

# 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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Map of the European inland waterway network – Carte du réseau européen des voies navigables – Карта европейской сети внутренних водных путей



**LEGEND**

**INTERNATIONAL RIVERS**

- Blue line: International river
- Green line: National river
- Purple line: Inland waterway
- Red line: Canal
- Black line: Other

**WATERWAYS**

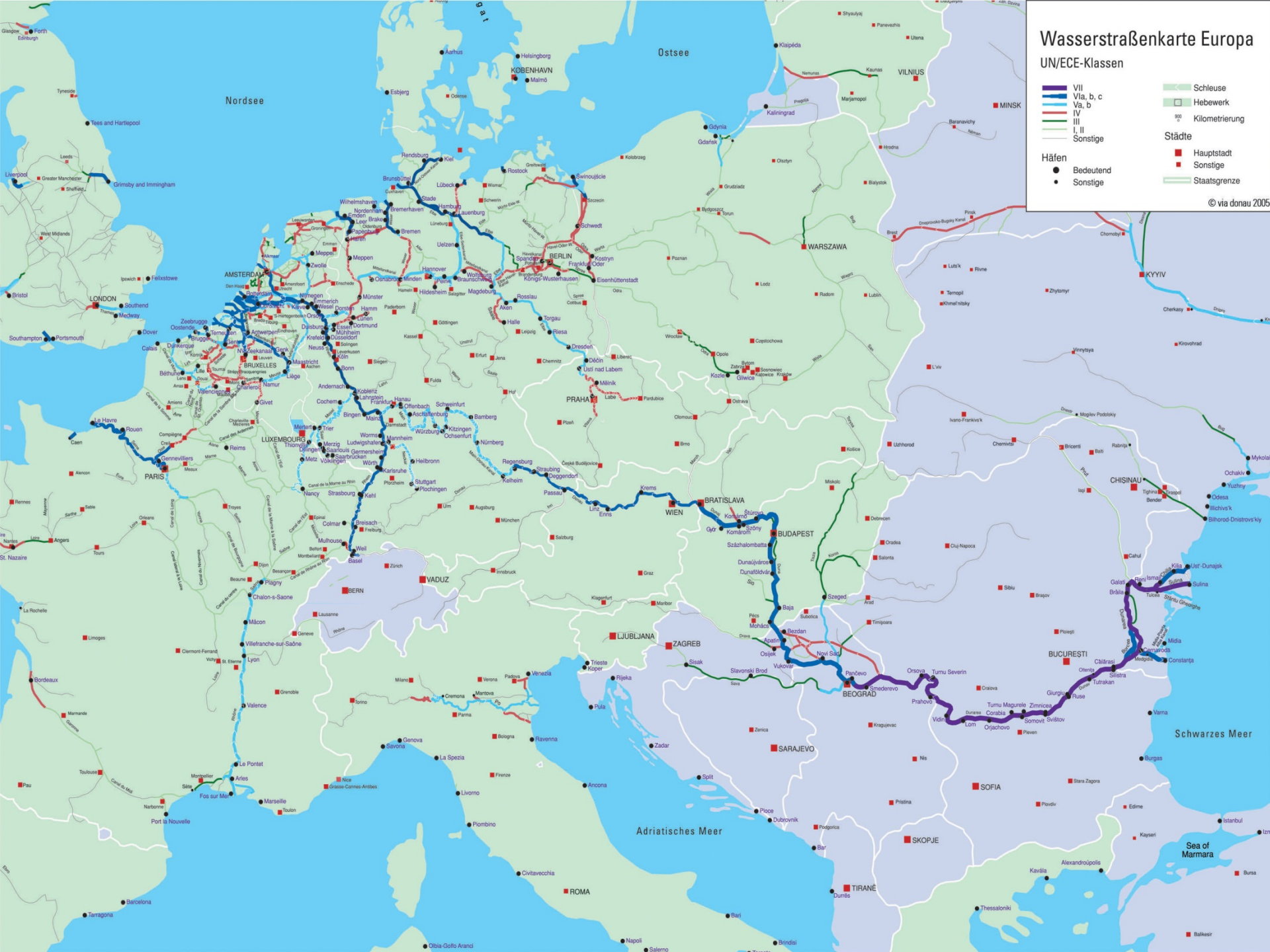
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**WATERWAYS**

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Classification of transport inland waterways –		Classification des voies navigables par importance –				Классификация внутренних водных путей по значимости										
Category	Description	Length (km)				Tonnage (t)				Passengers (persons)				Cargo (t)	Passengers (persons)	
		1	2	3	4	1	2	3	4	1	2	3	4			
A	1. Main waterway	1000	500	100	50	1000000	500000	100000	50000	1000000	500000	100000	50000	1000000	500000	100000
	2. Large waterway	500	250	50	25	500000	250000	50000	25000	500000	250000	50000	25000	500000	250000	50000
	3. Medium waterway	250	125	25	12	250000	125000	25000	12500	250000	125000	25000	12500	250000	125000	25000
	4. Small waterway	125	62	12	6	125000	62500	12500	6250	125000	62500	12500	6250	125000	62500	12500
B	1. Main waterway	500	250	50	25	500000	250000	50000	25000	500000	250000	50000	25000	500000	250000	50000
	2. Large waterway	250	125	25	12	250000	125000	25000	12500	250000	125000	25000	12500	250000	125000	25000
	3. Medium waterway	125	62	12	6	125000	62500	12500	6250	125000	62500	12500	6250	125000	62500	12500
	4. Small waterway	62	31	6	3	62500	31250	6250	3125	62500	31250	6250	3125	62500	31250	6250
C	1. Main waterway	250	125	25	12	250000	125000	25000	12500	250000	125000	25000	12500	250000	125000	25000
	2. Large waterway	125	62	12	6	125000	62500	12500	6250	125000	62500	12500	6250	125000	62500	12500
	3. Medium waterway	62	31	6	3	62500	31250	6250	3125	62500	31250	6250	3125	62500	31250	6250
	4. Small waterway	31	15	3	1	31250	15625	3125	1562	31250	15625	3125	1562	31250	15625	3125





# Wasserstraßenkarte Europa

UN/ECE-Klassen

- VII
  - Va, b, c
  - IV
  - III
  - I, II
  - Sonstige
- Schleuse
  - Hebewerk
  - Kilometrierung
- Städte
- Hauptstadt
  - Sonstige
  - Staatsgrenze
- Häfen
- Bedeutend
  - Sonstige

## **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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Revision of the directive  
96/50/EC

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



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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



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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)

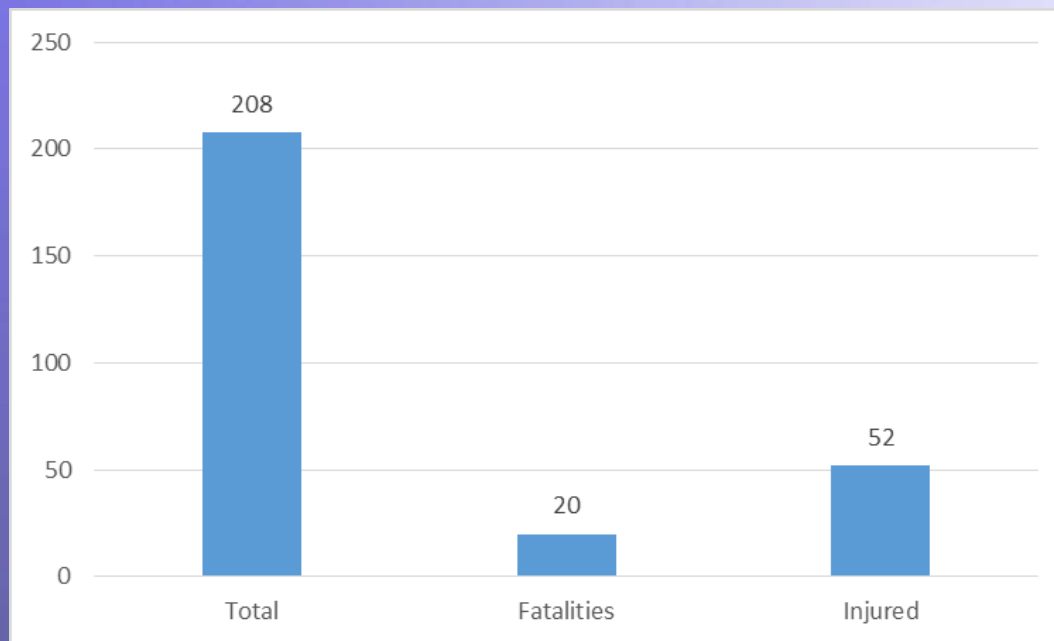
Findings could not claim to be absolutely complete - but a verifiable overview was available for the first time



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## Major IWT Incidents 2014\* (excerpt)



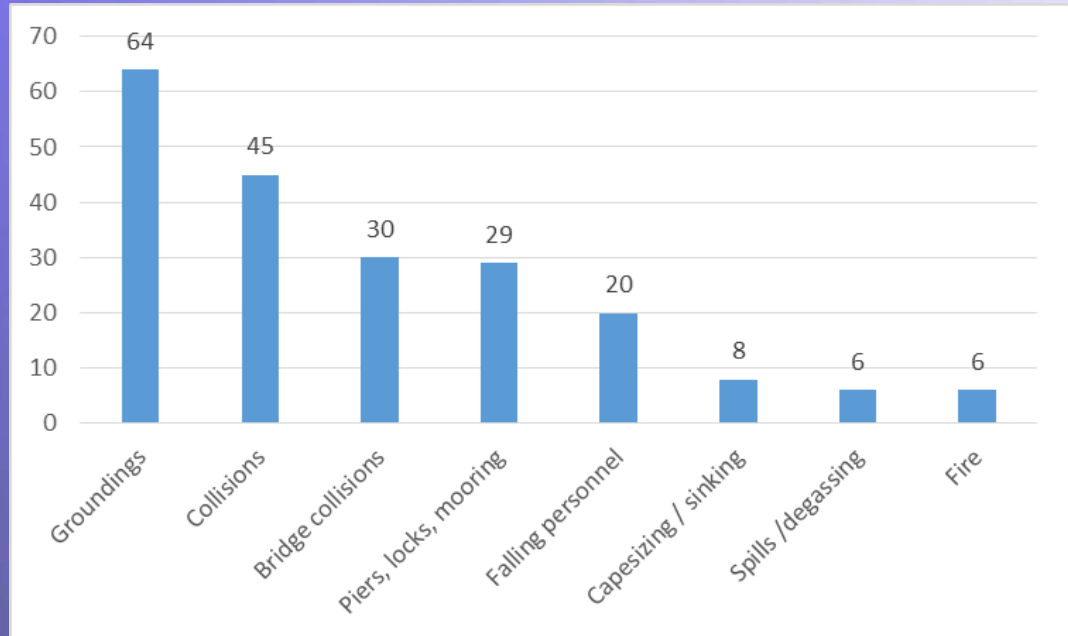
\* MAH 2015



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## Major IWT Incidents 2014\* (excerpt)



\* MAH 2015

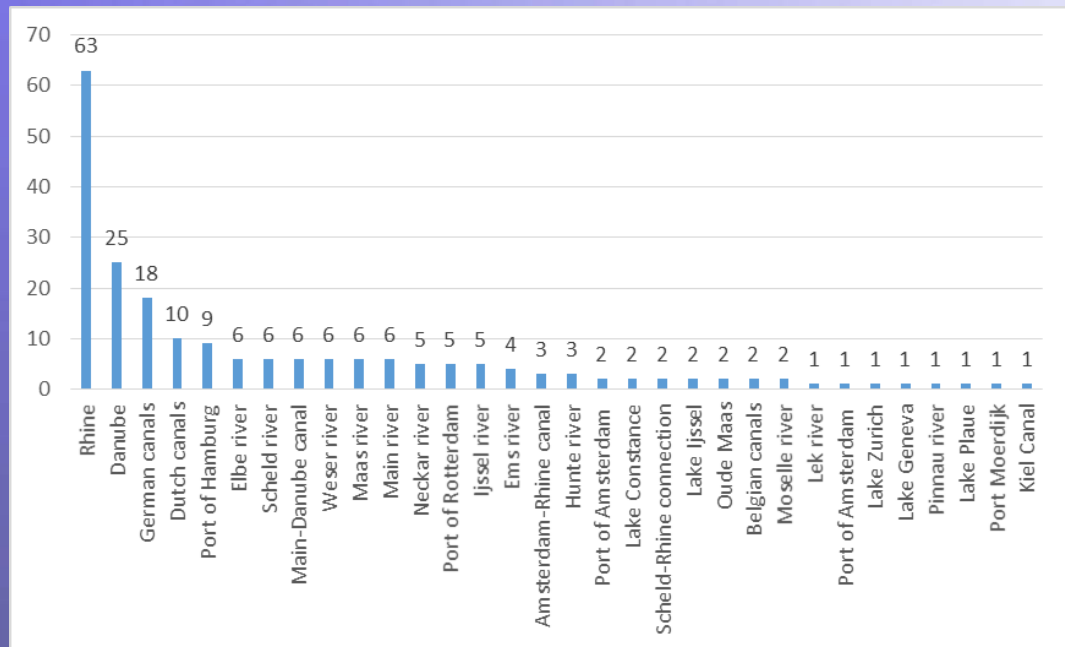


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## Major IWT Incidents 2014\* (excerpt)



\* 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)

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!



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