

# Golden Safety Rules

To ensure zero incidents and healthy work



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**Safety is the top priority for the maritime industry. There is nothing worse than a major incident.**

These are people; people like us, and the memories last forever. As global leaders of the shipping industry, we need to work together to improve safety standards. We are the only ones who can make a difference – there is no one else.

**Dr Grahaeme Henderson OBE**  
Chair, Together in Safety





# Introduction

**The Golden Safety Rules have been selected following a detailed review of fatal incident reports across all sectors of the shipping industry. They comprise activities that are most likely to lead to fatalities and serious injury, and focus on the areas that an individual has control over in their everyday work.**

The Rules have been designed to complement existing management systems and procedures, but do not replace these. They are designed to help keep seafarers safe and are applicable for everyone who works on a ship.

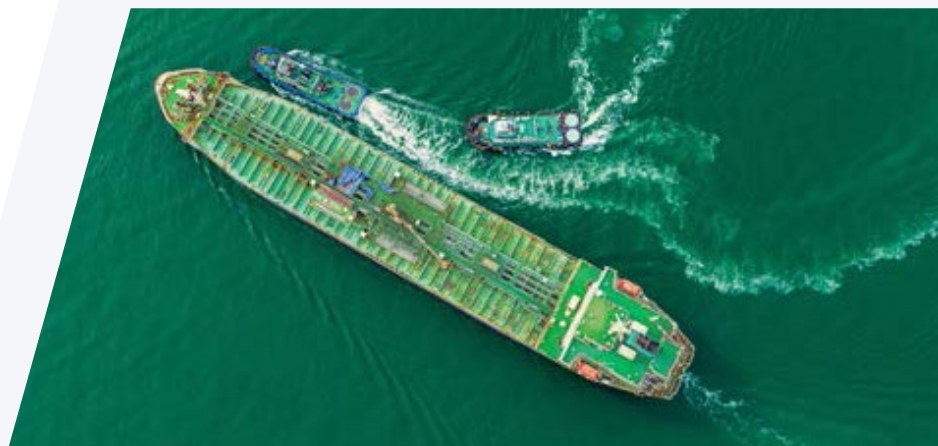
Whilst the Rules apply to each of us, we also encourage everyone to intervene if they see a Rule being broken. Be aware that you may be the last person who has the opportunity to prevent a serious injury or the fatality of a colleague.

Other industries that have used similar Rules have experienced outstanding results. One company recorded a reduction in fatalities of 75% and serious injuries by nearly 50% over a 5-year period.

Together in Safety has conducted a gap analysis of these Golden Safety Rules, and the IOGP Safety Rules, and we believe these Rules are most suited to the marine industry and for working safely on board a vessel at sea. We actively encourage our industry peers to follow these Golden Safety Rules.



**The proposed rules recognise the wider industry data of the key incident types responsible for most fatalities...**





# Scope

**Within scope is a set of rules that everybody in the shipping industry can understand, commit to, introduce and follow.**

Most of the rules are not new and for most, will be well known, but perhaps not in any specific context of being fundamental or critical to saving lives.

The Golden Safety Rules should capture the key behaviours of strong safety leadership:

## **In Scope**

1. Personal safety
2. On board vessels
3. Access to and from vessels
4. Justifiable with current industry data demonstrating actual or potential fatalities or resulting in life changing injuries. As such, rules may be categorised as 'Life Changing Rules'
5. Identification and mapping to key current industry Life Saving Rules
6. Applicable across most sectors of the industry

## **Out of Scope**

1. Process safety, other than navigation which is an area that poses particular risk to individuals
2. Sector specific rules e.g. hot-work on tankers
3. Adding additional rules through inclusion within sub-areas
4. Consequence management – it will be up to individual companies to consider application and enforcement

# The Human Impact

- IOGP estimates that between 2008-2017, **376 people lost their lives** in fatal incidents that might have been prevented by following one of IOGP's Life-Saving Rules.
- According to the International Group of P&I Clubs, there have been **83 deaths in enclosed spaces** in the 5 P&I policy years to 2019. **858 injuries** and **31 deaths** have occurred on mooring decks in the 5 P&I policy years to 2021.



## Start Safe!

While the more traditional view of safety empowers you to stop any unsafe activity, equally important is your start-work authority. Whatever you are doing, however routine or minor, you should always take time to start safe. A useful acronym to start safe is SHARK:

**STOP & THINK** – Do I understand the task?

**HAZARD SPOT** – Are there any Health, Safety or Environmental hazards present?

**ASSESS THE RISKS** – Could I, or my colleagues, or the environment be harmed?

**REACT** – Do I know how to stop work if needed, and what are the emergency procedures to follow?

**KEEP SAFE** – I must watch for any changes in conditions as I complete the task.



# 1. Stop

Ensure all colleagues are empowered to **STOP WORK** and intervene

## I will **ALWAYS**:

- Encourage all colleagues to '**STOP WORK**' when there is an unsafe activity or condition
- Respect the intervention
- Thank the person who stopped me and may have saved my life!
- Raise the issue for learning through the normal company process

## I will **NEVER**:

- React poorly to a safety intervention
- Be afraid to step forward to intervene
- Leave it to someone else
- Cover up or disguise any unsafe activity or condition







## 2. Enclosed Space Entry

Only enter an enclosed space if it has been ventilated and the atmosphere confirmed safe

### I will ALWAYS:

- Check if a Permit is required; obtain authorisation and comply
- Verify that the atmosphere has been tested and made safe and confirm what and when re-testing is required
- Challenge the testing: ask when and where it was completed, by whom, and what materials / substances were in the space
- Confirm that all energy, machinery and fluids and gases have been isolated and locked-out
- Verify that the atmosphere of the space will not be affected by adjacent activities/ compartments or spaces
- Agree an appropriate rescue plan with my co-workers before entry

### I will NEVER:

- Work in an enclosed space if I can complete the task in a safer way
- Enter an enclosed space without fully understanding the hazards present and being satisfied it is safe
- Enter an enclosed space alone
- Deviate from the agreed safety or emergency procedures
- Leave an unattended entry point. During breaks, ensure appropriate barriers or means to prevent anyone from entering the space.



# 3. Fall Prevention



Always protect yourself from falling when working at height or during personnel transfer

## I will ALWAYS:

- Check if a Permit is required before commencing a task, understand the requirements and comply with them
- Maintain three points of contact when climbing or working from a ladder and always hold onto the handrail on stairs
- Plan my work and agree appropriate safety measures with my co-workers
- Check the condition of fall arrestors / lines and anchor points
- Maintain situational awareness of other work being conducted around me

## I will NEVER:

- Start work without a pre-job risk assessment to identify risks and appropriate controls
- Start work if I think the conditions are unsafe
- Start work if I am unclear of the safety or emergency procedures
- Rely only on PPE; it is my last line of defence







## 4. Energy Isolation

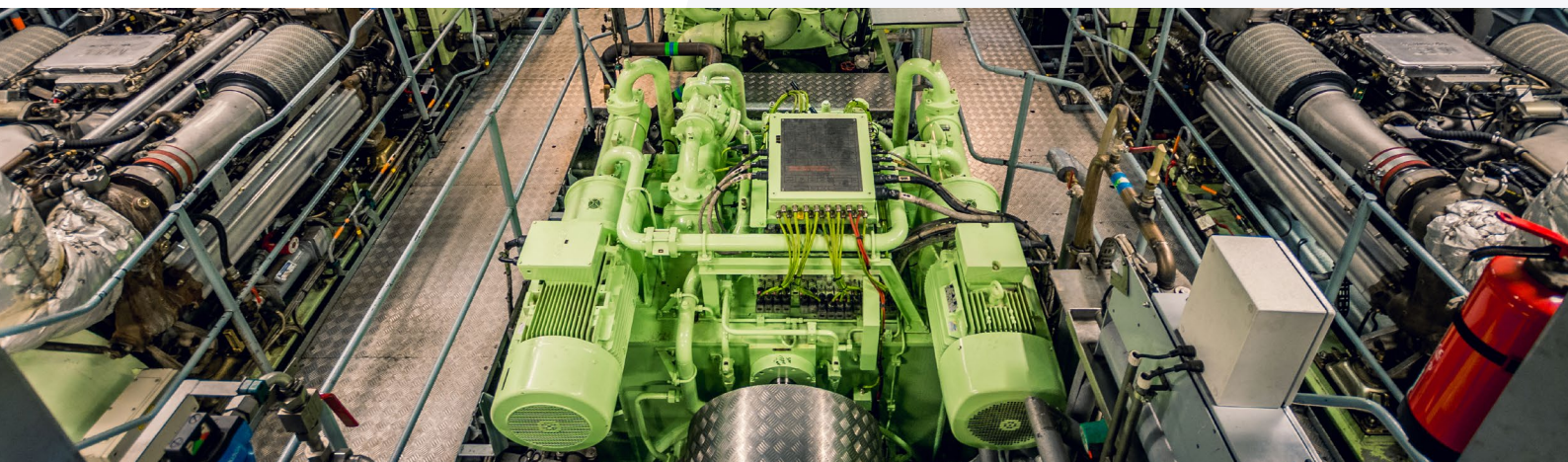
Verify isolation before working with stored energy and invisible hazards (e.g. electrical, pressure)

### I will ALWAYS:

- Identify all energy sources (such as electrical, mechanical, gravity and kinetic) before starting a task
- Check if a Permit is required, obtain authorisation and comply
- Treat all energy sources as live until they have been:
  - Safely isolated,
  - De-energised,
  - Verified, and
  - Locked-out with life-saving equipment such as locks and tags

### I will NEVER:

- Start work without a pre-job risk assessment to identify risks and appropriate controls
- Start work if I think that the conditions are unsafe
- Start work if I am unclear of the safety or emergency procedures
- Rely only on PPE; it is my last line of defence



# 5. Working Over Water/Access to Vessels



When outside of ships rails, always wear a Personal Flotation device

## I will ALWAYS:

- Wear a suitable life-saving flotation device before commencing work on or around water
- Plan my work, ensuring the sea-state is within acceptable conditions
- Consider the vessel movement and swell before transferring between vessels
- Check emergency equipment is in place, such as radio and flares

## I will NEVER:

- Work within a risk of falling overboard if the task can be achieved by a safer method
- Board a vessel if the risks are unacceptable or I have any concerns regarding safety, weather or the transfer methods
- Carry my equipment when transferring over water
- Transfer to another vessel without first establishing visual and radio communications







## 6. Line of Fire

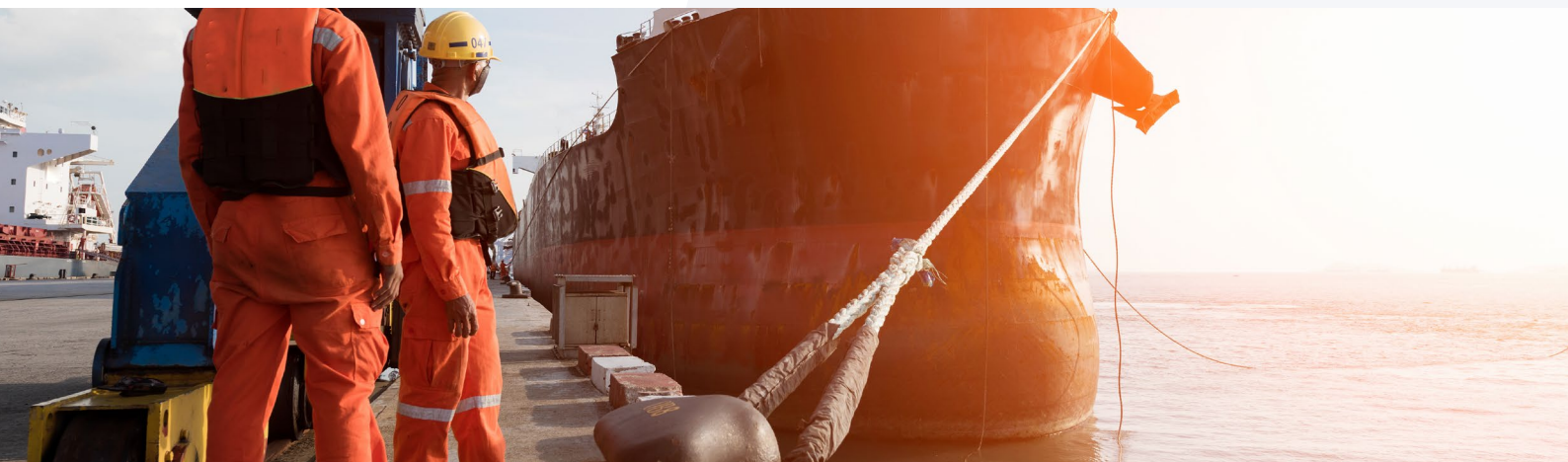
Ensure yourself and others are positioned away from suspended loads, stored pressure, moving machinery and snap-back areas

### I will ALWAYS:

- Maintain a safe distance from hazards, ensuring I am outside the 'line of fire' and understand the consequences of equipment failure
- Keep away from suspended loads, unprotected equipment and moving vehicles
- Be alert to blasting, welding, grinding, electrical work and falling objects
- Maintain a safe distance from lines under tension such as lifting/mooring lines, towing cables or suspended loads – consider Snap-back areas
- Make use of pedestrian walkways and safe zones where provided

### I will NEVER:

- Enter an unauthorised area
- Bypass a safety barrier or enter an exclusion zone
- Attempt a task that I am not trained or competent to do







# 7. Navigation

Adhere to the collision regulations, supplement navigation aids with visual / manual checks, plan and execute the passage plan and avoid distractions & fatigue

## I will ALWAYS:

- Look out of the window
- Obey collision regulations
- Comply with work/rest hours
- Maintain a safe distance from land and shallow water
- Supplement navigation aids with visual/manual checks
- Execute passage as per plan
- Calculate enough Under Keel Clearance including dynamic factors such as Squat

## I will NEVER:

- Allow incidents caused by fatigue
- Accept ECDIS / AIS tracking information without independent checking
- Proceed at unsafe speed in heavy traffic or restricted visibility
- Allow myself to be distracted (see GSR 10 on page 15)
- Use, or have available, personal mobile phone, tablet or laptop while on duty





## 8. Lifeboats

### Ensure own and others safety during maintenance and testing of lifeboats

#### I will **ALWAYS:**

- Ensure the boat is fully secured (gripes; harbour pins; lashings) before entering for maintenance
- Conduct toolbox talks covering dangers, release mechanisms, roles and operational procedures
- Have fully trained colleagues conducting maintenance of boats, winches, brakes, davits, and associated safety systems
- Remove winch handles before launching
- Ensure adequate supervision and means of communication
- Avoid the unintended operation of on-load release mechanisms

#### I will **NEVER:**

- Have anyone inside a boat when I am only testing the operation of the davit or crane
- Have more people inside the boat than the minimum critical crew required for safely launching the boat or testing launching apparatus
- Put crew in danger areas when boats / davits are moving (crushing, etc.)
- Leave hanging off pennants or securing devices in place after maintenance / testing





## 9. Hotwork

Ensure spaces are free of flammable materials and gases before working where flame is used, or sparks may be produced

### I will ALWAYS:

- Ensure all flammable materials are removed from space AND where possible, adjacent spaces
- Have fire-fighting equipment available and ready for use
- Keep watch over adjacent spaces
- Test for presence of flammable gasses
- Complete a Risk Assessment
- Consider alternative work methods / equipment or deferral to refit

### I will NEVER:

- Proceed without a relevant permit
- Deviate from Risk Assessment / permit







# 10. Distractions

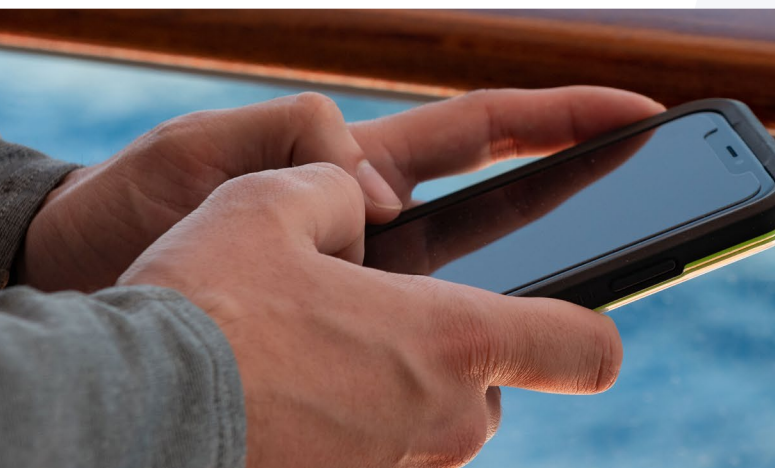
**Distractions can have disastrous effects on safety vigilance. It is essential there are no distractions which impede your focus on your safety duties**

## I will **ALWAYS**:

- Comply with my company policy on avoiding distractions, such as cell phones, laptops or tablets, to ensure I am fully focused on safe operations
- Only conduct activities required for the safe operation of the vessel
- Plan tasks with care to avoid simultaneous activities (SIMOPS)
- Maintain a professional workplace
- Make sure only personnel with immediate ships business are permitted access to the bridge, engine room and cargo areas
- Ensure my team take regular breaks, especially where tasks are repetitive

## I will **NEVER**:

- Use, or have available, a personal mobile phone while on duty
- Use, or have available, a personal tablet or laptop while on duty
- Engage in personal social media or messaging activity while on duty
- Be overloaded by electronic communications including internal and external VHF calls (including those for collision avoidance) – I will call my supervisor / Master for backup
- Allow myself to be distracted by repetitive alarms, risking alarm fatigue
- Be disrupted by non-essential activity such as visitors to the ship and to the bridge (or engine room), including colleagues, shore personnel, contractors, cargo and other representatives
- Read, or have available to read, newspapers, magazines or other leisure material while on duty or supervising onboard activities



# Summary

## 1. Stop



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## 3. Fall Prevention



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## 4. Energy Isolation



Verify isolation before working with stored energy and invisible hazards (e.g. electrical, pressure).

## 5. Working Over Water / Access to Vessels



When outside of ships rails always wear a Personal Flotation Device.

## 6. Line of Fire



Ensure yourself and others are positioned away from suspended loads, stored pressure, moving machinery and snap-back areas.

## 7. Navigation



Adhere to the collision regulations, supplement navigation aids with visual / manual checks, plan and execute the passage plan and avoid distractions & fatigue.

## 8. Lifeboats



Ensure own and others safety during maintenance and testing of lifeboats.

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## 10. Distractions



Distractions can have disastrous effects on safety vigilance. It is essential there are no distractions which impede your focus on your safety duties.

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## About Together in Safety

Together in Safety is a non-regulatory industry consortium connecting the maritime sector with the common purpose of working together to improve safety performance

Learn more at:

[www.togetherinsafety.info](http://www.togetherinsafety.info)



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