

**CENTRAL COMMISSION FOR THE NAVIGATION OF THE RHINE
COMMISSION CENTRALE POUR LA NAVIGATION DU RHIN
ZENTRAKKOMMISSION FÜR DIE RHEINSCHIFFFAHRT
CENTRALE COMMISSIE VOOR DE RIJNVAART**



IVR Workshop on accidental traffic jams in inland shipping

Hans VAN DER WERF
Deputy Secretary General of the Central Commission

**PROCEDURES AND WORKING METHODES OF THE COMPETENT AUTHORITIES
IN THE CASE OF ACCIDENTS IN MARTIME AND INLAND SHIPPING**

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Content of the presentation



- **1. Rhine navigation and CCNR**
- **2. CCNR response on accidents implying traffic jams**
- **3. Evaluation**

1. Rhine navigation and CCNR



Administration of the fairway with the national authorities

a) Diplomatic mission for the CCNR

- no operational tasks
- communication on international level
- in exceptional cases: diplomatic interventions

b) Discretionary power with regard to safety of navigation

- technical and manning requirements
- police requirements

1. Rhine navigation and CCNR



c) Consultative organisation with the aim to promote the prosperity of the Rhine navigation

- Optimal navigation conditions and navigability
 - Infrastructure (performance and maintenance)
 - Aspect: traffic management

Procedures for the passage of ships on the spot

Rescue facilities on the water

Mooring and connected facilities for ships in a blockade

- Reliability of (Rhine) navigation
 - Hence: rapid response in case of accidents

d) Network of (national) experts

- Mutual assistance (consultation)

2. CCNR response on accidents implying traffic jams



Aspect: only rare cases (once every 3-8 years)

Communication procedure (following the “excelsior” accident)

- Immediate and repetitive information (freq. 4h) to shipping industry
- Complementary measures necessary for extended jams (> 3, 4 days)

2. CCNR response on accidents implying traffic jams



Consultation of the industries

- Prevention: training of navigation personal in stability matters
- Rescue facilities for casualties: adequate survey boats and vessels available
- Navigation management: collision of interest:
safety on the spot \longleftrightarrow availability of the fairway
- Salvage of the wreck:
 - who's responsible (owner, insurance, ...)
 - Role and powers of the authorities: legal basis, political context
- Salvage techniques and facilities
 - Adequate capacity,
 - Accessibility for cranes etc.
- Compensation (third parties: shipping, industry, ...)
 - = complicated issue (technical, legal aspects)

3. Evaluation

(work in progress)



Objective: reinforcement of the reliability of IWT by shortening the duration of the salvage on inland waterways

Options:

- Modelling of the accidents (scenarios)
- Evaluation of the risk scenarios (dangerous goods involved, persons safety, ...)
- Identification of overall salvage strategies (modelling)
e.g. after the example of the road/rail;
comprising all aspects, including decision trees
- Availability of salvage equipment on strategic spots

Aspect: *only an adequate mix of measures will result in improved performance*

3. Evaluation



Instrument:

- Sharing of experience and competence between member states
- Benchmark :
IWT to rail and road (modelling of strategies),
legal basis of salvage and operative aspects between countries

Follow up: : Joint implementation by industry and administration,
Including the IVR

Thank you for your attention!

