

To,
Shipping Agents,
Adani Vizhinjam Port Private Limited.
Vizhinjam, Thiruvananthapuram, Kerala.

TRADE NOTICE NO : 05/2024

**GANGWAY AND PILOT LADDER SAFETY INSTRUCTIONS FOR VESSELS CALLING
AT VIZHINJAM INTERNATIONAL SEAPORT**

For attention of Vessel Masters and Crew calling AVPPL

To prevent hazardous situations while accessing vessel by gangway or by the pilot ladder for the means of embarking or disembarking to/from vessel at sea or at berth, safety precautions need to be taken by the vessel crew while rigging gangways or the pilot ladder to prevent injuries to the ship crew/ port personals/ port pilots, in view all Masters and crew are advised to comply with below: -

Providing safe access to a ship is an integral part of ensuring a safe working practices and maintaining safe environment on board, as required by SOLAS chapter V regulation 23 and MSC.1/Circ.1331 – Guidelines for the construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation- provides specific guidance for accommodation ladders and gangways required under SOLAS Regulation II-1/3-9.

Accordingly, below safety precautions points are minimum requirement to be complied by all vessels calling AVPPL:-

1. Vessel Master must comply with the safe rigging of Pilot Ladder as per the SOLAS Ch-V, Reg. 23 and IMO A.1045 (27) and intimate port control on the safe access for pilot boarding and disembarking.
2. Gangway shall be always manned by vessel crew with handheld walkie talkie or other suitable means of communication.
3. It will be responsibility of Master and his crew for Providing a safe means of access for embarking or disembarking from a ship.
4. The master is responsible for ensuring that a safe means of access is provided, even if the gangway is provided from the shore-side.
5. The Gangways shall be placed in position promptly after the ship has been secured and should remain in position for as long as the ship remains alongside.
6. It should be properly rigged, secured, deployed and safe to use.
7. Gangway and immediate approaches should be adequately illuminated.
8. Main Engines should not be tried out when shore gangway is placed with prior intimation to the "Vizhinjam Port Control" on VHF Ch-10.
9. Shall not allow the maximum SWL of the Gangway on which it can operate on the gangway at any given point of time.
10. It should be adjusted as necessary from time to time to maintain safe access.
11. A lifebuoy with a self-activating light and safety line attached to a quoit or similar device should be provided ready for use near gangway.

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During the rigging process, seafarers must maintain awareness of their safety and follow guidance for working at height by using suitable fall prevention devices and lifejackets. Any Non-compliance on this shall be treated as serious safety failure and immediately will be reported to concerned agencies for inspection.

Safety gangway nets should be rigged in a wraparound manner on gangway and to cover any gap from berth to vessel deck. In case of shore gangway, vessel Master to ensure gangway net is adequately rigged immediately after placement of shore gangway.

Vessel Gangways/ Portable MOT ladders etc shall be inspected and maintained as per MSC.1/Circ.1331-Guidelines for the construction, installation, maintenance, and inspection/survey of means of embarkation and disembarkation required under SOLAS Regulation II-1/3-9. Vessel may be required to submit latest test reports of gangway and associated winch and wire ropes in compliance with above.

For, Adani Vizhinjam Port Pvt Ltd.



Capt. Tushar Kinikar
Head Marine Services & PFSO
Adani Vizhinjam Port Pvt. Ltd.

CC: CEO Desk