

PORT NOTICE

Safe Access Requirements for Vessels Berthed at Darwin Port Wharfs

PN/029

OPS-LEG-29

General Manager, Operations

PREFACE

This Port Notice is issued pursuant to Section 57 of the *Ports Management Act 2015 (NT)*.

SCOPE

This notice applies to all entities providing gangway facilities to all vessels berthed at Darwin Port wharfs.

DEFINITIONS

Term	Definition
Gangway	Certified equipment for means of access to and egress from vessels.
Responsible Parties	Master, stevedores, Darwin Port
Gangway Providers	Ships agent, stevedores,
Gangway supplier	Darwin Port

DIRECTION

Background

The Port of Darwin is subject to tidal ranges of more than seven metres. It is not always possible to provide a safe means of access between ship and shore with the use of the ship supplied accommodation ladder or brow during a ship's visit. Instead, Gangway Providers are available to supply land-based Gangways through the preferred stevedoring companies and the ship's agent. Darwin Port is the Gangway Supplier only and does not physically make the connection between ship and shore or maintain its condition during the ship's visit. These adjustments are made by the Gangway Providers and must be booked in with the respective Gangway Provider/ship's agent in advance of the gangway movement requirement to coincide with the tidal variation.

Gangway Requirements

The following Gangway requirements must be satisfied:

- Gangways must be frequently monitored and adjusted as required to ensure they do not become too steep and are firmly landed on the wharf deck. It is the ship's responsibility to monitor the condition of the Gangway;
- Gangway Providers must ensure adequate resources are provided to adjust gangways as required by the ship's Master;
- Gangways must not be used at an angle of inclination greater than 30 degrees from the horizontal, unless specifically designed and constructed for use at angles greater than these and marked as such;
- Ship accommodation ladders must not be used at angles greater than 55 degrees from the horizontal, unless specifically designed and constructed for use at angles greater than these and marked as such;
- Adequate lighting, lifebuoys and an installed safety net sufficient to prevent falls must be provided;
- Gangways must be certified by an approved engineer to Australian Standards and labelled accordingly; and
- Gangway movements and adjustments due to tidal variations at Darwin Port wharfs and the requirement to reposition for safe access and egress must be communicated between Master of the vessel, Ships Agent and Stevedores.

Responsible Parties Requirements

The Responsible Parties must ensure that safe access to and egress from the vessel is maintained and that access routes comply with the following requirements:

- sufficient strength to support the weight placed on it;
- clean and free of damage, degradation or wear that may affect its strength;
- secured to prevent accidental displacement;
- illuminated sufficiently for people to use it safely at night;
- kept clear of the path of cargo being loaded or unloaded from the vessel or adjacent vessels
- kept clean and free of any material that could make the vessel's use unsafe;
- properly rigged and adjusted to allow for any changes in tidal levels, the vessel's trim and freeboard;
- at an angle allowing safe access to and from the vessel;
- firmly landed and clear of the wharf's edge and other potential hazards.

A Gangway may be placed on a bulwark or side rail of a vessel only if the master of the vessel is satisfied that the bulwark or side rail is of sufficient strength to bear the weight of the gangway and persons using it.

A telescopic accommodation ladder may be used as a means of access to a vessel only if the master is satisfied that its sections are locked together to prevent unplanned length variations.

The master of a vessel must take reasonable and practical measures, including using safety netting, to protect persons from injury caused by falling from an accommodation ladder or a gangway on a vessel.

The master of a vessel must ensure that safety netting is provided along the length of the accommodation ladder or gangway to protect users from falling between the vessel and the quayside.

If the means of access to the vessel is provided by Gangway Supplier, the master of the vessel must ensure that any operational action necessary to ensure the safety of users is brought to the attention of:

- the Gangway Provider; and
- any person requiring access to or from the vessel.

If access is provided between 2 adjacent vessels moored in a side by side (double banked) configuration, the master of the vessel with the higher weather deck must ensure that the means of access between the vessels is safe.

The master of a vessel must ensure that the means of passage between the vessel's deck and the upper end of a Gangway resting on a bulwark or side rail of the vessel is a ladder consisting of a set of substantial steps (Bulwark Ladder), with handrails, allowing a person to safely ascend to or from the top of the bulwark or side-rail.

The master of a vessel may allow a cargo access ramp to be used as a means of access to and from the vessel in the following circumstances:

- a non-slip surface is provided and marked for pedestrian use;
- the sides of the ramp have guard rails or equivalent arrangements to prevent pedestrians from falling;
- either:
 - the pedestrian area is effectively and protectively separated from the vehicular area; or
 - pedestrians are permitted to use the ramp only when the ramp is not in use by vehicles.

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REVIEW STATEMENT

This Port Notice will be reviewed biennially by the Port Management Officer.

REFERENCE LEGISLATION

- AMSA Marine Notice 10/2021 Means of embarkation and disembarkation from ships in port.
- AMSA Marine Order 12 Construction — subdivision and stability, machinery and electrical installations Sub-section 24 Access to vessels in port — responsibilities of master

A handwritten signature in black ink, appearing to read 'Peter Dummett'.

PETER DUMMETT
Port Operator
Darwin Port
29 July 2024