



## MARITIME SAFETY WEEK

### LADDERS, PILOTS, AND SAFETY



I'm not a big fan of ladders. Painting a ceiling? Fine. Refitting roof tiles? Time to call someone else. Imagine stepping from one vessel to a ladder on the side of another vessel, both moving – sometimes in heaving seas, in lashing rain or in poor visibility – It is a really daunting prospect. This is just one aspect of my huge admiration for the community of UK maritime pilots, a group of men and women to make some transfers on and off vessels every day.

As an island nation, with 95% of the UK's trade with the world – including the import of nearly half our food and feed needs and the export of 80% of the cars made in the UK – the safe and efficient movement of vessels is absolutely crucial for the resilience of the UK and each and every one of us. Maritime pilots are a vital element of making this happen. So, both as a core safety responsibility and as a vital component of UK resilience, the arrangements for maritime pilots boarding and disembarking vessels needs to be a central area of focus for stakeholders across the maritime sector.

The UK Major Ports Group therefore welcomes a focus on pilot safety during the 2021 Maritime Safety Week. But this is not just a subject for a single week. It's a topic that ports are rightly committed to year-round as part of their wider safety agenda. That might be through the evolution of port operators Codes of Safe Practice by Peel Ports, the production and roll out of new communication campaigns by ABP (see below) or the industry wide development of a new Boarding and Landing Code. Crucially it must also be through our interaction with customers, Governments, and other representative bodies, because what is required is an industry wide commitment to safe working, not just here in the UK.

But just as pilot ladder safety is not just about one week, neither should Maritime Safety Week just be about single topics. As a broad sector, maritime



must ensure the focus on safety is unrelenting. UKMPG members and other port operators certainly take this view. The challenge is how to keep the focus fresh and what can new technology do to make a further shift in safety performance.

And there are really exciting opportunities for technology to make a difference. UKMPG strongly supports the emerging work of Port Skills and Safety to harness more of the potential of data and analytics. And at UKMPG members there are really exciting projects looking at technology applications like connected ‘wearables’ and geo-fencing.

So, technology and innovation has a strong role to play in a much safer port and maritime sector in the future. But that innovation needs to build on solid foundations in the fundamentals. Which brings us back to ladders. Without the robust equipment and processes in place we are endangering not just individuals but also the resilience of crucial supply chains. It must matter to us, not just because we care about individuals but because we care about our sector. So let’s use Maritime Safety Week as an opportunity for a renewed commitment to the full spectrum of safety improvements – from ladders to big data.

**ABP** THE PORTS GROUP

# Pilot Boarding Arrangement Requirements – Best Practice

Members are required to meet the requirements of the regulations as set out in SOLAS Chapter II-2 Regulation 10 and MSC.788(18) A. (2013) (2015). Failure to comply with best practice arrangements may result in a port being deemed to be in breach of its obligations under international law.

**Securing Pilot Ladders**

- The ladder should be secured to the vessel's structure using a dedicated securing device.
- The ladder should not be used as a hoist or for any other purpose.
- The ladder should be secured at both ends to a strong part.

**Winch Reel arrangements**

- The ladder should be secured to the winch reel using a dedicated securing device.
- The ladder should not be used as a hoist or for any other purpose.

**Mechanical Securing of Pilot Ladder Winch Reel**

- A dedicated mechanical securing device should be used to secure the ladder to the winch reel.
- The device should be tested and certified to the relevant standards.

**Trap Door Arrangements**

- The trap door should be secured to the vessel's structure using a dedicated securing device.
- The trap door should not be used as a hoist or for any other purpose.

**Access to Deck**

- The ladder should be secured to the vessel's structure using a dedicated securing device.
- The ladder should not be used as a hoist or for any other purpose.

**Accommodation Ladders and Combination Arrangements**

- The ladder should be secured to the vessel's structure using a dedicated securing device.
- The ladder should not be used as a hoist or for any other purpose.

**Retrieval Lines**

- The retrieval line should be secured to the vessel's structure using a dedicated securing device.
- The retrieval line should not be used as a hoist or for any other purpose.

**Deck Tongues**

- The deck tongue should be secured to the vessel's structure using a dedicated securing device.
- The deck tongue should not be used as a hoist or for any other purpose.

**Transfer Arrangements**

- The transfer arrangement should be secured to the vessel's structure using a dedicated securing device.
- The transfer arrangement should not be used as a hoist or for any other purpose.

We are all responsible for our own safety and the safety of others. We encourage you to report any safety concerns to your local safety representative.

We hope you will be able to use this poster to raise awareness and encourage continued education and training.

For further information, please contact your local safety representative or visit the UKMPG website.

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