ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-07 (16 July 2019)

Safe Access for Lashers

Lashers are often obliged to undertake gymnastic-like maneuvers in accessing a suitable place and position for carrying out their lashing/unlashing work. It's not unusual to see lashers hanging off the edges of walkways or standing on a guardrail in order to access a location wherein they may be able to effectively place or remove a lashing rod or gain some required leverage in tightening a turnbuckle. In doing so, they take on some unwanted (and dangerous) risks.

The International Maritime Organization (IMO), an agency of the United Nations, recognized those risks several years ago and in response provided some valuable direction to shipowners and ship designers that would serve to offset the inherent dangers that were presented.

MSC.1/Circular 1353/Revision 1 sets out **"Guidelines for the Preparation of Cargo Securing Manuals"** (all IMO registered container vessels must have a **CSM**). Here's a link to that guidance document: MSC.1/Circ.1353/Rev.1

The Circular's Chapter 5 is set out in this manner:

"Chapter 5 Cargo Safe Access Plan (CSAP)

5.1 Ships which are specifically designed and fitted for the purpose of carrying containers should be provided with a Cargo Safe Access Plan (CSAP) in order to demonstrate that personnel will have safe access for container securing operations. This plan should detail arrangements necessary for the conducting of cargo stowage and securing in a safe manner.

It should include the following for all areas to be worked by personnel:

***1**, Hand rails; **2**. Platforms; **3.** Walkways; **4**. Ladders; **5.** Access covers; **6.** Location of equipment storage facilities; **7.** Lighting fixtures; **8.** Container alignment on hatch covers/pedestals; **9.** Fittings for specialized containers, such as reefer plugs/receptacles; **10.** First aid stations and emergency access/egress; **11.** Gangways; and **12.** any other arrangements necessary for the provision of safe access."*

5.2 Guidelines for specific requirements are contained in Annex 14 of the CSS Code."

http://www.axelzone.ro/storage/ttm/_lessons/stowage%20&%20securing/CSS%20Code%202011.pdf

Stevedoring managers and foremen should become familiar with each visiting vessels' CSM; in particular the contents of the Cargo Safe Access Plan. Once familiar with that plan, they should ensure that all lashers are instructed accordingly and politely insist, to the extent necessary for the safety of lashing personnel, that the vessels' officers and crew give compliant meaning to the plan.

Got an OSH-related question? Write to the JSC at: blueoceana@optonline.net

Working Together For The Benefit Of All

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