

EMAIIF 5

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Is there a need for cooperation of no blame inland
vessels investigations between the European countries?

- A captain of an inland vessel gets more tense when he loses sight of land.
- A captain of a seagoing vessel on the other hand gets more tense when he comes in sight of land.

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- Waterways
- Investigation of accidents with inland vessels in the Netherlands
- Is there a need for more cooperation in Europe?

Introduction



Introduction

Scheepstypen in de binnenvaart (1)



SPITS

lengte 38,50 meter - breedte 5,05 meter - diepgang 2,20 meter - laadvermogen 350 ton



14X



KEMPENAAR

lengte 63 meter - breedte 6,60 meter - diepgang 2,50 meter - laadvermogen 550 ton



22X



DORTMUNDER

lengte 67 meter - breedte 8,20 meter - diepgang 2,50 meter - laadvermogen 900 ton

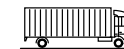


36X



RO-RO SCHIP

lengte 110 meter - breedte 11,40 meter - diepgang 2,50 meter



72X



TANKSCHIP

lengte 110 meter - breedte 11,40 meter - diepgang 3,50 meter - laadvermogen 3000 ton



120X

Bron BVB



Is there a need for cooperation of no blame inland vessels investigations between the European countries?



Introduction

The European inland fleet exists of approximately 21.000 vessels and a mix of all kind different types and dimensions



Capacity 600 TEU



Capacity 16000 T



135 m x 21,8 m

Capacity 9500 T

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Introduction

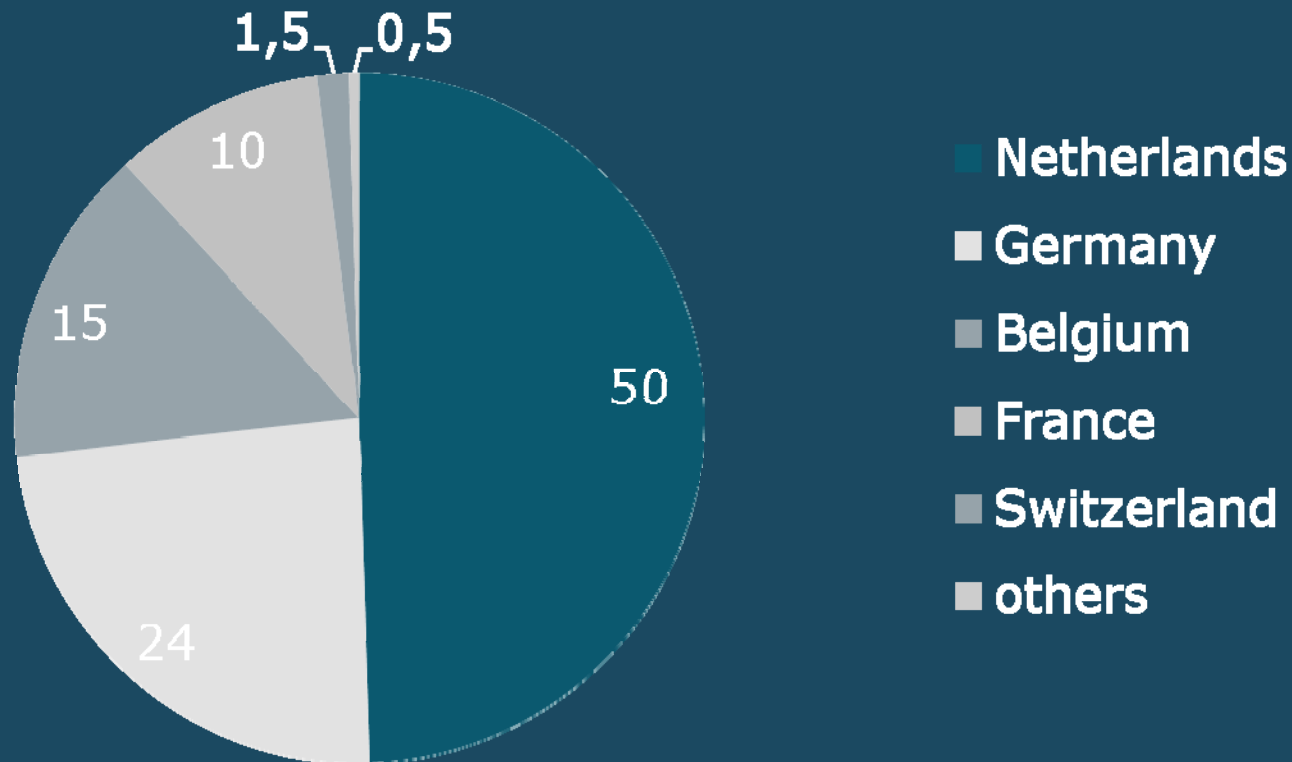
New hulls from China



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Introduction

European vessels flag in %



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Introduction

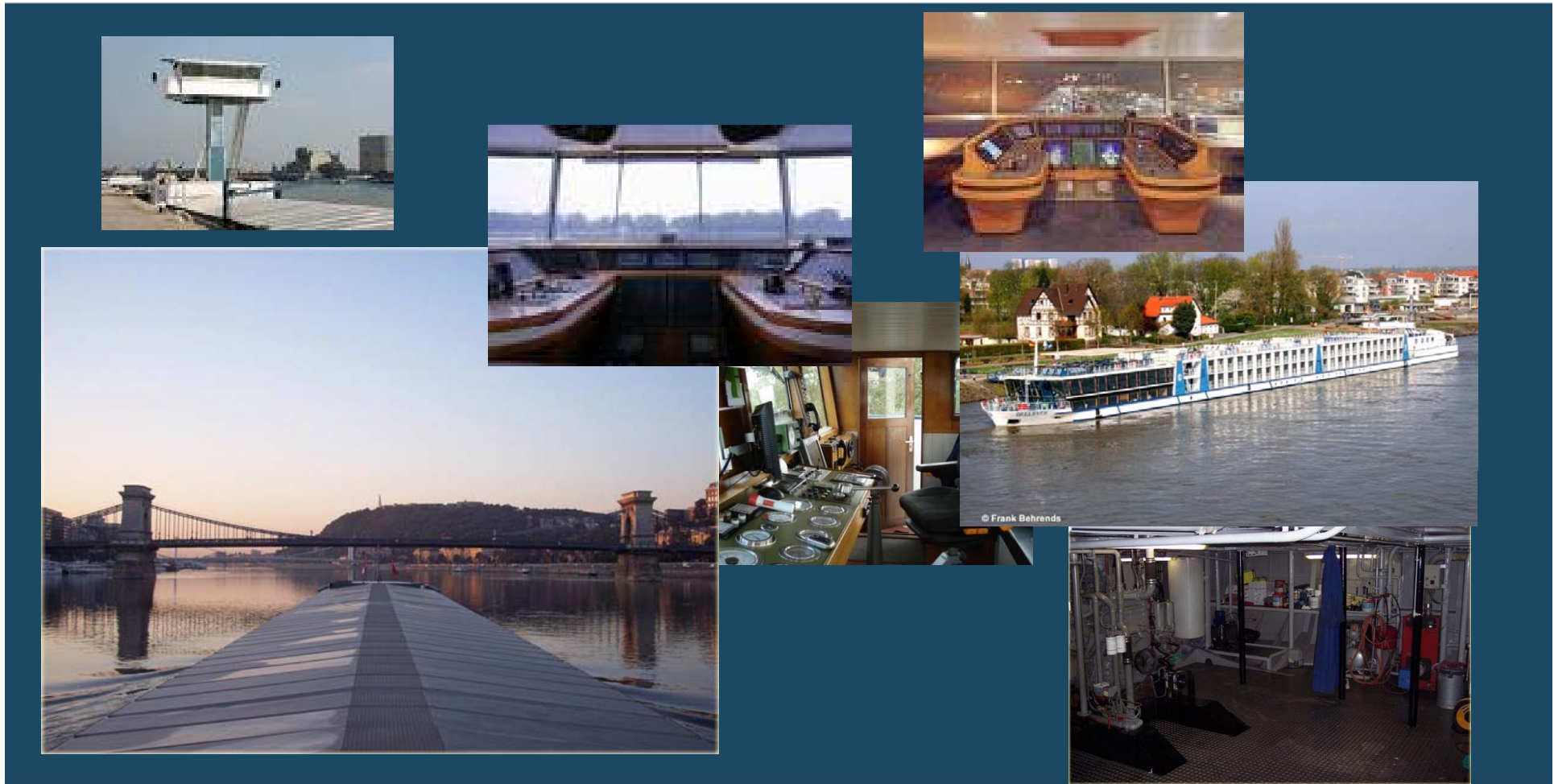


The Dutch inland fleet:

- Shipping companies (shore based offices with employees)
+- 20 %
- Captain of a barge/ owner (captain / owner with employees)
+- 60 % (many often with their family on board)
- Small joint venture (2 captain / owners with employees)
+- 20 %



Introduction



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Introduction

Recent developments of inland vessels

- Increasing scale



Dry cargo 172 m x 11,45 m
5200 Tons



Spits 38 m x 5,05 m
350 Tons

- Use of technical aids and electronic navigation equipment (motor management systems, RADAR, ECDIS, AIS)
- More powerful and energy friendly engines
- Use of innovative lighter construction materials (more effective tonnage and volumes)

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Introduction



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example



Dry cargoship as Ro-Ro ship

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example



Motortankvessel (double and single hull)

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example



Passengership

Introduction



- Waterways relatively unchanged over time
- Inland ships increased in scale, tonnage and volumes
- General increase in urbanization along waterways
- Potential increase in risk profile of inland shipping
- More different flags on European waterways

Introduction



Differences and similarities between inland shipping and ocean shipping

- Ocean shipping international legislation, inland shipping national legislation
- Tonnage and dimensions of large inland ships comparable to or even larger than shortsea ships
- IMO investigation code (ocean shipping) not applicable for inland shipping

Waterway regions

Approx. 35000 km
fairways



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Inland vessels Waterways Netherlands



Approx. 5500 km
fairways
(15 % of the
European fairways)

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Investigation of accidents with inland vessels in the Netherlands (history)



- Several different Boards
- 1982 Start of political lobby
- 1998 Official inquiry into the EL AL airplane crash in Amsterdam
- 1999 installation of the independent DTSB (set up for transport accident)
- 2000 Very large fireworks explosion in Enschede
- 2001 Blazing fire in a pub in Volendam
- Last two major accidents bear no relation to transport but immense public and political impact
- Political need for the installation of an overall independent safety board (focussed on safety and no blame)
- 2005 installation of the Dutch Safety Board

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Investigation of accidents in the Netherlands



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Investigation of accidents in the Netherlands



Authorization to investigate

The Dutch Safety Board is an autonomous administrative body set up under a Kingdom Act to investigate incidents and accidents

- ICAO related obligations
- (IMO/EU related obligations)
- Seriously injured or casualties
- Public concern / attention
- Incidents with structural underlying safety aspects

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Investigation of accidents with inland vessels in the Netherlands



Since 1999:

In total 20 inland shipping related safety studies and accident reports were published

Some recent publications

- Explosion on board a two mast clipper
- Sagging of a barge in the middle lock of IJmuiden
- Accident with a fast ferry (hydrofoil) in Amsterdam
- Safety study into the fire safety on board inland navigation passenger vessels

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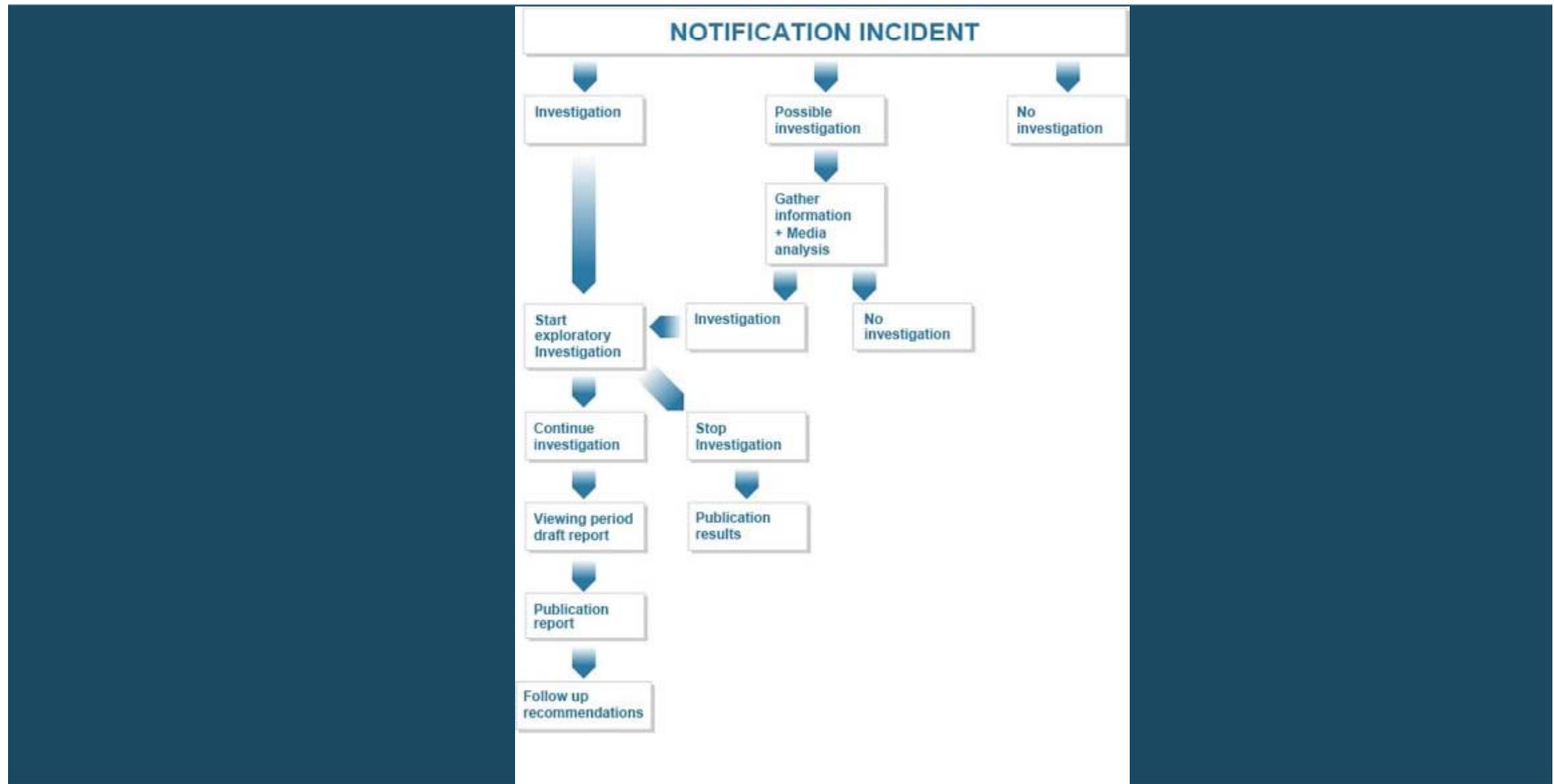
Investigation of accidents with inland vessels in the Netherlands



Sometimes something still goes wrong

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Investigation of accidents with inland vessels in the Netherlands



Is there a need for cooperation of no blame inland vessels investigations between the European countries?

Investigation of accidents with inland vessels in the Netherlands

But what about a Dutch flagged inland vessel in an other European country?

Dutch Safety Board: no jurisdiction



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DISCUSSION



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Thank you for your attention