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<b>1</b>	<p><b>KS-0814B Campaign checklist 2023 – fall accidents</b></p> <p><b>Guidance:</b> FOCUS AREA 2023: If this checklist has been used at a supervision in 2023, it is not necessary to go through it again.</p> <p>This checklist must be used at every supervision of trading certificates/Cargo Ship Safety Construction Certificate (CCC)(cargo and fishing vessels) and passenger certificates. It must also be used at unscheduled supervision. For MLC and WFC inspections which are not combined with other inspections, the surveyor must consider whether the checklist should be included in these inspections or not, depending on whether there will be other inspections on the vessel in 2023.</p> <p>When this checklist has been applied on a vessel, an “internal comment” should be added saying “Focus area 2023 has been checked for this vessel”. Background: “Fall incidents” include “falls on board”, “falls overboard” and “falls on quay/port/dock”. Statistics show that 46 per cent of fatalities at sea over the last decade were caused by falls. In the same period, 35 per cent of injuries were related to fall incidents, which is more than one third of the total number of injuries. Unfortunately, the numbers are going up. Over the last five years, 62 per cent of fatalities at sea have been caused by falls, and in the last 12 months, the percentage has increased to 83 per cent (October 2022).</p> <p>Are the crew members on board familiar with the focus area for 2023 – fall incidents? Tell them about the information on sdir.no and that the checklists have been published. If necessary, ask the crew to forward information to other vessels in the fleet and to the shipping company.</p>					
No.	Text	Legal basis/reference	Order code	Severity	Status*	Remark

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<b>1.1</b>	<p><b>General</b>  <b>Guidance:</b> Guidelines for issuance of orders to rectify:</p> <p>Any order to rectify with a legal basis in the Regulations on the working environment, health and safety of persons working on board ship (HSE Regulations) sections 2-1 and 2-2 must be made so that the identified risk is addressed by the company through a risk assessment. Measures must be implemented in response to the risk. Orders to rectify more than one risk assessment with deficiencies are to be included in one order.</p> <p>If serious defects or deficiencies on quays are identified, please notify the Norwegian Labour Inspection Authority using this link: <a href="http://www.arbeidstilsynet.no/kontakt-oss/tips/">www.arbeidstilsynet.no/kontakt-oss/tips/</a>.</p>					
No.	Text	Legal basis/reference	Order code	Severity	Status*	Remark
1.1.1	<p><b>Inspection round clean and tidy</b>  Applicable to all vessels:</p> <p>Are the following areas clean and tidy to prevent trips and falls:</p> <ul style="list-style-type: none"> <li>- decks and external ladders</li> <li>- mooring area</li> <li>- machinery spaces and ladders</li> <li>- galley and pantry</li> <li>- factory area and workshop</li> <li>- passenger area</li> <li>- etc.</li> </ul> <p>After a stay at a repair yard, it must be identified whether the mess and dirt can be explained by such stay. The vessel needs to be safe even if it is in a repair yard, but the assessment is not the same as when it is sailing.</p>	<p>Regulations of 1 January 2005  No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.</p>				

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1.1.2	<p><b>Inspection round to verify safety measures</b> Applicable to all vessels:</p> <p>Check the following:</p> <ul style="list-style-type: none"> <li>- Are checker plates in the machinery spaces properly fitted and secured?</li> <li>- Are there any open manholes without a cover?</li> <li>- Is personal protective equipment being used?</li> <li>- Are the railings in good shape?</li> </ul> <p>After a stay at a repair yard, it must be identified whether the mess and dirt can be explained by such stay. The vessel needs to be safe even if it is in a repair yard, but the assessment is not the same as when it is sailing.</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.				
1.1.3	<p><b>Anti-skid devices</b> Applicable to all vessels:</p> <p>Have exposed areas on board been provided with anti-skid surfaces, such as work decks, machinery spaces, at winches, ladders and floors in the accommodation spaces?</p> <ul style="list-style-type: none"> <li>- Is there sand in the paint?</li> <li>- Are the plates corrugated?</li> <li>- Are there any procedures for snow removal and salting?</li> <li>- Is the surface kept free from oil and grease?</li> </ul> <p>For fishing vessels, the following must also be checked: Have areas where the fish is processed and areas by ladders going up or down and in front of doors been provided with anti-skid surfaces?</p> <p>Suitable footwear: Is suitable footwear with a good grip being used?</p>	Regulations of 13 June 2000 No. 660 on fishing vessels of 15 metres in overall length and upwards, section 6-2. Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1, 2-2 and 2-3. Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length, section 62.				

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1.1.4	<p><b>Tasks of the safety representative</b> Applicable to all vessels, even vessels that have opted not to have a safety representative.</p> <p>The safety representative shall pay particular attention to this:</p> <p>Have personal protective equipment and protective devices to prevent fall incidents on board been identified? Are there any procedures for the overhaul of personal protective equipment and protective devices? Has the safety representative been involved in developing procedures and risk assessments? (The Regulations state that the safety representative “should” participate.) Have persons working on board been given an introduction, practice and training to avoid fall incidents?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 5-6.				
1.1.5	<p><b>Organisational conditions</b> Applicable to all vessels:</p> <p>Safety management: Are the attitudes of the crew and the safety culture on board positive? Are there enough crew on board and is the work organised to prevent stress and corner-cuttings? Can the work be carried out in a safe manner?</p> <p>Are there any breaches of the hours of rest? Is there sufficient time before departure to remove snow, salt, etc.?</p> <p>For passenger ships: The ship shall have procedures for keeping the floor, deck, steps and ramps skid resistant under all conditions.</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-3. Regulations of 17 December 2021 No. 3666 on safety in passenger spaces, section 16 third paragraph.				

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1.1.6	<p><b>Crew area</b> Applicable to all vessels:</p> <p>Check the following:</p> <ul style="list-style-type: none"> <li>- Are there anti-skid devices in the shower area?</li> <li>- Are there handles in the shower area?</li> </ul> <p>Does the floor/linoleum become slippery when wet? Is the entrance from the outdoor deck slippery?</p> <p>Do other areas on board need handles/railings?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.				
1.1.7	<p><b>Lighting</b> Applicable to all vessels:</p> <p>Is there sufficient lighting to prevent fall incidents when working in the dark?</p> <ul style="list-style-type: none"> <li>- loading/unloading area</li> <li>- walkway</li> <li>- muster station</li> <li>- work areas deck and machine</li> <li>- walking zones</li> <li>- passenger areas (including car decks)</li> <li>- etc.</li> </ul>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.				
<b>1.2</b>	<p><b>Risk assessments</b> <b>Guidance:</b> Have the relevant risk assessments below included the risk fall incidents?</p>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>

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1.2.1	<p><b>Risk assessment for work above floor level</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence)</p> <ul style="list-style-type: none"> <li>- Is the risk acceptable when measures have been implemented?</li> <li>- Are risk assessments carried out on a regular basis?</li> <li>- Are risk assessments updated when the risk changes?</li> <li>- Do the risk assessments include work carried out by external or inexperienced persons? (such as maintenance work carried out on antennas/windscreen wipers etc.)</li> </ul>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				
1.2.2	<p><b>Risk assessment man overboard</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence)</p> <p>Is the risk acceptable after the measures have been implemented?</p> <p>Are risk assessments carried out on a regular basis?</p> <p>Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				
1.2.3	<p><b>Risk assessment loading and unloading</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence)</p> <p>Is the risk acceptable after the measures have been implemented?</p> <p>Are risk assessments carried out on a regular basis?</p> <p>Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				

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1.2.4	<p><b>Risk assessment mooring</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence) Is the risk acceptable after the measures have been implemented? Are risk assessments carried out on a regular basis? Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				
1.2.5	<p><b>Risk assessment stocking up</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence) Is the risk acceptable after the measures have been implemented? Are risk assessments carried out on a regular basis? Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				
1.2.6	<p><b>Risk assessment work on deck</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence) Is the risk acceptable after the measures have been implemented? Are risk assessments carried out on a regular basis? Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				

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1.2.7	<p><b>Risk assessment work in machinery spaces</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence) Is the risk acceptable after the measures have been implemented? Are risk assessments carried out on a regular basis? Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				
1.2.8	<p><b>Risk assessment work in galley and stock</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence) Is the risk acceptable after the measures have been implemented? Are risk assessments carried out on a regular basis? Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				
1.2.9	<p><b>Risk assessment work in factory area in fishing vessels</b> Applicable to all vessels:</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <p>Have the risk assessments been carried out in a satisfactory manner? (probability x consequence) Is the risk acceptable after the measures have been implemented? Are risk assessments carried out on a regular basis? Are risk assessments updated when the risk changes?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				

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1.2.10	<p><b>Risk assessment safe disembarking and embarking</b> Applicable to all vessels:</p> <p>Does the risk assessment also include the quay area?</p> <p>Applicable to support vessels for fish farms only: Has safe access to the fish cages been assessed?</p> <p>Check that this has been carried out in a satisfactory way and that necessary risk-reducing measures have been implemented.</p> <ul style="list-style-type: none"> <li>- Have the risk assessments been carried out in a satisfactory manner? (probability x consequence)</li> <li>- Is the risk acceptable after the measures have been implemented?</li> <li>- Are risk assessments carried out on a regular basis?</li> <li>- Are risk assessments updated when the risk changes?</li> </ul>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-2.				
<b>1.3</b>	<p><b>Procedures</b> <b>Guidance:</b> The procedures must reflect the result of the risk assessments.</p>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>
1.3.1	<p><b>Procedures according to risk assessments</b> Applicable to all vessels:</p> <p>Do the procedures cover the work operation to be performed? Have procedures been prepared to meet measures identified in risk assessments? Is the crew familiar with relevant procedures and risk assessments? Is personal protective equipment used in accordance with risk assessments? Are there protective devices on board in accordance with risk assessments?</p>	Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 1-6.				
<b>1.4</b>	<p><b>Fall incidents</b></p>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>

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1.4.1	<p><b>Reporting of fall incidents on the vessel</b> Applicable to all vessels:</p> <p>Are fall incidents on board reported to the Norwegian Maritime Authority (NMA)?</p>	<p>Regulations of 27 June 2008 No. 744 on the obligation to notify and report at sea, section 6.</p>				
1.4.2	<p><b>Non-conformity management of fall incidents</b> Applicable to all vessels:</p> <p>Are fall incidents being managed in the non-conformity system? Have measures been introduced to prevent the fall incident from recurring? Has the effect of the measures been verified? Has the knowledge been transferred to other vessels in the fleet?</p>	<p>Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 1-6. Regulations of 16 December 2016 No. 1770 on safety management for small cargo ships, passenger ships and fishing vessels, etc. section 8.</p>				
<b>1.5</b>	<b>Falls overboard</b>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>
1.5.1	<p><b>Openings in railings</b> Applicable to all vessels:</p> <p>Are railings and openings designed and secured pursuant to the construction standard? Are exposed areas where people can go provided with fixed railings? Are the railings in good shape? Have risk assessments been carried out for openings in railings?</p> <p>For cargo vessels of between 15 and 24 metres: Based on the risk assessment, it must be considered whether an order to provide better securing of openings in railings should be issued.</p> <p>For cargo vessels of less than 15 metres (that are required to have vessel instructions): Chains are not permitted in gaps in railings and a "B" order to install a gate or similar with a deadline of 1 month is issued. (For support vessels this may be regarded in the context of the checklist item concerning a ladder from deck to sea level)</p>	<p>DNV Craft Rule 5.2.1.4 (February 2022 edition)</p> <p>Nordic Boat Standard, chapter C13, rule 2 / Regulations of 13 June 2000 Regulations No. 660 on fishing vessels of 15 metres in length and over, section 6-4. Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-1. Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length, section 48. Section 10 of the Regulations of 1 July 2014 No. 1072 on the construction of ships. Regulations of 19 December 2014 No. 1853 on the construction and supervision of small</p>		B		

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1.5.2	<p><b>Ladder from deck to sea level (support vessels for access to fish cages, etc.)</b> Applicable to all vessels (with this type of ladder installed):</p> <p>Is the ladder safe?</p> <ul style="list-style-type: none"> <li>- Are all steps non-slip and intact?</li> <li>- Have safety measures been implemented in the form of marking?</li> <li>- Are handrails provided?</li> <li>- Is there a hatch in the deck which allows access to a ladder? Is the hatch closed when the ladder is not in use?</li> <li>- Is the ladder shut by a gate when it is not in use?</li> </ul> <p>For cargo vessels with building contract placed before 1 January 2015 and delivered before 1 January 2016: As a main rule, the Nordic Boat Standard does not apply here, and the legal basis must be the Regulations of 19 December 2014 No. 1853 on the construction and supervision of small cargo ships section 3 as well as section 7 and a reference to standard (remove the legal bases and references that do not apply)</p>	<p>DNV Craft Rule 7.2.1.1</p> <p>Nordic Boat Standard, chapter C13, rule 2 / Regulations of 15 June 1987 No. 507 on safety measures, etc. on ships, section 9 first paragraph.</p> <p>Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.</p> <p>Regulations of 19 December 2014 No. 1853 on the construction, etc. of small cargo ships, sections 3 and 7.</p>				
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1.5.3	<p><b>MOB equipment (for those who are exempt/are not required to have a MOB boat)</b> For passenger and fishing vessels:</p> <p>Are MOB drills held monthly? Has a procedure been prepared for MOB drills, and have risk assessments been carried out for falls overboard? Is the equipment to get a person out of the water well maintained, and are there procedures for the inspection of the equipment? Is this equipment readily available?</p> <p>For fishing vessels of less than 15 metres: Two persons or more on board: Drill at least every third month or when more than 1/3 of the crew are replaced. Everyone must participate. How can a helpless person be recovered from the water? Has this risk been identified and managed? (The Regulations do not set out clear requirements for equipment, except the requirement that risks must be managed.)</p>	<p>Regulations of 13 June 2000 No. 660 on fishing vessels of 15 metres in length and over, sections 7-16 and 8-3. Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 2-1. Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length, section 45. Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships SOLAS 74 Chapter III Life-saving appliances and arrangements Part B Requirements for ships and life-saving appliances Section I – Passenger Ships and Cargo Ships Regulation 19 Emergency training and drills and SOLAS 74 Chapter III Life-saving appliances and arrangements Part B Requirements for ships and life-saving appliances Section I – Passenger Ships and Cargo Ships Regulation 20 Operational readiness, maintenance and inspections.</p>				
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1.5.4	<p><b>MOB equipment (for vessels provided with a rescue boat)</b> Applicable to all vessels:</p> <p>Are MOB drills being held monthly? Has a procedure been prepared for MOB drills, and have risk assessments been carried out for falls overboard? Is the MOB and equipment well maintained and are there any procedures for the inspection of the equipment? Is this equipment readily available?</p> <p>MOBs should preferably be tested on water every month, and as a minimum every three months. If lifeboat and rescue boat launching drills are carried out with the vessel making headway, such drills shall, because of the dangers involved, be practised in sheltered waters and under the supervision of an officer experienced in such drills.</p>	<p>Regulations of 13 June 2000 No. 660 on fishing vessels of 15 metres in overall length and upwards, sections 7-16 and 8-3. Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships SOLAS 74 Chapter III Life-saving appliances and arrangements Part B Requirements for ships and life-saving appliances Section I – Passenger Ships and Cargo Ships Regulation 19 Emergency training and drills and SOLAS 74 Chapter III Life-saving appliances and arrangements Part B Requirements for ships and life-saving appliances Section I – Passenger Ships and Cargo Ships Regulation 20 Operational readiness, maintenance and inspections.</p>				
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1.5.5	<p><b>Location and condition of lifebuoys</b> Applicable to all ships:</p> <p>Are there lifebuoys on board in accordance with approved fire and safety plan? Are the lifebuoys in good condition and fitted with high-quality reflective tape? Are the lifebuoys marked with name and home port? Are lifebuoy lights and lines in good working order?</p> <p>Are the lifebuoys ready for immediate use and not blocked?</p> <p>Cargo ships of less than 300 gross tonnage: Cargo ships of less than 300 gross tonnage which are required to carry more than one lifebuoy shall carry at least one lifebuoy on each side of the ship. One of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length, and one of the other lifebuoys shall be fitted with a self-igniting smoke signal and a self-igniting light. The other lifebuoys shall be fitted with self-igniting lights, but without lines.</p> <p>Cargo ships of 8 metres in overall length and upwards, but less than 15 metres, and passenger ships of less than 15 metres in overall length, shall carry one lifebuoy on each side of the ship. One of the lifebuoys shall be fitted with a lifeline of at least 30 metres in length, and the other lifebuoy shall be fitted with a self-igniting light and shall be without a lifeline.</p>	<p>Regulations of 13 June 2000 No. 660 on fishing vessels of 15 metres in overall length and upwards, section 7-10. Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length, section 43. Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships sections 11, 2 and SOLAS 74 Chapter III Life-saving appliances and arrangements Part B Requirements for ships and life-saving appliances Section I – Passenger Ships and Cargo Ships Regulation 7 Personal life-saving appliances 2.1.3</p>				
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1.5.6	<p><b>Safe access</b> Applicable to all vessels: Is safe access provided?</p> <p>For barges, passenger and cargo vessels of 300 GT and upwards Must be equipped with an approved walkway. If possible, the walkway should be rigged.</p> <p>For barges, passenger and cargo vessels of less than 300 GT and more than 50 GT: The equipment must meet the requirements of the NMA, and comply with the requirements for approved equipment to the greatest possible extent.</p> <p>Fishing vessels: For vessels of 45 m in length (L) and over, the means of access shall be in accordance with the requirements set out in appendix 2. For vessels of less than 45 metres in length (L), means of access shall comply with the standards of appendix 2 to the greatest possible extent.</p>	<p>Regulations of 15 June 1987 No. 507 on safety measures, etc. on ships section 9. Regulations of 13 June 2000 No. 660 on fishing vessels of 15 m in overall length (LOA) and upwards, section 6-7. Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.</p>				
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1.5.7	<p><b>Safety measures for fishing vessels</b> Check by interviewing and taking a round on the vessel:</p> <p>Applicable to all fishing vessels:</p> <ul style="list-style-type: none"> <li>- When working on deck on board vessels with only one person on board, a safety harness or a belt with a line attached should be used, unless conditions on board make such use dangerous or particularly difficult.</li> <li>- Protective helmets shall be worn during mooring, loading and unloading, when the power block arrangement, etc. is used, during work on the trawl deck and in cargo holds, engine rooms and tanks, and also when work is carried out in other places where objects may fall down. Protective boots shall be worn where there is a risk of foot injuries.</li> <li>- Persons working on an exposed deck shall be equipped with work vests/flotation vests.</li> <li>- Warning signs shall be displayed in places presenting a special risk to persons.</li> <li>- Overall rainwear used shall have a conspicuous colour.</li> </ul> <p>For fishing vessels of more than 15 metres:</p> <ul style="list-style-type: none"> <li>- A system of lifelines shall be arranged to cover all needs effectively, and the necessary wires, shackles, padeyes and fittings shall be available on board.</li> <li>- On vessels of an overall length of 15 metres and above, a reliable communications system shall be arranged between the wheelhouse and working deck.</li> </ul> <p>For fishing vessels of less than 15 metres: A fixed ladder with handrails shall be fitted on the aft part of the vessel. The bottom step of the ladder shall reach at least 300 mm below the water line.</p>	<p>Sections 4-3 and chapter 5 of the Regulations of 13 June 2000 No. 660 on fishing vessels of 15 m in overall length (LOA) and upwards, section 6-2. Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, section 9-5. Regulations of 22 November 2013 No. 1404 on fishing vessels of less than 15 metres in overall length, section 63.</p>				
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1.5.8	<p><b>Pilot ladder</b> For vessels using a pilot or when there is a chance of boarding at sea, for example by the Coast Guard (fishing vessels)</p> <p>Is there an approved pilot ladder on board, and is it in proper working order? Are there any procedures for the inspection and service of the pilot ladder?</p>	<p>Sections 4-3 and chapter 5 of the Regulations of 13 June 2000 No. 660 on fishing vessels of 15 m in overall length (LOA) and upwards, section 6-6. Regulations of 05/09/2014 No. 1157 on navigational aids for ships, etc. section 24.</p>				
<b>1.6</b>	<b>Falls from height</b>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>
1.6.1	<p><b>Fall prevention equipment</b> Applicable to all vessels:</p> <p>Are the harnesses for fall protection CE-marked? Are harnesses for fall protection used, and do the crew know when and how to use them? The protective equipment shall be maintained, repaired and replaced so as to be in good working order at all times. Protective and safety equipment shall, when not in use, be stored in separate lockers on board.</p>	<p>Regulations of 1 January 2005 No. 8 on fire protection on ships, sections 3-3, 3-4 and 9-4.</p>				
1.6.2	<p><b>Ladder cargo space</b> Applicable to all vessels:</p> <p>Is there safe access to/from cargo spaces? Is the right protective equipment used when entering rooms using a ladder or cleats?</p> <p>Passenger, cargo ships and barges: On ships and barges the access to cargo holds, tanks and to decks with cargo shall consist of permanent stairways, or where this is not possible, a fixed ladder or cleats of suitable dimensions, sufficient strength and appropriate constructions.</p>	<p>Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2. Sections 3 and 4 of the Regulations of 1 July 2014 No. 1072 on the construction of ships, section 10.</p>				

\* A: Accepted

NA: Not

O:

C: Comments

F: Findings from

Place and

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1.6.3	<p><b>Excavator</b> Applicable to cargo ships with excavator:</p> <p>Is safety ensured when personnel are entering/exiting the excavator, even when cargo hatches are open? Are there protective devices such as railings, etc. in this area? Does the excavation operator wear personal protective equipment? Is the excavator provided with a non-skid entry area?</p>	<p>Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.</p>				
1.6.4	<p><b>Cargo hatches</b> Applicable to all vessels:</p> <p>Is there safe access up/down on cargo hatches? Is the area non-skid? Is suitable footwear used?</p>	<p>Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2. Sections 3 and 4 of the Regulations of 1 July 2014 No. 1072 on the construction of ships, section 10.</p>				
<b>1.7</b>	<b>Falls on quay</b>					
<b>No.</b>	<b>Text</b>	<b>Legal basis/reference</b>	<b>Order code</b>	<b>Severity</b>	<b>Status*</b>	<b>Remark</b>
1.7.1	<p><b>Suitable quay</b> Applicable to all vessels, provided that they are moored at the time of the inspection:</p> <p>Is the quay area around the walkway tidy and provided with anti-slip protection? Are the quay area and walkway illuminated?</p>	<p>Regulations of 1 January 2005 No. 8 on working environment, etc. on board ship, sections 2-1 and 2-2.</p>				

\* **A:** Accepted

**NA:** Not

**O:**

**C:** Comments

**F:** Findings from