



DP WORLD



Vessel Safety Pack

Welcome to Pusan Newport Co. (PNC)

Welcome to PNC, we intend to make your stay productive and safe.

Safety is our paramount consideration and we need the assistance of your officers and crew to deliver the safest possible experience at our terminal.

Included in this information pack are some important contacts that will be available to you for the duration of your stay and we have included some additional information to allow you to make your stay enjoyable as well.

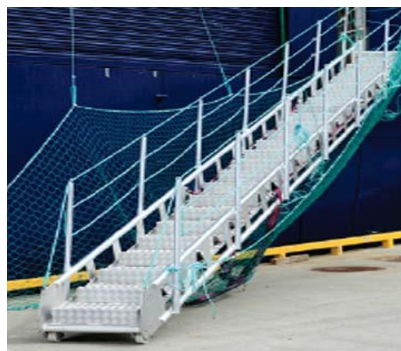
Safety

- Our PNC vessel supervisor conducts a pre-start inspection to ensure we have identified actual or potential risks to personnel in the cargo working areas. Your duty officer is encouraged to join in this inspection. A checklist will be completed which is attached for your information.
- All ship crews have to keep 3-cells away from QC operation.
- If our supervisor has any issues on arrival or during cargo operations he will contact your duty officer to identify a solution to the issue.
- Obviously as the cargo operation progresses the environment changes and we ask for your vigilance to make all areas safe during this stay.

Ships gangways must be grounded safely and correctly with safety nets at all time and kept clear of Quay Crane rails and not impede the long traveling of Quay Cranes. PNC does not accept liability for gangways being hit by Quay Cranes.

According to Local authority's requirements, A safety net shall be rigged and draping under the gangway between vessel and quay. The safety net shall be installed in a way that completely covers falling space of the ship where from lower platform(1m toward bow side) to upper platform(1m toward stern side) to prevent a person falling between the ship and the quay.

※ Refer to following picture and drawing for proper gangway installation.



Also, based on local authority requirements, only 'A' type ladder is recommended for work such as reefer container plug/unplug and others. Straight ladder can be used as only for passageway. Prohibit working with ladder on the bay where QC is handling containers at the same time. All workers using ladder must wear safety helmet and comply with buddy system.

Mooring lines should always ensure the vessel is secure against the wharf and the lines should not impede the long traveling of Quay Cranes and rodent guards must be fitted on all mooring lines.

Emissions from ship funnels should be minimized and only clean fuel burnt when in port to reduce the risk of fume exposure to PNC Quay Crane drivers.

Importantly, all open hatches should be fenced and to be taut and minimum 1.2 meters (one hundred and twenty centimeters) high or isolated to ensure personnel are not exposed to fall from heights. Power to reefers and connection and disconnection of reefers should be done so that vessel and shore staff is not exposed to electrocution hazards, cables are to be stowed and secured accordingly.

Walkways should always be free of oil and grease and should not be cluttered with lashing equipment on arrival and we ask that you provide adequate bins or racks for the stowage of bars, turnbuckles etc. Safe lighting levels are to be provided, independent of the crane boom lighting.

Twist locks should be well maintained and damaged or unserviceable units separated from the rest, we can assist you to isolate these during operations, kindly supply a bin for such twist locks as found to be faulty. A standard auto twist lock system is recommended, in the case that no auto twist lock available or not sufficient not allowed to mix of manual and auto twist locks.

Minimum PPE in the cargo areas during operations are:

Helmet, Safety Footwear – steel capped shoes or boots, High visibility clothing, Harness with leg straps for those using work cages or other fall from height risk activities.

Security

In case of any security accident and issue occurs or security level requires to be raised, Please immediately inform to PNC and security like as following below Process.



* Reference

ISPS code : 5.1 Declaration of Security

International Ship and Port Facility Security Act : Article 35 (Drafting of Security Agreements, etc.)

Leaving the Vessel

- Pedestrians are not permitted to be outside the designated walkway areas. There is a walkway along the quay wall between the seaside crane rail.

Pedestrians must wear personal protective equipment, such as safety shoes, safety helmet and **reflective vest** in Yard.

Do not enter into stacked container.

Do not pass underneath the spreader in the QC.

Depending on the security level declared under ISPS Customs may require a search of luggage and persons at the entry/exit security office. Customs and Immigration regulations will apply to all persons leaving our joining your vessel, an authority to embark/disembark letter from the vessel or agent is required for these persons.

Container stacking areas are NO GO areas, please assist in ensuring no crew infringe on this requirement.

※ **Reference [Layout of Yard]**



Taking Bunkers and Stores

- If you intend to receive bunkers or stores please contact the vessel supervisor to confirm the timing of these activities.

Use of vessel cranes for cargo, maintenance or stores must be agreed by PNC to ensure the use of your cranes does not impact on the safe operations of the terminal.

If agreed please ensure the crane is manned for the entire period the stores are being taken so that we maintain the safest outcome possible.

We have a shuttle bus for people who want to go to cafeteria, canteen or Seamen's club, etc.

Therefore please use the shuttle bus to move around yard. (Refer to reference [Lay out of yard])

※ **Reference [Route of shuttle bus]**



Thank you in anticipation of your cooperation and please contact us if we can make your stay safer and productive.

PNC Terminal shuttle bus schedule

◎**Route(East → West):** East bus stop → Operation building #2(Berth 4) → Operation building #3(Berth 7) → West building

◎**Route(West → East):** West building → Operation building #3(Berth 7) → Operation building #2(Berth 4) → East bus stop

◎**Bus schedule:**

West building (Arrival & Departure)	East bus stop (Arrival & Departure)
00:00	00:15
00:30	00:45
01:00	01:15
Break (01:30 ~ 02:30)	
02:30	02:45
03:00	03:15
Break (03:30 ~ 04:30)	
04:30	04:45
05:00	05:15
05:30	05:45
Break (06:00 ~ 06:30)	
06:30	06:45
07:00	07:15
07:30	07:45
08:00	08:15
08:30	08:45
09:00	09:15
09:30	09:45
10:00	10:15
10:30	10:45
11:00	11:15
11:30	11:45

West building (Arrival & Departure)	East bus stop (Arrival & Departure)
12:00	12:15
12:30	12:45
Break (13:00 ~ 14:00)	
14:00	14:15
14:30	14:45
15:00	15:15
15:30	15:45
Break (16:00 ~ 16:30)	
16:30	16:45
17:00	17:15
17:30	17:45
18:00	18:15
18:25	18:45
19:00	19:15
19:30	19:45
20:00	20:15
Break (20:30 ~ 21:00)	
21:00	21:15
21:30	21:45
22:00	22:15
22:30	22:45
23:00	23:15
23:00	23:45