

5 SAFETY RECOMMENDATIONS

5.1 Development of risk assessment

The Defence Forces have developed their risk assessment with regard to exercises, but this work is still in progress. The current risk assessment form does not encourage naming identified risks, but these are evaluated by predetermined risk type (e.g. land or sea traffic accidents). If the risks involved in exercises are not identified and named, it is difficult to control and warn troops on exercise.

The Safety Investigation Authority recommends that

The Defence Forces develop the risk assessment of exercises in order to identify the actual risks and name those which are identified. [2018-S20]

For example, local risks associated with transport should be identified.

5.2 Improving the safety of the most dangerous level crossings

Repairs of level crossings have not always focused on the most dangerous level crossings.

The Safety Investigation Authority recommends that

The Finnish Transport Agency and the Finnish Transport Safety Agency ensure that resources are allocated to improving the safety of, or removing, the most dangerous level crossings. [2018-S21]

When level crossings are removed, passage between several level crossings close to each other should be planned via a single safe connection.

5.3 Improved usability of seatbelts and monitoring usage

Seatbelts in the cargo space seating modules of the Defence Force's high mobility terrain vehicles are difficult to use for soldiers in combat gear. The use of seatbelts is not effectively monitored. There are guidelines on the use of seatbelts and the monitoring of such use.

The Safety Investigation Authority recommends that

The Finnish Defence Forces develop seatbelts in cargo space seating modules so that they are easier to use, and enhance their monitoring of the use of seatbelts. [2018-22]

5.4 The establishment of an operational area command by the authorities should be routine

An operational area command (OAC) is not necessarily established close to the scene of an accident by the authorities, even in the case of major accidents. The threshold for establishing such a command should be lower.

The Safety Investigation Authority recommends that

*The Ministry of the Interior ensure that an operational area command (OAC) is set up by the public authorities in the case of long-term or exceptional multi-authority tasks.
[2018-23]*

An OAC is the only effective arrangement for managing a situation involving multiple authorities/actors.