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## **SAFETY REGULATION**

Dear **ship's master, crew and shipping line,**

Health, Safety and Environment regulation has been established by PT. Terminal Petikemas Surabaya (TPS) and alignment with TPS policy for Health, Safety And Environment. The objective is to reduce the possibility of loss of life, prevent property & environment damage and generally provide a safe work place

Please ensure that these regulations are brought to the attention of all relevant person working on your vessel and ensure that they are understood.

Thanking you in advance for your attention and good cooperation.

Yours faithfully,

Operation manager

## **SAFETY REGULATION**

### **1. SAFETY AT THE BERTH**

- 1.1. Accommodation ladders (gangways) should remain hanging from the bridle and not be swung out over the wharf. This is to prevent impact between quay cranes and the accommodation ladder. Accommodation ladders should be continuously adjusted to cater for change of draft and tide.
- 1.2. Ensure that a Life-Buoy ring is provided by the accommodation ladder.
- 1.3. Ensure safety net is fitted to accommodation ladder and access.
- 1.4. Mooring lines should be kept tight to ensure that the vessel is alongside parallel to the wharf at all times. In vessels equipped with tension winches, these need to be adjusted to cater for prevailing weather conditions.
- 1.5. In the event that mooring lines have to be adjusted during container operations, the Berth Operation Superintendent is to be informed to ensure that crane operators are warned of potential change of position of vessel relative to wharf.
- 1.6. Ensure that rat-guards are maintained on all mooring lines.
- 1.7. Ensure vessel is ballasted to remain upright during container operations to prevent damage when quay crane are long traveling past accommodation and bridge wings.
- 1.8. Testing of engine is prohibited unless permission is granted from the Berth Operation Superintendent. Container operations are to cease on your own and the adjacent vessel to ensure risk of an accident is minimized during the testing of engines.
- 1.9. No hot work (welding, oxy-cutting etc) is to be carried out whilst alongside without permission of the Shift Manager.
- 1.10. Ship chandlers and other suppliers are not to obstruct container operation.
- 1.11. Smoking is prohibited in the terminal.
- 1.12. Do not dispose of garbage overboard and ensure that there is no oil spillage whilst alongside.

### **2. CARGO WORK**

- 2.1. Lashing gear must be stowed close to the working area.

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- 2.2. Chief officer is to inspect the lashing result based on the lashing arrangement prior to signing the lashing certificate.
- 2.3. A standard twistlock system must be used, i.e. no mix of left handlock/right handlock or mix of manual/auto twistlocks.
- 2.4. The lifting point of hatch cover must be clearly indicated and designed to be lifted by quay crane spreader
- 2.5. Always inform the ship foreman prior to moving shipboards cranes in order to prevent impact with quay crane and/or stevedoring labour.
- 2.6. Procedures for opening and closing hatch covers
  - 2.6.1. Pontoon type: It is the functions of ship's crew to undog hatch covers. The signalman should be informed when the hatch cover is ready for lifting.
  - 2.6.2. Hydraulic or Mcgregor type: It is the function of ship's crew to open and secure hatch covers. The signalman should be informed when this has been completed.
- 2.7. Cell guides must be maintained in good condition at all the times. Please pre-advise Berth Operation Superintendent of any damage.
- 2.8. Provide sufficient illumination of all working areas e.g. passage ways on deck, cargo hold, manholes etc
- 2.9. Maintain level vessel trim to avoid damage to cell guides, containers, quay cranes etc. and thereby assist in the achievement of efficient working.

### **3. PASSAGE WITHIN TERMINAL**

- 3.1. All crews are prohibited from walking or driving any vehicle on the quayside or container yard areas.
- 3.2. Outside passenger vehicles such as taxis, motorcycles etc. are not allowed to enter the container yard and or berth areas.
- 3.3. A terminal bus will pick up ship's crews at the terminal bus stop and drop them the terminal bus stop. Ship's crew may connect with taxis themselves, as indicated on the enclosed Bus stop location.
- 3.4. Outside passenger vehicle must drop ship's crew at terminal bus, then only the terminal bus can transfer ship's crews back to their vessel.

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### 4. Miscellaneous

#### 4.1. Shift manager

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Surabaya, October 01, 2002

Operation Director.

Ttd

Sean Barrett