

UNECE Inland transport navigation security Workshop

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Questions raised by the UNECE

1. How governments define safety and how security ; the importance of safety and security issues for them
2. Are there national or regional/international mandatory security requirements (in addition to existing safety requirements), who is responsible for them and who monitors
3. Requirements of mandatory training on safety issues (content of educational programmes)
4. Existing safety management systems for shipowners, operators, their certification, if any
5. Existing safety management systems for shipowners, operators, their certification, if any
6. What safety elements can be used also for security purposes



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How governments define safety the importance of safety and security issues for them

Safety in navigation, determined by i.e. fairway conditions and the technical conditions of the respective vessels and the waterway infrastructure and the

Personal safety of the individual crewmembers determined by personal safety equipment and individual behaviour.

There are some known safety related issues that the sector is aware of (less a lack of navigational safety but more personal safety – safety awareness). This safety awareness is, at least to our understanding not that developed and the cause for a considerable number of incidents in the European IWT.



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Requirements of mandatory training on safety issues (content of educational programmes)

Requirements covered by the existing competence tables (STCIN).

Right now, the only mandatory safety regime in IWT is the ADN and these courses are only necessary if one is working on vessels that carry dangerous or hazardous goods.



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Existing safety management systems for shipowners, operators, their certification, if any

A number of IWT specific official safety management regimes are in effect.
(i.e. the certification regime in place within the CCNR states, which requires a periodical (5 year) inspection of all vessels with a focus on work and navigational safety)

Additional Internal regimes, implemented by shipping companies and/or terminals that meet the safety demands for such operators.



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Research on IWT Incidents in western Europe

Invitation by the European Commissions DG MOVE to provide data related to safety issues in IWT in order to support a second impact assessment

Challenge: No reliable statistical data – Quantitative research was necessary

Research based on public sources (newspapers, IWT related internet content, etc)

Focus on central Europe (Austria, Belgium, Germany, The Netherlands, Switzerland)

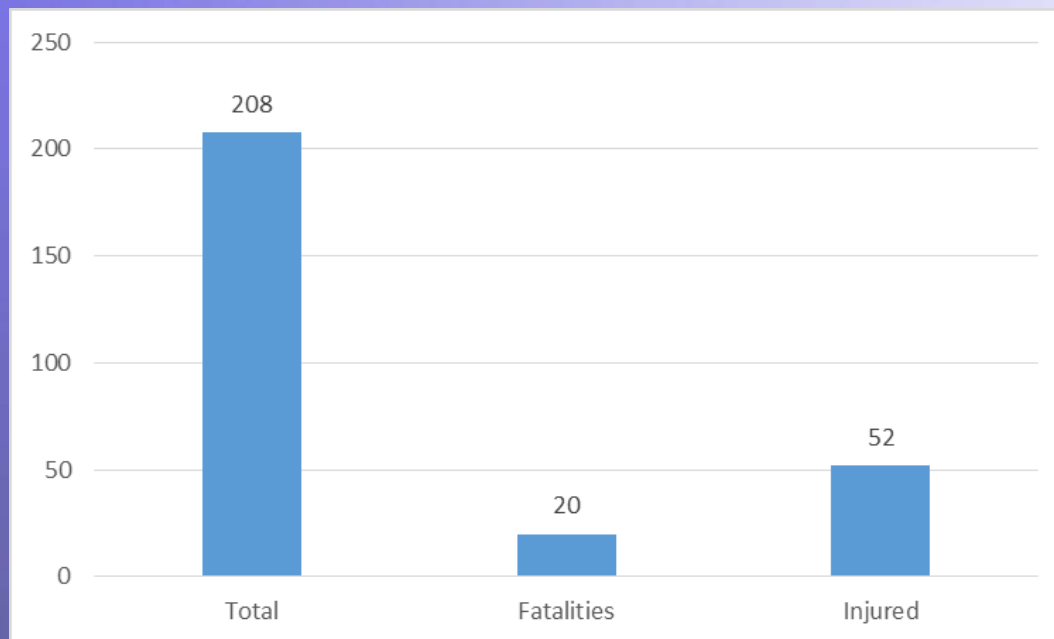
Findings could not claim to be absolutely complete - but a verifiable overview was available for the first time



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Major IWT Incidents 2014* (excerpt)



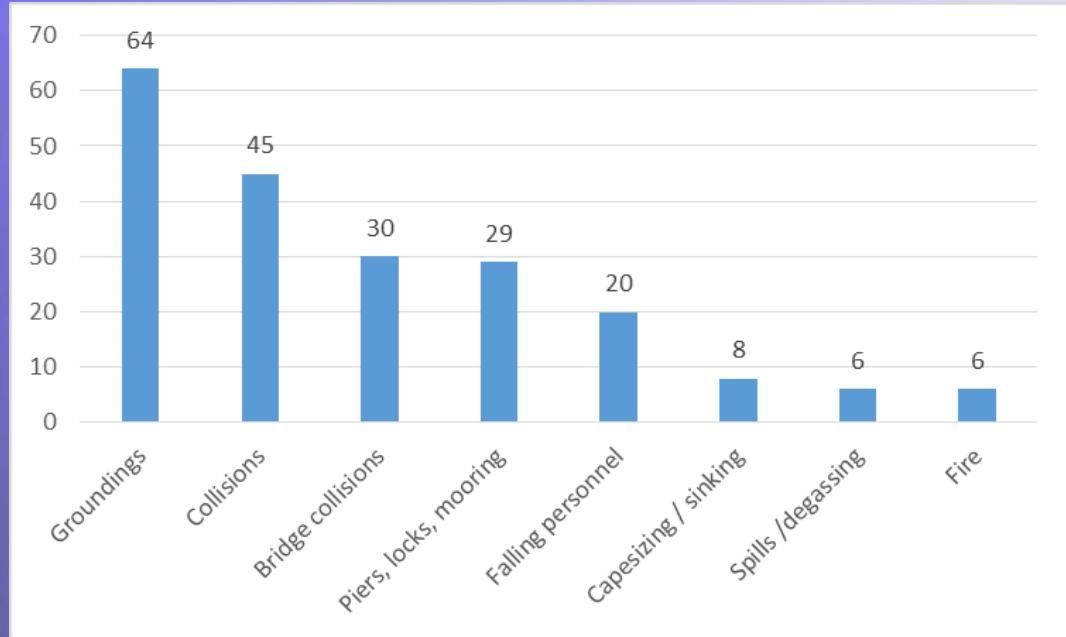
* MAH 2015



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Major IWT Incidents 2014*
(excerpt)



* MAH 2015



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IWT Incidents in western Europe (findings)

The vast majority of incidents in IWT draws only little attention

BUT: no fully developed safety culture (as in the Maritime Industry)

Ca. 80% of all incidents are caused by human failure and misconduct
(i.e drowning due to missing safety vests/ stability whilst loading)

The lack of a common language is a major issue



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IWT Incidents in western Europe (main conclusions)

IWT still remains the by far safest mode of inland land-transport in comparison to road and rail transport

The development of an enforced developed safety culture is desirable

A harmonized/standartized register of incidents and accidents in IWT is needed

One common language could help to prevent numerous incidents
(this language is already developed – RIVERSPEAK)



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How governments define security and the importance of security issues for them

Security-complex hasn't been on the widespread agenda of the sector.

Some subsectors for which security has more relevance when it comes to shipboard security and cargo/terminal protection:

- The transport of dangerous goods,
- The transport of goods that are relatively valuable and/or easy to resell (Consumer goods in Container transport/Gasoline/Diesel etc.)
- Passenger transport.

The potential terrorism threat has not yet been determined. It is most likely not as high as for air and sea transport



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Are there national or regional/international mandatory security requirements

Currently no IWT specific official security management regimes are in effect.

Internal security regimes, implemented by shipping companies and/or terminals, that meet the security demands for such operators are certainly existing.

Numerous companies in more sensitive branches of the sector like tank terminals and river cruise lines have internal security policies.

Before getting into an official discussion on this subject with the stakeholders it would be necessary to perform an in depth assessment for the different branches sector on potential security risks and how to face them (cost) effectively.



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Requirements of mandatory training on security issues (content of educational programmes)

A precondition for a mandatory security training would be the definition and implementation of a binding security regime

Once an agreement on such measures is completed, a training and certification regime could be implemented and translated into training and certification standards such as those in effect within the IMO regime

A training and certification regime could (if needed) be covered by a number of additional yet still to develop STCIN competence tables



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What safety elements can be used also for security purposes

This subject needs further investigation and additional involvement of the responsible authorities and stakeholders!

(We would appreciate a discussion on this subject)



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Conclusion

In general IWT still remains the by far safest mode of inland land-transport in comparison to road and rail transport. Improvement in terms of safety and security is nonetheless not only desirable, it is necessary.

The focus of such improvements should be rather safety than security due to a potentially underdeveloped safety culture throughout the sector.

Security is nonetheless an issue in IWT - but rather for a number of subsectors of the branch with elevated security needs.



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Thank you very much!

Большое спасибо!



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