

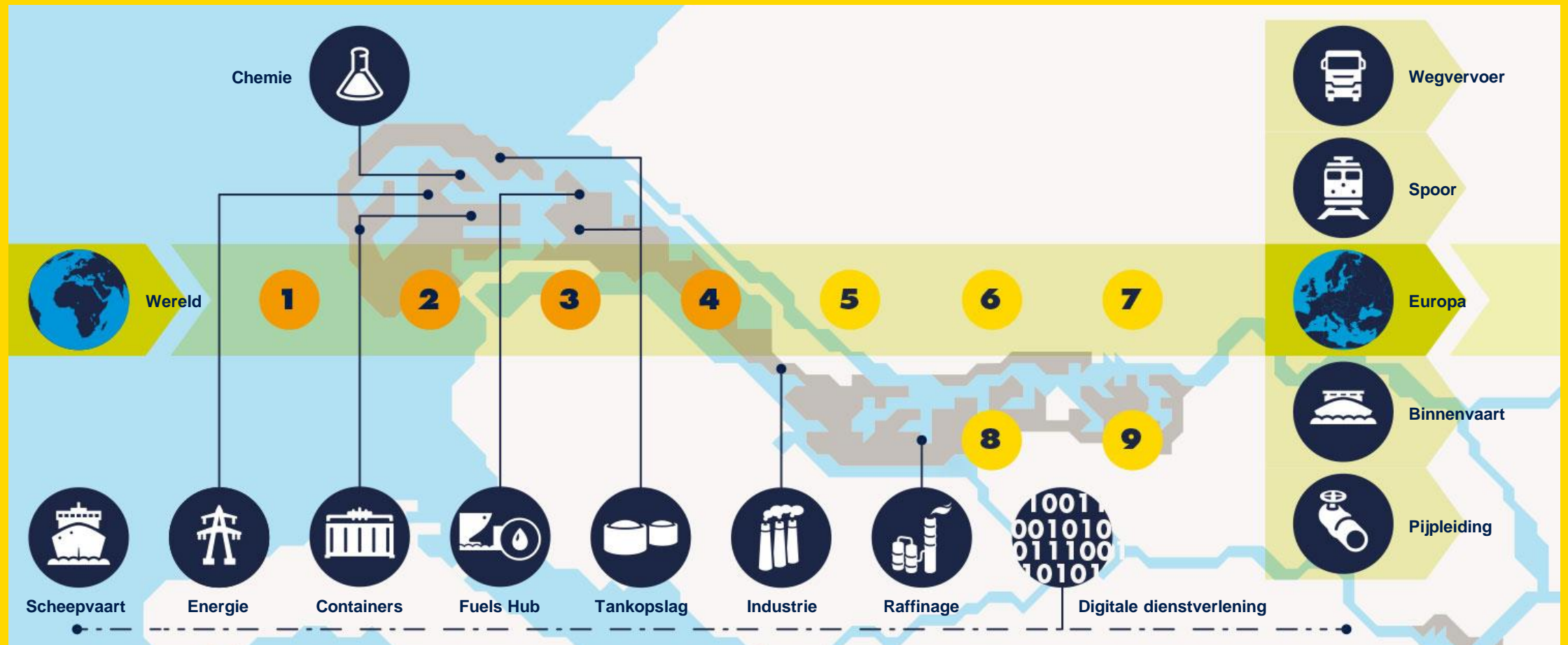
QUALITY THROUGH TRANSPARENCY AND CO-OPERATION



René de Vries – (State-) Harbourmaster Rotterdam
ISPO Conference 21st of June 2017



Activities Port of Rotterdam



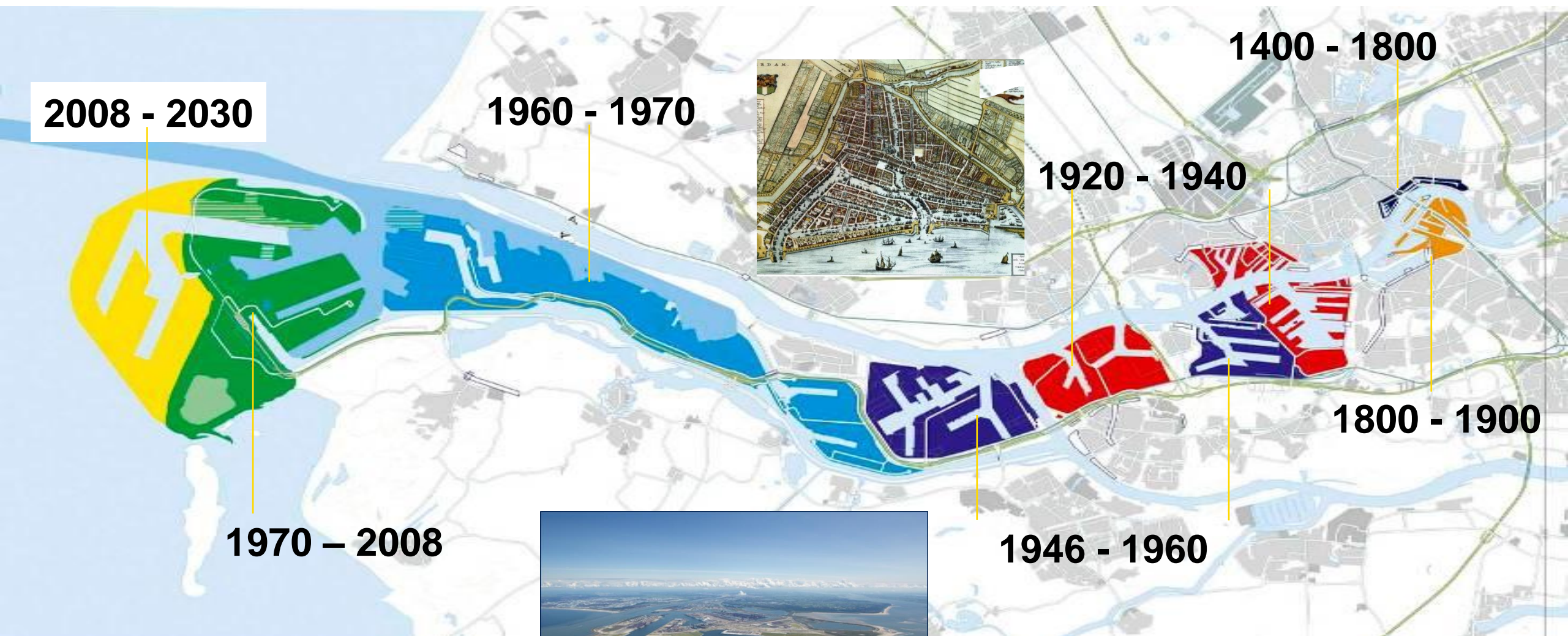
State Harbourmaster and Harbourmaster

Maritime and nautical (port) authority is the (state-) harbourmaster, employed by the Port of Rotterdam :

- **Harbourmaster reports to Minister of Transport and the mayor of Rotterdam**
- **State Harbourmaster : attribution and mandate**
- **Harbourmaster (municipality) : mandate**



Development Port of Rotterdam

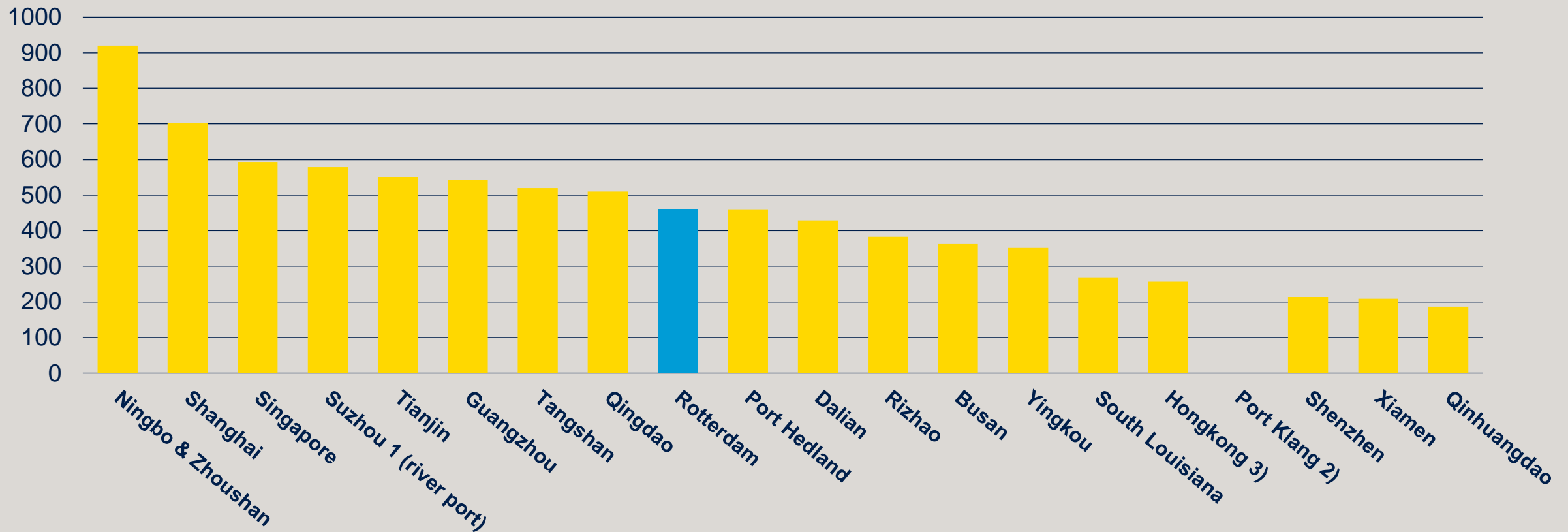


Port of
Rotterdam

Top 20 world ports

(x 1 mln. ton) (Port Klang: no data)

All Chinese ports inclusive national transport and inland barges



Bron: Havenautoriteiten

1) samenvoeging van de havens Taicang, Changshu, Zhangjiagang en Suzhou
2) Omgerekend van vrachton naar metrische ton
3) Inclusief Binnenvaart





Division HarbourMaster Rotterdam (DHMR)



Management team



Port of
Rotterdam

Quality and safety hand in hand



- If safety is the core business; quality management is almost the same as safety management
- Port Quality and Safety Management System since 2012



Port Quality & Safety Management



- Improvements?
- Own Safety?
- Nautical and port safety
- Do we recognize the risks?
- Do we learn enough ?

Port QSM Policy

Port QSM organisation

Procedures

**Law &
Regulations**

**Information, data
and agreements**

Play by the rules

**Key performance
indicators**

Auditing

Safety walks

Monitoring

Professionalism

**Education &
Training**

**Risk
management**

Improve

Port QSM : organisation

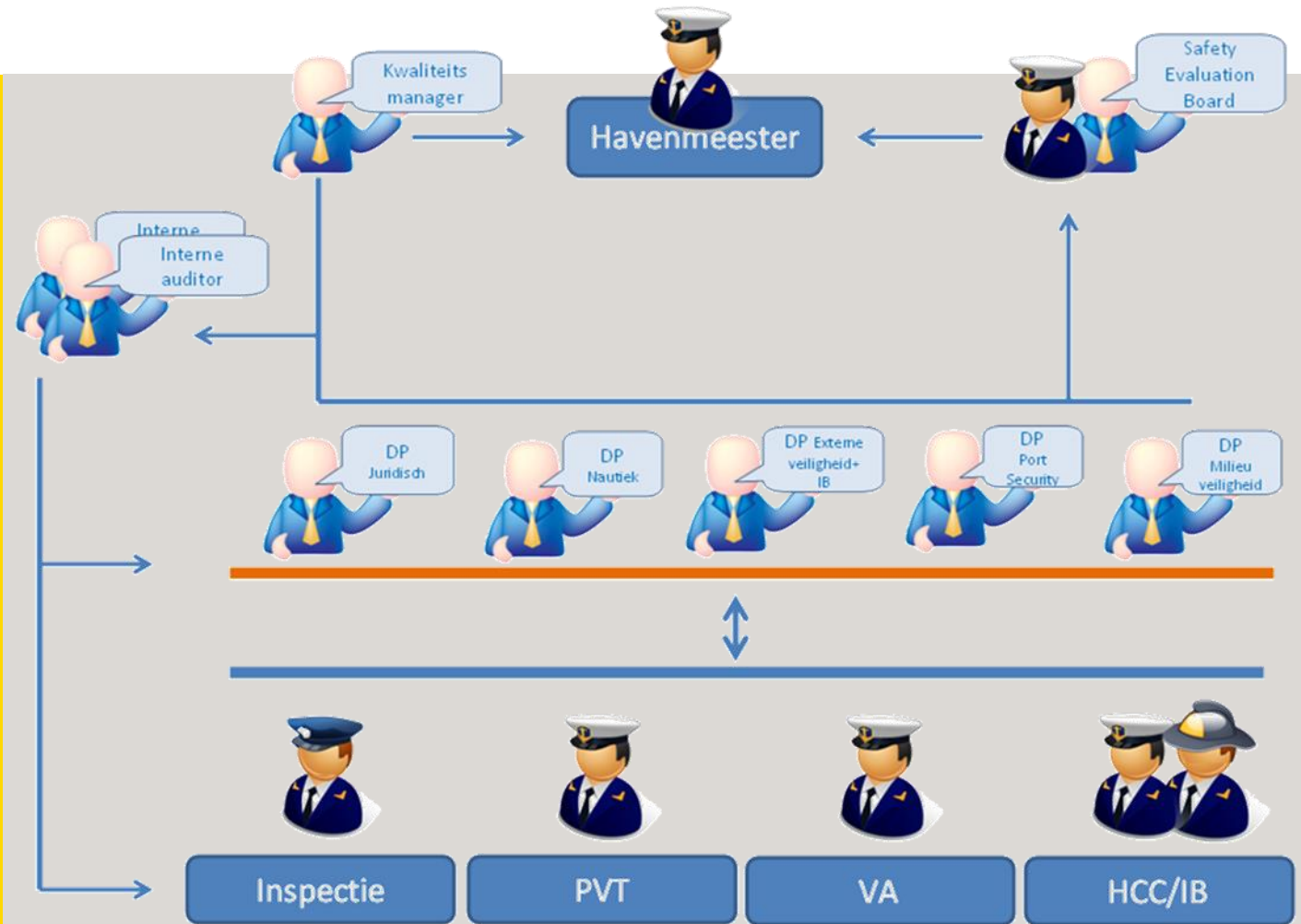
Quality and Safety Manager

Safety Evaluation Board

Internal auditors

Designated Persons

- Nautical affairs
- Calamity abatement
- Enforcement
- Port Security
- Environmental safety
- Internal : Nautical research
- Internal processes : support



Safety Evaluation Board



Evaluation of incidents analyses and risk assessments

Advise the Harbourmaster

Objective check severity accidents with regard to the KPI Nautical Safety Indicator

External members (Pilots and Rotterdam Safety Region)

Transparency as one of the keys to quality



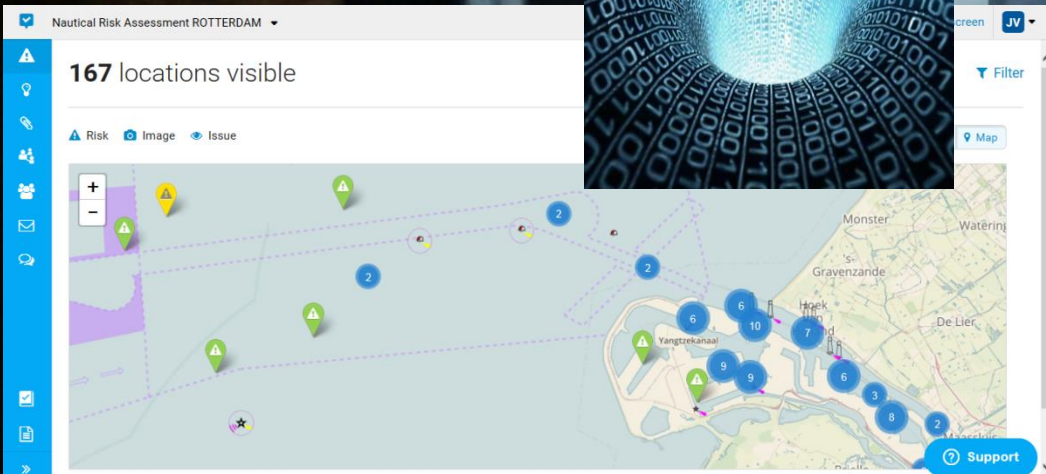
NAUTICAL RISK ASSESSMENT

2012-2017

170 SCENARIOS
CLOSE CO-OPERATION
PILOTS, LINESMEN,
HARBOURMASTER
AND STAKEHOLDERS



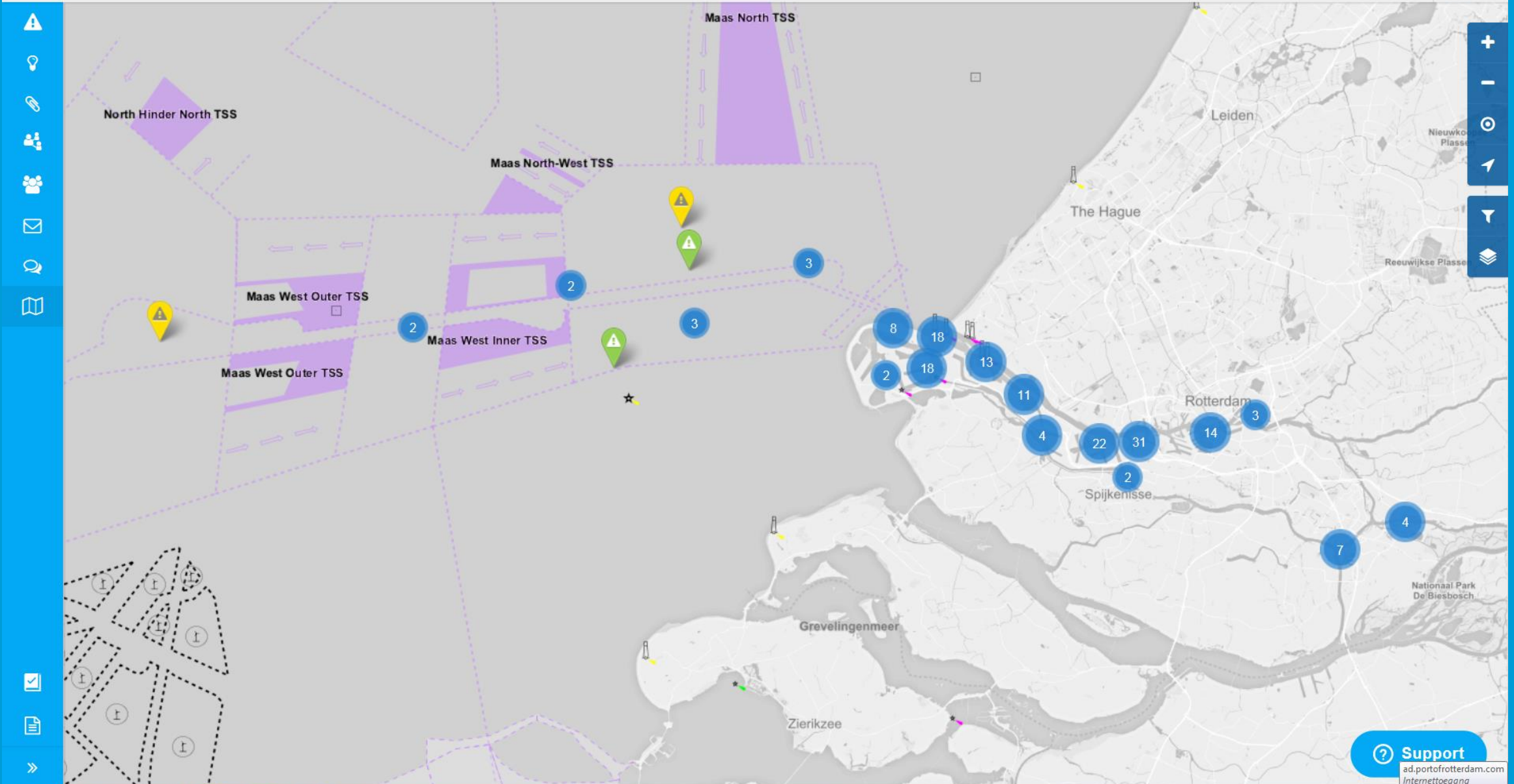
**DIGITAL:
RISK PLAN**

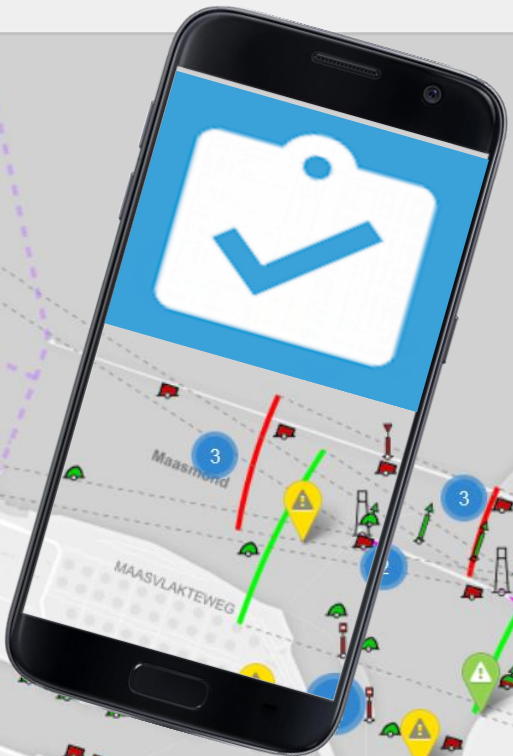
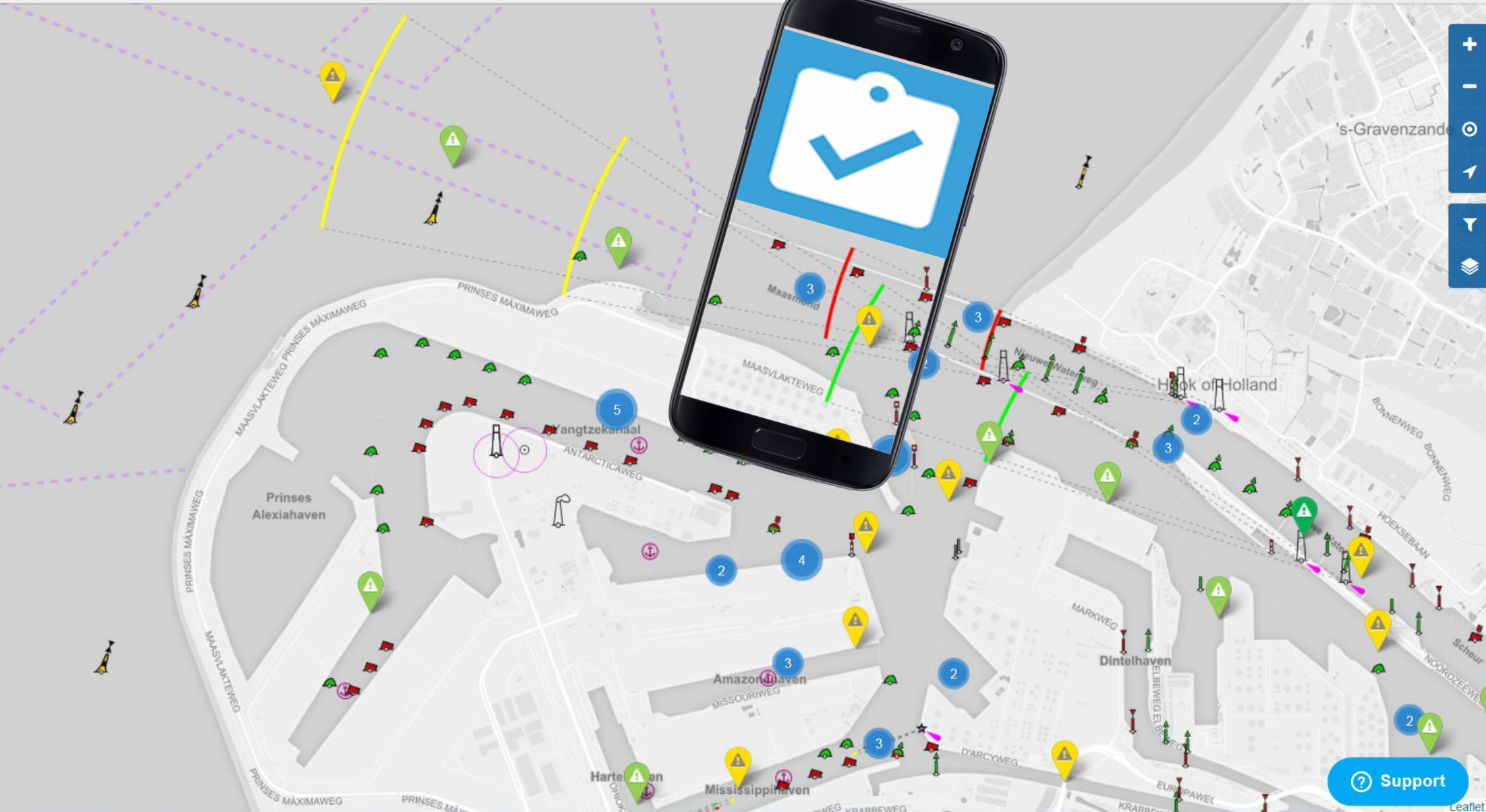


**FOLLOW UP IN NEW
AGREEMENTS, PROCEDURES,
CLIENT MEETINGS IN ISSUES
AND NEW ELEMENTS IN
TRAINING**

NAUTICAL RISK ASSESSMENT

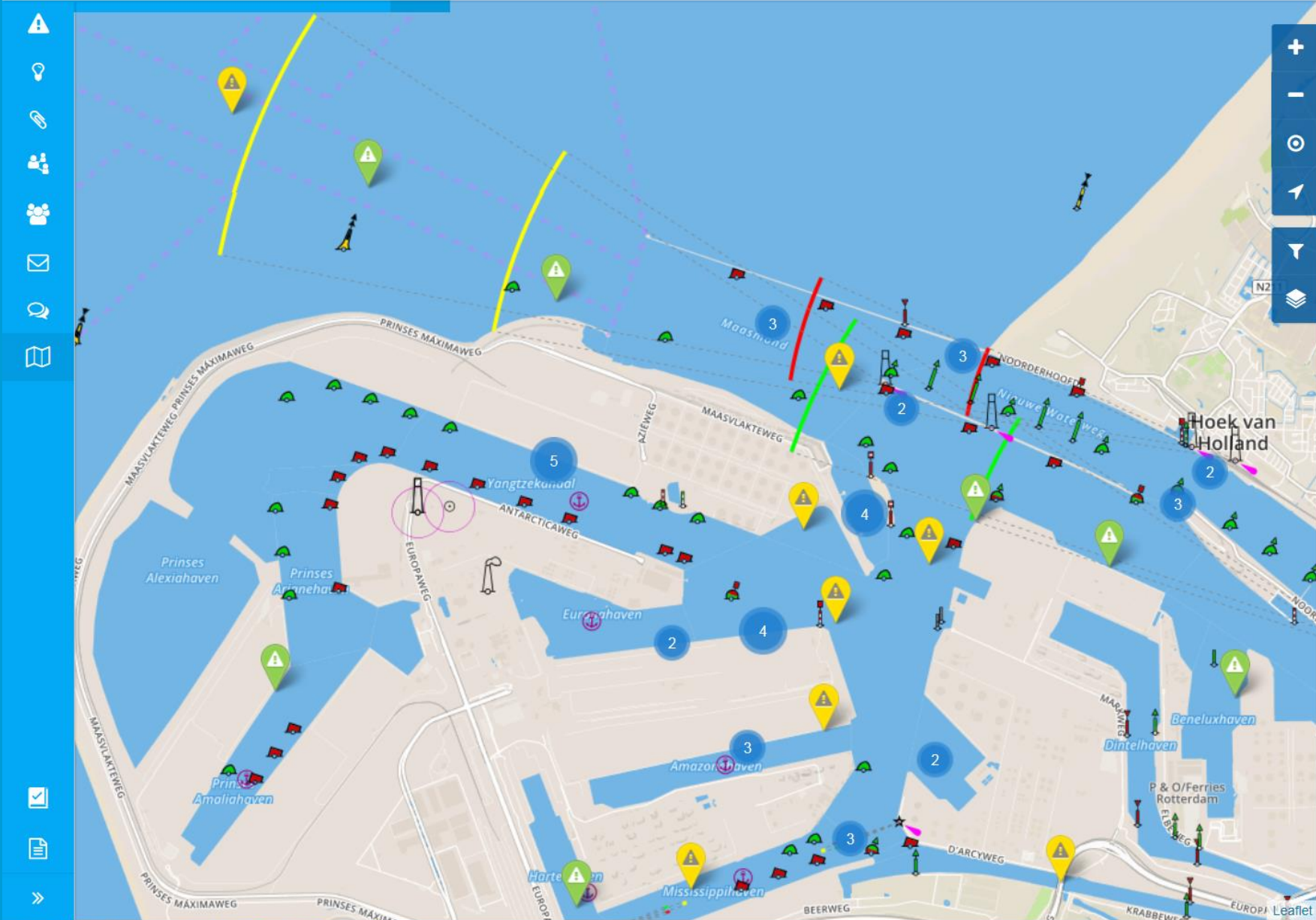






Support

Nautical Risk Assessment ROTTERDAM



For the map we use Mapbox, an open source mapping platform for custom maps based on OpenStreetMap.

MAP VIEW



VIEW OVERLAYS ON THE MAP

- Issues [i](#)
- Images [i](#)
- OpenSeaMap [i](#)

Support



For the map we use Mapbox, an open source mapping platform for custom maps based on OpenStreetMap.

MAP VIEW



VIEW OVERLAYS ON THE MAP

- Issues [i](#)
- Images [i](#)
- OpenSeaMap [i](#)

Support



5.44 Collision ship-ship in taking over situation River: Nieuwe Waterweg

Risk scenario

Collision ship-ship in taking over situation River

Open risk scenario



DESCRIPTION
Due to commercial pressure, hurry and small differences in speed we face many situations of taking over on the river which are hazardous and not necessary. Due to traffic density and maneuvering space the mutual distances are small and the effects of suction between the ships will occur. When the differences in speed of the ships is less than 2,5 kts the whole manoeuvre will take significant time, the risk is even higher and the gain in minutes very limited. Often it is not the inland barge that cause this problem but the seagoing vessels that take over. Most likely the damage is limited cause ships have contact parallel to each other. Worst credible the damage is serious and there might even be leakage and

Support



Risk assessments > Report

[Edit risk assessment](#)

Pilot Online Risk Assessment MV1

End date: 09 December 2016

Assessed risks:

Inbound turn Amazonehaven

[View result](#)

Collision during shifting Europahaven and DBF terminal

[View result](#)

Collision ship-ship barge and push barge Hartelhaven

[View result](#)

FINALISE RISK ASSESSMENT

I want to finalise the risk assessment, optionally use the risk scores in the risk plan and optionally send an email reminder to all participants.

[Finalise](#)

Participants


AK	Ab Kamman	filled out 6 December 2016
JG	JW als gast	send reminder
BR	Ben Rohner	filled out 7 December 2016
RB	Robert Blonk	filled out 5 December 2016
MB	Martijn Breuer	filled out 2 December 2016
EP	Erik Pannekoek	filled out 8 December 2016
JS	Jorden Sloeserwij	filled out 7 December 2016

[Support](#)

Risk: Inbound turn Amazonehaven

SHOW DESCRIPTION

Result Discussion

	Average result	Ab Kamman	JW als gast	Ben Rohner	Robert Blonk	Martijn Breu
RISICOSCORE	 4.09	 4.75	 4.25	 3.06	 4.19	
MOTIVATION			OK	Dit was een eerste test van mijn kant		Eenvoudig in er voor toeko een hoge risk worden of er genomen dar hebben plaat

Support

SHARING RISK PLAN

TRANSPARENCY ON RISKS AND LEARN FROM STAKEHOLDERS

SAFETY AWARENESS

CO-OPERATION SERVICE PROVIDERS

AMBITION : LEARNING BY SHARING WITH OTHER PORTS

APPLY THIS METHOD AND TOOL ON ENVIRONMENTAL SAFETY, EVENTS, PERSONAL SAFETY AND PORT SECURITY

INTEGRATION WITH CORPORATE RISK MANAGEMENT PORT OF ROTTERDAM

Quality through transparency and co-operation

