

# **SAFETY INSTRUCTIONS FOR VESSELS AND THEIR CREW VISITING YILPORT OSLO CONTAINER TERMINAL NORWAY**



Yilport Oslo believe **SAFETY** is of paramount importance in our terminal. To achieve safe operations, the instructions mentioned below are mandatory for all vessels and their crew members. Owners or operators of all vessels should instruct all their crew members in accordance with these instructions and insure their compliance with these instructions.

The instructions are to be considered part of the working procedures as agreed upon between Yilport Oslo and the vessel operator. The vessel operator and its crew should at all times follow these instructions as well as any other instruction or directives issued by Yilport Oslo or any of its employees. Yilport Oslo reserves the right to stop operation at any time and charge the line operator waiting time if the instructions are not complied with.

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### Important telephone numbers

Trafikksentralen (For emergencies)	<b>+47 23 49 26 50</b>
PFSO	<b>+47 99 60 53 01</b>
Pilot station	<b>+ 47 33 03 49 70</b>
Yilport planning department	<b>+ 90 26 26 79 79 20</b>
Fire department	<b>+ 47 113</b>
Police	<b>+ 47 113</b>
Ambulance	<b>+ 47 113</b>

### Before commencing operation

After vessel has been safely and securely moored, a secure gangway shall be placed for the stevedores to board the ship. Gangway shall be secured properly with suitable guard rails, safety net and also provided with sufficient illumination during night time/low visibility. Gangway net should extend through the entire gap between the accommodation ladder and shipside.

Before commencing operation, steps, ladders, railings etc. should be in good condition and walkways should be free of lashing materials.

Cranes fixed on board of ships shall be positioned outside the loading areas and face the waterside. Twist lock bins shall be stored on flat racks designed for this purpose. Flat racks and bins should be well maintained.

## During cargo operations

Only crew which have been properly trained and are necessary for the operation in question will have access to the work area of the quay cranes.

Yilport Oslo will always have a designated shift foreman for each vessel call, they are the link between our planning department and the cargo operation. If the vessel crew, c/o etc. have issues/concerns, the shift foremen can be contacted at any time during operation.

### **Crew entering on deck during operation should at all times:**

- Wear helmets, safety shoes and high-visibility clothing.
- Never work or pass under containers handling.
- Stay clear of the bay and the adjacent bay where containers are handled.
- Follow the instructions of Yilport Oslo staff on deck.
- Use the main corridor on the waterside as much as possible.

### **The vessel operator and its crew will ensure that:**

- Manholes in areas in the hold where cargo operations take place are unlocked so that they can be opened if necessary
- Engine exhaust emission is reduced to a minimum to avoid health risks for the crane drivers working in the vicinity of the funnel.
- Moorings are continuously tended to, and the vessel is kept alongside stable at all times

**During operations, maintenance on deck can be carried out if:**

- The location is outside the work area of quay cranes and the Yilport Oslo staff.
- No dangerous situations are created for the Yilport Oslo staff.
- No open-fire activities such as welding are to be carried out without prior approval of the management of Yilport Oslo

**Vessel cranes and supplies:**

The use of gantry or other cranes on board of the vessel to load or unload supplies, spare parts etc. may only take place following the approval of Yilport Oslo.



### Assisting with safety cage

If use of safety cage is needed, vessel crew must always follow the instructions from Yilport employees. While using safety cage, it is mandatory to wear fall-prevention and personal protection equipment at all times.

### Opening and closing of hatch Covers

Vessel crew shall be standing nearby while handling hatch cover, irrespective of whether the hatch cover is of hydraulic type or of pontoon type. Hydraulic hatch cover needs to be cleared for twist locks/lashing material before opening to avoid damage to containers discharged below deck.

Vessel crew shall also be responsible for ensuring that the hatch covers are un-battened before being opened and battened down after closing. It is mandatory that the hatch cover lifting sockets are clear of any debris and should be clearly highlighted in a fluorescent color.

### Reefers

Before discharging live reefers, units have to be disconnected from the power supply and the power cable should be correctly coiled and stowed safely in the cable cavity of the container. If power cable can't be stored in the cable cavity, the crew needs to ensure that power cable is coiled in a way that secures that the reefer can be discharged without damaging the cable. Crew has to stay clear of the bay when reefers are handled.

## Pedestrian Safety

All personnel from the vessel who need to go out of the terminal must use the pedestrian path in picture below. Helmets and high-visibility clothes are mandatory.

