

Peter Blokland



My story



Formula 1



When I was a young boy I loved racing cars and wanted to become a Formula 1 racing pilot. Soon I knew all the cars and their drivers where my heroes.



Jochen Rindt



When I was just thirteen years old, one of my heroes was [Jochen Rindt](#).
But he crashed and died.

That day, my parents told me that they didn't like the idea of me becoming a Formula 1 Pilot. It was too dangerous and they also said that they couldn't manage to pay for me to become a Formula 1 pilot.

5 september 1970



So I abandoned the idea of becoming a Formula 1 pilot and I replied:
“ If I can’t become a Formula 1 pilot, then I will become ... just a pilot.”





23th Sqn



F104G STARFIGHTER

Of course, my dream was to become a Fighter Pilot!
And I do not know whether my parents took me seriously that day. At least, they did not object.



DASSAULT MIRAGE V



PHANTOM F4



Because, being a fighter pilot, certainly in those days, also was (and it still is) a very hazardous profession. ... But they didn't oppose to my new objective.

Royal Military Academy



So, having finished high school, I pursued my dream and joined the Air Force, by going to the RMA.



Flying Training



Grob G103 Twin Astir



SIAI MARCHETTI SF260M

After getting my Master of Science (MSc) degree and completing my flying training, I received my wings as a pilot.



ALPHA JET



DEC 1984

F-16 A/B

1985 - 1988



15 years after I decided to become a pilot, I reached my goal and actually became a strike fighter pilot.



Having objectives is important!



When you want to achieve something you need clear objectives and take action, otherwise a dream will just remain a dream.

→ Training Command EFS 5 Sqn



Instructor Pilot



O&T Officer
Flying Group
IP – Alpha-Jet
1993-1995



(C) 2005, Florennes Aviation Society

Becoming an Instructor Pilot is the next step in my career, with an assignment at the EFS. After a year of study at the Staff College, assignments at HQ Trg Comd and 9th Wing Training followed.



Staff College
1991-1992

Staff Officer
HQ Trg&Sp LuM
1992-1993

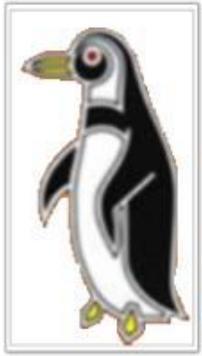
IP – SF260M/D
1988-1991



Training Command → CO 5 Sqn

1 W – 5th Sqn – Beauvechain (BE) – (1996 - ?)

CO 5th Squadron (1996 – 1998)



EFS → 1W



After a 2nd Staff tour (Flight Safety) I was chosen to become CO (Commanding Officer) of the 5th Sqn. In this period (September 1996) the 5th Sqn moved from Goetsenhoven to Beauvechain

Elementary Flying School – 5th Sqn – Goetsenhoven (BE) – (1950 – 1996)



Staff Officer
Air Staff
Flight Safety
1995-1996



People are important!



LESSONS
LEARNED

When you want to achieve something (as a leader), you need to create a shared vision in your team and align individual objectives with team objectives.

AVIATION SAFETY

Aircraft Accident Investigation and Prevention



Another assignment at the Air Staff Flight Safety – Accident Prevention and Investigation (1998 – 2003)

In this period, I was able to expand my view from flight safety (focus on aircraft and aircrew) to aviation safety (looking at the whole aviation system). While boosting aviation safety education, I also introduced **Operational Risk Management** to the Belgian and Netherlands Air Forces.



Having accidents or not depends on little things!



Accidents are always complex systems. Often it only takes one little thing to go right to avoid disaster.

Supreme Headquarters Allied Powers Europe (SHAPE)



J3 Nuclear Operations Branch 2007

To finish my career, I received an international assignment at SHAPE (NATO), dealing with Nuclear Surety, Exercises and Communication, Command & Control. As such making sure that NATO's special weapons were safe and could be used whenever required. Hence helping in preserving PEACE.
(2003 – 2007)

There is always room for improvement!

A rectangular chalkboard with a wooden frame. The words "LESSONS" and "LEARNED" are written in white, hand-drawn, block letters on a dark grey surface. The letters have a slightly textured, chalk-like appearance.

LESSONS
LEARNED

Excellence of today
is the mediocrity of
tomorrow. Constant
change is needed to
remain excellent.

Semper Altior



The motto of my class as a pilot (83A) is **“Semper Altior”**, which means **“Always Higher”**. And indeed during my whole career I was busy with **taking people/entities to a higher level**. First myself as a pilot, then my students as an instructor, later my Squadron as a CO, then a whole Air Force as an Aviation Safety Staff Officer, and, finally, an international cooperation as a NATO Staff Officer. This happened in a **persistent environment of budget cuts, reorganisations and change**. Every step of the way has taught me how to **do more with less** and to work with people that lived in **uncertainty** about their future. **Today, I share this knowledge with people all over the world.**

What is needed to become and remain excellent?



During my career I came across a number of great people and I had the opportunity to be a part of great teams. Looking back at the end of my military career, and as a result of all those experiences, I was triggered by the question: **“What does it take for people and organisations to become and remain excellent?”**

Mission preparation



Everything starts with a clear vision on what needs to be done. You have to be proactive, looking for opportunities, watching out for hazards, building on strengths and taking weaknesses into account.

Mission execution



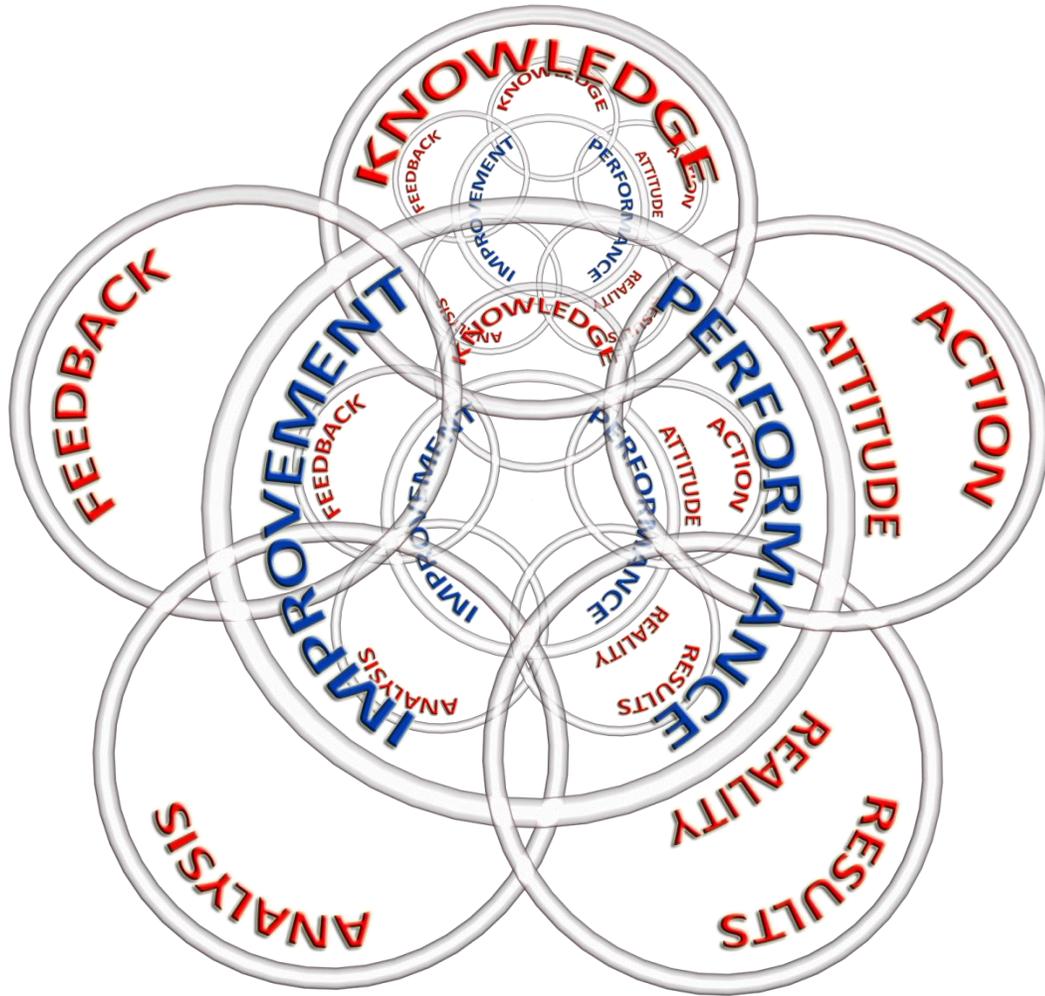
Invest in the right people and their training. Make sure they have the right aptitudes, knowledge and skills. Provide them with the best possible equipment and give them space to do what needs to be done.

Mission debriefing



When the mission has been executed, take the time to see what went well and what did not go as planned. Identify what needs to be improved and act upon it accordingly.

KARAF – the continuous improvement model



After contemplating the question, I have bundled my experiences in a model for continuous improvement. The KARAF model is a recursive model, taking the human factor into account.

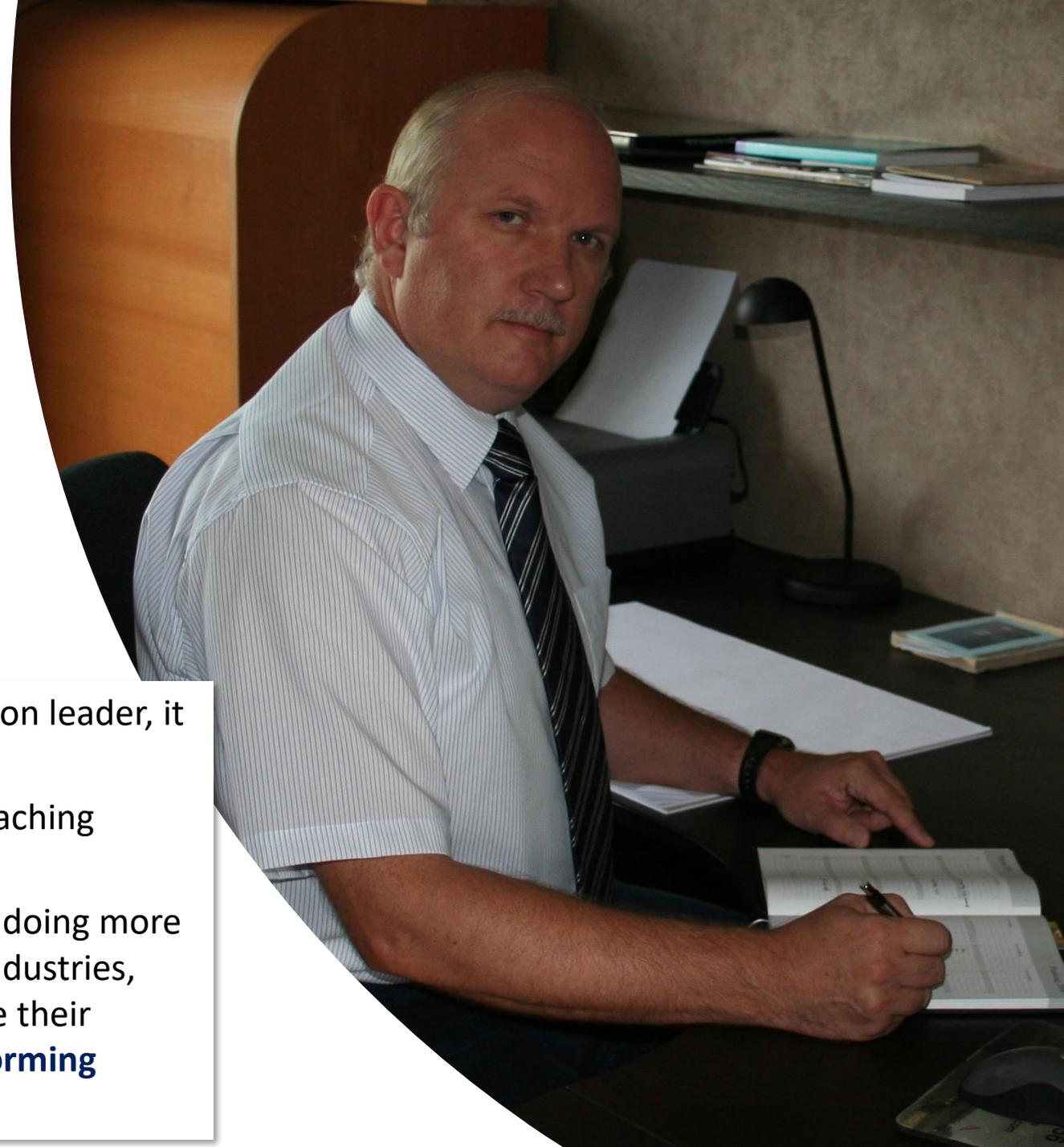


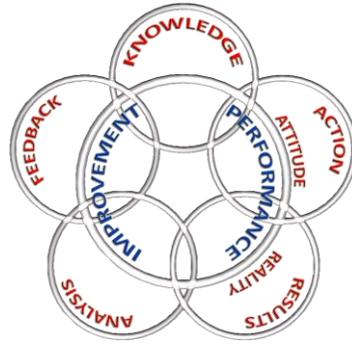
A NEW START

Retiring at the age of 50, reaching the age limit as a Squadron leader, it was still early enough to make a new start.

Which I did by founding BYAZ, a training, consulting and coaching company.

The purpose of BYAZ is to convert the knowledge gained in doing more with less and fit and apply it to today's organisations and industries, help them boost their safety and performance and increase their Corporate Social Responsibility (CSR) to become **High Performing Organisations**





Following my own insights, I started to improve my knowledge on running a business, by participating in a business plan contest, called bizidee.



I increased my leadership and coaching skills, by following ACC* and PCC* level coaching courses. Additionally I engaged myself in NLP, joining the ubeon Systemic NLP** Practitioner and Master programs.



met steun van het
Agentschap Ondernemen

I also followed a mini MBA program at Innotek and a starters program at UNIZO, further strengthening my abilities to serve as a business coach and a consultant.

ubeon | business experts

ubeon | academy

**Neurolinguistic Programming (NLP)



Soon, I worked with other institutes as a trainer/coach in personal/organisational development and became a guest lecturer at a number of universities.



Total Respect Management

A book about:

Leadership - (Risk)Management - Excellence

I further developed my ideas with the help of Professor Genserik Reniers, resulting in writing the book “**Total Respect Management (TR³M)**” and the creation of the **TR³M Framework cube**.



Semper Altior

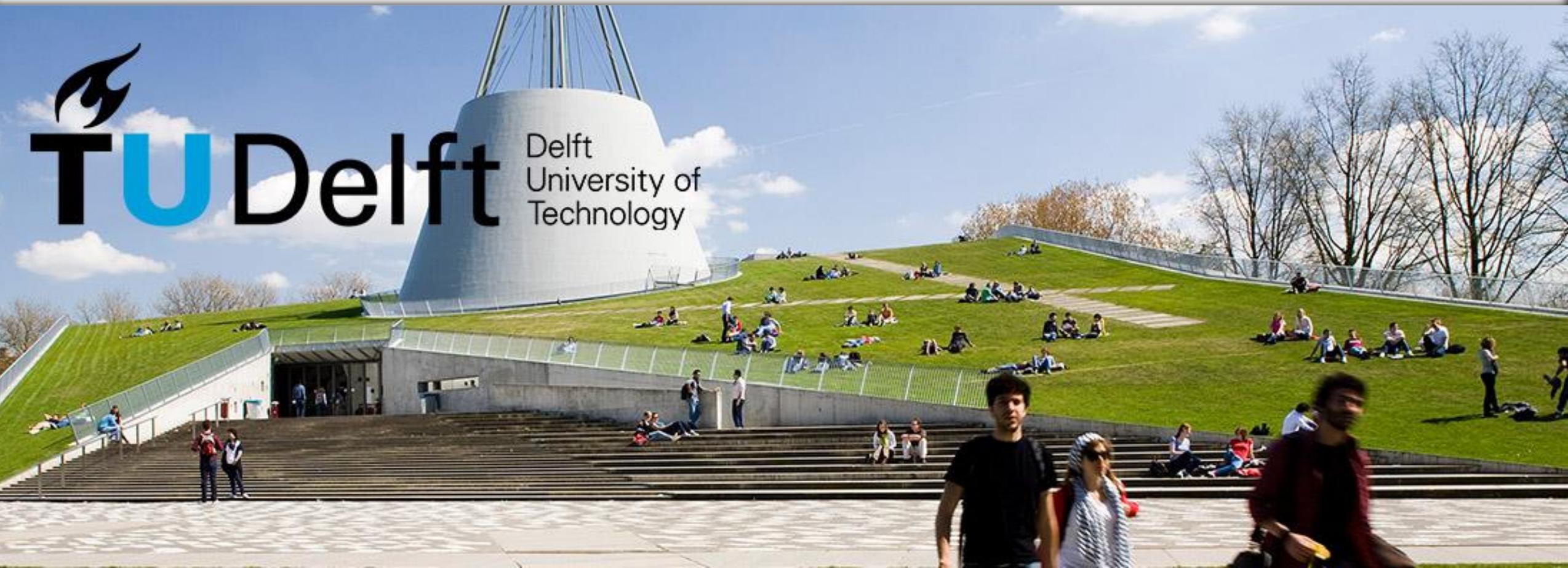


netbeheer  nederland

energie in beweging

After writing the book, Prof. Reniers kindly asked me if I was interested in doing a PhD on the subject TR³M. He proposed to join **TU Delft** for a **PhD project** sponsored by **Netbeheer Nederland**. (2014 - ...)

 TU Delft
Delft
University of
Technology



"This book puts risk management into a larger context where Total Respect Management aims to develop a holistic view on value creation, not only for the shareholders, but also for the society, i.e. respect all stakeholders' objectives. It gives insight into a balanced and integrated combination of leadership, management and excellence."

Eyvind Aven
Vice President Enterprise Risk Management
CFO PMR ERM
Statoil ASA
Norway

"The authors have dissected safety and its relationship to performance to enable the reader to understand the dependencies and, importantly, the opportunities created by their intersection. While I believe risk is the ultimate enabler or impediment to strategic goal achievement, safety is a critical component of organizational cultures and by correlation, their performance. You'll come away from this work with a better understanding of why both are inherently true."

Chris Mandel, RF, CPCU, ARM-E, AIC
SVP, Strategic Solutions,
Sedgwick & Director of the Sedgwick Institute
Nashville Tennessee, USA

"Safety and Performance by Blokland and Reniers offers readers a clear path to integrating key safety and security management principles and concepts into all levels of the enterprise."

Jason L. Brown, FSyI, CSyP, RSecP.
National Security Director
Thales Australia & New Zealand

"Hurray, finally a book that sees safety and performance as two sides of the same coin! Blokland and Reniers help us imagine futures that can inspire action toward a different way of organizing our work—so that it can be better and safer. Let's not just try to find what's wrong and fix that, they argue. Instead, let's focus our energy on what works already and build from there."

Professor Sidney Dekker MA MSc PhD
Director, Safety Science Innovation Lab Griffith University | Nathan, QLD 4111 | Macrossan Building
Australia

"If you want to perform better in whatever industry then this is the book for this, you will learn from the positive and negative events and that is a paradigm shift for safety professionals. The book has extremely interesting and unusual practical, deep, and even philosophical examples that cater for all audiences."

Adel Bataweel, PhD MBA
Consultant and Chairman of risk management
King Fahad Medical City
Saudi Arabia



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SAFETY & PERFORMANCE * Blokland * Reniers



BUSINESS ISSUES, COMPETITION AND ENTREPRENEURSHIP



SAFETY & PERFORMANCE

Total Respect Management (TR³M)

A Novel Approach to
Achieve Safety and Performance
Proactively in Any Organisation

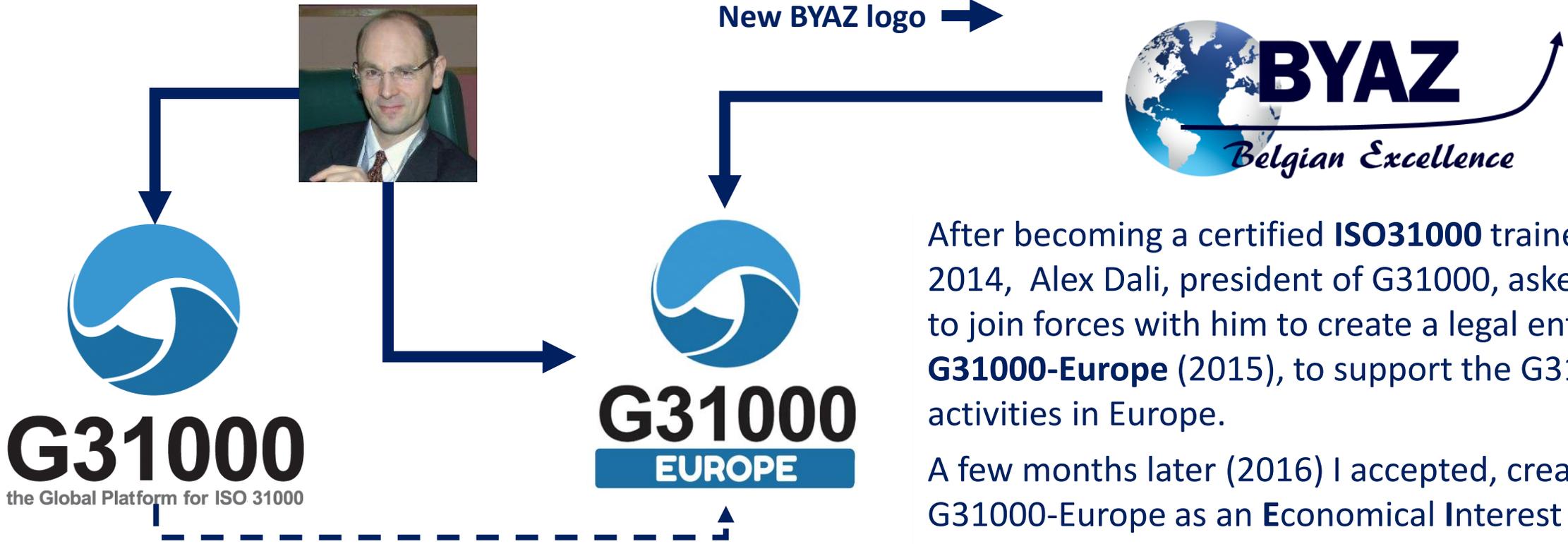
Peter Blokland * Genserik Reniers

NOVA

This book is not about performance. It is also not about safety. It is about both performance and safety, and how these two are unavoidably linked, in all circumstances whether they like it or not. It is the combination of tireless attention for and performance and safety that delivers sustainable profits in any organisational context. To this end, the authors elaborate and describe an approach that can be used exactly for dealing with performance and safety in one go, and asking the right questions at the right time to the right people.



As a first result of my study at TUDelft, the book SAFETY & PERFORMANCE came out.



After becoming a certified **ISO31000** trainer in 2014, Alex Dali, president of G31000, asked me to join forces with him to create a legal entity **G31000-Europe** (2015), to support the G31000 activities in Europe.

A few months later (2016) I accepted, creating G31000-Europe as an **Economical Interest Group (EIG)**, and becoming its managing director.





BUREAU VOOR
NORMALISATIE

BUREAU DE
NORMALISATION



ISO/TC 262 has responsibility for the below standards:

- ISO 31000 -- Risk management -- Guidelines
- (Handbook) ISO 31000 -- Risk management -- A practical guide
- IEC 31010 -- Risk management -- Risk assessment techniques
- ISO 31022 -- Risk management -- Guidelines for the management of legal risk
- ISO 31030 -- Managing travel risks -- Guidance for organizations
- ISO 31031 -- Managing risk for youth and school trips
- ISO 31050 -- Guidance for managing emerging risks to enhance resilience
- ISO 31073 -- Risk management -- Vocabulary

Unfortunately, the **collaboration with G31000 was not a success**. For BYAZ it is very important to respect the rules and to comply with agreements. Cheating and evasion of obligations are absolutely out of the question.

It soon became clear that G31000 adhered to **completely different norms and values**.

Spending and money transactions without a clear origin and without invoices or other evidence is already one thing, but transferring money from Belgium to Dubai and **not fulfilling agreements** is not what we expected from a collaboration.

With great difficulty, the **collaboration with G31000 was therefore stopped**. A pity.

In 2018, a **collaboration with NBN was started** and in 2019, together with Coach Steff (ubeon), with whom I have had a good cooperation for years, **GNIC npo was founded** as an independent body for certifying individuals and organizations.

In addition, I became a **member of I262**, the Belgian shadow committee for **ISO TC262**, the technical committee that deals with ISO 31000 and related matters.

8 March 2023

On the 8th of March 2023, 10 years after the book Total Risk Management (TR³M) was published, I successfully completed my PhD study on TR³M at TUDelft, Faculty of Technology, Policy and Management.

The title of my thesis is as follows:

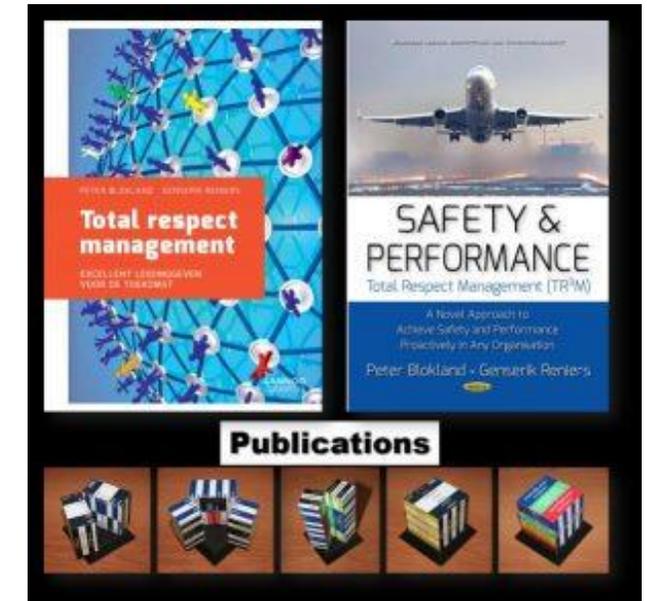
**TOWARDS SUSTAINABLE SAFETY AND PERFORMANCE IN ORGANISATIONS
TOTAL RESPECT MANAGEMENT AS A DESIGN FOR PURSUING AND ACHIEVING EXCELLENCE IN ORGANISATIONS**



TODAY



Today I am an expert for NBN as a member of I262, NBN's advisory body for ISO 31000 related matters. I am also the president of GNIC (Global Network for Independent Certification). I also teach ISO 31000, Systems Thinking and Leadership for an international audience. As a coach I facilitate alignment exercises for teams and companies. If desired, I provide advice, as a consultant, on organizational development. Finally, I am available to act as a keynote speaker and I will continue to write about what I have learned...!





Finally, I am also a husband, father and grandfather!



Thank you for reading my story!
How may I help you?



Interested? Feel free to contact me ☎ +3234584803 – peter.blokland@byaz.be or visit www.byaz.be