



Technical Bulletin 06-5

International Federation of Inspection Agencies Petroleum and Petrochemical Committee

Safe Access and Lighting on Board Vessels and in Terminals

IFIA Member Companies wish to make known their position with regard to safe access. Our field personnel perform tasks in Refineries, Terminals, and on board Marine Vessels and we regard the safety of our personnel to be our highest priority.

Clear guidelines have been established by regulations and by good practice for the provision of safe access in the workplace and specifically to vessels and barges.

Safe access to vessels is defined as either a gangway, properly trimmed and in good repair, a straight ladder in good repair that, if portable, extends at least three feet above the landing point, or a Pilot's ladder in good repair that has been rigged to hang without slack from its lashings. A number of publications from around the world contain requirements for access to vessels (SOLAS, ISM, ISGOTT, U.K. Statutory Instrument 1988 No. 1637, US 29 CFR Part 1918.21 through 1918.26). These documents all make essentially the same point about vessel access; personnel must be able to board and disembark without risking injury in the course of their duties.

In addition, minimum lighting requirements for the hours of darkness are defined by ISGOTT and some of the other organizations noted above. These requirements should be applied to all areas where our personnel are required to work.

Our personnel are encouraged to report any unsafe situations to vessel/installation representatives and it is the IFIA members' position that any risks identified must be either corrected or an alternate safe solution must be sought and implemented before work can proceed. The following list provides basic safety check items for access to typical work locations.

We recommend that our personnel be escorted by facility staff at all times during field operations. At a minimum our personnel should report in and out with facility staff at each operating area.

Location	Safety Check Items
All Areas	1. Adequate lighting must be provided between sunset and sunrise
	2. Slip hazards due to product spillage or bad weather should be removed/avoided
Shore Tank Roofs	1. Confined space risks should be assessed and avoided
	2. Roof should be in good condition (no damaged / weak areas)
	3. Guardrails should be present and in good condition
	4. Walk / slip hazards to adjoining tanks should be removed or avoided
	5. Checks must be made for pressure build up before sampling / gauging
Gangways / Boarding Ladders	1. Equipment must be in good condition
	2. Proper tie off points must be provided for fall protection if there are no railings
	3. Physical obstructions preventing / restricting access must be removed
	4. Handrails must be in good condition
Stairways	1. Steps must be in good condition
	2. Steps must be of equal height
	3. Physical obstructions preventing / restricting access must be removed
	4. Handrails must be present and in good condition
Lighterings – Harbor / Offshore	1. Jacob's ladders should not be used
	2. Pilot ladders must be in good condition
	2. Proper tie off points must be provided
	4. Transfers should not take place during bad weather conditions or heavy seas



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Location	Safety Check Items
Barges	1. Walkways must be provided where required
	2. Ladders may not be used as walkways
	3. Planks/scaffold boards may not be utilized as walkways
Docks/Wharfs	1. Physical obstructions preventing / restricting access should be removed
	2. Falling objects – hazardous locations should be avoided
Railcars	1. Blue flag requirements should be in operation
	2. Ladders must be in good condition
	3. Dome/hatch/valve operation
	4. Guide rails must be in good condition
Tank Truck / ISO Containers	1. Wheels must be chocked
	2. Ladders must be in good condition
	3. Dome/hatch/valve operation
	4. Guide rails must be in good condition
	5. Gantry access to be provided and used wherever possible
Tank Farms	1. Physical obstructions preventing / restricting access should be removed
	2. Excessive water/mud hazards around tanks should be avoided
	3. Dedicated walkways must be used and should be in good condition
	4. Moving vehicles – awareness - hazardous locations should be avoided
	5. Falling objects – awareness - hazardous locations should be avoided

Reference Information:

1. SOLAS (Safety of Life at Sea), ISM (International safety management), ISGOTT (International Safety Guide for Oil Tankers and Terminals).
2. IFIA (International Federation of Inspection Agencies) Guidelines - section 2.5 Health and safety Regulations
3. OSHA (Occupational Safety and Health Administration) Regulations
4. Reference should also be made to any local or national regulations which may apply in the region concerned.

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