



PLATFORM ZERO INCIDENTS

join the journey, break the pyramid



Year Report 2025

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

Some achievements in recent 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 | |

DRY CARGO & PASSENGER MEMBERS

The Dry Cargo & Passenger group was launched at the start of 2025.

| | | |
|--------------------------------|--------------------------|------------------------|
| Anda Scheepvaart | Impuls Shipping | Uniworld |
| CCT | Naval Barging | Vof Sympathie Shipping |
| Delfia Inland Shipping | PTC Groep | Fixut Maris |
| GVB | Sendo Shipping | |
| HGK Integrated Logistics Group | Thyssenkrupp - Veerhaven | |

STAKEHOLDER MEMBERS

| | | |
|-------------------------------|------------------------|-------------------|
| ACM – Aflos & Crew Management | Marin | Port of Rotterdam |
| Binnenvaart | Maritime & Offshore NL | Seafar |
| BP | North Sea Port | Shell |
| Covadem | Port of Amsterdam | TVM Verzekeringen |
| Dräger | Port of Antwerp/Bruges | Total Energies |
| EOC | HGK Port of Cologne | Transafe |
| INEOS | Port of Moerdijk | Varo Energy |

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 in the safest possible way.

Government Collaboration

PZI delivers valuable, data-driven insights to enhance safety from a regulatory perspective. 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. The 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.

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.

PZI presented incident statistics showing that navigation and the ship–shore interface account for the largest share of incidents. Within the ship–shore interface category, the greatest risk is people coming into contact with product. PZI is delivering statistics to KBN so that a proposal for ADN changes is substantiated.

Ton Mol shared OCIMF's vision on innovation in the industry. He emphasized that the sector has always been innovative, which has contributed significantly to improving safety. Current developments such as AI, (semi-)autonomous sailing, and new fuels are shaping the future of the industry. The key question remains how these innovations can be implemented safely. OCIMF has developed a range of guidelines to help the industry address this challenge.

From the Dutch Safety Board (OVV – Onderzoeksraad voor Veiligheid), Lianne van der Veen explained the role of the OVV and the reasons for its establishment. Inland shipping is not a sector that is mandatorily investigated by the OVV. Participants indicated that additional research into incidents in this sector would be valuable.

Finally, Maurits van der Linde from KBN addressed the risks associated with phosphine gas in cargo. Although concentrations are generally low, exposure times can be long. KBN is raising awareness of this risk and has also initiated a legislative process to address the issue.

Watch the after movie [here](#).



Kristel Reiling-Steeds
PZI Program Manager



Ton Mol
OICMF Barge Advisor



Lianne Van der Veen
OVV Senior Investigator



Maurits van der Linde
KBN Policy Advisor Safety & Environment

PZI Industry Safety Day

This year's Industry Safety Day focused on the theme Ports in Focus: Seagoing Meets Inland. Elco Oskam from the Dutch Pilots (Loodswezen) delivered a keynote from a pilot's perspective on navigating port areas. He highlighted the significant differences in visibility and manoeuvrability between seagoing vessels and inland barges, using visual examples to increase awareness. He also emphasized that safe operations depend on coöperation between all parties and that initiatives to strengthen mutual understanding are essential.

The Safety Day was organized in collaboration with Marin. Participants were divided into groups and took part in simulation exercises involving realistic safety scenarios. These simulations provided hands-on experience from the perspectives of seagoing vessels, inland barges, and Vessel Traffic Services (VTS), which play an important role in port operations.

In addition, several port-related scenarios were discussed during a tabletop workshop, resulting in valuable insights and lessons learned.



The lessons from this day inspired follow-up activities by PZI and helped shape the 2025 safety campaign.

Watch the after movie [here](#).



Elco Oskam
Loodswezen Pilot Rotterdam-Rijnmond



Simulation from a seagoing vessel perspective



Simulation from a barge perspective



Simulation from the VTS perspective



Left: Dimitri van Heel
Marin Sr. Project Manager
& Teamleader

Right: Kristel Reiling-Steeds
PZI Program Manager



Wilma van Sandijk
PZI Program Management

Themed Information Session on Alcohol & Drugs

Together with Koninklijk Binnenvaart Nederland (KBN), PZI organized a themed session for her members. This event on the use of alcohol and drugs in inland shipping provided valuable insights into both the legal and practical aspects of this important safety topic. Employers particularly appreciated the clear explanation of the legal and employment law framework, as well as the opportunity to ask additional questions during the breaks.

The prevention-focused session addressed early identification, support, and guidance in cases of substance use-related issues, supported by practical examples and an open discussion. The event concluded with a panel discussion in which real-life cases were shared and discussed, generating highly positive feedback from participants.



Kelly van Toorenborg
Policy Advisor Education & Labor Market



Frits Bienfait
Lawyer Fairway Advocaten



Alex Masseurs
Trainer & Intervention Specialist
Be-Responsible

10-year Anniversary

In November, members and special guests came together at Van der Valk Eindhoven-Best to celebrate 10 years of PZI. It was an evening to look back with pride on what has been achieved over the past decade, while also looking ahead to the future.



The event started with a welcome drink, followed by a festive walking dinner with live entertainment. In a relaxed and enjoyable setting, guests had the opportunity to reconnect, share ideas, and celebrate together.

A key moment of the evening was the toast to 10 years of PZI, highlighting the journey so far and the ambitions for the years to come. The evening ended leaving guests inspired and with a positive look towards the challenges of the future.

Watch the after movie [here](#).

SAFETY CAMPAIGN

Each year, we launch a campaign to raise awareness around a specific safety theme. In 2025, the theme was “Seagoing meets Inland”, in which main topics like communication, differences in vessels and sight were addressed.

Have a look at all materials in the [online PZI library](#).



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.

Learning from Incidents Training

The Learning from Incidents training by Fish Climbing Trees was delivered to members of PZI with the aim of strengthening the depth and quality of incident investigations within inland shipping operations. The one-day programme introduced participants to a modern investigation methodology based on three core principles: a positive view of people, open and non-judgmental observation, and embracing operational complexity. Through an interactive morning workshop and practical case discussions, participants were challenged to analyse incidents from multiple perspectives and to better understand why actions may have appeared logical within their operational context.

During the afternoon sessions, the training focused on the purpose of incident investigations, the concept of local rationality investigations, and common pitfalls in the investigation process. The programme equipped participants with practical tools to reduce bias, broaden their analytical perspective, and derive more meaningful lessons from incidents and accidents. By improving the quality of investigations, the training contributes directly to enhancing safety performance and supporting the continuity and reliability of product transport through inland waterways.

DOCUMENTS

Through the year, PZI published multiple documents that are available to everyone. All documents are published in the PZI Library and sent to the PZI email list, which contains over 800 subscribers.

Documents published in 2025 contain:

- ◆ Safety Flashes 12x
- ◆ Safety Alert 3x
- ◆ Learning From Incidents 3x
- ◆ Best Practice Guidance 3x

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.

Later in the year, the group focused on Alcohol, Drugs & Medication. Which resulted in an information session in September in which both legal as prevention topics were addressed. The topic is further picked-up in 2026.

Loading Depth

GOAL: Creating awareness on the difference between Waterway depth and calculated sailing depth

Several conversations with authorities and KBN on the difference between what is the calculated sailing depth and the actual waterway depth took place. The changing river conditions and the use of a system that collects accurate waterway depths, gave more insight on this topic, which is shared in the BPG Loading Depth to create more awareness.

Podcast Maritiem Inside

PZI was invited as a guest in the Maritiem Inside podcast. [Listen here.](#)

04 INCIDENT STATISTICS

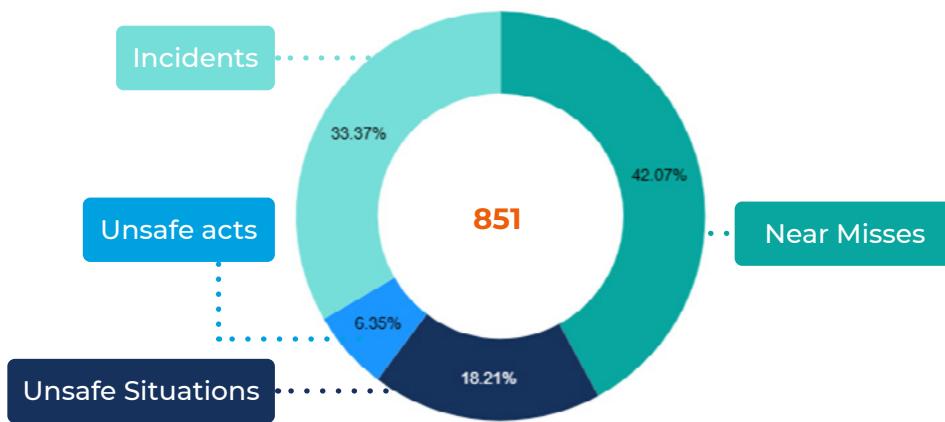


Incident statistics form the foundation of PZI's work. Our database serves as the backbone for decision-making, guiding the selection of themes and topics that require focused attention.

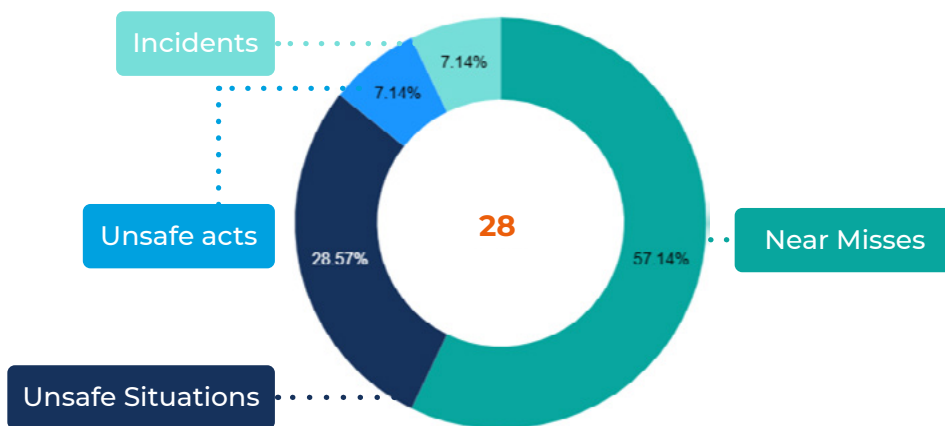
Below, we present several graphs that broadly categorize the types of reports we received in 2025.

Distribution of types of reports 2025

In 2025, we recorded 851 reports for Tankbarging, with the majority categorized as near misses and incidents. The distribution is similar to 2024.

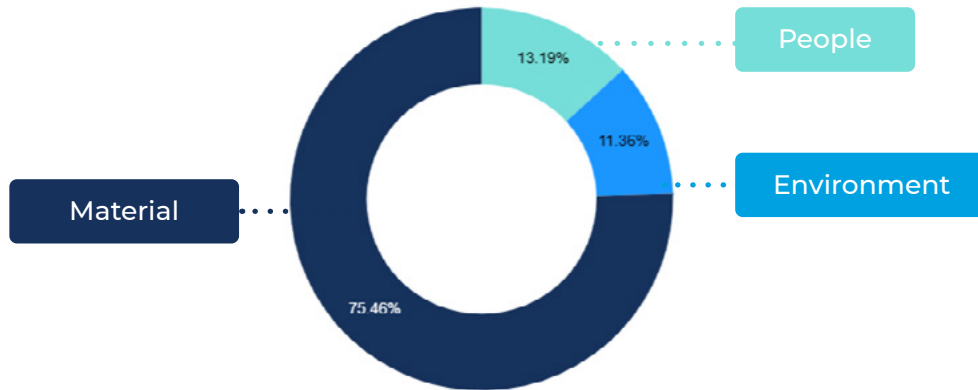


For Dry Cargo & Passenger, 28 reports were recorded. Here, there is a clear majority of near-miss reports.



Consequences of reported incidents 2025

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



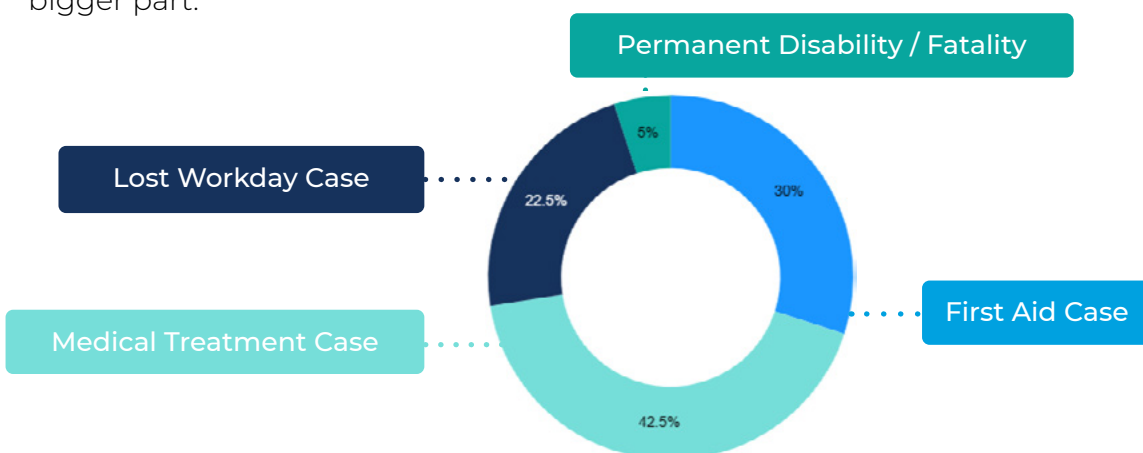
For Dry Cargo & Passenger the incidents that were reported had consequences for people.

This was a finger getting stuck under a hatch (FAC) and a fall in the cargo hull from a ladder (LWC).

Personal Injuries 2025

This year, two PTD's were reported, namely after fingers getting stuck in the winch, two phalanges needed to be amputated. In addition, one finger was amputated after climbing a fence at a lock, of which the door was locked.

The distribution has shifted opposed to 2024, in which the FAC reports represented a bigger part of the distribution (almost 66%). Especially the MTC reports represent a bigger part.



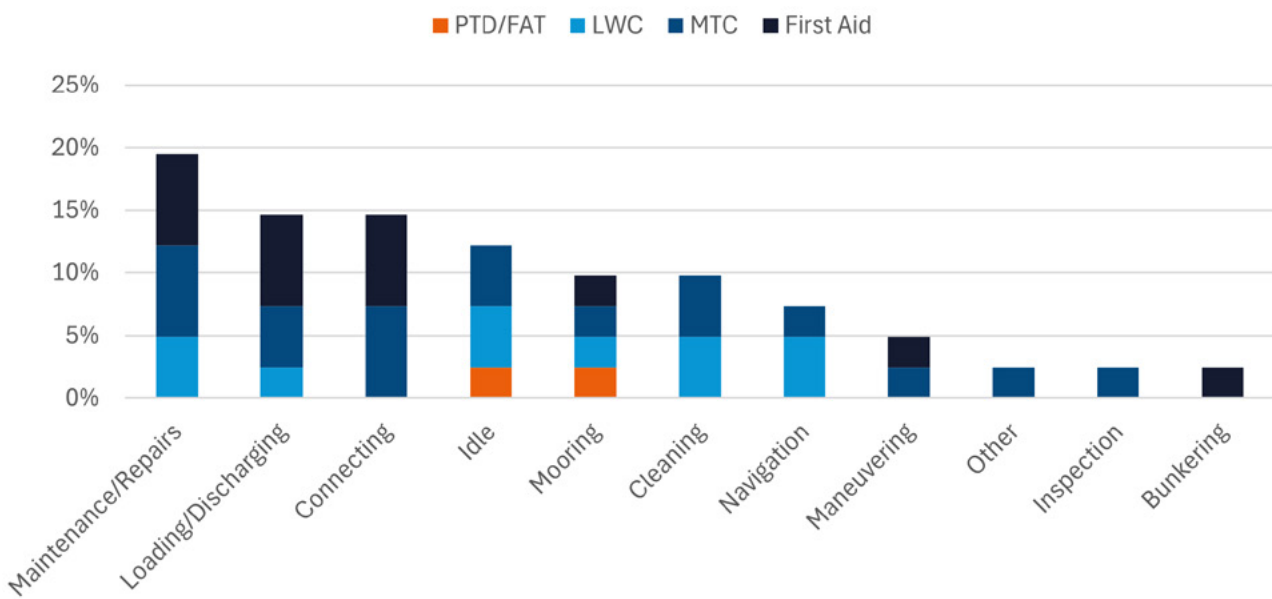
For this graph all reports were included, both Tankbarging and Dry Cargo & Passenger.



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.

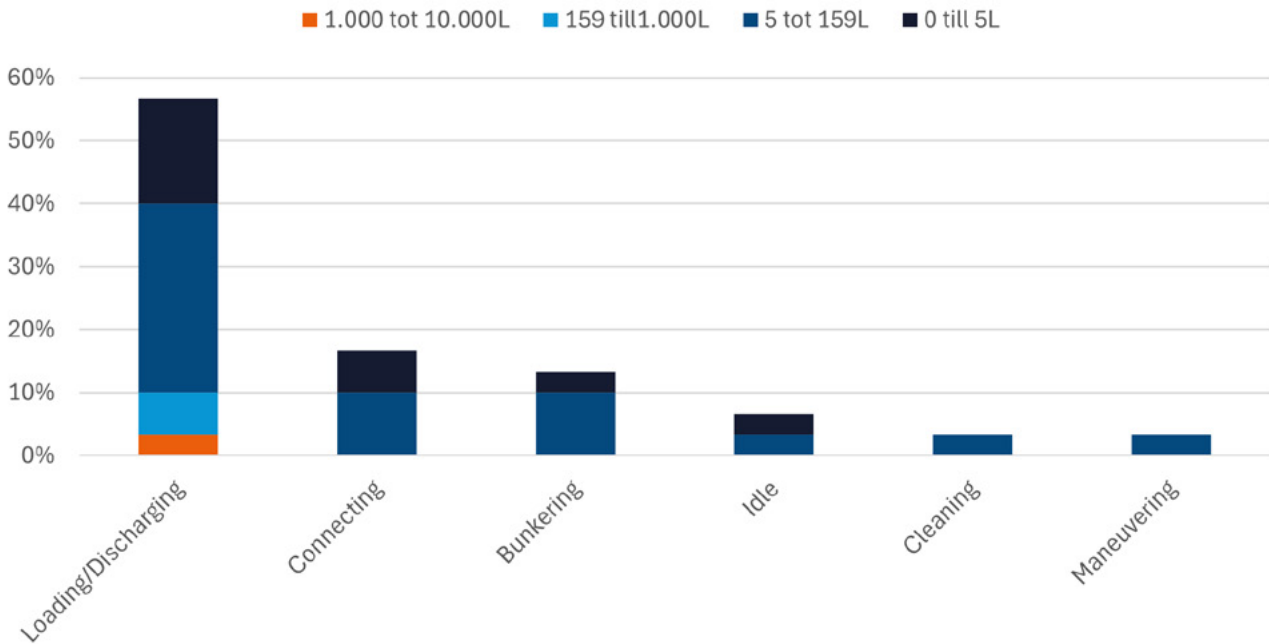
In contrast to 2024, this year shows more maintenance related incidents and less mooring related incidents..



For this graph all reports were included, both Tankbarging and Dry Cargo & Passenger.

Environmental Incidents 2025

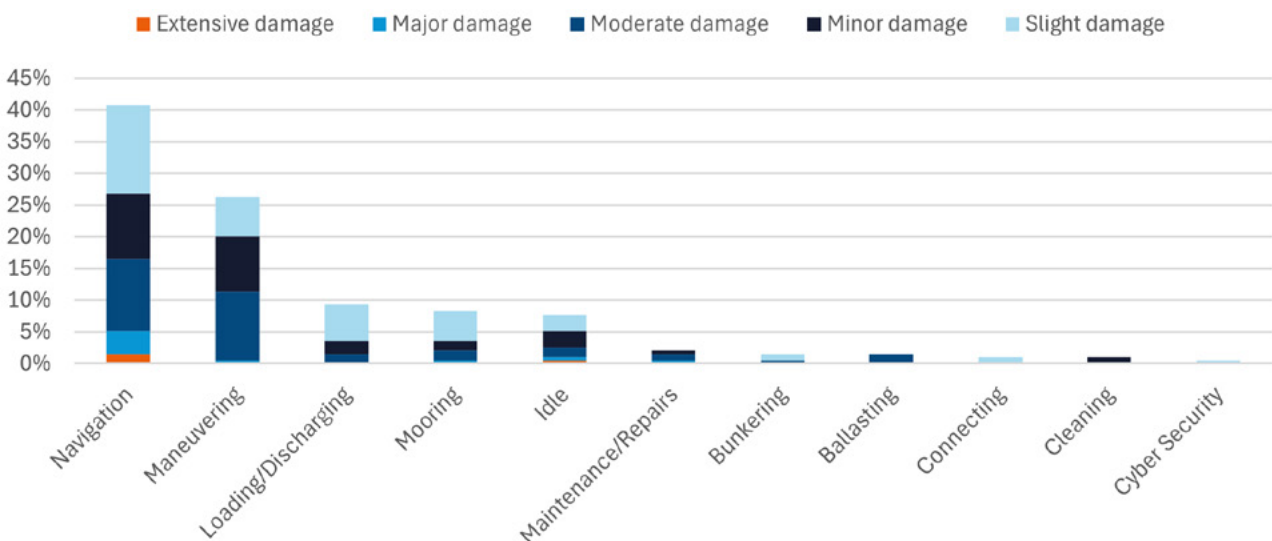
Naturally, most incidents are reported to occur during ship-shore related activities. One major incident was reported due to pressure on a hose which ruptured.



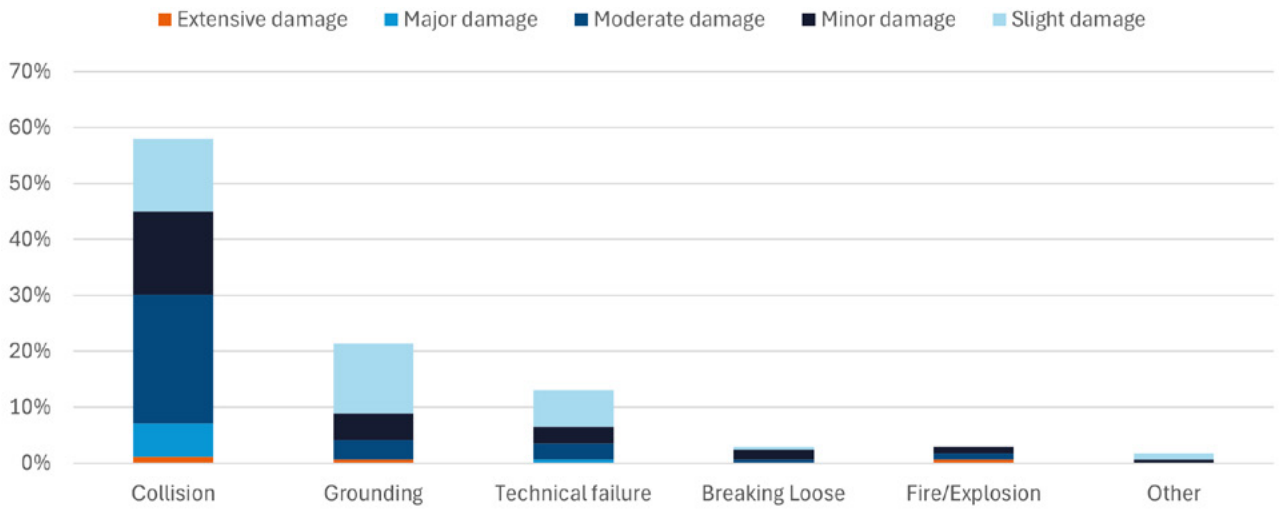
Material Incidents 2025

Extensive damage was caused by collisions between inland barges and one incident reported in which damages were done by fire extinguishing activities meant for a neighbouring barge.

One report was related to cyber security.



How damages happen



05 FUTURE CHALLENGES

The pace of change within the inland shipping industry continues to accelerate, bringing new challenges, particularly in the areas of automation and crewing. At PZI, these developments are closely monitored, with safety remaining the central focus in all activities and initiatives.

In addition to closely following the challenges emerging across the industry and the objectives set within the workgroups, PZI has also defined several priorities for the period ahead.

Dry Cargo & Passenger Group

The Dry Cargo & Passenger Group has now officially been active for one year. As more data and knowledge become available, PZI is gaining greater insight into these sectors. This enables the development of better programs and more targeted activities specifically tailored to the needs of this group.

Engagement Ladder

2025 marks the first year of using the engagement ladder as a neutral tool for measuring member participation. This approach will continue in the coming years, with the ambition of further strengthening engagement and involvement across the membership.

Smart Shipping

PZI will continue to increase its efforts within this theme by organizing dedicated sessions with suppliers of smart shipping systems. The aim is to gain greater insight into how these systems function and how they can be implemented safely in practice. At the same time, these sessions offer suppliers the opportunity to learn from one another, contributing to the continuous improvement of safety standards across the sector.

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