

**TASCS:**

The social partners, in particular EBU, ESO and ETF, have started the TASCS project to investigate the workload of the personnel in inland waterway transport (IWT). This joint project will identify and assess all relevant critical work load elements and/or influences that have impact on crew members on board of a vessel whilst at work/rest. The project is funded by the European Commission and will be carried out from spring 2017 until autumn 2018. A consortium of DST (Duisburg, Germany), InterGo (Utrecht, The Netherlands) and professor Peter Turnbull (University of Bristol, United Kingdom) is commissioned.

**What is going to happen now?**

The work load investigations will take place during ship visits. In October 2017 the first ship visits will take place. Your contact data and/or a completed form with vessel data (type of charge, operational area, operational modus etc.) has been provided by the ETF. Therefore, we assume that you agree to a visit by one of our researchers.

During the ship visits a researcher will identify and observe activities on board, assess work load aspects and recovery. Crew will be interviewed on those activities on board. The research is about daily activities but also about disturbed modes of operation, crew members can tell about. The researchers will look after:

- technical aspects like waterway properties and ship characteristics influencing human activities on board;
- qualification and work experience of crew;
- organisational aspects like planning, shift length, working times;
- task characteristics like duration and frequency of tasks, urge of a task/being time-bound, estimated physical/cognitive workload and effects of special aids/technical equipment on board or level of experience.

**Results**

Finally all information will be processed confidentially and anonymously by the researchers, harmonised in categories of vessel types like: cabin vessels, day trip vessels including ferries, container vessels, motor cargo vessels, motor tanker vessels, pushed convoys and towing convoys.

After the work load investigations additional workshops will take place in the year 2018 with focus group members of the project to explore e.g. developments that might affect work load of crew members at managerial and operational level in future. The final ambition of TASCS is a documented proposal with different options, for an easy to use (transparent, flexible, sustainable) and easy to enforce manning instrument for the European waterway network, taking relevant differences in characteristics into account.

**More information?**

If you need more information about the vessel visits, please contact Rainer Kaiser:

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in cooperation  
with



and

**Professor  
Peter Turnbull**