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RÉPUBLIQUE FRANÇAISE

MINISTÈRE DE L'ÉGALITÉ DES TERRITOIRES  
ET DU LOGEMENT

MINISTÈRE DE L'ÉCOLOGIE,  
DU DÉVELOPPEMENT DURABLE ET DE L'ÉNERGIE

**CONCOURS POUR LE RECRUTEMENT  
DES OFFICIERS DE PORT  
SESSION 2013**

**ÉPREUVE N° 2 : ANGLAIS**

Version et thème faisant appel à des connaissances en anglais courant  
mais sur des sujets à caractère maritime

(durée : deux heures ; coefficient 1)

L'USAGE D'UN DICTIONNAIRE ENTIEREMENT REDIGÉ EN ANGLAIS  
EST AUTORISÉ.

Toute note égale ou inférieure à 8 sur 20 à cette épreuve est éliminatoire.

1- VERSION : traduire intégralement le texte ci-dessous

## *Dangers in ports*

### *Managing health and safety at ports*

Port work often involves a number of different employers and/or contractors who can all affect each other's activities. These may include harbour authorities, port operators, stevedoring firms, hauliers, ship's masters and crew. Companies need to have strong and effective health and safety systems in place. These should ensure co-operation, co-ordination and communication between all employers and their workers.

### *Workplace transport in ports*

Most transport-related accidents in ports are serious or fatal. Vehicle drivers from many employers use ports. Not all of these drivers will be familiar with the port environment. Workplace transport safety will only be managed properly if everyone works together.

### *Lifting operations*

Loading and unloading at ports involves the use of a wide range of lifting equipment. This may include gantry cranes, slewing cranes, forklift trucks or other similar machinery. Poorly planned lifting operations can lead to significant risks to people working in the area.

### *Falls from height in ports*

Many of the activities carried out in ports could lead to a fall from height. These activities may be during routine operations or during one-off maintenance activities. In ports, the added hazard of working near water means a fall may lead to the risk of drowning.

### *Dusty cargoes*

Typical cargoes in UK ports include grain, soya, animal foodstuffs, fishmeal, ores, coal and coke, cement, biomass, superphosphate and other fertilisers. During handling these can give off large quantities of dust. In some cases, eg coal and aggregates, the dust is simply small particles of the material itself. In other cases, eg grains and pulses, the dust may include contaminants such as bacteria and fungi.

Different dusts have different effects on health, but the most important effects of dusty cargoes are on the lungs. The chronic effects are often permanent and disabling.

### *Slips and trips*

Over a quarter of all reportable accidents at ports are due to slips or trips. Slips and trips can be serious, resulting in broken or dislocated bones and long periods off work. They should not be accepted as 'one of those things'. Simple steps can often be taken to prevent them happening.

### *Confined spaces in port work*

People are killed or seriously injured in confined spaces each year in the UK. This happens in a wide range of industries, from those involving complex plant to simple storage vessels.

Those killed include not only people working in the confined space but those who try to rescue them without proper training and equipment.

## **Hot work in docks :**

People carrying out hot work in docks should ensure that all necessary precautions are taken. In many cases this will involve the use of permit to work systems. No hot work should be carried out on board a ship in a dock without permission in writing from the master or other responsible officer, and from the dock or harbour authority.

## **Mooring activities :**

There are a number of hazards associated with mooring activities, these include :

working near to or over water, slips, trips and falls, parting ropes or wires, stepping over ropes or wires, hit by flying objects, crush injuries, falling into the water, working at height, cuts from damaged wires and boat work.

To reduce the risk of injury to personnel engaged port activities.

Control measures will include the following :

- fencing arrangements
- information, communication and training
- safe use of work boats
- co-ordination with other dock activities, including suitable control of quayside operations and vehicle movement in the area.
- lighting arrangements
- communications between ship and shore
- handling techniques including use of mechanical aids
- personal protective equipment such as lifejackets, safety helmets, high visibility clothing, gloves

Specific berths, jetties, quays and terminals may require specific additional control measures. Such areas will include petro-chemical facilities or other areas where hazardous materials and cargoes may be encountered.

## 2- THEME : Traduire les phrases ci-dessous

- 1) Y a t'il des défenses à poste le long du quai ?
  
- 2) La surveillance constante de l'amarrage devra être assurée afin d'éviter tout déséquilibre des amarres et déplacement des navires.
  
- 3) Tout navire ou bateau transportant des matières corrosives en vrac est tenu de quitter le port à la fin du déchargement, sauf autorisation particulière donnée par l'Autorité portuaire.
  
- 4) Le poste de manutention devra être équipé d'un moyen de communication direct avec le dépôt et la capitainerie.
  
- 5) L'accord de la capitainerie est obligatoire avant de commencer les opérations de déchargement. Cet accord sera donné lorsque l'officier de port de service aura vérifié que la check-list est bien renseignée.