



# PLATFORM ZERO INCIDENTS

join the journey, break the pyramid



**Year report**  
**2024**

# 01 INTRODUCTION

## MISSION

Platform Zero Incidents (PZI) strives for zero environmental and safety incidents in the inland shipping industry in the West European working area.

## VISION



### **Platform**

A platform where near misses and incidents are shared among members.



### **Preventing Recurrence**

Preventing recurrence of near misses/incidents by developing and promoting best practices based on research and analysis of (trends of) near misses/incidents.



### **Building Relationships**

Building sustainable relationships with stakeholders.



### **Raising awareness**

Increasing awareness and responsibility of safety within the industry.



### **Centre of Expertise**

PZI will be the centre of expertise in the field of prevention of safety and environmental incidents in inland shipping.

## WHO WE ARE

Platform Zero Incidents is an independent initiative under the umbrella of Koninklijke Binnenvaart Nederland (KBN), with its own Steering Committee, members and program management.

## GERRIT

Our mascot's name is Gerrit, named after Gerrit Bedet, an important safety advocate in the inland shipping industry.

## THIS DOCUMENT

Openness and transparency is highly valued within PZI. Therefore, this annual report was created, to create insight into activities and achievements of the previous year.

### Some achievements in the past years

- ◆ Guideline winches -> based on severe incidents
- ◆ Bunkering fuel -> limiting spills by new luboil coupling



## 02 members

### TANK BARGING MEMBERS

Alpinist SA	Dettmer Reederei	Naval	Unibarge
AMS B.V.	Deymann Tankrode Logistics	Naviglobe	Universe Shipping
Anaco	Fluvia	Oudcomb	Vario Shipping
BFT Tanker Logistics	GEFO/UNITAS	Plouvier/Intertrans	Victrol
Burando	HBS	Reederei Jaegers	Volharding
CFT	HGK Shipping	Somtrans/Vinotra	VT Group/Unilloyd
DBS BV	Interstream Barging	Stetrag	
Scheepvaartbedrijf Dari	Maaskade/Trendco	Stolt Tankers	
Deen Shipping	Maintank	TankMatch	

### STAKEHOLDER MEMBERS OTHER COLLABORATIONS

Binnenvaart Kennis	Marin	Port of Rotterdam
BP	Netherlands Maritime Technology	Shell
Dräger	North Sea Port	TVM Verzekeringen
EOC	Port of Amsterdam	Total Energies
INEOS	Port of Antwerp/Bruges	Transafe

## OTHER COLLABORATIONS



Below some examples how PZI participates with other organizations or initiatives.

### Smart Shipping Initiatives

PZI is actively involved in various workgroups and meetings where smart shipping is the primary focus. These efforts are aimed at advancing innovation and technological integration within the inland shipping industry.

### Government Collaboration

PZI's data plays a crucial role in forums such as the ADN Safety Committee and CESNI/PT, particularly concerning technical topics related to barges. Our contributions help shape policies and standards that enhance safety in the industry.

### Landelijke Ketenpartneroverleg Veiligheid op het water

PZI takes part in the Landelijke Ketenpartneroverleg Veiligheid op het water of NIPV, a workgroup around incident response on the Dutch waters.

### CTGG

PZI leads the workgroup dedicated to the safe clearing of cargo lines, aimed at preventing spills and exposure to hazardous residues left in loading arms, cargo hoses, and vapor return hoses. This initiative is critical to protect crew safety and minimize environmental risks.

### VOW

PZI regularly participates in the VOW (Verladers Overleg Werkgroep) meetings in the Netherlands and Belgium. These operational workgroups were originally founded and assembled by terminals only and concentrate on the ship-shore interface. They are meanwhile bringing together members from shipping owners/ operators, port authorities and terminals to discuss and resolve key issues concerning a safe and respectful cooperation at the ship/shore interface, upcoming changes to legislation, practical topics and eventually to learn from incidents and near misses that have taken place both on board and on the terminal.

### Cooperation with:

- ◆ OCIMF – The Oil Companies International Marine Forum
- ◆ AWO – The American Waterway Operators

## 03 ACTIVITIES

### EVENTS & MEETINGS

#### Quarterly Meetings

Each quarter, our members come together to share insights and lessons learned from incidents and near misses. These meetings provide a platform to review incident data, discuss trends, and identify new areas of focus for improving safety across the industry.

#### Stakeholder Conference

The annual Stakeholder Conference brings together all stakeholders to share insights on industry safety, current developments, and future plans. This event promotes transparency and collaboration, helping ensure everyone remains aligned in their shared commitment to safety.

Danny Jolly, co-founder of Fish Climbing Trees and Senior Incident Investigator at NS, emphasized viewing people as solutions to safety challenges rather than problems. He shared how changing perspectives can reveal critical improvement points in our systems.

Dara van Langen, pilot and Flight Technical Committee member at Vereniging Nederlandse Verkeersvliegers, shared his expertise on automation in the aviation industry. He discussed the similarities, differences, and growth opportunities for the inland shipping industry.

[Watch the aftermovie](#) to get a glimpse of this inspiring event.

#### PZI Industry Safety Day

Every year the PZI Industry Safety Day takes place. This is a key event where industry participants collaborate to identify and prioritize safety themes for the coming year. In 2024, the focus was on the ship-shore interface.

The 4th PZI Industry Safety Day, held in February, focused on the critical topic of the Ship-Shore Interface, bringing together terminal stakeholders and PZI members for an open and interactive exchange. The event began with a call to action from Maurits van der Linde, encouraging transparent sharing of lessons learned to support collective growth and prevent repeat incidents. Ton Wingelaar updated participants on upcoming regulations concerning degassing, while keynote speaker Dr. Marit de Vos emphasized the importance of recognizing both successes and failures. Her message promoted a culture of constructive dialogue, shared learning, and collaboration between ship and shore teams.



The afternoon program featured three hands-on workshops, including a roleplay simulating communication between a terminal operator and a barge captain (also used in the safety campaign mentioned below), which highlighted the importance of good communication and a constructive attitude. Round table discussions deepened these insights, stressing the need for communication and respect within the PZI network. The interactive Serious Game '5 Kingdoms' offered participants a fresh perspective on collaboration by allowing them to experience different roles in a dynamic setting. Attendees left the event with renewed motivation and practical ideas to strengthen safety and cooperation in their daily work.



## SAFETY CAMPAIGN

Each year, we launch a campaign to raise awareness around a specific safety theme. In 2024, the focus was on the 'Ship-Shore Interface'.

Over a four-month period, the majority of our communications with members and stakeholders, including Safety Flashes and Alerts, centred on this critical process.

Elements that were part of this campaign:

- ◆ Learning Engagement Tools with videos on:
  - ◆ Respect
  - ◆ Technical Difficulties
  - ◆ Empty Lines
- ◆ Safety Flashes
- ◆ Best Practice Guidance was drafted for the biggest part, launched in 2025



## TRAINING & WORKSHOPS

### Root Cause Analysis Training

PZI offers all its members the opportunity to take part in a Root Cause Analysis (RCA) training, facilitated by Hadrion. This course, also intended as a refresher, focused on equipping participants with essential skills for conducting effective incident investigations. By identifying and addressing the underlying causes of incidents,



members are better prepared to implement targeted measures that strengthen safety across their organizations.



## DOCUMENTS

All documents are shared in our PZI Library and sent to the PZI email list, which contains over 830 subscribers.

### Safety Flashes

A list of all Safety Flashes sent out in 2024:

- ◆ Fire in Engine Room
- ◆ Car Crane
- ◆ Person Overboard Prevention
- ◆ Person Overboard Mooring
- ◆ Person Overboard Rescue
- ◆ Hypothermia
- ◆ Good Housekeeping
- ◆ Moving Parts
- ◆ Ladders and Stairs
- ◆ Basic Agreements Ship-Shore
- ◆ Unsafe Situation
- ◆ Safety Meeting Loading/Discharging

### Safety Alerts

A list of all Safety Alerts sent out in 2024:

- ◆ Person Overboard
- ◆ Sailing Together!

## PZI WORK GROUPS

### Ports

GOAL: platform to share incidents specifically related to port areas

The discussions aim to identify and resolve safety challenges unique to these environments, ensuring safer operations within ports. This year, in addition to the discussion of various topics, preparations were made for the Industry Safety Day of 2025, with the theme of Ports in Focus: Seagoing Meets Inland.

## Ship-Shore Interface

GOAL: Bringing ship and shore together to reduce risk within the interface

The loading and discharging process is a large part of the activities of the crew on board. It is also where most personal injuries occur. Many efforts of the platform and its members are focused on the safety of this activity.

PZI adopted a workgroup from the CTGG around the critical process of the connection of the terminal facility to the barge. Risks around the blowing of lines and the connecting of arms and hoses have been the main points of attention. The groups have been working on creating a Best Practice Guidance in which the process and responsibilities are addressed in order to create a safer working environment. In this workgroup both terminal and barge representatives have taken place. The Best Practice Guidance is to be published in 2025.

## Crewing

GOAL: Creating more grip on what competencies come/are on board

The first goal of this workgroup is to provide tools for the members to know what competencies come on board. A standardized document for resumes for relief captains and competence matrix for the crew are created to potentially give more insight. Using these documents, collaboration will be sought with relevant parties. In addition, a format for a navigational audit questionnaire to assess the competencies of nautical skills is also created. These documents are finalized in the beginning of 2025. After which the group will focus on Alcohol, Drugs & Medication.

## Human-Machine Interface

GOAL: Take first steps towards a standardised wheelhouse desk

A well working human-machine interface contributes to a safer environment, or differently stated, a poor human-machine interface leads to incidents. This workgroup has a focus on navigational equipment at first, taking small steps towards standardization of the wheelhouse desk.

## Loading Depth

GOAL: Update the PZI Information Sheet

This workgroup has been created in order to update the current PZI Information Sheet on the calculation of a safe loading depth on the Rhein. This document is now a Best Practice Guidance with updated information. This workgroup will remain active in 2025, working on an easier and more trustworthy way of calculating a safe loading depth.



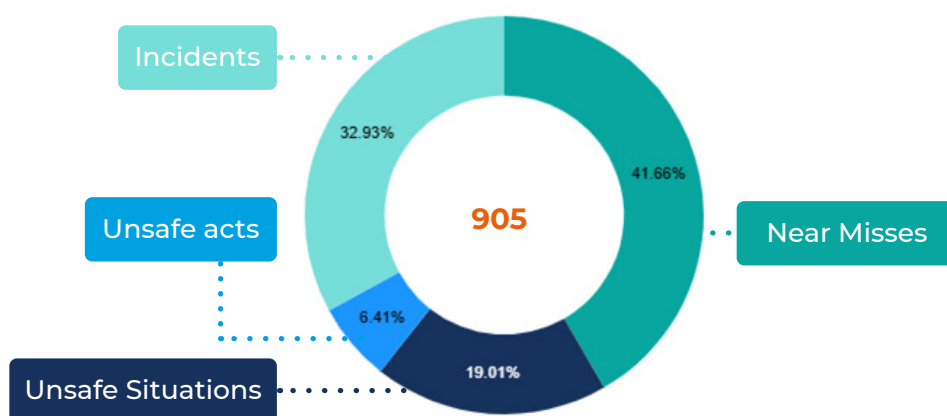
## 04 INCIDENT STATISTICS

Incident statistics form the foundation of PZI's work. Our database serves as the backbone for decision-making, guiding the selection of themes and topics that require focused attention.

Below, we present several graphs that broadly categorize the types of reports we received in 2023.

### DISTRIBUTION OF TYPES OF REPORTINGS IN 2024

In 2024, we recorded 905 reports, with the majority categorized as near misses and incidents.

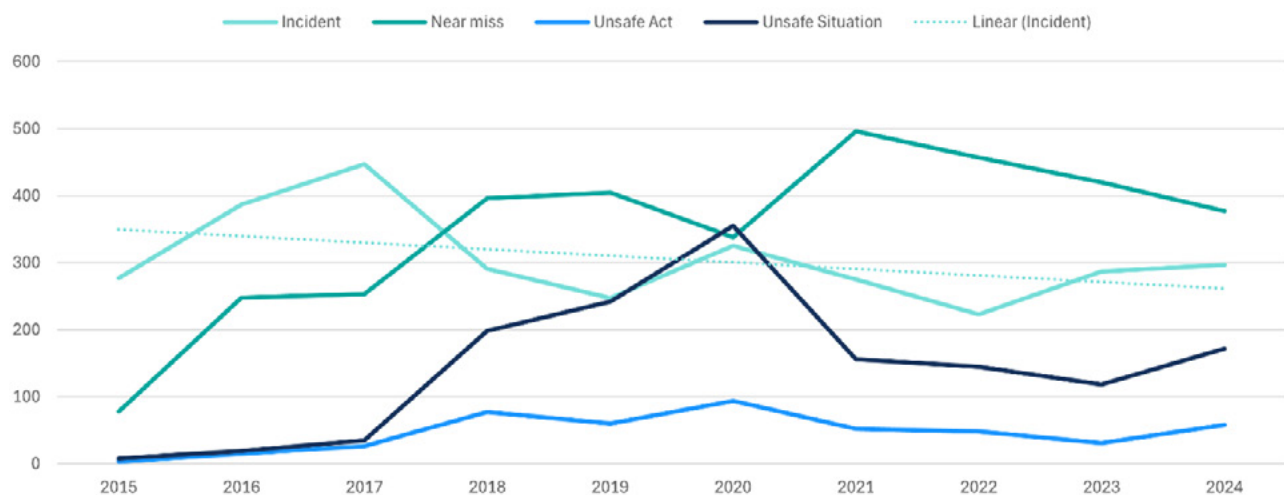


## DISTRIBUTION OF TYPES OF REPORTINGS OVER THE YEARS

Below the trend line over the years of the different reportings, from which it can be seen that in the beginning years mostly incidents were reported. Over the years different types of reports came in e.g. near misses and unsafe acts. A positive development in gathering more information.

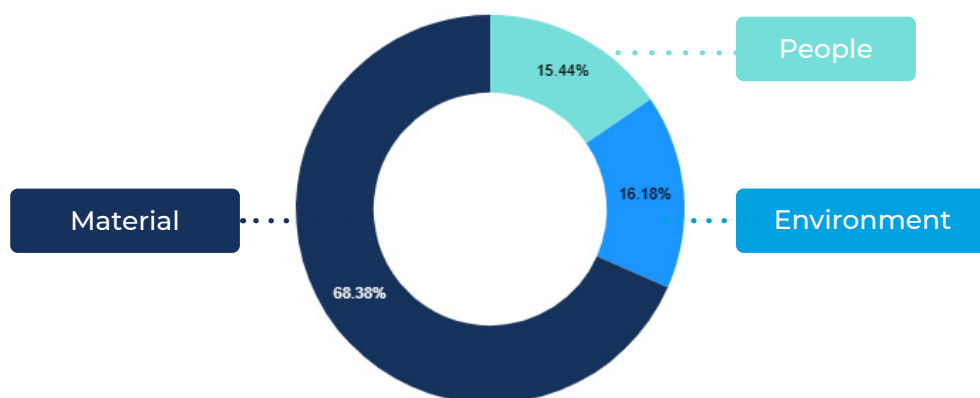
The incident trendline shows a decline in incidents over the years.

Keep in mind that in 2015, PZI was founded and only a handful of members were reporting. From 2020 onwards, PZI has a stable membership base.



## CONSEQUENCES OF REPORTED INCIDENTS IN 2024

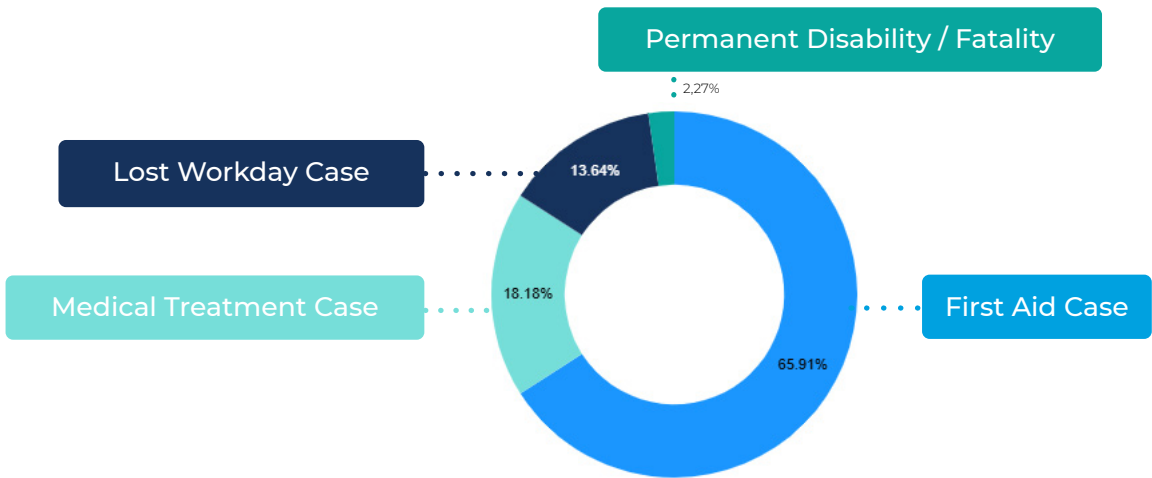
The analysis of these incidents reveals that most of the consequences involved material damage. More detailed breakdowns are provided in the following graphs.



# PERSONAL INJURIES IN 2024



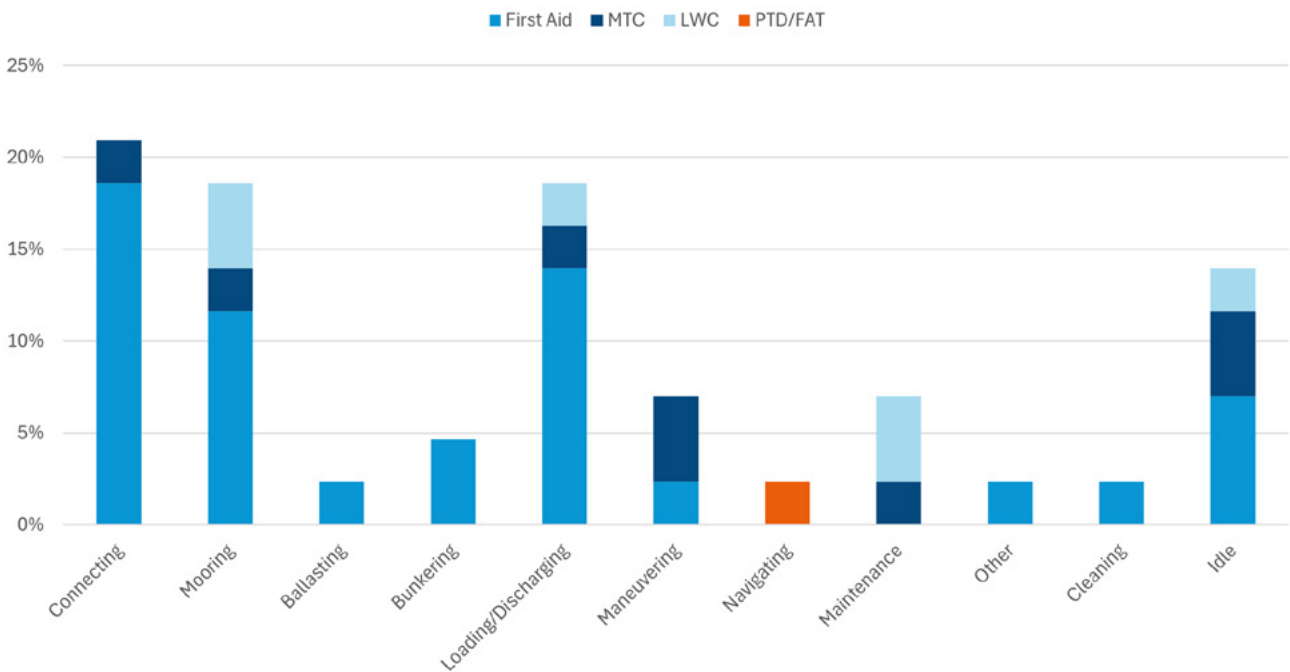
This year, one fatality was reported, namely a man overboard during a voyage.



## WHEN PEOPLE GET HURT

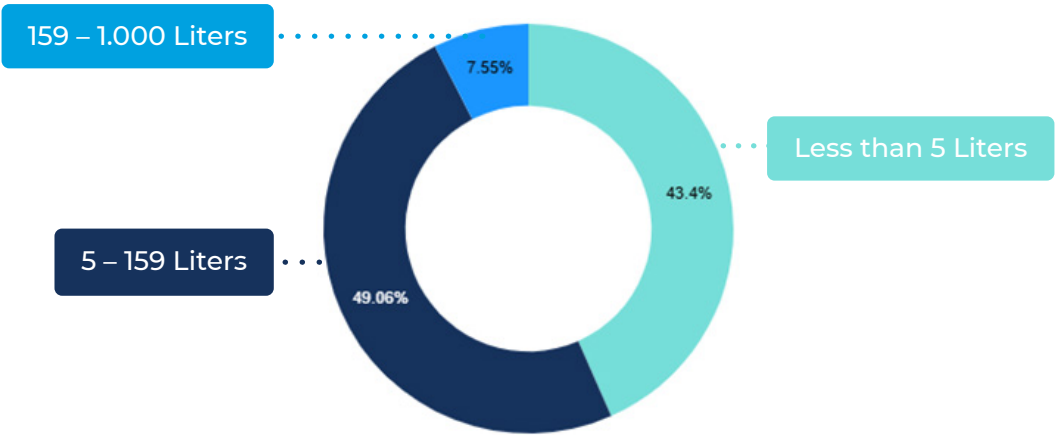
The ship-shore interface has the highest number of reported incidents, including incidents during connecting and during the loading/discharging process. Mooring incidents are second highest when it comes to the number of reported personal injuries.

As mentioned above, one fatality of man overboard during voyage

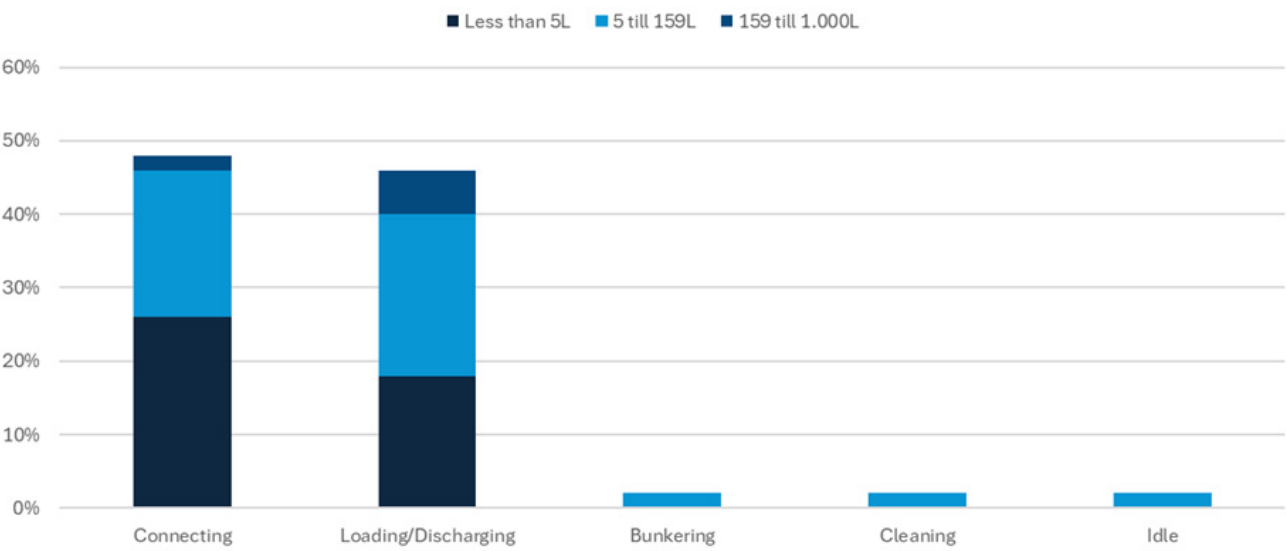




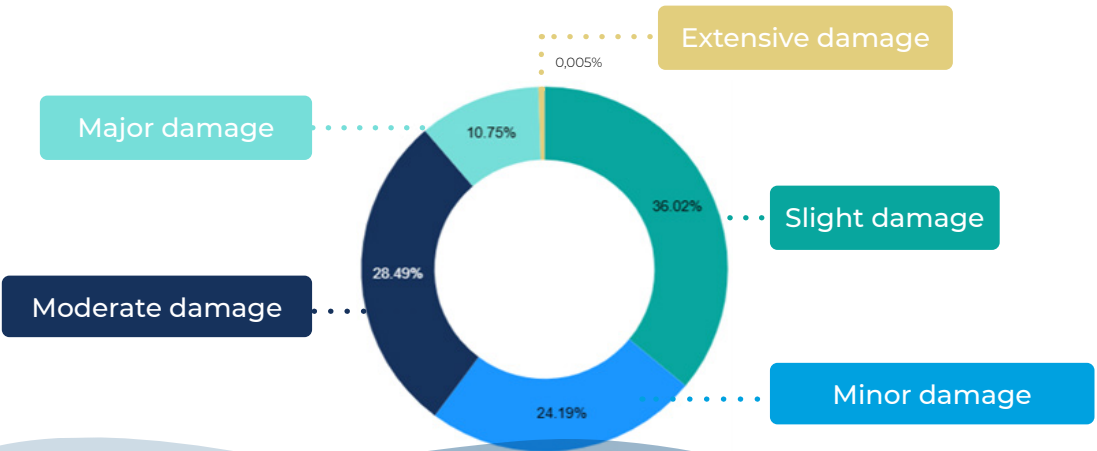
# ENVIRONMENTAL INCIDENTS IN 2024



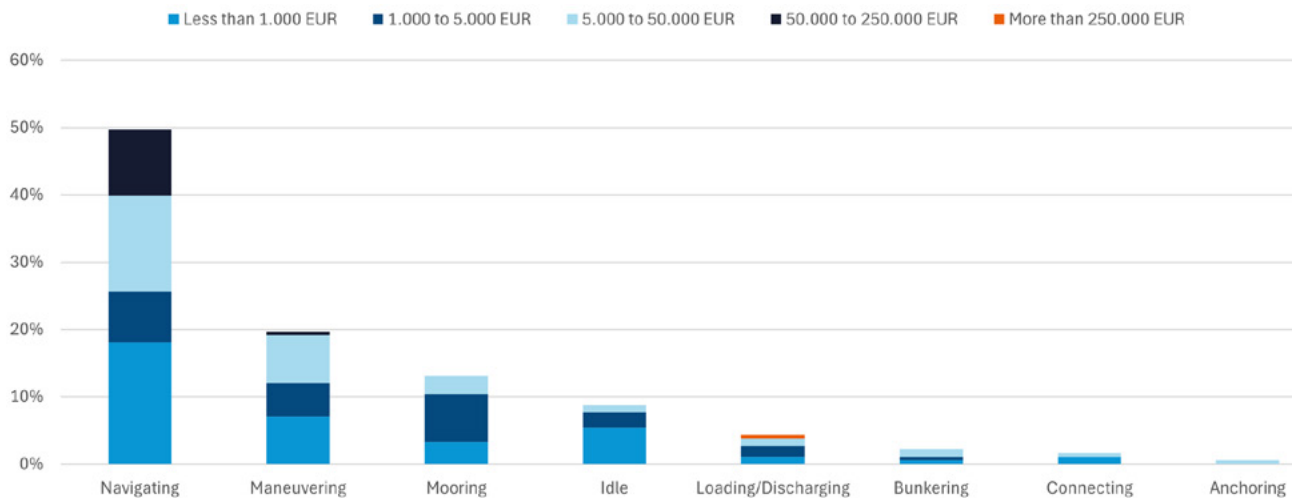
# WHEN ENVIRONMENTAL POLLUTION HAPPENS



# MATERIAL INCIDENTS IN 2024



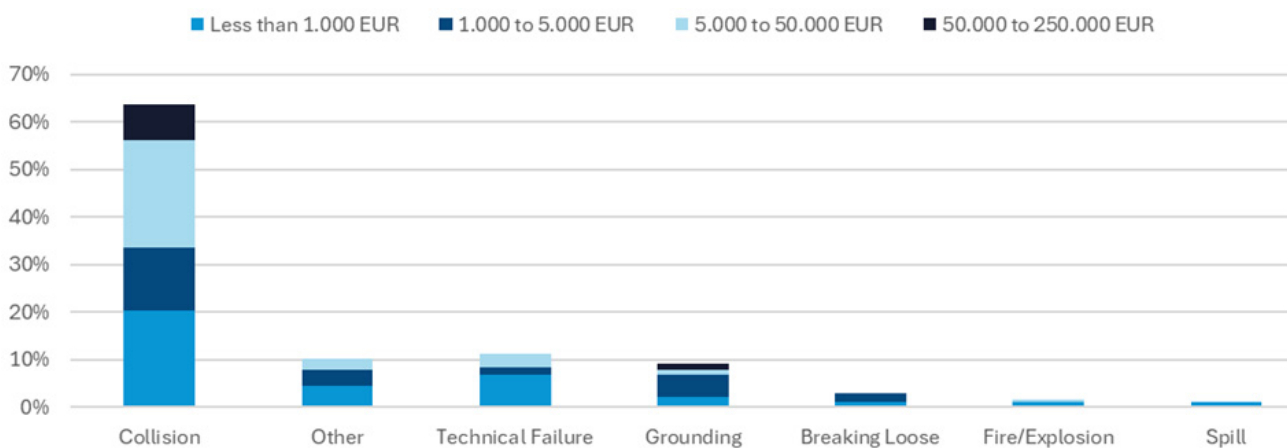
## WHEN THE DAMAGES HAPPENS



## HOW DAMAGES HAPPEN

An incident with extensive damage to the barge tanks/hull was caused by an overpressure of the cargotank. No injuries or harm to the environment occurred.

Incidents under the category 'Other' are often related to materials pulled into propulsion systems.



## 05 FUTURE CHALLENGES

The pace of change in the inland shipping industry is accelerating, bringing new challenges, particularly in areas such as automation and crewing/personnel. At PZI, we closely monitor these developments with the strongest focus on safety.

In addition to closely following the challenges that develop across the industry and the goals set within the workgroups, PZI also has set some objectives for the coming time.

### EXPAND ACTIVITIES

PZI launched the Dry cargo & Passenger Group as of January 1st, 2025. With this expansion, PZI will gain more insight into the incidents related to this group as well as have a direct influence on the operators within this category. After all, the waterways are shared by all the various types of vessels of all transport modes (liquid bulk, dry bulk, containers, passengers, etc.)

### MEMBERSHIP ENGAGEMENT

In the year 2025 we will start with the PZI Membership Engagement Ladder within the Tank Barging Group. Members can collect points for different categories of involvement. For example, attendance at meetings, reporting of data and participation in workgroups.

### DATA COLLECTION

Efforts have been done to offer an API to transfer incident data from the system of the members into the database of PZI. This will enable easier reporting by the members and also support the quicker reporting of incidents.



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[platformzeroincidents.com](https://platformzeroincidents.com)

