

31 SHIPS SERVING OFFSHORE OIL AND GAS INSTALLATIONS

31.1 General information

31.1.1 The offshore industry has changed much over the years, affecting the way the industry works. The safe working practices set out in this chapter reflect those changes.

31.1.2 There are many different types of vessels now in regular use other than the standard platform supply vessel (PSV) or anchor handling tug supply (AHTS). These range from emergency response and rescue vessels (ERRVs) and their daughter crafts to more flexible types of multi-role vessels that cover the ERRV role, inter-field transfers and general cargo activities. In addition, there are a wide range of specialist vessels, involved in drilling, construction, platform maintenance, accommodation, diving support and other functions. This chapter provides general guidance for offshore operations, and in particular for supply vessels and anchor handling. Sources of guidance for other specialist vehicles are listed in Appendix 2, Other sources of information.

31.2 Responsibilities

31.2.1 The master has the responsibility to stop any operations that threaten the safety of the vessel or crew or the installation's integrity.

31.2.2 Other pressures, whether work related or commercial, must not interfere with the master's professional judgement and they must inform the relevant parties of any serious conflict of interests arising from instructions or activities of other parties.

31.2.3 The offshore installation manager (OIM) controls the entry of all vessels into the 500-metre zone around the installation and can modify or terminate any support vessel activity that they regard as hazardous to the installation or persons on it. However, the master of the vessel has the final responsibility for ensuring the safety of the vessel and the crew.

31.2.4 The OIM may delegate operational tasks to other competent installation personnel.

31.2.5 All personnel are responsible for both their own safety and the safety of those they work with. They must always act to prevent accidents and may also terminate cargo operations on safety grounds at any time.

31.3 General precautions

31.3.1 Seafarers working in cold and wet conditions should wear waterproof garments over warm clothing. Arrangements should be made for relief at suitable intervals to avoid undue exhaustion and hands and limbs becoming cold and numb. Consideration should be given to breaks for seafarers if operations are to continue for several hours.

31.3.2 If working on deck cannot be avoided during bad weather, consideration should be given to adjusting the ship's heading and speed to provide as safe a platform as possible. Lifelines should be rigged on the working deck to facilitate safe movement. Decks should, as far as practicable, be kept free from ice, slush, algae and any substance or loose material likely to cause slips and falls. A lookout should be kept to give warning of imminent oncoming, quartering or following seas, or the operation suspended until the risk of shipping seas is over.

31.3.3 During hours of darkness, sufficient lighting should be provided at access ways and any work location to ensure that obstructions are clearly visible, that seafarers working on deck can be clearly seen from the bridge and installation, and that the operation may be carried out safely. Lighting should be placed so that it does not dazzle the navigational watch, interfere with the prescribed navigational lights nor dazzle the deck crew when carrying out cargo operations.

31.3.4 Owing to the unpredictable movement of vessels, especially in regard to the rise and fall, the use of tag lines should be considered only in exceptional circumstances and after a thorough risk assessment.

31.3.5 All operations on deck must be risk assessed and discussed and agreed with all involved via a toolbox talk prior to the work commencing.

31.4 Personal protective equipment

31.4.1 Personnel who are working in cold and wet conditions should wear waterproof garments over warm clothing.

31.4.2 If there is a chance that a seafarer could be knocked or washed overboard during cargo operations, then a self-inflating personal flotation device (working lifejacket) should be worn so as not to impede working movements. It must be capable, when activated, of turning the seafarer onto their back if unconscious.

31.4.3 When carrying out cargo operations, as a minimum, coveralls, high-visibility vest, safety helmet, safety boots, safety eyewear as appropriate and gloves should be worn.

31.4.4 The Company should assess the working areas of working decks to ensure that the noise levels, generated from both the vessel and the neighbouring platform, are within acceptable levels. If not, suitable hearing protection should be provided that does not restrict or inhibit communication on the installation or between the installation and the bridge.

Offshore support vessels

31.5 Communications

31.5.1 Where practical, and when using very high frequency (VHF), communications between the vessel and the platform should be conducted on a different channel from the one used for general in-field communications, because this allows for better and less interrupted communications.

31.5.2 At all times that work is being done on the deck, there should be an efficient means of radio communication between the bridge, crane and seafarers involved. A back-up system should be available between the bridge and seafarers involved and this can either be a tannoy system or additional radio.

31.5.3 A proper radio watch must be maintained on the bridge. This includes the appropriate emergency and calling channels as well as the current working channels.

31.6 Carriage of cargo

31.6.1 This section should be used in conjunction with the Oil & Gas UK publication, *Best Practice for the Safe Packing and Handling of Cargo to and from Offshore Locations*, Guidelines for Offshore Marine Operations (G-OMO) and local supplement, and the International Maritime Dangerous Goods (IMDG) Code where applicable. Please see Appendix 2, Other sources of information, for further information.

31.6.2 The master is responsible for the safe and correct loading of their vessel, and should give due consideration to any known discharge priorities or order of discharge for the cargo when deciding how and where it will be loaded. They should ensure that the cargo is stowed in such a way as to allow access for the seafarers to lifts without the need to climb over cargo. This will help avoid the temptation to 'cherry pick' a specific container.

31.6.3 When at sea, only seafarers involved in the cargo operation should be on the cargo deck. Other seafarers should stay clear of the work area.

31.6.4 All oncoming cargo should be checked against the manifest to ensure that only the cargo listed is loaded. If there are any discrepancies, then loading should be stopped until they can be resolved. If necessary, the cargo should not be loaded. A cargo plan should be produced so that locations of all items are known. There should be pre-notification of any dangerous goods.

31.6.5 Before securing, all containers should be given a visual check to ensure there are no defects, the container test is in date and there are no trapped strops or potential dropped objects. All containers should have been inspected prior to loading, so the check that is carried out by the deck crew will be to ensure that nothing has been damaged in transit and nothing obvious has been missed.

31.6.6 When stowing cargo, attention should be given to potential snagging hazards. These include, but are not limited to, stacking points and pad-eye protectors, which may be larger than usual, tie-down hooks, door handles, crash barriers or even entrances to safe havens.

31.6.7 When loading half-height containers, consideration should be given to whether the lifting strops may get caught on the containers' contents when discharging. A suitable material should be used to cover the equipment inside and prevent the potential for snagging hazards. This may include nets, tarpaulins, wood battens, roof bars, cord lashing and crating of equipment.

31.6.8 Boat-shaped skips should not be used.

31.6.9 Wherever possible, scaffolding tubes and/or boards should be pre-slung into an appropriate cargo-carrying unit designed for four-point lifting.

31.6.10 Cargo operations can continue for several hours. In such cases, careful consideration should be given to ensuring that all involved remain alert. All seafarers must ensure that they follow the hours of rest requirements at all times. This is particularly important if the vessel is sailing into port immediately after cargo work or sailing directly prior to it.

31.6.11 The crane operator may terminate a cargo operation on safety grounds.

31.6.12 Areas of the deck that are not to be used for cargo stowage should be clearly marked or otherwise indicated.

31.6.13 The safe securing of all deck cargoes should be checked by a competent person before the vessel proceeds on passage. To aid unloading at sea to be carried out safely, independent cargo units should, as far as practicable, be individually lashed. Where it is not practical to lash individual pieces of cargo, then groups of lifts intended for the same delivery location should be secured together. lashings should, where practicable, be of a type that can be easily released and maintained.

31.6.14 All lashings should be checked at least once during each watch whilst at sea. Seafarers engaged in the operation should be closely supervised from the bridge, particularly in adverse weather conditions. At night in bad weather, a searchlight should be used to aid remote checking of lashings to avoid placing personnel at risk.

31.6.15 Where fitted, pipe posts should be used to restrain the movement of tubulars.

31.7 Bulk cargo operations

31.7.1 Cargoes carried in bulk range from dry-powdered products such as cement or barites to liquid products such as water, fuel oil, brine and oil-based muds.

31.7.2 Discharging bulks pose a significant risk to the environment as well as to personnel. As such, before undertaking any bulk cargo operation, the following should be followed:

- Agreement should be attained prior to the vessel entering the 500-metre safety zone as to what product is required and how much product will be discharged, or received by, the installation.
- Pressure ratings of all equipment should be checked to ensure that they are suitable for the operation.
- Prior to commencement, the pumping rate and density of the product should be agreed, as should the proposed sequence of events. Only once these are agreed amongst all involved parties should the operation commence.
- The pumping rate should start off very slowly, to check that all connections are secure and the product is going into the agreed tank(s). Once this has been confirmed and all checks have been made, then pumping can be increased to the agreed rate. Further checks of connections should be made once the final pumping rate has been reached.

- Each party should give sufficient warning if tanks need to be changed over. Confirmation should be given once this is done.
- The vessel and the platform should regularly confirm the amount discharged or loaded. If there are any discrepancies, then the operation should stop until the error can be ascertained.
- If communications are lost at any time, then the operation should be stopped.
- Appropriate deck personnel should be available and nearby during the entire operation.
- The master and/or officer of the watch should be able to see the bulk hoses at all times.
- When discharging liquids, appropriate save-alls should be fitted and adequate spill equipment should be ready for immediate use.
- Valves shall not be closed against the cargo pump.
- Unregulated compressed air should not be used to clear bulk hoses because this can damage tanks.
- Compressed air should not be used to clear hoses that have been used for hydrocarbons because this increases the risk of explosions.
- All hoses should have sufficient flotation collars fitted.
- The hose used should be the correct type for the task.

31.8 Approaching installation and cargo-handling operations

31.8.1 At no time is an installation's exact position to be used as a global positioning system (GPS) waypoint. Waypoints should always be offset from the installation and outside the 500-metre safety zone.

31.8.2 At no time should a vessel enter the installation's 500-metre zone in autopilot. The vessel should be in hand steering.

31.8.3 Prior to entering a safety 500-metre zone, an appropriate checklist should be carried out. Normally these are Company or installation specific. A typical example of such a checklist can be found in the G-OMO publication. An entry should also be made in the vessel's logbook once these checks have been completed.

31.8.4 The approximate working position needed for the planned operation should be calculated prior to entry to the 500-metre safety zone.

31.8.5 After entry into the 500-metre safety zone, the vessel should proceed to a 'set-up' position that will be at least 1.5 ship's lengths from the installation, in a drift-off situation, or

2.5 ship's lengths in a drift-on situation. This set-up period will be carried out for a minimum of ten minutes so as to allow for an accurate assessment of the prevailing conditions and their effect on the vessel.

31.8.6 The current industry weather working guidelines should be followed. These can be found in the G-OMO publication.

31.8.7 Cargo operations should be stopped if the vessel requires the use of more than 45% power on its engines and/or thrusters.

31.8.8 At all times, personnel should be alert to the danger of being hit or crushed should items of cargo swing during a lift or become dislodged through sudden movement of the ship. All seafarers should only approach a lift when it is safely on the deck and the weight is off the wire.

31.8.9 Once a lift is connected, the seafarers should retreat to an appropriate safe haven before it is lifted.

31.8.10 If any back-loading has to take place from the installation during off-loading of cargo from the vessel, care should be taken to ensure that the cargo taken on board is immediately secured against movement until it can be properly stowed.

31.9 Transfer of personnel by ship to/from installation

31.9.1 Circumstances may make it necessary to transfer installation personnel to or from a vessel. There are a number of ways of achieving this.

31.9.2 All personnel to be transferred should be briefed by a responsible person.

31.9.3 Personnel to be transferred should wear working lifejackets and other personal protective equipment (PPE) suitable for the environmental conditions.

31.9.4 Throughout the operation, a lifebuoy, boathook and heaving line should be kept immediately available on board the vessel for use in the case of emergencies.

31.9.5 The arrangements for rescue and recovery of persons near the installation, which are set out in the installation's emergency response plan, should be in place.

31.9.6 Personnel transfer is to commence only if all identified parties have confirmed readiness.

31.9.7 All personnel transfers should only take place after a thorough risk assessment has been completed and a toolbox talk carried out with all personnel involved.

31.9.8 Further advice and guidance on personnel transfers may be found in the G-OMO publication.

31.10 Transfer by specialist craft

31.10.1 When the weather is suitable, transfers can be carried out by specialised small craft subject to the vessel having enough trained personnel to carry out such a task safely.

31.10.2 The master of the ship providing the boat should be responsible for the operation. Due consideration should be given to the effect of prevailing conditions on the safety of the transfer. As guidance, typically, such operation should not take place if the prevailing conditions include one of the following:

- The significant wave height exceeds 2.5 metres.
- There are hazardous amounts of ice or snow on any of the landing areas to be used. These include access and egress routes.
- The visibility drops below 500 metres.
- If the wind speed exceeds 25 knots.

31.10.3 Personnel transfers by craft should not routinely take place during the hours of darkness. However, if in exceptional circumstances this cannot be avoided, the following precautions should be implemented:

- All transfer areas should be illuminated adequately.
- All lifejackets should be fitted with a high-intensity strobe light and/or a satellite transponder.
- Checks should be made to ensure that retro-reflective tape on jackets, coveralls, etc. is not obscured.

31.10.4 Boarding and disembarkation should be carried out in an orderly manner under the coxswain's direction.

31.10.5 The boat's coxswain should ensure an even and safe distribution of passengers. Passengers should not stand up or change their positions during the passage between ships save under instructions from the coxswain.

31.10.6 The mother ship should establish communication with the receiving vessel prior to the commencement of the operation and should maintain continuous visual contact with the boat concerned throughout the transfer. Any boat used for personnel transfers should have at least two means of radio communications.

31.10.7 If the transfer of personnel involves a standby vessel, the master should bear in mind that their vessel must, at all times, be ready to fulfil its standby vessel duties.

31.10.8 Transfers from one vessel to another shall not take place within the 500-metre zone of any installation without explicit permission of the OIM.

31.10.9 Radio communications should be set up between the mother ship, standby vessel (if it is not carrying out the transfer) and receiving vessel.

31.10.10 The boat should be crewed by no fewer than two experienced persons, at least one of whom should be experienced in handling it. Lifejackets and, if necessary, suitable protective clothing should be worn by all personnel.

31.11 Transfer by personnel carrier

31.11.1 Transfers from ship to installations are sometimes carried out by some type of personnel carrier that is lifted by the platform's crane. These vary in design and redundancy, and can range from simple rope netting to more elaborate systems where individuals are strapped in. However, the dangers are similar and must be mitigated against. Once again, further advice and guidance on personnel transfers using a carrier system may be found in the G-OMO publication.

31.12 Transfer of personnel by ship to installation by transfer capsule

31.12.1 The transfer capsule must be on deck and stable before personnel approach it.

31.12.2 Personnel should be escorted to the landing/loading area and approach the capsule one at a time.

31.12.3 Personnel should be secured in the transfer capsule in accordance with the manufacturer's user guidance.

31.12.4 The capacity of the capsule must not be exceeded and it is recommended that, in any case, the load should be no more than five personnel who should be evenly distributed to ensure maximum stability.

31.12.5 No baggage should be taken into the capsule. Baggage should be transferred in a separate baggage container.

31.12.6 Before lifting commences, all personnel (OIM, vessel master and crane operator) must be in agreement that they are in readiness for the transfer. Adequate radio communications should be maintained throughout the transfer.

31.12.7 The capsule should be lifted clear of the vessel and swung up and out as smoothly as possible. Once over the sea, the capsule should be lifted to the installation.

31.12.8 Once over the installation, the capsule should be lowered to the lifting/landing area. Tag lines should be cleared before the capsule is finally lowered to the landing area.

31.12.9 Transit personnel should remain seated and secured until the transfer capsule is stable on the deck and the installation personnel have removed securing and provided an escort to the reception on the installation.

31.13 Transfer by personnel basket

31.13.1 The following procedures should be observed for the transfer of personnel from ship to installation by a personnel carrier:

- The equipment should be steadied when it is lowered to the deck. Tag lines may be used and the risk assessment must cover these. Tags lines should never be wrapped around the hands.
- Luggage should be secured within the appropriate space in the carrier or taken up separately.
- Personnel to be transferred should wear lifejackets and other PPE suitable for the water and sea conditions.
- Personnel transferring should be evenly distributed around the carrier to ensure maximum stability.

- If using a basket type of carrier, personnel should stand outside the basket with feet apart on the board and the basket securely gripped with both arms looped through.
- When the officer in charge is satisfied that all are ready and at an appropriate moment having regard to the movement of the ship in a seaway, the basket should be lifted clear of the vessel and then swung up and out as quickly as possible before being carefully hoisted up to the installation.
- Radio communications should be set up between ship, standby vessel (if it is not carrying out the transfer) and installation.

31.14 Transfer of personnel by gangway

31.14.1 The master of the transfer vessel, installation OIM and ERRV master must discuss the prevailing weather conditions before deciding whether it is safe enough for the transfer to proceed. Operations should only take place in the hours of daylight.

31.14.2 Transit personnel should be escorted to the gangway access area and must only use the gangway under the direction of the gangway operator.

31.14.3 Once on the installation, transit personnel are to be escorted to the reception area.

31.14.4 The capacity of the gangway should not be exceeded.

31.14.5 Personnel baggage should not be carried on the gangway. Baggage should be transferred through the use of a separate baggage container.

31.15 Further guidance

Further advice and guidance on offshore support vessel operations may be found in the G-OMO publication and the various Oil & Gas UK publications.

31.16 Anchor handling

31.16.1 Anchor handling is generally carried out by vessels commonly known as anchor handling towing supply (AHTS) vessels. As the name suggests, they are multi-purpose vessels that can carry out a number of important roles. However, generally, their primary purpose is anchor handling. This guidance should be used in conjunction with the anchor handling section of G-OMO.

31.16.2 All anchor-handling jobs should be risk assessed and the findings disseminated to all those involved via a toolbox talk or similar.

31.16.3 If the AHTS vessel is engaged in cargo activities, then the safety precautions and procedures for supply vessels should be followed.

31.16.4 Owing to AHTS vessels having a stern roller, if general supply work is undertaken by an AHTS vessel, some form of barrier is needed to prevent cargo from going over the stern. This may be something simple such as cargo chains or it can be something purpose built, such as moveable bulwarks or railings.

31.16.5 Care should be taken on the metal decks of these vessels because they can increase the chances of slips, trips and falls. They should be regularly cleaned to prevent any build-up of algae or other residues.

31.16.6 During bad weather, lifelines should be rigged on the working deck to facilitate safe movement. Decks should, as far as practicable, be kept free from ice, slush, algae and any substance or loose material likely to cause slips and falls. This is particularly important for the metal section of the deck.

31.16.7 Anyone working on the deck should wear a working lifejacket at all times because of the open stern. Any lifejacket or flotation device used must be able to turn the casualty onto their backs if they are unconscious.

31.16.8 Many items used in anchor handling are large and heavy. Care should be taken when manual handling any equipment and, if necessary, two persons should be used.

31.16.9 Whenever an anchor is being lowered over the stern or retrieved, all seafarers should be off the working deck and within a safe area.

31.16.10 Before seafarers go back on deck, the chain should be secured in the 'shark jaws' or similar securing device.

31.16.11 If anchors have been retrieved from deep water, there will be a lot of tension stored within the chain or pennant. When the pin is removed, this tension will cause the pennant or chain to spin and fly into the air. It is important that all seafarers are in an appropriately safe position.

31.16.12 **Never** walk near or over a ‘live’ wire on the deck. A live wire is one that is in use, under tension or has the potential to come under tension.

31.16.13 To reduce the likelihood of seafarers walking over a live wire, duplicate tools should be positioned on both sides of the working deck. This allows seafarers to remain on one side of the wire at all times.

31.16.14 All equipment used is to be maintained and operated in accordance with manufacturers’ instructions.

31.16.15 There should be oxy-acetylene (or similar) cutting gear, with adequate gas, available for immediate use if needed.

31.16.16 Seafarers should ensure that the stowage of anchors and equipment are secured in line with the planned operation, and be aware of the risk of such items moving when unsecured.

31.16.17 Certain types of anchors are unstable and may not sit well on a flat deck. This should be considered during the initial risk-assessment stage so that adequate securing arrangements can be provided.

32 SHIPS SERVING OFFSHORE RENEWABLES INSTALLATIONS

32.1 General

32.1.1 This chapter considers good practice on vessels supporting the construction, operation and maintenance of offshore renewable energy installations (OREIs). Vessels are needed for survey work, transporting components and materials, transfer of personnel, construction work, dive support and accommodation.

32.1.2 Guidance on operation of vessels transiting in the vicinity of OREIs is published in MGN 372(M+F).

MGN 372(M+F)

32.1.3 Safety for diving operations is subject to HSE regulation and to the Merchant Shipping (Diving Safety) Regulations 2002 and MSN 1762(M+F).

S.I. 2002/1587

MSN 1762(M+F)

32.2 Responsibility for offshore renewables personnel

32.2.1 While the vessel provider may be a contractor with duties under Construction Design and Management Regulations 2015, this does not in any way compromise the vessel master's duty to ensure the safety of the vessel, crew and passengers.

S.I. 2015/51

32.2.2 Those employed in the development, construction and maintenance of offshore windfarms may not have much experience of working in a maritime environment. Their employer has a responsibility to ensure that they receive the information, instruction, training and supervision necessary to safeguard their health and safety. The master of the vessel should also make certain that the personnel carried are familiar with emergency procedures on board, and give appropriate instructions and guidance to ensure that they are aware of the vessel's working practices in so far as they affect them.

32.3 Coordination

32.3.1 It is likely that a large number of organisations will be involved during both the construction and ongoing operation of OREIs. Coordination is therefore key. Each OREI should have arrangements in place for the:

- provision of vessel traffic information and advice to masters;
- management and coordination of all site work/activities; and
- emergency response – see section 32.6.

32.3.2 Any marine operations within the area should be approved through the marine coordination arrangements that are already in place. Clear lines of responsibility and reporting should be established.

32.3.3 In addition, when planning work activities that involve more than one vessel or a vessel and an installation, it is important to identify any differences in their safety procedures, carry out a risk assessment and agree actions in advance that are clearly understood by all.

32.3.4 Vessels often work in close proximity to turbines or other structures, and to other vessels. Even where activities do not directly involve working together with other vessels/installations, a risk assessment should consider the impact of each vessel's activities

on others. Where necessary, a sequence of actions and safe procedures should be agreed before the work starts.

32.4 Safe means of access to installations

32.4.1 Guidance on safe means of access is in Chapter 22, and the guidance for special circumstances in section 22.9 is particularly relevant.

32.4.2 Where passengers/industrial personnel or crew are accessing or leaving installations from a vessel, a risk assessment of the transfer arrangements should be undertaken and appropriate safety measures put into place to ensure the safety of those involved. Additional safety precautions should be taken during the hours of darkness. The arrangements during transfer must be compatible with the specific offshore installation and comply with the statutory standards for work at height regulations. The vessel should be properly equipped and/or modified (taking into account the design of the access point on the installation) to allow the transfer to be undertaken without unnecessary risk. A proper embarkation point should be provided and the boarding procedure clearly agreed.

S.I. 2005/735

S.I. 2007/114

32.4.3 The relative movements of the vessels in varying sea, tide and swell conditions make the judgement of when to effect a transfer crucial. The master responsible for the transfer operation should have full and direct sight of the area of transfer. In addition, the master and at least one designated crew member should be able to communicate at all times with the person making the transfer. It is recommended that vessels undertaking ship-to-ship transfers while under way should carry equipment designed to aid in the rapid recovery of a casualty from the waters.

32.4.4 Those transferring and those working on exposed decks during transfer should wear a personal flotation device. Consideration should be given to requiring an immersion/survival suit to be worn, particularly in cold conditions. The transfer of baggage or other items should be carried out by the crews of the vessels and not by those transferring.

Further guidance on the transfer of personnel to and from offshore vessels and structures can be obtained from the International Marine Contractors Association (IMCA).

32.5 Carriage and transfer of dangerous cargoes

32.5.1 Where a workboat carries more than 30 kg or 30 litres net total quantity of dangerous goods, whether used on board for its own purposes or used by the industrial personnel for their own work, the vessel generally requires a Document of Compliance to Carry Dangerous Goods (DoC DG). This is issued by the MCA, and the master and persons ashore responsible for allocating stores/equipment to be carried should receive training in the requirements of the IMDG code. MGN 497(M+F) gives guidance on the storage of dangerous cargoes on board. For detailed requirements that should be complied with, refer to: MGN 280(M); the Workboat Code, Industry Working Group Technical Standard; or the Workboat Code, Edition 2.

MGN 280(M)

MGN 497(M+F)

32.6 Emergency response plans

32.6.1 OREI operators should have in place an Emergency Response Cooperation Plan agreed with MCA SAR Operations for the construction, operation and decommissioning phases of any OREI. These plans are designed to ensure that HM Coastguard (HMCG) and SAR resources have information about the fundamental details of an OREI and that both the developer/operator and HMCG have access to emergency contact numbers to permit rapid contact, information sharing and effective cooperation during an emergency situation. This will ensure that incidents arising on the site are effectively managed. Those operating vessels in the area may be required to take part in testing of the arrangements. The master should ensure that all seafarers on the vessel are familiar with the plan, and comply where appropriate with the arrangements set out.

32.7 Other sources of information

32.7.1 Further industry guidance is available (see Appendix 2).