



Container Deck Operations Vessel and Port Charter



This Charter outlines the safety commitments for visiting shipping lines and for UK ports to ensure the health and safety of all persons working on container deck operations.



Your ship becomes the designated workplace for stevedores as soon as they board.



We all have a legal and moral duty to protect the health and safety of our stevedores and crew while at work.



It is essential that working conditions on board each ship do not adversely impact the safety and health of personnel onboard.



By ensuring safe working conditions on your ship, we can significantly reduce the likelihood of injury and ill health during work activities.



By ensuring a safe working environment, we will commit to work your ship safely and efficiently, without incident.



We will report any issues promptly and work with you to implement timely solutions and corrective actions.



When your ship visits our ports, you must ensure there is a safe working environment for all personnel by following the key safety expectation described in this booklet.



By working together, we can make UK ports safer places for your crew and for our stevedores.

Thank you for your support and compliance with these key commitments to health and safety.

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Shipping Line Expectations



Stevedore/Port Commitments

Reporting of Vessel Defects and Action

- Commitment to resolve vessel issues identified at UK Ports and recorded in our UK Vessel Condition Monitoring systems.

- Report vessel and equipment defects promptly to Supervisors.
- Report defects in vessel condition monitoring system to be raised with Shipping Lines for corrective action.

Plan For Safe Loading or Discharge

- Plan to load or discharge the ship in a way that reduces safety and health risks to Stevedores.
- Planning should ensure different sized containers are loaded to suit the size of vessel and minimise risks to personnel during handling.
- Load designated areas of vessel with same size containers being unloaded. Avoids double handling of lashing gear, increases efficiency.
- All vessel crew are authorised (and expected) to interrupt any operation that appears to be unsafe.

- Ensure adequate resources to work each vessel safely and efficiently.
- Follow Vessel loading plan, unless this directly impacts safety of personnel.
- All Stevedores are authorised (and expected) to interrupt any operation that appears to be unsafe.
- Provide our Stevedores with all required Personal Protective Equipment to work safely.
- Minimum 2 box rule, lashers to spreader.
- Never walk under suspended loads.

Ensure Safe Access and Egress

- Properly rigged/netted gangways, 55° to horizontal. Safe Working Load visible.
- Non-slip, correctly maintained walkways and gantries, free from obstructions.
- Ensure good housekeeping on access routes and gantries, no trip/slip hazards.
- Only connect/disconnect reefer cables once lashing operations are complete.
- Lashing gantries setup to allow Stevedores to place lashing bars without standing on or leaning over or through handrails.

- Maintain 3-Point contact on ladders.
- Report all housekeeping issues to Vessel Master and crew or resolve issues, where safe to do so.
- Maintain good housekeeping during work.
- Ensure access ways are not blocked with equipment or create tripping or potential dropped object hazards during work.
- Stevedores must not stand on handrails and are discouraged from leaning over or through handrails, where possible.

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Stevedore/Port Commitments

Ensure Functioning Vessel Lighting

- Vessel lighting must be functional and maintained to enable Stevedores to move around the ship and lash safely.
- Report poor lighting and utilise alternative lighting (cranes) where available to enable safe work.

Mooring Line Safety

- Mooring lines to be tended to regularly to ensure vessel does not shift and impact the gantry/crane operator.
- Stay clear of tops of gangways and other potential mooring line snap back areas.
- Stay out of line of fire.

Secure Hatch Covers

- Hatch covers must be painted high visibility colours and maintained for ease of operation.
- Ladder access hatch covers must be free of loose equipment, closed and secured or barriers erected.
- Secure openings with safety chains or bars, where present, to prevent falls.
- Close ladder access hatch covers after use to secure openings or replace barriers as appropriate.
- Use safety chains or bars, where present, to prevent falls from height.
- Never work near open hatches or adjacent to an open hatch.

Use of Collective and Personal Fall Protection

- Protective handrails must be fitted on all walkways, lashing gantries and areas where there is a risk of falling.
- Handrail top must be solid; approximately 1100 mm high. Mid rail of handrails should preferably be solid. If constructed of wire, then these must be taught.
- Handrail toe boards must be fitted to minimise potential dropped objects.
- Vertical metal ladders must be properly maintained, free from grease/other contaminants, ideally with safety hoops.
- Test integrity and security of handrails by giving them a firm shake.
- Take personal fall protection equipment (FPE) to Quayside and inspect before use.
- Confirm FPE is certified, in good condition, without modifications and compatible components.
- Use FPE where there is a risk of a fall from height and no other fall protection exists.
- Use safety harness with 100% tie-off and attach to designated anchor points.

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Stevedore/Port Commitments

Safe Handling of Equipment

- Lashing gear must be properly maintained and lubricated (e.g. turnbuckles).
- Lashing gear must be free from damage to enable safe operation and handling.
- Twistlocks must be properly maintained, with suitable, freely operating toggles.

- Ensure twistlocks are secured during lifting so they don't fall.
- Secure tools/equipment using tethers or holsters to minimise dropped objects.
- Twistlock poles transported via Quay Crane, not Gangway.

Safe Storage of Equipment

- Designated stowage must be available to hold lashing gear for each deck.
- Keep walkways clear of gear until needed.
- Ensure accessible, nearby storage for hatch being lashed. Minimise need to manually handle gear long distances.

- Use lashing gear for designated decks. No manual handling of gear long distances.
- Ensure good housekeeping, keep walkways free of unused lashing gear and other equipment.
- Minimise potential dropped objects.

Lashing Inspection by Crew

- Allocate crew member to inspect lashing as completed to ensure suitability.
- Notify Port Management promptly where changes are required.

- Prompt resolution of lashing issues, as and when notified by Shipping Line.

Clear Communication Between Personnel

- Communicate loading/unloading expectations clearly to port and Stevedores.
- Communicate known issues or hazards clearly with Stevedores to ensure they are fully aware before work starts.

- Communicate issues or additional hazards clearly to Vessel Master and Crew.
- Where additional hazards exist, conduct dynamic risk assessments and mitigate.
- STOP work immediately where safety of personnel is at risk.