

## Supplementary Paper for the 41<sup>st</sup> PLVAC meeting

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

This paper is to follow up the outstanding items from the 40<sup>th</sup> PLVAC meeting. After the previous PLVAC meeting, the Hong Kong Cargo-Vessel Traders' Association and Marine Department met on 22<sup>nd</sup> March 2006 to discuss the outstanding items and make suggestions. The suggested amendment is now submitted to the PLVAC for endorsement:--

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### 4.3 Access to Vessel in Mid-stream or between Vessels

*MS(LV)(W)R* 4.3.1 (i) If a vessel is alongside any other vessel and the persons employed have to pass from one to the other for the purpose of works, safe means of access shall be provided for their use.  
*Sect.6(1)*

(ii) The safety practice requirements given in Section 4.1 should be referred to and closely observed in relation to the proper provision of equipment for safe access, its proper condition and vigilance on possible risk etc.

*MS(LV)(W)R* 4.3.2 (i) Safe means of access should be provided by the vessel whichever has a higher freeboard. The coxswain of vessel having lower freeboard has responsibility to notify their need of boarding from their vessel for the purpose of work to the vessel of higher freeboard.  
*Sect.6(2)*

(ii) Where the vessel having a higher freeboard fails to provide safe means of access, the coxswain of vessel having lower freeboard, the persons in charge of works, or the owners of vessels, principal contractor or subcontractor, or the

employers of the persons employed shall instruct their workers not to embark or disembark vessels until a safe means of access is provided.

MS(LV)(W)R  
Sect 6(7)

(iii) Where two vessels have near even freeboard (Note 1), either vessel should provide safe means of access, unless the conditions are such that it is possible to pass from one vessel to the other without undue risk. The person in charge of works should ensure that these conditions such as access passage, weather and sea conditions are permissible for passing by the persons employed without undue risk and he should

- (a) provide direct safety instructions and close supervision, on site, to the persons employed who proceed to pass from one vessel to the other, or
- (b) ensure to display a conspicuous safety caution notice in close vicinity of the access passage with the content as below:-

**“SAFETY CAUTION:--**

***Be careful when crossing.***

***Beware of slippery and sudden movements of vessels.”***

Whenever the above specified conditions do not warrant safe access by the persons employed, person in charge of works should ensure the removal of the above safety caution notice and other proper safe means of access should be arranged.

- (iv) Where two dumb steel lighters having near even freeboard (Note 1) are moored side by side and an access passage athwart two lighters may be formed by two large-sized rubber tyres (of the diameter not less than 1.8 m and the width not less than 0.36 m) at the near same level (Note 2) and at corresponding position in proper alignment with the deck of the other lighters, this passage could be considered as safe means of access provided that regular checks are made by the person in charge of works to ensure that the above conditions are met and the tyres surfaces used for the access passage remained dry and non-slippery and weather and sea conditions are permissible for the persons employed to and from either side of the lighter without undue risk and he should
- (a) provide direct safety instructions and close supervision, in site, to the persons employed who proceed to pass from one vessel to the other, or

- (b) ensure to display a conspicuous caution notice in close vicinity of the access passage with the content as below:-

**“SAFETY CAUTION:-**

***Be careful when crossing.***

***Beware of slippery and sudden movements of vessels.”***

Whenever the above specific conditions do not warrant the use of those rubber tyre surfaces as safe access by the persons employed, the person in charge of works should ensure the removal of the above safety caution notice and other proper safe means of access should be arranged.

Note 1: **“near even freeboard”** means the freeboard level difference not more than one foot-step (i.e. 300 mm).

Note 2: **“near same level”** means the level difference not one more than one foot-step (i.e. 300 mm).

*MS(LV)(W)R 4.3.2*  
*Sect. 3*

- (v) The provision of boarding equipment to the persons for embarkation or disembarkation to or from vessels not for the purpose of work is not covered by the MS(LV)(W)R.

*[ Remark:- Section 4.3.2(v) will be moved to Section 1.2.3 as a new paragraph under the Heading “SCOPE” to state the purpose ]*