



Recent Developments and Experiences

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

State: **Sweden**

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Introduction

The teleworking continues because of the pandemic. There are government regulations stating that in general work should be performed from home. There is however no formal prohibition from going to the office premises when needed. We have been able to continue to deploy domestically to accident sites and the processing times of investigations have only been affected marginally. Many tasks can be performed from home and there are good experiences as well as bad from this forced digitalization.

The quality of some types of meetings get lower when held via video, for example meetings with witnesses or next of kin. For a multimodal authority it is also clear that even if video meetings can be used to a large extent, the teleworking has some negative effects. For a multimodal authority it is harder to unite the personnel in different fields and to take advantage of knowledge in other departments.

We are planning to get back to office premises after summer and the experiences of the last year will probably change some of our working methods.

Major Organisational and/or Staff Changes

One of our chairs of investigation has left for a new job and one is on leave. During a few months their positions have been vacant leaving only two chairs on duty. This has caused a high workload for the remaining chairs. Two new chairs of investigation have now been recruited.

Budget Issues and/or Legislative change

The budget can generally be said to be untouched. Due to a specific maritime investigation (see below) the authority has been granted additional funds corresponding to 50 percent of the original yearly budget.

Case Studies and Challenges

An aircraft accident with nine fatalities (8 parachutist and a pilot) has been investigated. The final report was published in September 2020. As all fatal accidents with many casualties there have a number of challenges in the investigation. The report has been well received by the industry, the CAA and the next of kin. There are however some difficulties to get acceptance from the European Aviation Safety Agency (EASA). We have among other things recommended specific training of pilots involved in parachute activities. This kind of operations can be performed under two different regulatory procedures. EASA is arguing as it was a special operation and therefore no need of further training. In reality most parachute operations in Sweden are performed as non commercial flights leaving most of the responsibility to the specific pilot also in matters of his or her own education and training.



New information has emerged concerning the sinking of the passenger ship Estonia in the Baltic Sea in 1994. 852 persons died in the accident. Due to the new information Estonia, Finland and Sweden has initiated a preliminary assessment in order to establish if the new information might materially change the analysis and conclusions in the old report and if it should therefore be reopened. New underwater examinations will be performed. The wreck is legally protected and national legislation in Sweden and Finland will have to be amended in order to allow the new examination. The situation is also highly political. Many survivors and relatives to the victims have not been satisfied with the former investigation and the decisions and actions taken by the government at the time of the accident.