



THEME: THE WORKING ENVIRONMENT OF CATERING STAFF

On Cinderella people help each other

A fast pace, strenuous work and long working days. However, the atmosphere is good, and the staff on Viking Cinderella is happy with their work and colleagues.

As the vessel leaves the terminal in Slussen in Stockholm, the restaurants open. The guests gather around the tables and wait impatiently to place their orders, while the waiters and waitresses are doing their best to serve food and drinks as fast as possible.

- People are waiting outside when we open. The place can be full fifteen minutes later, and everyone wants to order at the same time, says Veronica Karlsson, an à la carte waitress. The fast work pace here makes it tougher than in restaurants ashore.

It is Thursday evening and relatively quiet, but the weekend is coming, which means more people and more work.

- The customers also want to grab something to eat quickly, so that they can go to the bar for a beer afterwards. This means more stress for us, says Veronica.

On the fore-part of the restaurant deck, you will find a traditional buffet set up. The Swedish food smells good: prinskorv (small sausages) and Janssons Frestelse (Jansson's Temptation). There is a nice atmosphere, and the guests are happily singing and clinking their glasses while the staff zigzags between the tables of the nearly full restaurant. The washing up is piled up in small spaces behind dark blue curtains, then loaded on a trolley which is pushed into the kitchen.

- We are in such a hurry all the time that it is difficult to remember to lift and carry things correctly, says waitress Zandra Fredin while piling up dirty dishes onto the trolley. - But you should do that. I have undergone wrist surgery because of work overload.

Zandra started working in the restaurant

buffet two years ago. - After two years I started feeling the pain. It hurts when I lift things, she says and twirls the operated hand in the air. -My doctor wants me to do something less strenuous, and I suppose I should change jobs. But the thing is I am very happy here.

Zandra pushes the trolley piled up with plates into the kitchen and stops at a light green ribbed belt conveyor onto which she lifts the piles of plates. Because of the big noisy dishwasher, she must raise her voice to be heard. At the other end of the conveyor belt, Ralf Nyberg puts in the dirty dishes at a high pace. Their ears are exposed to the noise of the machine, as the dirty dishes are thrown into the different compartments. There is only one person wearing ear protectors among those working in the washing-up department. Ralf is not one of them.

- They just get in my way, he says with a loud voice. However, after a long shift my whole body feels tired.

He says that he spends about five hours, with a five minute break per hour, continuously putting dirty dishes into the different compartments.

- It's really heavy work and also very stressful. Not everyone is able to work like this. Tomorrow we will have 2,000 passengers and that means loads of hard work.

Partly non-smoking nightclub

The staff on the Cinderella, one of Viking Lines' two vessels under the Swedish flag, work ten days in a row, after which they have the same number of days off. The shifts are about ten hours long, and for the catering staff this means that they will not get much rest. The work is strenuous; however, most of them seem to be perfectly happy with the job and their colleagues. The atmosphere is good, and they help each other out as much as possible. If the à la carte personnel is not very busy, they



Veronica Karlsson, waitress.



Ralf Nyberg, washing-up staff.



Kjell Ehres, intendant.

help the ones in the restaurant buffet and vice versa. In the fish and seafood restaurant, which is connected to the à la carte section, the floor is fitted with terracotta coloured stone tiles, and this hard material is tough on the body. This is where the staff has decided to split the shifts.

- Previously, people could work here the whole evening, however; too much strain put on the knees and back resulted in everyone experiencing pain. Instead, we now split the shifts, and it works out much better, says Veronica.

As time passes, the number of restaurant guests dwindles. Many guests go to the vessel's night club, which extends itself over ->



The non-smoking policy has now been fully adopted onboard.



Anne Tuononen, house-keeping assistant.



Mikael Byström, bartender.

three decks. Around a quarter to eleven, Viking Lines' lively song and dance show begins, and the dark room fills with people, creating a festive atmosphere. Nowadays the vessel has non-smoking refreshment rooms as well as non-smoking cabins and cabin corridors for both the passengers and the personnel. The shipping company has on its own initiative reduced smoking in line with the adoption of a restricted smoking policy last year.

- It was also a general opinion among the staff that something should be done, says intendent Kjell Ehres. - Surprisingly enough, few guests complain, and I believe that we might impose a non-smoking policy on the entire boat, we only need some extra time.

However, in some pubs smoking is still allowed, and on every deck there is a pillar table with an ash tray and a sign saying Smoking permitted in a green neon light.

- It's great to get rid of the smoke, says

Mikael Nyström, who works in the bar in the non-smoking area of the nightclub. Before, my eyes were irritated when the bar was closed for the night, but now I feel much better.

A new day is dawning as the vessel wakes up in a wintry Mariehamn. It is seven o'clock in the morning, and the night club has only been closed for a few hours when the house-keeping assistant Anne Tuononen arrives to do heavy-duty cleaning.

- I always start the day cleaning the nightclub, so that it is clean and tidy when we let in the passengers again at eleven o'clock in the morning. This morning it looked pretty okay, but sometimes there are lots of broken glass and sticky floor surfaces, she says.

- My colleagues and I also take care of the cleaning of the staff cabins, offices and some other areas. The passenger cabins are cleaned by an external cleaning company, which comes onboard when we dock in Stockholm.

Narrow storerooms

After cleaning the nightclub, Anna is off to her small workroom on deck five. Furthest in the room there are desks pushed towards the wall. On these desks, there are many sewing machines and pin cushions. Bunches of zippers hang on hooks, and dark blue uniform trousers and white shirts hang on clothes hangers.

- I and my colleagues take care of mending and changing all kinds of textiles onboard. We take measurements ourselves and alter working clothes, so that the staff does not need to do such things at home during their time off. I do quite a few sewing jobs, and I would say I spend between one and four hours here every day.

Anne says that the job is demanding. Still, she is rather happy with the work environment.

- We have a dialogue with our foreman almost daily about work environment related issues, and he listens to what we have to say, she says.

As the vessel leaves Åland and heads towards Stockholm again, we walk out of Anne's office to have a look at the storeroom for clothes and textiles. She opens the door to a room filled with big laundry trolleys (high steel trolleys) with neat piles of bedclothes and towels.

- The laundry trolleys are a never ending problem, she says. Often a wheel is broken and then the breaks can not be used. Such trolleys can weigh up to 200 kg each, and they are impossible to stop once they are in motion. We try to pack them as tightly as possible so that they will stay still despite the rocking motions of the ship. However, they are a safety risk. The laundry ashore must get better at taking care of them.

We continue towards the clothes storerooms by the stern on deck six. On our way we stop at a key map of the vessel, and Anne points at some narrow, white fields.

- These are my clothes storerooms, she says.

These spaces seem very small, and so they are in reality. Long rows of clothes hang at two levels, with only a space of a few decimetres between the wall and hangers.

- We have our routines as we enter here. I put the keys properly in my pocket. Another thing is that you should not wear any make-up which can make things messy in here. If you happen to wear lipstick, you'd better keep it fixed where it is, she says laughing.

Besides the fact that the space is narrow, the hangers are relatively heavy, and the work involves a lot of heavy lifting, as clothes are hung up or taken down.

- All this is tough for the body, and last autumn I started experiencing tennis arm problems. We have a masseur who is onboard a couple of days a week, and I try to use this service during every shift.

Nevertheless, Anne says that she is happy with her work situation. She can plan her days herself, and no one is questioning what she does. In addition, the work is varying. Of course, many things could be improved.

- I wish that people in newbuildings would pay more attention on those who work behind the scenes. Today, we get the spaces that are left over. Things that cannot be used for other things come to the storeroom, and there is never enough space in here.

The return voyage is quickly over. With the same punctuality as we left the port, we will now dock in Slussen at 3.30 p.m. on Friday afternoon. The passengers are already lining up at the exit so that they can leave the vessel quickly. It is time for the staff to recharge their batteries. In two and a half hours, the vessel will be filled again with new passengers full of expectations.

Text & photo: Linda Sundgren

Welcome to the new SAN NYTT

In Sweden, the shipping business is flourishing more than in several years, and the shipping industry is gaining ground even in Europe. At this stage, it is important that issues relevant to the work environment follow suit, and that is why it is particularly nice to welcome you readers to a new and more extensive SAN NYTT.

The big change is the size. We are going from four to eight pages, which gives us more space to discuss questions more deeply, and also the possibility to deal with more topics. We have also devoted one page to our non-Swedish readers with a summary of the articles translated into English. However, all texts can from now on be read in full in English on our website www.san-nytt.se. Each one of this year's four issues

will focus on a special theme, and in this first issue, we are going to have a closer look at the work situation of the catering staff. Join us on a cruise with the Viking Cinderella and meet cleaners, caterers and washing-up staff. We also visited the European Parliament in Strasbourg and examined the shipping industry within the European Union.

In addition, this year SAN celebrates its 50th anniversary. Because of this, we will have historical retrospectives during the year.

If you have any comments on the gazette, the articles, SAN or the shipping industry in general, feel free to contact us.

Enjoy your reading!
Linda Sundgren



SAN NYTT in 2005.

Good advice helps to reduce injuries

The catering staff is one of the occupational groups that is most exposed to occupational injuries onboard. However, there are methods to reduce these risks.

With around 3,000 employees, the catering staff is the largest occupational group onboard. However, they also belong to the group that is the most exposed to occupational injuries; uncomfortable and awkward postures and being under too much strain are common problems. Ingrid Dahl is an ergonomist and physiotherapist at the Company Health Service, Feelgood, Hamn- och Rederi in Göteborg, and she sees kitchen staff as well as waiters, waitresses and cleaners at her practice.

- The work environment onboard is very special, since the spaces are often very narrow, even those for the catering staff, she says.

A fundamental measure to prevent injuries is to have good working methods. If you know how to be gentle to your body,



Ingrid Dahl, ergonomist and physiotherapist.

you are likely to avoid injuries throughout your occupational life.

- Many of the employees need assistance in acquiring good work techniques, which is not an innate ability. According to the Work Environment Act, it is the employer's responsibility to make sure the personnel learn to perform their duties correctly from the beginning, says Ingrid Dahl.

However, good work techniques are not always enough to prevent injuries. The work organisation may also need to be reviewed. To introduce work rotation and let the staff switch tasks with each other in order to balance the load on the body may be a solution. Another solution is work enlargement.

- Carrying plates ten hours in a row is not to be recommend. Instead, the staff should try to find other tasks in between to vary the work. If you do not have time to interrupt the repetitive work and do something else at times, then it is rather a manning related issue, says Ingrid Dahl.

Anyone who spends most of their working hours in walking or standing positions needs good shoes. They should be comfortable and flexible and at the same time support the foot.

- Without good shoes, there is a risk of creating unnecessary strain on knees, hips and back. Nowadays shoes are both functional and pretty and there are even "dressy" shoes with steel toecaps, says Ingrid Dahl.

Your legs may also need extra support, in which case compression socks may be a good solution.

- It is important that they fit well and that the compression is not too firm. Take



Healthy living habits also improve health at work. Photo: SSTs archive

measurements of your legs and ask for assistance when purchasing these kind of socks, says Ingrid Dahl.

The fact that the space is constricted in storerooms and other work areas onboard forces you to lift heavy objects simultaneously with straining muscles and joints – a combination of injury hazards. However, there are tools which can help reduce the load on the body.

- In stores you can find devices that help you lift clothes hangers up and down at great heights. By using such aids you may prevent stretching your muscles and joints.

To prevent injuries it is also important to take care of yourself. Healthy living habits may also be a physical and mental strength. It is also important to make use of the existing means onboard.

- As an employee it is your own responsibility to keep yourself fit enough to be able to perform your work tasks. During your time off, you have to maintain stamina, strength and flexibility, within reasonable limits of course, says Ingrid Dahl.

Linda Sundgren

THE CHAIRMAN IS SPEAKING

Looking ahead

Half a century has passed since SAN saw the light of day. During the past fifty years large improvements of the working conditions onboard have been made and the seafarers' life has become much safer, even though we are facing new challenges all the time. In connection with our anniversary we can offer you a new and enlarged edition of SAN-Nytt – enjoy it! We have also established a yearly SAN-prize, which hopefully the whole of the industry as well as the individual seafarer will benefit from. The award, which is a fully-sized SAN-flag, will reward good ideas and initiatives within the area of work environment, or safety enhancing issues in general.

SAN will this year focus on noise and

vibration issues as well as IT/communication and the possible problem areas associated with those issues. Shore leave for seafarers, be it for purely social reasons or for pressing needs such as a doctors appointment etc, continue to be a problem within the industry. At the last STW (37) a very unusual “competency” requirement was inserted for the PFSO (Port Facility Security Officer) training, namely “Within the provisions of national legislation the PFSO should actively facilitate shore leave for ships personnel or personnel changes, as well as visitors to the ship, including representatives of seafarers welfare and labour organizations.” The text is, of course, based on conference resolution 11 of the ISPS Code as well as excerpts from the FAL Con-

vention. Hopefully this requirement will make the port authorities ease up on the restrictions in the future to come, the sooner the better. Sadly enough, IMO legislation has a tendency to drag on forever before actually being implemented. Let's hope that is not the case this time.

Finally, I wish you a safe and prosperous 2006. Don't forget that each and every individual counts when it comes to creating a safe workplace - we can all contribute!

Pieter Sprangers
Chairman/SAN



50th anniversary

Being macho is more important than safety



Sven Sandström

On a cold day in January in 1953, Sven Sandström signs on the Tidaholm in the Värthamnen harbour in Stockholm. He had been awarded a captain's license in

Göteborg a month earlier and this was his first position as an officer.

- I really enjoyed getting onboard and working as a mate. However, the other officers did not have much time for a new fellow, and all in all I had to manage everything myself. I had to make inventories of the lifeboats, and yet I had no real list of

what they should contain. Therefore I could only make sure that the things in there were okay.

However, Sven had been an apprentice on similar ships for a couple of years and quickly made himself at home. He had a friendly relationship with the crew and officers, and the food was good, varying and abundant. Officers and crew had separate messes. The captains had their own servants, whereas the rest of the crew had to fetch the food themselves.

- In some ships, the kitchen was amidship, whereas the crew's mess was by the stern. They then had to cross the deck with the food, and if the weather was bad, the food could get wet and cold.

Port stops lasted from half a day to a week, and there were some thirty people onboard. At sea there were three men on the bridge: the officer on duty, a helmsman and a lookout. In addition, there were those on watch who among other things had to run errands. Since most of the work was performed manually, it was both heavy and demanding. The Tidaholm was a freighter that carried a lot of different goods and during loading and unloading, there were piles of dunnage (boards and planks) on deck, as well as reedmats and tarpaulins which were used to separate the goods sections in the cargo holds.

- We had three or four hatch ways running at the same time, and people moved about in all directions. At the same time, winches and loading cranes with cargo were swinging to and fro above your head all the time. The environment was dangerous, and I witnessed several fatal accidents, where men were squashed flat by falling cargo or fell down into the cargo holds.

Safety thinking had not taken root, and caution was not a priority among seamen, says Sven.

- We were macho people, and while painting it was common that people were just randomly trying to cling to something for support with one arm as they were painting with the other. As a result, there also were many accidents.



The Tidaholm was launched at Eriksberg shipbuilding yard on 25 May 1943. The photo was taken the same year. Photo: SSTs archive

Linda Sundgren

The European shipping industry is on the increase



The EU countries want to strengthen the shipping industry together.



Michael Lund, , the Danish Shipowners' Association in Brussels.

Less cargo transport by road and more by sea. This is an explicit goal within the European Union. However, expertise in shipping and navigation among politicians in the European Union is deficient.

Nearly ninety per cent of the external trade of the countries in the European Union and more than forty per cent of the trade of goods within the EU are transported by sea. And the aim is to increase shipping even further.

- We must get the cargo off the roads and focus more on sea-borne transports. Above all, we need to develop the port activities where the different transport modes meet and where transshipment of goods take place, says Ewa Hedkvist Petersen, EU parliamentarian and member of the Committee on Transport and Tourism.

She speaks with commitment and enthusiasm as we meet over a cup of coffee in one of the bars of the Parliament buildings in Strasbourg, France. Nevertheless, as the discussion leaves the issue of ports and moves

on to vessels and the onboard environment, there is a lack of expertise. Still, she has been working in the Committee on Transport and Tourism since 1999, and many areas that deal with safety at sea fall within the European Union's area of competence.

- Shipping-related issues are rarely discussed in the Parliament, and when they are debated, they often are associated with a disaster, such as the Erica or the Prestige. And even then, it is more about technical issues and rules, she says.

One of those who confirms the picture of declining expertise in the shipping industry among politicians in the European Union is Michael Lund, a representative of the Danish Shipowners' Association in Brussels. In competition with 15,000 other lobbyists in the capital of the EU, he tries to bring up the shipping industry on the agenda.

- Parliament members are very specialised in their own fields, and few have a comprehensive picture. Mostly it only is someone in a Committee that really has expertise on a topic, he says.

Michael Lund feels that the distant role of the shipping industry in the politics of the European Union is partly due to the fact that it has no natural place in the everyday life of the EU citizens.

- The ports are situated far from the cities, and they are a world of their own. What happens on the roads is much more visible and also gets more attention.

A comprehensive and uniform view

Another representative of the European shipping industry is Lennart Simonsson, Managing Director of Broströms, who has



Ewa Hedkvist Petersen, Member of the European Parliament.

also been the president of the European Community Shipowners' Association, ECSA for just about six months. He, too, wishes that there was more focus on the shipping industry within the European Union.

- Shipping-related issues are of no great interest to the Swedish members in Brussels. It is probably partly because the advocates of the industry have not been aggressive enough. However, I see a comprehensive and uniform view of shipping issues between us and the Commission, and I believe that the shipping industry will have a more prominent position in the future.

Text & photo: Linda Sundgren

On a regular basis, the Maritime Safety Inspectorate publishes information on incidents as well as reports that the shipping industry may find interesting.

Below is a selection of items from the latest report. The texts are also available in unabbreviated form on the Swedish Maritime Administration, www.sjofartsverket.se, under the heading Maritime Safety Inspection.

Deficient plan led to a collision with a bridge

A floating crane was to be moved to one of our biggest cities. The mission was performed by the crew on a towboat. The mate manned the crane, which was equipped with propulsion machinery, and the towboat helped out with the pushing. Without any real planning, the shortest way to the destination was taken. It led under a very busy road bridge with far too low headroom. The crane collided with the bridge. As a result, the top of the crane as well as the bridge were seriously damaged. Apart from the fact that the rules concerning crew members, authorities and certification were not followed onboard, there was no pilot onboard, despite requirements to use a pilot. It is likely that with a pilot on board, this accident would never have happened.

Iu dnr 080201-05-17033



Death caused by lack of oxygen in a closed space

Another fatal accident probably caused by a lack of oxygen in a closed space has occurred on a Swedish vessel. The cargo consisted of logs. That day, the cargo holds had not yet been opened. The hatches were being cleared after unloading the deck



cargo. One of the able seamen who had been clearing hatches left the hatch, probably to change brooms. Shortly thereafter, a colleague found him lying in a lift pit. Even though equipment was quickly procured and the staff managed to get him out of the pit and started resuscitation efforts, he was later pronounced dead by the doctor who had responded to the alarm. In the lift pit, a manhole to the cargo hold was found. The manhole was closed, however. There was a fan in the bulkhead between the pit and the cargo hold, and the fan opening was not sealed. The door to the lift pit had been open for about 2 hours. It had a warning sign in many different languages.

It is probably impossible to give warning about the danger caused by a lack of oxygen in closed spaces. This phenomenon may occur among others in connection with a putrefaction process or at corrosion. Make it a habit to always use a gas meter.

The regulations of the Swedish Work Environment Authority AFS 1993:03 apply.

Also see the article in the gazette Sjöbefäl 8/2005.

Iu dnr 080201-05-16631

Thinking does not always mean doing

Recent accidents have brought in the foreground questions about routines and the tendency to follow old practices. In one case, a vessel was on its way to a port it had visited many times. At the harbour entrance, there was a clearing mark like a stamp to a ground area. The vessel entered a little outside the clearing mark and into the area of shoal waters. The master thought the vessel would be safe despite the small margins. However, the vessel touched bottom and later had to be taken out of service for repairs. The master was very experienced, both in the port and on the vessel. Nevertheless, he had been working on another type of vessel for a long-

er period before the accident. In the other case, a vessel reversed from a port to turn and leave between the pierheads. A cross-wind combined with a too strong reverse motion made the vessel go too far to the other side, and it touched one of the pierheads. The body of the vessel was torn open and had to be taken out of service for repair. The master was very experienced in the port but relatively new in his position on this very vessel. There are certain common factors in both cases. The masters had on the one hand comprehensive routines in the ports, and on the other, they had been working over a longer period on other vessels totally different concerning draught, speed and manoeuvrability before the accidents. The experiences from the other vessels may to a certain extent have unconsciously affected the masters in their decisions. The Maritime Safety Inspectorate wants to draw attention to these problems which need not to be limited to manoeuvrability and performance of vessels but can be applicable in other contexts as well. Carefully and well considered training periods or "on-the-job training" combined with simulator practices should reduce the risks of these kinds of accidents.

Iu dnr 080201-05-17202, Iu dnr 080201-05-15497

Count on the squat effect

A vessel entered an area of shoal waters which, according to the sea chart, should have been deep enough for the vessel to be safe, even if it did not allow any margins. However, what was overlooked was the squat effect. The vessel touched bottom and had to be taken out of service for repairs. As in recent time there has been a number of cases where the squat effect was decisive for touching the bottom, the Maritime Safety Inspectorate suspects that there is not a total awareness of this phenomenon onboard. There are a number of theories and methods to calculate the effect. However, what is common for all of them is that the vessel draught increases with the speed. The increase of the vessel draught may vary, according to the different theories. However, it is clear that in extreme cases it can be a matter of several metres! Thus, it is of significance whether the vessel is in waters with small margins or not. The draught shown in the sea chart is not always exact; in addition, the configuration of the sea bottom may in some cases change.

Iu dnr 080201-05-15497

Work environment inspectors onboard

On the 1st of January, the Swedish Work Environment Act on shipping regulations came into force. New responsibilities are awaiting the shipping inspectors. The Swedish Work Environment Authority is helping out with incorporating new routines.

- As a matter of practice, the shipping and navigation industry has not got as far as the ground-based industry when it comes to issues regarding the work environment, and we need some help to get started, says Jan Borgman, head of the Maritime Safety Inspectorate in Göteborg.

Within the Maritime Safety Inspectorate the incorporation of the new regulations has started. There are different opinions on how extensive the change of the regulations of the Work Environment Act will be. However, it is clear that this is about a restriction. Initially, the shipping inspectors will be assisted in the work environment inspections by inspectors from the Swedish Work Environment Authority.

- The rules are very comprehensive, and it is impossible for us to go through everything right away. The Work Environment Authority inspectors are experts in the field, and it feels good to have them accompanying us onboard, says Roy Andersson, shipping inspector in Göteborg.

"Hard pressure on the crew"

Jonas Pehrson, at the Swedish Work Environment Authority in Göteborg, is one of the inspectors who is going to assist the shipping inspectors. His background includes 10 years of experience at sea; he is a sea captain and is highly competent in the onboard environment.

- If the shipowners follow the Act, there will be important changes, especially when it comes to ergonomics where many things are done manually today, including lifting heavy things in narrow spaces and on small ladders. When it comes to for example handling chemicals, the requirements imposed by the Swedish Work Environment Act are also much more rigorous than those which previously applied to shipping and navigation.

Even in the inspection area of the Swedish Maritime Administration in Stockholm and Malmö, people are going through and incorporating the new work environment regulations. It has also been pointed out that the shipowners have the greatest responsibility in making sure people apply the regulations.

- The Shipping companies' awareness



Work environment will be inspected in separate campaigns. Photo: SSTs archive

of the regulations varies a lot. A lot of smaller companies are only vaguely aware of what the regulations are about, says Joakim Heimdahl, head of the inspection in Malmö.

The Work Environment Act already came into force onboard in June 2003. However, it is only this year that the shipping regulations have been finalised and thus are ready to be launched. In this connection, the individual work environment areas will be reviewed extra carefully, and some lead campaigns are being planned. This year systematic work concerning the work environment as well as the handling of chemicals will be reviewed.

- A lot of documentation, risk analyses and records are required when using chemicals, and it is a Government requirement that we look closer at the handling, says Ronny Fast at the Swedish Maritime Administration who has been responsible for the revision of the regulations.

- We will put some hard pressure on the crew so that they will get started. However, not everyone is happy about this; the crew is already busy onboard. However, we will proceed slowly and do not expect that everything should work out perfectly at once, says Ronny Fast.

In the spring, we also plan to extensively inform those concerned of the full meaning of the new regulations

Linda Sundgren

Would you like to know how the Work Environment Act affects your shipping company or your workplace? Contact any of the following people at the Swedish Maritime Administration: Bo Wallgren, Mikael H Andersson or Ronny Fast. Exchange number: 011-191000

~ IN SHORT ~

More deaths in the Swedish waters

Last year, 26 people died within the areas of responsibility of the Swedish Maritime Search and Rescue. That is an increase of eight people compared to 2004.

Port Directive voted down

A new port directive which was supposed to increase the competition in the European ports was rejected by the European Parliament in a vote on 18 January. Having free competition for example in cargo handling was seen as a safety risk on one hand, and on the other as a threat to the port workers' security of employment.

Swedish vessel detained

Last year, 732 port inspections were carried out in Sweden. Deficiencies were discovered in 190 cases, and eleven vessels had such serious deficiencies that they were detained. During the same period, 337 port inspections were carried out on Swedish vessels in the Paris MOU region which consists of the EU countries, Croatia, Iceland, Norway, Canada and Russia. Of these vessels 144 had deficiencies. One was detained.



SAN NEWS

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