

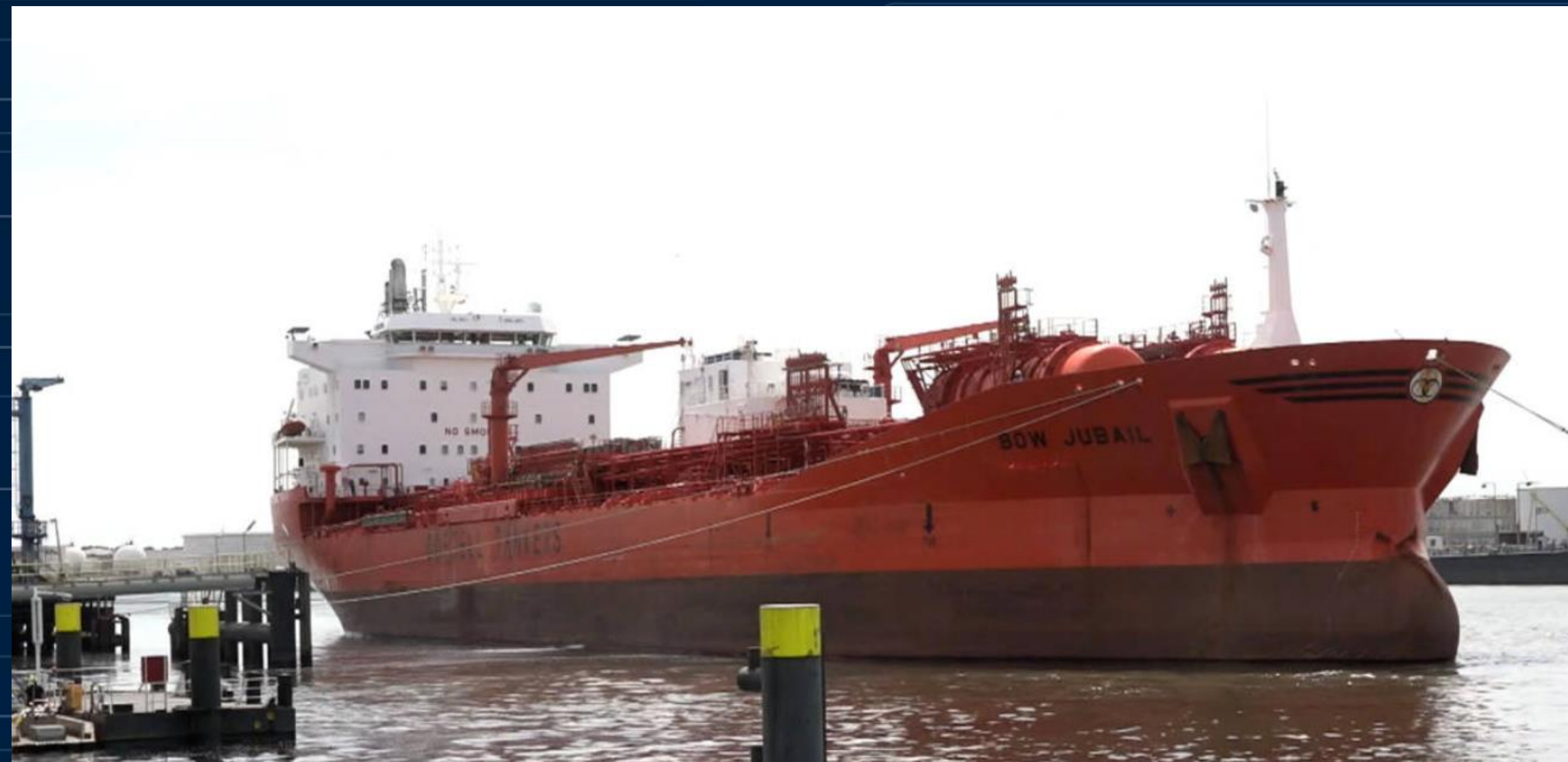
Incident

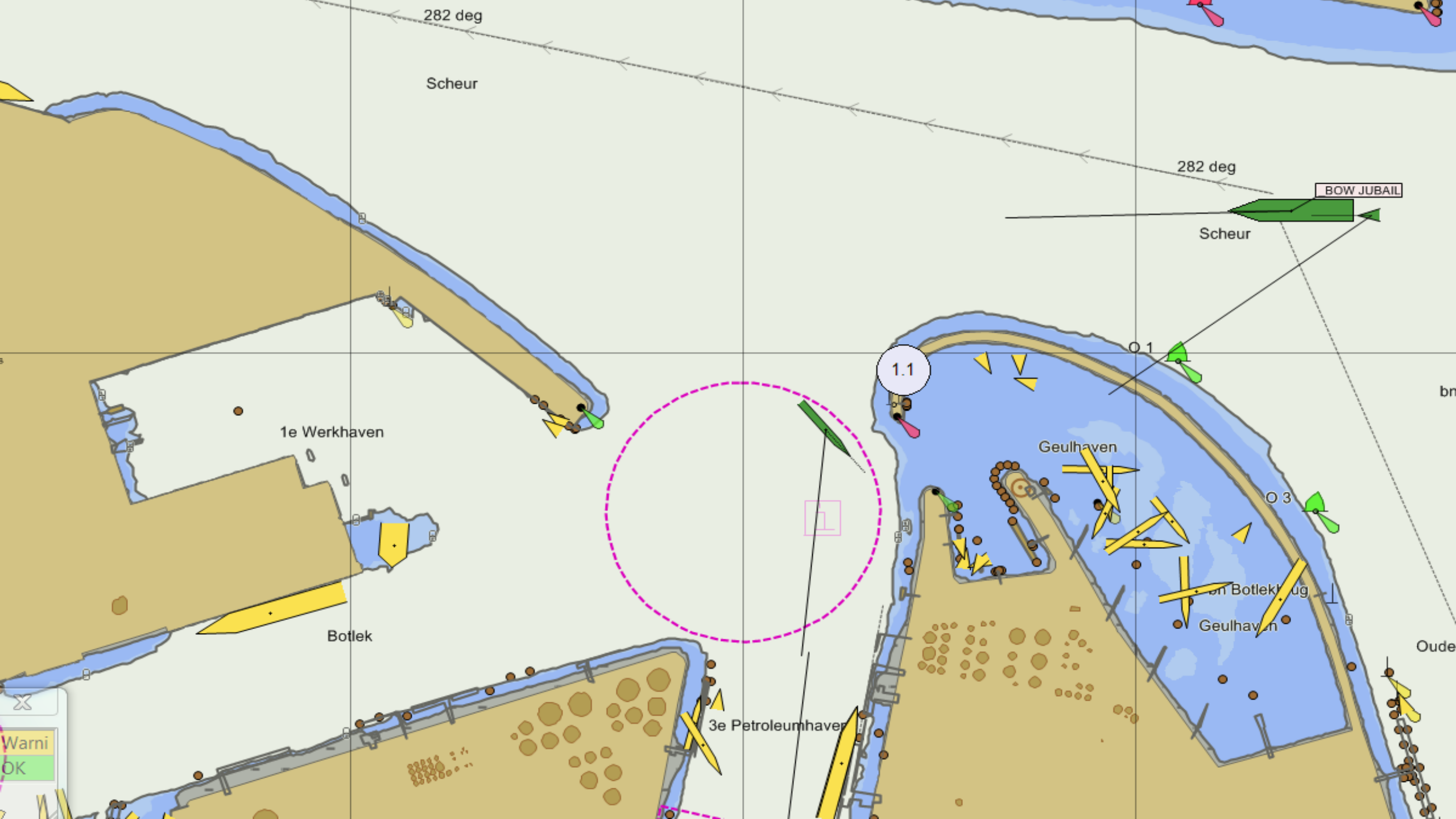
mt. Bow Jubail in Rotterdam.

Tjitte de Groot

Is your organisation prepared to deal with a major incident?

- **Incident itself: what happened**
- **Incident: during and shortly after**
- **The days following**
- **Long term**
- **Lessons learned**





282 deg

Scheur

282 deg

BOW JUBAIL

Scheur

1e Werkhaven

Botlek

1.1

Geulhaven

O 3

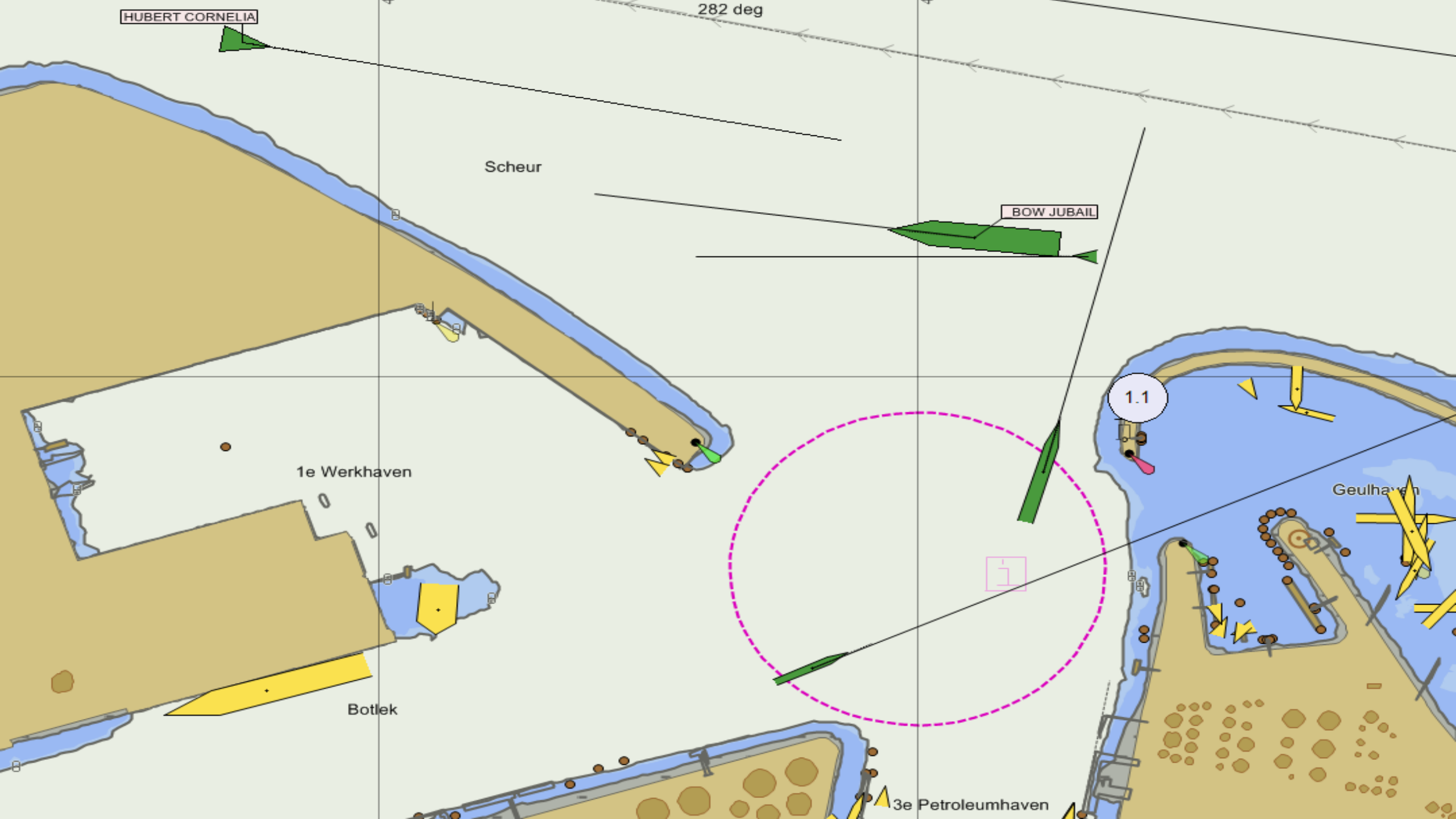
on Botlekbrug

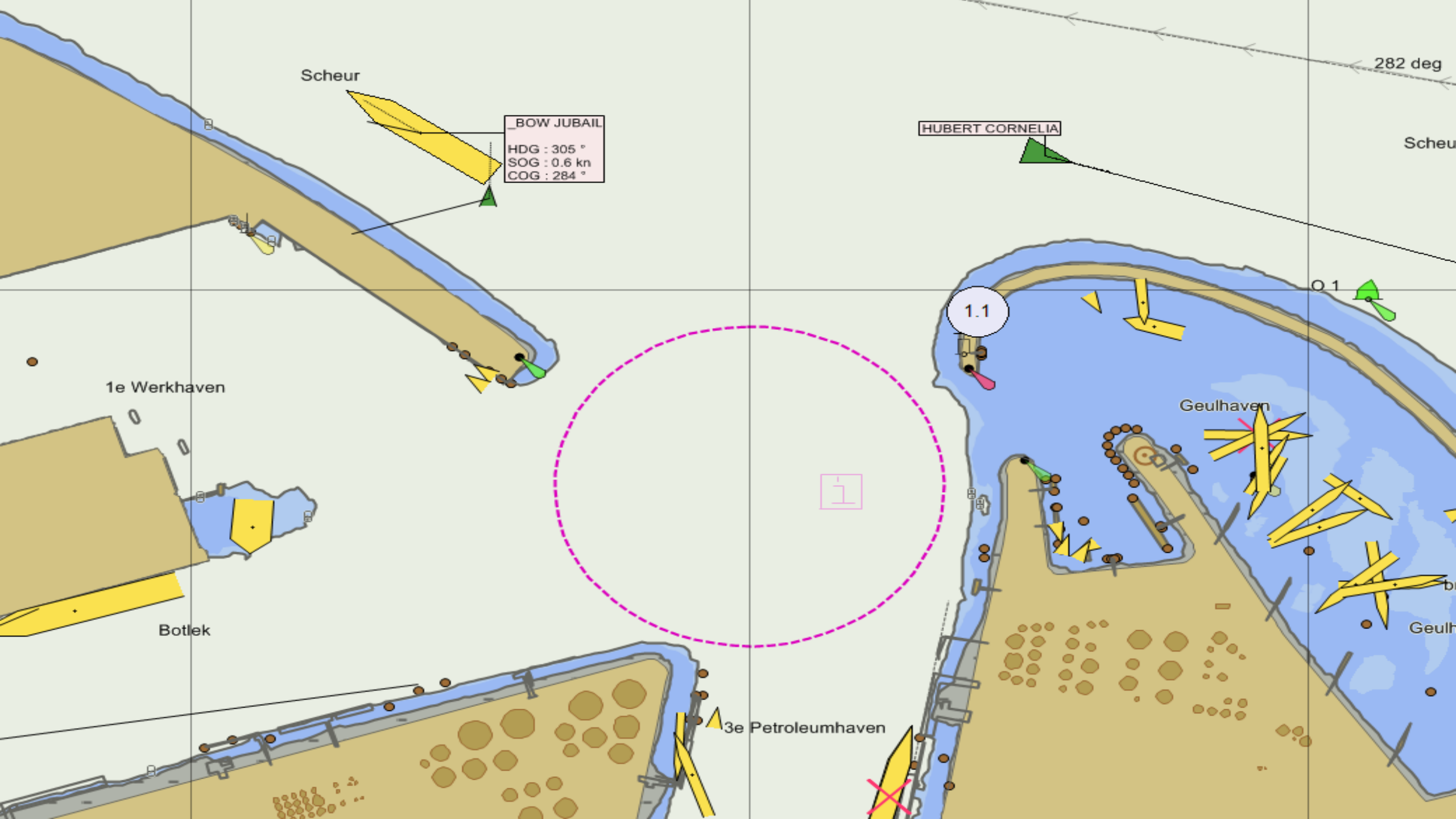
Geulhaven

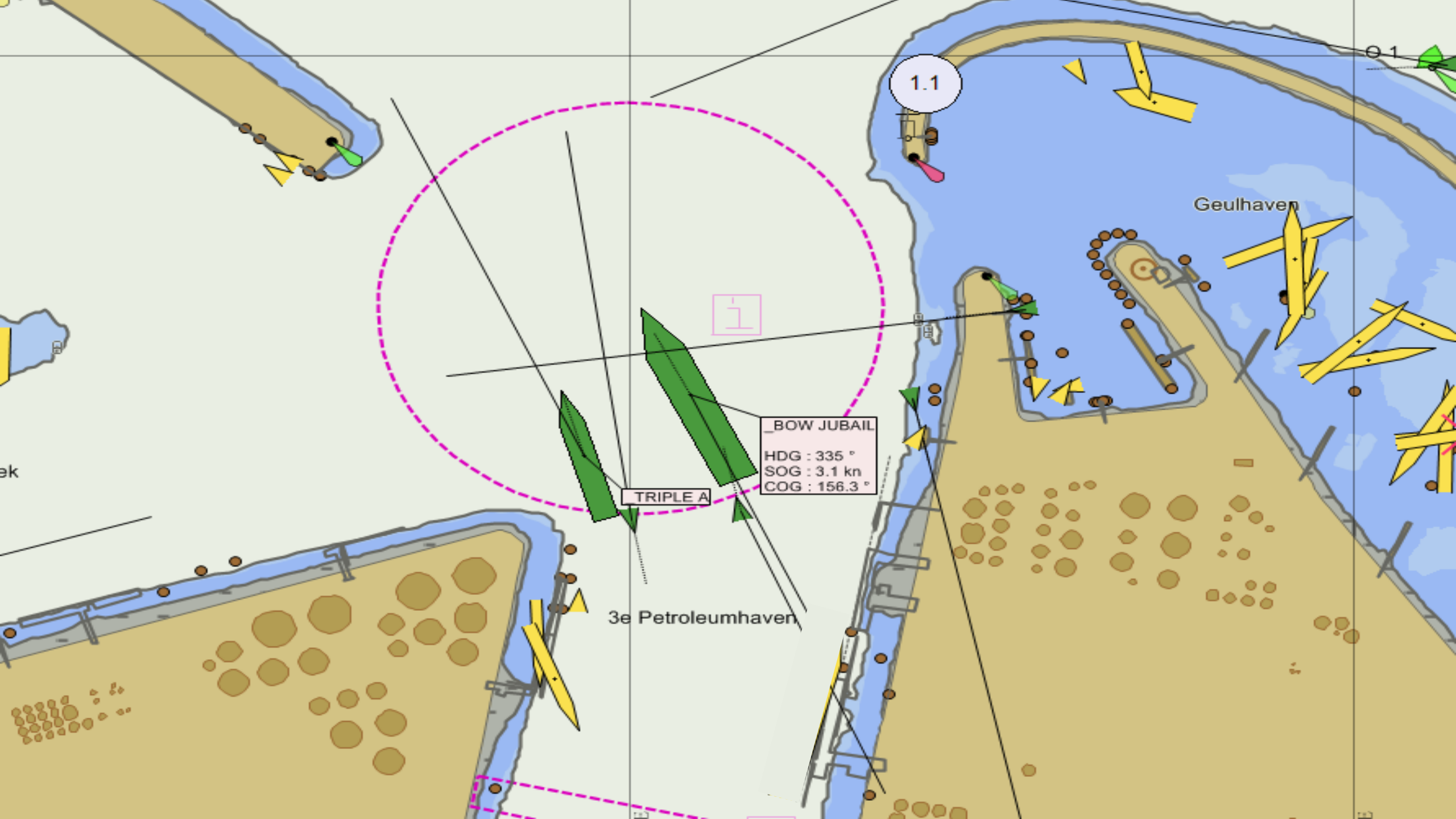
Oude

3e Petroleumhaven

Warni
OK







1.1

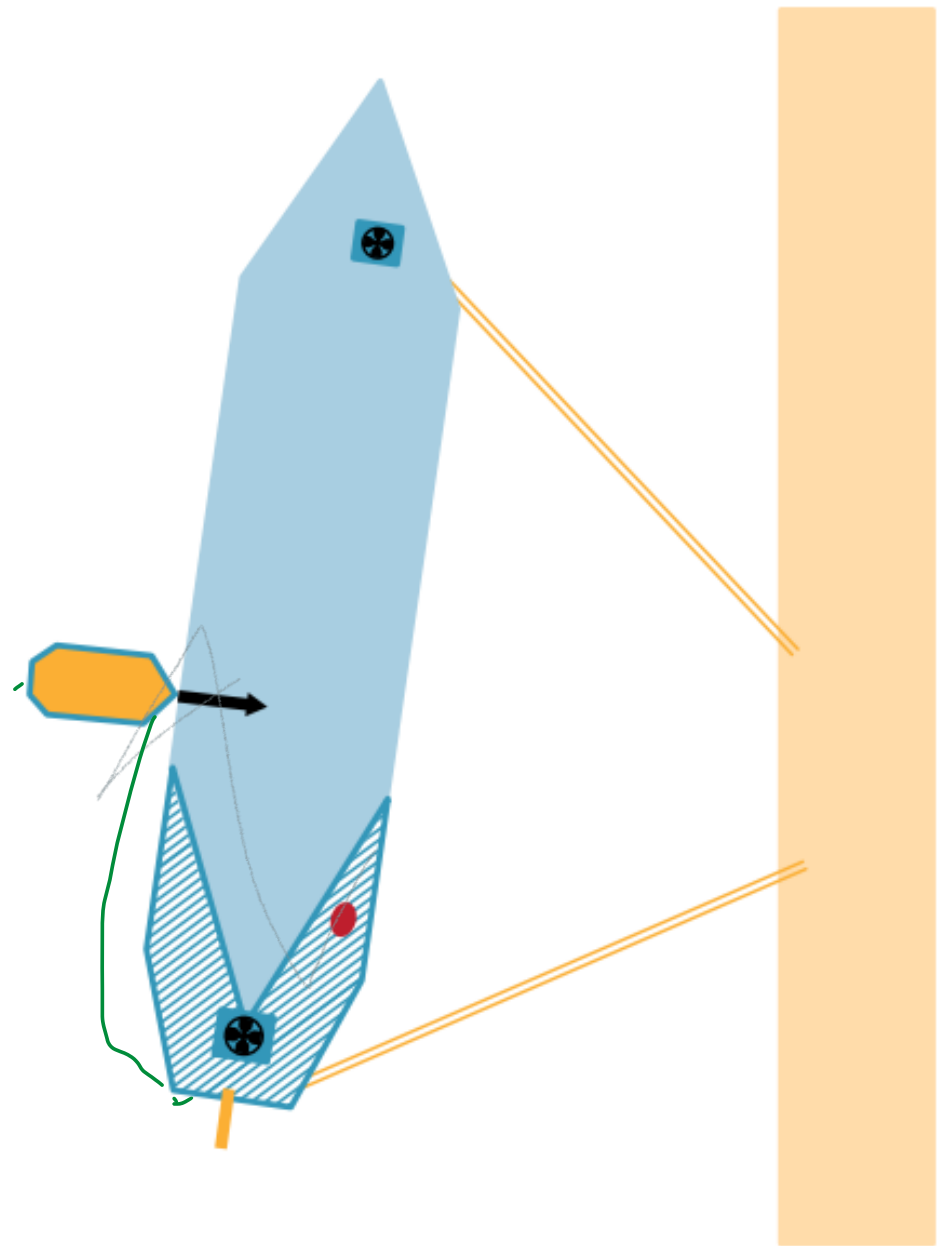
Geulhaven

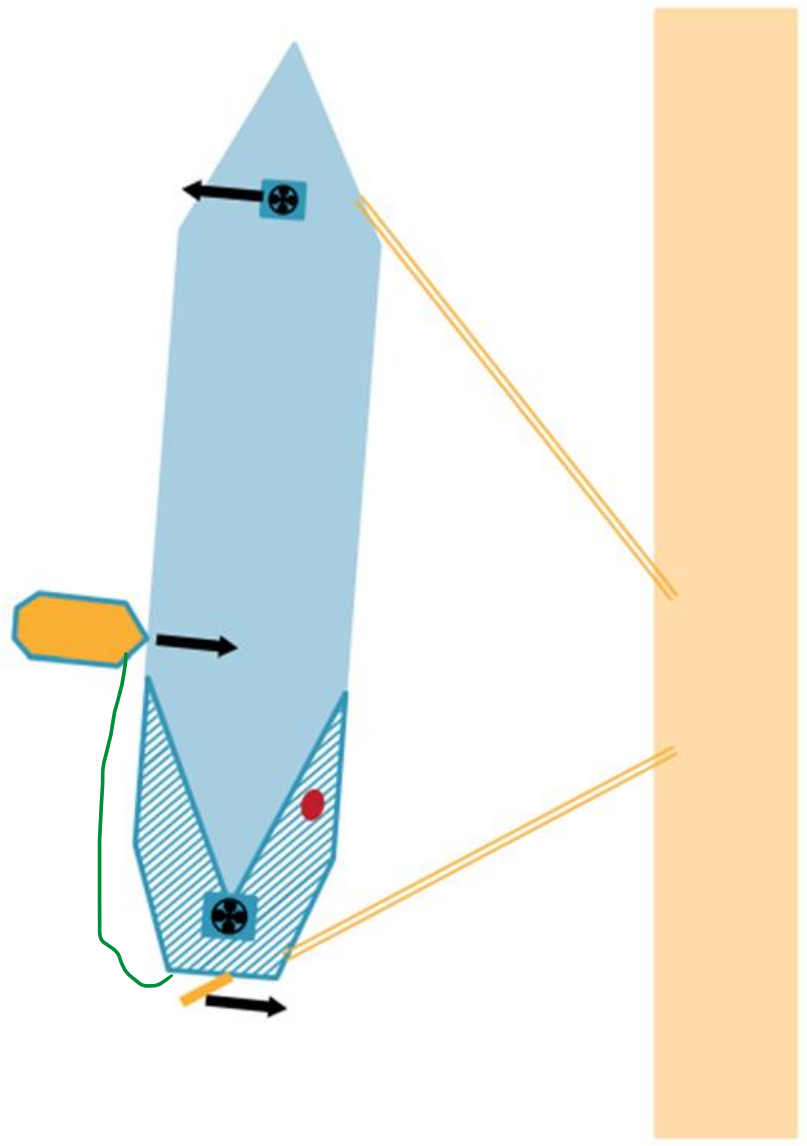
_BOW JUBAIL
HDG : 335 °
SOG : 3.1 kn
COG : 156.3 °

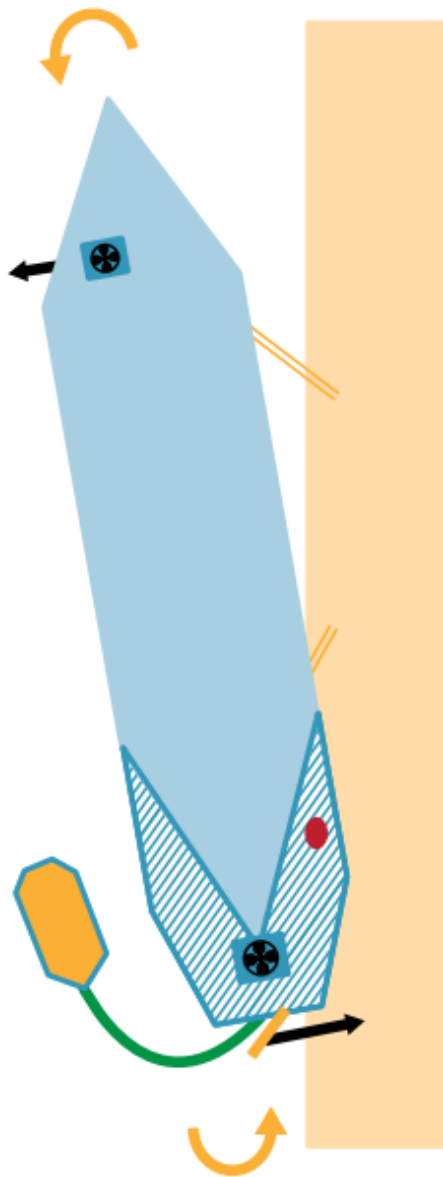
TRIPLE A

3e Petroleumhaven

ek











EDITH T.C.M.

<https://www.onderzoeksraad.nl/en/page/12207/olielekkage-haven-rotterdam>

RECOMMENDATIONS

The Dutch Safety Board issues the following recommendations:

With regard to preventing an (oil) spill in the port of Rotterdam:

To the Minister of Infrastructure and Water Management:

1. Place on the agenda of both the European Union and the International Maritime Organization the ambition to bring forward the date for phasing out seagoing vessels with single-walled fuel tanks. For this purpose, make use of the seat occupied by the Netherlands over the next two years on the IMO Council.

To Odfjell Ship Management and Loodswezen Rotterdam-Rijnmond (Pilotage Service):

2. Ensure that it is clear to all parties how a manoeuvre is to be undertaken and exactly what is expected of them during that manoeuvre. In the framework of Bridge Resource Management (BRM), actively make this information available to all crew members and check regularly that the BRM system is applied.

To the Port of Rotterdam Authority, DHMR and Odfjell Ship Management:

3. For all seagoing vessels visiting the port, ensure that before they enter the port area, the port authorities know whether the vessels are equipped with single-walled fuel tanks.
4. Draw up an inventory of the key safety risks involving seagoing vessels with single-walled fuel tanks for (the area surrounding) the port and take measures to mitigate these risks. These must include but not be restricted to:
 - identifying and creating (guidelines for) appropriate moorings;
 - manoeuvring support by (specific types of) tugboats;
 - the timing of mooring operations in relation to water levels and the shape and cargo of the vessel.

To the Port of Rotterdam Authority and DHMR:

5. Together with national and international ports, draw up additional safety requirements on seagoing vessels with single-walled fuel tanks.

With regard to oil recovery:

The Port of Rotterdam Authority, DH

6. Invest in knowledge and innovat
7. Develop scenarios about oil spill
8. In the event of a disaster, ensu

With regard to the organisation of

To the Minister of Infrastructure and

9. Ensure that Rijkswaterstaat acts

To the Port of Rotterdam Authority, L

10. Improve preparations for large-

ir. J.R.V.A. Dijsselbloem
Chairman Dutch Safety Board

mr. C.A.J.F. Verheij
Secretary Director

1 Introduction

2 The alien and puncturing of the

To Odfjell Ship Management and Loodswezen Rotterdam-Rijnmond (Pilotage Service):

2. Ensure that it is clear to all parties how a manoeuvre is to be undertaken and exactly what is expected of them during that manoeuvre. In the framework of Bridge Resource Management (BRM), actively make this information available to all crew members and check regularly that the BRM system is applied.

During- and shortly after the incident

- **On board**
- **Communication**
- **Authorities**
- **Press**
- **Lawyers**



De Lier

Delft

Bleiswijk

Rotterdam

Brielle

Spijkenisse

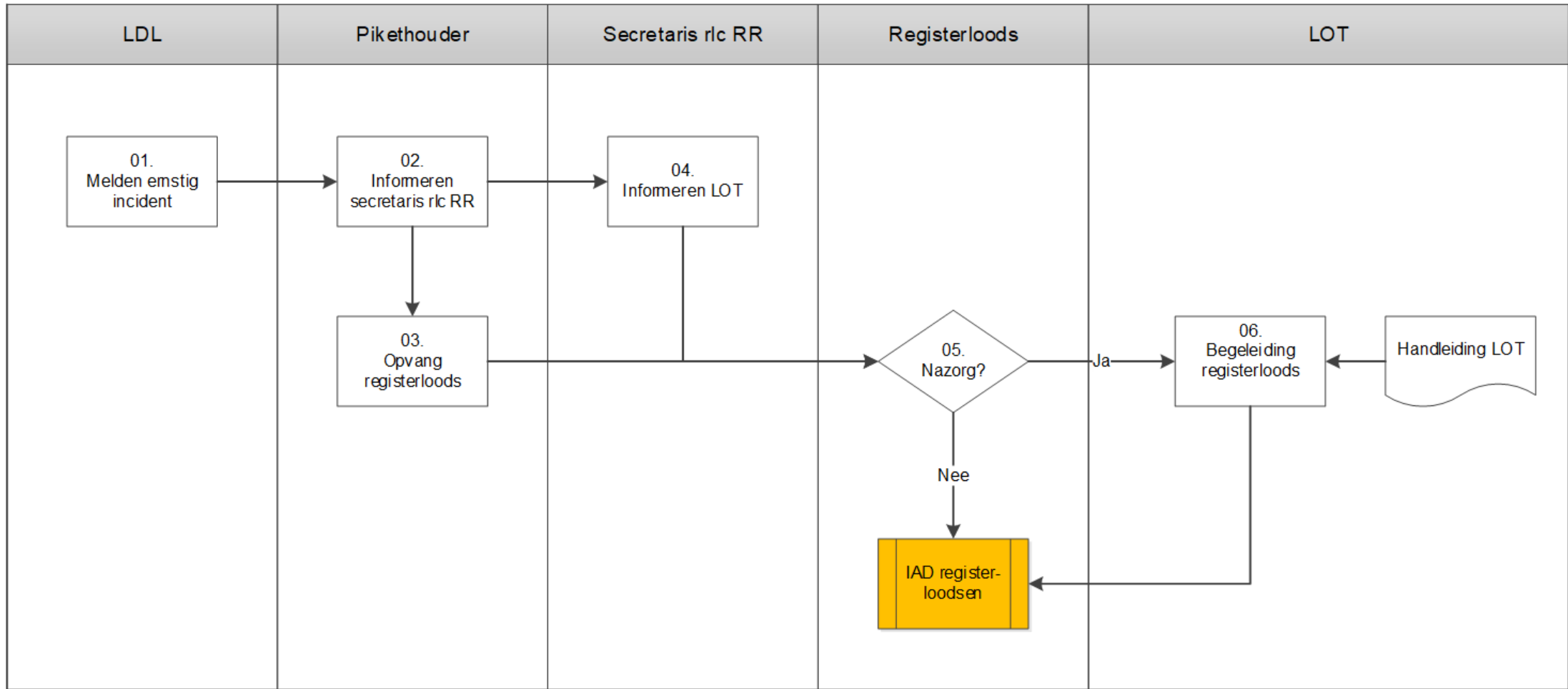
Oud-Beijerland





The days following

- **Crisis team**
- **Party's involved**
- **External advise**
- **Social media**
- **Press**
- **Colleagues**
- **Pilot involved**



Long term

- **Hearings**
- **Feedback to the pilots**
- **Investigations**
- **Reports**
- **Pilot involved**
- **Legal issues**

Lessons learned

and....



