

Marine Department Notice No. 137 of 2005

(Marine Industrial Safety)

Safety of Loading Containers onto Trailers by Derrick Lighters at Public Cargo Working Areas

There have been a number of reported incidents in recent years of container trailers being damaged while engaged in loading or unloading containers at public cargo working areas using the derrick cranes of lighters. In one case a truck driver sustained a minor injury to his forearm when the windscreen of the truck was smashed by a swinging container suspended from a barge derrick.

2. To avoid endangering the safety of container truck drivers, owners, masters, operators and persons in charge of locally licensed vessels and lighters are advised to request the truck driver to leave the driver's cabin and stay at a safe distance from the trailer before proceeding to load or unload container by the vessel's derrick. The derrick crane operator should operate the derrick boom carefully.

3. The person in charge of the container-handling operation should ensure that unless the derrick crane operator has an unrestricted view of the container at all time, the loading or unloading of containers should only be carried out when a signaller clearly visible to the crane operator is assigned to give hand signals during the operation. A suitable work platform should be made available for the safe access of the slinger to container top for engaging or disengaging cargo slings to corner fittings.

4. Good housekeeping and tidiness of the container yards at public cargo working areas are essential to allow safe access of vehicle and pedestrian traffic and avoid congestion of working areas at the seafront. A space at the waterfront should be designated as the loading/unloading bay for container trailers and a work platform should be provided permanently for container handling. Containers should not be stowed at such a position which would obscure the crane operator's view of the suspended container and trailer.

5. If a person in charge of works on a lighter carries out container handling in a condition or manner that does not provide adequately against

unnecessary risk of accident or bodily injury, he is liable to be prosecuted under Shipping and Port Control Ordinance, Cap 313 section 44(1).

6. The transportation and container handling industry is urged to observe the safety advice provided in this Notice and comply with the request for truck drivers to leave the driver's cabin and stay clear when their trailers are being loaded or unloaded at public cargo working areas.

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Director of Marine

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