
LD25/042 – Vessel Gangway Requirements

ATTENTION:	All DBLB/DCW users
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ISSUED BY:	Port Manager (Dampier)

The Terminal Operations team is highlighting the importance of safe access via gangway whilst alongside the DCW and DBLB. Focusing on **‘Navigation Act 2012, Marine Order 12, Div.3, part 24.’**

24 Access to vessels in port — responsibilities of master:

(1) The master of a vessel must ensure that the vessel’s means of access is as follows:

- (a) of sufficient strength to support the weight placed on it;*
- (b) clean and free of damage, degradation or wear that may affect its strength;*
- (c) secured to prevent accidental displacement;*
- (d) illuminated sufficiently for people to use it safely at night;*
- (e) clear of the path of cargo being loaded or unloaded from a vessel;*
- (f) kept clean and free of any material that could make its use unsafe;*
- (g) properly rigged and adjusted to allow for any changes in tidal levels and the vessel’s trim and freeboard;*
- (h) at an angle allowing safe access to the vessel;*
- (i) firmly landed and clear of the wharf edge and other potential hazards.*

(2) A gangway may be placed on a bulwark or side rail of a vessel only if the master is satisfied that the bulwark or side rail is of sufficient strength to bear the weight of the gangway and persons using it.

(3) A telescopic accommodation ladder may be used as a means of access only if the master is satisfied that its sections are locked together to prevent variation in length.

(4) The master must take reasonable and practical measures, including using safety netting, to protect persons from injury caused by falling from an accommodation ladder or a gangway.

(5) The master must ensure that safety netting is provided along the length of the accommodation ladder or gangway to protect users from falling between the ship and the quayside.

(6) If a means of access is provided by a port authority or other person, the master must ensure that any operational action necessary to ensure the safety of users is brought to the attention of:

- a) *The person providing access; and*
- b) *A person requiring access to or from the vessel.*

(7) If access is provided between 2 adjacent vessels, the master with the higher weather deck must ensure that the means of access between the vessels is safe.

(8) The master must ensure that the means of passage between a vessel's deck and the upper end of a gangway resting on a bulwark or side rail of the vessel is a bulwark ladder with substantial steps and handrails.

(9) If the master of a vessel at anchor or at a mooring considers that the use of an accommodation ladder is impracticable, the master may provide a pilot ladder as a means of access to or from the vessel if the master ensures only pilots and other persons on the business of the vessel use the ladder.

(10) However, the master may allow another person to use the ladder in an emergency.

(11) The master may allow a cargo access ramp to be used as a means of access to and from a vessel in the following circumstances:

- (a) a non-slip surface is provided and marked for pedestrian use;*
- (b) the sides of the ramp have guard rails or equivalent arrangements to prevent pedestrians from falling from the ramp;*
- (c) either:*
 - (i) the pedestrian area is effectively and protectively separated from the vehicular area; or*
 - (ii) pedestrians are permitted to use the ramp only when the ramp is not in use by vehicles.*

(12) The master must ensure that a safety net:

- (a) is secured in position at each corner, and at intermediate points if required, by secured lengths of framing rope; and*
- (b) has the corners of its mesh secured to prevent movement.*

The below images are highlighting unsafe practices, and the use of suspended brows is a prohibited practice on the DCW/DBLB. Any arrangement like this will be highlighted by the Terminal Operations team and immediate rectification of access will be required.

