Developing a safety culture in western European IWT – The revising process of the directive 96/50/EC

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EDINNA is a educational network of European inland waterway navigation schools and training institutes.

The EDINNA association recognizes that all members use the same European waterway system and have a different background in various educational systems.

Aim of EDINNA: coming to a more structured cooperation and establish a harmonized and comparable system of education, training and certification.

Exchange of students and knowledge between the several members.

Participation as much valued Expert in several European and International programs aiming on IWT education and training.

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Members and Associated Members of EDINNA

27 IWT educational institutions from all over Europe and beyond

(i.e.) the Makarov State University for maritime and Inland Shipping in St. Petersburg

11 associated Members (Public Administrations, Associations, Unions and Universities)

(i.e.) the European Transport Workers’ Federation (ETF)

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Wasserstraßenkarte Europa

UN/ECE-Klassen:
- VII
- VI, a, c
- V, b
- IV
- III
- II
- Sonstige

Häfen:
- Bedeutend
- Sonstige

Städte:
- Hauptstadt
- Sonstige
- Staatsgrenze

Schleuse
- Hauptstadt
- Sonstige
- Kilometerierung

© vis dinou 2003
Harmonization in IWT – Main challenges:
No European standards

The IWT sector is not organized according to comparable patterns throughout Europe (Huge differences between eastern and western Europe)

There is no overseeing organization like the IMO or binding safety regimes like SOLAS in western European IWT

Right now, a mutual recognition of professional certificates throughout the western and central Europe is widely realized

There are still no common standards and solemnly national control on the implementation of any IWT related regulation by the different European IWT countries.

There is still no common language on the western and central European Waterways.

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Aim: Implementation of a mutually recognised Regime for IWT crews on the European interconnected waterways (current legislation aims solemnly on boatmasters).

Streamlining the legal framework in professional Qualifications in order to ensure workers mobility and a high level of safety in navigation.

Defining the professional qualifications and competences in inland navigation according to defined Competence tables.

Standards for competencies and qualifications on ML and OL incl. required experience and method of demonstration.

Revision of the directive 96/50/EC

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Revision of the directive 96/50/EC

Work on the revision was conducted by DG MOVE with support of a “common expert group (CEG)” and finalised mid 2014.

First attempt of the EC Impact Assessment for a revised 96/50/EC failed.

The Assessors were not convinced about the impact on navigation safety.
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)

- Groundings: 64
- Collisions: 45
- Bridge collisions: 30
- Piers, locks, mooring: 29
- Falling personnel: 20
- Capsizing / sinking: 8
- Spills / degassing: 6
- Fire: 6

* MAH 2015
### Major IWT Incidents 2014*

(excerpt)

<table>
<thead>
<tr>
<th>Location</th>
<th>Incidents</th>
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<tbody>
<tr>
<td>Rhine</td>
<td>63</td>
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<tr>
<td>Danube</td>
<td>25</td>
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<tr>
<td>German canals</td>
<td>18</td>
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<tr>
<td>Port of Hamburg</td>
<td>10</td>
</tr>
<tr>
<td>Elbe river</td>
<td>9</td>
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<tr>
<td>Scheld river</td>
<td>6</td>
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<tr>
<td>Weser river</td>
<td>6</td>
</tr>
<tr>
<td>Main-Danube canal</td>
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<td>Maas river</td>
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<tr>
<td>Neckar river</td>
<td>5</td>
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<tr>
<td>Ijssel river</td>
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<tr>
<td>Em river</td>
<td>4</td>
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<tr>
<td>Amsterdam-Rhine canal</td>
<td>3</td>
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<tr>
<td>Hunte river</td>
<td>3</td>
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<tr>
<td>Port of Amsterdam</td>
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<tr>
<td>Lake Constance</td>
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<tr>
<td>Scheld-Rhine connection</td>
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<td>Belgian canals</td>
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<td>Moselle river</td>
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<tr>
<td>Lek river</td>
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<td>Port of Amsterdam</td>
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<td>Lake Zürich</td>
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<td>Lake Geneva</td>
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<td>Pinnau river</td>
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<td>Lake Pionisei</td>
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<tr>
<td>Port Moerdijk</td>
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<tr>
<td>Kiel Canal</td>
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</tr>
</tbody>
</table>

* 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
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/standardized register of incidents and accidents in IWT is needed

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

Second Impact Assessment finally succeeded in summer 2015

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IWT Incidents in western Europe
(Observations since 2014)

Accidents in IWT are still relatively rare!

We observed a significant increase of Bridge collisions over the past years
(some with deadly results)

Possible explanation:

Vessels are build higher and even fit under some lower (and older) bridges with lowered wheelhouse and with very little space even under optimal conditions

Crews get more easily distracted by (consumer)-electronic like PC’s and TV in the wheelhouse

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Thank you very much!