



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.

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

Working Together For The Benefit Of All

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



ILA-USMX 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.

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

Working Together For The Benefit Of All

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



ILA-USMX 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.

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

Working Together For The Benefit Of All

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



ILA-USMX 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.



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

Working Together For The Benefit Of All

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



ILA-USMX 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.



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

Working Together For The Benefit Of All

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



ILA-USMX 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

Search NOAA sites



Home / News & Features

Busy Atlantic hurricane season predicted for 2020

Multiple climate factors indicate above-normal activity is most likely

Weather | hurricane season climate outlooks

SHARE | [Twitter](#) [Facebook](#) [Email](#) [Print](#)

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](#)

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

Working Together For The Benefit Of All

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



ILA-USMX 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/osha3154.pdf>

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

Working Together For The Benefit Of All

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

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

For more information:



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

Occupational
Safety and Health
Administration

OSHA® QUICK CARD™

- 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 sirven 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 sugerir 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.**

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

Trabajando Juntos para el Beneficio de Todos

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



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!

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

Working Together For The Benefit Of All

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



ILA-USMX Comité Conjunto de Seguridad

OSH Circular 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 acompañó 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!

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

Trabajando Juntos para el Beneficio de Todos

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



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.

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

Working Together For The Benefit Of All

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

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.

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

Trabajando Juntos para el Beneficio de Todos

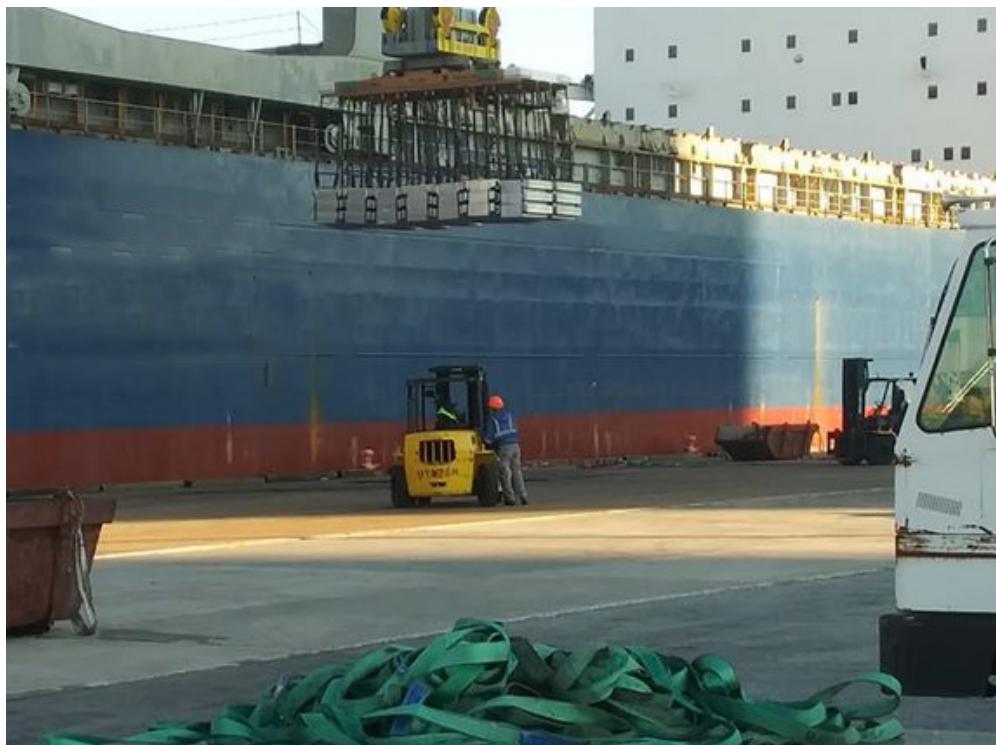
Las circulares de la ILA-USMX OSH están creadas para reflejar la mejor información y guías posibles, y son producto de la búsqueda diligente y el conocimiento más actualizado en la materia. Consecuentemente, mientras que la información contenida en esta comunicación se toma como precisa, debido a diversos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



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

Working Together For The Benefit Of All

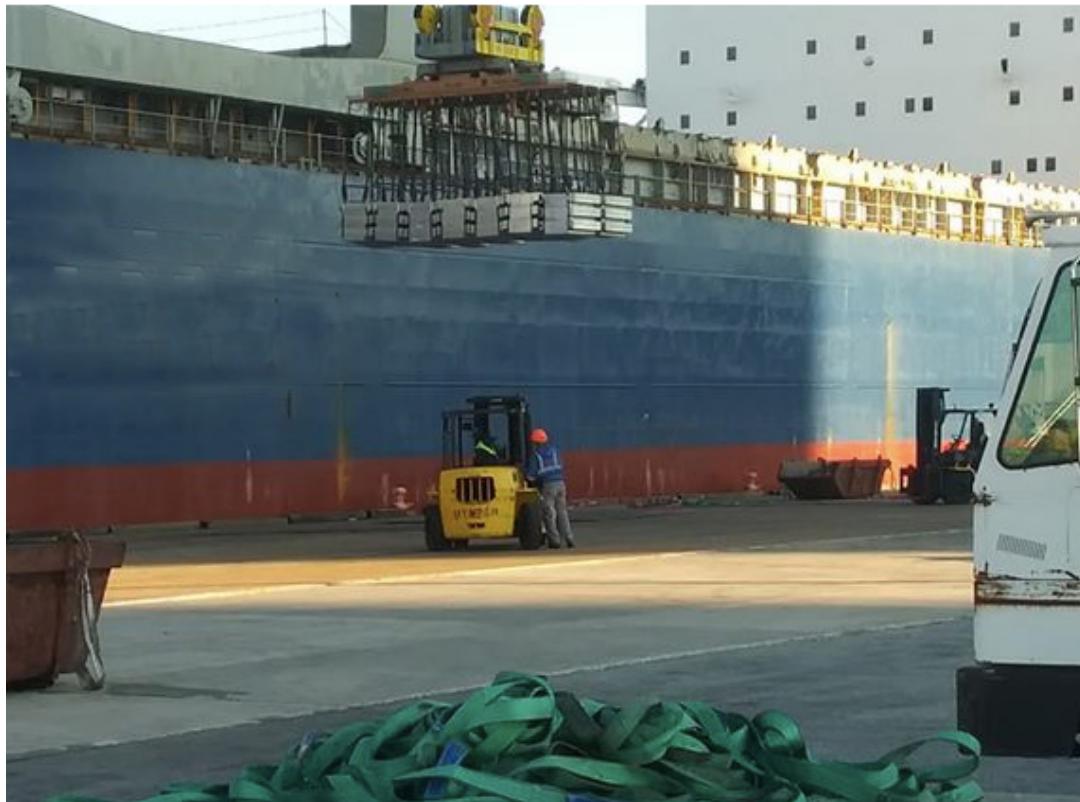
ILA-USMX OSH Circulars are devised to reflect the best possible information and guidance, and are products of diligent research and the most up to date subject matter knowledge. Consequently, while the information contained herein is believed to be accurate, owing to a host of factors ILA-USMX can convey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



ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 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

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



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

Working Together For The Benefit Of All

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



ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 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

Trabajando Juntos para el Beneficio de Todos

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



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

Working Together For The Benefit Of All

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



ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 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

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