



**Prevention of incidents in
extreme weather**

PLEASE STORE THIS INFORMATION CAREFULLY

Prevention of incidents in extreme weather

The KNMI (Royal Netherlands Meteorological Institute) issues severe weather warnings in extreme weather conditions such as ice formation, dense fog, storms or unusual temperatures. Depending on the expected severity, this is done using codes yellow, orange and red. Visit www.knmi.nl for up-to-date warnings. Code orange and code red information is also released via Twitter (@knmi) and will appear on NOS teletext (page 713).

Rijkswaterstaat (The Department of Public Works) converts the KNMI's warnings into traffic recommendations. These are issued via the website of Rijkswaterstaat (www.rijkswaterstaatverkeersinformatie.nl) and the Twitter account (@rwsverkeersinfo). In addition, Meteoalarm collects up-to-date information on severe weather from official national weather institutes in a large number of European countries. This information can be found at www.meteoalarm.eu/.

The driver is the captain of his own ship.



Road transport companies listen closely to determine delivery times. When the KNMI issues warnings or even severe weather warnings, transport companies must consider whether it is justified, in terms of safety, to undertake trips. During the trip, the driver is the captain of his own ship, who, in consultation with

the planning department, determines whether it is still safe to continue driving. This coordination is important, but the driver is the only one on the ground. His judgement (to not drive any further) is decisive. Any delivery pressure in the logistics chain is subordinate to this because of the greater importance of road safety.

Transport companies notify their customers immediately of their choice for safety. In order to prevent this from being discussed during extreme weather conditions, it is advisable to make agreements about this beforehand. This can be achieved, for example, by means of a safety deal in the logistics chain in which transport companies and their clients set out their joint responsibility for road safety. The parties may agree in advance, for example, that no fines or other sanctions will apply in the event of a delayed delivery due to extreme weather conditions.



Preparation for extreme weather: "joint responsibility of transport companies and their clients"





Weather codes www.knmi.nl/kennis-en-datacentrum/uitleg/knmi-waarschuwingen	Planner's precautions	Driver's precautions
Code Yellow; be alert There is a chance of hazardous weather. These weather situations can often occur in the Netherlands and it is advisable to pay attention to them, especially when one is on the move. Code yellow can be issued 48 hours before the weather conditions occurs. The certainty is at least 60%.	Make drivers aware	Monitor weather conditions
Tips Prepare yourselves for the expected weather conditions. 1. Keep an eye on warnings from the KNMI / Rijkswaterstaat. 2. Postpone the trip, if that is possible. 3. See if loading/unloading can be (temporarily) postponed.		
Code Orange: be prepared There is a high risk of hazardous or extreme weather with a significant impact and a high risk of damage, injury or severe inconvenience. This can be very localised. Code orange can be issued 24 hours in advance if the probability of extreme weather is 60% or more.	Consider rescheduling	Consider parking up
Tips 1. Discuss the (temporary) suspension of transport operations with clients and/or transport companies 2. Adjust transport routes, where possible, to avoid the weather conditions. Avoid critical points such as tunnels/bridges in the event of gusting winds. 3. Evaluate the road conditions with the transport company/driver. 4. Continue to monitor the information provided by the KNMI / Rijkswaterstaat. Code red can be issued within 12 hours of expected weather.		
Code Red: take action This is a warning that extreme weather may cause a major impact to the public. The weather may cause so much damage, injury and inconvenience that it could be seriously disruptive to the public. This can be very localised. Code red is issued, at the earliest, 12 hours before the weather conditions occur. Code red can also be issued if there is a slight chance of an extreme weather situation, but the security risks are high.	Reschedule	Park up where necessary/possible
Tips Safety is paramount: we recommend stopping transport operations in the region(s) where code red applies. The performing party shall have the ultimate responsibility for safety. Inform partners in the logistics chain.		

After the event, evaluate the actions taken and use the learning experiences for future situations.

No driving ban, just common sense

In January 2018, the storm in the middle of the country was so severe that CODE RED was issued in certain regions. The advice was not to drive on the roads with empty lorries. Nevertheless, 66 lorries were blown over, both empty and loaded, inside and outside the area where CODE RED applied.

After consultation with the transport sector, the Minister did not opt for a total driving ban on empty lorries during CODE RED. CODE RED does not usually apply throughout the country, but is localised to specific locations. A total ban on driving (empty) lorries would go too far and would be difficult to enforce.

Measures in force (set) in the event of a severe weather warning are particularly difficult to communicate to foreign drivers in the Netherlands in a timely manner. Wherever possible, English-language warnings will be given on the electronic information boards above the motorways.

Even when there is no severe weather warning, extreme weather conditions can occur. The professional skills and judgement of lorry drivers are therefore crucial under all circumstances.

This information is a joint publication of the following parties, united in the Stichting Incidentmanagement Vrachtauto's (Road Haulage Incident Management Foundation).

