



## **Recent Developments and Experiences**

Background information for ITSA Member States prior to the May 2021 Microsoft Teams tele-conference

State: Finland

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### **Introduction**

As for the entire world, year 2020 has been somewhat challenging. In terms of SIAF, the reduction of commercial air traffic for example has had an impact on the number of investigations on the one hand and on the other the cases SIAF has investigated, have been mostly related to general aviation. SIAF transferred to full telework on 17 March 2020 and has been teleworking since. Only some compulsory visits to the office have been permitted. SIAF has revisited its plans for preparedness and things have run smoothly. Overall, it has been business as usual. No COVID-19 cases have been reported among permanent staff or our group of experts. According to an annual Reputation & Trust analysis (T-media), SIAF was ranked third (2019) and fourth (2020) among public sector organizations in the past two years. Finally, SIAF has also been able to continue its internal development work in the fields of methodology, staffing practices, employer image and public shaming for example.

### **Major Organisational and/or Staff Changes**

SIAF continues telework due to COVID-19. Only compulsory visits to the office are permitted on a case by case basis. SIAF has been able to man and equip all experts throughout the pandemic. Overall, the telework has not affected SIAF's basic functions or investigations. SIAF's COVID-19 recommendations are revisited biweekly.

A new investigation branch, under the heading "Healthcare", has been established as of 1 April 2021. Social- and healthcare accidents incidents fall within this new branch. A new Chief Investigator has been hired and she will start on 1 June 2021.

### **Budget Issues and/or Legislative change**

- IMO audit is planned in Finland for 2022.
- A new amendment to Directive 2009/18/EC on the investigation of accidents in the maritime transport sector is in preparation. Country hearings/interviews (Finland) are expected to take place during late spring/early summer 2021.

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### Case Studies and Challenges

- **COVID-19 investigation** (first half of 2020): expected to be published by the end of June 2021. Special emphasis is placed on the State's preparedness to face major threats/disasters. COVID-19 has been the single most challenging threat our world has faced since WWII and we do not have common practices nor criteria to investigate this. This raises some questions: 1. We are mostly talking about safety investigation related to the field of transportation – how does this fit to COVID-19 investigation and/or healthcare investigations, fire safety, structural failures and collapses in building industry etc. Finland would welcome a discussion on these investigations that fall within our multimodal investigation structure. We believe that we could gain from these common practices in terms of pre-emption and lessons-learned from investigating the functioning of rescue services.
- **Estonia-led Preliminary assessment on M/V Estonia** accident continues. Finland has agreed to facilitate where it can.

### Recommendations/Issues of Global Concern

- The investigation of road accidents is organized differently in different countries. Would it be possible to find some common ground? There has already been an initiative at least at Nordic level where safety investigation authorities work together with car manufacturers. Finding a common ground would be a win-win for both parties as 1. car manufacturers would gain information for product development 2. safety investigators could access information on vehicle data (recorded data) and information on vehicles and their development.
- Related to the above, but not fully the same: the Nordic countries have noticed a lack of safety in bus traffic eg. in terms of safety belts (type and usage), and in how buses are built – esp. their front part and also in bus operators' safety management practices. It has been difficult to make a case for this and get relevant bodies to pay heed to this.
- Safety recommendations: how do we communicate these so as to better get them through and get a wider audience to notice this?

### Additional Information

N/A

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