

JOINT COMMITTEE FOR PREVENTION AND PROTECTION AT THE PORT OF ANTWERP

Brouwersvliet 33 bus 7 ■ 2000 ANTWERP 1

IMPORTANT MESSAGE TO THE CAPTAIN AND SUPERCARGO

TO THE CAPTAIN OF THE MS DATE:

The Captain of ships and barges calling at the port of Antwerp must comply with these safety rules. According to Local Agreements, port labour, all manipulation of goods and all lashing activities, may only be performed by recognized port labourers.

1. ACCESS TO SHIPS

The access to the ship, the deck and the holds must be properly illuminated.

- A secure **vessel gangway** has to :
 - be in good condition and properly fixed.
 - lean on or be positioned above the quay and have a safe accessibility
 - be provided with a safety net or a netting to prevent people from falling
 - be located out of the reach of scupper holes
 - be placed out of the reach of passing quay cranes
- **Tidal gangways (see backside)**

Hold ladders have to be in an excellent state and adequately lit. Open manhole covers must be secured. It's the ship's liability to provide a safe and lighted access to adjacent barges.

Rope ladders with round rungs are forbidden.

The captain of a barge has to provide and maintain a safe access to the hatches.

Portable ladders should be regularly inspected and always fixed at the top to secure them from sudden moves.

All passages and walkways on board need to be free of obstacles and may not be slippery.

2. CONDITION OF WORKING SURFACES

The surface condition of holds and other working areas have to permit safe operations

3. LIGHTING OF HOLDS

The lighting in the holds should enable the operations to be carried out in safe conditions. All electrical parts of the work lighting must be in good order, so that the dock labourers aren't exposed to electrical risks.

4. VENTILATION OF THE HOLDS

When you expect hazardous fumes or a hazardous gas concentration, when holds have been or are still fumigated or in case of an expected lack of oxygen, the hold has to be sufficiently ventilated. The stevedore has to be informed about the situation in the holds. The access to the hold is only permitted when there is no risk for potential health effects. Measurements by the competent authorities are needed.

5. HATCHES/HATCH COVERS

Before opening the hatches, it must be checked that the hatch covers can not touch or jam any person.

No hold should be left open for loading-operations longer than required.

The hatches may not be closed until all personnel has left the hold.

If not otherwise possible and only under certain conditions it is permitted to perform lashing-activities in unopened hatches. Always provide sufficient lighting and ventilation.

Hatch covers and loading-beams must be sealed to prevent moving and lifting.

6. POSITION DECKHAND/SIGNALMAN

Necessary precautions have to be taken to ensure a safe position for the deckhand/signalman in a way he can have an overview of the trajectory of the loads handled by the crane.

7. SHIPS LIFTING EQUIPMENT

Before working with the ships lifting appliances, all necessary inspection documents have to be presented and be kept at the disposal of the competent authorities.

The ships elevator can only be used, either by dockers or ships personnel, when there is no danger for anyone working in the vicinity.

8. LASHING MATERIAL

The lashing material (turnbuckles, lashing bars, twistlocks and chains,...) must be kept and maintained in a good condition. Lashing material has to be put aside upon ships arrival in order to keep walkways safe. It is the responsibility of the vessel to provide sufficient lashing gear. The lashing material has to be available at the bays where the containers have to be lashed.

9. LASHING POSITIONS OF CONTAINERS

The coopers always need to be able to (un)lash containers from a safe position.

If any difficulties concerning detaching the lashing material are expected, the coopers must be informed in advance.

10. BILGE - WATER OR BALLAST - WATER

Bilgewater may not be drained on the quayside.

11. FIRE AND EXPLOSION HAZARDS

Open fire aboard is forbidden.

Smoking, welding, soldering, cutting, etc. is only permitted when all safety precautions against fire and explosion are taken. Approval of the Harbour Master is needed.

12. DANGEROUS AREAS

Following dangerous areas must be clearly marked :

- open hatches and manholes
- places with unexpected fall hazards
- places with a risk of overhead loads

13. BEFORE STARTING OPERATIONS, CONSULTATION between captain and/or ships' officers, Port Captain/Supercargo and the chief-foreman has to take place:

- when the ships crane(s) have to be used while dockers are working on board
- regarding the location of goods to be stowed on board
- regarding the safe way of loading/unloading
- regarding any specific risk on board

14. The STABILITY of the ship has to be GUARANTEED at all times.

15. Personal Protective Equipment (PPE)

All people present in the vicinity of loading/unloading operations have to wear the mandatory protective equipment (hard hat and fluo-reflective clothing).

SAFE ACCESS TO SHIPS ON THE RIVER SCHELDT QUAYS

(Instructions in accordance with the Police rules – Lower Maritime Scheldt)

Due to the tidal movements and special construction of the quay-wall at the River Scheldt-quays (**quays 869 and 913**) the use of the vessels gangway is often impossible. In this case a special gangway is provided by the stevedore. Nevertheless it is still the responsibility of the master to ensure a safe access.

Please find below a list of **your** responsibilities in this case.

1. A suitable supporting place must be assigned by the ship.
2. The gangway must be attached by the crew at suitable anchoring points.
3. Any opening through which a person may fall shall be fitted with secure guards or fencing to a height of at least 1 m.
4. A safety net should be mounted where a person may fall between the ship and the quay.
5. Where necessary a bulwark ladder must be provided and securely rigged.
6. A life-buoy must be provided at the point of access aboard the ship.
7. There must be sufficient lighting at the access equipment and the immediate approaches.
8. Judicious positioning, fixation and adjustments of the gangway must be executed and controlled permanently.
9. Mooring on automatic winches solely is not allowed. Sufficient lines to keep the vessel properly moored should be belayed on bollards at all times, or, when fitted on drums, with the brake on and the winch disengaged.

Ships calling at the port of Antwerp must comply with these safety rules.

Signature Captain or Officer in charge

Signature of the Supercargo

.....

.....