

Guidance: Rules for transit through the Royal Docks / Key Measures

1. DANGERS/INSTRUCTIONS

BE AWARE Low bridges.

AIRDRAUGHTS:

Bascule Bridge: 5.20m Bridge fully opens

Sir Steve Redgrave Bridge: 5.18m

Connaught Road Bridge:

5.20m Bridge swings fully open

Connaught Footbridge: 2.90m

Royal Victoria Footbridge: 15.2m

All clearance heights are at fully impounded level.

DO NOT STOP while transiting the docks without the permission of RoDMA.

DO NOT PROCEED close the London City Airport dock edge, this may trigger an airport security response.

BE AWARE rowing lines operate at a depth of approx. 1.5m in Royal Albert Dock. 72 hours warning required to remove them for vessel movements.

BE AWARE of rowers and fast moving craft in Royal Albert Dock and swimmers, sailors, fast moving water craft and recreational water activities in Royal Victoria Dock.

2. LOCKING OPERATIONS

Vessels will be authorised to enter/exit KGV lock by KGV control (VHF Channel 72). Await instruction from KGV control once in the lock. The KGV Lock Bellmouth is dredged to 4 metres below Chart Datum.

3. MOVEMENTS

All dock movements are to be approved by RoDMA Staff

VHF CHANNEL 72

OFFICE TEL: 0207 511 5086

OUT OF HOURS VIA SECURITY: 07720 636902

Movements across LCY flight path (airport cut, Royal Albert Dock) may be restricted dependent upon vessel airdrafts.

A SPEED LIMIT of 5 Knots is to be adhered to at all times, unless advised otherwise.

Sound one prolonged warning blast when entering/leaving/ approaching the Bascule Bridge; the Airport Cut and the Connaught Cut.

Where required, vessels will be allocated berths and directed to them by RoDMA staff or Dock Pilots.

4. DOCK WATER LEVELS

> Fully impounded level: **4.30m ODN** (7.65 Chart Datum) (ODN – Ordnance Datum Newlyn – 0.00m)

> Minimum water level: **3.44m ODN** (6.79 Chart Datum)

Drop to water level from dock edge when at maximum water level:

> ExCeL Centre: 1.90m

> Original dock walls: 1.30m

> Corniche, Western end of RVD: 0.45m

5. DIMENSIONS

KGV Lock

Length: 234.80m

Width: 30.48m

Cill depth below Chart Datum: 6.90m

King George V Airport Cut

Width: 30.00m

Connaught Bridge Cut

Width: 25.60m

MMSP02: Royal Docks

Marine Management Safety Procedure

Guidance: Work over or near water

1. SCOPE

This guidance describes how contractors within the Royal Docks ensure compliance with Regulation 26 Prevention of drowning of the Construction (Design and management) Regulations 2015, the Safety in Docks 2014 (approved code of practice) and the PSS/HSE Safety in Ports Guidance 2014.

1.1 Where, working or operating in the Royal Docks a person, if at risk of falling into water or other liquid with a risk of drowning, must take suitable and sufficient steps to:

- > **prevent**, so far as is reasonably practicable, the person falling;
- > **minimise** the risk of drowning in the event of a fall; and
- > **ensure** that suitable rescue equipment is provided, maintained and, when necessary, used so that a person may be promptly rescued in the event of a fall.

1.2 Suitable and sufficient steps must be taken to ensure the safe transport of any person conveyed by water to or from a place of work.

1.3 Any vessel used to convey any person by water to or from a place of work must not be overcrowded or overloaded.

2. RESPONSIBILITIES

The contractor or operator is responsible for ensuring a safe system of work for work over or near water.

3. METHOD

All work over water is considered a high-risk activity. At the start of each project which involves work over or near water the contractor identifies, by risk assessment, a strategy for the prevention of drowning.

In deciding upon the strategy for the prevention of drowning, the general principles of prevention contained in Schedule 1 to the MHSW Regulations 1999 apply. These are:

- ✓ **Elimination** – is the work required
- ✓ **Substitution** – can it be done another way
- ✓ **Engineering Controls** – can equipment be used to reduce the hazards
- ✓ **Signage/warnings and/or administrative controls** – are signs required and/or checklists/permits
- ✓ **PPE** used to reduce hazards e.g. lifejackets

When carrying out a specific task or risk assessment the following controls are generally employed:

- > rescue boat provision
- > working platforms/edge protection
- > safety nets
- > fall arrest equipment
- > lifejackets
- > rescue equipment such as lifebelts

It is RoDMAs policy that an inflatable lifejacket of the appropriate buoyancy is worn at all times when working over or near water. The following steps should be considered when planning the measures to prevent drowning:

- > platforms and guardrails erected, maintained and inspected
- > boards on platforms and gangways secured so that they cannot be dislodged by rising water or high winds
- > warning notices displayed at all edges and boundaries near water
- > barges and pontoons properly constructed and stable
- > safety nets properly secured and suspended above high water level
- > site tidiness treated as a matter of special importance to minimise tripping hazards
- > slippery surfaces treated immediately
- > adequate illumination provided for night work and at all times in shafts, stairways and dark corners
- > a local weather forecast obtained and publicised at the start of each shift
- > all safety nets fall arrest equipment, lifejackets and rescue equipment regularly inspected and the inspections recorded

4. PERSONAL BUOYANCY EQUIPMENT

The selection of the correct personal buoyancy equipment depends on factors such as frequency of use, size/weight of the user, ability to swim, protective clothing being worn, use of tool belts or other loads, likely water/weather conditions at the site and availability of help.

It is of particular importance that those using welding or burning equipment wear a life jacket that is protected from the sparks/heat from these processes. Also if a harness is being worn it is under any lifejacket and must not inhibit inflation.

The following provides an aid to selection bearing in mind the factors listed above:

> **buoyancy aids:** 50 newtons are not considered suitable for use in works of civil engineering construction

> **lifejackets:** 100 newtons are not considered suitable for use in works of civil engineering construction

5. EMERGENCY

The following are considered when planning emergency arrangements:

> Contact with **24hr Security on 07720636902**

> A rescue boat provided whenever work is being undertaken in high risk areas (such as under dock walls)

> If provided the rescue boat is available at all times and contains grab lines, an MCA approved lifebuoy, boathook, baler, anchor and suitable spring line.

> Manning levels required in rescue boats are dependent on operations being undertaken

> Adequate first aid facilities in the charge of a trained first aider

> Lifebuoys or rescue lines set at intervals along the works, fitted with a 30m buoyant lifeline

> Buoyant grab lines attached to the working place or at other places fitted with a marker float at the free end

> Operatives working in pairs so that there is always one person to raise the alarm

> A set routine for raising the alarm e.g. a Klaxon

> A set procedure for rescue (see Man in Water Emergency Procedure)

> Periodic practice drills of the rescue procedure

> A set routine for getting persons to hospital

6. MAN IN WATER EMERGENCY PROCEDURE

In the event of a man in water emergency:

> **Raise the alarm by shouting “man in water”** or by sounding the Klaxon.

> **Keep the person in view.**

> **Make your way to the nearest lifebuoy or lifebuoy station.** Throw the buoy to the person in the water, keeping hold of the end of the lifeline.

> **Assess a convenient landing point** and make your way there.

> **Provide assistance** by drawing in the lifeline until the person is at the landing point. **If the landing point is difficult, do not attempt to pull the person out – wait for assistance.**

> Once the person has been recovered from the water, **keep them warm** until transport is available to take them to the first aid station.

> Whilst priority must always be given to the rescue, **radio through to VHF Channel 72 as soon as possible** to enable co-ordinated support. Notify of the person’s location and likely injuries, if any.

Employees are advised not to make a rescue attempt by diving into the water unless:

> they are trained in life-saving techniques, and;

> the person in the water is unconscious, and;

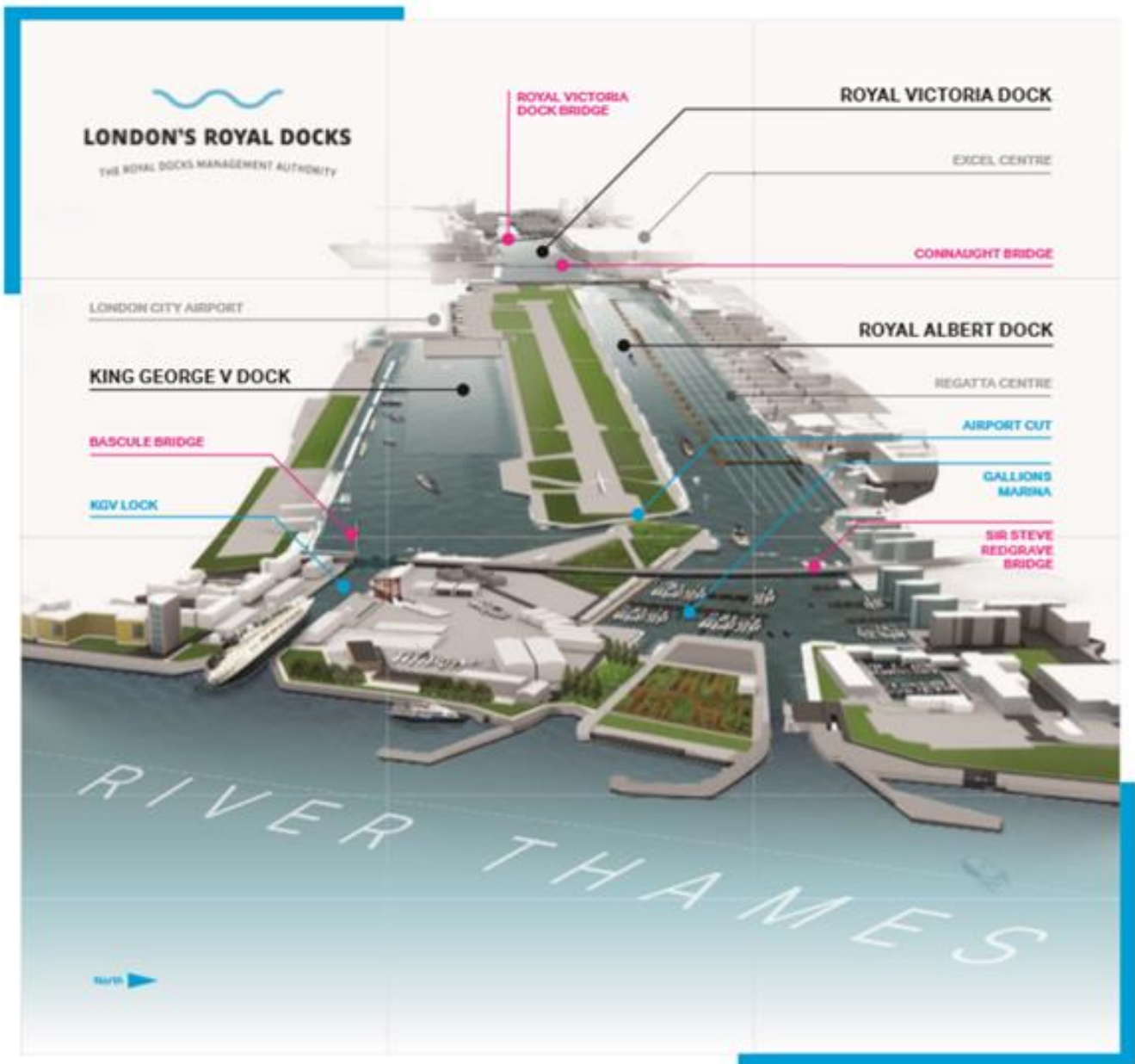
> the rescuer has a safety line attached, and;

> someone else is in attendance.

When it is not practicable to rescue the person in the water:

> The rescue boat and site management should be contacted and a spotter should be available to identify the location of the person in the water to the rescue boat.

> Decide whether the RoDMA or an ambulance should be contacted.



ROYAL DOCKS MANAGEMENT AUTHORITY

Pierhead, King George V Lock,
Fishguard Way, London E16 2RG

General enquiries: 020 7511 5086
Emergencies/Security: 07720 636 902
Email: Info@londonsroyaldocks.com