

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, DHMR and Rijkswaterstaat:

6. Invest in knowledge and innovation in relation to oil clean-up and restricting the spillage of oil. Make use of the knowledge available abroad.
7. Develop scenarios about oil spillages or spillages of other substances in which factors such as tide, current, and type and volume of the substance play a role, and use these scenarios in the operational choices and preparations for disasters.
8. In the event of a disaster, ensure that aerial support is immediately available and ensure that information and images can be rapidly exchanged and used.

With regard to the organisation of crisis management:

To the Minister of Infrastructure and Water Management:

9. Ensure that Rijkswaterstaat actually fulfils its responsibility for the quality of the surface water in the port of Rotterdam. This calls for cooperation agreements with the other stakeholders at tactical, operational and strategic level. Check whether these matters are also well-organised at other locations in the country.

To the Port of Rotterdam Authority, DHMR, the Rijnmond-Rotterdam Security Region and Rijkswaterstaat:

10. Improve preparations for large-scale oil spills at tactical, operational and strategic level, by drawing up a disaster management plan and organising joint exercises.