

Safety in Ports Guidance

SiP019: Guidance on Fishing Vessels



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1. Disclaimer

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External links are provided to enhance information, but Port Skills and Safety Ltd (PSS) does not guarantee the accuracy of any external links.

Regulations in this document are referred to by title but not year, as they may have been amended post publication. The reader should always seek the current version.

Following this guidance is not a legal requirement, however, by following the guidance, users may ordinarily expect to be doing enough to comply with the law. HSE and other government-appointed inspectors who seek to secure compliance with the law and may refer to this guidance in their investigations.

This document provides guidance only and due care and attention must be given to any operation being conducted.

This guidance contains lists of considerations that may mitigate the risks highlighted. These lists are not exhaustive and not all items listed may be relevant. All risks must be individually assessed and actions implemented in the context of the individual activity and relevant risk assessment.

The Safety in Ports Guidance is made available to all interested parties for the general improvement of safety in ports. However, members of PSS will find supplementary resources in the members section of the website.

2. Introduction

This guidance covers the activities of fishing vessels and the handling of fish, shellfish, crustaceans, cephalopods, etc, as cargo whilst in port, including river, estuarine and open beach facilities. [SiP000 Regulatory Framework](#) sets out the overarching principles, approach, and structure that underpin all PSS guidance and should therefore, be treated as the introduction for all PSS guidance, and it is recommended that it is read first to provide the necessary context for the material that follows.

This document is aimed primarily at ports, harbours and quays where fish is landed. It is intended to highlight the risks and mitigations that may arise when fishing vessels are alongside. Therefore, others involved in the landing, supplying and maintenance of fishing vessels may also benefit from its recommendations.

It highlights that ports have a responsibility to all port users and aims to help reduce the incidence of injuries and fatalities in ports and facilities where fishing vessels are handled.

The guidance provided here is specific to the handling of seafood products and fishing vessels, and whilst it references legislative requirements the overall application of such legislative expectations is provided within SiP000. Note that legislation and regulation may vary between the devolved nations of the UK. Care should be taken to ensure that all relevant and applicable legislation is followed.

It should be used in conjunction with SiP000: Regulatory framework, SiP002: General cargo, and SiP021: Safe access to fishing vessels and small craft in ports, for issues relating to access and egress.

The [Safety in Ports Guidance](#) is made available to all interested parties for the general improvement of safety in ports. However, members of PSS will find additional resources (including video demonstrations, easy reference guides and additional best practice examples) on the members section of the website.

3. Seafood cargo

Seafood cargo refers to all non-mammalian creatures that are wild-caught or farmed in open waters, such as seas, oceans, sea lochs, rivers and estuaries. These may be whole, processed or live, and to be sold commercially.

'Seafood' products may include:

- Round fish
- Flat fish
- Prawns or Shrimp
- Crab
- Lobster
- Scallops
- Mussels
- Squid
- Octopus

Seafood may be landed in baskets, crates, boxes, bins, bags, pallets or by being pumped ashore. Seafood may be live, chilled or frozen. Cargo may be transferred to storage or processing facilities on the port estate, moved directly to an adjacent fish market, or loaded straight to vehicles for onward transportation to customers or off-site storage.

Handling and transfer arrangements for the cargo will be dependent upon species, quantity, vessel size and type, and port facilities.

4. General Hazards

Ports should be aware of the general hazards associated with landing seafood, fishing gear and equipment, and the loading of provisions and equipment, in order to support the prevention and mitigation of such risks wherever possible:

- Poor strop and rope conditions on boxed and palletised cargoes.
- Incorrect or outdated sling certificates (where applicable).
- Being struck by work equipment involved in operations such as lifting and moving cargo or by moving vehicles.
- Being struck by falling objects such as boxes or the catch itself.
- Airborne matter such as fish scales or slime.
- Slips, trips or falls while working on surfaces which may be uneven, unstable or slippery due to the presence of substances such as fish guts, slime, oils, ice, water, ropes and warps.
- Falls from height where quaysides and deck heights are significantly different.
- Being crushed against a fixed object such as a ship's winch or net drum, gantry or bulwark, by machinery, fishing gear or warps, etc.
- Stability affected by the changing trim of the vessel.
- Heeling or listing.
- Changes to freeboard.
- Tidal range affecting height to quayside.
- Open water submersion and cold-water shock.
- Cold from the fish room, chiller or freezer etc.
- Shifting gear as vessel rolls or trim changes, e.g. trawl doors, trawl beams, stacks of pots or creels.
- Access and egress, to and from deck and fish room (see SiP 021: Safe access to fishing vessels and small craft).
- Oxygen deficiency in enclosed spaces (see SiP 015: Confined spaces in ports).

There are many operations that fishing vessels may need to carry out whilst in-port; one of the most common, and potentially hazardous, is lifting. Lifting of cargo, machinery, stores, spares, etc. which carry significant risk, including:

- Loose items (falling objects).
- Imbalanced loads.
- Overloading of equipment.
- Wind interaction.
- Condition of any straps, strop, ropes, etc.
- Changing heights between deck and quayside.
- Changes in vessel trim, angle of heel, rolling, pitching, etc.
- Effects of weather on working surfaces (rain, snow, ice, etc).
- Effects of light (see SiP 009: Lighting).

When lifting operations are taking place, the following precautions should be observed:

- All lifting equipment is in good condition, fit for purpose and suitable for the task.
- Adherence to all applicable [LOLER](#) and [PUWER](#) regulations (see SiP 002: General cargo).
- Cargo is slung properly and is safe to lift.
- Slings or straps have a CE or UKCA mark where appropriate and markings match those on the certificates.
- No loose or hanging lifting equipment that may snag on hatchways or deck fittings.
- No one stands under suspended loads and keeps clear of the working area, obstructions, pedestrians, and vehicles.
- All lifting apparatus is operated within its certified Safe Working Load (SWL).
- Operatives have been trained, provided with relevant information, certificated and can demonstrate competence in the use of the equipment being used.
- Lifting equipment is properly maintained and in good working order.
- Appropriate PPE is worn as determined by vessel risk assessment and relevant port requirements (hard hat, Hi-Viz clothing, gloves, safety shoes or boots, safety glasses, hearing protection).

Ports should have a suitable Safety Management System in place, covering the unloading and provisioning of fishing vessels.

Additional or dynamic risk assessments may be required during discharge for hazards such as damaged or shifted cargo, changes of lifting equipment, deterioration of weather or lighting conditions, or any other previously unseen conditions.

Refer to SiP002: General cargo for information on general risks associated with handling cargo.

5. Berthing and Mooring

Adequate berthing arrangements should be made for all arrivals. Ports may wish to consider pre-arrival notifications and dedicated berths. Instructions and directions of the Harbour Master or Berthing Master should always be followed (see [SiP 005: Guidance on Mooring Operations](#)).

Specific hazards associated with berthing and mooring fishing vessels include:

- Falls from height.
- Slips, trips and falls.
- Unclear communication.
- Impact from throwing lines.
- Entanglement, entrapment or crush injuries.
- Slack lines becoming taut with little or no warning.
- Parting ropes or wires.
- Cuts and lacerations.
- Water borne diseases.
- Open water, hypothermia, drowning.

The following measures may assist in controlling these hazards:

- Wear appropriate Personal Protective Equipment (PPE) including a minimum of:
 - Hard hat.
 - High visibility clothing.
 - Personal Floatation Device (PFD).
 - Gloves.
 - Safety boots.
- The maintenance of clear communications between all those involved in the operation.
- Adequate lighting (see SiP 009: Lighting).
- An emergency action plan in case of immersion in water with all port users aware their responsibilities.
- Clear guidance for port users who may feel unwell and how to seek medical assistance.

All port users should be directed to remain aware of their surroundings at all times and avoid unnecessary distractions. Wherever practical, lone working should be discouraged. Where it is unavoidable, clear lines of communication with port staff or other emergency contact should be established and maintained.

6. Access and Egress Arrangements

Port should provide suitable access and egress arrangements for fishing vessels. Such arrangements will vary depending upon the type of port and berth used. Variations may include quayside ladders, gangways, pontoons, portable steps, or ladders. Tying-up vessels alongside each other should only be considered if unavoidable. More information can be found in [SiP021: Guidance on Safe Access to Fishing Vessels and Small Craft](#).

Specific hazards associated with access and egress for fishing vessels include, but are not limited to:

- Open water.
- Tidal range.
- Lighting.
- Slips, trips and falls.
- Impairment through drug or alcohol use.
- Public access.

The following measures may assist in controlling these hazards:

- Ensure that suitable lighting is provided.
- Ensure vessels are securely moored.
- Provide handrails and guard rails wherever possible.
- Access should be to a part of the vessel that does not emerge into an active working area or onto whalebacks, machinery, tanks, etc.
- All equipment is in good condition, properly rigged and secured.
- Fixed quayside ladders are only be used where other methods of access and egress are unavailable or impractical.
- Suitable footwear is worn at all times.
- Compliance with port and harbour drug and alcohol policies.
- Public access is prevented or restricted wherever possible.

7. Communication

Communication is vital to maintain the safety of the vessel, crew, port operatives and others who may be involved in vessel operations.

Ports should consider the allocation of one or more 'working channels' for VHF radio communication with vessels. These should be clearly communicated to all users and kept free of unnecessary chatter.

Verbal communication should be clear, unambiguous and direct. Some port users may not have English as their first language, and ports should endeavour to ensure that any instructions are explicit and have been fully understood.

Where there is significant background noise, consider the use of recognised hand signals to aid communication. These should be standardised and understood by all parties. Hand signals may also be of use where multiple nationalities are working alongside each other if speed and clarity of communication is critical for safety.

Specific hazards associated with communications include:

- Varying levels of mobile phone and VHF coverage within ports and in different port areas.
- Inadequate monitoring of calling and working VHF channels.
- Lack of clarity of instructions and intentions.
- Low levels of English comprehension.

The following measures may assist in controlling these hazards:

- Radios should be maintained and handheld radios should be kept charged and ready for use.
- Radio communications should use language that is clearly and unequivocally understood by both parties.
- Important telephone numbers should be displayed and made available to all relevant stakeholders.
- Hand signals should be consistent, agreed in advance and understood by all involved.

8. Boxes

Live or chilled fish and shellfish may be sorted and landed in boxes, usually made of plastic. They are generally uniform, with standardised dimensions. Boxes may be unloaded singly or stacked and unloaded in multiples.

Ropes or strops with hooks or specially designed attachments, fit into recesses in the ends of the boxes. When lifting multiple boxes, the ropes or strops may be passed through the handles of the boxes above, to aid load security. Boxes are generally designed to be stacked and should therefore be oriented so that any locking tabs or lugs are securely located in the base of the box above.

Specific hazards associated with discharging fish in boxes include:

- Swinging loads.
- Loose or overfilled loads.
- Slippery surfaces from waste matter.
- Frayed or worn straps and ropes.
- Broken or unsuitable boxes.

The following measures may assist in controlling these hazards:

- Hooks or brackets are properly and fully engaged in the correct lifting points.
- Ropes or straps that are pulled taut on the box at the top of a stack, are placed securely inboard on the box so to avoid slippage.
- Boxes are not filled beyond level (including any ice).
- Stacks of boxes are stable, with heavier boxes placed at the bottom of the stack.
- Lifts are conducted at the lowest height practicable.

For more information on using slings or straps, see [SiP002 Guidance on General Cargo](#).

9. Pallets

Larger vessels may freeze their catch into 'blocks' onboard, package it in cartons and discharge it on pallets. Blocks may be palletised during the voyage, using pallets provided by the vessel, or palletised during discharge, using pallets from ashore. In either case, pallets should be in good and unbroken condition, and suitable for the weight imposed upon them and the lifting method employed.

Very large fishing vessels that palletise their catch, may have their own lift-trucks on board. These should only be operated by suitably trained, qualified and competent operatives.

Specific hazards associated with discharging frozen palletised fish include:

- Insecure loads.
- Low friction between stacked blocks.
- Overloading of pallets.
- Use of unsuitable pallets.
- Cold temperatures (in fish room.)
- Manual handling injuries.
- Moving vehicles.

The following measures may assist in controlling these hazards:

- Blocks should not overhang the pallet.
- Palletised loads should be stretch-wrapped prior to lifting.
- Pallets should be suitable for the task, free of defects, and rated to at least the weight being lifted.
- Suitable PPE should be worn when entering cold rooms.
- Lift-truck drivers are trained, qualified and competent.

10. Pumped fish

Pelagic fish, such as mackerel and herring, may be pumped ashore from refrigerated seawater (RSW) tanks, using specially designed fish pumps. Farmed fish, such as salmon, may be pumped ashore from Well Boats, using specially designed fish pumps.

Pumps may be shipboard, submersible types, or vehicle-mounted shore-side pumps. For submersible pumps, additional care should be taken in adverse weather as the pump head is heavy and can swing if the vessel rolls or heels.

Pumps and pumping equipment should only be operated by suitably trained and competent operatives.

Care should be taken to ensure that any loose items are kept away from the pump head.

Specific hazards associated with discharging fish using a fish pump include:

- Swinging loads.
- Variations in deck-to-quay access levels during unloading.
- Changes in vessel trim or angle of heel.
- Noise.
- Vehicle movements on the quayside.

The following measures may assist in controlling these hazards:

- Where noise is likely to hinder communication, suitable hand signals are agreed and used.
- A noise assessment is undertaken and appropriate PPE recommended.
- All port users are made aware of overhead loads and observe appropriate measures.
- Any loose items are kept away from the pump head.
- Pumps are only operated by suitably trained and competent operatives.
- A segregated area is marked for pedestrians and vehicles on the quayside.

11. Tubs, bins and palletainers

Tubs, bins or 'palletainers' are large plastic containers designed to hold up to around one tonne of fresh seafood. They usually have lifting points at each top corner and may have fork pockets in the base. They are designed to stack on top of each other without crushing their contents.

Tubs, bins or palletainers may be unloaded using cranes, derricks, or lift trucks (FLT) on very large vessels. Tubs may also be moved onwards to fish markets in trucks, semi-trailers or containers.

Specific hazards associated with discharging fish in tubs, bins or palletainers include:

- Swinging loads.
- Loose or overfilled loads.
- Slippery surfaces from waste matter.
- Discharge of melt water.
- Frayed or worn straps and ropes.
- Moving vehicles, especially lift-trucks.
- 'Live Loads' where cargo within the container may move, changing its centre of gravity.

The following measures may assist in controlling these hazards:

- Hooks or brackets are properly and fully engaged in the correct lifting points.
- Tubs are not filled beyond level (including any ice).
- Stacked tubs are stable, with feet securely locked onto the tub below – heavier tubs should be placed at the bottom of the stack.
- Tubs are stacked in accordance with manufacturer's recommendations and maximum loading weights, where available.
- Lifts are conducted at the lowest height practicable.
- Lift truck drivers are trained, certified and competent.
- Working areas are tidy and free of obstructions, pedestrians and vehicles.

12. Loading to hauliers

Where seafood cargoes are not transported directly from vessel to factory or chiller, they may be loaded onto vehicles on the quayside. This may involve a single vehicle or multiple units, depending on the volume of cargo. Ports with on-site fish markets, will generally involve multiple vehicles.

Where vehicles are marshalled for collections from fish markets, designated parking and loading areas should be provided. These areas should allow port estate roads to be kept clear, maintaining the free flow of non-market traffic. See [SiP001 Guidance on Workplace Transport, Port and Terminal Planning](#).

Waiting and loading areas should not block essential services or access. Where loading docks or ramps are used, ports may control measures may be needed to eliminate the possibility of vehicles moving during the loading process. Drivers and port operatives should wear appropriate PPE at all times.

Specific hazards associated with loading to hauliers include:

- Congestion in loading areas.
- Obstruction of roadways and walkways.
- Moving vehicles and plant.
- Crush injuries.
- Slippery surfaces.
- Exhaust emissions.
- Struck by moving vehicles.

The following measures may assist in controlling these hazards:

- Ensure that all lift-truck drivers are adequately trained, qualified and competent (see approved code of practice and guidance, [L117: Rider-operated lift trucks – Operator training and safe use](#))
- Ensure that plant and lift trucks are suitable for the task and maintained.
- Create an effective traffic management system, including specific marshalling and loading areas.
- Provide clear markings and signage in designated areas.
- All operatives and drivers should wear appropriate PPE.
- Ensure that vehicle engines are not idling for long periods of time.

13. Fishing Gear

Fishing gear varies and is dependent upon the species being targeted. It can be classified as either 'static' or 'dynamic / mobile'. Static gear may be considered 'passive' and relies upon fish or shellfish being snared or trapped (e.g. pots, creels, drift nets, long-lines and fyke nets). Dynamic / mobile fishing gear relies on external input from the fishing vessel and crew, to capture the target species (e.g. trawl nets - demersal and pelagic, purse seine nets, beam trawls, scallop dredges and jigs).

Fishing gear may still have to be handled in-port, for maintenance, repair, storage, changing of equipment, or to allow access to walkways, hatches, and chutes, etc. Both static and dynamic / mobile fishing gear can present hazards in such cases.

Specific hazards associated with handling commercial fishing gear in port include:

- Shifting on deck resulting in vessel instability.
- Shifting on deck resulting in crush or entrapment injuries.
- Lifting hazards.
- Quayside obstructions and blind spots.
- Environmental hazards.
- Manual handling injuries.

The following measures may assist in controlling these hazards:

- All gear stowed aboard is lashed and secured.
- Gear on the quayside does not cause obstructions to working areas, vehicles or pedestrians, and should not hinder vision.
- Stored gear is stable, does not cause an obstruction or prevent the use of any essential facilities or services and does not overhang or protrude into walkways, accessways or working areas.
- Gear on the quayside is stored in a stable and secure manner.
- All port users maintain awareness of overhead loads or obstructions.
- Lifting equipment is certified and fit for purpose.
- Equipment stored on the quayside is clean and free of contaminants.

14. Re-supplying and loading

Before heading back to the fishing grounds, fishing vessels will need to be re-supplied with stores, fuel and water, and potentially ice, spares, and other items. This will necessitate the movement of vehicles on and around the quayside, which should be carefully managed to minimise risk to all port users. Pedestrian interest may also increase during these times.

Specific hazards associated with re-supplying and loading include:

- Considerable pedestrian and vehicle activity (often including FLTs).
- Lifting activities.
- Hazardous substances (fuel oil, chemicals, paint, etc).
- Use of shore power supply.

The following measures may assist in controlling these hazards:

- Quaysides should be clearly marked, with vehicle and pedestrian areas distinctly segregated, so far as is reasonably practical.
- Appropriate PPE should be worn, with a minimum requirement of hi vis clothing.
- Ports should inspect lifting equipment to ensure it is suitable for use, kept in good condition and checked before use.
- Refuelling operations should not be permitted where hot work is in progress.
- Working areas be kept free of pedestrian and vehicular traffic.
- Shore power users must be given clear instructions on its safe use.

15. Maintenance and Repairs

Fishing vessels are worked hard and as a result, will inevitably require repairs and maintenance whilst in port. This can range from simple painting jobs to full engine or machinery replacement and dry-docking. Necessary precautions will be dependent on the type of work that is being undertaken.

Specific hazards associated with maintenance and repairs include:

- Increased pedestrian and vehicle activity.
- Quayside congestion.
- Lifting operations.
- Hot work.
- Noxious or flammable substances.
- Working at height.
- Enclosed spaces.
- Open water.
- Fuel and oil spills.

The following measures may assist in controlling these hazards:

- All work should be properly planned and contractors used for such work should be competent in the tasks they are appointed to carry out.
- A register of approved contractors should be maintained which includes contractors' public liability insurance, port induction, issuance of relevant instructions and permits, and relevant regulations.
- A record of work being undertaken should be kept which includes location, estimated duration, contractor details, and progress.
- Any work should be planned such that conflicting activities are not undertaken simultaneously in close proximity, for example welding and painting.
- Spills should be reported without delay to ensure prompt clean up.

The above issues may be covered by effective use of a 'permit to work' system.

16. Oxygen Depletion and Gas

Seafood cargoes can cause a reduction in oxygen levels in enclosed spaces and care should be exercised if it is necessary to enter the enclosed spaces. Some areas may be classed as confined spaces such as chain lockers, steering gear, bilges and void spaces. See also [SiP015 Guidance on Confined Spaces in Ports](#) and [confined spaces regulations](#).

Common risks include compartments that are prone to rusting or fouling, and in extreme cases through natural decay. Where cargo is frozen or refrigerated onboard, contact with refrigerants can cause burns, respiratory irritation, unconsciousness and asphyxiation. Depending upon the age and origin of the vessel or equipment, brine, ammonia, liquid nitrogen or refrigerant gas may be used.

Dangers associated with oxygen depletion or gas include:

- Confusion and disorientation.
- Nausea.
- Asphyxiation.
- Respiratory failure.

The following measures may assist in controlling these hazards:

- Ensure all operatives are provided with adequate information on confined space hazards, including the risks of limited access, poor ventilation, and hazardous atmospheres, and that they understand the controls required to prevent unauthorised entry.
- Advise that vessels carry gas and oxygen monitors and detectors.
- Alert operatives of the dangers associated with entering enclosed spaces without performing the relevant checks and the use of breathing apparatus.
- Confirm that operatives have undertaken suitable training and the correct equipment has been provided.
- Advise vessels to maintain constant and reliable communication with persons outside of the compartment.
- Ensure entry into enclosed spaces is controlled, approved, recorded and monitored.

17. General Port and quayside access

Fishing vessels will often require quick turnarounds, day or night, especially when the fishing is 'good'. This can mean that activity on and around the vessel can be very intense, with many movements in a short space of time. Such activity can lead to foreseeable risks involving moving vehicles, obstructions and pedestrians.

Where access to the port or harbour is not restricted, it is not unusual to find members of the public on the port estate. This is especially prevalent where ports and harbours are in tourist areas or have retail or trade outlets on-site. See also [SiP001 Guidance on Workplace Transport, Port and Terminal Planning](#) and [SiP014 Guidance on Safe Access and Egress](#).

Specific hazards associated with port and quayside access include:

- Moving vehicles.
- Pedestrians.
- General public.
- Parking.

The following measures may assist in controlling these hazards:

- Create and enforce a traffic management plan, including parking areas.
- Where reasonably practical, mark and maintain pedestrian walkways.
- Ensure that all signage and markings are clean, unambiguous and clearly visible.

18. Public access

Many ports and harbours that handle fishing vessels, will be open to the public, particularly trust ports and local authority-owned ports. The public may need access for marina and leisure facilities, or the harbour itself may be a tourist attraction. These issues can be challenging to manage and require careful consideration.

Specific hazards associated with public access include:

- Large numbers of unsupervised persons on site.
- Increase in vehicular traffic, with limited pedestrian and vehicle segregation.
- Lack of awareness of port operations and activities.
- Open water.
- Collisions with moving vehicles.
- Congestion and obstruction of working areas.
- Anti-social behaviour.
- Worn or inadequate markings and signage.

The following measures may assist in controlling these hazards:

- Separation of pedestrians and vehicles.
- Designated parking areas.
- Clear and accurate signage, road, and pathway markings.
- Appropriate railings and fencing.
- Provision and maintenance of life saving equipment.
- Displaying of emergency contact information.

19. Training and fitness for work

The discharging of seafood cargoes, loading of stores and equipment and handling of fishing gear, is usually undertaken by the fishing vessel crew. It is the responsibility of the vessel owner or operator to ensure that all crew are suitable trained in such activities.

Where port operators or contractors are required to undertake or support discharging work, appropriate training must be provided. This will generally involve operating shore-side equipment such as cranes, derricks, lift-trucks, and pressure washers, etc. Signage and warnings for port equipment should be displayed, clearly visible and maintained.

A record of port operative training should be kept, with training refreshed at agreed intervals and updated to ensure competency is maintained. Vessel managers should also be requested to keep records of crew training and competence.

Whilst the general health and fitness of ships' crews is not the responsibility of the port, operators should be aware that fishing vessel crew members may continue to work even when fatigued, ill or suffering from injury. This can result in them working in a state that may leave themselves and others, more vulnerable than normal to risk.

Ports are recommended to take action to remove or restrict the activity of anyone displaying signs of fatigue or injury and at increased risk of causing harm considered to themselves or others, whilst working within the port estate.

Where individuals are observed to be impaired through drugs or alcohol, ports should endeavour to remove them from the port estate. Police assistance should be sought where necessary.

Specific concerns associated with fitness for work include:

- Fatigue.
- Reduced mobility due to pre-existing condition.
- Impaired vision.
- Lack of awareness of operational procedures.
- Unfamiliarity with plant and machinery operation.
- Impairment through alcohol.
- Impairment through drugs (prescription or otherwise).

The following measures may assist in controlling these hazards:

- Remove any person from the port estate who is clearly impaired by drugs or alcohol.
- Recommend a move to more suitable duties for anyone with reduced mobility.
- Implement a training programme for port operatives, covering all relevant port operations, plant and machinery. Invite relevant vessel crew to take part.
- Establish a training register for port operatives and maintain training records.
- Promote workplace fitness and encourage non-conformity reporting.

20. Environmental Considerations

All activities carried out whilst in port, have the potential to affect the environment. This can be through normal working practices or from accidental and unplanned events.

- The storage of uncleaned fishing gear can attract vermin and pests including birds, rats, foxes, and mice.
- Packing and packaging materials such as paper, cardboard, plastic and polystyrene, can enter the water, clog drains and cause slips, trips and falls.
- Discarded or abandoned repair and maintenance materials can pose fire hazards and pollution hazards.
- Discharges of fuel, oils, fish waste, etc, can be very harmful to the environment.
- Runoff from quayside washing, can enter watercourses and harbours.

In addition, general working practices can cause pollution in the form of light, noise, dust and vibration.

Some of the most common specific environmental impacts can occur from:

- Discarded packing and packaging materials.
- Dropped cargo.
- Maintenance and repair operations.
- Discharges from the vessel.
- Quayside runoff.
- Noise.
- Work lights.
- Vibrations.
- Exhaust emissions.
- Fuel, engine oil, hydraulic spillages.

The following measures may assist in controlling these hazards:

- Suitable bins should be provided for waste materials, in easily accessible places.
- Good housekeeping practices should be employed, to monitor and identify harmful activities.
- Generators should not be left running unnecessarily.
- Works should be scheduled for daytime hours wherever possible.
- Working areas should be kept tidy with waste removed regularly during operations.
- Emergency contact numbers should be provided to all stakeholders.
- Spills should be reported without delay to ensure prompt clean up.
- Clearly identified and accessible spill and hazard kits should be available at all times.
- Chemicals, paints, lubricants, etc should be stored in accordance with COSHH regulations.

21. Appendix 1: Safety in Ports guidance

- [SiP000 Guidance framework](#)
- [SiP001 Port and terminal planning](#)
- [SiP002 General cargo](#)
- [SiP003 Container handling](#)
- [SiP004 Timber handling](#)
- [SiP005 Mooring operations](#)
- [SiP006 Transfer of bulk liquids & gases](#)
- [SiP007 Loading & unloading of dry bulk cargo](#)
- [SiP008 Storage of dry bulk cargo](#)
- [SiP009 Lighting](#)
- [SiP010 Sto-Ro & Ro-Ro operations](#)
- [SiP011 Sources of occupational health information](#)
- [SiP012 Ro-Ro passenger and cruise operations](#)
- [SiP013 Management of non-permanent employees](#)
- [SiP014 Safe access and egress](#)
- [SiP015 Confined spaces in ports](#)
- [SiP016 Emergency planning in ports](#)
- [SiP017 Guidance on fitness for work and health surveillance](#)
- [SiP018 Safety induction and training](#)
- [SiP020 Water safety](#)
- [SiP021 Access to small craft](#)
- [SiP022 Biomass](#)

22. Appendix 2: Other links referred to in this document

These links are provided in one place for ease of reference. Port Skills and Safety has no control over the content of external websites and the documents referred to may move or no longer be available from those organisations. Every effort has been made to ensure links are accurate and lead to general landing pages. Links are accurate at the time of publication.

The Provision and Use of Work Equipment Regulations 1998 (PUWER):

<https://www.legislation.gov.uk/ukxi/1998/2306/contents>

Lifting Operations and Lifting Equipment Regulations 1998 (LOLER):

<https://www.hse.gov.uk/work-equipment-machinery/loler.htm>

The Merchant Shipping and Fishing Vessels (Provision and Use of Work Equipment) Regulations 2006:

<https://www.legislation.gov.uk/ukxi/2006/2183/contents>

The Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006:

<https://www.legislation.gov.uk/ukxi/2006/2184/contents>

The Confined Spaces Regulations 1997

<https://www.legislation.gov.uk/ukxi/1997/1713>

Control of Substances Hazardous to Health Regulations (COSHH)

<https://www.hse.gov.uk/coshh/>

Rider-operated lift trucks - Operator training and safe use:

<https://www.fork-lift-training.co.uk/downloads/l117.pdf>

23. Appendix 3: Further information and guidance

These links are provided to enable members to find further information and are correct at the time of publication. Port Skills and Safety has no control over the content of external websites and the documents referred to may move or no longer be available from those organisations.

SiP019 compliance checklist and user guides (PSS members only).

The CE Marking Authority:

<https://www.cemarkingauthority.com/ce-directives/lifting-accessories>

Port and Marine Facilities Safety Code (pmsc):

<https://assets.publishing.service.gov.uk/media/67fd175bed87b81608546666/port-marine-safety-code.pdf>

PMSC Guide to Good Practice:

https://assets.publishing.service.gov.uk/media/6a2fdabcd95ffddb05d4b04a/A_Guide_to_Good_Practice_on_Port_and_Marine_Facilities.pdf

HSE Docks / Ports page:

<https://www.hse.gov.uk/pubns/dockindx.htm>

Safety in Docks – Approved Code of Practice (HSE):

<https://www.hse.gov.uk/pubns/books/l148.htm>

24. Appendix 4: Standards and abbreviations

The following standards and abbreviations are referenced in this document:

- Personal Protective Equipment (PPE).
- Personal Flotation Device (PFD).
- Refrigerated Seawater (RSW).
- Permit to Work (PtW).
- CE marking: A mandatory certification mark for certain products sold within the European Economic Area.
- UKCA marking - A mandatory product certification indicating that goods sold in Great Britain meet the necessary safety, health, and environmental standards.
- Safe Working Load (SWL) - The maximum weight a piece of lifting equipment can safely lift, suspend, or lower.