

| FLEET CIRCULAR | | | |
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| FMS 02/2020 | Additional safety measures for cargo holds | | ALL |
| ISSUE DATE: | 22.01.2020 | VALIDITY: | unlimited |

Dear Captain,

As you are most probably aware, we sadly had to experience a fatal accident on board of our vessel CMS "SAJIR". The accident occurred during an inspection of the cargo hold No. 9 where one crew member fell approximately 8m from an upper part of the hold onto the tank top, suffering fatal injuries.



assumed place of falling
view from port side aft of Bay 70

Position of person



the only opening in bulkhead from where the top part of hold nbr 9 (Bay 70) can be accessed

While further details and course of the accident are still under investigation by the relevant flag state authorities, we herewith like to provide you with the first outcome of internal investigations and immediate corrective actions (to be) established.

Location

A location as displayed on the pictures above can also be found on other "2-Island-Vessels", that have two accommodation structures and where the engine room is extending into the cargo hold: e.g. on the vessels of Hamburg class, at bay 70 & 74, and also similar on the Valparaiso Express class.

Precautionary Measures

The following measures shall be implemented by all vessels as soon as possible, to avoid the reoccurrence of such/similar accidents in future.

All vessels shall:

- conduct a special crew briefing, informing all crew members about the dangers of such cargo hold construction
- during the renewal of the monthly Permit for cargo hold entry (Permission for Tank Inspection and Entry into Confined & Dangerous Spaces), above information is to be included into the general crew briefing
- The proper functioning of the cargo hold illumination shall be part of regular routine checks and documented respectively (log book or maintenance records)
- All Shipboard Managements are asked to check, if similar locations exist on board their vessels

Vessels with similar locations shall:

1. Mark the relevant area with “tiger-stripes” as shown on the below example
Remark: the marking shall be made one tier away of the outer edges, to avoid any risk during painting/future re-painting works

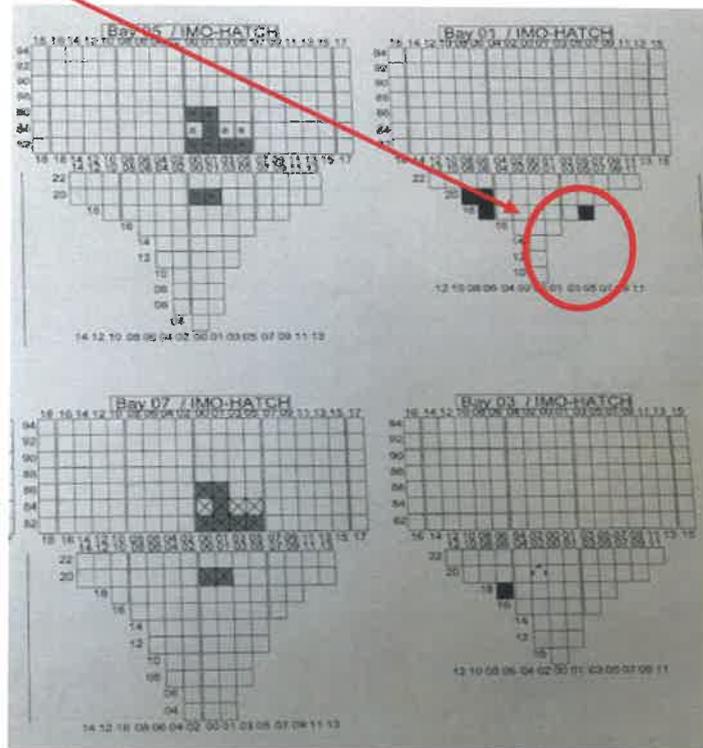


2. Install warning labels (as per attachment) at all entrances/appropriate locations to such area



3. Ensure, that the entrances to such areas are secured by railings or at least by safety chains

General Remark: We are aware, that all vessels have similar single container storing positions in the forward, e.g. here:



These areas are normally only “single stowage positions”, which are neither used for breakbulk, nor can be entered accidentally, due to their open construction. Therefore, we do not deem it necessary to install a “tiger” marking as mentioned above. However, all other measures are also applicable for the forward locations.

Due to the severity of the accident and respective significant importance of this topic, you are herewith asked to:

- Report the execution of the measures described above within your next OHSAS protocol and to
- Carry out an additional on-scene risk assessment on board your vessel, and to report within your next OHSAS protocol, any hazards in regard to this topic if you feel that they are not adequately mitigated in this circular.

Many thanks in advance for your help and cooperation in this matter.

Best regards,

Hapag-Lloyd AG
Fleet Management Systems

BE AWARE OF CONSTRUCTIONAL DESIGN OF CARGO HOLD
DANGER OF FALLING

