

# Golden Safety Rules

To ensure zero accidents  
and healthy work.



Together in **Safety**

[globalmaritimeforum.org](http://globalmaritimeforum.org)



“

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 address this. We are the only ones who can make a difference – there is no one else.

### **Dr Grahaeme Henderson**

Vice President, Shell Shipping & Maritime

## **Introduction**

**The best results in Safety are reached through a combination of several elements including Leadership, Accountability and Rules. Even a solid (generative) Safety Culture will still benefit from Rules.**

The focus though should be on rules impacting operations and risks. We know that when certain basic rules are not being followed, people will be at a higher risk of suffering injuries and or fatalities. Fundamental high-level rules to prevent loss of life or life changing injuries have been developed across different industries e.g. International association of Oil & Gas Producers (IOGP), several Oil Majors and Lloyds Register.

Their value and application are well understood<sup>[1]</sup> where implemented. Records from one Oil Major demonstrates a reduction in fatalities of 75% and serious Injuries by nearly 50% over a 5-year period. All sectors of the maritime industry could benefit from similar guidance. This was recognised at previous 'Together in Safety' meetings resulting in the action to develop and agree the industry Golden Safety Rules as well as ideas on how they could be implemented and used.

This was recognised at previous 'Together in Safety' meetings resulting in the action to agree the industry Golden Safety Rules and how they will be applied.

“

**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 will 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 / critical to 'saving lives'. The cross industry 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 (LSR's)
6. Applicable across the majority of all sectors of the industry

### Out of Scope

1. Process safety, other than navigation which is an area that has 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

- Shell estimate that implementation of their Life Saving Rules may have **saved >65 lives**
- IOGP estimate 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
- **145 fatalities** in the past 20 years, and alarmingly 28 in the past 16 months, related to enclosed space entry (ITF 2019)
- **60 fatalities and 145 serious injuries** globally from lifeboat testing in last 10 years – 16% of lives lost at sea (UK P&I 2017)

# 1. Enclosed Space Entry



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

You must **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
- Agree an appropriate rescue plan with your co-workers before entry, including watchman

You must **NEVER:** 

- Work in an enclosed space if you 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**



# 2. Fall Prevention



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

You must **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 your work and agree appropriate safety measures with your co-workers
- Check condition of fall arrestors / lines
- Maintain situational awareness of other work being conducted around you

You must **NEVER:** 

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





### 3. Invisible Hazards



**Verify Isolation before working with stored energy and invisible hazards (e.g. Electrical; pressure).**

You must **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

You must **NEVER:** 

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



### 4. Working over water / Access to vessels



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

You must **ALWAYS:** 

- Wear a suitable life-saving flotation device before working on or around water
- Plan your 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

You must **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 you have any concerns regarding safety, weather or the transfer methods
- Carry your equipment when transferring over water
- Transfer to another vessel without first establishing visual and radio communications



## 5. Line of fire



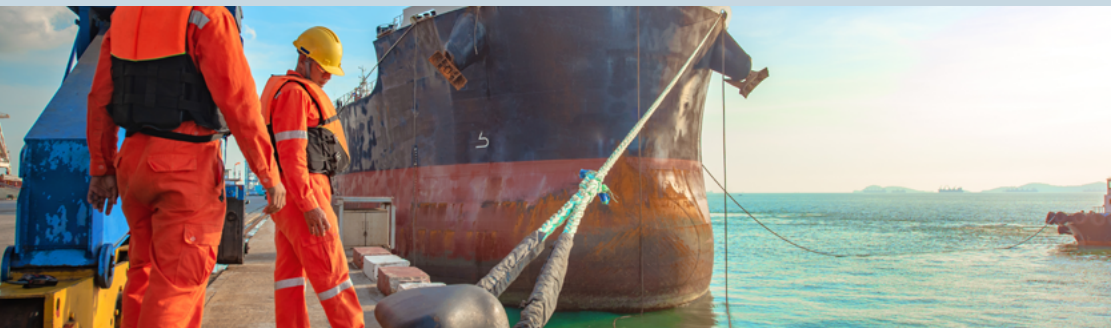
Ensure yourself and others are positioned away from suspended loads, stored pressure, moving machinery and snap-back areas.

You must **ALWAYS:** 

- Maintain a safe distance from hazards, ensuring you are 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 they are provided

You must **NEVER:** 

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



## 6. Navigation



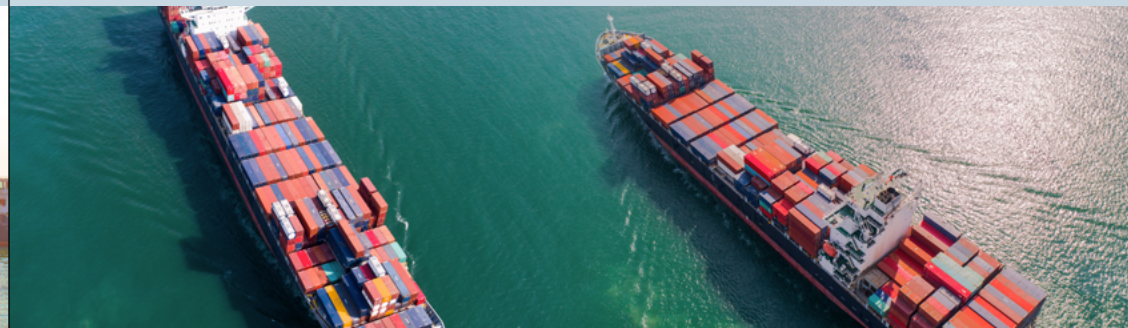
Obey the collision regulations, supplement nav aids with visual / manual checks plan and execute plan and avoid distractions & fatigue.

You must **ALWAYS:** 

- **LOOK OUT OF THE WINDOW**
- Obey Collision regulations
- Comply with work / rest hours
- Maintain a safe distance from grounding lines
- Supplement nav aids with visual / manual checks
- Execute passage as per plan
- Calculate enough Under Keel Clearance including dynamic factors such as Squat

You must **NEVER:** 

- Allow accidents caused by fatigue
- Accept ECDIS / AIS tracking information without independent checking
- Proceed at unsafe speed in heavy traffic or restricted visibility
- Allow yourself to be distracted
- Use a cell-phone while on Navigational watch



## 7. Lifeboats



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

You must **ALWAYS:** 

- Always ensure 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 staff conducting maintenance of boats, winches and brakes
- Remove winch handles before launching
- Ensure adequate supervision and means of communication
- Avoid the unintended operation of on-load release mechanisms

You must **NEVER:** 

- Have people on board during test launching / recovery
- Put crew in danger areas when boats / davits are moving (crushing, etc.)
- Leave hanging off pennants or securing devices in place after maintenance / testing



## 8. Hotwork



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

You must **ALWAYS:** 

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

You must **NEVER:** 

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





# 9. Stop



Ensure all staff are empowered to **STOP WORK** and intervene where uncomfortable.

You must **ALWAYS:** 

- Encourage a culture where all staff feel empowered to 'STOP WORK'
- Respect intervention
- Thank the person who stopped you and may have saved your life!

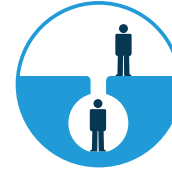
You must **NEVER:** 

- React poorly to a safety intervention
- Be afraid to intervene – if in doubt: step forward
- Leave it to someone else



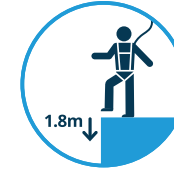
## Summary

### 1. Enclosed Space Entry



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

### 2. Fall Prevention



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

### 3. Invisible Hazards



Verify Isolation before working with stored energy and invisible hazards (e.g. Electrical; pressure).

### 4. Working over water / Access to vessels



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

### 5. Line of fire



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

### 6. Navigation



Obey the collision regulations, supplement nav aids with visual / manual checks plan and execute plan and avoid distractions & fatigue.

### 7. Lifeboats



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

### 8. Hotwork



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

### 9. Stop



Ensure all staff are empowered to **STOP WORK** and intervene where uncomfortable.



## About the Global Maritime Forum

---

The Global Maritime Forum is an international not-for-profit organization dedicated to shaping the future of global seaborne trade to increase sustainable long-term economic development and human wellbeing.

Learn more at  
**[www.globalmaritimeforum.org](http://www.globalmaritimeforum.org)**

Follow the  
Global Maritime Forum  
on **LinkedIn, Facebook** and **Twitter**

Together in **Safety**  
[globalmaritimeforum.org](http://globalmaritimeforum.org)