

Gangway safety instructions for vessels calling at Mundra Port

For attention of Vessel Masters and Crew calling Mundra port

Providing safe access to a vessel is an integral part of ensuring a safe working practices and maintaining safe environment on board. To prevent vulnerable situations while accessing vessel by gangway for the means of embarking or disembarking to/from vessel at berth. Safety precautions need to be taken by the vessel crew while rigging gangway to prevent injuries to the ship crew/port personals/port pilots, in view all Masters and crew are advised to comply with below:

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1. Vessel Gangways/Portable MOT ladders etc. shall be inspected and maintained as per MSC.1/Circ.1331 – Guidelines for the construction, installation, maintenance, and inspection/survey of means of embarkation and disembarkation required under SOLAS Regulation II-1/3-9.
2. Accommodation ladders and gangways on ships constructed after January 1, 2010, should meet applicable international standards (such as ISO 5488 for accommodation ladders and ISO 7061 for aluminium shore gangways) or national standards recognized by the Administration. The structure of these ladders and gangways should allow regular inspection, maintenance, and lubrication of pivot pins. Accommodation ladder winches must comply with ISO 7364 standards.
3. The master of the vessel is responsible for ensuring a safe means of access is provided weather her own gangway or even if the gangway is provided from the shore-side. The Gangways shall be rigged, secured, deployed in position promptly after the ship has been secured.
4. Install lifebuoys and rescue lines near the gangway. A lifebuoy with a self-activating light and safety line attached to a quoit or similar device should be provided ready for use near gangway.
5. Gangway and immediate approaches should be adequately illuminated.
6. Main Engines should not be tried out when shore gangway is placed with prior intimation to the Mundra Port control on VHF Ch-77.
7. The vessel shall not allow the maximum SWL of the Gangway on which it can operate or 3-4 persons on the gangway at any given point of time. The angle of inclination should not be too steep. Ideally, it should be adjustable to accommodate changes in tide or loading conditions. The angle should not exceed a safe gradient, generally not more than 30 degrees.
8. A watch to be kept on the gangway to ensure its safe positioning at all the time whilst at Port. It must be fastened to prevent it from shifting due to ship movements, tides, or currents or adverse weather condition. It should be adjusted as necessary from time to time to maintain safe access.
9. Maintain clear communication between ship and shore personnel regarding the use and adjustments of the gangway. Use hand signals or radios as necessary to coordinate movements. Establish and communicate emergency procedures in case of a gangway failure or accident. Conduct regular drills to ensure readiness.
10. Gangways must have sturdy guardrails and handrails on both sides. These should be of sufficient height and strength to prevent falls and is maintained in good conditions.
11. During the rigging process, seafarers must maintain awareness of their safety and follow guidance for working at height by using suitable fall prevention devices and lifejackets. Any Non-compliance on this shall be treated as serious safety failure.

12. Clear signage should indicate any restrictions or safety requirements for using the gangway. Warning signs should be posted for any hazards.
13. Gangways are narrow – they are a one-way system, so always give right of way to those coming up, wait at the top for clear passage before stepping down. When walking up a gangway you should always have one hand free to hold the handrail, ideally both – never carry anything which prevents you from holding on.
14. On large ships the length of the gangway and the height of the climb may be very significant, be prepared to pause during the climb to avoid being stressed.
15. The lower platform of the gangway is the first landing point – no one should ever step on to the lower platform without having a good handhold on the railings. Lower platform shall be placed horizontal and fully secured.
16. Whenever cranes are placed to do cargo work over the gangways, personnel movement to be stopped to ensure no one is walking under the suspended load. A suitable tag/signage to be placed on the gangway to avoid accidental usage.
17. Every gangway is required to have a safety net that extends 2 meters forward and aft of the gangway itself. **Safety gangway nets** should be rigged in a wraparound manner on gangway and to cover any gap from berth to vessel deck. In case of shore gangway, vessel Master to ensure gangway net is adequately rigged immediately after placement of shore gangway.
18. Straight shore gangways should not be landed on ship's handrails unless they are specifically designed for that purpose.
19. Handrails should fence off the ladder, steps, and platforms, maintaining a height of at least 1 meter. Rope handrails must be monitored and kept taut.
20. Inspect the gangway and its fittings before rigging to ensure they are in good condition. Check for any damage, wear, or corrosion on the gangway, wires, ropes, and fittings. Conduct regular inspections of the gangway and associated equipment as per PMS. Inspect after adverse weather conditions or heavy use. Periodically load-test the gangway shall be carried out.
21. Provide training for all personnel on the safe use and maintenance of the gangway.
22. Terminal procedures should clearly indicate the weather limiting criteria for safe operations.