

## Safe Boarding

The Port of London Authority (PLA) conducted its Second Safe Boarding Week between 04 March and 10 March 2024. During the week a total of 336 inspections were carried out across the entire tidal Thames.

A number of different boarding arrangements were checked including 76 gangways, 109 pilot ladders, 118 piers (or other step across arrangements) and 33 other types of boarding arrangement. The analysis of the findings from the campaign shows that 80% of gangways were found to be compliant, while 20% were deemed non-compliant with failings in various areas including incorrectly rigged safety nets, missing lifebuoys or missing safe use restriction signage.

Out of the Pilot ladders inspected, 92% met SOLAS standards. Deficiencies encountered with the non-compliant Pilot ladders were of the following nature:

- 2% poor ladder condition
- 3% unsuitable arrangement
- 1% poor construction
- 2% unsafe rigging

The full results report of our Safe Boarding Week 2024 campaign is available on our website: [pla.co.uk/safety-campaigns](https://pla.co.uk/safety-campaigns)

The PLA would like to remind the Masters of all vessels that they are responsible for ensuring that a safe means of access is provided for crew, passengers, shore personnel and visitors. This responsibility remains with the Master, even if access equipment is provided from third parties such as terminal and berth operators. Safe access arrangements must comply with appropriate international standards and should be checked and tested regularly to ensure they are maintained in a good working order.

It is everyone's responsibility to check the access arrangement before boarding a vessel to ensure that any gangway, pilot ladder or other access method being used has been rigged correctly and is safe for use.

### GANGWAY SAFETY

Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centre



# SB1-24

James Stride, Chief Harbour Master

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### SAFETY BULLETIN

Boarding arrangements, such as gangways, should be fit for purpose, comply with the appropriate standards and be properly maintained as detailed in the [\\*Code of Safe Working Practices for Merchant Seafarers](#) and [\\*MGN 533 \(M\) Amendment 2 Means of Access](#).

#### PILOT LADDER SAFETY

Pilot transfer arrangements, such as Pilot Ladders, should be fit for purpose, properly maintained and rigged in accordance with international standards as detailed in SOLAS Chapter V Regulation 23 and [\\*IMO Resolution A.1045\(27\)](#).

Further guidance including is available on the [\\*Pilot Ladder Safety](#) website. See also [NABSO12-23 Pilot Transfer Arrangements](#).

We encourage everybody to submit a report to the PLA if there are any doubts about the safety of a means of access provided. This can be achieved by visiting the following link: [\\*pla.co.uk/resolver](https://pla.co.uk/resolver) or by scanning the QR code below with your smartphone or tablet.



\*Denotes a hyperlink to a destination other than PLA owned/operated websites. Be aware that those websites may have different security and privacy policies to that of the PLA, for which the PLA takes no responsibility.

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