

No.06 of 2017

24 Jan 2017

To : Ship Masters, Ship Operators, Ship Owners, Shipping Agents

Means of Embarkation and Disembarkation from Ships in Port

We would like to draw to your attention the following key points pertaining to the requirements for accommodation ladder and gangway.

- Access shall be provided by the ship's accommodation ladder or gangways (hereafter called "access equipment") and be promptly and firmly landed on the wharf edge soon after the vessel has been secured alongside and remain in position throughout its port stay.
- The access equipment used for safe access must be a straight, lightweight bridging structure with side stanchions and handrails.
- Where the ship's access equipment is unable to be firmly landed on the wharf edge either due to physical limitations, defect of the said equipment or due to the curvature of the ship's hull, this access equipment is deemed to be unsafe and shall not be used. Any further variations including placement of a shorter brow to bridge the prevailing gap between the wharf and the foot pedestal of the access equipment shall not be permitted.
- Such access equipment must be appropriate to the deck layout, size, shape and maximum freeboard of the ship.
- Each accommodation ladder should be of such a length to ensure that, at a maximum operating angle of inclination, the lowest platform will not be more than 600 mm above the waterline in the lightest seagoing condition, as defined in SOLAS regulation III/3.13.
- The arrangement at the head of the accommodation ladder should provide direct access between the ladder and the ship's deck by a platform securely guarded by handrails and adequate handholds. The ladder should be securely attached to the ship to prevent overturning.
- Gangways should not be used at an angle of inclination greater than 30 degrees from the horizontal and the accommodation ladders should not be used at an angle greater than 55 degrees from the horizontal, unless designed and constructed for use at angles greater than these and marked as such.

For updates on safety-related news and information, please visit www.wshc.sg

- A safety net should be mounted in way of the accommodation ladders and gangways where it is possible that a person may fall from the means of embarkation and disembarkation or between the ship and quayside.
- Adequate lighting should be provided to illuminate the means of embarkation and disembarkation, the position on deck where persons embark or disembark and the controls of the arrangement.
- A lifebuoy equipped with a self-igniting light and a buoyant lifeline should be available for immediate use in the vicinity of the embarkation and disembarkation arrangement when in use.
- Access equipment should be fenced on both sides along their entire length with both upper and intermediate guard rails, which must be taut at all times.
- As far as is practicable, access equipment should be kept free of any grease, obstructions or other factors likely to make a handhold or foothold insecure.
- Access equipment should be sited clear of the working area and should not be placed where cargo or other suspended loads may pass overhead.
- Access equipment should, where it is appropriate, be marked with the maximum design angle of use and the maximum safe loading both by number of persons and by total weight.
- If the access equipment is found to be unsafe or non-compliant, this must be reported immediately to the port and its use prevented until it is made safe.
- Pilot ladders should not be used for access while moored alongside.

If the Master cannot provide compliant access with the means available onboard, an alternate arrangement must be put in place rather than employing an unsafe/non-compliant arrangement. Where access equipment is provided by a shore entity, whether by agreement or because the ship's access is inadequate or unavailable - the duty to rig and maintain in position that access equipment, so that it meets these minimum requirements and is safe, remains with the vessel. Any non-compliant may result in "Stop Work" and no one will be permitted to embark or disembark the vessel until the corrective actions have been taken and accepted by the Port. Should you need any clarifications, please contact the Duty Officer (WSH) at 97572601 or e-mail jpfss@jp.com.sg.

Sim Chear Wah
Vice President
Workplace Safety & Health
Jurong Port Private Limited

Ref : IMO MSC.1/Circ.1331 dated 11 June 2009

For updates on safety-related news and information, please visit www.wshc.sg