



Recent Developments and Experiences DSB

Background information for ITSA Member States prior to the May 2021 Microsoft Teams tele-conference

State: The Netherlands

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Introduction

As of 16 March 2020 all employees of the Dutch Safety Board have been working from home, except for a few employees working on our IT infrastructure, daily operations and our COVID19 team (working on adjustment of our internal procedures). In the summer of 2020 some of the restrictions were alleviated, however due to the second and third COVID19 wave all restrictions are in place again. Meetings are being continued, facilitated through virtual meeting rooms (videoconference). The office returned to restricted opening hours, from 09:00-17:00. Employees are still not allowed to go to the office to work, unless absolutely necessary and with permission from a superior.

Nevertheless, the Dutch Safety Board has been able to continue its work in 2020-2021 with the efforts of all employees and published a number of important studies.

Major Organisational and/or Staff Changes

In November 2020 four Associate Members of the Board stepped down, being replaced by new Associate Members in the beginning of 2021. DSB employed 8 new staff members in 2020.

The absenteeism rate in 2020 was 8.3%, a significant increase compared to 2019 (4.7%). Part of this absenteeism was caused by long-term illness. Due to the home working conditions due to corona, the reintegration process has been more difficult.

Budget

Due to all the COVID19 related circumstances DSB saved approximately € 1,9 million on expenses. This allows DSB to rethink its long term investment necessities, however it also entails a more difficult negotiation position regarding gaining a structural increase of the annual budget.

Legislative Changes

As of 1 January 2021 some significant changes of the Kingdom Act Dutch Safety Board are effective.

- The Board can now consist of three to five permanent members. In the previous version of the Kingdom Act, the number of permanent Board members was set at five.
- It has been clarified that an “employee of the office” is also understood to entail a person who works for the office other than by virtue of an appointment and who works for investigations

This more explicitly establishes that such persons cannot be summoned as witnesses or experts in legal procedures.

- The term for responding to recommendations is now six months for all parties contacted. Previously, different terms applied for administrative bodies (6 months) and non-administrative bodies (12 months).
- From now on, the Safety Board itself sends an annual overview to the Senate and the House of Representatives of the recommendations of the Board, of the positions determined in this regard and of the way in which the recommendations have been followed up. In the previous version of the Kingdom Act, this responsibility was assigned to the Minister of Justice and Security.

Deployment

Since the COVID-19 outbreak DSB has deployed staff to the following accidents:

27 May 2020	Aviation	Problems landing gear (breakdown) Blackshape at Lelystad Airport.
2 June 2020	Aviation	Fatal accident paramotor Didam
9 June 2020	Aviation	Runway excursion Donnier, during landing Eindhoven Airport
11 June 2020	Shipping	Salvage fishing boat UK165 at the Northsea and on board investigation, after fatal sinking in November 2019
18 June 2020	Aviation	Problems landing gear (breakdown) Blackshape at Lelystad Airport.
12 July 2020	Aviation	Fatal crash of glider at Gilze Rijen Airport
19 July 2020	Aviation	Fatal crash defense NH90 helicopter, Aruba <i>Deployment only with a negative CPR test.</i>
4 November 2020	Shipping	Visit to a ship in the port of Rotterdam on request of the MAIB, container loss.
14 November 2020	Industry	Incident with chemical substance HF (fluorine hydrogen) at BP refinery in Rotterdam.
30 November 2020	Shipping	Accident with dismantling of the WR23 lifting block. Deployment to the vessel in Den Helder.
16 December 2020	Shipping	Salvage and investigation of UK 171- Spes Salutis, port of Lauwersoog.
13 February 2021	Aviation	Fatal MLA crash, Kohorn. <i>Investigators provided with a travel waiver for the curfew.</i>
20 February 2021	Aviation	Deployment to Maastricht Aachen Airport for investigation of a Boeing747 incident. <i>Investigators provided with a travel waiver for the curfew and cross border traffic.</i>
26-03-2021	Shipping	Salvage and investigation of UK160 at the port of Vlissingen. <i>Investigators provided with a travel waiver for the curfew.</i>
15 April 2021	Aviation	Investigation of a Supercub crash at Epse. <i>Investigators provided with a travel waiver for the curfew.</i>



State update on dealing with COVID19:

State number of cases of COVID19 Infection:	1.571.398 (since 27 February 2020)
State number of new cases being reported weekly (7 days):	47.108 (as of 11 May 2020)
State number of deaths:	17.383 (since 27 February 2020)
State number of deaths reported last week:	164 (as of 11 May 2020)
State number of people in hospital care:	29.481 (since 27 February 2020)
State number of new patients in hospital care last week:	524 (as of 11 May 2021)
Number of infections/deaths in DSB:	2/0
State Number of vaccinations	6.722.905 (as of 11 May 2021)

Despite the numbers still being relatively high, as of 28 of April 2021 the night curfew installed since 23 January is lifted and shops are reopened as well as outside terraces (between 12:00-18:00PM). Any further lifting of restrictions has been postponed.

Finalized investigations 2020 (+ 2021)

In 2020, the Dutch Safety Board completed 5 extensive investigations and 118 short investigations. The studies cover a wide range of safety issues. All with the aim of learning from what happened and to reduce the chance of recurrence in the future. The short investigations are mostly mandatory investigations in the aviation, maritime, and industry sectors that are mentioned in a periodic report by the Board.

- [Patient safety during IT outages in hospitals](#) (February 2020)
- [Oil spill Port of Rotterdam](#) (March 2020)
- [Safe container transport north of the Wadden Islands. Lessons learned following the loss of containers from MSC ZOE](#) (June 2020)
- [Wrong-way driving accident on the A73 motorway. Learning from road traffic accidents](#) (September 2020)
- [Hidden defects? Lessons learned from the collapsed roof of the AZ stadium](#) (November 2020)
- [Livestock farm fires](#) (March 2021)

Case Studies and Challenges

[Follow-up investigation Flying over conflict zones](#), 14 April 2020

The Dutch Safety Board has started a concised follow-up investigation into flying over conflict zones. This is partly in response to a request from the Dutch minister of Infrastructure and Water Management. With the investigation, the Safety Board wants to gain insight into what the aviation sector and states are doing to manage risks. With that information, the Board may make recommendations to further improve this risk management.



[Approach to Corona crisis](#), May 2020

The Dutch Safety Board has started an investigation into the approach of the Corona crisis by the Dutch government and other parties involved. This is partly in response to a request from the Dutch cabinet.

With the investigation the Board will look at the preparations for a pandemic, crisis management, the measures taken and the phasing out of these measures. The Safety Board will also look at the effects of the corona crisis on the safety of vulnerable people in the society, for example due to discontinuation of regular care or social services. Medical treatments and economic support measures fall outside of the scope of the investigation. The goal of the investigation is to draw lessons for potential future epidemics.

The research will reconstruct factually what happened in the run-up to and during the various phases of the corona crisis in the Netherlands. In any case, we will look back on the actions of the parties involved in the phases before Covid-19 was known, during the outbreak in China and later in Italy, and in the various phases of the pandemic in the Netherlands.

The Dutch Safety Board will pay attention to the question of how the ever-developing knowledge about the virus has been used in the crisis approach. In addition, the crisis organization, decision-making, capacity issues, communication, compliance and enforcement will receive attention. Finally, the Dutch Safety Board will pay special attention to the way in which nursing homes have dealt with this crisis. Where relevant, the analysis of the Dutch crisis approach will be reviewed in an international context.

[Dutch Safety Board issues interim warning to trawlers](#), 8 April 2021

The Dutch Safety Board has issued an interim warning to the fishery sector for beam trawlers with a length of less than 24 metres. Investigations completed to date into the very serious occurrences involving the trawlers UK-165 in the autumn of 2019 and the UK-171 in the autumn of 2020 reveal that beam trawlers with a length of less than 24 metres can become extremely unstable in an asymmetric loading condition.

[Risks for local residents from industrial emissions](#), April 2021

The Dutch Safety Board is launching an investigation into the way in which citizens in the Netherlands are protected against the risks of harmful industrial emissions and discharges, sometimes over a period of many years. Exposure to industrial substances can cause harm to human health. This may be the result of single emissions or discharges, or an accumulation of substances over the course of time. Part of the investigation will consider the extent to which the health effects on local residents are taken into consideration when permitting and monitoring long-term industrial emissions.

For the purpose of this study the Safety Board will be investigating the situation around Tata Steel in IJmuiden and possibly other industrial complexes in the Netherlands that are subject to similar problems.