



TWO WORKERS INVOLVED IN VESSEL-RELATED ACCIDENTS: ONE DEAD, ONE INJURED

Two accidents in relation to working on vessels happened within a week (Not "Construction Work" related), resulting in one dead and one injured. The stakeholders in construction industry should learn from the relevant accidents, actively review the safety of using ropes at construction sites and take preventive measures accordingly. On 20 May 2025, a worker's right arm was struck by a rope while working on a vessel at the Yau Ma Tei Typhoon Shelter. The worker was certified dead later in hospital. On 26 May 2025, a worker's leg was caught between the rope connecting the tug boat and the port, while he was working on the tug boat opposite a pier in Tai Kok Tsui. The worker was sent to the hospital for further treatment. The Construction Industry Council (CIC) would like to deliver this safety message for your attention. It would be appreciated if you could distribute the message below to your fellow members, relevant personnel or other industry stakeholders where appropriate. Thank you very much.

Common Accidents

1. The imposed load exceeds the maximum safe working load (SWL) of the ropes.
2. Workers fail to keep away from fatal zones when working.
3. Failure to inspect, repair and maintain the ropes properly.
4. The operation is carried by the workers without suitable training and experience.
5. Failure to conduct dynamic risk assessments and take appropriate safety measures in response to changes in the environment and procedures.

Critical Control Measures

1. Prior to the commencement of works, construction team should conduct risk assessments to identify the risks of striking by a rope in the workplace, and implement the demarcation of fatal zones.
2. While the rope is in tension, all workers nearby should avoid entering the relevant fatal zones. The areas should be cordoned and fenced off.
3. Ensure the ropes (e.g. the tow lines of a vessel or the lifting gears in the workplace) are operated in accordance with the maximum safe working load (SWL).
4. All ropes should be of the appropriate strength and size, adequately maintained, free from defects and excessive wear. The ropes should be inspected before use so as to ensure that they are in a good working condition.
5. Workers involved in a towing operation of vessels or lifting operation in a workplace should be suitably experienced and sufficient in number, and they should be warned of the consequences if the rope is suddenly broken.
6. The operation area should be kept in a tidy condition with adequate lighting.
7. Provide all workers concerned with the necessary safety information, instructions and training, and ensure that they are familiar with the safe work procedures.
8. The construction team should establish and implement an effective monitoring and management system to ensure all safety measures are strictly followed.



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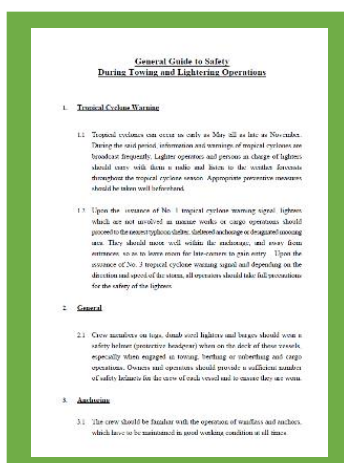


SAFETY ROLES AND RESPONSIBILITIES OF KEY STAKEHOLDERS IN THE HONG KONG CONSTRUCTION INDUSTRY

What if all stakeholders can act together and take one step further to fulfill their roles and responsibilities, can similar accidents be avoided?

- In the design stage, designers and engineers should consider the working environment of the operation zone and the risks nearby; and select appropriate methods, machinery and equipment, in order to reduce risks from the source.
- The work team shall ensure the fatal zone is properly fenced off with barriers and prominent notices are provided during high-risk activities, assuring no unauthorised entry into the zone.
- The work team could constantly identify the changes in the process or the environment through dynamic risk assessment and apply control measures to eliminate the hazard.
- Workers can identify any changes in the construction process, report it to their supervisors and take action against it immediately.

Reference Information for Sharing



General Guide to Safety During
Towing and Lightering
Operations
(Source: Marine Department)



Reference Material on Fatal
Zone Management



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