



# Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of  
Transport and Digital Infrastructure

Federal Bureau of Maritime Casualty Investigation • P.O. Box 30 12 20 • 20305 Hamburg

#### Office Building

Bernhard-Nocht-Str. 78  
20359 Hamburg  
Tel.: + 49 (0) 40 31 90 – 83 11  
Fax: + 49 (0) 40 31 90 – 83 40  
[posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de)  
<http://www.bsu-bund.de>

**Your reference**  
Your message from

**My reference**  
(please state on reply)  
12/16

**+ 49 40 31 90 – 83 11**

**email: [posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de)**

**Date**

**25 March 2020**

## PRESS RELEASE No 05/20

The Federal Bureau of Maritime Casualty Investigation (BSU) published the investigation report No 12/16 on 25 March 2020. The report deals with the collision involving the transporter bridge Rendsburg and the cargo vessel EVERT PRAHM. This report is available on

[https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte\\_node.html](https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte_node.html)

### **Collision involving the transporter bridge RENDSBURG and the cargo vessel EVERT PRAHM with ensuing grounding of the EVERT PRAHM on 8 January 2016.**

On 8 January 2016, the German flagged coastal motor vessel EVERT PRAHM was transiting the Kiel Canal in a westerly direction while en route from Liepaja, Latvia, to Husum.

At 0635, the EVERT PRAHM approached the Rendsburg railway bridge in the darkness with a speed over ground of about 8.8 knots. At that time, the transporter bridge suspended below the railway bridge, was at the northern shore of the Kiel Canal. In addition to the machine operator, a passenger was on the transporter bridge. The EVERT PRAHM sailed in the centre of the fairway and was just before the railway bridge, when the transporter bridge set off towards the southern shore. A full astern manoeuvre of the EVERT PRAHM in connection with "hard to port" could not prevent the collision anymore. The transporter bridge bumped against the hatch midships, got caught on there for a short period, turned and got clear. Then she bumped against the starboard bridge wing before scratching over the wheelhouse and in doing so dragging the antennas, the radar and the aft mast along. At canal kilometer 62,5, the EVERT PRAHM sailed slightly into the southern embankment. She was able to get clear from

the embankment under her own steam by an astern manoeuvre. Afterwards, she headed to the district port of Rendsburg and moored there at 0715.

As a consequence of the collision, the transporter bridge was heavily damaged and partly derailed, and dangled halfway above the Kiel Canal. The machine operator was seriously injured. The transporter bridge's only passenger sustained injuries as well. With the assistance of the canal ferry MEMEL, both persons could be recovered from the transporter bridge by the fire department and taken to a hospital. At about noon, the action forces succeeded in rerailling the transporter bridge and pull her to the Kiel Canal's southern side.

As a result of the accident, the Kiel Canal was closed for maritime shipping and the Rendsburg railway bridge for the rail traffic. The bridge was closed for the rail traffic until the evening. Afterwards, the transporter bridge was closed down. A new construction is being prepared.

In the course of the investigation, several expert opinions prepared for the parties involved in this connection, were, inter alia, evaluated. In addition, recordings of a webcam, which covered the area of the transporter bridge, were intensively used, on the one hand to assess the incident itself and on the other hand the transporter bridges general traffic behaviour.

The investigation report deals with the BSU's opinion with respect to the legal status of the transporter bridge and the obligations of the ferry and the maritime shipping arising from this. Moreover, the report deals with the operation conditions of the transporter bridge.

According to the technical changes already considered for the transporter bridge's new construction, no further safety recommendations were addressed to this addressee. Two safety recommendations with respect to the bridge resource management are addressed to the EVERT PRAHM's shipping company.

All investigation reports, safety recommendations and other information published by the BSU are available on <https://www.bsu-bund.de/EN/Publications>.

[https://www.bsu-bund.de/EN/Publications/Publications\\_node.html](https://www.bsu-bund.de/EN/Publications/Publications_node.html)

Ulf Kaspera  
Direktor