

The response from the Marine Department, the Government of Hong Kong to the safety recommendation of fatal accident involving mooring workmen

The Japan Transport Safety Board received the response from the Marine Department, the Government of Hong Kong to the safety recommendation issued on Apr. 22, 2011 as attached regarding a fatal accident involving mooring workmen at Container Berth 18, Kobe District, Hanshin port on Mar. 20, 2009.

The actions taken by the Marine Department, the Government of Hong Kong meet the safety recommendation.

JTSB safety recommendation to the Marine Department, the Government of Hong Kong

The Japan Transport Safety Board, based on the results of the accident investigation, recommends CHENG LIE NAVIGATION Co., Ltd. to consider the following and take necessary actions, and Marine Department, The Government of Hong Kong to supervise the company mentioned above.

The accident occurred when the mooring line with wear broke due to the additional tensions on the mooring line, which was touching the Bend Point, including the impulsive tension due to the winding moment in the hawser drum, the tension caused by the forward headway of the Ship and that caused by the wind pressure, and hit the two mooring workmen, causing them to die.

The safety management manual prepared by CHENG LIE NAVIGATION Co., Ltd. requires inspections on the mooring equipment at berthing to confirm that such equipment is in good condition. In the case of the accident, judging from the state of wear to the forward spring line, it is considered highly unlikely that the line was in a “good condition,” as stated in the manual mentioned above.

Therefore, it is recommended to clearly state and require to pay attention to the route of mooring ropes and the bitts to moor the ropes onto in order to prevent mooring ropes from touching corners such as the Bend Point to the extent possible and obtain safe and effective mooring forces, and to place a person in charge to take command of operations in such a position from where the person can acquire the knowledge of the overall conditions of mooring ropes. At the same time, it is recommended to make all the ships under management comply with such requirements.

海 事 處
香港統一碼頭道三十八號
海港政府大樓



Attachment

MARINE DEPARTMENT
HARBOUR BUILDING,
38 PIER ROAD,
G.P.O. Box 4155,
HONG KONG.

Web Site
Tel No
Fax No
Our Ref

5 May, 2011

Dr. Norihiro Goto
Chairman
Japan Transport Safety Board
2-1-2, Kasumigaseki, Chiyoda-ku
Tokyo 100-8918
Japan

Dear Dr. Goto,

**Re: Safety Recommendation and Final Report
on the Investigation of the Fatal Accident Involving Mooring Workmen,
Container Berth 18, Kobe District, Hanshin Port on 20 March 2009**

Thank you for your letter of 22 April 2011 and the attached documents. We have studied the final investigation report and agreed to the safety recommendations regarding this fatal accident of the Hong Kong registered ship "Kuo Chang".

Please be advised that this Administration will :

- (i) instruct the ship management company, Cheng Lie Navigation Co. Ltd., to take proper corrective and preventive actions for implementing the safety recommendations in order to prevent recurrence of similar accident to their fleet;
- (ii) conduct quality assurance inspection to the ship and the ship management company to ensure corrective and preventive actions are properly implemented;

/ (iii) disseminate the lessons...

- (iii) disseminate the lessons learnt from this accident to all Hong Kong registered ships and their management companies that the mooring ropes must be maintained in good condition. In addition the crew shall pay attention to the lay out of mooring ropes during berthing operation to avoid creating sharp angles.

Once again we would like to thank the thorough investigation conducted by your good Authority and we will continue to monitor and upkeep the quality of Hong Kong registered ships to further improving marine safety.

Yours sincerely,

(Original Signed)

(Roger Tupper)
Director of Marine