

SIP021 - GUIDANCE ON SAFE ACCESS TO FISHING VESSELS AND SMALL CRAFT IN PORTS





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DOCUMENT AUTHORS

This guidance document has been produced by Port Skills and Safety with the support of the Health and Safety Executive, Maritime and Coastguard Agency and representatives of the UK ports industry.

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SIP021

GUIDANCE ON SAFE ACCESS TO FISHING VESSELS AND SMALL CRAFT IN PORTS

INTRODUCTION

This guidance has been produced by the ports industry with the support of the Health and Safety Executive (HSE), Maritime and Coastguard Agency (MCA), Nautilus International, Unite the Union and the National Workboat Association.

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 management of port and terminal activities. It is also for user owners and operators of fishing vessels and small craft. It will also be useful to employees and their representatives.

Following the guidance is not compulsory and you are free to take other equivalent action. But if you do follow the guidance you will normally be doing enough to comply with the law. Enforcing Authorities (HSE and MCA) 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.

For the purposes of this document:

- access also means egress
- fishing vessels and small craft may include but are not limited to: pilot boats, work boats, fishing vessels, leisure craft, tugs, barges, bunker barges and lash barges
- users may include commercial fishing vessel and small craft operators and crew, resident leisure vessel/craft owners and visiting fishing vessels and small craft
- where terms such as **vessel, craft** etc. have specific meaning in regulations, codes of practice, MCA and HSE guidance, British Standards, etc. those meanings apply

Properly maintained safe means of access should be provided to every place any person has to visit or work on port premises. See also ***SIP014 - Safe Access and Egress***

In certain emergency situations where immediate action is essential it may not be possible to provide access to the standards that would normally be 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 For the purposes of this document, the principal relevant pieces of land-side law are: the Health and Safety at Work etc. Act (HSWA) 1974 and the Management of Health and Safety at Work Regulations (MHSWR) 1999. These set out the basic requirements to ensure, so far as is reasonably practicable, the health, safety and welfare of all involved.
 - 1.2 Fishing vessels and small craft are covered by equivalent legislation under the Merchant Shipping Act, primarily the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 (as amended).
 - 1.3 MCA Codes cover standards for fishing vessels of different sizes and small commercial vessels and address provision of means of access. These include:
 - Code of Practice for the Safety of Small Fishing Vessels incorporated in Merchant Shipping Notice MSN 1871(F)
 - Code of Safe Working Practice for the Construction and Use of 15 metre (LOA) to less than 24 metre (L) Fishing Vessels, Merchant Shipping Notice MSN 1872(F)
 - Code of Practice for the Construction and Safe Operation of Fishing Vessels of 24 metres Registered Length and Over, Merchant Shipping Notice MSN 1873(F)
 - The Workboat Code
 - Small Craft Codes - MCA codes including:
 - Workboat Code Industry Working Group Technical Standard 2014
 - Code of practice for the safety of small workboats and pilot boats (brown)
 - Code of practice for the safety of small commercial motor vessels (yellow)
 - Code of practice for the safety of small commercial sailing vessels (blue)
 - Code of practice for the safety of small vessels in commercial use for sport or pleasure operating from a nominated departure point (NDP) (red)
 - Small Passenger Craft High Speed Experience Rides Guidance
 - MGN 280 (M) Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards
 - 1.4 Additionally, the:
 - Work at Height Regulations 2005
 - Provision and Use of Work Equipment Regulations 1998
- alongside their marine counterparts:
- Merchant Shipping and Fishing Vessel (Provision and Use of Work Equipment) Regulations 2006 (PUWER)
- and the:
- Loading and Unloading of Fishing Vessels Regulations 1988
 - Fishing Vessel (Codes of Practice) Regulations 2016

address more specific relevant health and safety aspects.



- 1.5 The PSS/HSE Safety in Ports guidance suite is available from the PSS website: www.portskillsandsafety.co.uk
- 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/public/english/dialogue/sector/techmeet/messhp03/messhp-cp-b

2 RISK ASSESSMENT

- 2.1 Risk Assessments must be undertaken in accordance with the Management of Health and Safety at Work Regulations 1999 and, for vessels, in accordance with the Merchant Shipping and Fishing Vessels (Health and Safety and Safety at Work) Regulations and Fishing Vessels Codes. The risk assessment must consider the risks to anyone, including passengers, visitors and the general public that may be affected by the activity. The appropriate control measures must be introduced and should consider collective measures ahead of personal or individual measures.
- 2.2 Risk assessments must be reviewed regularly and immediately after any incident or when there are significant changes to the operation. Most accidents and near misses can be avoided if the risks from the work are suitably and sufficiently assessed and appropriate control methods are adopted.
- 2.3 The risk assessment should record the significant hazards of the operation together with the relevant control measures. In port operations risk assessments should take into account changes such as tidal changes, weather, trim, list, load/cargo and vessel/craft dynamics.
- 2.4 Risk assessments must be carried out and safe systems of work developed (in consultation with the parties involved) that all parties agree to, so that the respective personnel can co-operate effectively with each other.
- 2.5 The master/skipper has duties under the HSWA in relation to the vessel's crew who are put ashore to perform their own tasks (for example loading ship's stores or carrying out maintenance work on their vessel). Those duties also extend to plant and equipment which is under the master's control that is used ashore by vessel's crew, or when used by shore based workers ashore or on board the vessel.

3 COOPERATION AND COORDINATION

- 3.1 Access to fishing vessels and small craft is a matter requiring cooperation and coordination. Regulation 11 of the Management Regulations places a duty between those sharing a workplace (employers and self-employed, on a temporary or a permanent basis) to:
 - co-operate to enable compliance with the law
 - take reasonable steps to co-ordinate health and safety measures with others
 - inform other employers of risks to their employees from your activities



- 3.2 The port and its users should work together and coordinate activities, to make sure that access can be done safely and without risks to health. One way of doing this is to have regular meetings with users.
- 3.3 Alternatively, a signed agreement or an agreed and recorded system of work with the master/skipper of regular visiting fishing vessels and small craft may be considered, where practicable - this is not a legal requirement but may help to ensure effective co-ordination with other parties. The level of cooperation and coordination needed will depend on regularity of visits, the nature of the access and the risks involved.

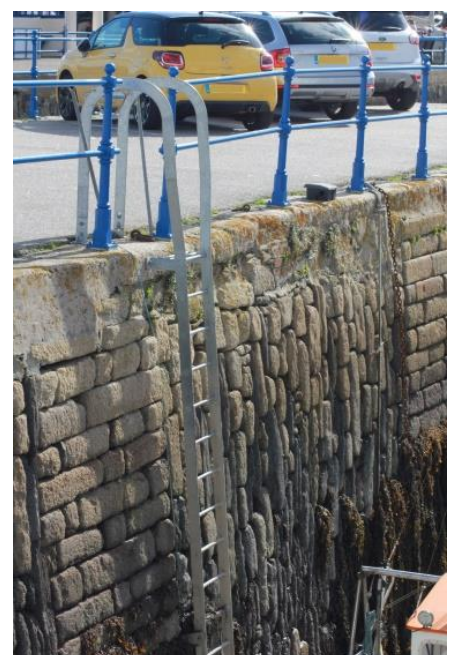
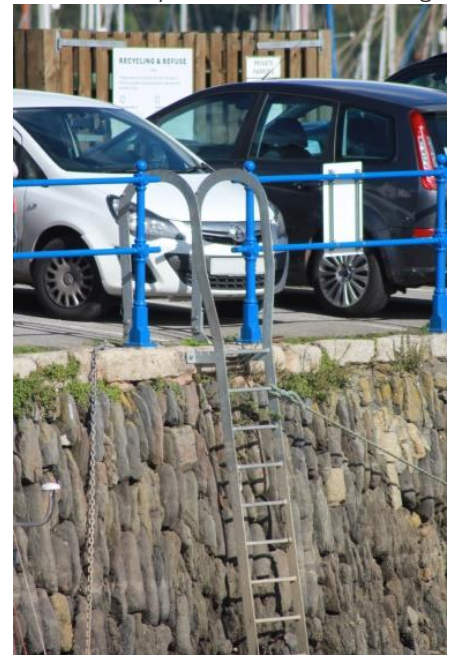
4 RESPONSIBILITIES

- 4.1 Where a means of access (e.g. an accommodation ladder, gangway, other ladder etc.) is provided by the fishing vessel or small craft, it is the responsibility of the owner and the master/skipper to ensure that it is suitable and safely rigged, and monitored for safe access (Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 Reg 5(2)(a))
- 4.2 Where a means of access is lent or loaned by the shore it is the duty of:
 - the master/skipper to ensure that it is properly rigged and remains in position; it should be at least as safe, properly rigged and secured a means of access as that normally required of the fishing vessel or small craft
 - the provider to supply the equipment in a safe condition
- 4.3 The Work at Height Regulations do **not** require labels or angle of use indicators on access equipment. However, where appropriate, it is industry good practice for the provider of such equipment to mark equipment e.g. with maximum design angle of use, maximum safe loading by number of persons and/or by total weight etc.
- 4.4 Where a safe means of access has been provided, it is the responsibility of all users to:
 - ensure that they use the access provided
 - report any defects or concerns

5 FACTORS AFFECTING SELECTION OF MEANS OF ACCESS

- 5.1 Several factors need to be considered when ensuring that means of access are safe to use; including:
 - **tidal range:** will affect the maximum potential slope of a gangway or difference in level when stepping between a fishing vessel or small craft and shore. Where ladders are to be used it will determine the length of ladder needed to ensure safe access from the top and bottom as well as the likely physical difficulty of the climb
 - **wash, prevailing conditions, and interaction with other vessels:** may cause pitching and rolling, and movement in relation to the means of access.

- **lighting:** to ensure (in the full range of expected ambient light conditions) that there is sufficient light to see where feet and hands are being placed. Further guidance on lighting levels can be found in [SIP 009 Lighting](#)
- **size of vessel/craft:** the range and types of fishing vessel and small craft that visit the port, and could expect to use a particular means of access, may affect how safe it is to use
- **regularity** of use: a means of access which is regularly used may require higher standards than those that are used temporarily or in an emergency
- **capability:** whether the means of access will be within the capability of the expected users, whether they are workers or members of the public, for example taking account of any tasks they may be performing when using the means of access, and their likely footwear and clothing
- **tread/handhold surface:** whether for the prevailing covering/uncovering by water and/or exposure to weather, the means of access can retain a climbing surface with suitable for hand or footholds, with or without mechanical cleaning
- **maintenance:** the need for and frequency of inspection, cleaning and repair as well as treatment with products such as anti-slip paint or surfacing
- **housekeeping:** managing the conditions on the quay and on the fishing vessel or small craft near the access point in order to reduce the likelihood of slips, trips or falls
- **mooring:** mooring lines can allow for the rise and fall of the tide, without leaving a large gap between the fishing vessel or small craft and the quayside. Cooperation and coordination between the fishing vessel or small craft and shore are important to ensure moorings are tight and the fishing vessel or small craft remain safely alongside
- **public access:** risks to those for whom the access is not primarily intended may also need to be considered when devising and selecting means of access. For example, whilst it might be generally preferable that quayside ladders do not have obstructions at the top, on a public quay there may be a need for unbroken fencing between the quay edge and top of the quay ladder to control the risk of others falling into the water.
- **historic structures:** some quay walls, steps and ladders may be part of or attached to historic structures. This may place restrictions on what additional controls or adaptations can be made



- **emergency response:** the means of access itself might also be used for rescue or self-rescue. When identifying how safe a means of access is, consideration should be given to factors such as the siting and availability of emergency equipment and the relative difficulty of a rescue from the means of access

5.2 ALCOHOL

- 5.2.1 It is reasonably foreseeable that some port users might consume alcohol prior to using a means of access. Alcohol has been identified as a contributory factor in some access accidents. An individual returning after consuming alcohol is at potentially greater risk of misstep or miss-coordination. If it is also after dark, then the risk probably increases further.
- 5.2.2 Ports have no statutory duty or powers under health and safety legislation to manage the consumption of alcohol by crews or other service users. The law does not require ports to provide enhanced means of access in case the user might be under the influence of alcohol or any other substance that might impair judgement or motor control. However, ports can draw attention to the risks as part of their communication, cooperation and coordination activity with users. For example, ports may ask skippers about their own alcohol policy.
- 5.2.3 In some instances, local port by-laws may address consumption of alcohol and these should be enforced in line with the port's enforcement policy.

6 RECOMMENDED HIERARCHY OF MEANS OF ACCESS

- 6.1 All the methods below for gaining access to fishing vessels and small craft can be used safely providing appropriate measures are taken.

The industry recommended hierarchy of access arrangements for fishing vessels and small craft starting with the safest is as follows:

1. gangway between a fishing vessel or small craft and a quay, quay steps, quay wall, pier or other vessel/small craft
2. stepping directly (short step, level access) between a fishing vessel or small craft and quay, quay steps, quay wall, pier, other vessel/small craft or pontoon
3. fixed ladder from a quay, quay wall, pier or jetty
4. portable ladder between a fishing vessel or small craft and a quay, quay wall, pier or jetty

Although the hierarchy above is not a statutory requirement it is industry good practice to consider each option; starting with gangways before moving down to the next level. The means of access arrived at will be subject to your risk assessment.

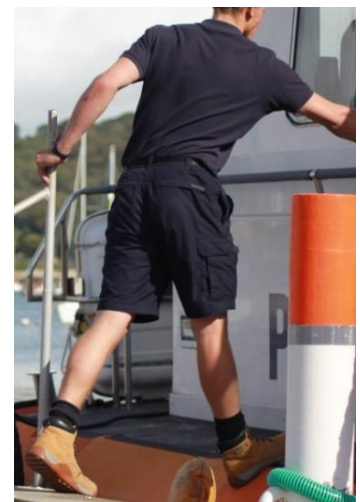
The following sections address each of these in turn, including some of the issues to be considered in adopting such measures

7 ACCESS BY GANGWAY

- 7.1 Access by gangway between a fishing vessel or small craft and a quay, quay steps, quay wall, pier or other vessel/craft is normally the safest method of access. However, the provider should ensure:
- mooring lines are not allowed to go slack
 - the gangway is properly secured
 - stanchions are not allowed to become loose
 - side ropes and/or guard rails are replaced if worn or damaged
 - the gangway and its surface are in good order
- 7.2 A gangway should be fenced on both sides along its entire length with both upper and intermediate guard rails.
- 7.3 If suspension ropes on suspended gangways become slack, the gangway may move or fall. Gangways in this condition must not be used until they are repaired/adjusted.
- 7.4 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.
- 7.5 Users should be made aware that gangways are prone to adverse movement, which may lead to additional hazards.
- 7.6 Each end of a gangway or accommodation or other ladder should provide safe access to a safe place. Where necessary, bulwark ladders should be provided, securely rigged and used.

8 ACCESS BY STEPPING DIRECTLY (LEVEL ACCESS, SHORT STEP)

- 8.1 Fishing vessels and small craft should be securely moored so that users can step across any gaps without needing to jump. Fishing vessel and small craft owners should take measures to:
- minimise surge and movement as this can cause large gaps between quay and vessel or between vessels;
 - prevent access where vessels taper;
 - provide gangways or other safe means of access between the vessels where tapered crossing is unavoidable
- 8.2 Where practicable, **avoid**:
- restricted space around the access point (e.g. due to deck shelters or fishing gear)
 - mooring vessels with rounded deck shelter tops adjacent to one another where there is a need to cross from shelter to shelter and it leaves large gaps
 - situations where access is possible only through shelter deck spaces that are badly lit



- 8.3 Where access between fishing vessels and/or small craft is necessary, it should generally be provided by the vessel or craft lying outboard. However, where there is a great disparity in freeboard, means of access should be provided by the vessel/craft with the higher freeboard.

9 ACCESS BY MEANS OF LADDERS FIXED TO A QUAY, WALL OR PIER

- 9.1 This is a common method of access when tied up to a quay in tidal waters. There have been accidents involving fixed quay ladders (e.g. MAIB fatal accident report Osprey 2002). An HSE review of quayside ladder accidents concluded that:

- reports of accidents from such ladders are relatively rare¹
- HSE does not believe that these ladders present a significant risk to health and safety
- while there is evidence that these ladders are not well suited for regular use as a means of access to vessels, and have limitations as a means of self-rescue from the water, the HSE do not believe that there is a case for wholesale change to existing ladders, or to the relevant regulatory requirements
- HSE do not believe that there is a case for them or the industry prohibiting their use as a means of access to vessels

However, there is potential to make further sensible reductions in risk to ladder users, subject to a local assessment and timetabling. Port or quayside developments or refurbishments offer a good opportunity to design in such risk reduction measures.

- 9.2 For ladders used for access and/or rescue. See also

SiP016 - Emergency Planning in Ports

- the type of fishing vessel or small craft and the potential users of the berth and the use of the ladder should be taken into account in the risk assessment and design of the ladder.
- the ladder should be in good condition; a planned maintenance and inspection regime should be in place.
- fouling of rungs and stiles; the ladder should be kept clean to prevent it becoming slippery.
- the length of climb to reach the top of the ladder should not be excessive.
- consider opportunities for improved lighting, including lig



¹ It is recognised that all accidents may not always be reported to the appropriate authorities.

- proposed improvements should be subject to a suitable and sufficient assessment of risk to ensure that there is not simply a transfer of risk from one activity to another (e.g. from use to maintenance) and/or to an overall increase in the level of risk.

Proposed improvements should be sensible, prioritised and timetabled to ensure the most effective health and safety standards so far as reasonably practicable.

9.3 LADDER DESIGN STANDARDS

The design of the ladder should be carefully considered. Guidance, including dimensions can be found in British Standard **BS4211:2005 +A1 2008**. Permission to reproduce extracts from this standard below has been granted by BSI. British Standards can be obtained in PDF or hard copy formats from the BSI online shop: www.bsigroup.com/Shop or by contacting BSI Customer Services for hardcopies only: Tel: +44 (0)20 8996 9001, Email: cservices@bsigroup.com.

- Ladder stiles should be straight and parallel 400 to 600 mm apart.
- Ideally the ladder stiles should extend 1100mm above the quay side. The width of the extension should be 600 to 700mm to allow 'walk through' for ease of access. However, an extended ladder and or handrails may introduce trip hazards or risk of entanglement with mooring lines and should be considered in the risk assessment.
- Rungs of 20 to 35 mm diameter should be evenly spaced 225 to 300mm apart with the top rung level with the quay surface. The gap between the top rung and the quay should be 65 to 75 mm with additional rungs or a platform added to reduce the gap. There should be a gap of 200mm between the wall and the rungs to allow an adequate foothold.
- The ladder should be designed for a loading of 2 persons of 100kg per 6 metre length. It should be adequately fixed with fixing brackets no more than 2460mm apart.
- The ladder should be protected from damage; this could be achieved by recessing or fenders.
- The ladder should extend at least 1 metre below the water line at any foreseeable state of tide or to the sea or river bed if less than 1m water depth.
- The ladder should be adequately protected from corrosion such as by electroplating.
- Anti-slip properties and coatings should be considered."

- 9.4 Ladder hoops and fall arrest systems are mentioned in the BSI standard but are not likely to be practicable for quay ladders. Access through fencing or other edge protection should be considered however care should be taken not to increase risks disproportionately e.g. where there is public access to quay edges.

10 PORTABLE LADDERS

- 10.1 Safe design, procurement and use of ladders are covered by the Work at Height Regulations 2005.
- 10.2 Portable ladders should ONLY be used where other equipment offering a higher level of fall protection (according to the hierarchy of means of access) is not available for use, or an existing quayside feature prevents its use, and cannot be altered. Portable ladders should only be used as a means of access where it is deemed a low risk and short duration task, and they can be used safely e.g. where the ladder will be level and stable and, where it is reasonably practicable, the ladder can be secured. Any portable ladder used for quayside access should be fit for purpose and inspected prior to use by the operator of the fishing vessel or small craft.
- 10.3 Care should be taken by the operator when securing a ladder, particularly at the upper end where the means of doing so should prevent lateral movement, but not prevent vertical changes in height. Such changes in height may be due to tidal change or the rise and fall of the vessel/craft in the water and cannot be prevented. Preventing this vertical movement may put physical strain on or cause damage to a portable ladder.
- 10.4 Further references for ladder safety include:
- HSE Ladders web page:
www.hse.gov.uk/work-at-height/using-ladders-safely
 - INDG402 Safe use of ladders and stepladders:
An employers' guide: www.hse.gov.uk/pubns/indg402
 - INDG Top tips for ladder and step ladder safety: www.hse.gov.uk/pubns/indg405
 - Code of Safe Working Practices for Merchant Seafarers – annex 17.2:
www.gov.uk/government/publications/code-of-safe-working-practices-for-merchant-seafarers

11 MAINTENANCE AND HOUSEKEEPING

- 11.1 There is a duty on the provider to ensure that means of access are suitable and fit for purpose. Means of access should form part of the planned inspection and maintenance schedule.
- 11.2 So far as reasonably practicable, any means of access should be kept free of snow, ice, grease or any other substance likely to make a handhold or foothold insecure or cause a slipping hazard.
- 11.3 Ways to reduce slip and trip risks may include:
- Good housekeeping: encourage a 'see it, sort it' culture and appropriate monitoring and reporting systems. Report and follow up where a work area has been left untidy. Parts of port

premises which have been used for working vessels and small craft should be cleared of loose material at appropriate intervals

- Specifying appropriate flooring/surfaces. Slopes and ramps should have a suitable surface which should where necessary be ribbed or coated so as to be slip-resistant.
- Where surfaces become slippery, for example through regular tidal cover, they should be kept as slip-resistant as reasonably practicable. Consider the use of anti-fouling and anti-slip agents.
- Maintaining floors, steps and walkways in a good condition
- Promptly clearing up spillages, and removing trip hazards
- Maintaining machinery so as to prevent spillages, e.g. oil getting onto the floor
- Maintaining and clearing drainage channels etc. on decks and gangways
- Temporarily suspending some activities in adverse weather
- Wearing appropriate footwear

12 DESIGN AND STANDARDS

- 12.1 Where an organisation has a duty to maintain, operate or test port infrastructure or equipment, they should be aware of any standards, e.g. British Standards, which may apply.
- 12.2 Note however that standards are often designed for a specific context and may not be generally transferable directly to a port marine environment. For example, BS 4211 Specification for permanently fixed ladders references the use of a safety cage and fall arrest systems. These may not be practicable in a tidal environment.
- 12.3 The following British Standards may be helpful in providing additional material. British Standards are priced publications (www.bsigroup.com):
- BS 4211 "Specification for permanently fixed ladders covers: Ladders for permanent access to chimneys, other high structures, silos and bins
 - BS 6349 "Maritime works" (in several parts)
 - BS 2037 "Specification for portable aluminium ladders, steps, trestles and lightweight stagings"
 - BS EN 131 "Ladders"
- 12.4 New and newly refurbished docks should not increase the potential risk from access/egress by virtue of their design. Under the Construction (Design and Management) Regulations, Designers of a project have specific responsibilities on with regard to safe design. These include:
- eliminating foreseeable health and safety risks to anyone affected by the project (if possible)
 - taking steps to reduce or control any risks that cannot be eliminated

See HSE The Construction (Design and Management) Regulations:
www.hse.gov.uk/construction/cdm/2015/index.htm



12.5 When designing refurbishments or new quaysides:

- assess the access requirements of fishing vessels and small craft likely to use the facility
- use the means of access hierarchy in this document and consider whether access can and should consist of walkways, pontoons and other similar equipment, rather than quayside ladders. Pontoons are an effective way of dealing with tidal range and can reduce many of the hazards associated with quayside ladders

where there is no alternative but access by ladder, the ladder should be purposely designed with this in mind, including consideration of good ergonomic principles

13 OTHER ACCESS

13.1 ACCOMMODATION LADDERS

Fishing vessels and small craft are unlikely to have accommodation ladders. However, it is possible that a ships' accommodation ladder could be used as part of access to a smaller vessel/small craft. In such circumstances, it should be set in a safe position with safety nets deployed.

For further guidance on the use of accommodation ladders please see *[SiP014 Safe Access and egress](#)*.

13.2 VESSELS/SMALL CRAFT ON MOORINGS

Where fishing vessels or small craft are afloat at a mooring it may be necessary to climb aboard from a tender. The operator of the fishing vessel or small craft should take measures to minimise movement between the tender and the vessel being boarded whilst transfer takes place.

13.3 Where access to the port from a moored fishing vessel or small craft is by tender, the user should consider the suitability of the tender for the length of transfer and/or prevailing conditions.

RELEVANT LEGISLATION AND GUIDANCE

Relevant legislation and guidance include:

- Code of Practice for the Construction and Safe Operation of Fishing Vessels of 24 metres Registered Length and Over, Merchant Shipping Notice MSN 1873(F):
www.gov.uk/guidance/fishing-vessels-standards-for-construction-and-maintenance
- Code of Practice for the Safety of Small Fishing Vessels incorporated in Merchant Shipping Notice MSN 1871(F):
www.gov.uk/government/publications/msn-1813-code-of-practice-safety-of-small-fishing-vessels
- Code of Safe Working Practice for the Construction and Use of 15 metre (LOA) to less than 24 metre (L) Fishing Vessels, Merchant Shipping Notice MSN 1872(F):
www.gov.uk/government/publications/msn-1770-15-to-24-metre-fishing-vessels-construction-and-use
- Code of Safe Working Practices for Merchant Seafarers – annex 17.2:
www.gov.uk/government/publications/code-of-safe-working-practices-for-merchant-seafarers
- Fishing Vessel (Codes of Practice) Regulations Health and Safety at Work etc. Act 1974:
www.legislation.gov.uk/ukpga/1974/37
- HSE Ladders web page: www.hse.gov.uk/work-at-height/using-ladders-safely.htm
- INDG402 Safe use of ladders and stepladders - An employers' guide:
www.hse.gov.uk/pubns/indg402.pdf
- INDG Top tips for ladder and step ladder safety: www.hse.gov.uk/pubns/indg405.pdf
- International Labour Organization's (ILO) Code of Practice on Safety and Health in Ports (ILO 152):
www.ilo.org/safework/info/standards-and-instruments/codes/WCMS_107615/lang--en/index.htm
- Loading and Unloading of Fishing Vessels Regulations 1988:
www.hse.gov.uk/pubns/books/hsr28.htm
- Management of Health and Safety at Work HSE web site:
www.hse.gov.uk/managing/index.htm
- Management of Health and Safety at Work Regulations 1999:
www.hse.gov.uk/pubns/books/l21.htm
- Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 (as amended):
www.legislation.gov.uk/uksi/1997/2962/regulation/7/made
- Merchant Shipping and Fishing Vessel (Provision and Use of Work Equipment) Regulations 2006 (PUWER):
www.gov.uk/government/publications/guidance-applying-vessel-equipment-regulations-loler-and-puwer
- Provision and Use of Work Equipment Regulations (PUWER) 1998:

www.hse.gov.uk/pubns/priced/l22

- Small Craft Codes - MCA codes including:
 - Workboat Code Industry Working Group Technical Standard 2014
 - Code of practice for the safety of small workboats and pilot boats (brown)
 - Code of practice for the safety of small commercial motor vessels (yellow)
 - Code of practice for the safety of small commercial sailing vessels (blue)
 - Code of practice for the safety of small vessels in commercial use for sport or pleasure operating from a nominated departure point (NDP) (red)
 - Small Passenger Craft High Speed Experience Rides Guidance
 - MGN 280 (M) Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards:
www.gov.uk/government/publications/small-craft-codes
- Work at Height Regulations 2005: www.hse.gov.uk/work-at-height/the-law.htm
- Workboat Code: www.gov.uk/government/publications/workboat-code



Raising Standards in UK Ports

FURTHER INFORMATION

For further information, please contact:

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