



Communication, risky business !

Peter van Dalen
Director Shipping Inspectorate (Inland)

February 17th 2009



What happens, if people don't speak the same language...



Pieter Bruegel de Oude, De toren van Babel



Communication is:

Spoken language on board of the ship

Spoken language between ships (marine telephone)

Spoken language between ships and traffic centres

Written language in documents and manuals

(ADNR: the language is the country of origin or English, French or German)



Dutch Rhine police regulations

Article 4.05. Marine telephone

When people use marine telephone to communication between ships, the language to be used is the language of the country in which the marine telephone equipment at that moment is.

In case of communication problems the **German language** must be used



World wide variety of Nationalities

Inland waterways Transport



Communication related



I. Collision in fog

Probable cause: communication

- Ship 1 with Hungarian crew with some knowledge of German.
- Ship 2 with only French speaking crew.

II. Sailor drowns after language problems

A French captain sees that a Czech crewmember from a German ship falls overboard. The French captain, who only speaks French, alarmed the Dutch lockkeeper. The lockkeeper only speaks Dutch, and can't understand the French captain. As a result the crew-member drowns.



Other known language accidents on Dutch rivers and canals

- Ship makes water: the captain only speaks French.
- Collision: the captain only speaks French.
- Collision, sinking ship: the captain only speaks German.
- Collision: the captain only speaks French.
- Near accident: just Hungarian crew speaks very poor German.
the ship is chained up until new crew arrives with knowledge of German language.
- Water pollution by gas oil Slovakian captain did not understand the loading instructions.
- Water pollution by lubricant The loading instruction in English was wrongly interpreted by the Dutch loader.



Merchant shipping



On ships to which chapter I applies: **English** shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watch keeping personnel.....

.... unless
those directly involved in the communication
speak a common language other than
English





P.O. Box 13 194, 2501 ED Den Haag, NL
Telephone +31 88 489 00 00
Telefax +31 70 456 25 60
Internet www.ivw.nl

1 Explanation

1.1 With this declaration the ship's manager declares that the communication on board of the ship will take place according to the guidelines.
1.2 The ship manager must implement the regulations on board of the ship in accordance with article 122 of the "Zeevaartbemanningsbesluit".
1.3 Once completed, this form must be returned in threefold.

1.4 The declaration will be handed out in accordance with article 123, by the Inspectie VenW.
1.5 Additional information about this form can be obtained by telephone +31 88 489 00 00 or via 'contact' on www.ivw.nl.
 Visiting address: Nieuwe Uitleg 1, Den Haag, the Netherlands

2 Particulars of applicant

2.1 Name ship manager
 2.2 Address
 2.3 Postal code and place
 2.4 Name of ship
 2.5 Callsign and IMO number

3 Particulars of communication

3.1 Describe how communication between crew members is organized on the ship (including oil-chemical- and gastankers), and the language used
 3.2 Describe how communication is organized with the shore and in which language
 3.3 Describe how crew members, (of a passenger ship) relying on the muster, help passengers in critical situations. (Crew members must be clearly recognizable and possess sufficient communicative skills to that purpose)

4 Signature

I declare that all required information has been provided completely and truthfully.

4.1 Name and function
 4.2 Place and date
 4.3 Signature

5 To be filled out by the Inspectie VenW

5.1 Valid until
 5.2 Date and stamp Inspectie VenW

Declaration of

Communication ISM Code article 6.7 n

Describe how communication between crew members is organized on the ship (including oil-chemicals- and gas tankers) and the language used

Describe how communication is organized with the shore and in which language



Railways

Those persons, who work in the railways system and practice a safety function must comply with specified requirements to:

- Minimum age
- Medical and psychological health
- Experience and professional skills
- **Working knowledge of the Dutch language**



Aviation

The air-ground radiotelephony communications shall be conducted in the language normally used by the station on the ground or in the English language.



The English language shall be available, on request from any aircraft station, at all stations on the ground serving designated airports and routes used by international air services.



Ships of the future, from 2002

- From the safety point a minimum skill of communication is necessary
- With regard to this nautical communication, in the near future there will be a real problem of one common working language



Annual meeting Koninklijke Schuttevaer

Discussion posing:

One common language is urgent, just like in sea transport

Conclusion:

In the long term, - for the next generation - English is the best option, but for now German seems to be satisfactory.



Result of a NEA Study for DG Energy and Transport

A number of countries mention the lack of a common IWT language a problem for operators in international transport.

Study of Administrative and Regulatory
Barriers
in the field of Inland Waterway Transport



Proposal

Introduction of one common language in inland navigation

preferable English

“ Riverspeak is English ”



Discussion

- CCNR and EU start negotiations
- English language is obligatory in schooling and courses
- After a certain transition period English is the common language for inland shipping

