



ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-01 (15 January 2019)

Mandatory OSH Training

From time to time, members of the ILA-USMX Joint Safety Committee receive questions from both labor and management interests as to what mandatory training requirements exist for employers and employees within the marine cargo handling sector. Moreover, many inquire about any policies that OSHA may have with regard to the quality and comprehensibility of OSH training that is provided.

To begin with, OSHA has prepared a publication that identifies each of the regulations the agency administers that require subject-specific training. We are pleased to provide a link to that publication here: <https://www.osha.gov/Publications/osh2254.pdf>. Our industry's OSH training regulations are generally found within 29 CFR Parts 1917 & 1918, and are listed here:

29 CFR 1917.25 (e)(2):	Hazardous atmosphere entry instruction
29 CFR 1917.26 (b):	First aid training
29 CFR 1917.27 (a)(1):	Qualification of powered equipment operators
29 CFR 1917.27 (b) :	Supervisory accident prevention proficiency training
29 CFR 1917.28:	Chemical hazard communication training
29 CFR 1917.30:	Emergency action plan training & review
29 CFR 1917.44 (o)	Wheel rim servicing training
29 CFR 1917.152 (c)(4):	Hot work hazards instruction
29 CFR 1918.1 (b)(4)	Chemical hazard communication training
29 CFR 1918.93 (d)(3):	Hazardous atmosphere entry instruction
29 CFR 1918.94 (b)(3)(v):	Emergency medical treatment training [in re Fumigated Grains]
29 CFR 1918.97 (b):	First aid training
29 CFR 1918.98 (a)(1)	Qualification of machinery operators

It is equally important to understand that OSHA requires all industrial truck operators to be certified and recertified (every three years), consistent with 29 CFR 1910.178 (l).

Also, the United States Department of Transportation requires that all transport industry employees working with or around hazardous cargo must be trained in **hazardous material awareness** (initially, within 90 days of employment; and thereafter provided with refresher training on at least an every three year basis.

Finally, OSHA has provided enforcement policy guidance regarding the ability of employees to comprehend any of the OSH training required by its regulations. We provide a link to that guidance: <https://www.osha.gov/dep/OSHA-training-standards-policy-statement.pdf>

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

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-01 (15 de Enero de 2019)

Formacion Obligatoria en SST

De vez en cuando, los miembros del Comité Conjunto de Seguridad ILA-USMX reciben preguntas de los intereses laborales y de la administración sobre qué requisitos de formacion obligatorios existen para los empleadores y empleados dentro del sector de manejo de carga marina. Además, muchos preguntan acerca de cualquier política que OSHA pueda tener con respecto a la calidad y comprensibilidad de la formacion en SST que se brinda.

Para empezar, OSHA ha preparado una publicación que identifica cada una de las regulaciones que administra la agencia y que requieren formacion específica para cada materia. Nos complace proporcionar un enlace a esa publicación aquí: <https://www.osha.gov/Publications/osh2254.pdf> Las regulaciones de formacion en SST de nuestra industria generalmente se encuentran dentro de 29 CFR Partes 1917 y 1918, y se enumeran aquí:

29 CFR 1917.25 (e) (2): Instrucción de entrada a una atmósfera peligrosa
29 CFR 1917.26 (b): entrenamiento de primeros auxilios
29 CFR 1917.27 (a) (1): Calificación de operadores de equipos motorizados
29 CFR 1917.27 (b): Formacion de supervisión para la prevención de accidentes
29 CFR 1917.28: Formacion en comunicación de riesgos químicos.
29 CFR 1917.30: Formacion y revisión del plan de acción de emergencia
29 CFR 1917.44 (o) Formacion en mantenimiento de llantas
29 CFR 1917.152 (c) (4): Instrucción sobre riesgos de trabajo en caliente

29 CFR 1918.1 (b) (4) Formacion en comunicación de riesgos químicos
29 CFR 1918.93 (d) (3): Instrucción de entrada a una atmósfera peligrosa
29 CFR 1918.94 (b) (3) (v): Entrenamiento de tratamiento médico de emergencia [en Granos Re fumigados]
29 CFR 1918.97 (b): Formacion en primeros auxilios
29 CFR 1918.98 (a) (1) Calificación de operadores de maquinaria

Es igualmente importante entender que OSHA requiere que todos los operadores de camiones industriales estén certificados y recertificados (cada tres años), de conformidad con 29 CFR 1910.178 (l).

Además, el Departamento de Transporte de los Estados Unidos requiere que todos los empleados de la industria del transporte que trabajan con o alrededor de cargas peligrosas deben recibir formacion sobre concienciación sobre materiales peligrosos (inicialmente, dentro de los 90 días de empleo) y luego recibir formacion de actualización por lo menos cada tres años.

Finalmente, OSHA ha brindado orientación sobre políticas de aplicación de la ley con respecto a la capacidad de los empleados para comprender cualquiera de los entrenamientos de OSH requeridos por sus regulaciones. Proporcionamos un enlace a esa guía: <https://www.osha.gov/dep/OSHA-training-standards-policy-statement.pdf>

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

Trabajando Juntos para el Beneficio de Todos

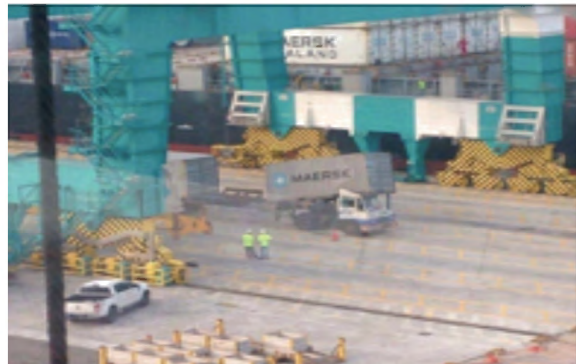
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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-02 (15 February 2019)

Don't Be Caught Under One of These!



While not necessarily every day occurrences, **hoist wires do break; headblocks do accidentally disconnect** (as do hoisted hatch covers); **on-board crane computer systems sometimes malfunction; human beings make mistakes**, etc., etc., etc.

Why roll the dice? Stay out from under any overhead loads; never move a load over anyone's head!

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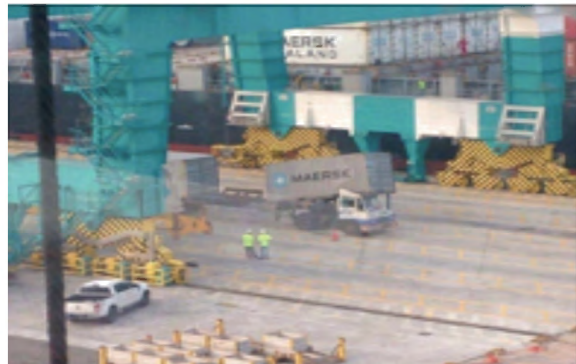
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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-02 (15 February 2019)

¡No seas atrapado bajo uno de estos!



Si bien no necesariamente todos los días ocurren, los cables del polipasto se rompen; bloqueos de cabeza hacen desconecte accidentalmente (al igual que las tapas de escotilla elevadas); grúa a bordos sistemas a veces funcionan mal; Los seres humanos cometen errores, etc., etc., etc.

¿Por qué tirar los dados? Manténgase alejado de cualquier carga aérea; nunca muevas una carga sobre la cabeza de nadie!

¿Tienes una pregunta relacionada con la SST? Escriba al JSC en: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-03 (15 March 2019)

Fashion Statement or Deadly Hazard?



Late last year, a longshore worker was backed over and killed in an industrial accident aboard a Ro-Ro vessel. One of the likely contributing factors in his death, was the limited field of vision available to him caused by the side-blinding effect of the hoodie he was wearing. A veteran longshoreman and a great guy, he is very sadly and deeply missed by his friends and his family.

As you can see from the photograph above, some clothing (even if paired with a high-viz vest or jacket) can effectively block out the peripheral vision that longshore workers may desperately need in many potentially life-threatening circumstances.

When working with or around the types and sizes of cargo-moving equipment found in the marine terminal/longshore environment, it's often said by many of us that we could use ***"eyes in the back of our heads."*** There's a lot of truth to that wishful observation.

And while that's anatomically impossible right now, we would plead with you to not allow your sense of fashion contribute to the cause of horrible accidents that we and our families can all do without.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-03 (15 de Marzo 2019)

¿Declaración de Moda o Peligro Mortal?



A fines del año pasado, un trabajador de la costa fue atropellado y asesinado en un accidente industrial a bordo de un buque Ro-Ro. Uno de los factores que probablemente contribuyeron a su muerte fue el limitado campo de visión disponible para él debido al efecto de ceguera lateral de la sudadera que llevaba. Un veterano estibador y un gran tipo, sus amigos y su familia lo extrañan muy triste y profundamente.

Como puede ver en la fotografía de arriba, algunas prendas (incluso si se combinan con un chaleco o una chaqueta de alta visibilidad) pueden bloquear efectivamente la visión periférica que los trabajadores de la costa pueden necesitar desesperadamente en muchas circunstancias potencialmente mortales.

Cuando trabajamos con o alrededor de los tipos y tamaños de equipos de movimiento de carga que se encuentran en la terminal marina / en el entorno costero, muchos de nosotros decimos que podemos usar **"ojos en la parte de atrás de nuestras cabezas"**. Esa observación ilusoria.

Y aunque eso es anatómicamente imposible en este momento, le rogamos que no permita que su sentido de la moda contribuya a la causa de los horribles accidentes que nosotros y nuestras familias no podemos hacer.

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

Trabajando Juntos para el Beneficio de Todos

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-04 (15 April 2019)

How To Tell If A Container Is “Extra Wide”

Table 1 - first SIZE-CODE character

Container length	Code character		
	mm	ft	in
2 991	10		
6 068	20		
9 125	30		
12 192	40		
unassigned			
unassigned			
unassigned			
unassigned			
unassigned			
7 150			
7 315	24		
7 430	24	6	
7 450	-		
7 820	-		
8 100	-		
12 500	41		
13 106	43		
13 600	-		
13 716	45		
14 630	48		
14 935	49		
16 154	-		
unassigned			

Table 2 - Second SIZE-CODE character

Container height	Code character		
	Container width		
	mm	ft	in (8 ft)
2438	8		
2591	8	6	
2743	9	4	
2895	9	6	
> 2895	> 9	6	
1295	4	3	
< 1219	< 4		



The vast majority of intermodal containers are approximately eight feet (2.5 meters) wide. To satisfy the commercial need for containers that could accommodate two European size pallet loads next to one another, there are some “Extra Wide” or “Pallet Wide” containers that are circulating within the global intermodal system. They look the same as a standard ISO container, and the position of their corner posts and corner fittings are exactly the same as a standard ISO container. The only important difference, is that they’re a couple of inches wider than the standard ISO container.

That can sometimes cause these containers to get “hung up” within certain bomb cart trailer designs, which can cause a yard tractor to get “hung up” (and go up) with them. That’s why it’s important for yard tractor drivers and dockside staff to understand how to spot those “Extra Wide” containers during the course of vessel loading operations, and to be able to react accordingly. We’ll explain:

On every container built after 1995, the ISO standard dealing with the marking of containers requires a “Size and Type Code” to appear underneath the owner’s identification/container number (See the photo example, above). Each character within the 4 character “Size and Type Code” tells a story. Using the chart that appears above, we can see that this particular container is: because of the 1st character **(the “L”)** a 45 foot box; because of the 2nd character **(the “E”)** a container that is 8’6” high and one that can be as wide as 8.2 feet. Those extra couple of inches can sometimes mean a World of difference. Watch out for them, to the extent you can!

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-04 (15 de Abril del 2019)

Cómo saber si un contenedor es “Extra Ancho”

Table 1 - first SIZE-CODE character

Container length			Code character
mm	ft	in	
2 991	10		1
6 068	20		2
9 125	30		3
12 192	40		4
unassigned			5
unassigned			6
unassigned			7
unassigned			8
unassigned			9
7 150			A
7 315	24		B
7 430	24	6	C
7 450	-		D
7 820	-		E
8 100	-		F
12 500	41		G
13 106	43		H
13 600	-		K
13 716	45		L
14 630	48		M
14 935	49		N
16 154	-		P
unassigned			R

Table 2 - Second SIZE-CODE character

Container height			Code character		
			Container width		
mm	ft	in (8 ft)	2436 mm	> 2438 mm and ≤ 2500 mm	> 2500 mm
2438	8		0		
2591	8	6	2	C	L
2743	9		4	D	M
2895	9	6	5	E	N
> 2895	> 9	6	6	F	P
1295	4	3	8		
< 1219	< 4		9		



La gran mayoría de los contenedores intermodales tienen aproximadamente ocho pies (2,5 metros) de ancho. Para satisfacer la necesidad comercial de contenedores que puedan acomodar dos cargas de pallet de tamaño europeo junto a una al otro, hay algunos contenedores “Extra Wide” o “Pallet Wide” que están circulando dentro de la red global sistema intermodal se ven igual que un contenedor ISO estándar, y la posición de su esquina los postes y los accesorios de esquina son exactamente iguales a los contenedores ISO estándar. La única importante diferencia es que son un par de pulgadas más anchas que el contenedor ISO estándar.

A veces, esto puede hacer que estos contenedores se “cuelguen” dentro de ciertos diseños de remolques con carro de bomba, lo que puede hacer que un tractor de patio se “cuelgue” (y suba) con ellos. Por eso es importante para el patio los conductores de tractores y el personal del muelle para entender cómo detectar esos contenedores “Extra Ancho” durante el curso de operaciones de carga de buques, y poder reaccionar en consecuencia. Te explicaremos:

En cada contenedor construido después de 1995, la norma ISO que trata el marcado de contenedores requiere un “Código de Tamaño y Tipo” que aparecerá debajo de la identificación del propietario / número de contenedor (Ver la foto de ejemplo, arriba). Cada personaje dentro del “Código de tamaño y tipo” de 4 caracteres cuenta una historia. Utilizando En el gráfico que aparece arriba, podemos ver que este contenedor en particular es: debido al primer carácter (la “L”) una caja de 45 pies; debido al segundo carácter (la “E”), un contenedor de 8’6 “de alto y uno de que puede ser tan ancho como 8.2 pies. Esos pocos centímetros extra a veces pueden significar un mundo de diferencia. ¡Cuidado con ellos, en la medida que puedas!

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-05 (15 May 2019)



At least once each year, the ILA-USMX Joint Safety Committee has a self-imposed obligation to provide a friendly but firm reminder that the use of personal electronic devices while operating any vehicular equipment is extremely dangerous... and very reasonably prohibited at all marine terminals!

We greatly value the lives and the well-being of every worker and manager that derives their collective living on the waterfront at our respective ports, and we urge you to do the same. **Respect you fellow workers; respect yourself:**

On the Job or On the Road, Don't Drive Distracted!



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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-05 (15 de Mayo 2019)



Al menos una vez al año, el Comité Conjunto de Seguridad ILA ~ USMX tiene la obligación autoimpuesta de proporcionar un recordatorio amistoso pero firme de que el uso de dispositivos electrónicos personales al operar cualquier equipo vehicular es extremadamente peligroso ... y está muy razonablemente prohibido en todas las terminales marítimas. !

Valoramos enormemente las vidas y el bienestar de cada trabajador y gerente que deriva su vida colectiva en la costa en nuestros respectivos puertos, y le urgimos a que haga lo mismo.
Respetar a tus compañeros de trabajo; respetarte a ti mismo:

En el trabajo o en la carretera, ¡no conduzca distraído!



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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-06 (15 June 2019)

Beating The Heat

OSHA® QUICK CARD™

Protecting Workers from Heat Stress

Heat Illness

Exposure to heat can cause illness and death. The most serious heat illness is heat stroke. Other heat illnesses, such as heat exhaustion, heat cramps and heat rash, should also be avoided.

There are precautions that can be taken any time temperatures are high and the job involves physical work.

Risk Factors for Heat Illness

- High temperature and humidity, direct sun exposure, no breeze or wind
- Heavy physical labor
- No recent exposure to hot workplaces
- Low liquid intake
- Waterproof clothing

Symptoms of Heat Exhaustion

- Headache, dizziness, or fainting
- Weakness and wet skin
- Irritability or confusion
- Thirst, nausea, or vomiting

Symptoms of Heat Stroke

- May be confused, unable to think clearly, pass out, collapse, or have seizures (fits)
- May stop sweating

To Prevent Heat Illness:

- Establish a complete heat illness prevention program.
- Provide training about the hazards leading to heat stress and how to prevent them.
- Provide a lot of cool water to workers close to the work area. At least one pint of water per hour is needed.

For more information:

OSHA® Occupational Safety and Health Administration
www.osha.gov (800) 321-OSHA (6742)

U.S. Department of Labor

OSHA 354-008 (6/17)

With Summer nearly here, it's a good time to think about the hot, humid weather conditions that longshore and marine terminal workers must deal with each year.

Depending upon a number of factors, hot weather conditions effect each of us in a different manner. What we share in common, however, is the inability to be continually subjected to high heat and humidity levels without being impacted adversely.

Here in the U.S., OSHA has recognized the associated hazards and while there is no specific standard or regulation that the agency enforces, it has cited employers under the Occupational Safety & Health Act's General Duty Clause whenever Heat Stress hazards are not fully considered and effectively dealt with.

The agency has also published a "Quick Card", designed to provide information to workers and managers that will be useful in protecting each of us working on the waterfront against the sometimes deadly effects of Heat Stress.

Here's a link to it: [Heat Stress Quick Card](#)

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-06 (15 Junio 2019)

Superando el Calor



Protección contra el estrés por calor para trabajadores

Enfermedades causadas por el calor

Estar expuesto al calor puede causar malestares y llevar a la muerte. El más serio de estos males es la insolación. Otros males, como el agotamiento, calambres y erupciones cutáneas causadas por el calor, también deben evitarse.

Hay precauciones que se pueden aplicar cuandoquiera que las temperaturas estén altas y el trabajo exija un esfuerzo físico.

Factores de riesgo para enfermedades por calor

- Temperatura y humedad altas, estar expuesto directamente al sol, falta de brisa o viento
- Mucho esfuerzo físico
- No estar acostumbrado a trabajar en calor
- Poco consumo de líquidos
- Ropa impermeable

Síntomas del agotamiento por calor

- Dolor de cabeza, mareos o desmayo
- Debilidad y piel húmeda
- Irritabilidad o confusión
- Sed, náuseas o vómitos

Síntomas de insolación

- Puede haber confusión, incapacidad de pensar claramente, desmayo, colapso o espasmos
- Puede dejar de sudar

Para evitar una enfermedad a causa del calor:

- Establecer un programa completo para la prevención de enfermedad a causa del calor.
- Proveer capacitación sobre los factores de riesgo que llevan al estrés por calor y cómo evitarlos.
- Poner a disposición de los trabajadores bastante agua fresca cerca del lugar de trabajo. Hay que tomar por lo menos medio litro por hora.
- Modificar los horarios de trabajo y programar descansos frecuentes para tomar agua a la sombra o en aire acondicionado.



Con el verano casi aquí, es un buen momento para pensar en las condiciones climáticas cálidas y húmedas que los trabajadores de las terminales marítimas y de la costa deben enfrentar cada año.

Dependiendo de una serie de factores, las condiciones climáticas cálidas afectan a cada uno de nosotros de una manera diferente. Sin embargo, lo que compartimos en común es la incapacidad de ser sometidos continuamente a altos niveles de calor y humedad sin sufrir un impacto adverso.

Aquí en los EE. UU., OSHA ha reconocido los peligros asociados y, si bien no existe una norma o regulación específica que la agencia aplique, ha citado a los empleadores bajo la Cláusula de Deber General de la Ley de Salud y Seguridad Ocupacional cada vez que los riesgos de estrés por calor no se consideran completamente y se tratan de manera efectiva con.

La agencia también ha publicado una "Tarjeta rápida", diseñada para proporcionar información a los trabajadores y gerentes que será útil para proteger a cada uno de nosotros que trabajamos en la costa frente a los efectos a veces mortales del estrés por calor.

Link: [La Tarjeta Rapida](#)

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-07 (16 July 2019)

Safe Access for Lashers

Lashers are often obliged to undertake gymnastic-like maneuvers in accessing a suitable place and position for carrying out their lashing/unlashing work. It's not unusual to see lashers hanging off the edges of walkways or standing on a guardrail in order to access a location wherein they may be able to effectively place or remove a lashing rod or gain some required leverage in tightening a turnbuckle. In doing so, they take on some unwanted (and dangerous) risks.

The International Maritime Organization (IMO), an agency of the United Nations, recognized those risks several years ago and in response provided some valuable direction to shipowners and ship designers that would serve to offset the inherent dangers that were presented.

MSC.1/Circular 1353/Revision 1 sets out “**Guidelines for the Preparation of Cargo Securing Manuals**” (all IMO registered container vessels must have a **CSM**). Here's a link to that guidance document: [MSC.1/Circ.1353/Rev.1](https://www.imo.org/About/Pages/Default.aspx?CID=1353&Rev=1)

The Circular's Chapter 5 is set out in this manner:

“Chapter 5 Cargo Safe Access Plan (CSAP)

5.1 Ships which are specifically designed and fitted for the purpose of carrying containers should be provided with a Cargo Safe Access Plan (CSAP) in order to demonstrate that personnel will have safe access for container securing operations. This plan should detail arrangements necessary for the conducting of cargo stowage and securing in a safe manner.

It should include the following for all areas to be worked by personnel:

1. Hand rails; **2.** Platforms; **3.** Walkways; **4.** Ladders; **5.** Access covers; **6.** Location of equipment storage facilities; **7.** Lighting fixtures; **8.** Container alignment on hatch covers/pedestals; **9.** Fittings for specialized containers, such as reefer plugs/receptacles; **10.** First aid stations and emergency access/egress; **11.** Gangways; and **12.** any other arrangements necessary for the provision of safe access.”

5.2 Guidelines for specific requirements are contained in Annex 14 of the CSS Code.”

http://www.axelzone.ro/storage/ttm/_lessons/stowage%20&%20securing/CSS%20Code%202011.pdf

Stevedoring managers and foremen should become familiar with each visiting vessels' CSM; in particular the contents of the Cargo Safe Access Plan. Once familiar with that plan, they should ensure that all lashers are instructed accordingly and politely insist, to the extent necessary for the safety of lashing personnel, that the vessels' officers and crew give compliant meaning to the plan.

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

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-07 (16 de Julio 2019)

Acceso Seguro para Lashers

Con frecuencia, los colonos están obligados a realizar maniobras de tipo gimnástico para acceder a un lugar adecuado y para realizar su trabajo de amarre / desbarbado. No es raro ver las pestañas que cuelgan de los bordes de los pasillos o de pie sobre una barandilla para acceder a una ubicación en la que puedan colocar o quitar una barra de amarre de manera efectiva u obtener un apalancamiento necesario para apretar un torniquete. Al hacerlo, asumen algunos riesgos no deseados (y peligrosos).

La Organización Marítima Internacional (OMI), una agencia de las Naciones Unidas, reconoció esos riesgos hace varios años y, en respuesta, brindó una dirección valiosa a los armadores y diseñadores de barcos que servirían para compensar los peligros inherentes que se presentaron.

MSC.1 / Circular 1353 / Revisión 1 establece las "Pautas para la preparación de manuales de seguridad de la carga" (todos los buques de contenedores registrados en la OMI deben tener un CSM). Aquí hay un enlace a ese documento guía: [MSC.1/Circ.1353/Rev.1](http://www.imo.org/About/Pages/Default.aspx?CID=1353)

Rev.1 El Capítulo 5 de la Circular se establece de esta manera:

"Capítulo 5 Plan de Acceso Seguro de Carga (CSAP)

5.1 Los buques que están diseñados y equipados específicamente para transportar contenedores deben contar con un Plan de Acceso Seguro de Carga (CSAP) para demostrar que el personal tendrá acceso seguro para las operaciones de aseguramiento de contenedores. Este plan debe detallar los arreglos necesarios para llevar a cabo el almacenamiento de la carga y asegurarla de manera segura.

Debe incluir lo siguiente para todas las áreas en las que debe trabajar el personal:

1, pasamanos; 2. Plataformas; 3. Pasarelas; 4. Escaleras; 5. Cubiertas de acceso; 6. Ubicación de las instalaciones de almacenamiento de equipos; 7. Accesorios de iluminación; 8. Alineación de contenedores en cubiertas de escotilla / pedestales; 9. Accesorios para contenedores especializados, tales como enchufes / receptáculos de refrigeración; 10. Estaciones de primeros auxilios y acceso / egreso de emergencia; 11. Pasarelas; y 12. cualquier otro arreglo necesario para la provisión de acceso seguro ".

5.2 Las directrices para requisitos específicos se encuentran en el Anexo 14 del Código CSS. "

http://www.axelzone.ro/storage/ttm/_lessons/stowage%20&%20securing/CSS%20Code%202011.pdf

Los gerentes y capataces de estibadores deben familiarizarse con el CSM de cada barco visitante; En particular, los contenidos del Plan de Acceso Seguro de Carga. Una vez que estén familiarizados con ese plan, deben asegurarse de que todos los lanzamientos sean instruidos en consecuencia e insisten cortésmente, en la medida necesaria para la seguridad del personal de amarre, de que los oficiales y la tripulación de los buques den un significado acorde al plan.

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

Trabajando Juntos para el Beneficio de Todos

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-08 (29 August 2019)

Some Praise (and Appreciation)



The ILA~USMX Joint Safety Committee has taken notice that a growing number of marine terminal employers have opted to have air conditioning installed in yard tractors and other pieces of vehicular equipment regularly operated within our jurisdiction. We're grateful and appreciative, particularly in these Summer months of ever-increasing heat.

We believe that a worker's relative comfort in performing his/her tasks has a direct relationship to not only the operation's safety performance, but also to the operation's overall efficiency and productivity. Consequently, we applaud the sound reasoning of marine terminal operators who have also made that connection and we earnestly hope that this trend continues. We know that our industry will benefit from it.

We recognize, however, that any such initiative embarked upon by marine terminal employers is not a one way street.

As progressive marine terminal employers make the good faith effort to provide the desired level of comfort associated with safer and more efficient operations, there must also be a corresponding level of good faith extended by workers in terms of the reasonable care and utilization of this equipment. To that end:

- 1).** Workers should operate the cargo moving equipment put in their care with great respect for the machine, for themselves and for fellow workers;
- 2).** Workers should keep in mind that air conditioning equipment will sometimes fail, and that the simple lack of air conditioning on a given day does not mean that the equipment must be sidelined. The expectation is that workers and Local Union leadership will honor and abide with that understanding;
- 3).** Employers must appreciate that air conditioning systems have been installed for a purpose, and that such purpose is effectively abandoned if those systems are allowed to remain inoperative. They're an investment, made with an anticipated return.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-08 (29 de Agosto de 2019)

Algunos Elogios (y Apreciación)



El Comité Conjunto de Seguridad ILA ~ USMX ha tomado nota de que un número creciente de Los empleadores de terminales marítimas han optado por tener aire acondicionado instalado en tractores de jardín y otras piezas de equipo vehicular que operan regularmente dentro de nuestra jurisdicción. Estamos agradecidos y agradecidos, especialmente en estos meses de verano de calor cada vez mayor.

Creemos que la relativa comodidad de un trabajador en el desempeño de sus tareas tiene una relación directa no solo con el desempeño de seguridad de la operación, sino también con la eficiencia y productividad general de la operación. En consecuencia, aplaudimos el sólido razonamiento de los operadores de terminales marítimas que también han hecho esa conexión y esperamos sinceramente que esta tendencia continúe. Sabemos que nuestra industria se beneficiará de ello.

Sin embargo, reconocemos que cualquier iniciativa de este tipo emprendida por los empleadores de las terminales marítimas no es una calle de sentido único.

A medida que los empleadores de terminales marítimas progresivas hacen el esfuerzo de buena fe para proporcionar el nivel deseado de comodidad asociado con operaciones más seguras y más eficientes, también debe haber un nivel correspondiente de buena fe extendido por los trabajadores en términos del cuidado razonable y la utilización de este equipo. Con ese fin:

- 1) Los trabajadores deben operar el equipo de movimiento de carga bajo su cuidado con gran respeto por la máquina, por sí mismos y por sus compañeros de trabajo;
- 2) Los trabajadores deben tener en cuenta que el equipo de aire acondicionado a veces fallará, y que la simple falta de aire acondicionado en un día determinado no significa que el equipo deba dejarse de lado. La expectativa es que los trabajadores y el liderazgo del Sindicato local honren y cumplan con ese entendimiento;
- 3) Los empleadores deben apreciar que los sistemas de aire acondicionado se han instalado con un propósito, y que tal propósito se abandona efectivamente si se permite que dichos sistemas permanezcan inoperantes. Son una inversión, realizada con un rendimiento anticipado.

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

Trabajando Juntos para el Beneficio de Todos

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-09 (22 September 2019)

Complying With Marine Terminal Rules of the Road



The photograph at left, shows a terminal vehicle at a Mid-Atlantic port turned on its side after being hit by an over-the-road commercial vehicle operator's rig earlier this year. We understand that the operator of the terminal vehicle (a mechanic) was not seriously injured.... But he certainly could have been!

With gathering frequency, the ILA~USMX Joint Safety Committee has been made aware of more than a handful of similar incidents wherein visiting truckers, in their haste to get in and out of terminals as quickly as humanly possible, are involved in similar collisions and near misses (with terminal vehicles and other over-the-road vehicles).

It's appropriate that some additional priority be devoted by all of us, in creating and maintaining marine terminal workplaces that are safe; for everyone on site.

First, let's recognize that commercial vehicle operators are our valued partners in the movement of international commerce. Cargo would not move out of our terminals efficiently without them. Next, let's acknowledge that economic circumstances have not been kind to that population of workers. They work long hours and drive in sometimes arduous conditions, Moreover, to meet their financial obligations they are dependent upon making as many round trip visits to our terminals during the course of a day as possible.

And to the extent that we can, we should do everything we safely can to make their turn times as brief as possible. That would include efficient routing, servicing and, to the extent possible, the roadable condition of equipment they call for; when they call for it.

We, as an industry, however, cannot allow those otherwise welcome visitors uncontrolled and life-threatening movement within our marine terminal workplaces simply to satisfy their time considerations. Accordingly, management and labor should act together to formulate a plan that will give ironclad and absolute meaning to already-established terminal rules of the road.

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

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-09 (22 de Septiembre de 2019)

Cumpliendo con la Terminal Marina Reglas de la Calle



La fotografía de la izquierda muestra un vehículo terminal en un puerto del Atlántico Medio volcado de lado después de ser golpeado por un aparejo de operador de vehículos comerciales en la carretera a principios de este año. Entendemos que el operador del vehículo terminal (un mecánico) no resultó gravemente herido ... ¡Pero ciertamente podría haberlo sido!

Con una frecuencia cada vez mayor, el Comité de Seguridad Conjunta ILA ~ USMX se ha dado cuenta de más de un puñado de incidentes similares en los que los camioneros visitantes, en su prisa por entrar y salir de las terminales lo más rápido posible, están involucrados en colisiones similares y cerca fallos (con vehículos terminales y otros vehículos de carretera).

Es apropiado que todos dediquemos alguna prioridad adicional a la creación y mantenimiento de lugares de trabajo de terminales marinas que sean seguros; para todos en el sitio.

Primero, reconozcamos que los operadores de vehículos comerciales son nuestros valiosos socios en el movimiento del comercio internacional. La carga no se movería de nuestras terminales de manera eficiente sin ellas. A continuación, reconozcamos que las circunstancias económicas no han sido amables con esa población de trabajadores. Trabajan largas horas y conducen en condiciones a veces arduas. Además, para cumplir con sus obligaciones financieras, dependen de realizar tantas visitas de ida y vuelta a nuestras terminales durante el transcurso de un día como sea posible.

Y en la medida de lo posible, debemos hacer todo lo posible para que sus turnos sean lo más breves posible. Eso incluiría un enrutamiento eficiente, servicio y, en la medida de lo posible, la condición transitable del equipo que solicitan; cuando lo piden.

Nosotros, como industria, sin embargo, no podemos permitir que aquellos que de otra manera reciban a los visitantes movimientos incontrolados y que amenazan la vida dentro de nuestros lugares de trabajo de terminales marítimas simplemente para satisfacer sus consideraciones de tiempo. En consecuencia, la gerencia y la mano de obra deben actuar juntos para formular un plan que otorgue un significado irresistible y absoluto a las reglas terminales del camino ya establecidas.

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

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-10 (17 October 2019)

The “E” Stop



We should all be aware that ship to shore cranes, container yard rubber-tired gantry cranes and container yard rail-mounted gantry cranes are typically fitted out with one or more emergency stop buttons that can be accessed at ground level..

It's a good idea to know where those “E Stop” buttons are located, and that workers and managers are empowered to activate an emergency stop whenever prevailing conditions warrant that activation.

Members of the ILA~USMX Joint Safety Committee can attest that ‘E Stop’ activation has, in the past, saved more than one life at marine terminals within our jurisdictions.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-10 (17 de Octubre 2019)

La parada "E"



Todos debemos tener en cuenta que las grúas de barco a tierra, las grúas de pórtico con contenedores de caucho y las grúas de pórtico montadas en rieles de contenedores están equipadas con uno o más botones de parada de emergencia a los que se puede acceder a nivel del suelo.

Es una buena idea saber dónde se encuentran esos botones de "Parada E", y que los trabajadores y los gerentes están facultados para activar una parada de emergencia siempre que las condiciones prevalecientes lo justifiquen.

Los miembros del Comité de Seguridad Conjunta ILA ~ USMX pueden dar fe de que la activación de "E Stop" ha salvado, en el pasado, más de una vida en terminales marítimas dentro de nuestras jurisdicciones.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-11 (22 November 2019)

Distracted Driving Kills!

Please, Put Phones Away When Behind the Wheel



No one wants to be responsible for causing the death or serious injury of themselves or their fellow workers. Yet, marine terminals are still places where the use of cell phones by some of us operating motor vehicles can be seen with alarming frequency!

Don't be caught short (and culpable) by being the Guy or the Gal found to be responsible for your own or someone else's workplace fatal/serious injury as a consequence of distracted driving.

Put your phone away while you're behind the wheel. If you've got to use it in an emergency, pull over to a safe area and concentrate on one thing at a time. The life you save, may be your own.



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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-11 (22 de Noviembre de 2019)

Conducir Distraído Mata!

Por favor, guarde los teléfonos cuando esté detrás del volante



Nadie quiere ser responsable de causar la muerte o lesiones graves de sí mismos o de sus compañeros de trabajo. ¡Sin embargo, las terminales marinas todavía son lugares donde el uso de teléfonos celulares por parte de algunos de nosotros que manejamos vehículos motorizados se puede ver con una frecuencia alarmante!

No se deje atrapar (y culpable) por ser el tipo o el galón responsables de las lesiones fatales / graves en el lugar de trabajo propias o ajenas como consecuencia de la conducción distraída.

Guarda tu teléfono mientras estás detrás del volante. Si tiene que usarlo en una emergencia, deténgase en un área segura y concéntrese en una cosa a la vez. La vida que salves puede ser la tuya.



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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-12 (13 December 2019)

Commercial Vehicle Operators at Terminals



The most important principle underscoring the safety of commercial vehicle operators calling at marine terminals, is that they must stay in their tractor cabs unless instructed otherwise. That policy should be ironclad at every marine terminal. Moreover, it's a policy that requires circumspect enforcement on a constant, continuing basis.

Active RTG runways are not good places to casually walk upon. Container stacks, with the inevitable presence of RTGs, straddle carriers, top loaders, empty handlers, reach stackers, are not pedestrian truck driver friendly. As welcome guests at our facilities, commercial vehicle operators are recognized to be a necessary part of the intermodal transport chain. They are guests, however, and as such must abide by the safety policies designed, established and communicated by each marine terminal in their individual efforts to preserve life and limb.

Many progressive marine terminals have taken the time, effort and expense to establish "safe areas", wherein commercial motor vehicle operators may attend to chassis twist lock necessities and other securing issues. Similarly, many have established safety zones wherein commercial motor vehicle operators may stand in an isolated, protective environment while container handling equipment service their rigs. In each case, it is the commercial vehicle operator's responsibility to comply with those policies and the marine terminal operator's responsibility to effectively enforce them.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2019-12 (13 de diciembre de 2019)

Operadores de Vehículos Comerciales en Terminales



El principio más importante que subraya la seguridad de los operadores de vehículos comerciales que llaman a las terminales marítimas es que deben permanecer en las cabinas de sus tractores a menos que se les indique lo contrario. Esa política debe ser blindada en todas las terminales marítimas. Además, es una política que requiere la aplicación circunspecta de manera constante y continua.

Las pistas RTG activas no son buenos lugares para caminar casualmente. Las pilas de contenedores, con la presencia inevitable de RTG, transportadores de carga, cargadores superiores, manipuladores vacíos, apiladores de alcance, no son amigables para los conductores de camiones peatonales. Como invitados bienvenidos en nuestras instalaciones, se reconoce que los operadores de vehículos comerciales son una parte necesaria de la cadena de transporte intermodal. Sin embargo, son invitados y, como tales, deben cumplir con las políticas de seguridad diseñadas, establecidas y comunicadas por cada terminal marítima en sus esfuerzos individuales para preservar la vida y las extremidades.

Muchas terminales marítimas progresivas se han tomado el tiempo, el esfuerzo y los gastos para establecer "áreas seguras", en las que los operadores de vehículos comerciales pueden atender las necesidades de bloqueo del chasis y otros problemas de seguridad. Del mismo modo, muchos han establecido zonas de seguridad en las que los operadores de vehículos comerciales pueden permanecer en un entorno aislado y protector mientras el equipo de manejo de contenedores da servicio a sus equipos. En cada caso, es responsabilidad del operador del vehículo comercial cumplir con esas políticas y la responsabilidad del operador de la terminal marítima de hacerlas cumplir de manera efectiva.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-01 [16 January 2019]

OSHA Civil Penalties About To Rise

The clockwork built into the Federal Civil Penalties Inflation Adjustment Act, more or less assures that each year civil monetary fines set by Federal administrative agencies will be adjusted upward to account for inflation.

2019 is no different, except that this year's adjusted fines cannot take effect until they're published in the **FEDERAL REGISTER**. Owing to the current Federal government shutdown, however, the **FEDERAL REGISTER** is not being published.

When the Government Printing Office gets back to work, the **FEDERAL REGISTER** will likely be published once more and the revised civil monetary penalty structure found in the table below will take effect.

Characterization	Historical Maximums	Aug. 2016 (80% Catch-up Increase)	Jan. 2018 (Annual Bump – Current Maximums)	Jan. 2019 (Annual Bump – Delayed b/c Shutdown)
Other-than-Serious	\$7,000	\$12,471	\$12,934	\$13,260
Serious	\$7,000	\$12,471	\$12,934	\$13,260
Willful	\$70,000	\$124,709	\$129,336	\$132,598
Repeat	\$70,000	\$124,709	\$129,336	\$132,598
Failure to Abate	\$7,000 per day	\$12,471 per day	\$12,934 per day	\$13,260 per day

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-02 [18 January 2019]

Mandatory Posting of Form OSHA 300A

Employers are reminded that **the Form OSHA 300 A** (Summary of Workplace Injuries & Illnesses for Calendar Year 2017) **must be conspicuously posted in the workplace during the period 01 February through 30 April.**

In that relation, OSHA's Recordkeeping WebPage offers specific information and advice:

[Link to OSHA Recordkeeping WebPage](#)

OSHA's Form 300A (Rev. 01/2004)

Summary of Work-Related Injuries and Illnesses

Year 20__



U.S. Department of Labor
Occupational Safety and Health Administration
Form approved OMB no. 1218-004

All establishments covered by Part 1904 must complete this Summary page, even if no work-related injuries or illnesses occurred during the year. Remember to review the Log to verify that the entries are complete and accurate before completing this summary.

Using the Log, count the individual entries you made for each category. Then write the totals below, making sure you've added the entries from every page of the Log. If you had no cases, write "0".

Employees, former employees, and their representatives have the right to review the OSHA Form 300 in its entirety. They also have limited access to the OSHA Form 301 or its equivalent. See 29 CFR Part 1904.35, in OSHA's recordkeeping rules, for further details on the access provisions for these forms.

Number of Cases

Total number of deaths	Total number of cases with days away from work	Total number of cases with job transfer or restriction	Total number of other recordable cases
(a)	(b)	(c)	(d)

Number of Days

Total number of days away from work	Total number of days of job transfer or restriction
(e)	(f)

Injury and Illness Types

Total number of ...	
(g)	
(1) Injuries	(4) Poisonings
(2) Skin disorders	(5) Hearing loss
(3) Respiratory conditions	(6) All other illnesses

Post this Summary page from February 1 to April 30 of the year following the year covered by the form.

Public reporting burden for this collection of information is estimated to average 30 minutes per response, including time for reviewing the instructions, searching existing data sources, gathering the data needed, and completing and reviewing the collection of information. Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number. If you have any comments about this estimate or any other aspect of this data collection, contact: U.S. Department of Labor, OSHA Office of Statistical Analysis, Room N-3644, 200 Constitution Avenue, NW, Washington, DC 20220. Do not send the completed form to the office.

Establishment information

Your establishment name _____

Street _____

City _____ State _____ ZIP _____

Industry description (e.g., *Manufacture of motor vehicles*) _____

Standard Industrial Classification (SIC), if known (e.g., 3713) _____

OR

North American Industrial Classification (NAICS), if known (e.g., 336212) _____

Employment information (If you don't have these figures, see the Worksheet on the back of this page to estimate.)

Annual average number of employees _____

Total hours worked by all employees last year _____

Sign here

Knowingly falsifying this document may result in a fine.

I certify that I have examined this document and that to the best of my knowledge the entries are true, accurate, and complete.

Company address _____ Title _____

() _____ / /

Print _____ Date _____

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-03 [30 January 2019]

Electronic Filing of CY 2018 OSHA I&I Data

Employers are reminded that March 2, 2019 is the deadline date for the electronic submission of CY 2018 Injury & Illness data (the data appearing on the completed OSHA Form 300A Summary).

Guidance in re how such data is transferred to OSHA can be found by following this link:

<https://www.osha.gov/injuryreporting/>

Electronically Submitting Injury, Illness Data



- Covered employers must electronically submit info from their OSHA Form 300A to OSHA
- Applies to establishments with 250 or more employees that are currently required to keep OSHA injury and illness records, and establishments with 20-249 employees that are classified in certain industries with historically high rates of occupational injuries and illnesses

Form 300A deadlines:

- 2017 data: Submit by July 1, 2018
- 2018 data and forward: Submit by March 2



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ILA-UMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-04 [14 March 2019]

OSHA Publishes Request For Information In Re Potential Revision of PIT Standards



On Monday, 11 March 2019, the Occupational Safety & Health Administration (OSHA) published a notice in the **FEDERAL REGISTER** which may very well be the precursor to the revision of all the agency's standards that address the design, maintenance and operation of all powered industrial trucks (PITs); across all industries.

We provide a link to that notice here: [OSHA FEDERAL REGISTER Notice 11 March '19](#)

Within the notice, the agency poses 47 separate questions that it would like commenters to respond to. Some are "loaded" and should thus likely be avoided owing to their potentially incriminating nature. We recommend coordinating any responses you care to make through the auspices of your local port association, the auspices of the National Maritime Safety Association's Technical Committee or through the auspices of the ILA International Union
c/o Bob Fiore ilabobby@bellsouth.net or Bennie Bryan bbryan1414@yahoo.com

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-05 [18 March 2019]

USCG Publishes Updated National Container Inspection Program Manual



National Container Inspection Program



COMDTINST M16616.11D

The United States Coast Guard has announced (14 March) the publication of a revised reference manual used by members of that agency's specialized container inspection teams.

The National Container Inspection Program Manual provides both Policy and Doctrine applicable to hazardous materials and container transportation laws and regulation enforced by the agency.

A link to the revised publication is provided here: [Revised NCIP Manual](#)

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-06 [01 April 2019]

USCG Publishes Final Rule in re Seafarer Access To Marine Terminal Gates

In today's **FEDERAL REGISTER**, the United States Coast Guard has published a Final Rule that addresses the mandatory ***safe***, timely and no-cost ingress/egress of certain individuals (principally seafarers) at U.S. marine terminals. [Emphasis supplied]

The **SUMMARY** section of today's notice is instructive:

SUMMARY: The Coast Guard is issuing a final rule requiring each owner or operator of a maritime facility regulated by the Coast Guard to implement a system providing seafarers, pilots, and representatives of seamen's welfare and labor organizations access between vessels moored at the facility and the facility gate, in a timely manner and at no cost to the seafarer or other individuals. These access procedures must be documented in the Facility Security Plan for each facility and approved by the local Captain of the Port.

This final rule, which implements a congressional mandate, ensures that no facility owner or operator denies or makes it impractical for seafarers or other individuals to transit through the facility.

A link to today's notice is provided here: [Final Rule in re Seafarer Access](#)

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-07 [14 April 2019]

Inspection Notice IMMEDIATE ACTION REQUIRED

3M® DBI-SALA® ExoFit NEX™ Harnesses



The manufacturer of the 3M-ExoFit-NEX fall protection harness has distributed a product notification, alerting users of a potential “D” Ring defect.

Should your fall protection system incorporate the use of the 3M-ExoFit-NEX, we urge review and implementation of the guidance provided via this link:

<https://www.mcaa.org/wp-content/uploads/2019/04/3M-ExoFit-NEX-Inspection-Notice-April-16th-2019.pdf>

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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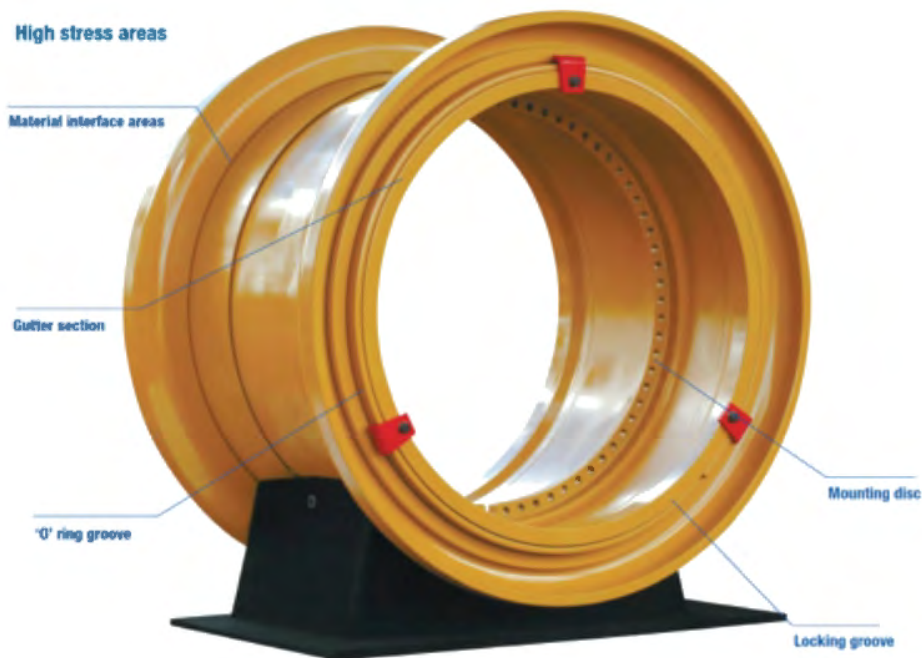
ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-08 [20 May 2019]

Inspection & Servicing of Industrial Truck Wheel Rims

Last week, the marine terminal operating community here in the U.S. was horribly impacted by a top loader tire explosion that claimed the life of an ILWU mechanic at Los Angeles. In June of 2011, the ILA lost one of its own in a similar accident involving a reach stacker tire explosion at New Orleans. We miss these colleagues and grieve their loss in no small way.

In both cases, it appears somewhat likely that the underlying causes included cracks that had developed within the structure of the wheel rims, themselves.



Above: Typical Areas of Wheel Rim High Stress

Following the relevant rim wheel manufacturer's service manual and adhering to the stipulated inspection/service intervals and protocols would likely go a long way in saving the lives of a few waterfront mechanics going forward. In that light, we provide a link to an example of one such model service manual: https://www.accuridecorp.com/files/2012/10/Accuride-Wheels-Rim_Wheel-Safety-and-Service-Manual-ACC7-0002-Rev-4-06-22-12.pdf

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-09 [03 June 2019]

Hurricane Season Begins!



As is our custom, the ILA~USMX Joint Safety Committee is publishing its annual notice heralding the beginning of our Atlantic/Gulf hurricane season (01 June-30 November).

The United States Coast Guard publishes and regularly updates mandatory heavy weather/hurricane plans for each individual port sector. Several marine terminal operating firms maintain their own such plans, which should always complement those published by the Coast Guard.

A friend and colleague of the ILA~USMX Joint Safety Committee maintains a current version of each U.S. Coast Guard Sector's Heavy Weather/Hurricane plan, which are available through this hyperlink: http://www.brymar-consulting.com/wp-content/uploads/HCP/HCP_170602.pdf

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-10 [27 July 2019]



3M Fall Protection, the manufacturer of the 3M™ DBI-SALA® Twin-Leg Nano-Lok™ *edge* and the Twin-Leg Nano-Lok™ Wrap Back Self-Retracting Lifeline has distributed a product “**Stop Use - Recall**”, alerting users of a potential energy absorption feature defect.

Some stevedoring operations here in the United States actively utilize these self-retracting lifelines to protect workers going aloft. Should your fall protection system incorporate the use any of these particular self-retracting lifelines, we urge review and implementation of the guidance provided via this link:

[Stop-Use-Recall-Notice](#)

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-11 [02 August 2019]

U.S. Coast Guard Revises Marine Casualty Forms

The United States Coast Guard (USCG) has recently revised the five (5) forms utilized in the reporting of qualifying marine casualties. A link to each of the revised forms is provided below:

[CG-2692 \(Report of Marine Accident, Injury, or Death\)](#)

[CG-2692A \(Barge Addendum\)](#)

[CG-2692B \(Report Of Chemical Drug and Alcohol Testing\)](#)

[CG-2692C \(Personnel Casualty Addendum\)](#)

[CG-2692D \(Witness Addendum\)](#)

Marine Terminal/Stevedoring employers are, in a general sense, obliged to report serious/fatal injuries exclusively to the Occupational Safety & Health Administration (OSHA); not USCG.

In certain, discrete, **shipboard** accidents, however, relevant provisions within the Code of Federal Regulations require the execution and transmittal of the foregoing USCG forms.

Guidance relative as to when the execution and transmittal is mandatory, and how to execute the forms, may be accessed via this link:

[USCG NVIC 01-15](#)

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-12 [09 August 2019]

Tire, Wheel & Rim Servicing Guide

Taylor Machine Works has very recently published a Guide dealing expressly with the servicing of the large industrial truck tires fitted to container handling equipment. We provide a link to the Guide here:

https://www.taylorbigredforklifts.com/safety/Tire-Safety-Guide_TMW-0153.pdf

The publication is extremely informative, and if the guidance provided within it is carefully followed, serious injuries occurring to marine terminal maintenance personnel assigned tire servicing duties may be avoided.



Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-13 [27 November 2019]

Timely Contesting OSHA Citations

[Section 10 \(a\) of the OSH law](#) provides that an employer has 15 working days after receipt of an OSHA citation within which to contest any part of that citation.

For many, many years, the Occupational Safety & Health Review Commission (OSHRC) has interpreted that tolling of time in a very strict manner. After those 15 days had passed, an employer was time-barred from contesting any citation and could not mount a defense. The citations became a “Final Order” of OSHRC.

On 06 November 2019, however, the U.S. Court of Appeals for the 5th Circuit issued an opinion that changed all that, albeit somewhat narrowly.... for some.

In [Coleman Hammons Construction Co v. OSHRC](#), a panel of three 5th Circuit judges ruled that there were certain circumstances wherein an untimely notice of contest could be received as a product of “*excusable neglect*.”

In sum, at Coleman Hammons, the well-established procedure for receipt and processing of OSHA citations (and similar correspondence) had not been followed by mid and lower level administrative staff.

The Court’s opinion held that the untimely filing of Coleman Hammons’ letter of contest was occasioned by “***an unforeseeable human error beyond*** [the company’s] ***reasonable control***.”

Thus, in the 5th Circuit at least, there are means with which to seek relief from the heretofore iron-clad 15 working day “drop dead date” associated with the contesting of OSHA citations.

In the fullness of time, it may be reasonably expected to see similar appeals reach into the other Circuits.

Note: The links set out above are active, and will take the reader to the relevant section of the OSH Act and to the decision published by the U.S. Court of Appeals for the 5th Circuit, respectively.

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-14 [02 December 2019]

Crosby 7/8" Shackle Notice



The ILA~USMX Joint Safety Committee has confirmed through the Crosby Group's Vice President of Engineering, that the Alert accessed via the link provided below is substantially accurate and (unlike several bogus "Crosby" alerts published in the past) originates from Crosby.

In sum, the 7/8" shackles set out in the alert have been found to have an ultimate (breaking) load somewhat below that published within Crosby's product catalog.

Crowley urges that: ***"The shackle bow may have a previously undetected defect, and continued use may result in loss of load, property damage, severe injury, or death."***

The effected shackles are of the 6.5 Ton variety, and each have a product identification code (PIC) of **5VJ** embossed on the shackles' bow.

<http://wirelessestimator.com/articles/2019/crosby-warning-workers-to-take-out-of-service-certain-78-shackles/>

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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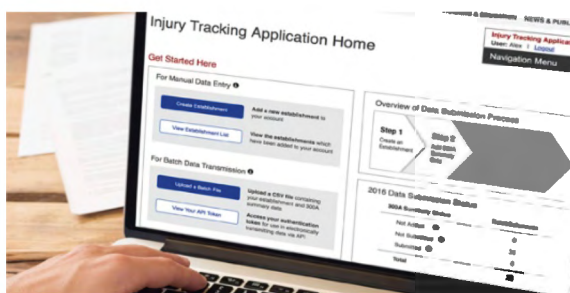
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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2019-15 [18 December 2019]

Electronic Submission of Injury & Illness Data



OSHA now accepting electronic submissions of injury and illness reports

Employers can begin submitting Form 300A data using an electronic reporting system. Learn more [here](https://www.osha.gov/injuryreporting/index.html).

<https://www.osha.gov/injuryreporting/index.html>



This OSH Alert is issued as a reminder to employers, that OSHA requires the electronic submission of Calendar Year 2019's occupational injury & illness data (the data you log onto the OSHA Form 300A) no later than **March 2, 2020**.

You may follow the link provided above to the application at OSHA's website which will facilitate your company's individual electronic submissions.

For those employers who have not, for whatever reason, filed the appropriate Employer Identification Number with past electronic submissions, you have until January 2, 2020 to do so. That, too, can be accomplished through the link found above.

For those wishing a quick link to OSHA's Electronic Submission standards, we provide it here: <https://www.osha.gov/laws-regs/regulations/standardnumber/1904/1904.41>

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-01 (15 January 2020)

Working in Winter Weather



Every year as the Winter months descend upon us, members of the ILA-USMX Joint Safety Committee reflect upon the extraordinary abilities of ILA members and industry managers who consistently and effectively deal with amazingly cold temperatures and accompanying winds that are so often present within the marine terminal environment.

All of you deserve the industry's respect and the global consumers' gratitude for the fortitude and perseverance you exhibit in dealing with those weather-related extremes!

So, now that the Winter months have begun, it's appropriate that we share with you information and guidance that could make your working lives a bit safer and certainly more comfortable during these Winter months.

To that end, the Occupational Safety & Health Administration (OSHA) has added a page to its website which deals expressly with working safely in Winter weather. We're pleased to provide a link to that webpage:

https://www.osha.gov/dts/weather/winter_weather/beprepared.html

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

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2020-01 (15 de Enero de 2020)

Trabajando en Clima Invernal



Cada año, a medida que los meses de invierno descienden sobre nosotros, los miembros del Comité Conjunto de Seguridad de ILA-USMX reflexionan sobre las habilidades extraordinarias de los miembros de ILA y los gerentes de la industria que lidian de manera constante y efectiva con temperaturas increíblemente frías y vientos acompañantes que a menudo están presentes dentro de la marina. entorno terminal.

¡Todos ustedes merecen el respeto de la industria y la gratitud de los consumidores globales por la fortaleza y perseverancia que exhiben al lidiar con esos extremos relacionados con el clima!

Entonces, ahora que han comenzado los meses de invierno, es apropiado que compartamos con usted información y orientación que podrían hacer que su vida laboral sea un poco más segura y ciertamente más cómoda durante estos meses de invierno.

Con ese fin, la Administración de Seguridad y Salud Ocupacional (OSHA) ha agregado una página a su sitio web que se ocupa expresamente de trabajar de manera segura en clima invernal. Nos complace proporcionar un enlace a esa página web:

https://www.osha.gov/dts/weather/winter_weather/beprepared.html

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

Trabajando Juntos para el Beneficio de Todos

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-02 (14 February 2020)

Fire Protection at Marine Terminals



Over the last few years, the ILA-USMX Joint Safety Committee has been made aware of far too many fires occurring during the use of container handling pieces of equipment.

We've explored the potential causes of those fires and have likewise suggested methods and means to prevent them.

Often, we're asked about the presence (or lack thereof) of fire extinguishers within this equipment. We'll look at the relevant U.S. regulations within this OSH Circular.

To begin with, it's appropriate to understand which department/agency Congress has tasked with regulating fire protection issues at marine terminals. While many would guess that OSHA should be the responsible agency, it turns out that the U.S. Coast Guard, under the broad authority conferred by the Ports and Waterways Safety Act, is responsible for promulgating fire protection regulations that have application at all "Designated Waterfront Facilities."

Those facilities are defined as "[a] waterfront facility designated under 126.13 for the handling, storing, loading, and discharging of any hazardous material subject to the Dangerous Cargoes Regulations (49 CFR parts 170 through 179). So, in sum, any marine terminal that stores, loads or discharges a HazMat [labeled] cargo is properly defined within the term: "Designated Waterfront Facilities."

Within the relevant U.S. Coast Guard regulations, 33 CFR 126.15 (a)(9) provides that:

Material handling equipment, trucks, and other motor vehicles. When dangerous cargo is being transferred or stored on the facility, material handling equipment, trucks, and other motor vehicles operated by internal combustion engines must meet the requirements of NFPA [National Fire Protection Association] 307, chapter 9.

In turn, the 1995 edition of NFPA 307 (Fire Protection of Marine Terminals) is the edition that was adopted by reference within 33 CFR 126, and in looking at Chapter 9 the following paragraph appears:

9.1.2 Unless fire extinguishers are readily available, each vehicle shall be provided with an extinguisher approved for class B and class C fires.

In finality, then, it would theoretically be up to each individual U.S. Coast Guard Captain of the Port to determine when such fire extinguishers are "readily available" and when they're not.

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

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2020-02 (14 de Febrero de 2020)

Protección Contra Incendios en Terminales Marinas



En los últimos años, el Comité de Seguridad Conjunta ILA-USMX ha sido informado de demasiados incendios que ocurren durante el uso de equipos de manipulación de contenedores.

Hemos explorado las posibles causas de esos incendios y también hemos sugerido métodos y medios para prevenirlos.

A menudo, se nos pregunta sobre la presencia (o la falta de ella) de extintores dentro de este equipo. Examinaremos las regulaciones relevantes de los EE. UU. Dentro de la Circular OSH.

Para empezar, es apropiado comprender qué departamento / agencia el Congreso ha encargado de regular los problemas de protección contra incendios en las terminales marítimas. Si bien muchos supondrían que OSHA debería ser la agencia responsable, resulta que la Guardia Costera de los EE. UU., Bajo la amplia autoridad conferida por la Ley de Seguridad de Puertos y Vías Fluviales, es responsable de promulgar las normas de protección contra incendios que tienen aplicación en todas las "Instalaciones Designadas al Waterfront".

Esas instalaciones se definen como "[una] instalación frente al mar designada bajo 126.13 para el manejo, almacenamiento, carga y descarga de cualquier material peligroso sujeto a las Regulaciones de cargas peligrosas (49 CFR partes 170 a 179). Por lo tanto, en resumen, cualquier terminal marítima que almacene, cargue o descargue una carga HazMat [etiquetada] se define adecuadamente dentro del término: "Instalaciones designadas al Waterfront".

Dentro de las regulaciones relevantes de la Guardia Costera de EE. UU., 33 CFR 126.15 (a) (9) establece que:

Equipo de manejo de materiales, camiones y otros vehículos de motor. Cuando se transfiere o almacena carga peligrosa en las instalaciones, el equipo de manejo de materiales, camiones y otros vehículos motorizados operados por motores de combustión interna deben cumplir con los requisitos de la NFPA [Asociación Nacional de Protección contra Incendios] 307, capítulo 9.

A su vez, la edición de 1995 de NFPA 307 (Protección contra incendios de terminales marinas) es la edición que se adoptó por referencia dentro del 33 CFR 126, y al mirar el Capítulo 9 aparece el siguiente párrafo:

9.1.2 A menos que los extintores de incendios estén fácilmente disponibles, cada vehículo debe contar con un extintor aprobado para incendios de clase B y clase C.

En definitiva, entonces, teóricamente, dependería de cada Capitán del Puerto de la Guardia Costera de EE. UU. Determinar cuándo dichos extintores están "fácilmente disponibles" y cuándo no lo están.

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

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-03 (15 March 2020)

On Being Complacent



Ever hear a fellow worker say: ***“I’ve been doing this job so long, I could do it in my sleep”***? That’s the hallmark of someone whose probably lost their respect for the (sometimes fatal) accident potentials that are often present within the marine cargo handling workplace.

If a longshore worker acquires a comfort level when standing under suspended loads, for instance, simply because he/she has never had the experience of one falling on them (or a fellow worker).... There’s something very wrong with that picture.

The ILA~USMX Joint Safety Committee implores its labor and management constituency to always keep their eyes on the prize in achieving what we regard as ***“Goal number one”***, which is: ***Everybody gets to go home in the same good shape they got to work in.*** Being complacent doesn’t fit within that goal...

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

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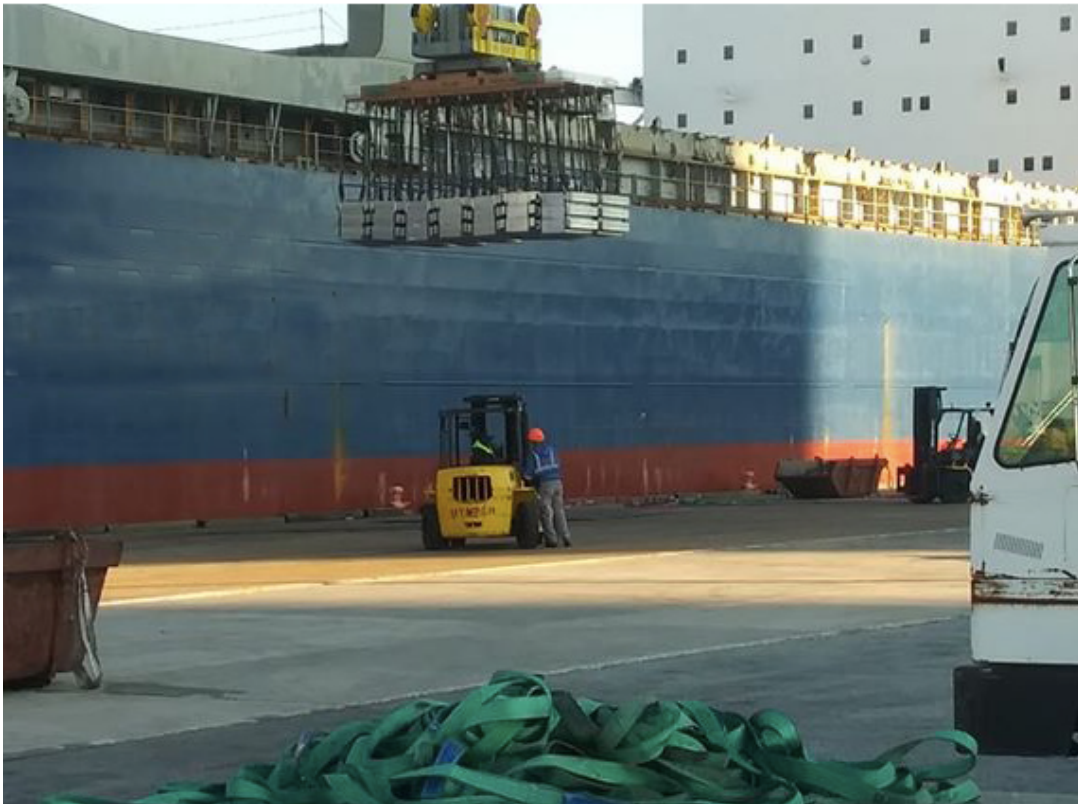
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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2020-03 (15 de Marzo de 2020)

Sobre ser Complaciente



Alguna vez escuchó a un compañero de trabajo decir: **"He estado haciendo este trabajo tanto tiempo que podría hacerlo en mi sueño"**? Ese es el sello distintivo de alguien que probablemente perdió su respeto para los potenciales accidentes (a veces fatales) que a menudo están presentes dentro de la marina lugar de trabajo de manejo de carga.

Si un trabajador en tierra adquiere un nivel de comodidad cuando está parado bajo cargas suspendidas, por ejemplo, simplemente porque él / ella nunca ha tenido la experiencia de alguien cayendo ellos (o un compañero de trabajo) ... Hay algo muy mal con esa imagen.

El Comité Conjunto de Seguridad ILA ~ USMX implora su labor y gestión circunscripción para mantener siempre sus ojos en el premio para lograr lo que consideramos **"Meta número uno"**, que es: **Todos se van a casa de la misma manera forma en que trabajaron**. Ser complaciente no encaja dentro de ese objetivo ...

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

Trabajando Juntos para el Beneficio de Todos

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-04 (15 April 2020)

“Jostling” Accidents on the Rise



Intermodal chassis, bomb carts and tractors were not designed with their lifting in mind.

When they “go up” with the load, something is generally wrong and instantaneous attention/correction must occur. Any policy and/or procedure that achieves that end will be considered suitable.

In container lifting operations, it is generally considered a good practice to “**float the load.**” In sum, the lifting appliance (crane/industrial truck) operator should first ensure that only the container is being lifted by raising the load a very small distance first and then hoisting once it is assured that only the container (and not the chassis/bomb cart/tractor) is being lifted.

Given the number and critical nature of such accidents that have occurred recently, and the undeniable potentials that exist going forward, operations that do not “float the load” on each and every lift will be walking a very thin line in terms of ensuring the safety of their work.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2020-04 (15 de Abril de 2020)

Accidentes "Jostling" en el Ascenso



El chasis intermodal, los carros de bombas y los tractores no fueron diseñados teniendo en cuenta su elevación.

Cuando "suben" con la carga, algo es generalmente incorrecto y debe ocurrir atención/corrección instantánea. Cualquier política y/o procedimiento que logre ese fin se considerará adecuado.

En las operaciones de elevación de contenedores, generalmente se considera una buena práctica "flotar la carga". En resumen, el operador del aparato de elevación (grúa/camión industrial) debe asegurarse primero de que sólo se levanta el contenedor levantando la carga a una distancia muy pequeña primero y luego izar una vez que se asegura que sólo se está levantando el contenedor (y no el chasis / carro de la bomba / tractor).

Dado el número y la naturaleza crítica de estos accidentes que se han producido recientemente, y los innegables potenciales que existen en el futuro, las operaciones que no "flotan la carga" en todos y cada uno de los ascensores estarán caminando una línea muy delgada en términos de garantizar la seguridad de su trabajo.

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ILA-USMX Joint Safety Committee

OSH Circular 2020-05 (01 May 2020)

Acknowledging Our Heroes



In these days of the Covid-19 “crisis,” the ILA~USMX Joint Safety Committee has made a practice of clearing our heads every now and then from the work we’re doing and reflect upon the manner and method that our industry has been handling the occupational health and safety-related issues that have naturally accompanied this pandemic. In sum, we’re impressed.....

Impressed, that our ILA colleagues have affirmatively met the responsibilities that accompany the term “***essential workers***” and have shown that they have the skill, grit and fortitude necessary to keep our country’s ocean commerce moving without missing a beat;

Impressed, that labor and management have made remarkable progress in building upon the strengths that they possess individually... and unifying their approach in meeting the extraordinary challenges that confront them within the tempest of a global pandemic;

From our perspective, the manner in which ILA and USMX (and their respective memberships) have generally acted together as advocates of each other’s needs and interests during this critical period of time has set a new standard to follow. We also believe that their unified approach will serve as a progressive guiding light in moving forward together and in buttressing their relationship well after all the smoke has cleared. That can only mean good things for the industry that sustains us all.

And while we grieve the loss of industry colleagues who fell victim to the pandemic and those that continue to be afflicted, a casual assessment of our Maine-to-Texas safety performance over the last month and a half is reflective of an industry that still has its eye on the ball. In our eyes, you’re all heroes!

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ILA-USMX Comité Conjunto de Seguridad

OSH Circular 2020-05 (01 de Mayo de 2020)

Reconociendo a Nuestros Héroes



En estos días de la "crisis" de Covid-19, el Comité Conjunto de Seguridad de la ILA-USMX ha hecho una práctica de despejar la cabeza de vez en cuando de la obra estamos haciendo y reflexionar sobre la manera y el método que nuestra industria tiene problemas relacionados con la salud y la seguridad en el trabajo que ha naturalmente acompañado esta pandemia. En resumen, estamos impresionados....

Impresionados, que nuestros colegas de la ILA han cumplido afirmativamente responsabilidades que acompañan el término "**trabajadores esenciales**" y tienen demostrado que tienen la habilidad, la arena y la fortaleza necesarias para mantener nuestro comercio oceánico del país se mueve sin perder el ritmo.

Impresionados, que el trabajo y la dirección han hecho progresos notables en aprovechando las fortalezas que poseen individualmente... y unificante su enfoque para hacer frente a los extraordinarios desafíos que enfrentan dentro de la tempestad de una pandemia mundial;

Desde nuestra perspectiva, la forma en que ILA y USMX (y sus miembros respectivos) generalmente han actuado juntos como defensores de cada necesidades e intereses de otros durante este período crítico de tiempo ha establecido un nuevo estándar a seguir. También creemos que su enfoque unificado servirá como progresiva guiando la luz en el avance juntos y en la reducción de su relación bien después de que todo el humo se ha despejado. Eso sólo puede significar buenas cosas para la industria que nos sostiene a todos.

Y mientras lamentamos la pérdida de colegas de la industria que fueron víctimas de la pandemia y los que siguen siendo afligidos, una evaluación casual de nuestra el rendimiento de seguridad de Maine-to-Texas en el último mes y medio es reflejo de una industria que todavía tiene su ojo en la pelota. En nuestros ojos, sois todos héroes!

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-06 (12 June 2020)

Heat Stress

With the approach of Summer 2020, it's appropriate to consider the issue of on-the-job heat stress and the importance of taking proactive measures in order to combat the increasing amounts of heat and humidity that have a tendency to appear at this time of year.

Moreover, with the Covid-19 experience not as yet over the necessary protective requirement of wearing a filtering facepiece/mask can only serve to complicate the issue of on-the-job heat stress to greater and lesser degrees. That's why it's important to get things straight from the offset.

Wearing a filtering facepiece/mask is an important part of keeping our workers and our managers protected from the transmission of the Covid-19 virus. And while we are aware that some will, from time to time, raise the issue of adequate breathing/heat tolerance limitations that may arise in the wearing of those protections, this is not the appropriate time to let down our guard. Consequently, the requirement of wearing a filtering facepiece/mask (coupled with appropriate social distancing and diligent personal and infrastructure disinfection) cannot be waived within any discussion of heat stress.

OSHA has, however; for many years, set out well established protocols in affirmatively addressing the mitigation of heat stress. Perhaps the most important of those protocols:

1). *Adequate hydration (drinking plenty of water before and during high heat and humidity levels are being experienced);*

2). *Modification of work schedules and arrangement for frequent hydration/rest breaks in shaded/air conditioned environments; and*

3). *Gradually acclimating workers who are newly entering (or rejoining after an absence) work that is to be performed in high heat/high humidity workplaces.*

OSHA has devised a "Quick card" which sets out additional guidelines that employers and workers can follow to effectively deal with heat stress circumstances.

Here's a link to it (and an attachment): <https://www.osha.gov/Publications/osh3154.pdf>

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Protecting Workers from Heat Stress

Heat Illness

Exposure to heat can cause illness and death. The most serious heat illness is heat stroke. Other heat illnesses, such as heat exhaustion, heat cramps and heat rash, should also be avoided.

There are precautions that can be taken any time temperatures are high and the job involves physical work.

Risk Factors for Heat Illness

- High temperature and humidity, direct sun exposure, no breeze or wind
- Heavy physical labor
- No recent exposure to hot workplaces
- Low liquid intake
- Waterproof clothing

Symptoms of Heat Exhaustion

- Headache, dizziness, or fainting
- Weakness and wet skin
- Irritability or confusion
- Thirst, nausea, or vomiting

Symptoms of Heat Stroke

- May be confused, unable to think clearly, pass out, collapse, or have seizures (fits)
- May stop sweating

To Prevent Heat Illness:

- Establish a complete heat illness prevention program.
- Provide training about the hazards leading to heat stress and how to prevent them.
- Provide a lot of cool water to workers close to the work area. At least one pint of water per hour is needed.



U.S. Department of Labor



www.osha.gov (800) 321-OSHA (6742)

**Occupational
Safety and Health
Administration**

- Modify work schedules and arrange frequent rest periods with water breaks in shaded or air-conditioned areas.
- Gradually increase workloads and allow more frequent breaks for workers new to the heat or those that have been away from work to adapt to working in the heat (acclimatization).
- Designate a responsible person to monitor conditions and protect workers who are at risk of heat stress.
- Consider protective clothing that provides cooling.



How to Protect Workers

- Know signs/symptoms of heat illnesses; monitor yourself; use a buddy system.
- Block out direct sun and other heat sources.
- Drink plenty of fluids. Drink often and BEFORE you are thirsty. Drink water every 15 minutes.
- Avoid beverages containing alcohol or caffeine.
- Wear lightweight, light colored, loose-fitting clothes.



What to Do When a Worker is Ill from the Heat

- Call a supervisor for help. If the supervisor is not available, call 911.
- Have someone stay with the worker until help arrives.
- Move the worker to a cooler/shaded area.
- Remove outer clothing.
- Fan and mist the worker with water; apply ice (ice bags or ice towels).
- Provide cool drinking water, if able to drink.

IF THE WORKER IS NOT ALERT or seems confused, this may be a heat stroke. CALL 911 IMMEDIATELY and apply ice as soon as possible.



U.S. Department of Labor

For more information:



Occupational
Safety and Health
Administration

www.osha.gov (800) 321-OSHA (6742)



ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2020-06 (12 de Junio de 2020)

Estrés por calor

Con el enfoque del verano 2020, es apropiado considerar el problema del estrés por calor en el trabajo y la importancia de tomar medidas proactivas para combatir las crecientes cantidades de calor y humedad que tienen Una tendencia a aparecer en esta época del año.

Además, con la experiencia Covid-19 aún no ha superado lo necesario El requisito de protección de usar mascarilla / máscara filtrante solo puede servir para complicar el problema del estrés por calor en el trabajo a mayor y grados menores Por eso es importante aclarar las cosas desde el compensar.

Usar una máscara / máscara filtrante es una parte importante para mantener nuestros trabajadores y nuestros gerentes protegidos de la transmisión del Covid-19 virus. Y aunque somos conscientes de que algunos, de vez en cuando, aumentarán el problema de las limitaciones adecuadas de tolerancia al calor/ respiración que pueden sugieren el uso de esas protecciones, este no es el momento adecuado para dejar Bajar la guardia. En consecuencia, el requisito de usar un filtro máscara/máscara (junto con distanciamiento social apropiado y diligente desinfección personal y de infraestructura) no se puede renunciar a ninguna discusión del estrés por calor.

OSHA tiene, sin embargo; durante muchos años, establezca protocolos bien establecidos en abordando afirmativamente la mitigación del estrés por calor. Quizás lo más importante de esos protocolos:

- 1) Hidratación adecuada** (beber mucha agua antes y durante la efervescencia se experimentan niveles de calor y humedad);
- 2) Modificación de horarios de trabajo y arreglos para frecuentes descansos** de hidratación / descanso en ambientes sombreados / con aire acondicionado; y
- 3) Aclimatación gradual** de los trabajadores que recién ingresan (o se reincorporan) después de una ausencia) trabajo que se realizará a altas temperaturas / alta humedad lugares de trabajo.

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Trabajando Juntos para el Beneficio de Todos

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-07 (08 July 2020)

Hurricane Season Has Begun!

Each year, the ILA-USMX Joint Safety Committee (JSC) publishes an OSH Circular to raise the consciousness of our labor and management constituents with regard to heavy weather considerations that can greatly impact our operations and our lives.

As the recent press release from NOAA (see below) predicts “[a]n **above normal 2020 Atlantic hurricane season...**”, and the JSC would like you to be aware of that and to plan accordingly.



National Oceanic and
Atmospheric Administration
U.S. Department of Commerce

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Busy Atlantic hurricane season predicted for 2020

Multiple climate factors indicate above-normal activity is most likely

Weather | hurricane season | climate outlooks

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May 21, 2020 — An above-normal 2020 Atlantic hurricane season is expected, according to forecasters with NOAA's Climate Prediction Center, a division of the National Weather Service. The outlook predicts a 60% chance of an above-normal season, a 30% chance of a near-normal season and only a 10% chance of a below-normal season. The Atlantic hurricane season runs from June 1 through November 30.

In administration, it's important to know what sort of plan needs to be implemented. Many terminal operators have devised their own hurricane/heavy weather plans. Many have also relied upon the mandatory plans administered on a sector-by-sector (port-by-port) basis by the U.S. Coast Guard. Either way (or in combination) knowing what the plan(s) consist of and adhering to their contents is critical for your safety

For those relying upon the U.S. Coast Guard's mandatory plans, we provide a link to them here: [Port-By-Port USCG Heavy Weather Contingency Plans](#)

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-08 (04 August 2020)

Please Wear Your Mask!

As Covid-19 infection rates skyrocket among the general public in many States, the ILA~USMX Joint Safety Committee (JSC) wants all waterfront labor and management employees to understand that one of the most important and effective ways to prevent the viral infection of yourselves and of others is the simple wearing of a face covering.

The U.S. Centers for Disease Control & Prevention (CDC) have recently updated that agency's website with information that conclusively shows that the wearing of face coverings will significantly aid in the slowing of infection rates. Here's a link to that update:

<https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/cloth-face-cover-guidance.html>

The JSC understands that wearing a face covering is something that takes getting used to. We also appreciate that they can be uncomfortable in warmer weather and may, as a consequence, need to be changed out more often. But we greatly value the lives of our constituent members, and we want to ensure; to the greatest extent possible, that each waterfront labor and management representative (and their families) are safeguarded against Covid-19 infection to the greatest extent possible.

That's why we urge each one of you to put aside all other arguments you may hear which advocate against wearing a protective face covering. We assure you, that each of those arguments will mean absolutely nothing in the event of an infection that impacts you or the ones you care the most for.



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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-09 (07 September 2020)

DISTRACTED DRIVING KILLS!

Routine visits to Container and Ro-Ro marine terminals by members of the ILA~USMX Joint Safety Committee (JSC) continue to reveal an uncomfortably high number of vehicle operators (inclusive of management & labor terminal staff and over-the-road commercial truck drivers) who persist in engaging in distracted driving behaviors.

Strictly and exclusively from the perspective of wanting to ensure that all of us have the opportunity to return home at the end of our work shifts to the ones we care for most, the JSC implores all persons who operate vehicles within our marine terminals to soberly consider the serious life and death dangers associated with distracted driving.

If, in a pinch, you must use an electronic communication device during a work shift, pull over to a safe location first.

Terminal operators should make plain (through signage and other means) their prohibition of distracted driving and should strictly and evenly enforce those prohibitions throughout the entirety of their operations.



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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-10 (12 October 2020)

Tank Containers Carried on Bomb Carts



Over the last few years the ILA~USMX Joint Safety Committee (JSC) has been made aware of an increasing number of accidents occurring within the global marine cargo handling community, wherein intermodal tank containers being moved by yard tractors and bomb carts have tipped. When these accidents occur, the difference between life and death often rests with whether or not the yard tractor operator's seat restraint (seat belt) was secured.

The JSC is in a position to offer our labor and management constituents the following advice:

- 1).** Yard tractor operators (like all other vehicle operators) should always ensure that any provided seat restraint system is engaged;
- 2).** Liquid cargoes carried in tank containers (even when the tanks are equipped with internal baffles) have a tendency to shift internally, greatly disturbing the loads' center of gravity; making the stability of the load being moved often very tender;
- 3).** It's best to carry only one tank container at a time on most bomb carts;
- 4).** Tank containers carried on bomb carts should be placed on the trailing units' center area, so that the tanks' corner fittings are resting on a solid surface; *and*
- 5).** Always observe terminal speed limits, making sure that when taking any turns your speed is sufficiently decreased to better contain the load.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-11 (10 November 2020)

Safety of Checkers (and other Service Vehicle Users) When in Container Yards



The ILA~USMX Joint Safety Committee (JSC) has, many times in the past, emphasized the fact that pedestrians walking anywhere within a marine terminal are at particular risk of vehicular struck-by hazards. Once a checker (or any other worker) disembarks a pickup truck (or another type of service vehicle) and ventures into container yard locations, he/she immediately becomes subject to extremely serious risks that can only be mitigated by implementing affirmative steps, such as:

- **Prohibiting concurrent pedestrian/vehicular use of the C/Y, by “freezing” specific grids through a system of active oversight/control;**
- **Fitting service vehicles out with flexible, illuminated poles, that make clear the presence/location of each such vehicle;**
- **Ensuring that those workers disembarking vehicles are wearing high visibility work vests (during the day) and retro-reflective work vests (after dusk);**
- **Ensuring that those workers disembarking vehicles within the C/Y place safety cones (or other effective warning markers), indicating the presence/location of their vehicle(s) and themselves; and**
- **Ensuring that those workers disembarking vehicles limit the time and distance spent away from their vehicles and that they do not populate container rows any longer than necessary.**

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-12 (10 December 2020)

Welding Fume Health Hazards



Thinking of all of the maintenance and repair workers in our industry who regularly conduct welding operations, the ILA~USMX Joint Safety Committee (JSC) would like to provide some observation-based advice about health hazards associated with those tasks.

To begin with, all fumes generated during the welding process (irrespective of the metal components being welded) can be hazardous to a person's health. In fact, some fumes have been recently classified as carcinogens.

In order to offset the negative respiratory effects that could reasonably evolve, the JSC recommends the following to workers and managers:

- **Remove any paint or coatings from surfaces before welding. Do not use chlorinated solvents for removal/cleaning;**
- **Choose a welding process and consumables (such as rods) that produce less fume and/or ultraviolet radiation (UV);**
- **If possible, adjust power settings to reduce fumes;**
- **It is preferred that a combination of local exhaust and forced dilution ventilation (engineering controls) should be used first;**
- **Absent special circumstances, do not rely on natural ventilation alone;**
- **If engineering controls prove to be ineffective or are infeasible, welders should wear either air supplied or air purifying respiratory protection. Each should be specially fitted for the needs of the individual worker, consistent with OSHA standards (29 CFR 1910.134).**
- **Use a full-face welding helmet with a UV filtering lens;**
- **Wear long trousers and long-sleeved shirts without cuffs made of flame-resistant material; covering all exposed skin;**
- **Wear welding gloves and safety shoes;**
- **Separate welding activities from other work. Many workers welding in one space can greatly increase the amount of welding fume that's produced;**
- **Use welding screens to protect other workers from the welding arc;**
- **Rotate job tasks between workers. This will help to reduce the level and duration of exposure to fumes, gases and UV radiation.**

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-01 [02 January 2020]

OSHA & Audio Head/Earphones



Recently, OSHA made public an interpretation which clarified the agency's position with regard to worker use of certain audio devices meant to entertain/pass the time.

In sum, the agency's interpretation holds that the use of such devices may be allowed... but that employers who do permit their use should be cautioned that, under certain circumstances, audio head/earphones could serve as distractions and create a seriously unsafe workplace. In that event, OSHA would be free to cite the employer under the OSH Act's General Duty Clause. Here's a link to that section of the law:

https://www.osha.gov/laws-regs/oshact/section_5

While the interpretation was provided in response to an inquiry originating from a construction industry employer, the basis, logic and application of OSHA's interpretation would unquestionably hold true for those of us in the marine cargo handling industry. Here's a link to the interpretation:

<https://www.osha.gov/laws-regs/standardinterpretations/2019-09-06-0>

The ILA~USMX Joint Safety Committee appreciates how popular these devices have become at many marine terminals (particularly during late night shifts). Notwithstanding, we are obliged to recognize the wisdom of this recent interpretation and caution employers and employees about the existence of this interpretation and of the logic that forms its basis. We do so in this OSH Alert.

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-02 [14 January 2020]

OSHA Civil Fines On The Rise



In tomorrow's edition of the **FEDERAL REGISTER**, we expect that the U.S. Department of Labor will publish a notice that will announce the annual increase of civil fines associated with violations of standards and regulations promulgated by the various administrative agencies of that executive department.

This annual event is brought about by the operation of the Federal Civil Penalties Inflation Adjustment Improvements Act of 2015 (Inflation Adjustment Act), which requires all monetary fine-collecting Federal agencies to automatically increase the amounts of fines imposed, tied to a cost of living formula enshrined in that law.

Among those administrative agencies affected is the Occupational Safety & Health Administration (OSHA). The table below illustrates the increases being imposed, respectively, by the relevant categories/subjects of citations issued by that agency.

Paragraph	Remove	Add
§ 1903.15(d) introductory text	January 23, 2019	January 15, 2020
§ 1903.15(d)(1)	\$9,472	\$9,639
§ 1903.15(d)(1)	\$132,598	\$134,937
§ 1903.15(d)(2)	\$132,598	\$134,937
§ 1903.15(d)(3)	\$13,260	\$13,494
§ 1903.15(d)(4)	\$13,260	\$13,494
§ 1903.15(d)(5)	\$13,260	\$13,494
§ 1903.15(d)(6)	\$13,260	\$13,494

The sections/paragraphs appearing in the left most column are better identified through this link: <https://www.osha.gov/laws-regs/regulations/standardnumber/1903/1903.15>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-03 [27 January 2020]

The “Novel Coronavirus”



Countries with Confirmed Cases to Date

As the ILA~USMX Joint Safety Committee begins to develop this OSH Alert, we are aware of five (5) confirmed cases of the Coronavirus presently on U.S. soil. We are also aware of the situation on the ground at Wuhan Province, China (inclusive of Wuhan port), wherein thousands of confirmed cases have been established. The situation there is extremely serious.

At present, the U.S. Centers for Disease Control (CDC) has implemented detection activities (passenger screening) at several U.S. airports. That's wise, inasmuch as the threat of importation there is quite significant in terms of numbers. As yet, similar measures have not yet been implemented at U.S. seaports where the importation threat is less numerically severe.

The U.S. Maritime Administration and local Port Authorities are, however, monitoring unfolding circumstances very carefully.

At present we would like to provide our management and labor stakeholders with access to CDC's increasingly active Coronavirus webpage, which provides an amazingly complete amount of information about this threat:

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

Our best (conservative) advice: Continue to monitor the CDC webpage for updates. Also, port workers/managers obliged to interact with ship's personnel aboard a vessel that called at Wuhan port, China recently, should wear a simple filtration facemask (in line with manufacturer's recommendations) during that interaction and avoid direct (skin to skin) contact.

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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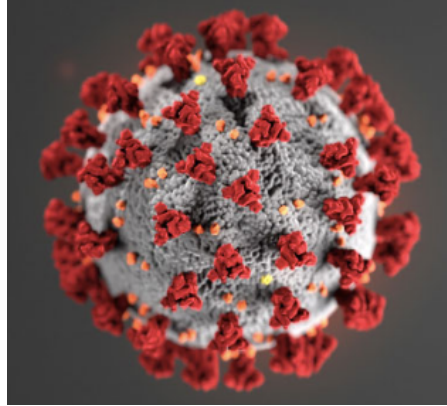
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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-04 [25 February 2020]

The “Novel Coronavirus” Update



Since the publication of ILA~USMX Joint Safety Committee OSH Alert 2020-03 (27 January 2020), the U.S. experience with the Novel Coronavirus has not changed in any substantial way. Currently (as of yesterday; reported by the U.S. Centers for Disease Control and Prevention), there have been **14** confirmed cases documented in the U.S. On review, none of those cases have any connection to commercial or passenger ocean shipping. And while that’s relatively good news, our sense is that we’re not out of the woods just yet.

For that reason, we continue to actively monitor all available resources in our ongoing assessment of potential risk to our labor and management constituents.

Two important resources we use (of many), are the U.S. Centers for Disease Control and the World Health Organization. Both organizations have webpages that are exclusively devoted to provide accurate and timely information to those seeking to maintain a protective, up-to-date posture.

We’d like to share access to those websites with all persons and organizations receiving our OSH Alerts, and for that purpose provide the relevant links here:

Centers for Disease Control & Prevention (CDC):

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

World Health Organization (WHO)

<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-05 [10 March 2020]

More on the Novel Coronavirus

The ILA~USMX Joint Safety Committee (JSC) continues to receive inquiries regarding the manner in which industry labor and management constituents may become aware of any potential risks posed by Coronavirus-infected crewmembers/passengers that may be present within the shipboard workplace.

As a threshold matter, all of us should understand that ***in the event of any crew member/passenger death or illness***, U.S. law and regulation require ship Masters to provide advance notice to the relevant U.S. Centers for Disease Control & Prevention quarantine station, Penalties for failing to report are sizable. The regulation appears in this form:

§ 71.21 Report of death or illness.

(a) The master of a ship destined for a U.S. port shall report immediately to the quarantine station at or nearest the port at which the ship will arrive, the occurrence, on board, of any death or any ill person among passengers or crew (including those who have disembarked or have been removed) during the 15-day period preceding the date of expected arrival or during the period since departure from a U.S. port (whichever period of time is shorter).

Notwithstanding; out of an abundance of caution, the JSC recommends the following:

- 1). That ILA workers and members of management avoid close contact (closer than 6 feet) with any crewmembers or passengers who appear to be ill (coughing, sneezing, etc.); *and*
- 2). That those ILA and management workers obliged to serve aboard passenger vessels be provided with properly fitted NIOSH-approved filtering facemasks and impermeable gloves;

Consistent with previous advice, we continue to provide extremely informative links to the relevant CDC and WHO websites. They provide excellent guidance:

Centers for Disease Control & Prevention (CDC):

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

World Health Organization (WHO)

<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-06 [29 March 2020]



In guarding against Coronavirus, the greatest protection you can afford yourself and your family is observing a mandatory 6 foot distance between yourself and anyone else sharing your workplace.

Easier said than done? Perhaps, but worth the effort every time.....

Centers for Disease Control & Prevention (CDC):

<https://www.cdc.gov/coronavirus/2019-ncov/index.html>

World Health Organization (WHO)

<https://www.who.int/emergencies/diseases/novel-coronavirus-2019>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-07 [09 April 2020]

New Guidance from CDC for Workers Who May Have Been Exposed to COVID-19 Via “Close Contact”

Interim Guidance for Implementing Safety Practices for Critical Infrastructure Workers Who May Have Had Exposure to a Person with Suspected or Confirmed COVID-19

To ensure continuity of operations of essential functions, CDC advises that critical infrastructure workers may be permitted to continue work following potential exposure to COVID-19, provided they remain asymptomatic and additional precautions are implemented to protect them and the community.

A potential exposure means being a household contact or having close contact within 6 feet of an individual with confirmed or suspected COVID-19. The timeframe for having contact with an individual includes the period of time of 48 hours before the individual became symptomatic.

Critical Infrastructure workers who have had an exposure but remain asymptomatic should adhere to the following practices prior to and during their work shift:

- ▶ Pre-Screen: Employers should measure the employee's temperature and assess symptoms prior to them starting work. Ideally, temperature checks should happen before the individual enters the facility.
- ▶ Regular Monitoring: As long as the employee doesn't have a temperature or symptoms, they should self-monitor under the supervision of their employer's occupational health program.
- ▶ Wear a Mask: The employee should wear a face mask at all times while in the workplace for 14 days after last exposure. Employers can issue facemasks or can approve employees' supplied cloth face coverings in the event of shortages.
- ▶ Social Distance: The employee should maintain 6 feet and practice social distancing as work duties permit in the workplace.
- ▶ Disinfect and Clean work spaces: Clean and disinfect all areas such as offices, bathrooms, common areas, shared electronic equipment routinely.

If the employee becomes sick during the day, they should be sent home immediately. Surfaces in their workspace should be cleaned and disinfected. Information on persons who had contact with the ill employee during the time the employee had symptoms and 2 days prior to symptoms should be compiled. Others at the facility with close contact within 6 feet of the employee during this time would be considered exposed.

Employers should implement the recommendations in the Interim Guidance for Businesses and Employers to Plan and Respond to Coronavirus Disease 2019 to help prevent and slow the spread of COVID-19 in the workplace. Additional information about identifying critical infrastructure during COVID-19 can be found on the DHS CISA website or the CDC's specific First Responder Guidance page.

INTERIM GUIDANCE

This interim guidance pertains to critical infrastructure workers, including personnel in 16 different sectors of work including:

- ▶ Federal, state, & local law enforcement
- ▶ 911 call center employees
- ▶ Fusion Center employees
- ▶ Hazardous material responders from government and the private sector
- ▶ Janitorial staff and other custodial staff
- ▶ Workers – including contracted vendors – in food and agriculture, critical manufacturing, informational technology, transportation, energy and government facilities

ADDITIONAL CONSIDERATIONS

- ▶ Employees should not share headsets or other objects that are near mouth or nose.
- ▶ Employers should increase the frequency of cleaning commonly touched surfaces.
- ▶ Employees and employers should consider pilot testing the use of face masks to ensure they do not interfere with work assignments.
- ▶ Employers should work with facility maintenance staff to increase air exchanges in room.
- ▶ Employees should physically distance when they take breaks together. Stagger breaks and don't congregate in the break room, and don't share food or utensils.



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In relation to the meaning of “**Potential exposure**” within the second paragraph, CDC is remaining relatively consistent with its previous position. That is, by defining “**close contact**” as having been within 6 feet of an individual with confirmed or suspected COVID-19. What CDC has added to the equation here, is the recognition and inclusion of potential “**household contact**.” In our view, potential exposures brought about by normal interaction between individuals in a domestic setting are now being brought into the equation... and essentially being given a pass; with the caveat that once any symptoms are being experienced all bets are off and the worker is sent home.

After analysis, the JSC is not happy with what it sees in the newly issued *Interim Guidance*.

The Joint Safety Committee would like each of its waterfront constituents to understand; as clearly as possible, that neither ILA nor USMX are pleased with the confusion that’s been created by CDC’s new ***Interim Guidance***.

Notwithstanding, both ILA and USMX are committed to ensure the continued uninterrupted flow of imports and exports through our ports.

In that light, ILA and USMX have adopted a policy dealing with many of the workplace Covid-19 issues that may arise. Those agreed upon terms have now been adopted for use at all Master Contract ports, and ILA and USMX will stand by those accords, notwithstanding the CDC’s new ***Interim Guidance***.

Specifically, **none** of the provisions agreed upon by ILA and USMX would be permissive of allowing any worker who had been exposed to an active COVID-19 infection to come to work without adhering to a requisite isolation/restoring of health period first. So, despite what the government is now apparently allowing.... **We won’t be going there...**

Here’s a link to the agreed upon policy, applicable throughout the range of Master Contract ports:

<https://documentcloud.adobe.com/link/review?uri=urn%3Aaaid%3Ascde%3AUS%3A0e6b766d-2e6b-4d01-b4bd-26fb8fb73e7d>

In sum, The JSC wants you to know that it’s the U.S. government (with this new CDC ***Interim Guidance***) that is advocating the foregoing form of unwise permissiveness. It is our **private** sense that the ***Interim Guidance*** is decidedly anti-worker (in an administration that shows its animus to workers in an almost non-stop fashion) and simply represents another ironic attack on individuals (workers and managers) who have been asked to provide extraordinary service to the country; in extraordinary times.

We need to enhance Covid-19 workplace safety protections for each of our management and labor constituents; not erode them! [10 April 2020]



ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-08 [10 April 2020]

ANALYSIS: New Guidance from CDC for Critical Infrastructure Workers Who May Have Been Exposed to COVID-19

As yesterday's JSC OSH Alert 2020-07 pointed out, the U.S. Centers for Disease Control & Prevention (CDC) have very recently published an ***Interim Guidance*** document meant to clarify what measures and/or protocols should be put in place when an employee is potentially exposed to COVID-19 infection through close contact.

In this analysis we explore the impact of CDC's new ***Interim Guidance***, and in doing so importantly look to the first two paragraphs of that guidance which provides:

"To ensure continuity of operations of essential functions, CDC advises that critical infrastructure workers may be permitted to continue work following potential exposure to COVID-19, provided they remain asymptomatic and additional precautions are implemented to protect them and the community.

A potential exposure means being a household contact or having close contact within 6 feet of an individual with confirmed or suspected COVID-19. The timeframe for having contact with an individual includes the period of time of 48 hours before the individual became symptomatic."

The JSC can only interpret the first paragraph of CDC's interim guidance in its literal sense. That is, "***Critical Infrastructure Workers***" (such as longshore workers and those in allied crafts) can now (according to the ***Interim Guidance***) be permitted to continue work (i.e., no quarantine or exclusion necessary) even after a potential exposure to COVID-19, ***provided that*** those potentially exposed employees continue to exhibit no symptoms of associated sickness going forward and that additional precautions (taking of body temperatures, wearing of facepiece masks, disinfecting workplace surfaces and the respect of social distancing) are undertaken.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-09 [13 April 2020]

In the Covid-19 Environment, Properly Removing your Disposable Gloves is Important to Your Health:



1. With both hands gloved, grasp the outside of one glove at the top of your wrist.



2. Peel off this first glove, peeling away from your body and from wrist to fingertips, turning the glove inside out.



3. Hold the glove you just removed in your gloved hand.



4. With your ungloved hand, peel off the second glove by inserting your fingers inside the glove at the top of your wrist.



5. Turn the second glove inside out while tilting it away from your body, leaving the first glove inside the second.



6. Dispose of the gloves following safe work procedures. Do not reuse the gloves.



7. Wash your hands thoroughly with soap and water as soon as possible after removing the gloves and before touching any objects or surfaces.

Please Respect Yourself and Each Other: Do Not Litter

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-10 [13 April 2020]

In the Covid-19 Environment, Properly Removing & Disposing of Your Respiratory PPE is Important!

Different germs and viruses can survive on a used mask for different periods of time. Experts feel that some viruses, when left exposed, can survive between a few hours and a few days. The **ILA~USMX JSC** requests that workers and employees not dispose of their used masks indiscriminately, as they can pose a potential health hazard to those who come in contact with them. Infected masks have respiratory secretions on them and can be dispersed and transmitted through the air. So, please be sensitive and respect yourselves and your fellow workers. Always wash your hands before and after taking off a mask. Employers should also be sensitive to providing adequate hand washing or disinfection alternatives for that purpose.

- **Cloth masks (Wash)** – Should be properly washed and left to hang/air dry.
- **Surgical masks (Fold, tie, wrap)** – Should be removed chin upwards, taking care to remove them using the ear loops/ strings. Be careful not to touch the front portion while taking off the mask. After taking the mask off, please fold it in half (inwards), such that droplets that have come from the mouth and nose are not exposed. Then, fold the mask into another half... until it looks like a roll. The mask can also be wrapped with its ear loops/strings, so that it will not unravel. Then, immediately discard the masks in a properly designated trash receptacle.
- **N95 respirator** – When removing the respirator, hold the edge of the straps attached to the N95 facepiece. Don't touch the inside part of the respirator. Gently remove the mask so as not to spread contaminants on the mask. Place the mask in a plastic or zip-lock bag. You can also store them in a breathable container such as a paper bag between uses. Secure the bag tightly. Place the plastic bag into a properly designated trash receptacle. Never put on a new mask until you have washed or sanitized your hands.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-11 [12 May 2020]

HazMat & OSHA-Required Training in the Age of Covid-19

HazMat training regulations are administered by the Pipeline & Hazardous Materials Safety Administration (PHMSA). Those regulations require initial HazMat awareness training and then refresher training on an at least every three year basis.

Given the limitations imposed by the Covid-19 experience, the timeliness of training has been provided some significant relaxation by PHMSA. We'll set that relaxation out here:

The screenshot shows the Pipeline and Hazardous Materials Safety Administration (PHMSA) website. The header includes the U.S. Department of Transportation logo, the agency name, and links for 'Sign-up for Email Alerts' and 'Newsroom'. A search bar is also present. The main navigation menu includes 'About PHMSA', 'Safety', 'Regulations and Compliance', and 'Resources'. The page is titled 'Home / Newsroom'. On the left, there is a sidebar with links to 'Newsroom', 'Press Releases', 'Reports to Congress', 'Congressional Testimony', and 'Speeches'. The main content area features a 'PHMSA Enforcement Policy Notice Regarding Hazardous Materials Training' dated Wednesday, March 25, 2020. The notice states that PHMSA continues to monitor the effects of the COVID-19 outbreak and has decided to temporarily halt enforcement actions against shippers and carriers unable to comply with training requirements. It also mentions that the notice is limited to recurrent training requirements and does not apply to all other HMR obligations. A link is provided for more details: 'For more details, download the Enforcement Policy Notice Regarding Training Requirements in the related documents section on this page.' Below the notice, there is a 'Related Links' section with a link to 'More USDOT Specific COVID-19 Resources'.

OSHA, too, has similarly relaxed training requirements found in that agency's standards, advising its compliance officers to exercise "discretion in enforcement" and consideration of "good faith efforts" in the light provided by the Covid-19 experience. Here's a link to that agency-wide guidance:

<https://www.osha.gov/memos/2020-04-16/discretion-enforcement-when-considering-employers-good-faith-efforts-during>

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ILA-USMX Joint Safety Committee

OSH ALERT 2020-12 [19 May 2020]

Things to Remember About “Reopening” Society

For a number of reasons, it’s ultimately necessary that we get back to living our lives in a way that we were more accustomed to. Depending upon your location, that will likely be done in an incremental fashion. As we move on, it’s also very important to understand that we’re still not out of the Covid-19 woods as yet and that the virus is out there and can still be transmitted very easily from person to person.

That’s why the ILA~USMX Joint Safety Committee reminds all our constituents that the [Covid-19 mitigation protocols](#) already established by ILA & USMX **and** the basic precautions found below are all the more important to practice in our everyday activities on the job going forward during the transition to reopen society.



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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-13 [03 August 2020]

ANALYSIS: New Guidance from CDC in re Isolation Period for Individuals Testing Positive for Covid-19

Late last month, the U.S. Centers for Disease Control & Prevention (CDC) revised its guidance in relation to the isolation period individuals who have tested positive for the Covid-19 virus should adhere to.

CDC's revised guidance is ***"isolation"*** related only and applies exclusively to those individuals who have actually tested positive for Covid-19. For them, the 14 day isolation period has been reduced in CDC's guidance to 10 days.

For those individuals who have been identified as having been in close contact with [*close proximity to*] someone who has tested positive for Covid-19, the CDC's guidance in re the ***"quarantine"*** period remains 14 days.

The foregoing illustrates the distinction drawn between the terms ***"isolation"*** and ***"quarantine"*** by CDC.

Our reading of the prevention protocol published by USMX & ILA on 9 April 2020 (***See*** link below), confirms that it has established a conditional 10 day (7 + 3) isolation period for individuals who have tested positive for Covid-19.

Thus, the USMX-ILA **"NOTICE ON HOW WORKPLACES MUST STOP THE SPREAD OF CORONAVIRUS"** is, in this regard, consistent with current CDC guidance.

<https://documentcloud.adobe.com/link/review?uri=urn:aaid:scds:US:be987a1c-9ffd-4ed8-a9e1-519ae58a2683>

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ILA-UMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-14 [11 August 2020]

Product Recall Notice:

3M™ DBI-SALA® Self-Rescue Descent Systems

From an OSH practitioner friend at a U.S. West Coast marine terminal, we've been made to understand that 3M™ DBI-SALA® Self Rescue Decent Systems [Parts Nos. 3320030, 31 & 37] are now subject to a stop-use & product recall.



The ILA~UMX Joint Safety Committee (JSC) understands that several marine terminals within our East and Gulf Coast jurisdictions have deployed self-rescue devices for emergency use, to permit the safe lowering of crane operators (and others) from positions of significant height. Terminal operators who have chosen deployment of any of the part numbers detailed above should review and abide by the terms of the stop use & product recall notice accessed via this link:

<https://documentcloud.adobe.com/link/review?uri=urn:aaid:scds:US:fe89bd11-3492-4f1e-8fa8-ff7bd90d2a13>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-15 [28 August 2020]

New CDC Webpage:

How to Select, Wear, and Clean Your Mask

Today, the U.S. Centers for Disease Control (CDC) published a new webpage designed to provide workers and employers with up-to-date information on how to select, wear and care for face coverings used to offset the risk of Novel Coronavirus transmission.

A link to that webpage is provided below, followed by graphics that briefly summarize the webpage's basic recommendations.

https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/about-face-coverings.html?deliveryName=USCDC_2067-DM36401

DO choose masks that	DO NOT choose masks that
 <p>Have two or more layers of washable, breathable fabric</p>	 <p>Are made of fabric that makes it hard to breathe, for example, vinyl</p>
 <p>Completely cover your nose and mouth</p>	 <p>Have exhalation valves or vents, which allow virus particles to escape</p>
 <p>Fit snugly against the sides of your face and don't have gaps</p>	 <p>Are intended for healthcare workers, including N95 respirators or surgical masks</p>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-16 [07 October 2020]

CDC Webpage Update:

How COVID-19 Spreads

On Monday (05 October), the U.S. Centers for Disease Control and Prevention (CDC) published some important updates to its webpage providing facts about how the Novel Coronavirus is transmitted.

Here are the subheadings now appearing on that page:

- How COVID-19 spreads
- COVID-19 spreads very easily from person to person
- COVID-19 most commonly spreads during close contact
- COVID-19 can sometimes be spread through airborne transmission
- COVID-19 spreads less commonly through contact with contaminated surfaces
- COVID-19 rarely spreads between people and animals
- Protect yourself and others

Each of the subheadings offer expanded information related to each particular subject they address.

The ILA~USMX Joint Safety Committee wishes to have each of its labor and management constituents fully informed with the latest information provided through official government channels, and in that light we provide a link to the newly updated CDC webpage here: <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/how-covid-spreads.html>

While staying consistent with the principle of keeping each of our constituents apprized about new and emerging positions advanced through official government channels, we are also obliged to remind the industry's labor and management interests that the prevention protocols provided within the [ILA~USMX guidance document of 09 April 2020](#) are still in effect and should be adhered to.

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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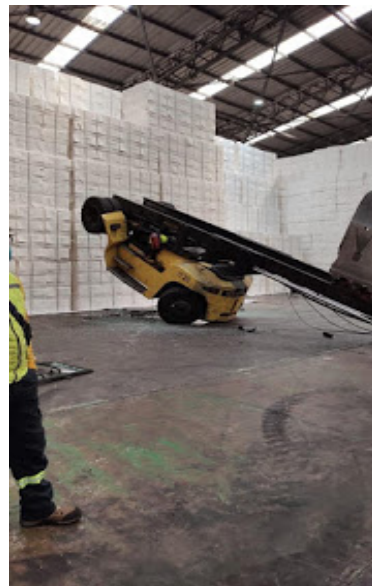
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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-17 [13 October 2020]

Industrial Truck Mast Connection Failures



The ILA~USMX Joint Safety Committee (JSC) has taken note of a series of fatal accidents occurring at foreign ports, wherein the operators of industrial trucks have been crushed by the failure of mast connections with the resultant collapse. The last occurred at Puerto Coronel, Chile just last month (23 September). We provide a link that provides further information about that accident: <http://www.blueoceana.com/?p=4719>

We also know that a globally operating marine terminal operator has issued guidance to its management that increased visual inspections of stress points (supplemented by dye penetrant examinations) should be carried out on such equipment.

The JSC has inquired of the manufacturer of the machine implicated in the Puerto Coronel accident, asking if any official guidance has been provided or contemplated. We await their response.

In the meantime, we urge increased diligence on the part of management, maintenance staff and operators to redouble your efforts in the daily inspection of industrial truck stress points/connection points as we work to foreclose on similar incidents occurring at ports within our jurisdiction.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2020-18 [16 November 2020]

The Biden Administration's OSHA: What Will Likely Happen First

Across all businesses and industries, management and labor interests should rightly be thinking about what measures the incoming presidential administration's OSHA will first work toward upon taking office in January.

The ILA-USMX Joint Safety Committee is of the mind that we should expect that one of OSHA's top priorities will be to issue a specific emergency standard for COVID-19, that will remain in effect until the pandemic subsides. The new rules may make compliance with OSHA and CDC guidance on COVID-19 protections mandatory for employers, including requiring that all employees wear masks and socially distance. It may also compel employers to:

- Develop detailed written plans to reduce the spread of the virus at work and submit those plans to the agency;
- Report all employees who test positive or have symptoms of COVID-19 to the agency; and
- Provide specific employee training.

Employers and employees can also expect the Biden administration's OSHA to aggressively pursue complaints about COVID-19 exposure at work, hiring more inspectors and conducting more inspections; issuing more citations and penalties; and perhaps publicly releasing information about cited employers.

Some states (Virginia, Michigan, and Oregon, as examples) have already created emergency temporary COVID-19 standards. Other states are in the process of doing so. OSHA will certainly use those state standards to pattern a national set of COVID-19 standards after.

Here are links to those state COVID-19 standards.

Virginia: <https://www.doli.virginia.gov/wp-content/uploads/2020/07/COVID-19-Emergency-Temporary-Standard-FOR-PUBLIC-DISTRIBUTION-FINAL-7.17.2020.pdf>

Michigan: https://www.michigan.gov/documents/leo/Final_MIOSHA_Rules_705164_7.pdf

Oregon: <https://osha.oregon.gov/OSHArules/div1/437-001-0744.pdf>

The best way to protect workers and stay ahead of OSHA enforcement (as well as potential civil and criminal liability for failure to protect workers) is to pay careful attention to OSHA and the CDC's COVID-19-related guidance, understanding that the guidance may soon be revised to place more obligations on employers and that it may soon become mandatory.

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