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des Bundes

CESNI-Workshop: Data collection on accidents in inland navigation

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Examples of practical experience in Germany

1. Traditional procedures in registering accidents in inland navigation

2. Example of a reporting sheet for accidents

3. Legal situation

4. Current situation

5. Perspective

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Traditional procedures in registering accidents in inland navigation

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Waterways and shipping administration (WSV)

Federal authority – subordinate to the Federal Ministry of Transport and Digital Infrastructure

In charge of

- ensuring safety and ease of shipping and
- maintaining the waterways in a condition required for unhampered navigation

→ Responsible for processing of shipwrecks on waterways

Water police

- authority of the federal states → 15 different water polices in Germany
- Water Polices support the WSV in their tasks
- Water Polices act mostly independent

Recording and reporting of shipwrecks normally by water polices!

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Traditional procedures in registering accidents in inland navigation

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- Water polices report to the Federal Waterways and Shipping Agency (GDWS) by sending a written (!) "Reporting sheet for shipping accidents"

- Reporting sheets are kept by the GDWS but rarely used because their evaluation takes a lot of manpower

- GDWS reports every 6 month to the Ministry of Transport by using this form.

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Legal situation

In 2013 German parliament adopted a law concerning the reporting of ship accidents: „**Ship accident database act**" (German: "Schiffsunfalldatenbankgesetz")

- GDWS has to establish and to operate a database for ship accidents (HAVARIS)

- Each „accident" on sea-, inland-waterways and in harbours has to be reported to this database

- "Accident" means unpredictable incidents which entails personal damage, considerable material damage or a considerable disturbance of shipping

- Database shall ensure the evaluation of such accidents
- The Data can be transmitted to the CCNR, if they are not person-related

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Current situation

- To implement the legal act a working group has been established.
- Main-Problem: HAVARIS must be accessible for WSV and 15 Water polices; but each water police operates with own security intranet, which was not connectable to the WSV
- Working group identified a software application that seems suitable for HAVARIS

  Application is used for many different purposes on federal level → less costs for acquisition and operating the system
- Working group identified an intranet-solution which is accessible for federal level and for level of the federal states

  Intranet is extra-protected so that this solution meets high German data protection requirements
- Working group developed an electronic reporting sheet, that will be used by water polices to report accidents in a uniform way
- Working group prepared a document which describes the business requirements in a detailed manner

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Perspective

- Federal IT-Administration will be engaged with realizing HAVARIS in 1st half of 2021

  If there are no further complications, HAVARIS could start in a "test-environment" in 2021

- Software application of HAVARIS might also allow to be connected to a future European Database

  Application is the same, that will be used for the national register of professional qualifications in inland navigation → connection to European Crew Database

- Experiences with ECDB might be useful for European Database for accidents in inland navigation

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Thank you for your attention

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