

**CONSIDERATION AND ADOPTION OF  
AMENDMENTS TO MANDATORY INSTRUMENTS**

**Means of embarkation on and disembarkation from ships**

**Submitted by Australia, Republic of Korea and the International Association of  
Classification Societies (IACS)**

**SUMMARY**

<i>Executive summary:</i>	This paper proposes revisions to the draft MSC circular on Guidelines for construction, maintenance and inspection of accommodation ladders and gangways which was approved in principle at MSC 83.
<i>Strategic Direction:</i>	2
<i>High-Level Action:</i>	2.1
<i>Planned Output:</i>	2.1.1.5
<i>Action to be taken:</i>	Paragraph 6
<i>Related documents:</i>	MSC 83/28 (paragraphs 9.8 and 9.9), DE 50/27(Annex 5), MSC 84/3/3 and Resolution A.889(21)

**1 This paper is submitted in accordance with paragraph 4.10.5 of the Guidelines on the organisation and method of work of the Committees and their subsidiary bodies (MSC-MEPC.1/Circ.1) and provides comments on MSC 84/3/3.**

**Introduction**

2 The Committee, at its 83<sup>rd</sup> session, approved draft new SOLAS regulation II-1/3-9 (Means of embarkation on and disembarkation from ships) with the view to adoption at MSC 84.

3 In addition, the Committee approved, in principle, a draft MSC Circular on Guidelines for construction, maintenance and inspection of accommodation ladders and gangways, as set out in annex 5 to document DE 50/27, for final approval at MSC 84. These Guidelines have now been reproduced at Annex 1 to MSC 84/3/3.

**Discussion**

4 The co-sponsors of this paper, having actively participated in the relevant discussions in the DE Sub-Committee, have re-examined the draft MSC circular as approved in principle at MSC 83. As a result, it is considered desirable for the following issues (which refer to the items in the draft Circular) to be clarified with the view to achieving consistent and complete implementation of the new safety provisions prescribed in the draft new SOLAS regulation II-1/3-9:

- 3.5.1 The proposed amendments more completely take into account the safe operation and loading and provide consistency with the terminology used for the loads in the referenced ISO Standards and in paragraphs 5.1 and 5.2.
  
- 3.4.4 Recognizing the recommendations for pilot ladder arrangements between the head of the accommodation ladder (where used) and the ship's deck as per resolution A.889(21), a new paragraph 3.4.4 has been added.
  
- 4.1 In light of the difficulties experienced with the determination of competent persons relative to the servicing of lifeboats as recommended in MSC/Circ.1206 with respect to maintenance and inspection of life-saving appliances under SOLAS Reg. III/20.3, "*competent persons*" has been deleted.
  
- 5.3 A new sub-paragraph is introduced to describe the purpose of the tests and more clearly define the procedure for carrying out such tests for new and existing means of embarkation and disembarkation.

**Proposed revisions to the draft MSC Circular**

5 Based on the above, proposed revisions to the draft MSC Circular are provided in the annex to this document.

**Action requested of the Committee**

6 The Committee is invited to consider the proposal in paragraph 5 above and decide as appropriate.

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## ANNEX

**Proposed revisions to Draft MSC Circular on Guidelines for construction, maintenance and inspection of accommodation ladders and gangways (Annex 1 to document MSC 84/3/3)**

## 3.5.1

Each gangway or accommodation ladder should be clearly marked at each end with a plate visible to any person approaching either end and showing the restrictions on the safe operation and loading, including the maximum **and minimum** permitted design angles of inclination, design **loading**, maximum load on bottom end plate, etc. Where the maximum operational **loading** is less than the design **loading**, it should also be shown on the marking plate.

## 3.4.4

The arrangement between the head of the accommodation ladder and the ship's deck should access directly by a platform securely guarded by handrails and adequate handholds. The ladder should be securely attached to the ship to prevent overturning. Two handhold stanchions should be fitted at the point of embarking on or disembarking. Each stanchion: should be (1) rigidly secured to the ship's structure at or near its base and also at a higher point,(2) should be not less than 32 mm in diameter and (3) should extend not less than 1.2 m above the top of the bulwarks. Stanchions or handrails should not be attached to the bulwark ladder.

## 4.1

Gangways and accommodation ladders, including associate winch and fittings, should be properly maintained and inspected ~~by competent persons~~ at appropriate intervals as specified in SOLAS regulation III/20.7, in accordance with manufacturers' instructions. Additional checks should be made each time the ladder is rigged, looking out for signs of distortion, cracks and corrosion. Close examination for possible corrosion should be carried out, especially when an aluminium ladder has fittings made of mild steel.

**5.3** Tests (New paragraph)

The tests specified in 5.1 and 5.2 are for the purpose of confirming the proper operation and the ladder, gangway or winch, as appropriate. The load used for the test should be the maximum operational load which may be nominated by the ship-owner or operator. The tests should be carried out with the load applied as uniformly as possible along the length of the ladder or gangway, at an angle of inclination corresponding to the maximum bending moment on the ladder or gangway. Following satisfactory completion of the applicable test(s) without permanent deformation or damage to the tested item, the maximum operational load should be marked in accordance with 3.5.1.

*The subsequent sub-paragraphs under 5 are renumbered accordingly*

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