



FINAL

EU Strategy for the Baltic Sea Region Priority Area on Maritime Safety and Security “PA Safe” Flagship Project to lay the groundwork for developing a plan to reduce the number of accidents in fisheries

Report from the visit to Germany Tuesday-Wednesday 10th - 11th September 2013

Data on Baltic fleet from German authorities

Year	Length of vessels - 0-8	Length of vessels - 8-12	Length of vessels - 12-15	Length of vessels - 15 and up	Total Number of vessels
2013	646	206	23	44	919

Active Fishermen/women 2013

Inland fisheries	Coastal fisheries	Harvest sector	Total
			1706

Total crew members

Tuesday 10th September 2013

Meeting at the Fisheries School (Fischereischule) in Rendsburg

Meeting with Dr. Elke Horndasch-Petersen (veterinary, in charge of examinations, as well as further training for master of education) and Rüdiger Bornholdt (teacher in net making and safety)

Accompanied by Peter Breckling Union of German Cutter Fishery

By way of overall introduction, Peter Breckling highlighted that there is considerable public interest in the issue of safety. According to government reports, the number of accidents is falling (we can confirm this from the previous reporting we have from Germany from the Federal Bureau of Maritime Casualty Investigation (BSU)). But the number of accidents is still too high. So in addition to the fisheries education provided at the Rendsburg Fisheries School, safety training is also carried out at the formal state seafarer school: the Schleswig-Holstein Nautical School (see below). In addition, the high insurance costs in the fisheries sector in relation to other traffic sectors mean that the pressure is on to reduce the number of accidents as far as possible. This consideration was underlined as important at both the schools we visited.

The fisheries school in Rendsburg belongs to the so-called agricultural division of the vocational training centre at the North Sea-Baltic Canal. Peter Breckling pointed out that it is something of a challenge to explain how the responsibility for education and training is

divided and managed in Germany. The complex in Rendsburg is large and offers a professional vocational training in various professions, including fisheries.

Information on the education confirmed the information given earlier in February 2013 from Germany (reference to the presentation from Germany at the flagship meeting of 25th February 2013).

The school provides a three-year full-time fisheries education, but at a more theoretical level, followed by a year of practical training on board a fishing vessel. It has a team of five teachers specialized in the skills of netmaking, safety, fisheries biology, mathematics, engine and mechanics, and navigation, Rüdiger Bornholdt being one of them. The teachers have a very practical background. Rüdiger Bornholt, teaching netmaking and safety, is a former fisherman and it is valuable to have him there so he can tell about his practical experience, and he takes every opportunity to do so.

The mechanics teacher is still working in the field and teaching part-time at the school. The emphasis is on getting the teachers to tell about the practical way of applying knowledge.

The basic safety international standard STCW-F also applies in Germany, and the education follows this, qualifying the students to work on board a fishing vessel. Priority is given to education and training in personal safety, not safety of the vessel. The school does not have facilities for practical training or application of safety procedures. There are no concrete/practical lessons in safety, but it was underlined that it is a basic part of the education (hand-out in German provided informing on the basic elements of the course).

In terms of the culture of safety now compared to years ago, the main difference is the development of technical equipment on the vessels. This can imply more potential risks for the fisherman. At the same time, the sense and awareness of safety is included in the construction of equipment. So there is a much greater awareness and sense of the risks and dangers.

Recommendations from the school

There was a strong wish to have more hours on the syllabus devoted to the theory of the basics of training in safety.

It would be interesting to see how others work and to get new ideas. For example, how is it in Denmark and how is the theory on safety – is it given top priority, or is it satisfying minimum basic requirements? There could be a two day seminar inviting trainers and teachers from around the Baltic to take part. This could lead to an exchange of knowledge and experience.

External evaluation tied up with lifelong learning. It would be helpful to have practical refresher courses during the working life. All are doing their job for a longer period. By continuing to do it, you believe you're doing it the right way. An external evaluation from external sources would be a valuable contribution to measure whether the job is being done in the right way. This emerged as one of the most important messages from Germany made by a teacher with many years of experience in teaching. At European level this could be very helpful.

It was highlighted that in Germany there is no accident analysis of vessels below 15 metres. This could be taken into consideration.

A suggestion was made to re-visit the statistics because single events can have a lot of influence on the statistics: to look at a specific incident, analyse it and see what caused the accident and how to prevent it. This is not a problem of training, but of governance and

insurance and perhaps indirectly it can have an impact on and assist the training and lead to recommendations for improvements or changes.

Stability of vessels was highlighted as a key area. It was important to try to make the fishermen more aware of stability of the vessel.

Schleswig-Holsteinische Seemannsschule: Schleswig-Holstein Nautical School
Wiekstraße 3 23570 Lübeck, Tyskland

Meeting with: Holger Garbelmann, Principal and Gerald Albrecht, teacher of navigation

This school provides specific practical safety training to all maritime professions. This includes the fisheries sector and those wanting to be captains of fishing vessels. It is at schools like this one that they obtain their captain's licence (BKü) after a three month course.

The training can also be provided to other fishermen who ask for specific courses. Ship owners take advantage of this and send crew members on courses.

Courses are run four/six times a year, with about 12 participants, giving basic safety, rescue boat safety, and fire fighting. It is expected that there will be an increase in the number of those volunteering to have training because of the greater interest in safety issues. The school is positive about increasing the focus on education. But a key consideration here is the availability of funding.

It was underlined that that the most important element of the education is the practical dimension and the practical training. This included highlighting the many things that are there in terms of hazards. It also includes highlighting health and safety – e.g. taking care of one's back. Healthcare is a basic part of the safety education.

A guided tour of the school and a visit to the facilities indoors and outdoors confirmed the emphasis on practical training. Its prime location at the coast gives the advantage of practical training on board and in the water.

Ideas and recommendations for the future

The school likes to offer special, tailor-made courses for specific crews (such as military and merchant fleet, ferry boats). This is something that could be developed for the fishermen if it was needed: if so, it would have to be designed according to the STCW-F Convention.

Carrying out risk assessments: there is potential for development of that facility. The contact made and exchange with the representative from the Danish Fishermen's Occupational Health Services was welcomed and an invitation to the school's representatives to visit them in Esbjerg was made.

Fishing vessels could be deployed as "guard vessels", for instance in connection with the construction of offshore windmills and other offshore installations.

The school has plans to build new facilities so it can provide instruction and practical training in fire fighting and smoke diving. They would also very much like to have an indoor pool for training with sea rescue equipment, since it can be difficult to conduct these exercises outside in the winter when there is ice cover.

Wednesday 11th September 2013
Meeting at Producer Organisation (PO) Erzeugergemeinschaft - Burgstaaken 81,

Meeting with Benjamin Schmöde and with two captains to visit to their vessels: a trawler and gillnetter

Benjamin Schmöde explained that there are about 75 vessels in this PO operating in the Baltic. There are rules applying to the number of the crew on board the vessel, and every man needs a licence. The number and thickness of the ring binders containing the certificates and documents testified to this.

The captains of the vessel were quick to highlight the typical dangers for both vessel types: in particular setting the net and hauling the net.

The captains informed that it is important that every new deck man is properly introduced right from the start to the job and the work, and made aware of the dangers and hazards – and in particular to make a noise if there is a problem – to communicate it clearly.

They highlighted that the German authorities issue a lot of rules and requirements and this also entails costs: vessel inspection to control the boats, a licence to fish for every five years; then a smaller inspection every two years, plus an annual electronic check to make sure that the radio equipment is in order.

On top of this comes a medical check of all the crew every two years. Every ten years there is a stabilisation check of the vessels.

There was complete agreement that altogether the checks and controls promote safety. It is in the interests of the fishermen to have increased and focus on safety. But the costs associated with all these checks are high.

It was highlighted that the smaller coastal vessels come under the same rules and requirements, and there should be a differentiation, otherwise the demands and requirements can be disproportional to the vessel and maybe even be counter to basic safety onboard. So there was a call for separate rules for different vessel categories.

Visit on board the trawler registered at Fehmarn

The vessel showed observation of good safety practices, with the essential safety equipment such as:

- Fire-fighting equipment
- Life vests (incl. date of expiry)
- Life raft (incl. the date of next inspection)
- Modern technical navigation and communications equipment
- GMDSS radio equipment
- International search and rescue equipment
- The importance of a back-up engine on a vessel such as this was underlined.

Visit on board the gill netter registered at Fehmarn

This is a two-man vessel and the importance of looking out for and taking care of each other was also underlined.

In addition to highlighting the safety equipment onboard, it was underlined how important it was to make careful use of the limited space and of keeping equipment stowed away when not in use.

Recommendations

There is consensus on the need for rules and regulations surrounding safety. But increasing costs are a major factor. This was highlighted in particular on the smaller vessels.

The rules and requirements must match the size and dimensions of the vessel and not undermine or work against basic safety.

There is a strong wish for financial aid for new, reliable engines on board. At the same time, they highlight that such engines would be more reliable if they did not have all the technology that comes along with them. This actually makes them more vulnerable to break downs and the need for repair, than more traditional engines, and such repairs cannot be carried out by the crew members.

There are complex rules on fuel in Germany: 7%-8% of the fuel used must be biological – and this can cause running problems in the engines. Out at sea this can be a major factor and can have implications for safety.

Proportion and practical applicability: rules and requirements are issued without seeing them in the actual practical context of the fishing industry. They may not be relevant or practical. So they are best discussed and developed together with the fishermen.

How is safety discussed and dealt with and thought through in practice. The crew is generally very experienced and knows what to do. All the captains and deck men have an education. It is important to help the new recruits build up their knowledge and practical experience. This is best done through dialogue: Talking safety over a cup of coffee. Highlighting the bad weather or changing weather conditions and saying “take care”. And it is crucial to think about the crew before the gear in times of emergency or risk.

The German fleet has gone through a lot of reduction. It's now a small fleet. There are not so many people employed in the sector. All have a good knowledge. This was held up as a major factor and strength.

Link to the Rendsburg School

<http://www.fischereischule.com/index.php/willkommen.html>

Link to the Schleswig-Holstein Nautical School

http://www.seemannsschule-priwall.de/index.php?option=com_htmlmap&view=htmlmap&id=1&tmpl=index&Itemid=72&lang=de

Sicherheitslehre provided by Rüdiger Bornholdt (in German only, but English headlines/summary will be provided in the final version)

Reference to the European Handbook Handbook for the prevention of accidents at sea and the safety of fishermen, available i.a. from the website of Europêche:

<http://www.europeche.org/images/stories/downdoc/Guides/GUIDE%20FINALE%20ANGLAIS.pdf>

[European Parliament report on fisheries in Germany an in-depth analysis from February 2014](#)

Those we met during the visit:

Peter Breckling	Union of German Cutter Fishery	Info@deutscher-fischerei-verband.de
Dr. Elke Horndasch-Petersen Rüdiger Bornholdt, netmaking and safety teacher	Fisheries School, Fischereischule Grüner Kamp 13 24768 Rendsburg http://www.fischereischule.com/	ehorndasch@lksh.de e mail to Rüdiger?
Holger Garbelmann, Principal Gerald Albrecht, navigation teacher	Schleswig-Holsteinische Seemannsschule Wiekstraße 3 23570 Lübeck Germany http://www.seemannsschule-priwall.de/	info@seemannsschule.landsh.de
Benjamin Schmöde	Producer Organisation Erzeugergemeinschaft-Burgstaaken 81, 23769 Fehmarn http://www.fehmarnfisch.com	schmoede@fehmarfisch.com
Two captains from Fehmarn – they go unnamed: Benjamin Schmöde is welcome to provide their names if they want to feature in the report		