



Joint supervision of Dutch sea ports and inland shipping

Less work, more effective

The regulating agencies will be cooperating more closely in future. We will be setting priorities on the basis of risk analyses. Operators whose affairs are in order will be inspected less frequently. Regulating agencies will exchange inspection reports and so have greater insight into who exhibits good compliance behaviour and who does not. The various regulating agencies will increasingly operate as a team, as we move closer to the formation of a unified authority responsible for inspections.

A single digital service desk will be launched for the inland shipping sector in 2013. This service desk will facilitate the work of all the participating inspectorates. In 2015 a combined service desk will also be created for the seaports. A one-stop-shop for all reports will lead to increased efficiency for all parties involved in inspections, resulting in a reduced administrative burden. All reports will be shared by the various regulating agencies and analysis of the received reports will lead to more targeted inspections.

A short history

The Rainbow Team is initiated: seven supervisory agencies in the Port of Rotterdam decide together which cargoes are to be jointly inspected.

In 2011, a dangerous goods compartment was taken into use at the Customs Facility in Rotterdam. Dangerous goods inspections can now be carried out simultaneously with standard inspections. Containers can now be processed faster because they do not have to be transported to a separate facility at the Maasvlakte site.

The collaboration between supervisory agencies proved successful in the inspection of shipments from Japan (potentially radioactive containers/Fukushima) and when they traced a potentially hazardous shipment of reefer containers.

On-board inspections have also been coordinated. The harbour masters of Rotterdam and Amsterdam Region now provide a one-stop-shop for reporting and coordinating inspections.

The Port Rules and Regulations of the Amsterdam Region and Rotterdam have been harmonised and differ only in a number of specific local tasks that they carry out. The administrative burden has been reduced by transforming injunctions subject to exemptions into general injunctions.

In 2011 the inspectors scrutinised ship waste and cargo residues jointly on the basis of risk analyses. This led to an increase in controlled waste disposal by seagoing vessels.

The government is closing memorandums of agreement with more and more shipping companies (sea- and inland shipping). These memorandums of agreement are being endorsed by more and more supervisory agencies. This in turn is making the memorandums of agreement more widely applicable, leading to an even greater reduction in the administrative burden. Memorandums of agreement are closed with market parties who have clearly structured internal processes and who exhibit good compliance behaviour.

Cooperation between KMar/ZHP aims on fine tuning of processes and information. Both organizations use the same ICT-system with ship related information and information on persons on board can be processed, in order to execute controls efficient. Digitally delivered lists can be processed automatically, what increases the service level for the shipping industry.

During the past year, collaboration between inland supervisory agencies has been improved by combining inspection activities in 'Inland Inspection Regions' and by closing memorandums of agreement.

Plans for 2012

The various supervisory agencies will harmonise all their government cargo inspection activities by:

- government-wide certification and memorandums of agreement (supervisory agencies share information about shipping company assessments, so that the covenant or certificate can be applied by several supervisory agencies);
- messages and forms used by the various supervisory agencies will be replaced by a single format where possible, which will simplify the procedure of delivering containers for inspection.

The harbour masters' focus will shift to the most risky loading operations in the port. They will use the shipping and shipping companies' inspection history to this end. Shipping companies with a good track record will be inspected less frequently. This will result in a slight shift in focus from tanker shipping to dry cargo shipping. These inspections will involve continued monitoring of ship waste and cargo residues.

In the area of safety, repairs that potentially pose an extra risk for the local environment will be selected for inspection.

Tanker cleaning is and will remain a spearhead in the port, both from a safety and an environmental perspective (emissions).

The KMar and ZHP have started registering the issuance of visas at Schengen border crossing stations in the 'Visa Information System', including the collection of biometry data. The KMar will continue its efficient processing of incoming cruise ships by boarding the vessels at IJmuiden lock and the ZHP is monitoring the inspections of ship waste in the Port of Rotterdam in its role of 'Alert Supervisor'.

The development of systematic inspection and the related memorandums of agreement for inland shipping is continuing in 2012 as well. Another goal is effective incident registration as part of a permanent joint risk analysis system, whereby compliance behaviour and the estimated risks per subsector, as defined in the legislation, are important sources of information. This analysis is used to assess aspects of communication, vessel stability and working hours. Seamanship in general will be monitored at the regional level. PR campaigns will be used to inform skippers about the risks of distracting activities while commanding a vessel and the importance of safety vests.

In 2012 the 'Inland Shipping Inspection View' system will be taken into use. Using this system, all collaborating supervisory agencies will have access to each other's inspection reports. This will give them more insight into which vessels need to be inspected.

Inspection programme

Some 5 million containers are handled every year in the Dutch ports. The various supervisory agencies have access to the transport documents of all these containers and so they can monitor these goods flows. Customs selects some 100,000 of these containers for inspection, which is two thirds of all shipments that are physically looked over by supervisory agencies. During an 'integrated inspection', the Customs inspectors also inspect on behalf of other supervisory agencies, such as the 'Netherlands Food and Consumer Product Safety Authority' (NVWA) and the Inspectorate for the Human Environment and Transport (ILT, formerly Transport and Water Management Inspectorate), for example for counterfeits and waste products. Other supervisory agencies carry out their own inspections, which focus on a number of specific aspects: 2000 dangerous goods inspections by the ILT, 40,000 inspections by the NVWA pertaining to veterinary legislation infringements and 10,000 inspections on foodstuffs and product safety. These numbers are similar to previous years.

In 2012, some 7300 ships will visit the Dutch ports. EMSA (European Maritime Safety Agency) has determined that 1500 vessels are to be inspected under the Port State Control agreement. The Dutch merchant shipping fleet includes some 1400 vessels. Some 200 of these will be inspected by the ILT in 2012.

Shipping companies with good compliance records are less likely to be visited than poorly performing shippers. Some of the shipping companies with good compliance records will be eligible for a covenant: 10 in 2012. HOI (Port Reception Facility) inspections will be carried out on 1500 foreign and 200 Dutch vessels. MARPOL inspections will be carried out on 230 foreign vessels.

In 2012, the KMar (in Amsterdam) and the ZHP (in Rotterdam) will carry out physical border inspections of some 60 percent of all incoming and outgoing vessels. This will involve some 1,000,000 persons on 23,000 vessels.

Some 9.500 inland barges are registered in the Netherlands. The joint inspectorates will carry out some 10,000 inspections of these in 2012. The inspections will be based on risk analyses and combined where possible. This will result in a reduced administrative burden for shipping companies with good compliance records.



Association of Rotterdam Shipbrokers and Agents

John Stolk *'We shipbrokers are experiencing the advantages of this new collaboration. The collaboration between the Tax and Customs departments means that duplicate inspections of incoming vessels in the ports are pretty much a thing of the past. I noticed during the past year that the inspectorates are becoming more enthusiastic about their work and that they are on the lookout for opportunities to improve the collaboration even more. That's pretty unique if you compare it with the situation abroad.*

I would say "Keep up the good work!" Now Customs need to expand this collaborative approach into a real one-stop-shop, where all data is gathered and where all their activities can be coordinated. In practical terms this will also entail a system of inspection orders and dispensations. More difficult to organise, but none the less desirable, is the harmonisation of the legislation that inspectorates are required to enforce, particularly EU legislation.'



CBRB Container Operators

Robert Tieman *'The government launched the "Uniform Inspection" programme in 2006. The aim of this programme is to reduce the inspection burden on businesses and institutions per official inspection domain by 25 percent on average. Since then I have received confirmation from several members that the inspection system is more efficient and that this is appreciated. However, there are also indications that certain improvements still can and need to be made, in particular in relation to the implementation of new legislation, such as the CDNI treaty. With the development of the memorandums of agreement, this first of which were implemented in 2011, the inspectorates have begun giving shape to the current cabinet's policy programme. The next step for the inland shipping sector could be to gain international ratification of these memorandums of agreement. After all, the Transport of Dangerous Goods Memorandum reveals that of the 61 million tonnes transported by inland shipping, only 25 percent is shipped to Dutch destinations and the rest goes across the border.'*



Europe Container Terminals B.V.

Stef Capelle *'Speed is of the essence at a container terminal like ECT, where millions of containers are handled every year. The logistical process is fine-tuned for maximum efficiency. Disruptions in this process can lead to production down time or unnecessary manoeuvres. This is why it is important to keep disruptions to a minimum. The coordinated inspection system precludes duplicate inspections of containers by the various inspectorates. The collaboration between the inspectorates has already led to major improvements in container throughput time. ECT is known as "The innovator" and we will continue to monitor the processes critically. There is always room for improvement. One improvement is to be implemented in the near future. This is a 24-hour economy and soon this will also apply to inspections of dangerous goods transports. The collaboration with Customs means that more is possible now. Furthermore, we also hope that this will lead to an expansion of the facilities for sharing each other's data and risk inventories.'*



Published by the cooperating supervisory agencies

- Inspectorate for the Environment and Transport
- New Food and Consumer Product Safety Authority
- Inspectorate SZW
- Port of Rotterdam
- Port of Amsterdam
- National Police Services Agency
- Seaport police
- Royal Netherlands Marechaussee
- Rijkswaterstaat
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