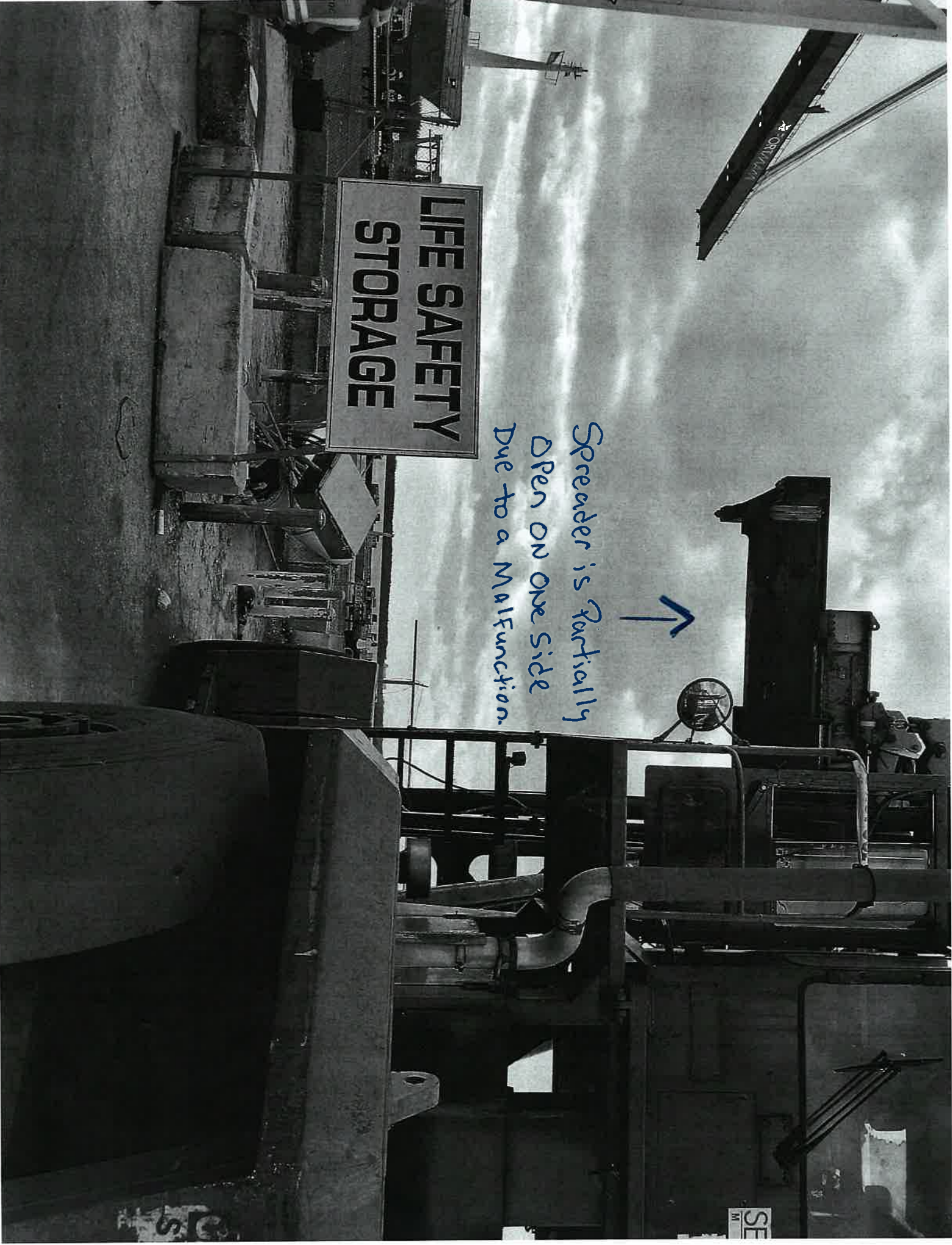


THINK

**SAFETY STARTS
WITH YOU!**

**LIFE SAFETY
STORAGE**

Spreader is Partially
Open on One Side
Due to a Malfunction.



Pole From PomTOC YARD
WAS Hit and Fell Across the
ROAD At the Gantry Cranes.





ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2023-01 (04 January 2023)

Seat Belts Save Lives!



Analyzing the worldwide marine cargo handling industry accident data available to the ILA~USMX Joint Safety Committee (JSC) covering the last twelve years, we see that there were **ten (10) straddle carrier tip-overs** during that timeframe.

In seven (7) of the tip-overs, the operators were not wearing a seat belt. Each was ejected (fully or partially) from their cab and **each were fatally injured**.

In three (3) of the tip-overs, the operators were wearing their seat belts. **Each survived the tip-over**.

Similar accident data underscores the need for operators of **all** vehicles (including all vehicular cargo handling equipment) conducting work within marine terminals to secure themselves within the protections afforded by all fitted seat belt/occupant restraint systems.

The JSC understands and appreciates that not all seat belt/occupant restraint systems provide great levels of comfort and convenience. We're in discussions with our constituent marine terminal operators that should allow for a better experience going forward.

For the time present, however, we urge all vehicle operators to make complete use of the seat belt/occupant restraint systems that are currently fitted to the equipment you operate.

In our eyes, a little short term discomfort/inconvenience is far more preferable than the fatal alternative.

Got an OSH-related question? Write to the JSC at: blueoceana@optonline.net

Working Together For The Benefit Of All

ILA-USMX OSH Circulars are devised to reflect the best possible information and guidance, and are products of diligent research and the most up to date subject matter knowledge. Consequently, while the information contained herein is believed to be accurate, owing to a host of factors ILA-USMX can convey no direct or implied warranty relative to the reliance of parties upon content.



ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2023-01 (04 de Enero de 2023)

¡Los Cinturones de Seguridad Salvan Vidas!



Al analizar los datos de accidentes de la industria de manejo de carga marítima en todo el mundo disponibles para el Comité Conjunto de Seguridad (JSC) de ILA ~ USMX que cubren los últimos doce años, vemos que hubo diez (10) vuelcos de camiones pórtico durante ese período de tiempo.

En siete (7) de los vuelcos, los operadores no llevaban puesto el cinturón de seguridad. Cada uno fue expulsado (total o parcialmente) de su cabina y cada uno resultó herido de muerte.

En tres (3) de los vuelcos, los operadores llevaban puestos los cinturones de seguridad. Cada uno sobrevivió al vuelco.

Datos de accidentes similares subrayan la necesidad de que los operadores de todos los vehículos (incluidos todos los equipos de manejo de carga vehicular) que realizan trabajos dentro de las terminales marítimas se aseguren dentro de las protecciones que brindan todos los sistemas de sujeción de ocupantes/cinturones de seguridad instalados.

El JSC entiende y aprecia que no todos los sistemas de sujeción de cinturones de seguridad/ocupantes brindan grandes niveles de comodidad y conveniencia. Estamos en conversaciones con nuestros operadores de terminales marítimos constituyentes que deberían permitir una mejor experiencia en el futuro.

Sin embargo, por el momento instamos a todos los operadores de vehículos a hacer un uso completo de los cinturones de seguridad/sistemas de sujeción de los ocupantes que están instalados actualmente en el equipo que opera.

A nuestros ojos, una pequeña incomodidad/inconveniencia a corto plazo es mucho más preferible que la alternativa fatal.

¿Tienes alguna pregunta relacionada a salud o seguridad? Escríbenos a: blueoceana@optonline.net

Trabajando Juntos para el Beneficio de Todos

Las circulares de la ILA-USMX OSH están creadas para reflejar la mejor información y guías posibles, y son producto de la búsqueda diligente y el conocimiento más actualizado en la materia. Consecuentemente, mientras que la información contenida en esta comunicación se toma como precisa, debido a diversos factores, la ILA-USMX no expresa, directa o indirectamente, garantía alguna respecto a la confiabilidad del contenido de la misma.

Joint Safety Committee

Port Miami Port Everglades Port Canaveral

Alfonso Johnson Chairman	Eugene Dixon VP ILA 1416	James Younker ILA 1922	Eddie Cabrera SFCT	Elba Mateo PMCM	H Weintraub Co-Chairman
Frank Rovirosa PET	David Delburn FIT	Ryan Blair CERES	Anthony Gross ILA 1526	Leonardo Esquea PET	

The Joint Safety Board unanimously confirmed the following on July 1, 2021:

SAFETY POLICIES

- * 1. All employees involved in an incident or accident that results in any injury or in property / equipment damage must be reported to the Header, Superintendent or Union Official immediately, and take the post drug alcohol test as per the CBA.

(Non-compliance will result in:

- First offense, a minimum 2-week suspension from all companies.
- Second offense will result in a minimum 30-day suspension from all companies.

All violations will be on a rolling 12-month calendar and documented in writing.

2. All Employees are to wear a safety vest and safety shoes (no sneakers) while working on foot or operating equipment. Hard hats will be required around all lifting / crane operations.

Non-compliance will result in:

- First offense, a verbal warning.
- Second offense, employee will be dismissed from work.
- Third offense, the employee will receive a minimum of 1-week suspension from all companies.

All violations will be on a rolling 12-month calendar and documented in writing.

3. Cell phones, headphones, ear plugs, and other devices are strictly prohibited while working / operating equipment. Headers are in charge of their gangs and are empowered to direct and supervise the work activities. If any Header or Headers witness or observe a violation to this safety work rule, they are empowered to discharge you of your duty immediately.

Non-compliance will result in:

- a. First offense; immediate dismissal.
- b. Second offense, employee will receive a minimum of 1- week suspension from all companies.
- c. Third offense, the employee will receive a minimum of 2-week suspension from all companies.

All violations will be on a rolling 12-month calendar and documented in writing.

4. Seat Belts to be worn while operating all vehicles and PIT equipment.

Non-compliance will result in:

- a. First offense; (as per each company policy), may result in immediate dismissal.
- b. Second offense, employee will be dismissed from work.
- c. Third offense, the employee will receive a minimum of 1-week suspension from all companies.

5. Drivers operating Power Industrial Trucks (PIT) without being certified.

Non-compliance will result in:

- a. First offense; the employee and Header will receive a minimum of 2-week suspension from all companies.
- b. Second offense will result in a 30-day suspension from all companies.

All violations will be on a rolling 12-month calendar and documented in writing.

6. Drivers operating PIT equipment must have a current card and must be carried while operating equipment.

Non-compliance will result in:

- a. First offense; immediate dismissal.
- b. Second offense will result in a 1-week suspension from all companies.

Agreed August 10, 2021