

Incidents in European IWT and Why CEVNI facilitates European IWT navigational safety

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IWT incidents in western Europe



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

Common or harmonized rules and regulations throughout Europe would facilitate the ease of navigation for other than native skippers (CEVNI is an example for best practice)

One common language could also help to prevent numerous incidents (this language is already developed and available as website, app and book– RIVERSPEAK: <http://www.riverspeak.eu> and LE SINCP (App)



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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

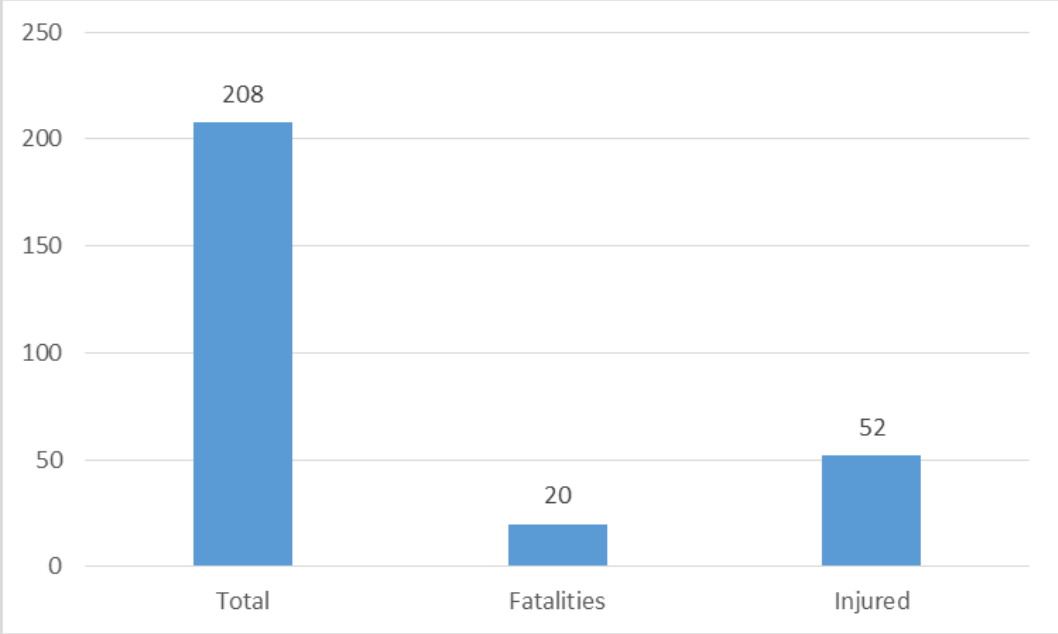
The examination was not repeated after 2015 due to a lack of demand



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Major IWT Incidents 2014*
(excerpt)



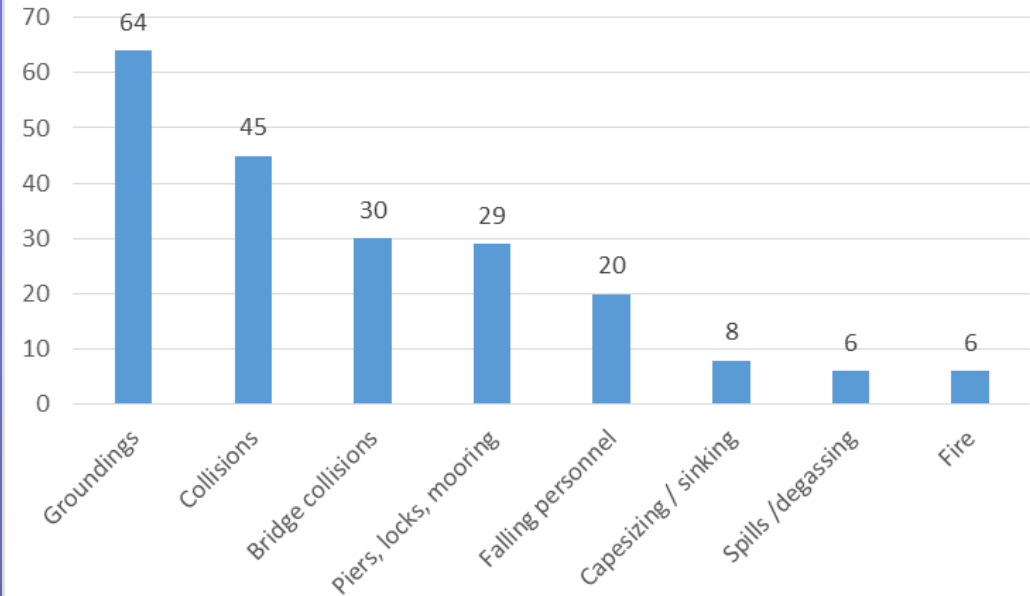
* MAH 2015



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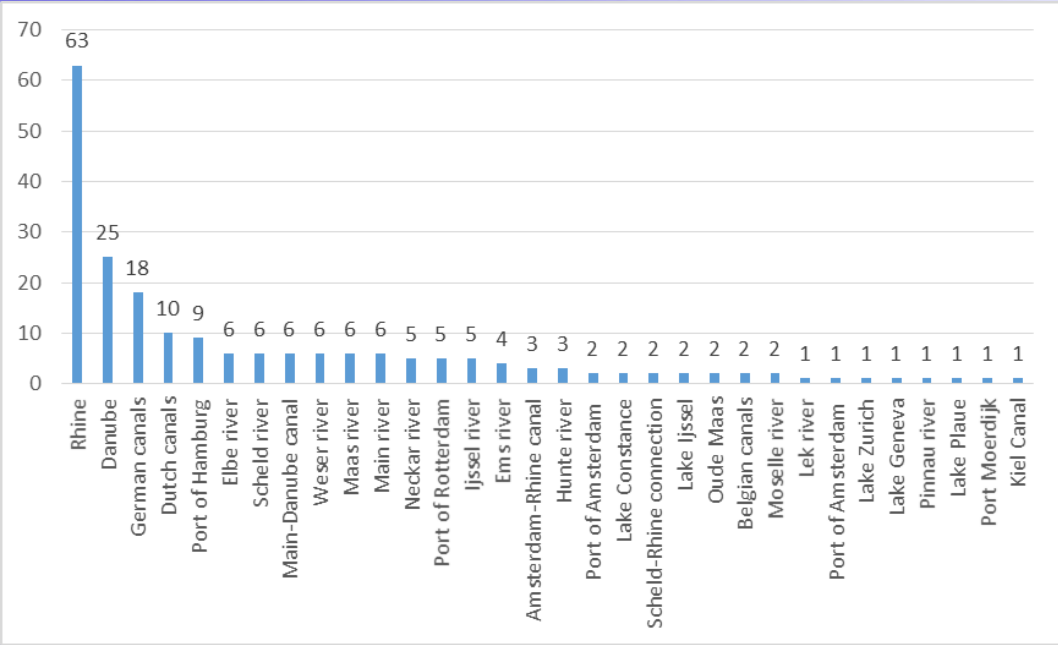
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**Major IWT Incidents 2014*
(excerpt)**



* 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 and misunderstanding or misinterpretation of rules are a major issue

Numerous incidents in the inland cruise sector have shown, that this rapidly growing sector within IWT needs to be addressed more



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Harmonization in IWT – Main challenges: few transnational standards

The IWT sector is not yet 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 is still no common language on the western and central European Waterways.

But: Trough CEVNI there is a common ground for the rules of the road in IWT for the largest parts of
Europe



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Why CEVNI is important in IWT education and training

The CEVNI framework creates one of the foundations for the rules of the road in most of Europe (Except Italy, Spain GB, Nordic Countries and the Balkans [– Croatia])

From our perspective, students need to know about the origin and underlying logic of regulations, and why the basic rules are applicable throughout the European interconnected waterway network

CEVNI has been proven to be a working system!
Common and universally applicable rules facilitate navigational safety.

Why should a skipper have to learn all the rules of any country along the waterway system, when a common transnational system is in place ?

We need more transnational rules within the IWT education and training – not less!



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Thank you very much!



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