

SIP014 - GUIDANCE ON SAFE ACCESS AND EGRESS





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SIP014

GUIDANCE ON SAFE ACCESS AND EGRESS

INTRODUCTION

The Health and Safety Executive provided support to Port Skills and Safety in producing this guidance, which is aimed at improvements within the Ports industry. This guidance may go further than the minimum you need to do to comply with the law regarding health and safety.

It is for companies operating in the UK ports industry with responsibility for the safe design, construction, operation, management and maintenance of ports and terminal facilities and activities. It will also be useful to employees and their representatives.

Following the guidance is not compulsory and you are free to take other action. If you follow the guidance you will normally be doing enough to comply with the law. Health and Safety Inspectors seek to secure compliance with the law and may refer to this guidance. If the guidance goes beyond compliance, then this will be clearly identified.

Guidance within these shaded areas of this document denotes that the contents go beyond statutory compliance and are industry recommended best practice. These guidelines are not mandatory, though the legislation referenced below is. Individual organisations have a duty of care to those who might be affected by their operations and are responsible for devising arrangements that meet their obligations.

Regulations in this document are referred to by title but not year, because they are amended from time to time. The reader should always seek the current version. Acts are given a year as they tend to change less frequently. The list of references at the end of this document however does include a year that was correct at the time of publication.

For the purposes of this document, ***access also means egress***. This document uses the term gangways, which includes ships accessways and accommodation ladders.

Properly maintained safe means of access should be provided to every place any person has to visit or work on port premises. This includes but is not limited to access:

- provided by the vessel, who have responsibility for providing ship to shore access
- to workplaces and working positions
- to shore-based plant, offices, welfare facilities, ships, ships' holds and any other place in connection with the operation

The requirement is not only for employees but extends to any person whose presence relates to the operation. This includes but is not limited to: passengers, crew, suppliers and statutory authorities.

In certain emergency situations where immediate action is essential it may not be possible to provide access to the highest standards normally expected. The access should however be safe within the constraints of the situation and organisations should be able to demonstrate this.



1. *REGULATORY FRAMEWORK AND GUIDANCE*

- 1.1. The two principal relevant pieces of law are the Health and Safety at Work etc. Act (HSWA) 1974, and the Management of Health and Safety at Work Regulations (MHSWR), which set out the basic requirements to ensure, so far as is reasonably practicable, the health, safety and welfare of all involved.
- 1.2. Port specific, Merchant Shipping and other legislation applies and should be referred to.
- 1.3. Approved Code of Practice (ACOP) L148 'Safety in Docks' was introduced on 6 April 2014: www.hse.gov.uk/pubns/books/l148.
- 1.4. The PSS/HSE Safety in Ports guidance suite, available from the PSS website at: www.portskillsandsafety.co.uk/resources is an important supplement to Safety in Docks ACOP L148.
- 1.5. The guidance is aimed at routine operations and does not cover some of the specialised and high-risk activities. Including those associated with handling dangerous goods and hazardous cargoes, or major hazards sites which are subject to the Control of Major Accident Hazards Regulations for which specialist advice may be required.
- 1.6. Reference can also be made to the
 - International Labour Organisation's (ILO) Code of Practice on Safety and Health in Ports (ILO 152):
www.ilo.org/sector/activities/sectoral-meetings/WCMS_546257/lang--en
 - Code of Safe Working Practices for Merchant Seafarers 2017 edition:
www.gov.uk/government/publications/code-of-safe-working-practices-for-merchant-seafarers-coswp

2. *HEALTH*

- 2.1. The wide range of activities in ports can give rise to possible health risks such as exposure to dusty cargoes; back injuries, sprains and strains from lifting and handling, pushing and pulling; noise and vibration. There is specific legislation including the Control of Substances Hazardous to Health Regulations, the Control of Noise at Work Regulations, the Manual Handling Operations Regulations and Personal Protective Equipment at Work Regulations.
- 2.2. While there is reference to some specific health risks in these guidance documents, it is not possible to cover all the issues. Further information and guidance on the identification, assessment and reduction or avoidance of such risks can be found on the HSE website at:
 - Ports web pages: www.hse.gov.uk/ports



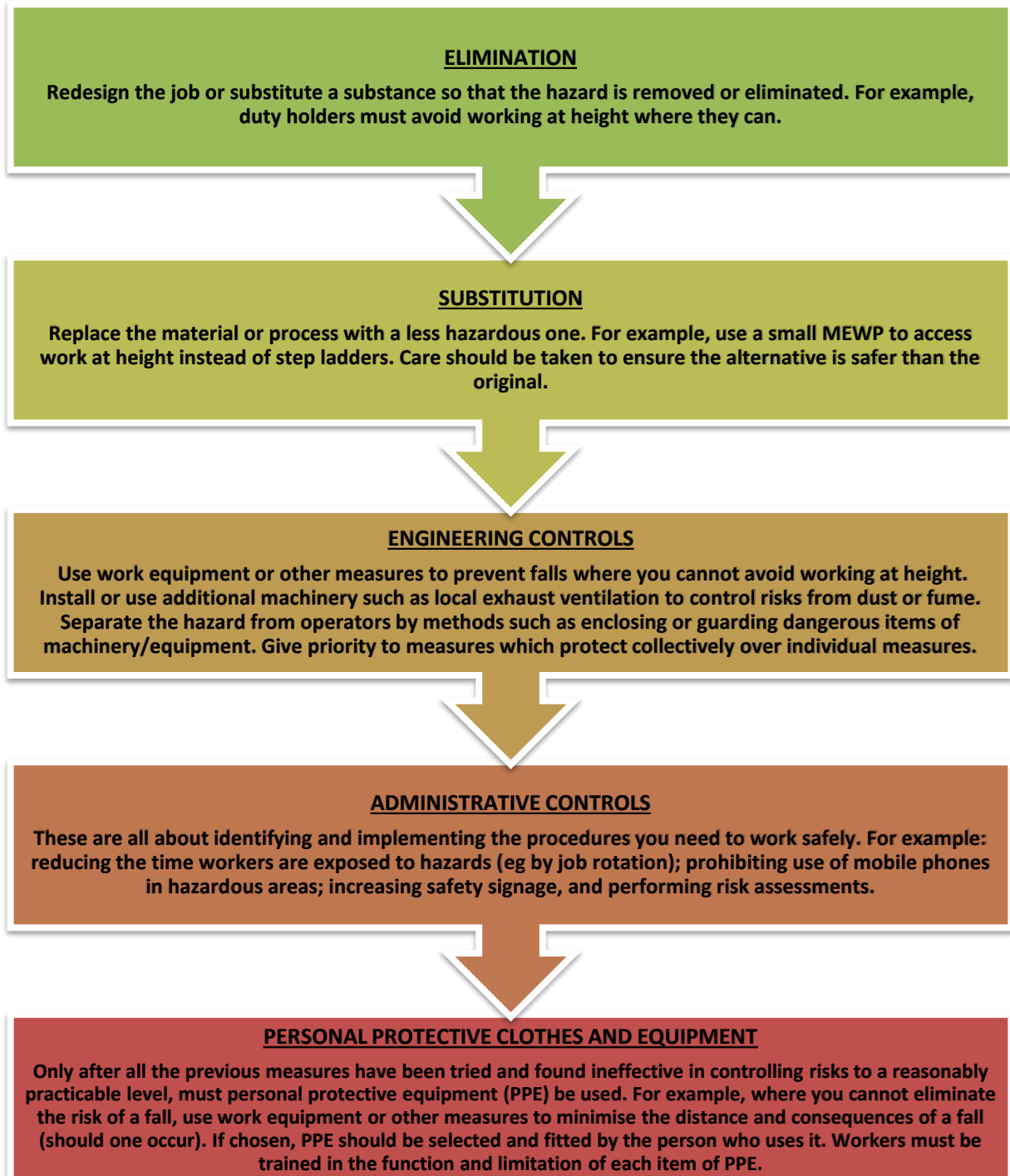
- Control of Substances Hazardous to Health: www.hse.gov.uk/coshh
- HSE Whole Body Vibration in Ports Information Paper: www.hse.gov.uk/vibration/wbv/ports.pdf
- Musculoskeletal disorders (MSDs): www.hse.gov.uk/msd
- Noise at Work: www.hse.gov.uk/noise
- Personal Protective Equipment: www.hse.gov.uk/toolbox/ppe
- Vibration at Work: www.hse.gov.uk/vibration

3. *RISK ASSESSMENT*

- 3.1. Risk Assessments must be undertaken in accordance with the Management of Health and Safety at Work Regulations. The risk assessment must consider the risks, to everyone involved or affected by the activity. This includes but is not limited to non-permanent employees (MPE's), ship's crew, passengers and visitors. The appropriate control measures must be introduced and should consider collective measures before personal or individual measures.
- 3.2. Risks should be reduced to as low as is reasonably practicable by taking preventative measures in order of priority below. The diagram opposite sets out an ideal order to follow when planning to reduce risk.
- 3.3. Risk assessments must be reviewed:
 - regularly
 - immediately after any incident
 - when there are significant changes to the operation
- 3.4. Most accidents and near misses can be avoided if the risks from the work are suitably and sufficiently assessed and appropriate control measures adopted.
- 3.5. A risk assessment should record the significant hazards and risks of an operation together with the relevant control measures. In port operations, risk assessments should consider changes such as tidal changes, weather, trim, list, load/cargo and vessel dynamics.
- 3.6. Planning and work execution are discussed in HS(G) 177, Managing Health and Safety in Dockwork: www.hse.gov.uk/pubns/books/hsg177
- 3.7. The Health and Safety at Work Act 1974 applies on board a ship when shore-based workers are engaged in cargo handling or other tasks on board. Cargo handling may include, but is not limited to:
 - loading, unloading, stowing, unstowing, pouring, trimming, classifying, sizing, stacking, unstacking
 - composing and decomposing unit loads

- services in relation to cargo or goods such as tallying, weighing, measuring, cubing, checking, receiving, guarding, delivering, sampling and sealing, lashing and unlashng

HIERACHY OF CONTROLS



Reference: HSE Leadership and Worker Involvement Toolkit. Available at www.hse.gov.uk/construction/lwit/assets/downloads/hierarchy-risk-controls



3.8. The Health and Safety at Work Act 1974 applies to the Master and ship's crew when working with shore-based personnel on board ship.

3.9. A signed agreement or an agreed and recorded system of work with the master of each vessel is recommended. This is not a legal requirement but may help to ensure effective co-ordination with other parties.

3.10. Regulations made under the Health and Safety at Work Act 1974; such as:

- The Management of Health and Safety at Work Regulations
- The Lifting Operations and Lifting Equipment Regulations
- The Provision and Use of Work Equipment Regulations

do **not** apply to a master or crew of a ship, or any persons employing them, in relation to:

- safe access, plant and equipment which remain on board the ship
- any undertakings or work which are carried out on board ship solely by the master and the crew

Instead, the Merchant Shipping Act 1894 and related Merchant Shipping Regulations impose similar duties on board ship in UK territorial waters.

3.11. A ship's Master has duties under the Health and Safety at Work Act 1974 in relation to the ship's crew who are put ashore to perform their own tasks. For example, loading ship's stores or carrying out maintenance work on their ship. Those duties extend to plant and equipment (for example a forklift truck) under the Master's control being used ashore by ship's crew, or when used by shore-based workers ashore or on-board ship.

4. *CONSULTATION, COOPERATION AND COORDINATION*

4.1. **Consultation:** Employers have a duty to consult with their employees, or their representatives, on health and safety matters. By gaining worker involvement on health and safety through two-way communication, concerns can be raised and solved together, and views and information can be sought and exchanged in a timely manner.

See HSE pages: Consulting and involving your workers: www.hse.gov.uk/involvement

4.2. **Cooperation and Coordination:** Cooperation and coordination between shipside and landside employers is required. Employers must therefore carry out risk assessments and develop safe systems of work (in consultation with the workers involved) that all parties agree to. So that the respective employers can co-operate effectively with each other.



5. ACCESS ON SHORE

- 5.1. As with all workplaces safe means of access must be provided so far as is reasonably practicable (SFAIRP) to every part of dock premises that any person has to visit. Such as workplaces, work positions, ships, machinery, offices and welfare facilities. Persons include those directly employed and non-directly employed including but not limited to: ships’ crew, passengers, customers, security officers, enforcement agencies and service providers.
- 5.2. Any floors, decks, surfaces, stairs steps, passages and gangways within dock premises must be fit for purpose and properly maintained.
- 5.3. Adequate lighting levels need to be maintained in all access areas. Further guidance on lighting levels can be found in *SIP 009 Lighting*.
- 5.4. Information should be made available to ship’s crew and other visitors. This may include information on safe access routes, restricted access areas, pedestrian walkways, emergency muster points, safe parking areas, and services such as the Seafarers Mission. This can be done by issuing information sheets to visiting vessels and to other visitors. It can be a single sheet with a map showing safe access routes on one side and relevant safety information such as emergency contact details on the other.

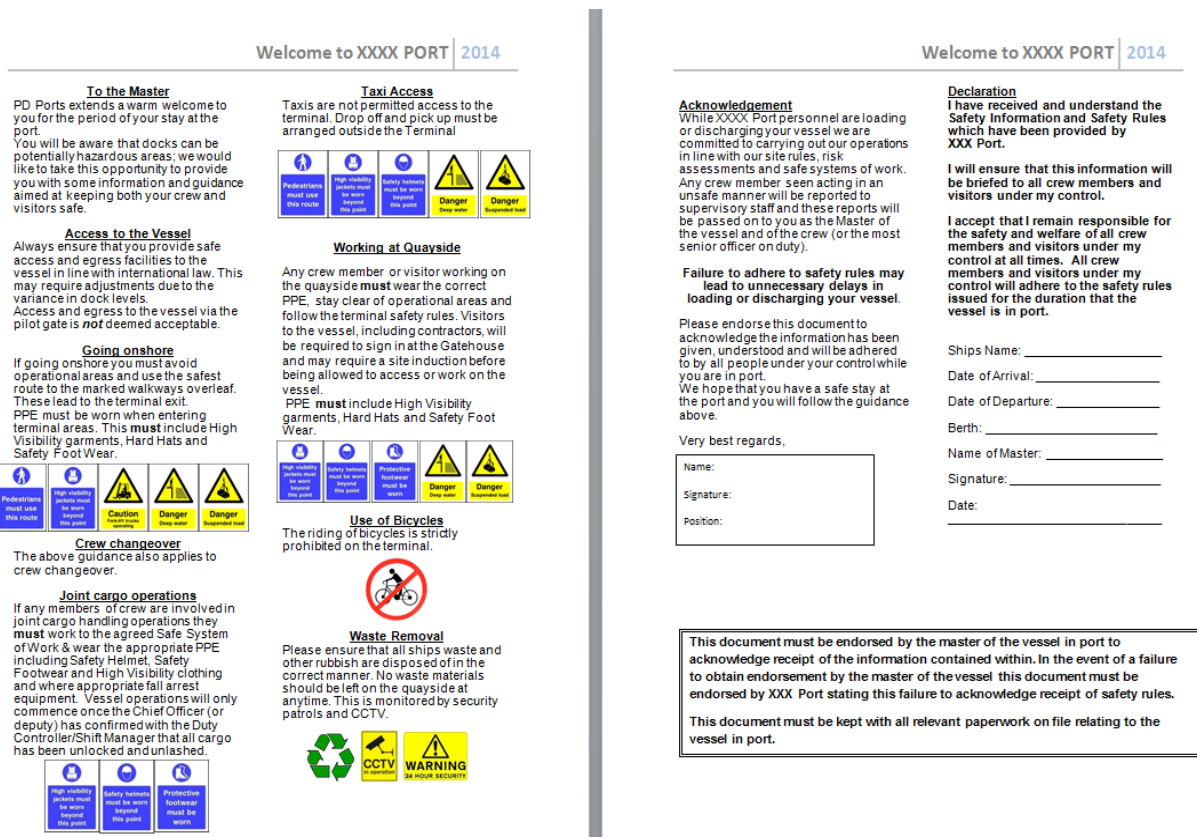


Figure 1 - Sample pages from a visiting ship information document



6. PEDESTRIAN AND VEHICLE SEGREGATION

- 6.1. Vehicles and pedestrians should be separated where they share the same workspace. This may involve excluding pedestrians from certain areas or providing separate pedestrian routes.
- 6.2. All vehicle and pedestrian traffic routes should be clearly marked and signs clearly visible. Appropriate crossing points should be provided where pedestrians and vehicles meet. Where pedestrians are required to enter a high-risk area i.e. a cargo handling area for a task, then additional control measures may be required. A risk assessment should be carried out to identify these.
- 6.3. Walkways should if possible be so laid out that they do not cross cargo handling areas. If it is necessary that they do, then they should be carefully designed and laid out to provide safe access. Different ports have different ways of achieving the same aim including but not limited to the use of traffic lights and covered walkways.
- 6.4. Vessel loading points adjacent to linkspans and similar routes should be designed to reduce so far as is reasonably practicable the risk to pedestrians from vehicle movements. For more information and guidance. See **SIP012 - Guidance on Roll-on Roll-off Passenger & Cruise Operations**.
- 6.5. Safe areas for drivers must be considered during loading and unloading of their vehicles. Drivers need to be advised on your port's procedure. Communication of 'a safe place' is important. It should be practical and make sense to the driver what is required of them.
- 6.6. It may in some cases be safer to stay in the cab. For example, during a Rubber Tyred Gantry operation, providing the lifting path is not over the cab, the cab may be the appropriate place to remain. Where the lifting path passes over the cab or the driver needs to be involved in the operation, the safe system of work should reflect the joint activity. In such a situation a refuge may be a more appropriate place for the haulage driver to remain during the loading operation.
- 6.7. Traffic Control Measures
 - 6.7.1. Consider the application of Road Traffic and other relevant legislation
 - 6.7.2. Appropriate road signs and markings should be provided
 - 6.7.3. Establish and enforce site rules and provide these to visiting drivers, consider non-English speaking persons.
 - 6.7.4. Safety information is best conveyed by standard pictorial signs. See the Health and Safety (Safety Signs and Signals) Regulations: www.hse.gov.uk/pubns/books/l64
 - 6.7.5. For further information and guidance see **SIP001 - Guidance on Port and Terminal Planning**.



Figure 2 - Example of Driver Safe Refuge

- 6.8. In certain circumstances the requirements concerning means of access may conflict with established rights of way. If rights of way are sited so that they could place members of the public who use them in danger, the Local Authority should be asked to consider a realignment of the right of way. Where public access routes.

7. ACCESS TO SHIPS VIA GANGWAYS

- 7.1. The Master and their employer have certain duties under MGN 533 (M) Amendment 1, Means of Access. These include:
- 7.1.1. Access should generally be provided by the ship's accommodation ladder or gangways.
 - 7.1.2. The Master and their employer are responsible for providing, rigging, securing and maintaining in position ships' gangways, and accommodation ladders.
 - 7.1.3. Accommodation ladders and gangways should be set in a safe position.
 - 7.1.4. The ships safety net rigged wherever a person may fall between the ship and the quay from a means of access to a ship.



Figure 2 - Accommodation ladder with safety nets deployed

- 7.2. The Master of the vessel has a duty to ensure that their means of access always remains safe, for both crew and visitors. Before shore-based personnel use gangways and accommodation ladders, they should ensure that they are safe and report any defects or concerns (see 7.17).
- 7.3. Accommodation ladders and gangways should be fenced on both sides along their entire length with both upper and intermediate guard rails, this includes any accessway extensions
- 7.4. As far as is reasonably practicable accommodation ladders and gangways should be kept free of any snow, ice, grease, obstructions or other factors likely to make a handhold or foothold insecure.
- 7.5. Where designed to be suspended, if the suspension ropes of accommodation ladders become slack, this can result in the ladder moving or falling. Ladders in this condition must not be used.
- 7.6. A gangway that rests on a quay on rollers or wheels, should be positioned in such a way that the rollers or wheels are on a reasonably level surface and free from obstruction. Ensuring that the position of the accessway does not compromise safe access walkways, traffic routes and working areas i.e. crane rails, cargo landing areas.
- 7.7. The positioning of the accessway should take into consideration factors including but not limited to tidal movement and changes in freeboard height due to vessel discharge of cargo. This is to ensure that the accessway remains safely on the quayside at all times and does not compromise the access to the accessway from the quay.

- 7.8. People should be aware that gangways are prone to adverse movement, which may lead to additional hazards. Accessways should not be positioned:
- over or near mooring bollards where movement of the vessel could create a hazard
 - where the accessway is in a snapback zone
- 7.9. Shore based equipment should be provided and used where it is not practicable, or it is unsafe to use the ships' equipment. This may be the case where for example ships' decks are significantly below or above the level of the quay, wharf, dock or jetty. Any shore-based access equipment that is provided should be at least as safe as a properly rigged and secured ship's accommodation ladder or gangway.
- 7.10. Where access is provided by the shore, (whether by agreement or because the ship's access is inadequate or unavailable) the duty to rig and maintain the access in position, remains with the person providing it.
- 7.11. Where a gangway or other means of access is lent or loaned by a shoreside employer to the Master *for use as ship's equipment* the access will be deemed to have been provided by the ship. The rigging and maintenance in position of that access will fall to the Master. The shoreside employer has a duty under Section 6 of the HSW Act to supply the equipment in a safe condition.
- 7.12. Each end of a gangway or accommodation ladder should provide safe access to a safe place, or to an auxiliary safe access. Where necessary, bulwark ladders should be provided, securely rigged and used.
- 7.13. The Master should ensure that the accessway always remains within the safe use parameters.



Figure 3 - An example of maximum design angle of use using an Inclinometer on a gangway



- 7.14. IMO Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation. MSC.1/Circ.1331 11 June 2009 state that *“Each accommodation ladder or gangway 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 plate, etc. Where the maximum operational load is less than the design load, it should also be shown on the marking plate.”*
- 7.15. Other types of access may include the use of crane mounted equipment (including but not limited to safety cages, spreaders, torpedoes, gondolas, personnel cages, suspended baskets). They must comply with the requirements of Lifting Operations and Lifting Equipment Regulations (LOLER): www.hse.gov.uk/work-equipment-machinery/loler
- 7.16. Whatever size of vessel, where access between ships is necessary, the access should generally be provided by the ship lying outboard. Except where there is a great disparity in freeboard. Then access should be provided by the ship with the higher freeboard.
- 7.17. If means of access such as a gangway or accommodation ladder are found to be unsafe, they must be reported immediately to the port and Master. Their use prevented until they are made safe. Failure by the Master to ensure that access equipment belonging to the vessel is safe, should be reported to the MCA.
- 7.18. See also:
- ‘Access to ships’ in ACOP L148 www.hse.gov.uk/pubns/books/l148
 - Safety in Ports ***SIP020 Water safety***

8. ACCESS TO SMALL CRAFT

- 8.1. Effective cooperation and coordination are vital to make sure that small craft can be accessed safely and without risks to persons. One way of doing this is to have regular meetings with users. The level of cooperation and coordination needed will depend on the nature of the access and risks involved. Consideration should be given to issues such as but not limited to adequate lighting, maintenance, prevailing conditions and housekeeping.
- 8.2. Ports should ensure, so far as is reasonably practicable, small craft are berthed at the most suitable berth. This is to ensure that safe access can always be maintained to vessels in port. This could mean ensuring berths used by these vessels have a means of access that can be used at all states of the tide.
- 8.3. Dock and Harbour Masters or those responsible for allocating berths for small vessels need to consider the safety of personnel on-board during their stay in port. The decision as to where it is best to berth small craft should consider factors including but not limited to:
- where gangways can be rigged



- what access method is to be used or available (gangway or ladder from ashore/quay face ladders)
 - power supply
 - lighting
 - buoyancy equipment available
- 8.4. Moorings need to be managed by the vessel whilst in port to ensure that the vessel remains safely alongside.
- 8.5. If gangways can be provided, then they should be. Gangways and other means of access need to be monitored to ensure they remain safe. It is the responsibility of the Master/Skipper or those in charge of the vessel to monitor access arrangements.
- 8.6. **Access to barges and other small ships:** Where the freeboard of the ship is too low to allow normal access equipment to be used, the ship should be moored in a position where the fixed quay wall ladders can be safely used.
- 8.7. **Access by means of quay wall or pier ladders:** Stepping from ship to shore or shore ladder should be avoided where practicable. Where this is necessary, ensure that the vessel's mooring lines allow for the rising and lowering of the tide and prevent drifting. There should be no crossing where vessels taper.

9. ACCESS TO RO-RO VESSELS

- 9.1. See *SIP010 Guidance Workplace Transport (Ro-Ro and Sto-Ro Operations)* for more detailed information and guidance.

10. LINKSPANS

- 10.1. See *SIP010 Guidance Workplace Transport (Ro-Ro and Sto-Ro Operations)* and *SIP012 Guidance on Roll-on Roll-off Passenger & Cruise Operations* for more detailed information and guidance.

11. ACCESS TO SHIPS' HOLDS & ACROSS CARGO

- 11.1. People should be aware that ships holds, and access ways may be contaminated by hazardous fumes or gases, and as such should be treated as a confined space. See *SIP015 Confined Spaces* for further information and guidance.
- 11.2. The ship must provide properly maintained safe means of access to cargo holding areas in accordance with MGN 533 (M) Amendment 1 - Means of Access. If the measures in this notice are not complied with, and no measures which MCA agrees are equivalent are in place, MCA will take enforcement action under the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997.



- 11.3. A pre-use check for confirmation of safe access should be carried out by the shore side operator and any defects reported and rectified.
- 11.4. Once shore side personnel have gained safe access to a hold, safe access must be maintained so far as reasonably practicable.
- 11.4.1. Safe systems of work should be established and monitored to ensure that access is safely maintained.
 - 11.4.2. Entry and exit points should be kept clear.
 - 11.4.3. Cargo should not be allowed to build up as it could impede access in an emergency.
 - 11.4.4. If access is gained by a personnel cage, ideally the cage should be retained on the lifting device until alternative safe access is provided. If this is not practicable, the personnel cage should be kept readily available. Arrangements must be in place to facilitate a rescue in an emergency.
- 11.5. Access across cargo stows presents the risks of slips, trips or falls. Care should be taken not to step into or jump over gaps. When walking across cargo that has a curved or uneven surface, (such as but not limited to pipes, rails or constructional steel) safe boards or walkways should be considered.
- 11.6. Personnel required to work on cargo may be presented with stows for loading or discharge with one or multiple shear drops. Where working close to an unprotected edge risks from working at heights must be assessed. Examples of control measures available may include (but are not limited to) the use of safety nets, lifelines with safety harnesses or fall arrest systems.

12. *SLIPPERY SURFACES*

- 12.1. Risks should be reduced to as low as is reasonably practicable by taking preventative measures in order of the hierarchy of controls principle. With preference given to elimination, substitution and engineering controls over administrative controls and use of PPE.
- 12.2. Ways to reduce slip and trip risks may include but are not limited to:
- 12.2.1. Elimination by Design: walkways in safe locations, covered where practicable, with adequate segregation, lighting, drainage, handrails and flooring/surfaces (e.g. ribbed or coated to be slip-resistant)
 - 12.2.2. Substitution/engineering: changing existing access routes or surfaces to safer alternatives
 - 12.2.3. Administrative Controls:
 - maintaining floors, steps and walkways in a good physical condition
 - putting into place procedures for responding to changing conditions (such as adverse weather or tidal cover) that could increase the risk of



slips/falls. For example, de-ice/clear cargo tops or wait for improved weather conditions

- good housekeeping, including timely clean-up of spills of cargo or plant/equipment lubricants
- where reasonably practicable, the parts of port premises used for working ships should be cleared of loose material. Such materials should be cleared at appropriate intervals during the course of working each ship
- appropriate monitoring and reporting systems, including reporting and following up where work areas have been left untidy by other users' operations
- encourage a 'see it, sort it' culture

12.2.4. PPE: provision and use of appropriate footwear

13. *FENCING OF DOCK EDGES*

13.1. See Safety in Ports *SIP020 - Guidance on Water Safety and Use of Buoyancy Equipment in Ports* for information and guidance on fencing of dock edges

14. *LADDERS*

14.1. Safe design, procurement and use of ladders is covered by the Work at Height Regulations and British Standard.

14.2. Portable ladders should be used only where no other safe means of access is reasonably practicable. Where portable ladders are used, they should be:

- fit for purpose - for example, using a non-conductive ladder where there is potential electric shock risk (such as accessing electric powered transport units). Note, electric shock control measures may also include but are not limited to, isolating the unit.
- checked prior to use
- adequately secured to prevent slipping

14.3. Further information and guidance can be found on HSE Ladders web page: www.hse.gov.uk/pubns/indg455

14.4. Ship's ladders used by the ship's crew may not meet the standards set out by HSE. Every ladder should be checked before use to ensure it is safe to use. Any ladder that does not meet the standard should not be used. These defects should be notified to the Master of the ship/owner of the ladder.

RELEVANT LEGISLATION AND GUIDANCE

Relevant legislation and guidance include the following. Please note that these are the correct versions at the time of publishing, but the reader should always seek out the most current version.

The current versions of other PSS Safety in Ports Guidance documents can be found at: www.portskillsandsafety.co.uk/resources.

- Code of Safe Working Practices for Merchant Seafarers (COSWP): www.gov.uk/government/publications/code-of-safe-working-practices-for-merchant-seafarers
- Confined Spaces Regulations 1997: www.hse.gov.uk/confinedspace
- Consulting and involving your workers: www.hse.gov.uk/involvement
- Control of Major Accident Hazards Regulations (COMAH) 2015: www.hse.gov.uk/comah
- Control of Substances Hazardous to Health Regulations (COSHH) 2002: www.hse.gov.uk/coshh
- Control of Vibration at Work Regulations 2005: www.hse.gov.uk/vibration/wbv/regulations
- Dangerous Goods in Harbour Areas Regulations 2016: www.hse.gov.uk/pubns/books/l155
- Dangerous Substances and Explosive Atmospheres Regulations (DSEAR) 2002: www.hse.gov.uk/fireandexplosion/dsear
- Health and Safety (Safety Signs and Signals) Regulations 1996: www.hse.gov.uk/pubns/books/l64
- Health and Safety at Work etc. Act (HSWA) 1974: www.hse.gov.uk/legislation/hswa
- HSE guidance on Handling Containers with Slewing Cranes: www.hse.gov.uk/foi/internalops/sims/cactus/5_05_09
- HSE Whole Body Vibration in Ports Information Paper: www.hse.gov.uk/vibration/wbv/ports.pdf
- International Labour Organisation's (ILO) Code of Practice on Safety and Health in Ports (ILO 152): www.ilo.org/sector/activities/sectoral-meetings/WCMS_546257/lang--en
- International Maritime Dangerous Goods Code (IMDG); www.imo.org/en/Publications/IMDGCode/Pages/Default.aspx
- Lifting Equipment at Work: www.hse.gov.uk/pubns/indg290
- Lifting Operations and Lifting Equipment Regulations (LOLER) 1998: www.hse.gov.uk/work-equipment-machinery/loler
- Load Security HSE web page: www.hse.gov.uk/logistics/load-security

- Management of Health and Safety at Work Regulations 1999: www.hse.gov.uk/managing
- Managing Health and Safety in Dockwork HS(G) 177: www.hse.gov.uk/pubns/books/hsg177
- Merchant Shipping (Hatches and Lifting Plant) Regulations 1988; www.opsi.gov.uk/si/si1988/Uksi_19881639_en_1
- Merchant Shipping (Safety at Work) (non-UK Ships) Regulations 1988: www.opsi.gov.uk/si/si1988/Uksi_19882274_en_1
- Merchant Shipping and Fishing Vessel (Lifting Operations and Lifting Equipment) Regulations (LOLER) 2006: www.opsi.gov.uk/si/si2006/20062184
- Merchant Shipping and Fishing Vessel (Provision and Use of Work Equipment) Regulations (PUWER) 2006: www.gov.uk/government/publications/guidance-applying-vessel-equipment-regulations-loler-and-puwer
- MGN 532 (M) Amendment 1 - Safe movement on board ship: www.gov.uk/government/publications/mgn-532-m-amendment-1-safe-movement-on-board-ship
- MGN 533 (M) Amendment 1 - Means of Access: www.gov.uk/government/publications/mgn-533-m-amendment-1-means-of-access
- Musculoskeletal disorders (MSDs): www.hse.gov.uk/msd
- Noise at Work: www.hse.gov.uk/noise/
- Personal Protective Equipment: www.hse.gov.uk/toolbox/ppe
- Ports web pages: www.hse.gov.uk/ports
- Provision and Use of Work Equipment Regulations (PUWER) 1998: www.hse.gov.uk/work-equipment-machinery/puwer
- Rider-operated lift trucks: www.hse.gov.uk/pubns/books/l117
- Safety in Docks ACOP L148: www.hse.gov.uk/pubns/books/l148
- The Electricity at Work Regulations 1989 and guidance on electrical safety www.hse.gov.uk/electricity
- Vibration at Work: www.hse.gov.uk/vibration
- Work at Height: www.hse.gov.uk/work-at-height
- IMO Guidelines for Construction, Installation, Maintenance and Inspection/Survey of Means of Embarkation and Disembarkation. MSC.1/Circ.1331 11 June 2009: www.imo.udhb.gov.tr/dosyam/EKLER/MSC.1-Circ.1331.pdf



Raising Standards in UK Ports

FURTHER INFORMATION

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