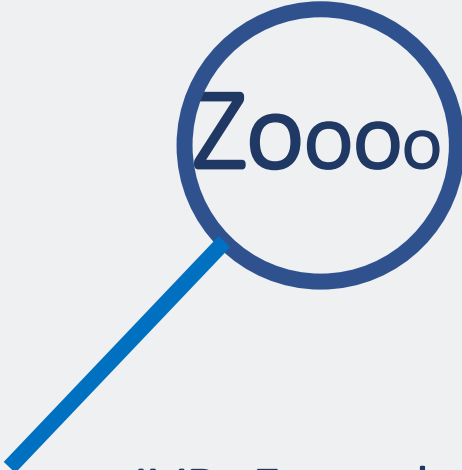


# CESNI Workshop

## Data Collection on accidents in inland navigation

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Zoom on the current situation

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## I Basic principle

Following IVR congress held in June 2019 in Prague, including a workshop on: “Accidents in Inland Navigation”

### *Why?*

Data (anonymized or not) should be collected, and knowledge shared with member states, insurance companies and other organizations across the inland navigation sector **to improve overall nautical safety!**

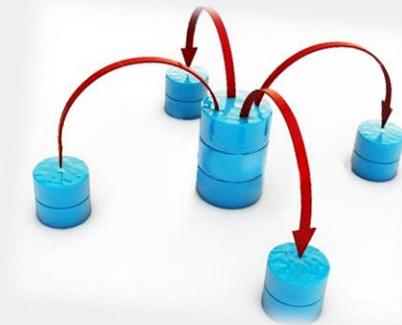
### *Current situation?*

Data is collected at different (national) levels. However, accident reporting is not mandatory in IWT (except for dangerous goods)

### *Who?*

Data is currently collected by various parties:

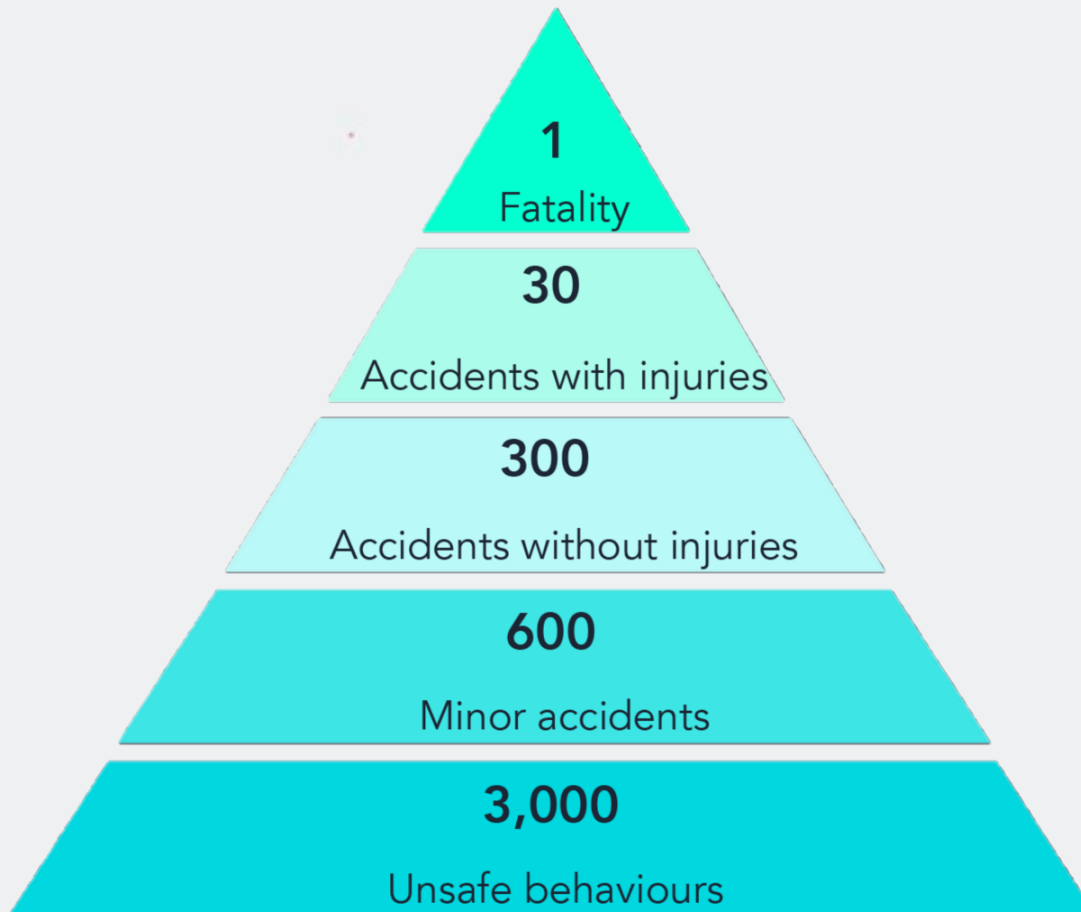
- member states,
- insurance companies,
- other organizations like Platform Zero Incidents (PZI) as we have seen today.



**Data and information very fragmented,  
not systematically shared**



Currently, most often the top of the pyramid according to the **Heinrich's Triangle Theory** is represented in a database across Europe as mainly big accidents



**Challenge and task for all participating parties is to also include the incidents at the bottom of the pyramid!**



## Problem: no harmonised definition of accidents...

As yet there is no legal foundation. The definition in use for inland navigation accidents is the one stipulated in the Act of 2nd June 2012, categories: shipping accident, serious shipping accident, very serious accident, incident.

Accidents at work are treated separately.

BE

There is no definition of “Accident in Inland Navigation” in Austrian Maritime Law. In the Navigation Act, BGBl. I (Federal Law Gazette, Part I) I No. 62/1997, the concept of “damage due to accident at sea” is expanded upon.

Accidents at work are treated separately.

AT

Shipping accident, MNV **Definition for inland waterways:**

An event on waterways that, by its nature belongs to the cluster “shipping accidents” pursuant to item 4.1, whereby unintentional damage is caused involving at least one vessel. (...)

NL



DE

Boatmaster must report accidents pursuant to Art. 1.17(1) RPR (Police Regulations for the Navigation of the Rhine)

**Definition of accident:** any unforeseeable event which, in connection with the operation of a craft or the participation in shipping traffic causes bodily injury or not unsubstantial material or environmental damage or a considerable disruption of the traffic flow (...)

CH

There is no definition of the term “Accidents in Inland Navigation” in national legislation.

→ Reference to common Swiss jurisdiction or operational planning on the Rhine (“Einsatzplanung Rhein“) a password-protected platform for emergency forces

## Recorded accident data over the last years

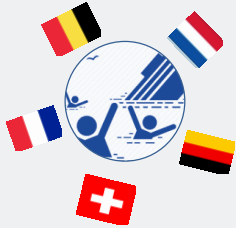
Table: Inland navigation accidents recorded on a voluntary basis by Member States

GEO/TIME	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Bulgaria	:	:	:	3	0	5	4	0	1	:
Czech Republic	19	10	11	7	9	3	7	6	12	20
Croatia	6	2	0	3	1	2	2	1	2	3
Hongaria	:	2	8	38	13	21	4	5	6	20
Austria	:	:	18	19	14	12	25	19	28	17
Poland	:	:	8	9	5	5	12	10	8	4
Romania	65	30	51	32	34	80	81	41	75	53
Slowakia	:	:	:	16	9	5	9	:	:	:

Source: Eurostat



## | Current obstacles



Different definition of accidents from one country to another!



Different methodologies/statistical concepts

Methodology and scope of the data collection differs widely between countries (sometimes even within *one* country = knowledge gap!)



Difficulties regarding data exchange

Databases require different input (different indicators) which makes it more difficult or impossible to compare



Trust/data protection issues

- Exchange of data across countries and national waterway administrations and/or statistical offices is based on mutual trust
- GDPR: restrictions not to include everything



Collection of data with different purpose

i.e. markt analyses, evaluation government policy, calculation P&I percentages, etc.

Again: Accident reporting is not mandatory in IWT (except for dangerous goods)



## I Opportunities

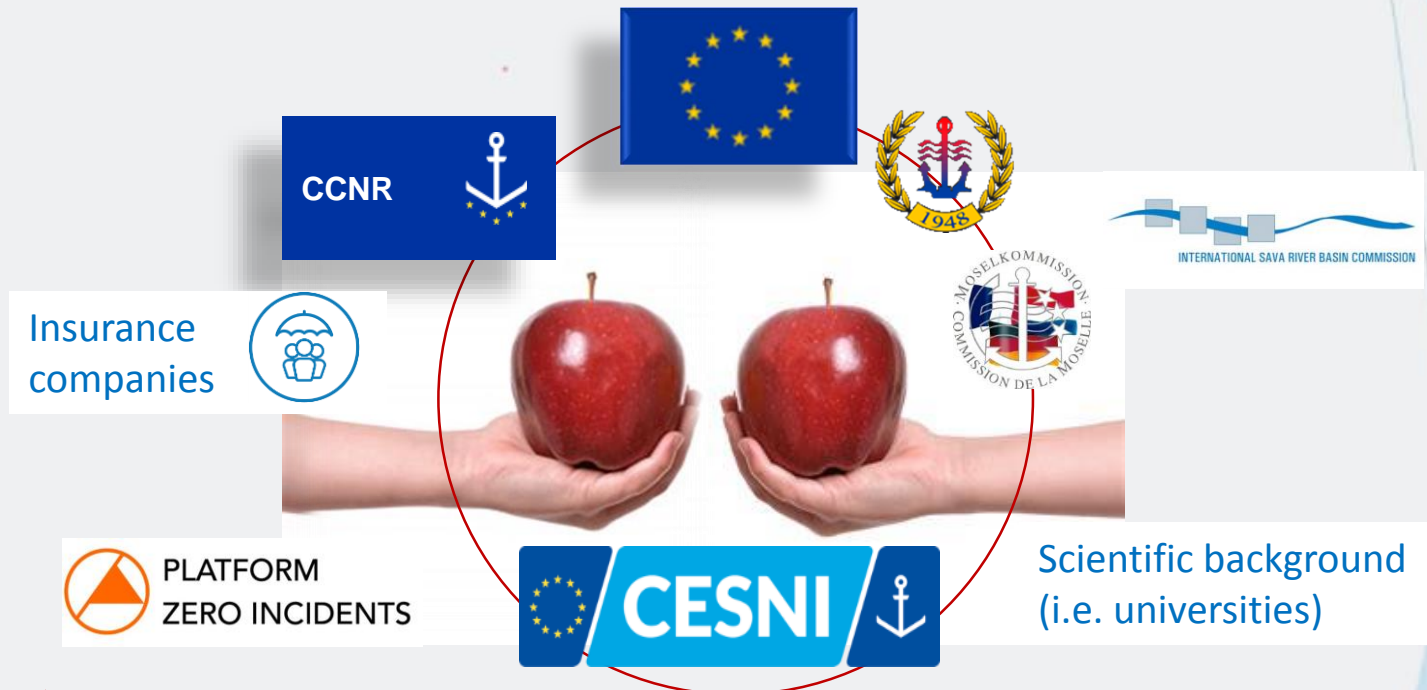
- Close knowledge gaps, establish and improve communication between waterway administrations (+ ministries) and statistical offices of one country
- Animate and engage persons involved in data collection to provide data **on a regular and comparable basis** (possibility: steering group with public and private data providers)
- Determine and implement a **harmonised definition of accidents and methodology**
- A new centralised European database seems unrealistic to achieve in the short term. Nevertheless, further initiatives should be undertaken with this objective in mind, (i.e. CESNI standard on harmonised minimum dataset for accident reporting and data collection)
- At national or international level, a **CESNI standard** could be used to introduce new responsibilities for boatmasters or administrations



## Vision

More standardised and harmonised data in a(n) (European) database

➔ would make it easier to collaborate and to compare



➔ could therefore help to find the (root)cause of accidents and to identify major risks

➔ pave the way for elaboration of possible recommendations to prevent similar accidents

➔ **IMPROVE SAFETY!**