



## Safe Workplaces

The Shipping and Port Control (Works) Regulation (Cap. 313X) and the Merchant Shipping (Local Vessels) (Works) Regulation (Cap. 548I) lay down requirement to warrant a safe working environment is provided for the persons working on board vessels. The safety requirement includes, but not limited to, provision of safety training to persons employed, works supervision and provision of a safe workplace.

A safe working environment on vessel is an essential element to keep the persons employed away from danger. In Part 2 of Cap. 313X and Cap. 548I, there are various sections (sections 4 to 17) stipulating the need and requirement of “Safe Means of Access and Safe Workplaces” on vessel while works is being carried out. Access includes access to vessel, cargo hold, workplace and any access used by the persons employed during work. The circumstances shown in “Annex I” demonstrate a safe working environment is delicate and can easily be impaired through people’s negligence and inadequate attention. It is the liability of the Person in Charge of Works (PIC) to ensure those situations would not occurred and a safe working environment is provided to the persons working on board. PIC has the meaning of:

- (a) the owner or master/coxswain or other persons having control over, a vessel on, to or by means of which any works are to be, or are being, carried out;
- (b) a principal contractor or sub-contractor, if any, who contracts to carry out, or who carries out, any works; or
- (c) any other person having for the time being the command or charge of any works being carried out on, to or by means of a vessel.

### Generally applicable legislation under Part 2 of Cap. 313X and Cap. 548I:

- i) Section 4 – “Safe means of access to vessels from land, etc.”
- ii) Section 5 – “Safe means of access to workplaces, etc.”
- iii) Section 6 – “Safe means of access when vessels alongside each other, etc.”
- iv) Section 7 – “Safe means of access to holds”
- v) Section 9 – “Lighting of workplaces, etc.”
- vi) Section 10 – “Ventilation and protection against fumes, etc.”

Marine Industrial Safety Section  
Marine Department, the Government of HKSAR  
April, 2019

## 安全工作地方



《船舶及港口管制(工程)規例》(第 313X 章)及《商船(本地船隻)(工程)規例(第 548I 章)制定了一些要求來確保給予船上工作的人一個安全工作環境。該等安全要求包括了(但不只限於)為受僱人提供安全訓練、監督工程及提供一個安全工作地方。

一個安全的船上工作環境是使受僱人能遠離危險的一個重要元素。在第 313X 及 548I 章中第二部份的各項(第 4 至 17 條)規條中,訂明了在船上進行工程時有關“安全通道及安全工作地方”的需要及要求。通道包括了通往船隻、貨艙、工作地方及任何受僱人在工作時使用的通道。“附件 I”中所示的各項情況顯示了安全工作環境的脆弱性,以及易於因人們的疏忽或注視不足而受到破壞。工程負責人的責任是要確保此等情況不會出現,並給予船上工作的人一個安全工作環境。工程負責人是指:

- a) 於有任何工程將會或正在於船隻上進行、對船隻進行或藉船隻而進行的情況下,指該船隻的擁有人或船長,或控制該船隻的其他人;
- b) 指進行或立約進行任何工程的總承判商或次承判商(如有的話);或
- c) 指任何當其時指揮或掌管任何在船隻上進行、對船隻進行或藉船隻而進行的工程的其他人。

在 313X 及 548I 章第二部份中一般適用的法例:

- i) 第 4 條 - “由陸上通往船隻的安全通道等”
- ii) 第 5 條 - “通往工作地方的安全通道等”
- iii) 第 6 條 - “船隻互相並靠時的安全通道等”
- iv) 第 7 條 - “通往貨艙的安全通道”
- v) 第 9 條 - “工作地方等的照明”
- vi) 第 10 條 - “通風及針對煙氣等的防護”

香港特別行政區政府海事處  
海事工業安全組  
二〇一九年四月



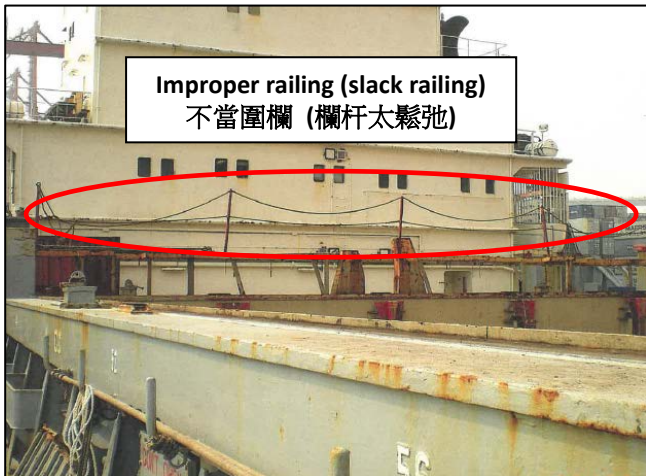
Removable railing not re-connected  
活動式欄杆未有被扣上



Lacking work space for lashing  
缺乏抓結貨櫃的工作空間



Damaged railing lock  
欄杆鎖扣損毀

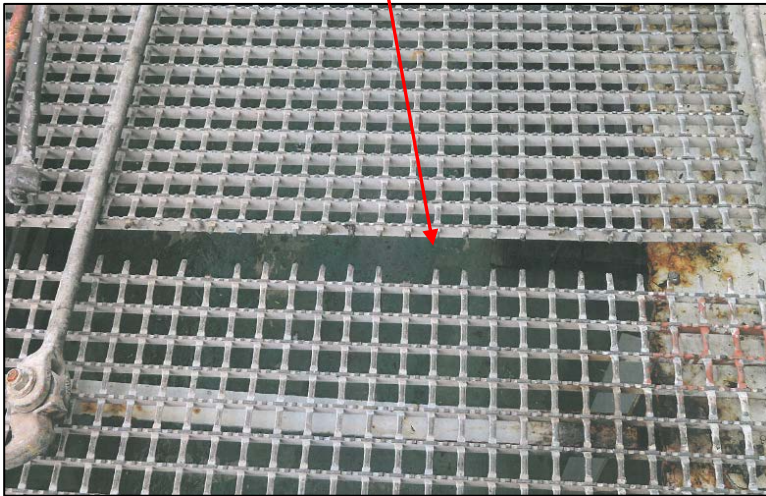


Improper railing (slack railing)  
不當圍欄 (欄杆太鬆弛)



Railing not erected  
未有豎立圍欄

Large gap between grating platform  
通道格柵間留有廣濶空隙



Hole on grating platform  
格柵中有孔洞

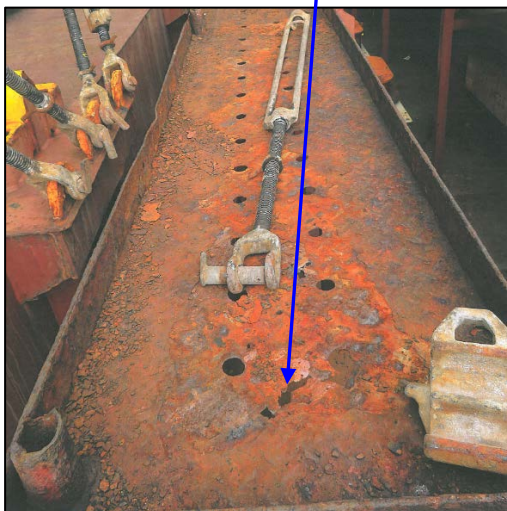


Distorted platform grating (with edge raised)  
通道格柵變形 (格柵邊向上翹起)

Platform grating damaged  
通道格柵損壞



Badly wasted floor plate (thinned and holed)  
通道地板嚴重鏽蝕 (變薄及穿孔)



Torn reefer cable sleeve  
冷凍貨櫃電纜套筒損毀

