

AMSA PSC INFORMATION

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AMSA Requirements for Vessel Accommodation Ladder in Port

Compliant **Means of Access Vessel** with relevant requirements of both SOLAS and AMSA **MUST** be used when vessel berthing in Australian Port. **Means of Access Vessel** mentioned in <AMSA Marine Order 21> was also described as **Means of Embarkation On and Disembarkation from Ships** in SOLAS.

Means of Access Vessel normally means **Ship Accommodation Ladder** or **Gangway**, or other designated special facilities by some Port Authorities or Terminals.

According to corresponding instructions from different ports in Australia, The **Means of Access Vessel** **MAYBE** be provided by vessel, or **MAYBE** be provided by Port Authorities or Terminals.

As per AMSA requirements, Where a means of access is provided by a Port Authorities or termianls, **the Master must take measures to ensure that any safety concern identified are bought to the attention of:**

- (a) the person providing access; and
- (b) a person requiring access to or from the vessel.

1. AMSA requirements to Means of Access Vessel

All Means of Access Vessel in Australian water area must comply with both AMSA <Marine Order 21> and SOLAS requirements and relevant IMO circular.

【Information】 AMSA requirements for Means of Access Vessel **in Port**, which was extracted from 《Marine Order 21》

Schedule 8 Means of access to vessels in port

1. Safe means of access

1.1 The master of a vessel in port must ensure that the means of access to the vessel provided by the master for persons boarding or disembarking from the vessel is safe and complies with:

- (a) section 68 of this Order; or
- (b) Regulation 3-9 of Chapter II-1 of SOLAS and IMO Circular MSC.1/Circ.1331.

Note Regulation 3-9 of Chapter II-I of SOLAS is adopted by IMO resolution MSC.256(84).

1.2 If a means of access is provided by a port authority or other person, the master must take measures to ensure that any safety concern has the attention of:

- (a) the person providing access; and
- (b) a person requiring access to or from the vessel.

2. SOLAS and IMO Circular requirements for Accommodation Ladder

Following requirements was extracted from SOLAS CH II/Reg.3-9 and IMO circular MSC.1/Circ.1331, which will assist Captain to easily understand and follow up:

- Product Certificate for Accommodation Ladder issued by Class (Only applying for vessel keel laid after January 1st, 2010)
- Five years interval Workload Test Service Report for Accommodation Ladder.
- The Accommodation Ladder **MUST** undergo good maintenance. All inspections, maintenance work and repairs of accommodation ladders should be recorded in order to provide an accurate history for each appliance. The information should include the date of the most recent inspection, the name of the person or body who carried out that

inspection, the due date for the next inspection and the dates of renewal of wires used to support the embarkation and disembarkation arrangement.

- Safety netting must protect the length of the accommodation ladder or gangway, including protecting the user from falling between the ship and the 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 top platform of Accommodation Ladder when in use

【Clarification】 Stowage requirements for this lifebuoy.

Reference was made to CCS Circular No.19 (2014), Total No.503 <Notice on fitting of buoyant lifeline in the vicinity of the embarkation and disembarkation arrangement>: For purpose of lifebuoy immediate use on board, the lifebuoy in vicinity of top platform of Accommodation Ladder, unless this lifebuoy is not possible to be used by crew on board when abandoning ship, the lifeline shall not connect to the lifebuoy as normal case, and shall only connect to the lifebuoy when in use.

- Each Accommodation Ladder should be clearly marked at each end with a plate showing the restrictions on the safe operation and loading, including the maximum and minimum permitted design angles of inclination, design load, maximum load on bottom end platform, etc. Where the maximum operational load is less than the design load, it

should also be shown on the marking plate.

- Accommodation Ladders should not be used at an angle greater than 55° from the horizontal, unless designed and constructed for use at angles greater than these and marked as above Marking Plate (Gangways should not be used at an angle of inclination greater than 30° from the horizontal)

Additional requirements for vessel keel laid after January 1st, 2010.

- Each accommodation ladder should be of such a length to ensure that, at a maximum design operating angle of inclination, the lowest platform will be not more than 600 mm above the waterline in the lightest seagoing condition

3. Special Reminder to Captain

Referring to AMSA < Marine Notice 13/2014> issued in August 2014, All captain attention was drawn to below information:

1) Suspended Accommodation Ladders

Where access is provided by mean of the ships Accommodation Ladder, AMSA requires that the Accommodation Ladder is at an angle allowing safe access to the vessel and firmly landed on the wharf edge. AMSA is aware that arrangements at some berths in Australia prevent accommodation ladders being safely landed on the wharf edge. In such situations it is a common practice to suspend the ship's accommodation ladder at the ship's side with a short brow or gangway fitted to the

bottom accommodation ladder platform to bridge the gap between the ship and wharf edge. Duly, the inclination angle for used gangway MUST not exceed 30°.

In some Australian ports, such as Port Hedland, the Terminal requires the accommodation ladders being rigged on the outboard side of the ship with access by launch. In this situation, Accommodation Ladders must not be used where the angle exceeds the allowable limits or the lowest platform is too high above the water.

2) Fall Prevention Devices on suspended Accommodation Ladder

Some Australia terminals are requiring or encouraging the ship master to fit Fall Prevention Devices to the suspended ships Accommodation Ladders, especially for those that are deployed on the outboard side of the ship. The ship may be fitted with class approved and certified gangway fall prevention arrangements.

AMSA has noted in many cases that the Fall Prevention Devices fitted are inadequate for their intended purpose and introduce unacceptable hazards and risks. The Fall Prevention Devices have been found to have inadequate load bearing capacity because they are connected to non-load bearing parts of the Accommodation Ladder and ship structure **OR** the tensile strength of ropes, wires, pulleys and fittings is inadequate. Some Devices are not adjustable adding a further risk to safety when the ships draft changes or due to tidal variation.

Some vessel deballasted beyond its lightest seagoing condition in preparation for loading, especially where a high loading rate is expected. This has resulted in

ships Accommodation Ladders being rigged at angles of inclination greater than their design limits at the commencement of the load. Captain was reminded to avoid this case happen.

3) When accessing vessel by mean of Gangway

Where **Gangways** applied for accessing vessel, it should be frequently monitored and adjusted as required to ensure they do not become too steep (beyond 30°) or are not firmly landed on the wharf edge. Ships may not be able to move or adjust shore gangways due to a lack of appropriate lifting equipment or the position of the gangway on the ship. Captain was suggested to contact terminal in advance for timely action to gangway.

4) When vessel using Accommodation Ladder at anchor or mooring

If the Master of a vessel at anchor or at a mooring considers that the use of an accommodation ladder is impracticable, Master may use pilot ladder. The pilot ladder was only for pilots and other persons on the business of the vessel. Nevertheless, the Captain may allow any person to use the pilot ladder in an emergency.

Attachment 1: AMSA < Marine Notice 13/2014>

CCS Australian Office

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Means of embarkation and disembarkation from ships in port

The purpose of this Marine Notice is to bring to the attention of ship owners, ship operators, ship masters, port authorities, terminal operators and persons boarding and disembarking ships the requirements for accommodation ladders and gangways under section 68 of Marine Order 21.

Section 68 of Marine Order 21 requires access to be provided in accordance with Schedule 8 of the order. This section places obligations on both the master of the ships and those using the access.

It is important to note that the master of the ship is not required to provide the means of access, however, where it is provided by the ship the master must ensure the means of access complies with MO 21, SOLAS regulation II-1/3-9 and MSC.1/Circ.1331. If the master cannot provide compliant access with the means available on board, an alternate arrangement must be put in place rather than employing an unsafe/non-compliant arrangement.

Where a means of access is provided by a port authority or other person, the master must take measures to ensure that any safety concern identified are brought to the attention of:

- (a) the person providing access; and
- (b) a person requiring access to or from the vessel.

The master and any provider of the means of access are both responsible for ensuring that no unsafe means of access are used.

AMSA has become aware of the following recurring issues:

Suspended Accommodation Ladders

Where access is provided by means of the ship's accommodation ladder Schedule 8 of Marine Order 21 requires that the means of access is **at an angle allowing safe access to the vessel and firmly landed on the wharf edge.**



AMSA is aware that arrangements at some berths in Australia prevent accommodation ladders being safely landed on the wharf edge. In such situations it is a common practice to suspend the ship's accommodation ladder at the ship's side with a short brow or gangway fitted to the lower accommodation ladder platform to bridge the gap between the ship and wharf edge.

In other cases terminal access restrictions are being imposed resulting in accommodation ladders being rigged on the outboard side of the ship with access by launch.

If the use of these practices results in an unsafe means of access to or from a vessel in port, it will be a breach of section 68 of Marine Order 21.

Fall prevention devices on suspended gangways

Where this occurs some terminals are requiring or encouraging the ship master to fit fall prevention devices to suspended ship's accommodation ladders, especially those that are deployed on the outboard side of the ship.

There are no requirements under Marine Order 21 or SOLAS regulation II -1/3-9 for the fitting of accommodation ladder fall prevention arrangements and no standards in MSC.1/Circ.1331 for the construction, maintenance and operational testing of gangway fall prevention arrangements. In some cases ships may be fitted with class approved and certified gangway fall prevention arrangements, however, this is not the case in the majority of ships AMSA has inspected.

AMSA has noted in many cases that the fall prevention arrangements fitted are inadequate for their intended purpose and introduce unacceptable hazards and risks. The fall prevention arrangements have been found to have inadequate load bearing capacity because they are connected to non-load bearing parts of the accommodation ladder and ship structure or the tensile strength of ropes, wires, pullies and fittings is inadequate. Some arrangements are not adjustable and add a further risk to safety when the ships draft changes or due to tidal variation.

AMSA does not object in principle to a fall prevention device that is properly designed and fit for purpose. However, where these devices or arrangements pose a safety risk AMSA will take action as appropriate.



Accommodation ladders and gangways at steep angles



The angle of an accommodation ladder/gangway is governed by two requirements of MSC.1/ Circ.1331.

Section 3.4.1 of MSC.1/ Circ.1331 requires that ships accommodation ladders are of sufficient length that at the maximum design operating angle the lower platform will be not more than 600 mm above the waterline in the lightest seagoing condition, as defined in SOLAS regulation III/3.13.

The second relates to the maximum angle of inclination where section 3.7.1 of MSC.1/ Circ.1331 requires that:

- Gangways (such as shore supplied brows or gangways) not be used at an angle of inclination greater than 30° from the horizontal; and
- Ships accommodation ladders should not be used at an angle greater than 55° from the horizontal, unless designed and constructed for use at angles greater than these and marked as such, as required by paragraph 3.5 of MSC.1/Circ.1331.

Unsafe arrangements

In order to prevent undue delays in preparation for loading it has become common practice in many Australian bulk terminals for ships, especially where a high loading rate is expected, to be deballasted beyond their lightest seagoing condition in preparation for loading.

This has resulted in ships accommodation ladders being rigged at angles of inclination greater than their design limits at the commencement of the load. This is especially evident at wharfs with a minimal height above high water or where access to the ship is via launch using an accommodation ladder rigged on the seaward side of the ship. AMSA has noted accommodation ladders in use where the angle is well in excess of 55°. Such angles result in access being both difficult and dangerous.

AMSA surveyors have also found gangways provided by terminals or port authorities are frequently rigged at angles of more than 30°. This is prevalent in terminals where there is a large tidal range and berth design constraints. Gangways should be frequently monitored and adjusted as required to ensure they do not become too steep or are not firmly landed on the wharf edge. Ships may not be able to move or adjust shore gangways due to a lack of appropriate lifting equipment or the position of the gangway on the ship, consequently the provider of the gangway is responsible to ensure adequate resources are provided to move / adjustment gangways as required by the master.

AMSA is increasingly concerned that some unsafe arrangements are being employed as a result of solutions to other perceived concerns. For example, it has been suggested to AMSA that some arrangements requiring access only via launch have been implemented to eliminate Work Health and Safety (WHS) concerns for crew/agents/providores etc. transiting through terminals. When the boarding by launch is unsafe or actually imposes hazards greater than terminal transiting, this arrangement needs to be reviewed. Similarly, employing hanging accommodation ladders with an attached brow simply to overcome appropriate monitoring of the access or to eliminate the need to call in personnel to adjust the landing of the access on the wharf is not in principle an adequate reason to implement arrangements outside the design of the shipboard access arrangement.

It is important to note that accommodation ladders and gangways are designed and tested to be landed on a solid surface. To do otherwise is impacting on the engineering design of the shipboard access arrangement, and that in itself places a higher duty of care on those requiring the change in access arrangement.

Action by AMSA

AMSA wishes to remind masters that they must make every effort to comply **fully** with Marine Order 21 and seek the assistance of port authorities, terminal operators and stevedores as appropriate in ensuring compliance. It should be noted that:

1. If a means of access is provided by a port authority or other person, the master must take measures to ensure that any safety concern has the attention of the person providing access and persons requiring access to or from the vessel and it is the master's responsibility to ensure that only a safe means of access is used. **The shore provider of the access is also responsible for ensuring it complies with Marine Order 21.**
2. Where an accommodation ladder or gangway is employed owners and operators of vessels are reminded that any accommodation ladder or gangway fall prevention arrangements fitted to their ships must be fit for purpose and should seek assistance from their flag and/or class society in this regard.



3. Gangways and accommodation ladders must not be used where the angle exceeds the allowable limits or, in the case of accommodation ladders, the lower platform is too high above the water.

Where an AMSA surveyor identifies that a shore facility has provided an unsafe arrangement for access, or does not provide a mechanism where the ship can provide a safe access by its own means, then an Improvement Notice may be issued to the relevant person under section 265 of the *Navigation Act 2012*. This will specify the action to be taken and the time frame for completion.

If AMSA prohibits use of a means of access, use of that access will constitute an offence.



In addition, all Australian workers are covered by relevant workplace health and safety legislation and this places an obligation on employers and employees to act safely. This means that all persons using ships access have an obligation not to expose themselves to hazards which includes using an unsafe means of access.

AMSA wishes to encourage port authorities and terminal operators to reference the information provided by;

- *Marine Order 21 (Safety of navigation and emergency procedures) 2012*
- *MSC.1/Circ.1331 – Guidelines for Construction, Installation, Maintenance and Inspection/Survey of means of Embarkation and Disembarkation*
- *ILO Code of Practice: Accident prevention on board ship at sea and in port (Section 8 - Safe access to ship)*
- *ILO Code of Practice: Safety and health in ports (Section 3.4 - Shore-side access to ships)*
- *Marine Notice 4/2010 – Construction, Inspection and Maintenance of Accommodation Ladders and Gangways*

and to take all necessary measures to assist ship masters in providing safe access to their ships.

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