

## Supplementary Paper for the 39th PLVAC meeting

### Subject: - Draft Code of Practice for Safe Means of Access to Vessels

This paper is to follow up the action for the 38<sup>th</sup> PLVAC meeting. The following are the suggested amendments to the above CoP as recommended in the 38<sup>th</sup> meeting:--

**(1) Please refer to the paragraph 18 in the minutes of the 38<sup>th</sup> meeting**

4.5.5(ii) The steps must be horizontal and equally spaced at **adequate** interval **between 250 mm and 350 mm** for users to climb up or down safely.  
**The width of a ladder should be at least 400 mm.**

4.6.6(iii) The steps must be horizontal and equally spaced at **adequate** interval **between 250 mm and 350 mm** for users to climb up or down safely.  
**The width of a ladder should be at least 400 mm.**

4.6.7(iii) The rung must be horizontal and equally spaced at **adequate** interval **between 250 mm and 350 mm** for users to climb up or down safely.  
**The width of a ladder should be at least 400 mm.**

**(2) Please refer to the paragraph 19 in the minutes of the 38<sup>th</sup> meeting.**

**4.2.11 Person in charge of works has no responsibilities for provision of boarding equipment to the persons who embark or disembark vessels not for the purpose of work. [This is new paragraph added to CoP]**

**(3) Please refer to the paragraph 20 in the minutes of the 38<sup>th</sup> meeting.**

4.7.3 Floating landing pontoon **or landing platform** could be used as a safe means of access between vessel and shore. It should be properly designed for the landing purpose **including proper access ladder and fencing. ~~Maximum permissible passengers' weight and maximum number of passengers carried should be labelled on the pontoon.~~** A notice board for the maximum allowable passengers on transit to be installed on board or adjacent to landing area. Attention is drawn that licence from Marine Department and the relevant requirements should be observed before the use of landing pontoon and platform.

(4) **Please refer to the paragraph 21 in the minutes of the 38th meeting**

4.3.2(ii) Where two vessels have even freeboard, either vessel should provide a safe means of access, unless the conditions are such that it is possible to pass from one to the other without undue risk. ~~Where two dumb steel lighters equipping huge sized rubber tyres at either sides have even freeboard and the tyre's surfaces are not wet/slippery that it is possible to pass to and from either lighter without undue risk, the huge sized rubber tyres could be considered as safe means of access.~~

(5) **Please refer to the paragraph 22 in the minutes of the 38th PLVAC meeting**

~~The photo showing bad practices has been deleted from Appendix II. Please see the amended Appendix II as attached.~~

# APPENDIX II

## Photos

Photo 1 --- Accommodation ladder and Pilot Ladder



Photo 2 --Rope Ladder



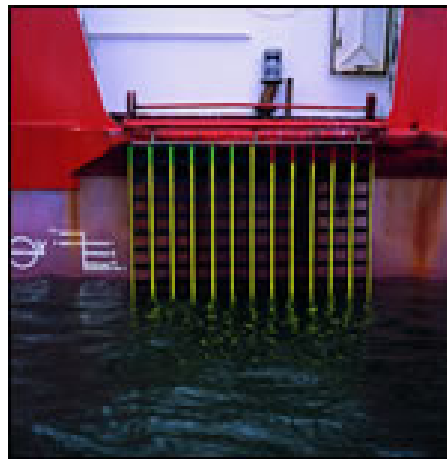
Photo 3 -- Gangways



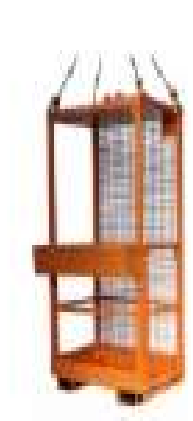
**Photo 4 – Pier Ladders**



**Photo 5 – Jason's Cradle**



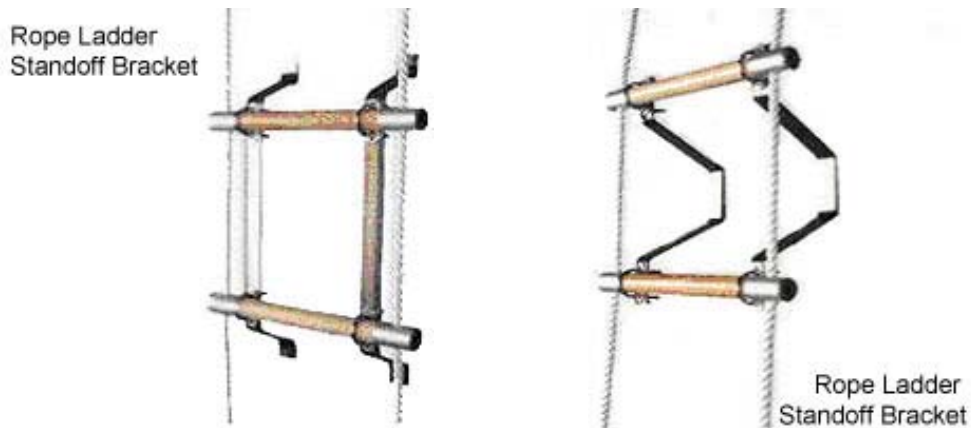
**Photo 6 --- Man Cage**



**Photo 7 --- Portable ladder with two legs of horizontal protrusions providing sufficient space ( at least 115 mm ) for footholds**



**Photo 8 – Rope ladder with standoff bracket to provide sufficient space (at least 115mm) for footholds**



**Photo 9 –Fixed ladders on lighters**



**(Note: It is the industry’s request to produce the above photos, which is for reference only. The Person-In-Charge of Works should provide suitable safety means of access according to ship’s layout.)**