipyards are en route with the implementation of SWEM, but that smaller companies may be experiencing problems. There are many clauses to keep on top of, and the work environment is more regulated than it used to be.

"People used to set their own standards, but now we have 49, nearly 50, regulations governing the work environment. One example is the new AFS provisions which will come into force on 1 July this year, and which entails that any person who operates a crane or truck onboard must have a suitable education for the task and a special permission from the Commanding Officer. This sort of thing has never occurred at sea before," says Bo Vallgren.

Anyone requiring help with the work environment management can contact The Swedish Maritime Administration. This summer, the Administration is publishing a set of guidelines which will be available on its website. Bo Vallgren says he understands those who find this complicated, and he is aware that it entails extra work.

"I am aware that some things cannot be fixed. If the slant of the ladder is too steep, this cannot be changed, even if it is an important issue. But the important thing is to not loose focus of creating a safe work environment which can be developed further.

"Anyone claiming they don't have the time or money to do this needs to change their priorities. There are no bonus points for generating work injuries and damaging the equipment."

Deadline and follow-up

Those who fall behind with the work environment management usually get two to three months to rectify the problem, provided that what has been detected is not so serious that it needs to be repaired immediately. The authorities should be notified once the problem has been rectified, and revisits may be carried out on occasion. Those who do nothing are at risk of being subject to legal action.

"To be questioned by the police and have to appear in court and answer awkward questions can make even the toughest seaman a bit weak in the knees. If he later gets convicted for not having done his job properly, this wouldn't add to his reputation either. A conviction will mostly lead to a fine. In our capacity as an authority we are entitled to issue a penalty, but the routines for this have yet to be clarified," says Bo Vallgren.

Linda Sundgren

“How did you implement the work environment rules?”

SAN NEWS asked three shipowners what they have done to comply with the regulations in the Work Environment Act.

Johan Markström, Wisby Tankers

“We had help from The Swedish Maritime Administration in order to get started. I think it's going really well. Some things we were already doing, such as risk assessments and work environment policies. But the requirements for follow-ups and analyses are greater now. We are trying to introduce this into our existing quality and safety systems, but we haven't quite completed the work yet. Now it applies on top of the other systems and it feels a bit like we're doing the same thing twice.

“It is a bit difficult to get the staff involved in the work. Even if this is something that benefits themselves, a lot of them are thinking ‘Oh no, not yet another thing’. The Masters have to nag people to get them involved. We started the work just under a year ago.”

Kristian Elofsson, Tor Line

“We have chosen to make this part of our SMS standards. We had already dealt with some of this, as a separate work environment policy, but it has been a lot of work, especially with identification and interpretation. The most difficult part is to work out what the regulations are really about, and whether it's something that affects us. We started working with this already in 2003 but we're nowhere near prepared for it, although you may never become fully prepared for a live system. The occupational health services have helped us a bit.

“The implementation on board is slow. There are a couple new concepts to learn, and many find it difficult. All our Masters, Chiefs, and even the Chief Officer, I believe, have received a three-day course in work environment management. The regular staff has had half a day's training. But the staff changes all the time, and we will follow up with new courses.”

Bo Ljungbäck, Scandlines

“We have included the systematic work environment management in the ISM manual as a separate chapter. The inspectors have already checked us out during work, and they found nothing to complain about. When it comes to the many texts which describe how to deal with the systematic work environment management, we have received help from the occupational health services.

“The biggest difference from how it used to be is that the follow-up is better. All supervisors and safety representatives have been given an eight-hour course in work environment management, and new courses will be held for any new staff joining us. We have got the hang of this, and we're carrying out risk assessments in various areas. It has been just over two years since we started the work.”

~ PROSPECTS ~

We are doing fairly well

The work environment issue is on the current agenda. Both the EU and more global organisations are spending time and resources on improving the work environment and related issues. It is important for Sweden to keep up, in order to avoid falling behind.

Internationally, Sweden is doing fairly well, but Liberia had several petitions at the IMO's latest MSC meeting. They wanted to make ergonomics and work environment management compulsory parts of the regulations already at the initial stage. Several organisations and countries agreed, however Greece and a few other participants did not. We find it very encouraging that the issue was voiced at all.

Research project

To protect the seamen and not just the freight or the passengers is a fairly new way of thinking. The Swedish Mercantile Marine Foundation is initiating a research project within the fields of ergonomics and work environment management which focuses on the engine room and control room. The results from all these research projects will naturally be

presented to the rest of the world at the international meetings we participate in. We are active within the IMO through various Nordic federations and through the Swedish delegation to the EU and the IMO.

New vessels are sometimes inferior

Internationally, everyone must ensure that the rules that currently are in force are complied with. We are happy to see that there is a number of new vessels flying the Swedish flag, but at the same time, we are surprised to find some very peculiar solutions, mainly in the galley and engine room, in which the work environment standard in some instances are inferior to the older tonnage.

Recently, a vessel built in 2004, which previously had sailed under another EU flag were to start flying the Swedish flag. When controlled, the vessel did not even fulfil the international rules for maximum noise levels.

We would be happy to receive suggestions and views from the staff onboard. Some foundations, such as SAN and SAMS, award good innovations.

Mikael Huss

News in SAN NEWS

The tragic accidents which cost several seamen their lives late last year are a stark reminder of how important it is to continue improving the work environment.

SAN NYTT will naturally continue to monitor the development of the work environment and safety work at sea in 2007. Just like in the previous year, the readers will be able to get involved in a current topic in every issue. The first topic is enforcing the Work Environment Act onboard the vessels. This New Year, The Swedish Maritime Safety Inspectorate began to check how the new regulations are being followed up, and in one article, The Swedish Maritime Administration's work environment officers explain how the inspections are carried out.

New columns

This year's SAN NEWS has a new column, “Prospects”, in which the editorial staff will take it in turns to report on international work environment news.

Another new column is “Product News”, which will present news which might facilitate and increase the safety onboard.

Welcome to SAN NEWS 2007!

Linda Sundgren, Editor

Tragic end to the shipping year 2006

Eventually the shipping year of 2006 ended on a tragic and sad note as far as safety and work environment issues are concerned. We have had to experience three accidents onboard ships during discharging operations in port, in two of the related cases with fatal results and with several people hospitalized.

On top of that we have had to cope with the loss of one of our ro-ro vessels, the m/v Finnbirch, unfortunately also here with fatal injuries and loss of lives as a result thereof. The rescue of the crew from the Finnbirch was carried out under extremely difficult conditions but were conducted in a very professional manner by the highly skilled helicopter crews and surface-rescuers that are at the disposal of the shipping community.

Parts of the rescue-operation has been

criticized from one of our unions. The decision to airlift the crew only once they were in the water and the vessel gone, is questioned. Even at this time the rescue operation was extremely difficult to carry out, partly due to the prevailing weather conditions and partly due to the amount of cargo debris still floating around the accident scene.

Obviously the operation itself will eventually be analyzed, but it seems clear, at least to me, that without the outstanding work performed by the heli crews, the end result would have been even more tragic than the eventual outcome as it stands.

We reach out to the families and relatives of our lost Swedish and Filipino seafaring colleagues. So much praise has been given to the managing company of the Finnbirch that I do not have to repeat

this praise here, suffice to say that it is warming to see how far compassion, consideration and a sense of your fellow mans well-being will take you.

I'm sure that we have all, at one time or another, practised and trained for crowd-and crisis management in one way or another. But it is only when we are put to the ultimate test that we find out exactly how far our organizations and own capabilities will take us.

Let us bow our heads in recognition of our lost colleagues and honour their memories by jointly striving to make 2007 a safe shipping year under the Swedish flag.

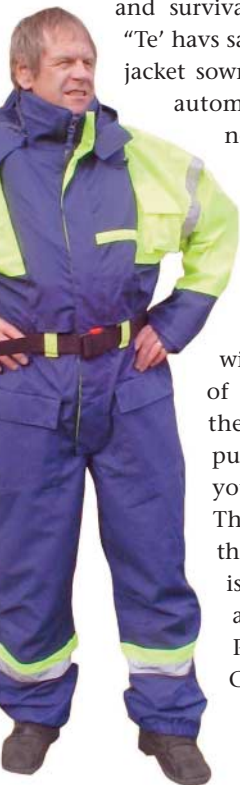


Pieter Sprangers
Chairman, SAN

~ PRODUCT NEWS ~

Work overalls and survival suit in one

The Norwegian company 2nd Skin AS has developed a combined work overall and survival suit. It is called "Te' havs safety" and has a life jacket sown in which inflates automatically when necessary. The suit is designed for work near water and will stay warm for an hour if the water is 2 °C.



"The problem with traditional suits of this kind is that they are difficult to put on and restrict your movements. This suit eliminates these problems, as it is both lightweight and flexible," says Pieter Sprangers, Chairman of SAN.

The suit is approved and certified for 150 N, and costs approximately NOK 1,550. You will find more information at www.2ndskin.no, or you can e-mail lynette@2ndskin.no.

"A discussion with others will often enable you to view the matter in a different light"

Everyone can reply to referrals

Not only public bodies are allowed to reply to referrals. Even private individuals are allowed to make their voices heard.

When a matter has been passed, it can no longer be influenced. Anyone with views on for instance how a work environment regulation should be drawn up must therefore act much earlier, during the period of referral.

"There is no law that forbids individuals from submitting their views. The employees often have extensive knowledge of their own work environment, and personally, I think it would be very interesting to hear their views," says Ragnar Kristensson, a solicitor at The Swedish Work Environment Authority.

Trade unions ask their members

Another way for individual employees to make their voices heard is to go via their trade unions.

"Some unions send their members e-mail surveys when they receive referrals that they believe their members will have views on. I believe this way of inviting the grassroots into the process

is on the increase. I know the unions sometimes receive a lot of comments this way," says Ragnar Kristensson.

You can also call a meeting with your colleagues before you reply to the referral.

"I believe in hearings. A discussion with others will often enable you to view the matter in a different light, and the meetings can also form good meeting places for the colleagues," says Ragnar Kristensson.

Current issues on the web

Currently, there are three different referrals which affect the work environment onboard:

- pregnant and breastfeeding employees
- warning signs and warning signals in the work place
- spray application of paint.

You will find more information (in Swedish only) about the referrals affecting the work environment onboard at www.av.se. For general information in English go to www.av.se/inenglish/ and click "Law and order". Then go to "Framing of Provisions".

Linda Sundgren



TrimMare course at Pajula

Excellent results from TrimMare

Over the last three years, the Finnish health initiative TrimMare has helped seamen become healthier. An evaluation of the project shows that it has led to better food and less alcohol and smoking.

TrimMare was initiated to cope with the deteriorating health among Finnish seamen. Stress, overweight, low levels of fitness and shortcomings in labour management made many on board crewmembers ill and the number of cases at the Seamen's Pension Fund in Helsinki kept growing. The initiative has now been evaluated and the results are positive.

"The crews now smoke less, drink less alcohol, eat better and exercise more. They have simply adopted a healthier lifestyle," says Marina Paulaharju at the Seamen's Pension Fund in Helsinki, who financed the project.

Nevertheless, it should be added that only 150 people out of the 8000 who were approached returned the survey.

"It is my understanding that seamen are unlikely to reply to surveys and there is no reason to believe that those who didn't answer are unsatisfied," says Marina Paulaharju.

The key to the project has been the so-called exercisers – employees onboard who have taken courses in learning how

to lead a healthy lifestyle and how to support colleagues who need help. Galley chefs have been offered courses in preparing lighter meals, and information on various topics, such as diabetes and cardiovascular diseases, has been sent to the vessels.

"When we started the project, many people were complaining that the food in the galleys was too salty and fatty, and that there were too few vegetables on offer. Half of the respondents to the survey stated that the food has improved. But many still say that it is easier to eat healthy at home, so there is still a lot to be done," says Marina Paulaharju.

Viking Line most active

The activity among the approximately ten shipping companies who have participated has varied. Employees onboard merchant vessels have naturally had less time and opportunity to participate in the initiative than those working on ferries. Viking Line stands out as the most active shipping company and the project is being developed further under the name Team Viking. The ship owners set a side a small sum annually, and the staff has used this money to buy gym equipment and sun beds, to go on excursions and to send chefs and cold buffet managers on courses to further their education.

Ove Karlsson, at Viking Line's office in Mariehamn, is very happy with the results.

"When various projects are carried out, we often get criticised for the fact that they don't benefit the entire staff, but only certain groups. But TrimMare really promotes an increase in wellbeing for all, and that caught my interest. We will definitely continue with this," he says.

More and more participants

Intendant Antero Salonen at M/S Isabella has been involved since the beginning. He explains that initially it was the people who were already active that liked the idea, but that more and more participants joined eventually.

"Many elderly people want to join, and we think that is great. We have also introduced something we call 'The Ladies Gym' once a week, which is very popular. The most evident result of these three years is that the food has become healthier, now there is always a salad bar in the galley," he says.

The project period for TrimMare has expired. It is still uncertain whether the project will continue.

Linda Sundgren

Footnote: We wrote about TrimMare in SAN NEWS 2/06.

The Survey Office publishes information that may be of interest to the shipping industry. Below is a selection of items from the latest report. The texts are also available in unabbreviated form on the Swedish Maritime Administration's website www.sjofartsverket.se.

Theme: Perilous work environment

Most people within the shipping trade are well aware of the risks connected to areas in which toxic gases or lack of oxygen might arise. Nevertheless, several serious accidents of this nature have occurred lately. The common denominator for the cargos is that they produce toxic gases and/or consume oxygen, for instance due to putrefactive processes.

Below is a summary of some accidents which have taken place over the past two years.



Warning sign

Wood pellets

Wood pellets were unloaded at a Swedish harbour. It had been loaded in North America nearly two months earlier, and the hold had not been ventilated during the crossing. A crew member went down an entrance to open a door to the hold at the topmost landing.

For reasons unknown, he continued downwards and collapsed on the lowest ledge, which was level with the hold deck, where he started to open the bottom door to the hold. Shortly afterwards, a stevedore followed. He sensed that something was wrong, and sounded the alarm. But it was too late. The crew member died. The stevedore survived, but sustained serious injuries. Several members of the rescue crew, the ambulance personnel and the rescue service were also injured due to the dangerous atmosphere.

Readings made in an unopened hold with similar conditions onboard the same vessel showed that the oxygen level was far too low. At the same time, the hazardous gas carbon monoxide (CO) had skyrocketed past the allowed level. A mixture of explosive gases was also detected – the atmosphere was quite simply explosive.

Admittedly, wood pellets are classified as MHB (Material Hazardous in Bulk only), but there are no specific rules for handling the load.

A separate regulation (SJÖFS 2003:10) applies to bulk loads of this kind, which requires a joint inspection of the cargo when it is unloaded, among other things due to the atmosphere. However, this regulation does not apply to this incident, as the vessel in question, according to the definition in the regulation, is not a bulk vessel.

No. 080201-06-17471

Wood chippings and timber

Two similar accidents have occurred on Swedish vessels; however these were carrying wood chippings and timber. In both cases, cleaning equipment such as brooms and shovels were kept in the entrance to the holds, which can be practical as they are easily accessible when cleaning the rooms. However, in these two instances, the equipment was collected while there was cargo in the rooms, or shortly afterwards, and the entrances had not been ventilated for a while.

In both cases, a crew member climbed down to collect the cleaning equipment, but collapsed, probably due to the toxic atmosphere. Both men died.

No. 080201-05-16631, 080201-06-17780

Gasification in oil contaminated water

When unloading a tanker with oil contaminated water, a crew member went to open a hatch to one of the tanks. During the crossing, excess pressure had built up in the tank, and the level of hydrogen sulphide had risen dramatically.

As the crew member opened the hatch, gases flowed out and he quickly lost consciousness. A colleague sounded the alarm.

A present officer took a deep breath and managed to close the hatch. The crew dragged their unconscious friend to a safer environment, which probably saved his life. There was some wind at the time, which contributed to changing the air and alleviating the situation.

No. 080201-06-17819



Timber

Toxic atmosphere in fish hold

A fisherman descended into the vessel's hold and collapsed. A colleague who attempted to help also lost consciousness. A third colleague eventually managed to get them out of the hold, but sustained injuries himself. The two first men died.

The space contained decomposing fish remains, and had been closed for a couple of days without much ventilation.

No. 080202-05-16327

Conclusions

- None of the cargos above, except the oil contaminated water, were classified as dangerous. There are therefore many types of cargo which can be directly perilous without carrying any formal warnings. Further examples include ballast tanks and chain boxes that have been left unopened and unused for a while, in which corrosion or putrefactive processes in the water might use up a lot of the oxygen and form toxic gases. Even the CO₂ spaces may constitute risk areas.

- It is impractical to use closed and unventilated areas to store provisions, particularly if they are connected to the hold.

- Many vessels have procedures describing how to enter closed spaces. The procedures must ensure safety, but also be simple, rooted in reality and practical to follow. If this is not the case, they must be amended.

- Establishing theoretical procedures is the easiest part of safety management. Ensuring that people follow them is more difficult. Supervisors, both on land and onboard, have a great responsibility when it comes to ensuring that the routines are followed.

Iu



Network Tinnitus spreads information

What does Björn Skifs, Roxette and a large number of seamen have in common?

Answer: tinnitus. The recently established Network Tinnitus allows different business sectors to discuss their experiences.

Tore Persson is a doctor at the anaesthesia clinic at Karolinska University Hospital in Huddinge. He was affected by tinnitus during his previous career as a musician, and is the one who has taken the initiative to start up the Network.



“I want to gather the knowledge and experience available in various areas and see if there is any way we can help each other out,” he said at the first meeting, held just before Christmas.

“I want to gather the knowledge and experience available in various areas and see if there is any way we can help each other out,” he said at the first meeting, held just before Christmas.

One in ten suffer with tinnitus

Around the table were scientists, teachers, representatives from The Swedish Union for Theatre, Artists and Media, The Swedish Officers' Association, two music associations, The Merchant Marine Officers' Association and The Swedish Maritime Administration. They all

Scientists looking for tinnitus sufferers

A large research project related to tinnitus is underway at Danderyds Hospital in Stockholm. If you suffer from tinnitus or other hearing-related problems and would like to participate, please contact Ann-Cathrine Lindblad, on e-mail anncat.lindblad@ki.se or phone +46 (0)8 544 966 36.

represented professions that are particularly subjected to noise. Researchers estimate that more than every tenth Swede suffers from tinnitus, a constant ringing and whistling noise in their ears. It cannot be switched off, removed with medication or escaped from in any other way, and most of the sufferers must simply learn to live with the noise.

“We know that approximately 70 per cent of all cases of tinnitus are genetic. We talk about ‘weak’ or ‘tough’ ears: some people are genetically at much greater risk than others to be affected by hearing impairment,” explained Mats Ulfendahl at the Center for Hearing and Communication Research by the Karolinska Institutet in Solna.

Many different causes

Tinnitus can be caused a number of different factors. It can be associated with psychological problems such as nervousness, stress and depression. Sometimes it is a symptom of metabolic diseases or thyroid disorders, and it can also occur in connection with tense muscles, for instance in the jaw. However, many of those affected have developed the complaint after being exposed to loud noises.

Although there is still no cure for the problem, there are many ways of relieving the symptoms: relaxation and stress relief, cognitive behaviour therapy, jaw physiology and the TRT method (tinnitus retraining therapy – counselling and sound stimulation). Which method is used depends in part on what caused the problem.

Linda Sundgren

Increase in suffocation accidents

On 16 November last year, a seaman died and several others were injured, including ambulance personnel, when the door to a hold containing wood pellets was opened after having remained shut over a period of time.

On 19 December a seaman died when entering an unventilated room containing provisions that was connected to a hold which contained timber. On 27 December a seaman and another crew member were poisoned when a tank hatch was opened and hydrogen sulphide flowed out. Both men survived.

HKF transferred

As of 1 January, HKF (the Merchant Fleet's Board for Culture and Leisure) ceased to exist as a separate authority. HKF is now a part of The Swedish Maritime Administration. The Board's activities will continue as before.

New regulations

As of 1 July, four new AFS regulations affecting the shipping trade come into force:

- Use of work equipment, AFS 2006:4
- Use of trucks, AFS 2006:5
- Use of lifting mechanisms and lifting tools, AFS 2006:6
- Temporary passenger lifts with cranes or trucks, AFS 2006:7



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