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REPORT ON
ROTTERDAM POLICE

16388

C O N T E N T S

ROTTERDAM:- THE CITY

FORCE ORGANISATION AND COMMAND

RECRUITING AND PERSONNEL

TRAINING

MAJOR INCIDENT PLANNING

COMMUNICATIONS

TERRITORIAL DIVISIONS

COMMAND AND DEPLOYMENT

CONTROL OF PUBLIC ORDER

CONTROL OF VICE

RESERVE POLICE

C. I. D.

CRIME INTELLIGENCE

ALIENS

TRAFFIC DEPARTMENT

TRANSPORT OF DANGEROUS SUBSTANCES

RIVER POLICE

CONCLUSIONS

I L L U S T R A T I O N S

MAPS OF ROTTERDAM

ST. LAURENS CHURCH

VIEWS OF ROTTERDAM

ROTTERDAM POLICE BADGE OF OFFICE

MOUNTED SECTION

MAJOR INCIDENT EQUIPMENT

INFORMATION ROOM

TERRITORIAL DIVISIONAL/RIOT SQUAD VEHICLES

TRAFFIC PATROL VEHICLES

ROAD TANKER AND OBLIGATORY DOCUMENTS

RIVER POLICE

NOTICE BOARD

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THE PROJECT

In April of this year after having had regard to the number of foreign based vehicles being driven on roads in Teesside; the movement of peoples arising from the development of trade and business between firms in Teesside and European mainland countries; and the scale of major incident risks in this area from multi-nationally based industries, I considered it advantageous and timely to effect a liaison between this Force and those European constabularies with a similar combination of policing problems. The object of the project would be to study the organisation, administration and operation of those constabularies and note any item the adoption of which would add to the efficiency of this Force when dealing with the kind of problems referred to above.

Accordingly I proposed that a team of four Senior Police Officers should visit a European constabulary for a period of four or five days. Initially the study programme would be broadly based but as interesting items came to notice the emphasis would change accordingly. Following each visit a report would be prepared for circulation throughout the Force so that all members of the Teesside Constabulary would have the advantage of the knowledge gained. The report would also be studied by the Teesside Constabulary Research and Planning Branch so that any worthwhile item or piece of equipment could be looked at with a view to its adoption by us or submission to the Home Office Research Department. The proposal was reported to the Teesside Police Authority who readily agreed their support and approval.


Chief Constable

August, 1972

FIRST EXERCISE:- VISIT TO ROTTERDAM

Rotterdam was selected for the first exercise because:-

- (a) Teesside and Rotterdam are ports of significance, wherein are handled a variety of deep water and coastal ships, supported by ship/shore services and facilities;
- (b) there is a deal of movement of peoples and vehicles between the two places and it seems reasonable to assume that this will increase in the next few years;
- (c) both house substantial elements of the petro-chemical industry;
- (d) both are expanding quickly in terms of population and industrial output.

The Chief Constable of Rotterdam readily agreed to the proposal and the visit was arranged for 5th to 9th June, 1972.

The study covered every aspect of Police work and we found the Rotterdam officers to be thoroughly competent, professional policemen backed up by a first-class organisation. They also proved to be friendly colleagues and excellent hosts.

Mr. W.G. Ashton, Deputy Chief Constable

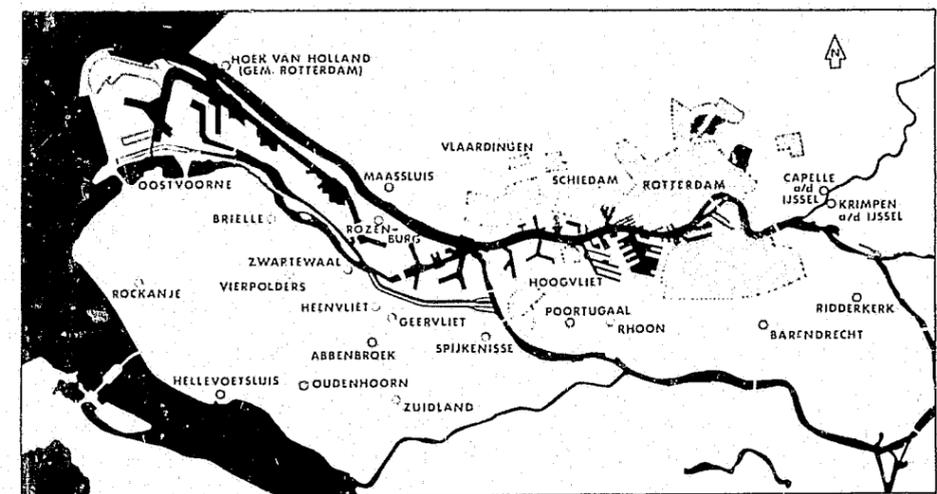
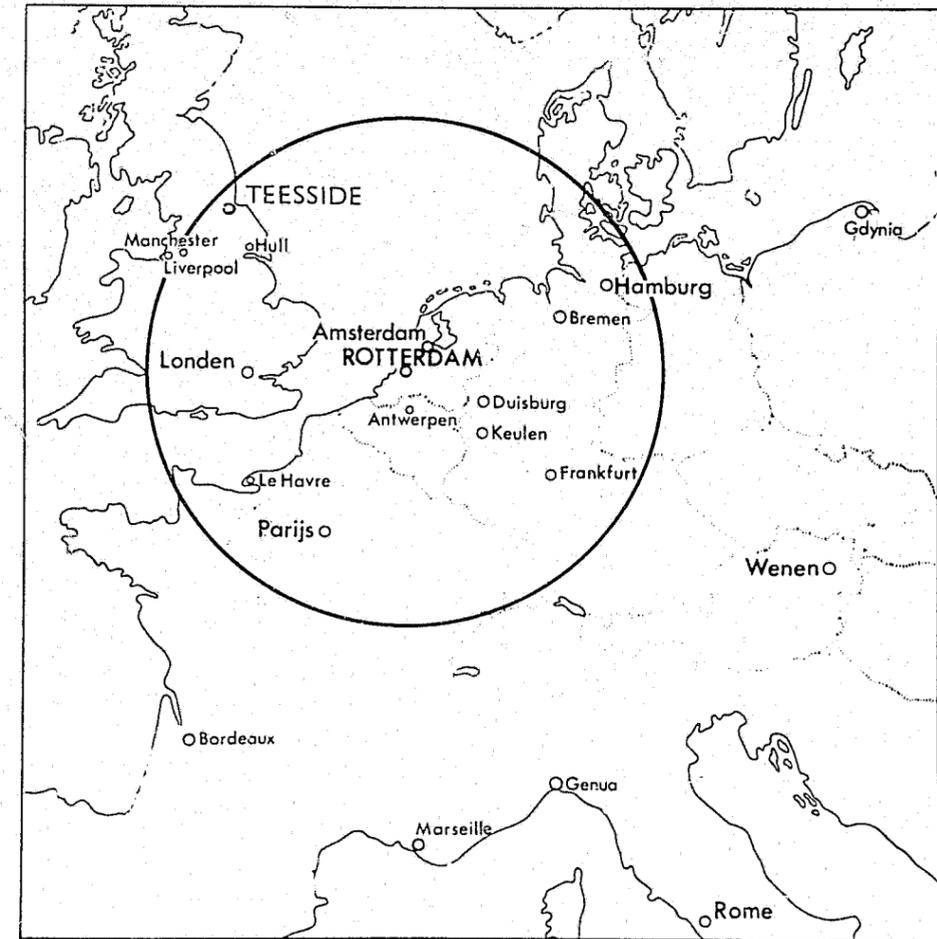
Chief Superintendent A. Patterson

Chief Superintendent J. Storey

Superintendent F. Smith

Teesside

August, 1972



ROTTERDAM:- THE CITY



St. Laurens Church

Near the dyke or dam on the Rotte, from which the city took its name, is the Groote Kerk (Big Church) or St. Laurens Church built between 1409 and 1525. This building, which was in the late Gothic style, dominated the pre-war Rotterdam scene.

In May 1940 the Church and tower were destroyed by fire. Restoration work commenced in 1952 and was finished in 1968. The Church occupies a special place in the hearts of Rotterdam's citizens.

Rotterdam, with its 700,000 inhabitants, is the largest port in the world and the second largest city in the Netherlands. According to historians the city was named after a small stream called the Rotte. It is said that about 1250 A.D. a dam was built across the river and close by fishermen and merchants erected their huts; hence the name Rotte(r)dam. In 1340 A.D. Rotterdam had achieved the size and status of a city but in 1563 A.D. the central part of Rotterdam, the 'Triangle', was swept by a fire which destroyed over 200 houses. This was the first of two occasions when substantial parts of Rotterdam were destroyed. By the end of the 17th century, however, Rotterdam had recovered from this disaster and had so expanded that it was the second commercial city of the country - a distinction that holds to this day.

The opening of a new waterway in 1872 marked a further phase of expansion and prosperity for Rotterdam because of the increased accessibility to the North Sea. Development continued and Rotterdam became one of the world's great ports. In 1940 Rotterdam suffered its second major setback when most of the town centre was destroyed during air-raids. The destruction of the port was completed by 1944 when most of the harbour installations had been looted or vandalised during the military occupation of Holland.

When the war ended reconstruction work began immediately; first the harbours were reconstructed and then the city. The opportunity was taken to ensure that the new installations, quays and warehouses could not only deal with the trade then but as envisaged for the next 50 years. This development has continued and the deep water installations are capable of handling the largest ships up to and including the 500,000 ton tankers said to be under construction. The opportunity was also taken to rebuild the city on modern lines with traffic-free shopping precincts: wide streets and up-to-date mass transportation systems. The result is a mammoth harbour complex dealing with a variety of ships and cargoes of every size supported by a modern city of pleasing proportions.

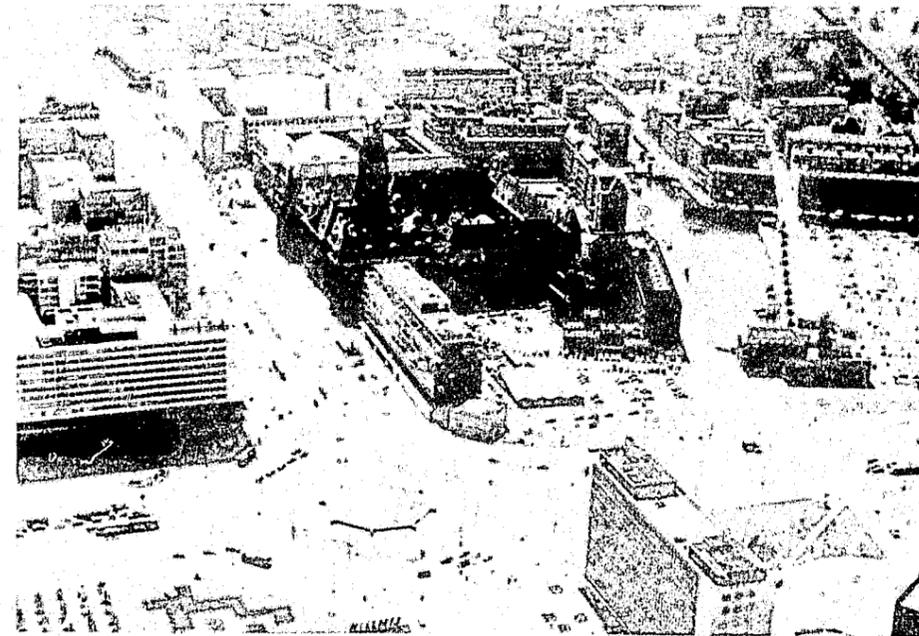
Rotterdam lies in the most heavily populated part of the Netherlands and covers an area of about 77 square miles. It is surrounded by 23 smaller municipalities which, together with Rotterdam, form a conurbation with an area of 250 square miles and over 1,000,000 population. This high density of population and the consequential increase in the number of motor vehicles has led to the design of a ring of highways nicknamed the 'Rotterdam Diamond'. This is a 35 mile system of roadways surrounding Rotterdam and linking it with the adjacent municipalities. Physically Rotterdam is divided by the Maas River. River crossings are, therefore, vital to the life of the city. There are three principal river crossing systems. In the central area the Maas Tunnel carries the major burden of traffic. The Oosterschelde Bridge is the principal central bridge but there are many other bridges crossing dams and the network of dock and harbour installations. East of the central area the Van Brieneoord Bridge forms part of the 'Rotterdam Diamond'. The western traffic link across the river is the Benelux Tunnel. As the movement of ships and boats has priority it will be appreciated that traffic movement in and about the central area of Rotterdam poses a severe problem for the Traffic Engineer and Police alike.

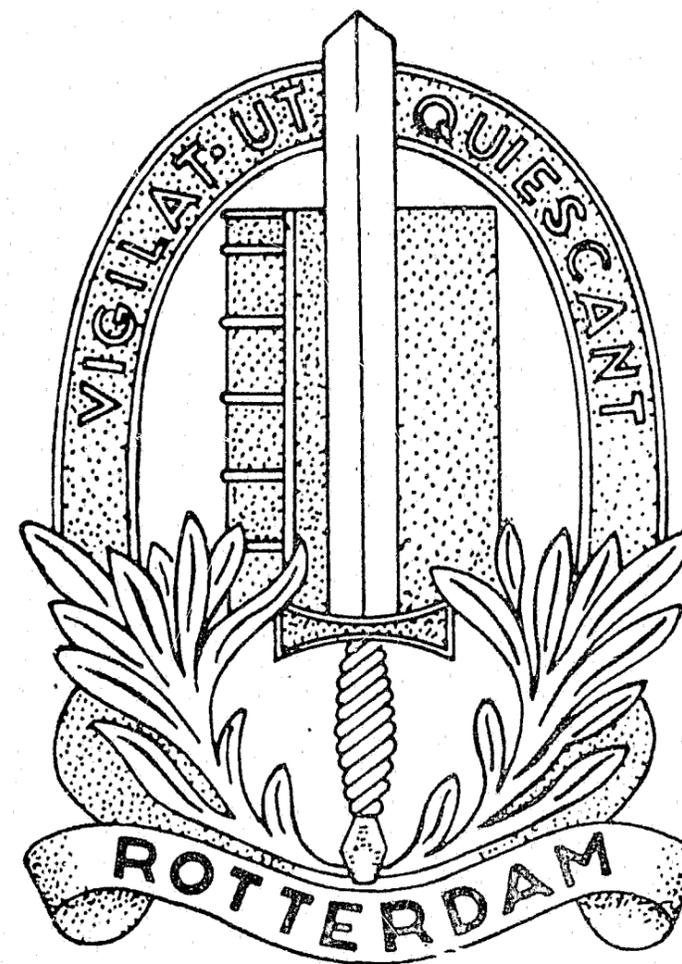
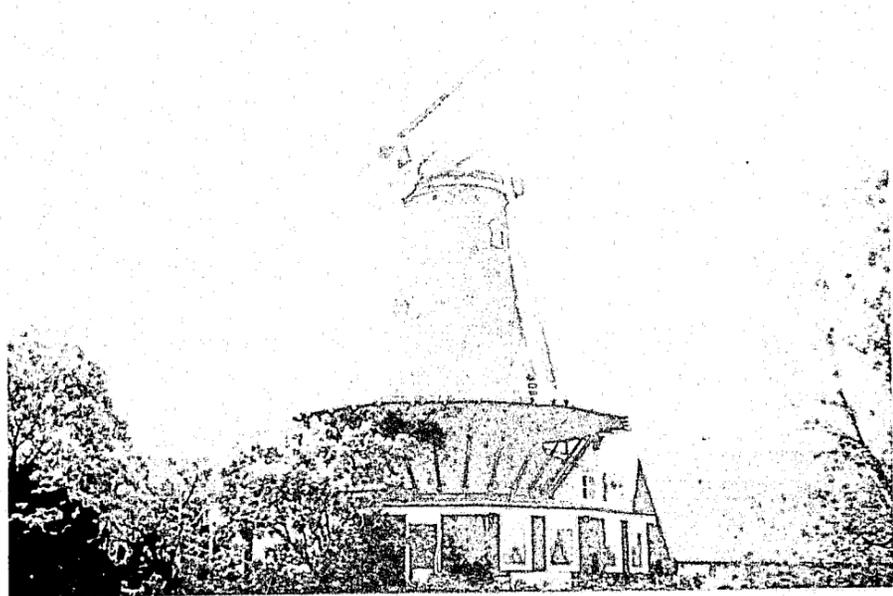
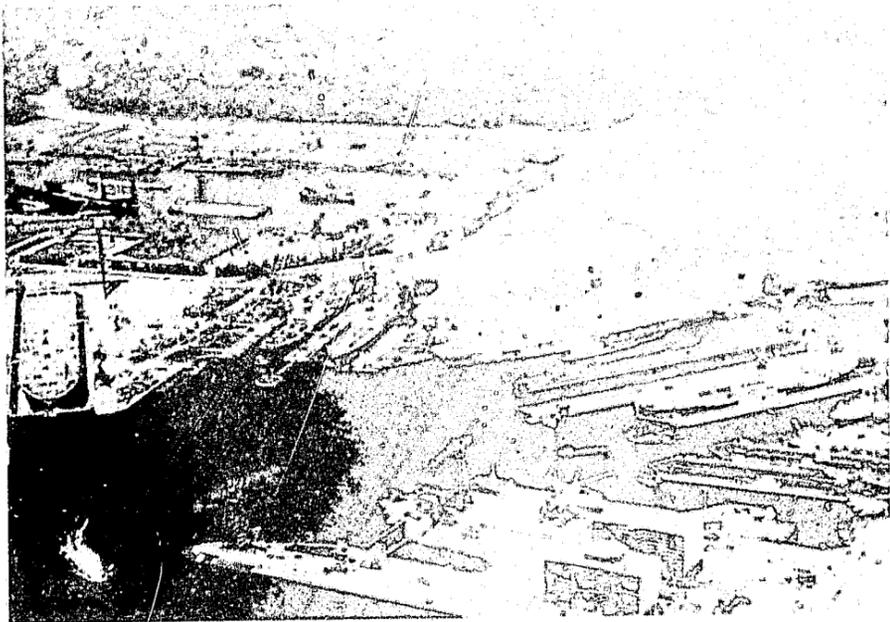
The principal industries arise from the business generated in and about the port and its many forms of installation. Other industries are now developing in areas near to the port installations. The most important of these is the petro-chemical industry. The size of this can be gauged from the annual import tonnage of oil products. In 1954 these amounted to 20,000,000 tons. They are now of the order of 100,000,000 tons. This development has led to there being developed at Rotterdam the largest oil refining complex on the continent. Alongside this has grown the chemical industrial complex. These two complexes pose a major incident risk equal to the one posed by these two industries in Teesside.

It was particularly noted that the volume of traffic to and from the petro-chemical industrial complex was considerable. In addition, and not so obvious, is the movement of products by pipeline. The pipeline system deals with about 60,000,000 tons of oil products per year.

The nucleus of ports and industrial plants has attracted a great many service institutions such as banking, insurance, trading and administration offices. Most of these are housed in the older part of the town which, compared with other cities, is relatively small. This is because of the reconstruction of the city following the wartime aerial bombardments.

Many of the 700,000 Rotterdammers live in new suburbs. So great has been the population explosion that a satellite town has been created and is in the process of development. It was interesting to note that a township of about 200,000 people is being developed in the Prins Alexander-polder. This polder (that portion of reclaimed land surrounded by a dyke) is the lowest point in the Netherlands being about 20 feet below sea level.





GEMEENTEPOLITIE
ROTTERDAM

ORGANISATION AND COMMAND STRUCTURE

Although there has been a policing function in Rotterdam since its earliest days, the present-day Police Force - the Rotterdam Municipal Police Force - is legally a creation of the Netherlands Police Act of 1957. This Act provides for two types of Police Forces in the Netherlands, namely a Municipal Police Force and a State Police Force. The Act also provides that each municipality of over 25,000 inhabitants has the right to have its own Municipal Police Force. In practice, however, this right has not been exercised save in the larger centres of population such as Amsterdam, The Hague and Rotterdam. Outside these places the policing function is performed by the State Police.

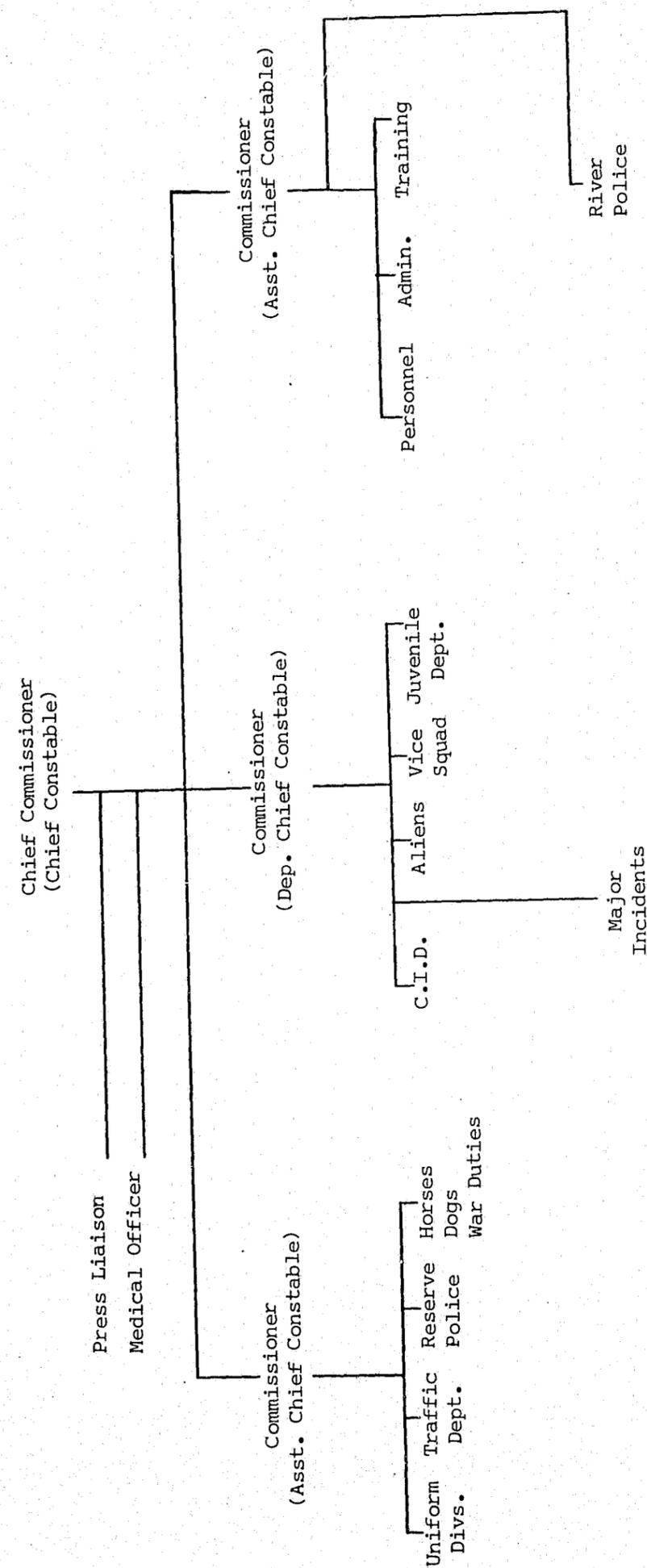
The essential difference between a Municipal Police Force and the State Police Force is in the form of control. The State Police Force performs its operational duties under the hand of the Minister of Justice. A Municipal Police Force acts under the hand of the Burgomaster of a municipality who is charged with the responsibility of maintaining public order. (In practice he delegates the responsibility for the direct management of the force to a Chief Police Officer). Responsibility for criminal prosecutions arising from the operation of either form of Police Force is, however, that of the Public Prosecutor who in turn operates under the hand of the Minister of Justice. Burgomasters and town councils operate under the general guidance of the Minister of the Interior.

The total strength of the Rotterdam Municipal Police Force, including civilians, is about 2,500. The Force is headed by a Chief Commissioner (U.A. Chief Constable) who is assisted in the management of the Force by three Commissioners whose rank approximates to that of an Assistant Chief Constable in a U.K. Police Force. One of the Commissioners acts as deputy to the Chief Commissioner.

There are three main departments of the Force:- the Uniform Branch, the Criminal Investigation Department and the General Service Department. The deployment of the various functions are shown in the following schedule.

Territorially the city is divided into seven areas. Each territorial division has its complement of Uniform and C.I.D. personnel. The Traffic Department, which is a Headquarters branch of the Uniform Section, is basically a technical support group albeit it does have some limited patrolling function. The River Police Section is of interest since by reason of its historical background it is placed directly under the control of one of the three Headquarters Commissioners.

The basic organisation and general deployment of the Force is (as will be seen from the chart on the opposite page) similar in most respects to United Kingdom forces. It was interesting to note, however, the relationship between the Uniformed and C.I.D. Departments. Although the city territorially is divided into seven ground divisions, the C.I.D. is divided into six divisional units. The autonomy of territorial divisional commanders does not extend to C.I.D. personnel and their activities.



RECRUITING AND PERSONNEL

Recruits are accepted into the Rotterdam Police between the ages of 17 years and 26 years. There are two kinds of recruits:- (a) for service as a non-commissioned officer and (b) service as a commissioned officer. The distinction is drawn according to educational background and character assessment. All recruits must be of a minimum height of 5' 8", good health, a Dutch national and have had a sound education. They are required to pass an educational test but in the case of recruits to the non-commissioned ranks this may be waived if they possess a technical qualification.

All Dutch Police Officers, including those in Rotterdam, serve until 60 years of age when they are required to retire. At this age they receive an unemployed salary which is the equivalent of 80% of their last working year's salary. This continues until 65 at which time the officer is paid a pension approximating to 70% of his last working year's salary. The reason for this reduction is that at 65 all Dutch nationals receive a retirement pension.

The normal working week is 5 days of 8 hours each. Every member of the Force is entitled to annual leave varying in periods between 18 days and 23 days according to rank; all are entitled to 6 bank holidays per year.

Pension contributions amount to 10% of pay. A further 9% of pay is subtracted and goes towards an insurance scheme which embraces every member of the officer's family. Uniform is not an issue - each member of the Force being given a clothing allowance which may be used for buying uniform or civilian clothes dependent on their duties.

The current pay scale is:-

Constables	£ 90 to £180 per month
Sergeants	190 to 230 " "
Adjutant (U.K. Senior Sergeant)	200 to 280 " "
Inspector (U.K. Inspector of Chief Inspector)	180 to 250 " "
Chief Inspector (U.K. Superintendent or Chief Superintendent)	300 to 360 " "

(These salaries include rent, shift and uniform allowances).

Non-commissioned ranks are subject to a disciplinary code which is similar in content to the U.K. Police code. Breaches of this code are heard before a board comprising two Adjutants, one Inspector and a Commissioner who hear and determine the case. The Chief Constable decides the punishment. In the case of a commissioned officer the composition of the board is varied in accordance with the officer's rank.



Joining the Police Service does not exempt the Police recruit from the general requirement of service with the Armed Forces. In the case of a recruit to the non-commissioned ranks the Military Service must be completed after initial and local training. In the case of a commissioned officer military training is included in the stay at Apeldoorn - this has the effect of extending the course to 4 years.

Recruits to the non-commissioned ranks who successfully pass the examination at the end of their 12 month training are awarded a Certificate A. To qualify for promotion the officer must sit a further examination and obtain a Certificate B. Those who obtain a Certificate B are permitted to attend a promotion board. If successful they undergo a 13 week course for Junior Sergeants at the end of which period their name is placed on the roll of seniority. Promotion to First Class Sergeant is also in accord with the seniority roll.

It is possible for a young non-commissioned officer to apply for and be allowed to sit the entrance examination to Apeldoorn. Part of the time served is taken into consideration and by this means he can be commissioned. At the moment this is a very restricted route and there are only two officers in the Rotterdam Police Force who have moved from non-commissioned rank to commissioned rank.

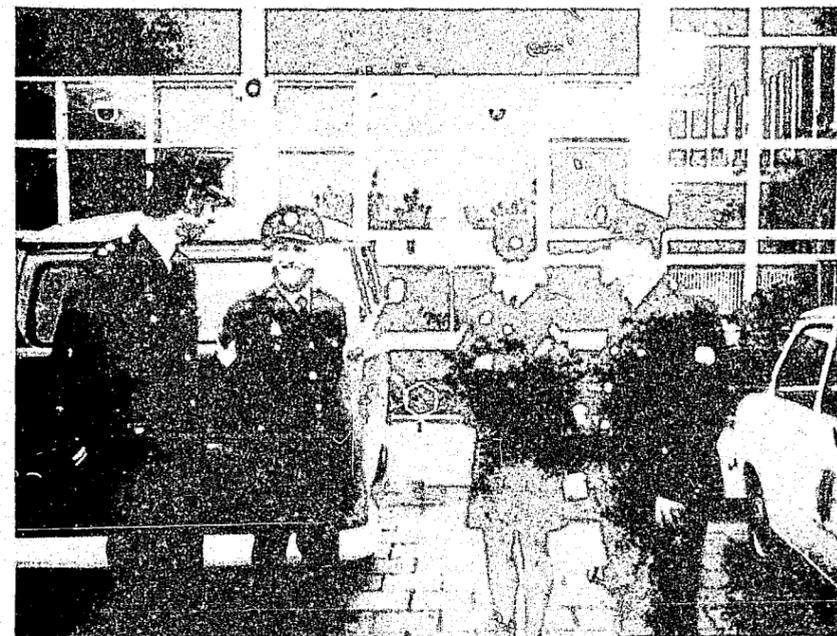
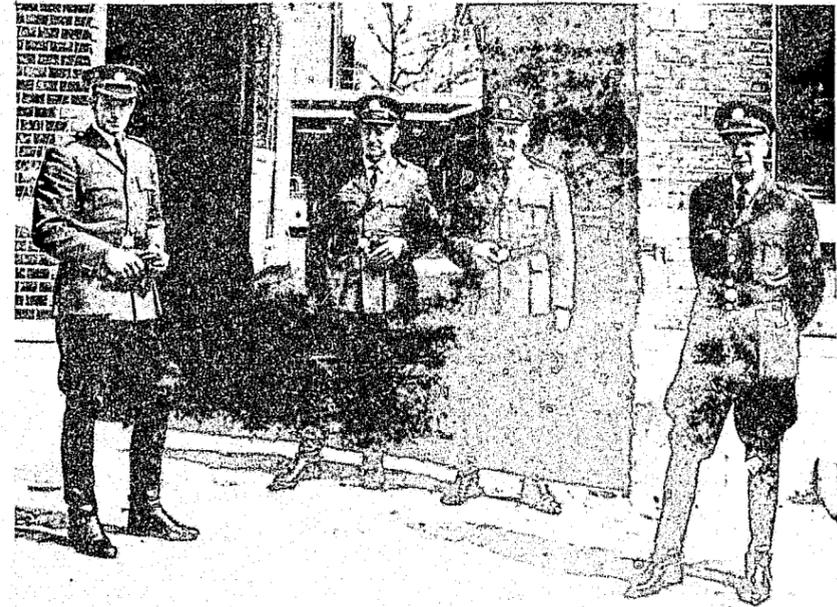
Women Police enjoy the same conditions of service as men. There are, however, relatively few Women Police in Rotterdam and consequently there is no Women Police career structure as yet.

TRAINING

Initial training is of two quite different types:- (a) for non-commissioned officers and (b) for commissioned officers. Recruits to the non-commissioned ranks undergo a year long course of training at the Rotterdam Police Training School. Their Police pay commences when they enter the training school.

Those who aspire to commissioned rank in the Dutch Police Service, be it in Rotterdam, in the State Police or in any other Municipal Police Force, must pass an entrance examination to the National Police College at Apeldoorn. If they are successful in this examination they are required to complete a 3 year course at the College at the end of which period they are commissioned into a Police Force of their choice. They do not receive Police pay until they join their Force. Students at this College, however, are supported in a similar manner to students in the United Kingdom attending a Teacher Training College or University.

The Municipal Police Training School at Rotterdam is staffed by 2 Inspectors, 3 Adjutants, 3 Sergeants and 1 Constable. The 12 month training period includes instruction in law, sport, the use of firearms and the driving of motor vehicles.



A normal week's programme is:-

3 hours	Penal code
7 "	Physical training
3 "	Traffic control and Traffic Law
2 "	Power of arrest
2 "	Practical demonstration of some aspect of Police work
2 "	Use of firearms
2 "	Scientific aids
3 "	Driving of motor vehicles
2 "	Dutch language
3 "	Process reports
3 "	General reports

All recruits are given training in first aid and life saving.

Following the initial 12 month course recruits to the non-commissioned ranks undergo a 3 month local procedure course. During this time they are attached to the territorial division to which they are eventually to be posted. They are also attached for short periods to various Headquarters departments. On joining the division they work under the tutorship of an experienced Constable. The programme of training for the first 3 months of service is closely programmed so that each receives the same amount and type of training.

Students at Apeldoorn are required to study the same sort of subjects as the student at the Rotterdam School. Their course, however, is more akin to something like a mixture of the U.K. Special Course and Intermediate Command Course. These students serve the first 2 years at Apeldoorn followed by one year in service with the Force. The first 6 months of this year's service is spent as a Constable followed by 3 months as a Sergeant and a further 3 months as a Senior Sergeant. They return to Apeldoorn for a further year and at the end of which period they are commissioned. There are apparently no further training courses or staff college courses for commissioned ranks.

The Force runs its own Driving School. The giving of instruction, however, is somewhat similar to the methods of a civilian driving school in this country whereby the learner driver attends one or two periods each week. Those Constables selected for duty with the Traffic Department undergo a rather more thorough and concentrated course of 6 weeks duration. Before undergoing this course, however, the Constable must have served 5 to 6 years on normal street duty.

Training for C.I.D. officers is in three stages. Firstly, they are required to do a year on probation. (C.I.D. probationers are selected from officers with 5 or more years service). During this time they attend a short course at the Force Training School. Following completion of the probationer year the C.I.D. officer goes to the National Detective Training School for a 15 week course. As in the U.K. other and more specialised C.I.D. courses are arranged according to the need.

MAJOR INCIDENT PLANNING

This is the responsibility of a branch of the Criminal Investigation Department. The work of this branch is threefold. Firstly, to prepare and update the Force Major Incident Plan and ensure that it is compatible with those of adjoining Police Forces and local and central Government. Secondly, to select and provide items of equipment and clothing which will be required in the case of a major incident. They are also required to ensure that the equipment and clothing is readily available and transportable. Thirdly, to train officers of the Special Incident Squad in their duties.

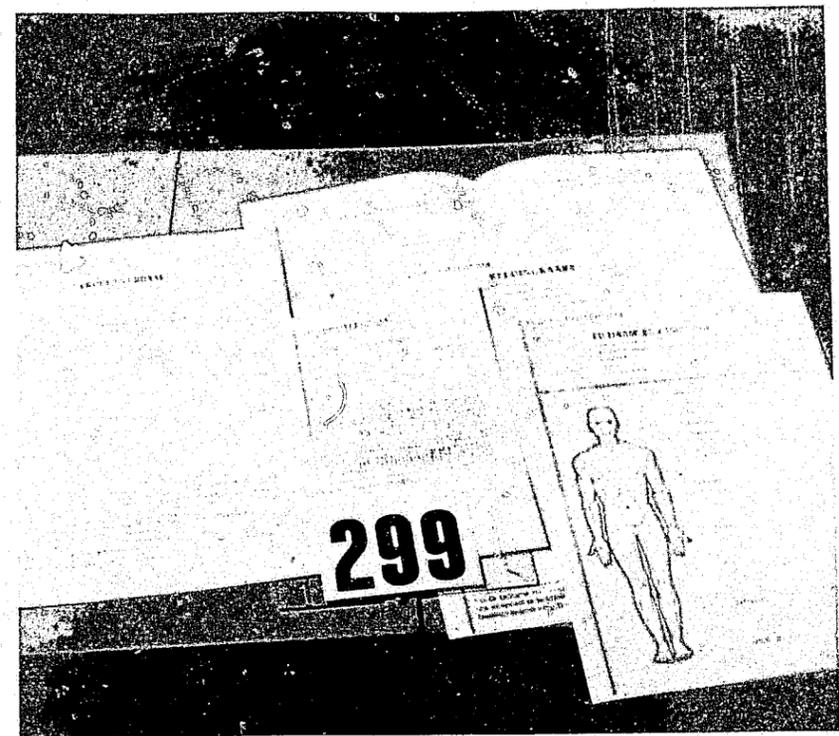
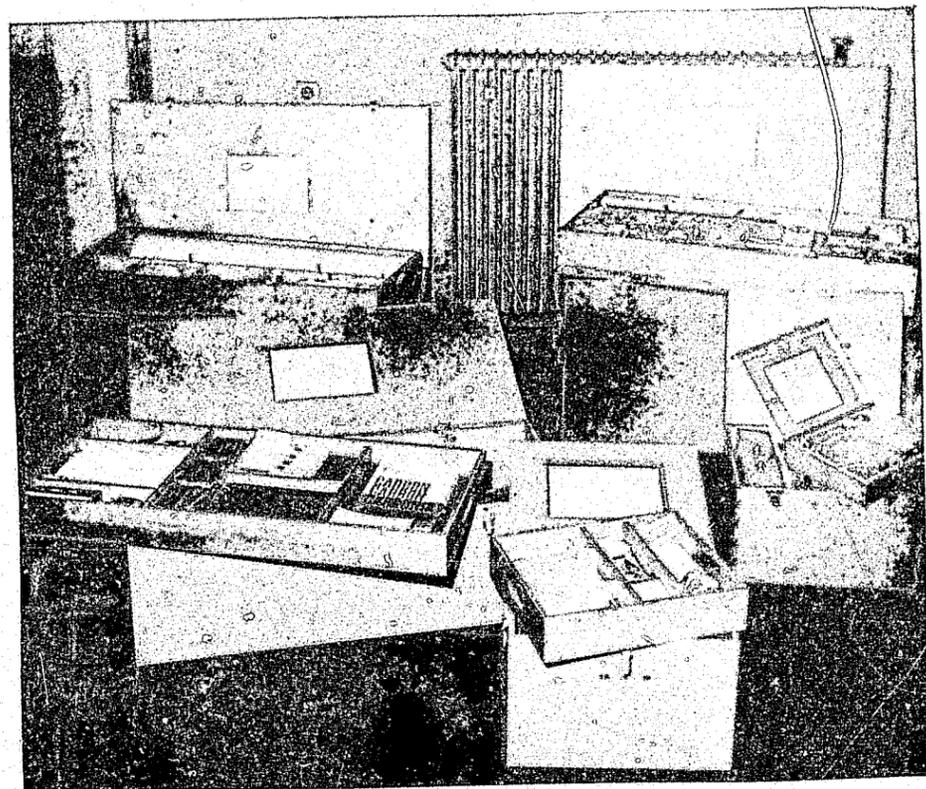
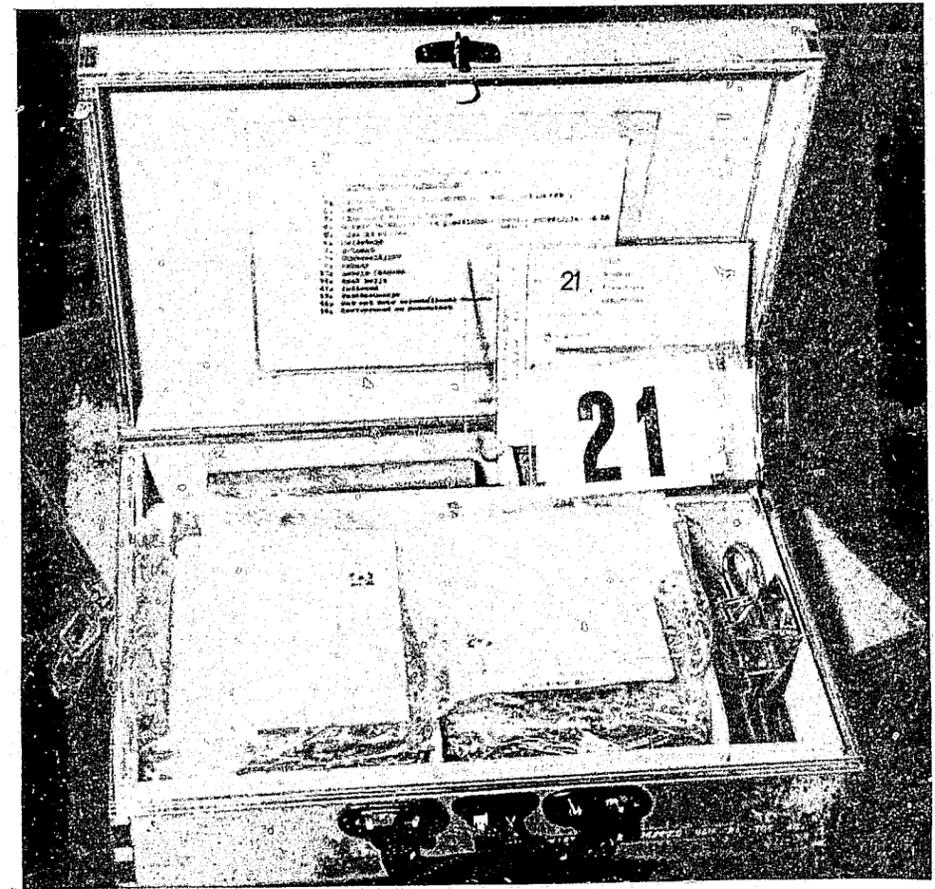
The composition of a Major Incident Team is 10 Detective Sergeants and 14 Detective Constables. To ensure that a team of this size is always available the overall number of those selected and trained is about 130. These personnel are deployed on the normal shift basis in territorial divisions so as to ensure the quick availability of at least one team.

These teams form the nucleus of the operational group who will deal with the incident. Additional Uniformed and Detective officers are drafted to the incident as necessary. The direction of the incident is the responsibility of a senior commissioned officer from the territorial division in liaison with a commissioned Detective officer from the Special Incident Branch.

The Rotterdam Major Incident Plan was devised after discussion with Police colleagues in Holland, U.K. and other continental countries. It is constantly being updated and the planning officers note the operation of any similar plan elsewhere to the extent of going to the scene of the incident - no matter where in Europe it happens. It was interesting to note that they had assimilated into their plan the experience of the German Police following an air crash at Munich. It is also worthy of note that the Rotterdam officers acknowledge the Teesside Constabulary Major Incident Plan to be equal to theirs.

The equipment selected and provided to deal with major incidents is sufficient to deal with an incident involving about 300 casualties. It is centrally stored and comprises the following:- a four-wheeled trailer caravan equipped with U.H.F. and V.H.F. radio equipment, loud hailer equipment and office facilities. The material is housed in 5 chests containing:-

- (1) equipment for searching, identifying and labelling bodies;
- (2) protective clothing and rescue apparatus for the recovery of dead and injured persons;
- (3) equipment necessary to set up a temporary mortuary where immediate pathological examinations can be carried out;
- (4) communications equipment including radio sets, stationery, etc;



- (5) facilities for the provision of an information service to deal with relatives, the press, T.V. and radio.

Of particular interest was the loud hailer equipment. This is of Dutch manufacture and comprises a motor vehicle roof rack on which are mounted three loud hailers so arranged that multi-directional broadcasts can be given. The unit has the facility to allow of the use of directly spoken or pre-recorded messages. The quality of reproduction was excellent.

COMMUNICATIONS

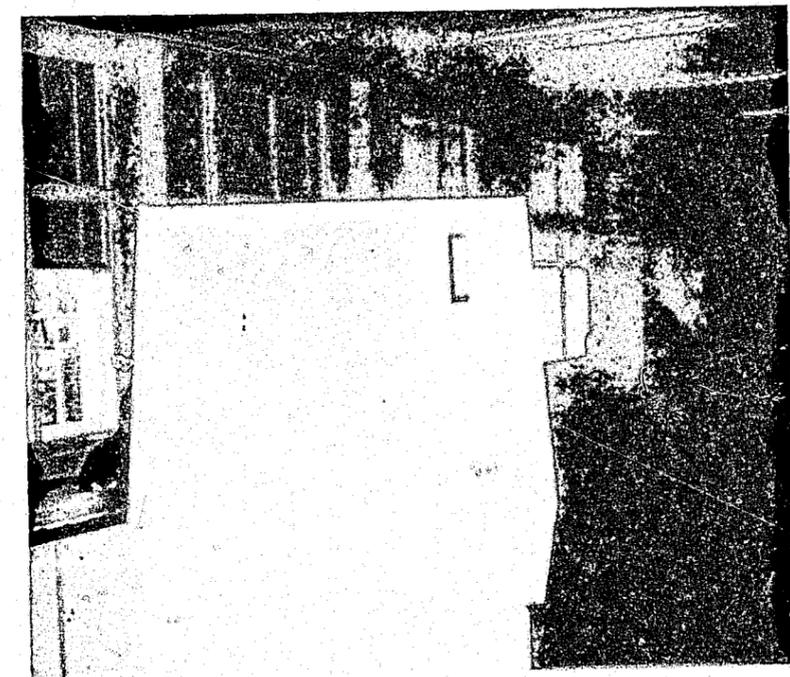
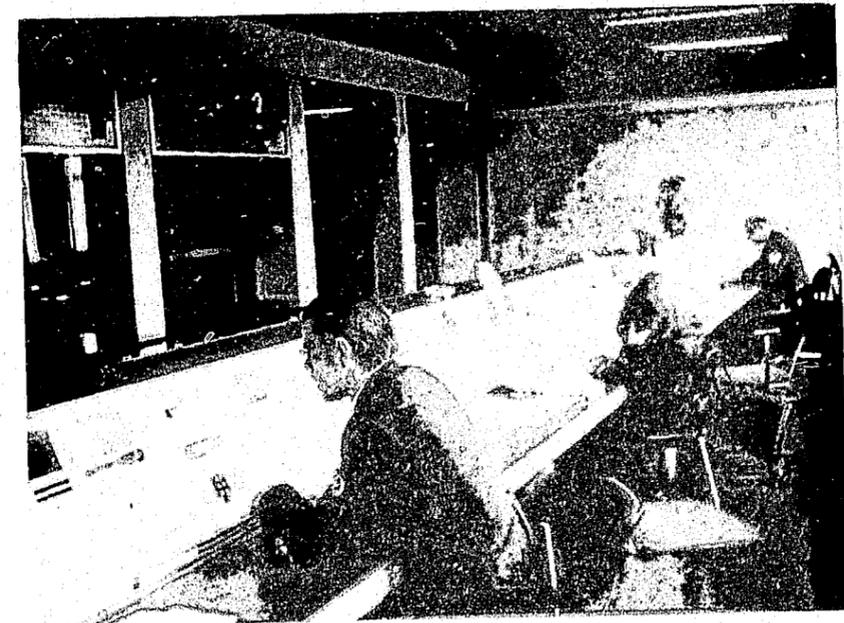
Both V.H. and U.H. frequencies are utilised in the communications system. The V.H.F. system is based at Headquarters from where all V.H.F. units are controlled. U.H.F. systems are based at Divisional Headquarters with radio, telephone and teleprinter links to Force Information Room.

The layout of the Information Room at Police Headquarters is fairly typical with consoles arranged in a straight line configuration. The functions of radio operation and incident reception/determination are separate. There is an intercommunication link between consoles with a moving band device to carry written messages from one position to another.

In addition to the Information Room there is a separate command room from which incidents can be handled independently of the main control. There is also a command room for traffic supervision purposes. Plans are afoot to provide a computer control of traffic signal systems in the city monitored by television cameras. The monitor sets are to be housed in the traffic control command room.

There were two items of interest so far as communications are concerned. The first was the vehicle availability indicator system. This is of Dutch manufacture. It is controlled from the console position; it is clearly available to all console operators and is simple in its statement on the position with regard to vehicles.

The second item was the Kodac Rekordak Microstar equipment. This system is used for the retrieval of information recorded on microfilm. It is used exclusively and extensively by Information Room staff in connection with a variety of incidents. The machine is a search retrieval and display device with print-out facilities using cassettes of microfilm on which are pre-recorded instructions relating to lock-up premises, dangerous substances, general or particular instructions, vulnerable property, special traffic routes, etc.



TERRITORIAL DIVISIONS

COMMAND AND DEPLOYMENT

Rotterdam is divided into seven territorial divisions each one being commanded by a Chief Inspector (U.K. Chief Superintendent). The method of working within a territorial division varies little from that in a Teesside division save that Uniform and C.I.D. operate more independently of each other. There is not any overall single command over the two units.

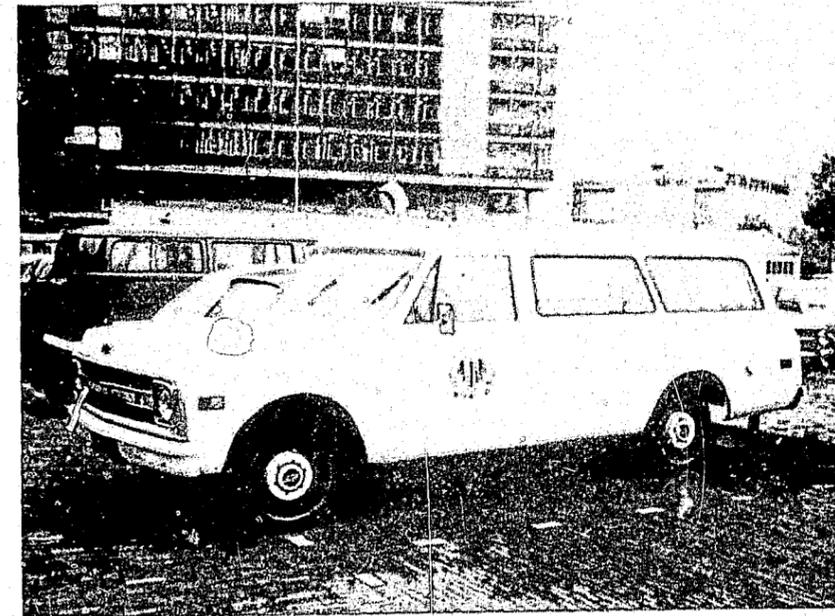
The strength of a Uniform Division varies according to the size of the territory and the amount of industry, etc., contained within the divisional area but the command structure is the same in each case. The second-in-command is a Chief Inspector (U.K. Superintendent). The next rank is that of an Inspector and there are in addition three groups of Junior Inspectors. Junior Inspectors are those recently recruited from the Police Academy at Apeldoorn. Divisions are divided into sub-divisions which are commanded in a like manner. The non-commissioned rank establishment is based on the premise of 5 Constables to 1 Sergeant and 2 Sergeants to 1 First Class Sergeant or Adjutant. The duties of the adjutant can be equated to those of a station sergeant in a U.K. Force.

Each division has its own Traffic Section and this is provided with Chevrolet patrol vehicles. The section is responsible for the patrolling of roads within the divisional area but excluding motorways. Divisional personnel have for general use Daf and Volkswagen cars. These are used in much the same way as U.K. Panda cars. A divisional area is patrolled by a mixture of foot, cycle and motorised patrols. Each area is divided into a number of beats and for each group of 2 or 3 beats there are 2 Area Constables. The total policing effect in central areas is, therefore, something like a Unit Beat System overlying a traditional Foot Beat System. Elsewhere the system of patrolling closely resembles the U.K. Unit Beat System.

The problems of a Uniform Division are very much the same as in a U.K. Force division. During the daytime there are traffic and parking problems to be attended to. During the evening and at weekends there are matters of public order, supervision of licensed premises, criminal activities and prostitution which require police attention.

Because of the shift system which operates throughout the Force non-commissioned ranks work one night in six. During this night duty there is a Special Patrol Squad operating within each divisional area. This squad, which consists of 10 or 12 men from the Plain Clothes and Uniform Sections, is in the command of a uniformed Sergeant. The brief of the squad is to concentrate their attention onto areas subject to current criminal activity.

The C.I.D. attached to a divisional area has its own command structure and is not, therefore, the direct responsibility of a Divisional Commander. There is, however, a daily conference attended by a uniformed Sergeant when the crime situation is discussed. The C.I.D. Section are responsible for the issue of a divisional daily bulletin of crime relating to the period 0800 to 0800 the following day. Copies of this bulletin are distributed to each member of the Uniform Department.





After 10 p.m. each night the senior commissioned officer on duty for the entire Force area is an Inspector (U.K. Chief Inspector). He has with him an Adjutant who acts as his staff officer. The rest of the personnel on duty in the Uniform Department are Sergeants and Constables.

The Inspector, who is drawn from one of the seven divisions on a rota basis, spends the night duty in the Information Room. He is responsible for any decision which may have to be taken in connection with any sizable incident which occurs. To assist him to take the right decision there are listed on microfilm some 20,000 set piece incident procedures. These procedures indicate:- (a) the people and departments to be notified and (b) the action at the scene of the incident. (See Communications).

There are three items of especial interest we noted in relation to the working of a Uniform Division. Firstly, the duties of Uniform personnel are so arranged that they alternate between outside and Station duties. Two hours on duty are spent on normal street patrol on bicycles, on foot or in a motor car. This is followed by one hour in the Station when the officer writes any report he may have. If there are not any reports then he may relax in a well equipped and furnished lounge, one of which is to be found in each divisional and sub-divisional station. During the night shift, and at the discretion of the Station Sergeant, officers on this indoors period may use one of the small bedrooms in which to rest. This may only take place, however, between the hours of 1 a.m. and 5 a.m.

Secondly, the absence of canteen facilities. Although equipment is provided to make tea or coffee and for the proper keeping of food, all ranks, including commissioned officers, carry their own food to work. There are not any provisions for cooking.

Thirdly, in the office of each sub-divisional and divisional command there are displayed photographs of the officers and men within that command. These are mounted on cards which in turn are mounted on a large notice board. The cards are coloured to show a man's status, probationer, etc., duty assignment, leave group and any special responsibilities such as the Riot Squad.

CONTROL OF PUBLIC ORDER

Street brawls and minor incidents of public order are contained and dealt with in much the same way as in any U.K. town or place. It was noted, however, that the policing arrangements within the football stadium, which holds about 65,000, are by stewards employed by the club. The Police do not take any part in the control of crowds within the stadium.

In the case of serious street rioting the mobile unit or Riot Squad are brought into use. The organisation of the Riot Squad is unique inasmuch as its commander is a Chief Inspector whose day-to-day duties include the supervision of the Mounted Section. In the event of such emergency officers trained in Riot Squad work are drawn from territorial divisions. Officers so trained are deployed throughout the Force on a time basis which ensures that there is always available a sufficient number to provide one or more Riot Squad platoons.

The Riot Squad comprises units of the Mounted Police, water cannons and ground troops. The Squad has at its disposal the following vehicles:- a command car, personnel carriers, general purpose vans, a horse box and water cannon vehicles. All these vehicles are equipped with V.H.F. radio.

The philosophy underlying the use of the Riot Squad is that the formation should not come into hand to hand contact with the crowd. The basic task of the Riot Squad is to disperse rioters not arrest them. Three methods of dispersal are used:- tear gas, water cannons and Mounted Police. All members of the Riot Squad are exercised frequently and they train as a team operating in platoon order under the command of a commissioned officer.

CONTROL OF VICE

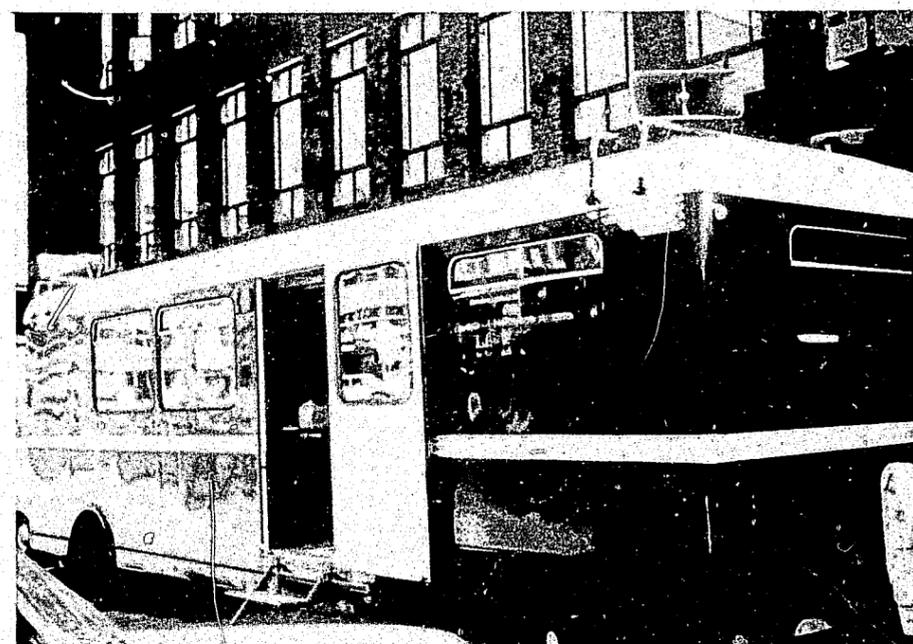
The Rotterdam Police Vice Squad comprises 2 Superintendents (one woman), 1 Sergeant, 65 Constables and 4 Women Constables. The Squad is responsible for the investigation of all complaints about prostitution, indecency, pornography, brothels, violation of children and all sexual offences. The Squad is a Headquarters section working under the general direction of the officer in charge of the C.I.D.

RESERVE POLICE (U.K. SPECIAL CONSTABULARY)

Recruits for the Dutch Reserve Police are drawn from members of the public who, because of a low medical category, are exempt from Military Service. All applicants must be below the age of 60 years. The uniform is the same as for the Regular Force. On enlistment a Reserve Police Officer is attached to the division within which area he resides. He is required to parade at a divisional station one evening per week where during a 2 hour period he is given instruction in the following:- the use of firearms, interpretation of the law and patrolling. After training he is permitted to accompany a Regular Officer on patrol.

Reserve Police are used principally for traffic duty and crowd control. The strength of the Rotterdam Police Reserve is about 400. On a national scale there are some 25,000 employed by Municipal Police Forces and 15,000 by the State Police Force.

There are not any commissioned ranks in the Reserve Police. The highest rank a Reserve Officer can attain is Sergeant. Payment is not made for normal reserve duty but he is compensated by way of out-of-pocket expenses.



C. I. D.

COMMAND AND DEPLOYMENT

The strength of the Rotterdam C.I.D., including clerical and technical staff, is about 260; 12% of the overall strength of the Force. The department is under the control of an officer of the rank of Assistant Chief Constable who has 2 Chief Superintendents to assist him. The department divides into two main branches, the Technical Assistance Branch and the Tactical Assistance Branch. Under the latter branch is the C.R.O.; Statistics and Registration Branch; Intelligence Section; and various other specialised sections dealing with various forms of crime.

The Technical Assistance Branch deals with serious crimes but the greater part of its strength is deployed and stationed in territorial divisions. The case-load for an operational Detective is about 150 crimes per annum.

Although there is not in Holland any formal Regional Crime Squad system there is a Regional Crime Assistance Group for Rotterdam and surrounding areas. This is under the command of an officer of the Rotterdam C.I.D. It does not operate full-time and is only called into being when a large scale enquiry is necessary.

The Rotterdam Police and the Netherlands State Police place great emphasis on the gathering of information. Surveillance is one of their special arts and officers on this duty take great pains to conceal their connection with the Police Service. Because the Dutch Police supervise the registration of aliens and hotel registration their intelligence system is probably more detailed than may be the case in the United Kingdom.

CRIME INTELLIGENCE

The Criminal Record Office for the whole of south Holland is housed at Police Headquarters in Rotterdam. Here is maintained a M.O. system and an identification register based on a personal descriptive form similar to that used in British C.R.O.'s. Divisional collators and the Criminal Intelligence Section work as one unit with a constant interchange and filtering of information. Collators and members of the Crime Intelligence Section meet each week and carefully sift the information gleaned in the previous 7 days. A weekly list of information is prepared and circulated to Rotterdam Police and Police Forces in the greater Rotterdam area.

There are two Special Observation Squads in the Rotterdam area. The first is a Cafe Squad. This comprises 4 C.I.D. officers of the River Police. They visit cafes, bars and other haunts of seamen and persons working in and about the port area. They rarely visit Police Stations but are in daily contact in order to pass back information about criminal activities and people who come to notice to the crime intelligence system.

The second squad is a special group of the Rotterdam Police Central C.I.D. This unit is also of 4 officers. These officers keep away from Police Stations and personal involvement with crime but keep special observations on target criminals. They are well equipped to carry out these surveillance duties.

ALIENS

There are 28,000 registered aliens in Rotterdam and about 5,000 illegal immigrants. The aliens come mainly from Morocco, Turkey and Yugoslavia. The Aliens Department is staffed by a Chief Inspector and 25 Sergeants and Constables, all of whom are multi-lingual. In addition to the English, French and German languages spoken by all members of the department there are those who speak Spanish, Italian, Turkish and Yugoslavian. Accordingly there is very little call for interpreters.

The Dutch equivalent to the U.K. Pakistan and Indian problem is that of people from Suriname, a province on the northern coast of South America formally known as Dutch Guiana. These people are in possession of Dutch passports and as such are legally Dutch nationals. Between the European Economic Council countries there is free access and egress. Within the Benelux countries - Holland, Belgium and Luxemburg - their citizens enjoy free and unlimited access facilities within the joint area. To keep check on itinerant criminals and subversive elements the Police of Rotterdam have developed a very extensive intelligence system and an excellent liaison system with their colleagues in other European countries.

TRAFFIC

TRAFFIC DEPARTMENT

This department is smaller than would be the case in a United Kingdom Force since most of the normal day-to-day patrolling of roads within the city is performed by territorial divisional personnel. The members of the department do have some patrolling responsibilities, however, and for this purpose they use 40 motor cycles. Most of these duties are concerned with escorts and additional main road patrols. Concurrent with the development of the motorway system in and about Rotterdam there is being established a Motorway Patrol Section but as yet this is small and there are only 5 vehicles available for this purpose.

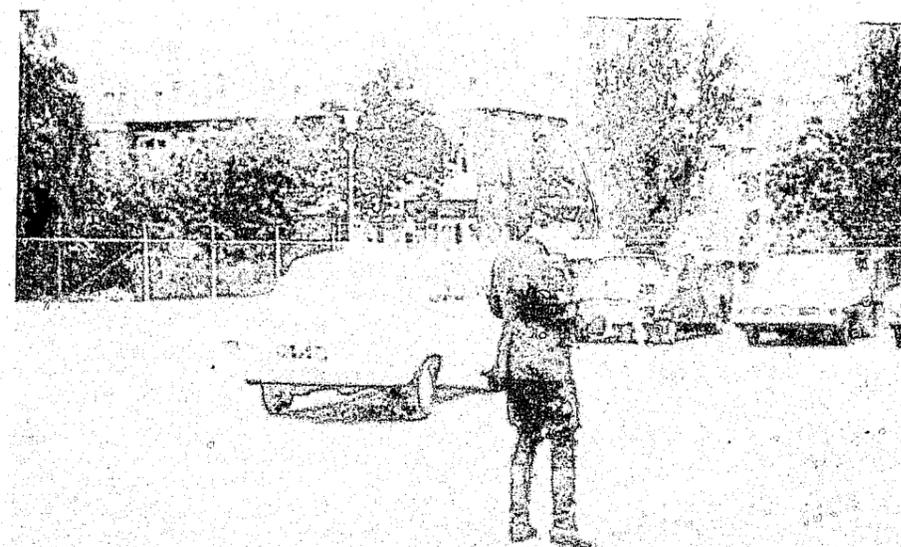
Basically the Traffic Department is a technical assistance unit. The Traffic Department officers attend all accidents and deal with the technical aspects including the taking of photographs. The final report, however, is compiled by territorial divisional personnel. Departmental officers also arrange movements of abnormal loads and vehicles carrying those substances which under Dutch law are regarded as particularly dangerous. In Rotterdam there is a local ordinance requiring operators of these latter vehicles to notify movements and use only prescribed routes. It is one of the responsibilities of the Traffic Department to see that this local ordinance is observed.

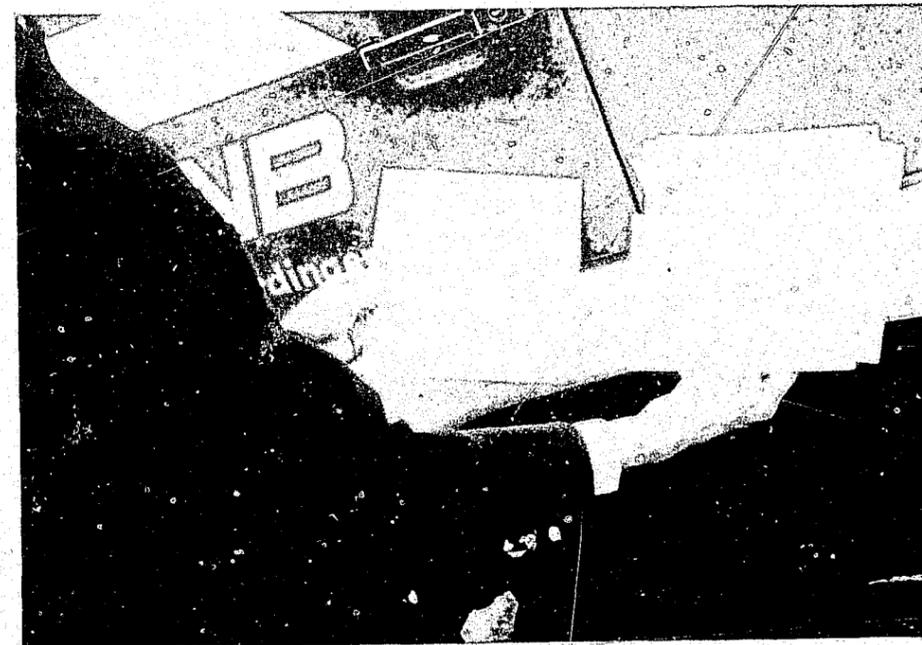
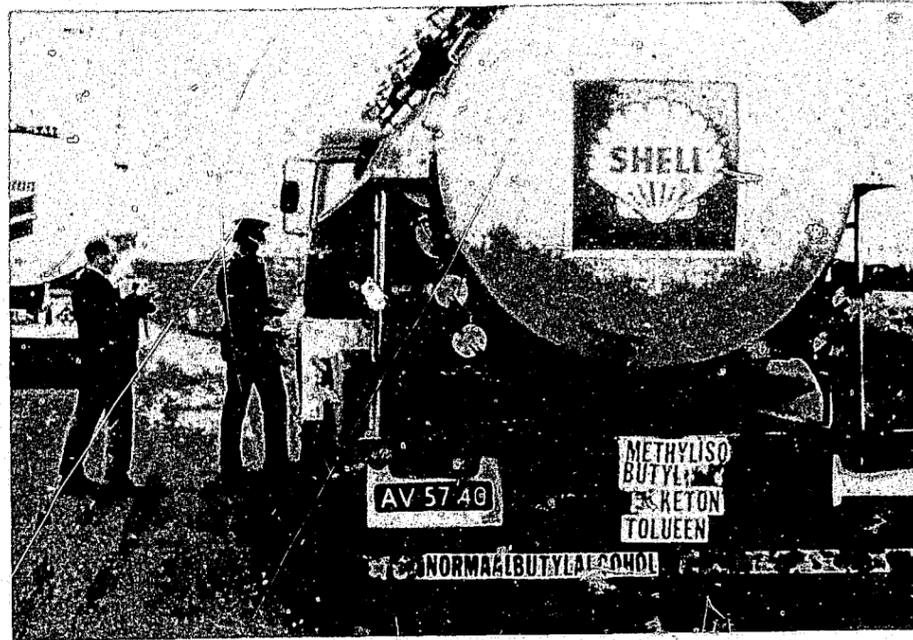
Within the department there is a Traffic Management Group. The members of this group work closely with the Local Authority and Central Government Traffic Engineers in the devising and execution of traffic schemes. Presently they are engaged in the development and preparation of a scheme for the computerised control of traffic light signals in the central area of Rotterdam. It is envisaged that when this system is completed it will be monitored and controlled from a special command room in the Information Room complex. (See Communications).

It was interesting to note that although the Rotterdam Police use a considerable number of motor vehicles there is not any large scale maintenance and repair system. The civilian workshop personnel maintain and service motor vehicles and in particular motor cycles. Major repair tasks are carried out by outside contractors.

TRANSPORT OF DANGEROUS SUBSTANCES

The transport of dangerous substances in Holland is controlled by Dutch law made in accordance with the European agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The definition and classification of dangerous substances is as contained in the Agreement.





This law also provides that vehicles used to carry such substances must be examined and certified mechanically and structurally suitable for the purpose. This requirement applies to prime movers, trailers and rigid frame vehicles. The inspection and certification must be completed before the vehicle may legally be used for the movement of such substances. The certificate, which is for a period of 12 months, is issued by a department of Central Government and relates only to certain specified classes of substances.

The driver of every vehicle, be it a specially constructed tanker or a flat backed lorry, laden with a classified substance is required to have in his possession three documents:-

- (a) A waybill. This waybill must show the name of the substance and its classification according to the Agreement (ADR).
- (b) The relative and valid test certificate for the vehicle showing the classification of substances which may legally be carried on that vehicle.
- (c) A Product Safety Card (Chemcard or Tremcard) which should detail the name of the substance and the first aid measures to be taken in case of an emergency.

In addition there must be prominently displayed on the rear of the vehicle the name of the substance being carried.

Rotterdam Police Officers, particularly those working in areas through which most of the vehicles carrying dangerous substances pass, have developed an alert knowledge of the law relating to such carriage. It was interesting to note that a Sergeant stationed near to the petrochemical industrial complex has produced a booklet now in general issue to members of the Force. The booklet, which is in the form of an aide memoire, is a first class method by which officers on patrol duty can satisfy themselves that the law relating to the carriage of dangerous substances is being complied with. It was equally interesting to note that the application of Dutch law made under the ADR Agreement has had the effect of reducing the irresponsible element of the chemical haulage operators.

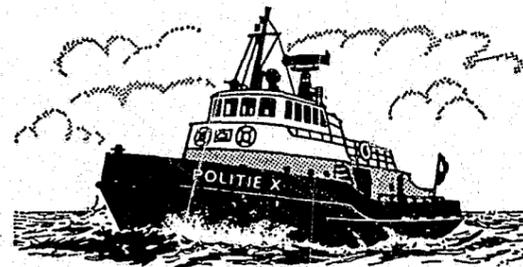
RIVER POLICE

The River Police in Rotterdam was formed in 1895 at the joint request of shipbrokers and stevedores in order to regulate ship and boat movements and reduce losses through thefts. Initially a sub-division of the Municipal Police Force, it is now a separate department with the officer in charge directly responsible to the Commissioner. The strength of the River Police is 150 of whom 15 are C.I.D. officers. These latter officers are responsible directly to the officer in charge of the River Police and not to the head of the land based C.I.D.

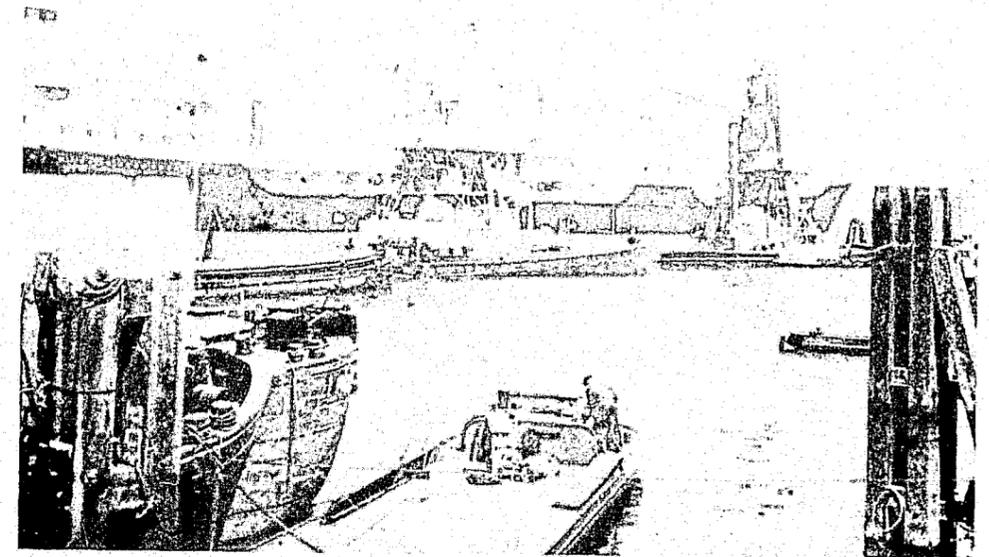
The River Police are responsible for the investigation of crimes committed on ships, harbour installations and dock premises; accidents on ships; violence and disasters on the river; scrap metal dealers; dockside cafe surveillance; enforcement of dock regulations and the supervision and examination of potentially dangerous cargoes in the dock areas.

They also assist the Municipal and State Police Forces along the river between the city centre and the river bar. In the area of Rotterdam and Europoort the River Police is the immigration authority. This means that they check crew lists, landing permissions, registration of aliens, etc.

The department is equipped with 8 vessels - 4 large ones and 4 small ones all of which are equipped with radio receiving and transmitting sets. The 4 largest vessels are also equipped with radar. Each boat is manned by a Sergeant, a First Class Constable and a Constable. On the larger boats there is also a civilian seaman and a deckhand. Quite apart from their duties in connection with shipping and ship/shore activities the River Police effectively prevent the use of the river as an escape route for criminals who commit crime on one bank of the river and then move to the other side. Basically policemen, they are nevertheless excellent seamen and seem to have established the respect of other seamen for their abilities.



GEMEENTEPOLITIE ROTTERDAM
BUREAU RIVIERPOLITIE



CONCLUSIONS

1. Our general conclusion from this Exercise is that in the event of a substantial increase in the movement of peoples and vehicles between Teesside and European countries the major problems posed to Police will be those of language and communication. In this context two items were of particular significance. Firstly, the Rotterdam Police Officers had no difficulty in understanding us - they had been taught English either at school or in the Service. They also appeared to have little difficulty in understanding the German language. Secondly, a policewoman checking road tanker documentation, in the space of one hour spoke to drivers from France, Germany, Italy and Spain. The documents - and her instructions - were printed in several languages.

2. In our view, therefore, there is a need to assess the level of knowledge of European languages possessed by members of this Constabulary. There should also be an appraisal of the ways in which this level of understanding can be uplifted and extended to those officers who do not have such a knowledge. Consideration should also be given to printing documents and instructions in more than one language particularly in relation to those instances in which European nationals are more likely to be involved.

3. Our particular conclusions and recommendations are:-

MAJOR INCIDENT PLANNING

4. (a) Rotterdam officers set great store by the selection and regular exercise of officers in the handling of major incidents. There seems to be considerable merit in this practice and we think it should be looked at for adoption in Teesside.
- (b) The selection and provision of equipment to be used in the event of a major incident and the holding of that equipment against such an eventuality are in our view reasonable precautions to which we think consideration should also be given.
- (c) We were impressed by the attention given to the method of updating the Rotterdam Major Incident Plan. We noted that Rotterdam Police Officers had visited places in Europe and the United Kingdom where there had been a major incident and note taken of any difficulties in the operation of the emergency procedure. It seemed to us that this is a worthwhile system of updating which if adopted here could maintain our plan at its present high standard of comprehensiveness.

MOVEMENT OF PEOPLES

5. The effect on crime of an increase in the number of itinerants is not predictable neither can a reliable assessment be made on a comparison with experience in Rotterdam because of the proximity of Rotterdam to national borders which can be crossed either way with relative ease. Even if customs/immigration checks are lessened there will remain in the United Kingdom a restricting effect of sea and airports. Nevertheless it would be prudent to ensure that our crime intelligence system is sufficient in scope, expertise and staffing to be of real assistance to C.I.D. and Uniform officers. It would be equally prudent to ensure that an effective liaison is developed and maintained between the Teesside Constabulary Crime Intelligence Section and their counterparts in Continental countries.

MOVEMENT OF DANGEROUS GOODS BY ROAD

6. We noted the effect of the application of Dutch law to the movement of dangerous goods by road. It seemed to us that the position has been regularised to the benefit of hauliers and Police. In our view the risk to public safety inherent in such movements has been significantly decreased because:-

- (a) the vehicles used to transport such substances are right for that purpose;
- (b) the compulsory labelling of vehicles with the name of the substance being carried and the quick verification of that statement is of considerable advantage to Police, Fire Brigade or other rescue service who may have to deal with an incident involving the spillage of the substance.
- (c) the obligatory carrying of product safety cards (known in the United Kingdom as Chemcards or Tremcards) ensures that knowledge about the relevant first-aid measures are immediately to hand.

7. It is our opinion that an approach should be made to Home Office by way of the A.C.P.O. Traffic Committee for the adoption in this country of the requirements in respect of the carriage of dangerous goods by road detailed in the European Agreement (ADR) which was ratified by the United Kingdom in 1968. Many of the other contracting parties to the Agreement have adopted its provisions with apparently the same benefits as experienced in the Netherlands. When allied to the provisions already existing in Teesside for the routing of such traffic and the proscription on the standing in unsafe areas of vehicles carrying such substances, this further provision would substantially reduce the risk to public safety.

COMMUNICATIONS (INFORMATION ROOM)

8. We consider that the Kodak Rekordak Microstar equipment merits further consideration because:-

- (a) It is an efficient means of presenting to control room staff in a visual form the action to be taken, and by whom, in respect of a variety of incidents. Similar machines are available in this country but in our view the added facility possessed by this equipment whereby a number of copies of the relevant information are produced quickly with no loss of visual facility is a valuable addition inasmuch as this allows several parts of the incident procedure to be put into operation simultaneously;
- (b) the discipline imposed by the planning requirement inherent in the system is excellent training for senior officers; and
- (c) having what is in effect an annotated instruction book immediately available for reference will simplify procedures and remove the risk of ambiguity.

TERRITORIAL DIVISIONS (NOTICE BOARDS)

9. We were attracted to the use of a wall board as illustrated in this report as an aid to divisional and sub-divisional commanders. This is in our view an idea well worth pursuing as its use aids commanders constantly to be reminded of the training requirements and operational deployment of officers in their command.

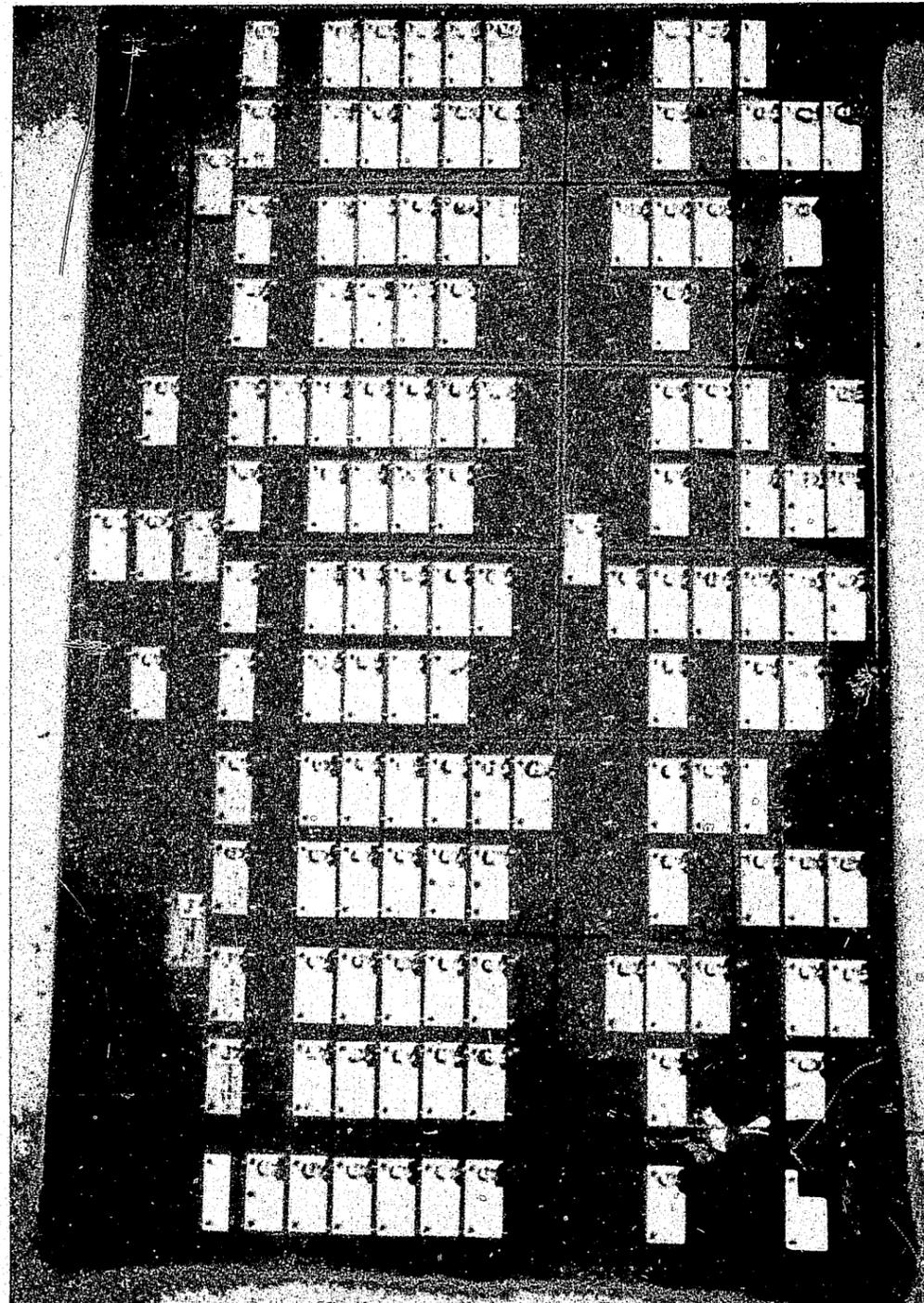
RIVER POLICE

10. Having studied the operation of the Rotterdam River Police Section (as well as Police River Sections elsewhere in the United Kingdom) we consider that a case exists for the establishment of a Police River Section on the Tees. Several times in the past 12 months the Police of Teesside have had occasion to visit ships in the river and in Tees Bay to commence investigations into allegations of crime or the movement of illegal immigrants. In addition there are a number of firms and premises on either bank of the river which provide targets for criminals. Because of the areas in which these firms and premises are situated it is not possible to maintain a land based Police presence at the desired level.

11. Quite apart from these and other instances involving criminal behaviour on the river there is in our view a duty on Police to provide some rescue/recovery facility in the event that persons enter the water either accidentally or deliberately and are not able to save themselves.

Although there are in-shore and off-shore rescue facilities available at Redcar this is not the case in respect of the remainder of the waterline in the Teesside area.

12. In the event that a Teesside Police Officer has to carry out any of the tasks referred to in the preceding paragraphs assistance has to be sought from the Harbour Authority, Customs Department, in-shore rescue personnel of the R.N.L.I. or Teesside Corporation, or boat owners. This practice is not always convenient. In many cases it is inappropriate. Having noted with great interest the operation of other river-borne police sections it seemed to us that there was considerable merit in recommending that a study be made into the desirability and practicability of establishing a River Patrol Unit of the Teesside Constabulary.



	<u>Teesside</u>	<u>Rotterdam</u>
Charter granted	1968	1340
Heraldic motto	"Progress in Unity"	"Strong through Struggle"
Area	49,100	49,400
Population	395,530	700,000
Tonnage handled in port (1971)	20,375,285	225,000,000
Police Establishment	971	2,200
Road Mileage	696	743
Crimes Reported (1971)	19,182	27,315
Road Accidents (1971)		
Fatal	46	77
Injury	1,664	3,580
Non Injury	2,814	17,416

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