



ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-01 (11 January 2021)

Safety Footwear on the Waterfront



The relevant OSHA [shoreside] standards [and their shipboard analogs] require that:

1917.94 (a) The employer shall ensure that each affected employee wears protective footwear when working in areas where there is a danger of foot injuries due to falling or rolling objects or objects piercing the sole.

1917.94 (b) Such equipment shall comply with American National Standards Institute, ANSI Z-41-1991, "American National Standard for Personal Protection-Protective Footwear."

1917.94 (b)(1) The employer must ensure that protective footwear complies with any of the following consensus standards:

1917.94 (b)(1)(i) ASTM F-2412-2005, "Standard Test Methods for Foot Protection," and ASTM F-2413-2005, "Standard Specification for Performance Requirements for Protective Footwear," which are incorporated by reference in § 1917.3;

1917.94 (b)(1)(ii) ANSI Z41-1999, "American National Standard for Personal Protection -- Protective Footwear," which is incorporated by reference in § 1917.3; or

1917.94 (b)(1)(iii) ANSI Z41-1991, "American National Standard for Personal Protection -- Protective Footwear," which is incorporated by reference in § 1917.3.

1917.94 (b)(2) Protective footwear that the employer demonstrates is at least as effective as protective footwear that is constructed in accordance with one of the above consensus standards will be deemed to be in compliance with the requirements of this section.

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

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OSH Circular 2021-01 (11 de Enero de 2021)

Calzado de Seguridad en el Paseo Marítimo



Las normas relevantes de OSHA [en tierra] [y sus análogos a bordo] requieren que:

1917.94 (a) El patrono deberá asegurarse de que cada empleado afectado use calzado protector cuando trabaje en áreas donde hay peligro de lesiones en los pies debido a objetos que caen o ruedan o que perforan la suela;

1917.94 (b) Dicho equipo deberá cumplir con el Instituto Nacional Estadounidense de Normas, ANSI Z-41-1991, "Norma Nacional Estadounidense para Calzado de Protección Personal";

1917.94 (b) (1) El empleador debe asegurarse de que el calzado protector cumpla con cualquiera de las siguientes normas de consenso;

1917.94 (b) (1) (i) ASTM F-2412-2005, "Métodos de prueba estándar para protección para los pies" y ASTM F-2413-2005, "Especificación estándar para los requisitos de desempeño para calzado protector", que se incorporan por referencia en § 1917.3;

1917.94 (b) (1) (ii) ANSI Z41-1999, "Norma Nacional Estadounidense para Protección Personal - Calzado de Protección", que se incorpora por referencia en § 1917.3;

1917.94 (b) (1) (iii) ANSI Z41-1991, "Norma Nacional Estadounidense para Protección Personal - Calzado de Protección", que se incorpora por referencia en § 1917.3;

1917.94 (b) (2) Se considerará que el calzado protector que el patrono demuestre que es al menos tan efectivo como el calzado protector construido de acuerdo con una de las normas de consenso anteriores cumple con los requisitos de esta sección.

¿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 2021-02 (11 February 2021)

First Aid & Life Saving Equipment



Some very important [excerpted] First Aid & Lifesaving OSHA standards applicable at all U.S. marine terminals:

- 1917.26(b) A first aid kit shall be available at the terminal, and at least one person holding a valid first aid certificate shall be at the terminal when work is in progress.
- 1917.26(d)(1) There shall be available for each vessel being worked one Stokes basket stretcher, or its equivalent, permanently equipped with bridles for attaching to the hoisting gear.
- 1917.26(d)(2) Stretchers shall be kept close to vessels and shall be positioned to avoid damage to the stretcher.
- 1917.26(d)(3) A blanket or other suitable covering shall be available.
- 1917.26(d)(4) Stretchers shall have at least four sets of effective patient restraints in operable condition.
- 1917.26(d)(5) Lifting bridles shall be of adequate strength, capable of lifting 1,000 pounds (454 kg) with a safety factor of five and shall be maintained in operable condition. Lifting bridles shall be provided for making vertical patient lifts at container berths. Stretchers for vertical lifts shall have foot plates.
- 1917.26(d)(6) Stretchers shall be maintained in operable condition. Struts and braces shall be inspected for damage. Wire mesh shall be secured and have no burrs. Damaged stretchers shall not be used until repaired.
- 1917.26(d)(7) Stretchers in permanent locations shall be mounted to prevent damage and shall be protected from the elements if located out-of-doors. If concealed from view, closures shall be marked to indicate the location of the lifesaving equipment.
- 1917.26(e) Telephone or equivalent means of communication shall be readily available.
- 1917.26(f) A U.S. Coast Guard approved 30-inch (76.2 cm) life ring, with at least 90 feet (27.43m) of line attached, shall be available at readily accessible points at each waterside work area where the employees' work exposes them to the hazard of drowning. Employees working on any bridge or structure leading to a detached vessel berthing installation shall wear U.S. Coast Guard approved personal flotation devices except where protected by railings, nets, or safety belts and lifelines. A readily available portable or permanent ladder giving access to the water shall also be provided within 200 feet (61 m) of such work areas.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2021-02 (11 de Febrero de 2021)

Equipo de Primeros Auxilios y Salvavidas



Algunas normas de la OSHA de primeros auxilios y salvamento muy importantes [extraídas] aplicables en todas las terminales marítimas de EE. UU:

1917.26 (b) Un botiquín de primeros auxilios deberá estar disponible en la terminal, y al menos una persona que posea un certificado de primeros auxilios válido deberá estar en la terminal cuando el trabajo esté en progreso.

1917.26 (d) (1) Deberá estar disponible para cada embarcación que se esté trabajando una camilla de canasta Stokes, o su equivalente, equipada permanentemente con briduras para sujetar al equipo de izado.

1917.26 (d) (2) Las camillas se mantendrán cerca de los recipientes y se colocarán para evitar daños a la camilla.

1917.26 (d) (3) Deberá estar disponible una manta u otra cubierta adecuada.

1917.26 (d) (4) Las camillas deberán tener al menos cuatro juegos de restricciones de pacientes efectivas en condición operativa.

1917.26 (d) (5) Las briduras de elevación deben tener la resistencia adecuada, ser capaces de levantar 1,000 libras (454 kg) con un factor de seguridad de cinco y deben mantenerse en condiciones operativas. Se proporcionarán briduras de elevación para realizar elevaciones verticales de pacientes en las literas de contenedores. Las camillas para elevadores verticales deberán tener reposapiés.

1917.26 (d) (6) Las camillas deberán mantenerse en condiciones operativas. Los puntales y tirantes deben inspeccionarse para detectar daños. La malla de alambre debe estar asegurada y no tener rebabas. Las camillas dañadas no se utilizarán hasta que sean reparadas.

1917.26 (d) (7) Las camillas en ubicaciones permanentes deben montarse para evitar daños y deben estar protegidas de los elementos si se ubican al aire libre. Si se oculta a la vista, los cierres deben estar marcados para indicar la ubicación del equipo de salvamento.

1917.26 (e) El teléfono o medios de comunicación equivalentes deberán estar fácilmente disponibles.

1917.26 (f) Un anillo salvavidas de 30 pulgadas (76,2 cm) aprobado por la Guardia Costera de los EE. UU., Con al menos 90 pies (27,43 m) de línea adjunta, deberá estar disponible en puntos de fácil acceso en cada área de trabajo junto al agua donde el trabajo de los empleados esté expuesto. ellos al peligro de ahogarse. Los empleados que trabajen en cualquier puente o estructura que conduzca a una instalación de atraque de embarcaciones independiente deberán usar dispositivos de flotación personal aprobados por la Guardia Costera de los EE. UU., Excepto cuando estén protegidos por rejas, redes o cinturones de seguridad y cuerdas de salvamento. También se debe proporcionar una escalera portátil o permanente fácilmente disponible que dé acceso al agua dentro de los 200 pies (61 m) de dichas áreas de trabajo.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-03 (12 March 2021)

Guarding Against Falls



As on-deck container stows continue to go higher on the larger container ships visiting our ports, the ILA-USMX Joint Safety Committee (JSC) wanted to remind lashers, other relevant longshore staff and supervisors about the importance of wearing the appropriate fall arrest personal protective equipment.

Make sure that equipment is in good working order, ensure that comprehensive fall protection training has been provided and that compliance with the relevant OSHA standards is being observed.

Here's a link to those standards: <https://www.osha.gov/laws-regs/regulations/standardnumber/1918/1918.85>

[See 29 CFR 1918.85 (j) & (k)]

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2021-01 (12 de Marzo de 2021)

Protección Contra Caídas



A medida que las cargas de contenedores en cubierta continúan aumentando en los buques portacontenedores más grandes que visitan nuestros puertos, el Comité Conjunto de Seguridad ILA - USMX (JSC) quería recordar a los amarres, a otro personal portuario relevante y a los supervisores la importancia de usar el personal apropiado de detención de caídas equipo de protección.

Asegúrese de que el equipo esté en buenas condiciones de funcionamiento, asegúrese de que se haya proporcionado una capacitación integral en protección contra caídas y de que se esté cumpliendo con las normas pertinentes de OSHA.

Aquí hay un enlace a esos estándares:

<https://www.osha.gov/laws-regulations/regulations/standardnumber/1918/1918.85>
[Ver 29 CFR 1918.85 (j) & (k)]

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-05 (12 May 2021)

Taking Unnecessary Risks



Shortcuts and other forms of risk taking have no place in today's marine cargo handling operations. When they fail (and they often do), they tend to require more time and effort to correct. Moreover, taking risks in our industry can cause accidents which often result in horrible outcomes.

There's no benefit in operating with risky behavior. It hurts all of us. Take your time and do it right, so that we can all go home in the same good shape we got to work in.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2021-05 (12 de Mayo de 2021)

Asumir Riesgos Innecesarios



Los atajos y otras formas de asunción de riesgos no tienen cabida en las operaciones de manipulación de carga marítima de hoy. Cuando fallan (y a menudo lo hacen), tienden a requerir más tiempo y esfuerzo para corregir. Además, tomar riesgos en nuestra industria puede causar accidentes que a menudo resultan en resultados horribles.

No hay ningún beneficio en operar con comportamientos riesgosos. Nos duele a todos. Tómese su tiempo y hágalo bien, para que todos podamos irnos a casa en la misma forma en que nos pusimos a trabajar.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-06 (08 June 2021)

Guarding Against Heat-Induced Stress

As Summer approaches, the ILA-USMX Joint Safety Committee (JSC) advises its labor and management constituents to remain mindful of heat stress and vigilant in affording the proper protection to affected workers.

To prevent heat stress



Start shifts earlier



Drink one cup of cool water every 15 to 20 minutes



Avoid caffeine or alcohol

If you experience symptoms of heat stress



Seek relief immediately



Rehydrate with cool water



Rest

If anyone exhibits symptoms of heat stroke



Call 911



Cool them down

The JSC wants you to know that the Occupational Safety & Health Administration (OSHA) has published a Heat Stress-specific webpage, which contains extremely important and relevant information about the subject and the affirmative measures that can be taken to combat the associated risks.

Here's a link: <https://www.osha.gov/heat-exposure>

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OSH Circular 2021-06 (08 de Junio de 2021)

Protección contra el estrés inducido por el calor

To prevent heat stress



Start shifts earlier



Drink one cup of cool water every 15 to 20 minutes



Avoid caffeine or alcohol

If you experience symptoms of heat stress



Seek relief immediately



Rehydrate with cool water



Rest

If anyone exhibits symptoms of heat stroke



Call 911



Cool them down

La JSC quiere que sepa que la Administración de Salud y Seguridad Ocupacional (OSHA) ha publicado una página web específica para el estrés por calor, que contiene información extremadamente importante y relevante sobre el tema y las medidas afirmativas que se pueden tomar para combatir los riesgos asociados.

Aquí hay un enlace: <https://www.osha.gov/heat-exposure>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-07 (01 July 2021)

Hurricane Season - 2021



While Hurricane Season for 2021 officially began June 1st, it's a matter of record that the most severe hurricane events normally occur in the later months of the season.

The ILA~USMX Joint Safety Committee (JSC) urges our labor and management colleagues to remain observant in keeping aware of heavy weather potentials and diligent in taking all responsible steps necessary to keep their operations safe.

Most often, individual terminal operators and stevedores have developed hurricane preparedness plans. Workers should be made aware of those plans and instructed in what needs to be done in order to comply with them in the event of heavy weather approaching.

Moreover, each individual United States Coast Guard Captain of the Port (COTP) has issued a mandatory hurricane preparedness/heavy weather plan for each of the sectors overseen by them. Inquiries may be made to your local COTP in order to secure a copy of the plan currently in place at your sector. Alternatively, you may inquire of the JSC at the email address below; we'll send you the relevant plan for your sector.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2021-07 (01 de Julio de 2021)

Temporada de Huracanes - 2021



Si bien la temporada de huracanes para 2021 comenzó oficialmente el 1 de junio, es una cuestión de registro que los eventos de huracanes más severos normalmente ocurren en los últimos meses de la temporada.

El Comité Conjunto de Seguridad ILA ~ USMX (JSC) insta a nuestros colegas laborales y administrativos a permanecer atentos para mantenerse al tanto de las condiciones climáticas adversas y ser diligentes en tomar todas las medidas responsables necesarias para mantener sus operaciones seguras.

Muy a menudo, los operadores de terminales individuales y los estibadores han desarrollado planes de preparación para huracanes. Los trabajadores deben conocer esos planes e instruirlos sobre lo que se debe hacer para cumplirlos en caso de que se acerque un mal tiempo.

Además, cada Capitán de Puerto de la Guardia Costera de los Estados Unidos (COTP) ha emitido un plan obligatorio de preparación para huracanes / clima severo para cada uno de los sectores supervisados por ellos. Se pueden realizar consultas a su COTP local para obtener una copia del plan actualmente en vigor en su sector. Alternativamente, puede consultar con JSC en la dirección de correo electrónico que aparece a continuación; le enviaremos el plan relevante para su sector.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-08 (06 August 2021)

Hazardous Materials [HazMat] & Chemical Hazard Communication [HazCom] Training

In a general sense, the Federal government requires that marine cargo handling industry workers receive HazMat and HazCom training.

The HazMat training requirement is imposed by the Department of Transportation's Pipeline & Hazardous Materials Safety Administration (PHMSA). We provide a link to an informative PHMSA brochure which provides a fairly comprehensive view of the relevant regulations here:

https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/docs/Hazmat_Transportation_Training_Requirements.pdf

The HazCom training requirement is imposed by the Department of Labor's Occupational Safety & Health Administration (OSHA). We provide a link to an informative OSHA Fact Sheet which provides a fairly comprehensive view of the relevant regulations here:

<https://www.osha.gov/sites/default/files/publications/OSHA3694.pdf>

HazMat training must be undertaken within 90 days of beginning employment, and workers must be provided with refresher training "... at least once every three years."

HazCom training must be provided to all workers in a general sense (with conditional exceptions provided in the case of employees who handle chemical substances shipped within "sealed and intact" packaging), and in a specific sense in the case of workers whose jobs require them to actually utilize products of a chemical nature (including petroleum products). ILA mechanics provide a good example of those workers who require specific training about the types and categories of chemical substances they use on the job.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2021-08 (06 de Agosto del 2021)

Materiales Peligrosos [HazMat] y Entrenamiento en Comunicación de Peligros Químicos [HazCom]

En un sentido general, el gobierno federal requiere que los trabajadores de la industria de manipulación de carga marítima reciban entrenamiento HazMat y HazCom.

El requisito de capacitación HazMat es impuesto por la Administración de Seguridad de Tuberías y Materiales Peligrosos del Departamento de Transporte (PHMSA). Proporcionamos un enlace a un folleto informativo de PHMSA que proporciona una visión bastante completa de las regulaciones relevantes aquí:

https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/docs/Hazmat_Transportation_Training_Requirements.pdf

El requisito de entrenamiento de HazCom es impuesto por la Administración de Seguridad y Salud Ocupacional (OSHA) del Departamento de Trabajo. Proporcionamos un enlace a una hoja informativa de OSHA que proporciona una vista bastante completa de las regulaciones relevantes aquí:

<https://www.osha.gov/sites/default/files/publications/OSHA3694.pdf>

El entrenamiento sobre materiales peligrosos debe realizarse dentro de los 90 días posteriores al inicio del empleo, y los trabajadores deben recibir entrenamiento de actualización "... al menos una vez cada tres años".

El entrenamiento de HazCom debe proporcionarse a todos los trabajadores en un sentido general (con excepciones condicionales previstas en el caso de los empleados que manipulan sustancias químicas enviadas dentro de envases "sellados e intactos"), y en un sentido específico en el caso de los trabajadores cuyos trabajos los requieran. Utilizar realmente productos de naturaleza química (incluidos los productos del petróleo). Los mecánicos de ILA son un buen ejemplo de los trabajadores que necesitan una formación específica sobre los tipos y categorías de sustancias químicas que utilizan en el trabajo.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-09 (02 September 2021)

Make Sure You Lock-In All Four



When engaging containers with any spreader device, check your equipment's console lights and get an indication about twist lock engagement. Then, just to be sure, take a test lift and float the load. When lifting containers, being locked into three corners isn't enough. Containers are designed to be top lifted vertically; from all four corners.

Attempting a top lift in any other manner is unsafe and dangerous.

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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2021-06 (02 Septiembre de 2021)

Asegúrese de bloquear los cuatro



Cuando conecte contenedores con cualquier dispositivo esparcidor, verifique las luces de la consola de su equipo y obtenga una indicación sobre el acoplamiento del cierre giratorio. Luego, solo para estar seguro, realice un levantamiento de prueba y flote la carga. Al levantar contenedores, estar encerrado en tres esquinas no es suficiente. Los contenedores están diseñados para levantarse verticalmente; desde las cuatro esquinas.

Intentar levantar la parte superior de cualquier otra manera es inseguro y peligroso.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-10 (04 October 2021)

Distracted Driving: A Killer!

THE THREE TYPES OF DISTRACTED DRIVING AND HOW TO AVOID THEM



Many ILA members at several ports continue to press the ILA-USMX Joint Safety Committee (JSC) to take strong action in deterring other workers from using cellphones while they're actively operating any powered vehicle.

The JSC would like to take more affirmative action, but the Labor/Management Resolution that formed The JSC does not provide that level of empowerment.

We can, however, provide advice (*See above*) and extoll terminal operators, local unions and local port joint safety/accident review committees to establish and enforce vehicular traffic rules that will help preserve the lives of all waterfront workers. In the end, those entities do have the power to save lives. We strongly encourage them to try harder.

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

Working Together For The Benefit Of All

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OSH Circular 2021-10 (04 Octubre de 2021)

Conducción Distraída: ¡Una Asesina!



Muchos miembros de ILA en varios puertos continúan presionando al Comité Conjunto de Seguridad (JSC) ILA-USMX para que tome medidas energéticas para disuadir a otros trabajadores de usar teléfonos celulares mientras operan activamente cualquier vehículo motorizado.

La JSC quisiera tomar una acción más afirmativa, pero la Resolución Laboral / Gerencial que formó la JSC no proporciona ese nivel de empoderamiento.

Sin embargo, podemos brindar asesoramiento (ver arriba) y exaltar a los operadores de terminales, los sindicatos locales y los comités conjuntos de revisión de seguridad / accidentes de los puertos locales para establecer y hacer cumplir las reglas de tránsito vehicular que ayudarán a preservar las vidas de todos los trabajadores de la zona ribereña. Al final, esas entidades tienen el poder de salvar vidas. Les recomendamos encarecidamente que se esfuerzen más.

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

Trabajando Juntos Por El Beneficio De Todos

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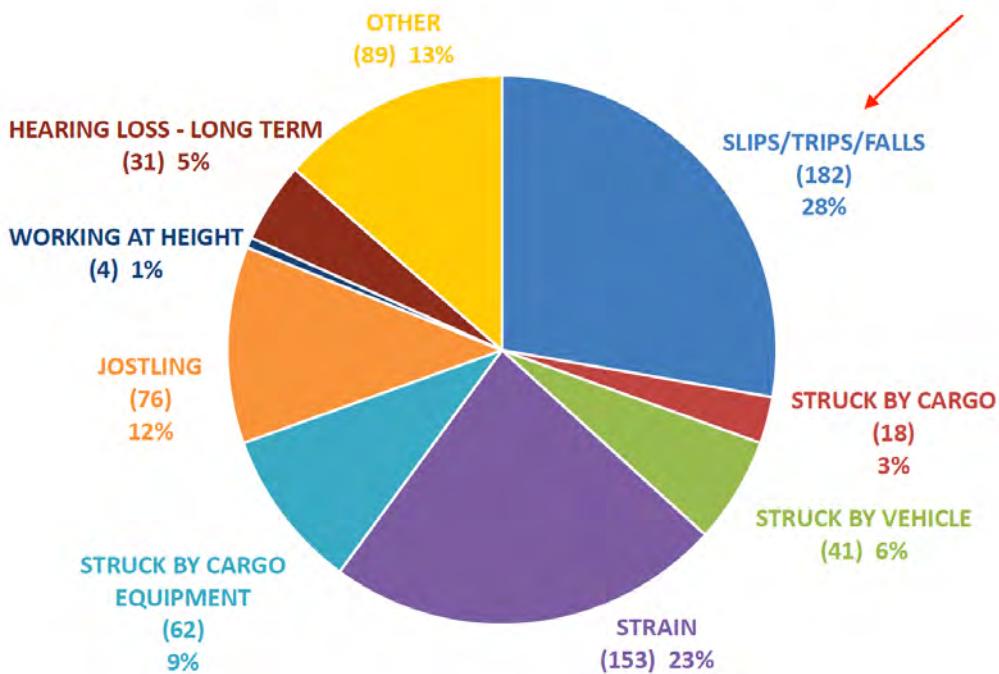


ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-11 (08 November 2021)

Slips, Trips & Falls

LOST TIME INCIDENT RATE FROM ALL USMX PORTS BY TYPE
JANUARY - DECEMBER 2020 (656 INJURIES TOTAL)



Historically (within the space of many decades), the leading causes of lost time injuries within the marine cargo handling industry have been categorized under the broad heading of slips, trips & falls.

As the chart above shows, 28% of all lost time injuries experienced at ILA-USMX ports during calendar year 2020 fell into (please pardon the unintentional pun) that category. And while that number is marginally improving (28% in CY 2019; 28.5 in CY 2018; 30% in CY 2017; 30% in CY 2016) the ILA-USMX Joint Safety Committee believes that a more substantial decrease is possible.

With that in mind, we're asking that all managers and workers take a greater awareness of the potential workplace hazards that give rise to slip, trip and fall injuries. Take the time to scan, focus and correct..... Our workers could stand a little less pain.

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

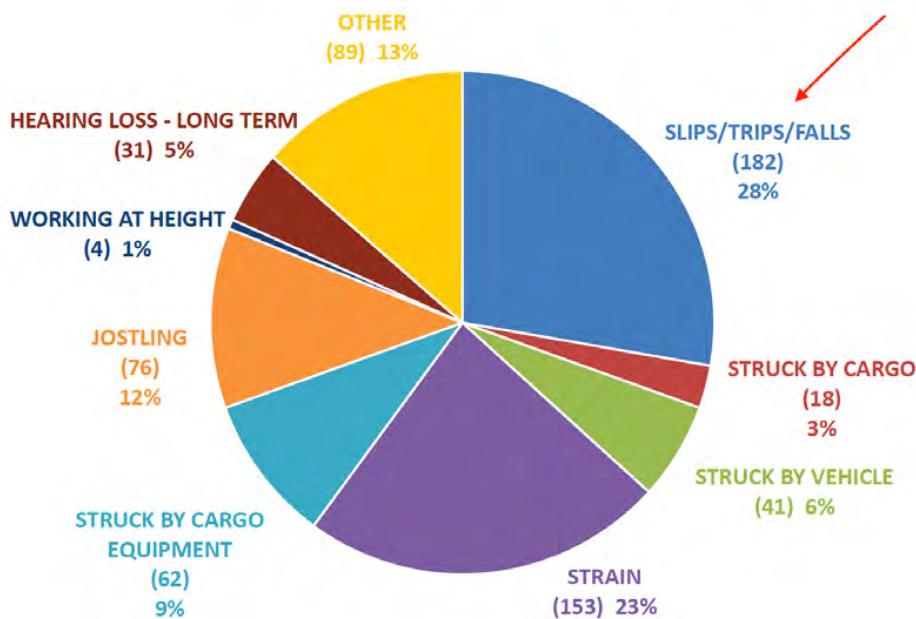
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OSH Circular 2021-11 (08 Noviembre de 2021)

Resbalones, Tropiezos y Caídas

LOST TIME INCIDENT RATE FROM ALL USMX PORTS BY TYPE
JANUARY - DECEMBER 2020 (656 INJURIES TOTAL)



Históricamente (en el espacio de muchas décadas), las principales causas de lesiones con tiempo perdido dentro de la industria de manipulación de carga marítima se han categorizado bajo el amplio título de resbalones, tropiezos y caídas.

Como muestra el gráfico anterior, el 28% de todas las lesiones con tiempo perdido experimentadas en los puertos ILA ~ USMX durante el año calendario 2020 se incluyeron (perdóne por el juego de palabras involuntario) en esa categoría. Y aunque ese número está mejorando marginalmente (28% en el año fiscal 2019; 28.5 en el año fiscal 2018; 30% en el año fiscal 2017; 30% en el año fiscal 2016), el Comité Conjunto de Seguridad ILA ~ USMX cree que es posible una disminución más sustancial.

Con eso en mente, pedimos que todos los gerentes y trabajadores sean más conscientes de los peligros potenciales en el lugar de trabajo que dan lugar a resbalones, tropiezos y caídas. Tómese el tiempo para escanear, enfocar y corregir.... Nuestros trabajadores podrían soportar un poco menos de dolor.

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

Trabajando Juntos Por El Beneficio De Todos

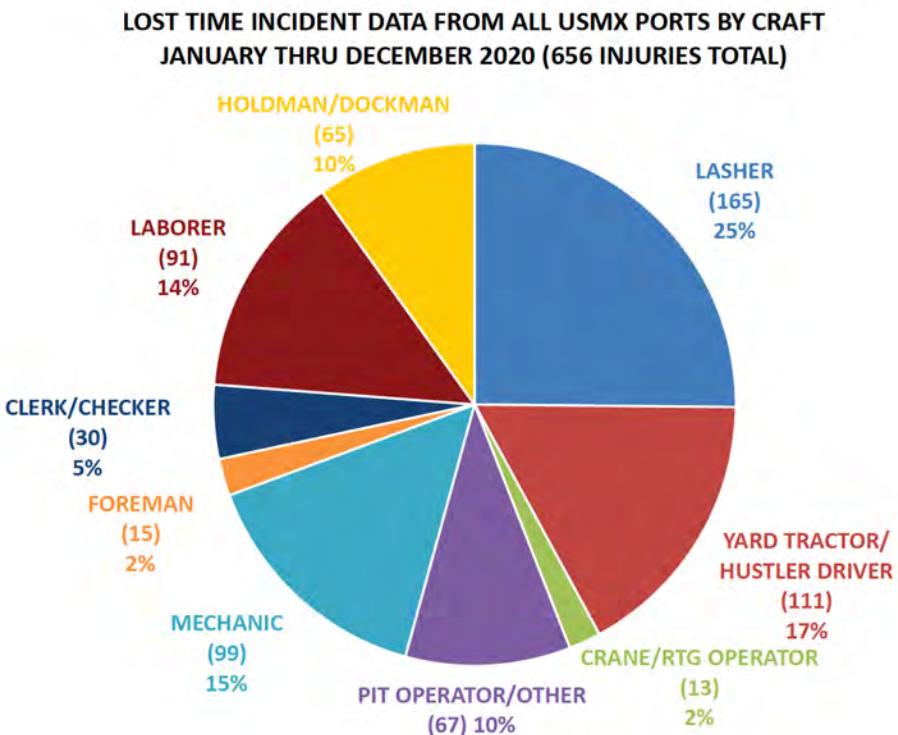
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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2021-12 (03 December 2021)

Who's Getting Hurt More Often?



For calendar year 2020 (the last full statistical year), the pie chart shown above reveals that lashers experienced 165 of the year's 656 recorded injuries... a full 25% of the total lost time of all lost time accidents logged at ILA~USMX ports.

Yard tractor operators experienced 111 lost time accidents, which represented 17% of the 656 total lost time accidents logged at ILA~USMX ports.

Mechanics experienced 99 lost time accidents, which represented 15% of all lost time accidents logged at ILA~USMX ports.

The ILA~USMX Joint Safety Committee (JSC) urges all workers and managers in each of the categories represented in the chart above, to assess the means and methods that need to be employed in reducing the workplace hazards that have a causal relationship with on-the-job injuries. The JSC is happy to assist all local port safety/accident review committees in achieving that end.

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

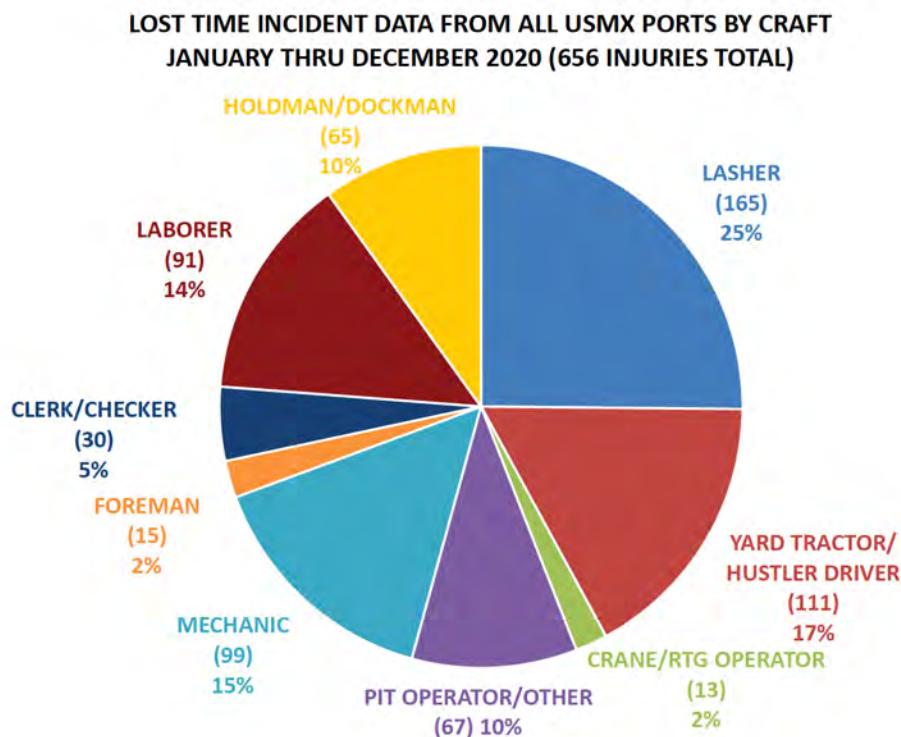
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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2021-12 (03 Diciembre de 2021)

¿Quiénes se lastiman con más frecuencia?



Para el año calendario 2020 (el último año estadístico completo), el gráfico circular que se muestra arriba revela que los azotadores experimentaron 165 de las 656 lesiones registradas del año ... un 25% del tiempo perdido total de todos los accidentes con tiempo perdido registrados en los puertos ILA ~ USMX.

Los operadores de tractores de patio experimentaron 111 accidentes con tiempo perdido, que representaron el 17% del total de 656 accidentes con tiempo perdido registrados en los puertos ILA ~ USMX.

Los mecánicos experimentaron 99 accidentes con tiempo perdido, que representaron el 15% de todos los accidentes con tiempo perdido registrados en los puertos ILA ~ USMX.

El Comité Conjunto de Seguridad ILA ~ USMX (JSC) insta a todos los trabajadores y gerentes en cada una de las categorías representadas en el cuadro anterior, a evaluar los medios y métodos que deben emplearse para reducir los peligros en el lugar de trabajo que tienen una relación causal con lesiones en el trabajo. El JSC se complace en ayudar a todos los comités locales de revisión de accidentes y seguridad portuaria a lograr ese fin.

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

Trabajando Juntos Por El Beneficio De Todos

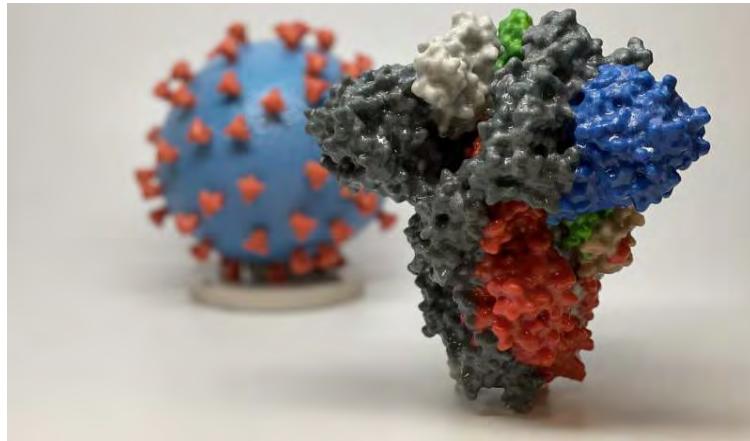
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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2021-01 [06 January 2021]

COVID-19 MUTATIONS



Over the last few months, reports of the Novel Coronavirus' mutated forms have become more and more prominent. All viruses mutate in order to better adapt to their environment. Notably, mutated strains of the Novel Coronavirus initially found in the U.K. and South Africa are described as having spike proteins that are considerably enlarged and that more readily bind to human cell receptors (See comparative illustrations, above). That makes them much more transmissible (much more contagious) but not necessarily more lethal. The U.K. mutated strain has now been found in several U.S. States; it's likely that the South African strain (and perhaps others) will find its way here, as well.

The results: The mutated strain(s) will likely become more dominant and the rate of COVID-19 infections in our country [and in our industry] will likely rise as a consequence. The best means at our disposal to remain COVID-19 infection free continue to be:

- 1). Wearing a face covering (a mask);
- 2). Practicing effective social distancing;
- 3). Practicing effective hand washing/disinfection;
- 4). Keeping your hands away from your face & mouth; and
- 5). Taking the vaccine when it becomes available to you. [The FDA-approved vaccines are considered to be effective against the mutated strains]

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 2021-03 [18 March 2021]

COVID-19 & OSHA

A Prospective to Consider

An Executive Order signed by President Biden on 21 January 2021 directs the Secretary of Labor, acting through the Assistant Secretary of Labor for OSHA, to:

"(b) consider whether any emergency temporary standards on COVID-19, including with respect to masks¹ in the workplace, are necessary, and if such standards are determined to be necessary, issue them by March 15, 2021;" [Emphasis supplied]

We understand that the "drop dead date" of March 15, 2021 occurred three days ago and that OSHA has failed to timely respond to the literal direction of the foregoing paragraph within the Executive Order. We can conjecture as to why OSHA has not formally made its determination... but won't do so here.

One thing appears relatively certain: In the coming days, OSHA will likely make a determination that an emergency temporary standard (ETS) addressing potential COVID-19 workplace exposures is necessary. What will be included within any such ETS is presently a matter of some controversy and debate.

Earlier this year, however, OSHA published a document entitled, "*Protecting Workers: Guidance on Mitigating and Preventing the Spread of COVID-19 in the Workplace*." In that document, labor and management constituents of the ILA-USMX Joint Safety Committee have the opportunity to review what the agency's current thoughts may be with regard to potential regulatory avenues it may pursue.

We provide a link to that guidance here:

<https://www.osha.gov/coronavirus/safework>

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

¹ The issue of mask wearing within seaport transportation hubs has been affirmatively decided by an Order issued by the Centers for Disease Control & Prevention last month. If OSHA mandates workplace mask wearing, however, all workplaces (including those workplaces within the 17 States that have no general mask wearing requirement) would be obliged to comply with the OSHA mandate.

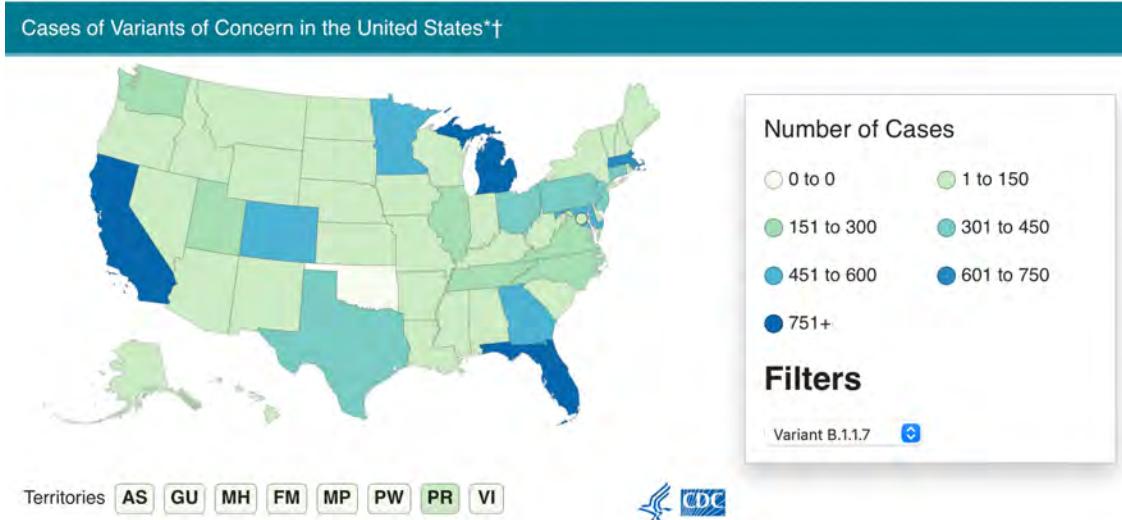
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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2021-04 [01 April 2021]

COVID-19 Mutations



On Tuesday of this week, the U.S. Centers for Disease Control & Prevention (CDC) published an update to its webpage exclusively devoted to addressing the progress of COVID-19 virus mutations.

We provide a link to that guidance here:

<https://www.cdc.gov/coronavirus/2019-ncov/transmission/variant-cases.html>

In sum, the mutation getting the most traction here in the U.S. is the B.1.1.7 variant (also known as the U.K. variant). This variant is distinguished by its increased transmissibility (up to 50 time more easily spread) and by its tendency to inflict more substantial sickness (its mortality).

Currently (See map above), the States of Florida, California and Michigan have been most impacted. Given the extremely high transmissibility of this variant, CDC expects a substantial increase in these numbers, as well as a significant spread to other States.

As a consequence, the ILA-USMX Joint Safety Committee renews its strong recommendation to mask up, to make every attempt to stay socially distant, to practice circumspect hand washing, to disinfect equipment and workspaces often and to seek vaccination (at your own [informed] option; with the concurrence of your own health care provider).

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 2021-05 [14 May 2021]

GOING MASKLESS?



Yesterday, The U.S. Centers for Disease Control & Prevention (CDC) updated its guidance in relation to the wearing of facemasks. In that guidance, the long-awaited general relief from the wearing of facemasks has been extended to individuals who have been fully vaccinated against the COVID-19 virus. Each U.S. State has the executive authority to implement the new guidance, and some have already done so. Others will likely follow.

We provide a link to the new CDC guidance here:

<https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>

While this relief is a welcome indication that the U.S. vaccination experience appears to be successful thus far, the ILA-USMX Joint Safety Committee (JSC) would be less than honest if it were to lead its labor and management constituents to believe that even fully vaccinated individuals will be permitted to go maskless at marine terminals at the present time.

Until the CDC's Order of 01 February 2021 is lifted, the "transportation hubs" that our labor and management constituents report to on a daily basis are workplaces that will continue to require the wearing of facemasks for all individuals (with very few exceptions). We provide a link to the CDC Order here:

<https://documentcloud.adobe.com/link/review?uri=urn:aaid:scds:US:81e74cf5-2185-417a-82f3-af3ffa5cb54b>

We're very hopeful that the day will soon arrive when we can get back to leading workplace lives that are more normal and less restrictive. The successes that the U.S. has experienced lately have given us cause for optimism.

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 2021-06 [14 June 2021]

CDC to Amend Masking Order at Transportation Hubs



On 10 June 2021, the U.S. Centers for Disease Control and Prevention (CDC) announced its intention to revise its masking order of 29 January 2021 which requires personnel working indoors and outdoors at transportation hubs to mask up.

Going forward, we understand that CDC “*...will exercise its enforcement discretion regarding certain aspects of the Order to not require that people wear masks while outdoors on conveyances or while outdoors on the premises of transportation hubs.*”

The planned relaxation of the masking requirement applies only to personnel working outdoors, i.e., “in the open air.”

In granting this flexibility, CDC continues to recommend that unvaccinated transportation hub personnel continue to mask up whether indoors or outdoors.

The link below provides access to the fundamentals of CDC's update:

<https://www.cdc.gov/coronavirus/2019-ncov/travelers/face-masks-public-transportation.html>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2021-07 [02 August 2021]

COVID-19: Isolation & Quarantine

With all the recent governmental guidance relating to the COVID-19 Delta variant getting into the print and broadcast media, and with the renewed emphasis on vaccination being accompanied by reports about comparatively rare “breakthrough” infections that can be contracted even by those individuals who have been fully vaccinated, it’s easy to get lost in all that “stuff” and become confused about what you need to know regarding the basics.

Those basics are:

- 1). In the event you become infected, there is a need for “*Isolation*”; and
- 2). In the event you come into “close contact¹” with someone who has become infected, there is a need to “*Quarantine*.”

The U.S. Centers for Disease Control & Prevention (CDC) updated the relevant webpage at its website just two days ago in order to provide the public with current information in relation to the terms “*Isolation*” and “*Quarantine*.“ We provide an active link to the updated webpage he

https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/quarantine.html?CDC_AA_refVal=https%3A%2F%2Fwww.cdc.gov%2Fcoronavirus%2F2019-ncov%2Fif-you-are-sick%2Fisolation.html

The updated webpage offers a great deal of information about “What to do?”, and also provides the answers to several important questions typically asked by workers and managers when wondering about things such as:

What takes place in both “*Isolation*” and “*Quarantine*” and how long does each last?

The ILA-USMX Joint Safety Committee recommends that you review the updated webpage and continue to refer to the CDC’s COVID-19 webpages from time to time to keep current with what appears to be a quickly changing COVID-19 environment.

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

¹ The term “close contact” means being within 6 feet of an infected person for a cumulative total of 15 minutes or more over a 24-hour period.)

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2021-08 [12 August 2021]

U.S. Coast Guard Alert in re Wire Rope Terminations (Swaged Fittings)

Last month, the United States Coast Guard (USCG) issued a Marine Safety Alert which has as its subject wire rope terminations. We attach a link to that Alert below and urge our management and labor constituents to examine all wire rope loose and standing gear in their inventory that fits into the universe addressed by this Alert.

https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/USCGSA_0421.pdf?ver=cmKJSn6AJFjRzdfriQQLw%3D%3D

In sum, USCG has identified wire rope terminations (end of rope fittings) that have presented abnormalities that would likely affect the performance and safety of the wire rope itself. In many cases, the safe working load (SWL) originally designated by the rope's manufacturer could be significantly decreased owing to these deficiencies.

We urge gear men, lifting appliance mechanics, etc., to carefully examine all such wire rope terminations, consistent with the advice set out within the USCG Alert.

UNITED STATES COAST GUARD
U.S. Department of Homeland Security
MARINE SAFETY ALERT
Inspections and Compliance Directorate

July 6, 2021
Washington, DC

Safety Alert SA-21

**VERIFY YOUR WIRE ROPE TERMINATIONS:
INCORRECT TERMINATIONS CAN LEAD TO CATASTROPHIC FAILURE**

This Safety Alert addresses the importance of verifying the condition and manufacturing of wire rope terminations used in various systems that utilize wire rope in a load-handling capacity (e.g., life-saving appliances, cranes, lifting slings). The Coast Guard is currently investigating a casualty involving a failed wire rope termination that resulted in extensive damage to equipment.

The Coast Guard observed that improperly applied swaged fittings could result in unintentional damage to the wire rope, resulting in failure of the termination. Improper swaging procedure includes failures within a quality management system in which materials are improperly selected and do not match the specifications of the original equipment manufacturer.

A separate observation was that different types of fittings and terminations might decrease the safe working load (SWL) of the wire rope. With this in mind, the type of fitting could affect the safety factor that is required by regulation or recommended by industry standards used for the application (e.g., 6x for life-saving appliances combined with wire rope fall arrest systems; a swaged sleeve in a common turnbuckle eye results in a 90% or better efficiency of the termination (i.e., 10% or less reduction in the SWL of the wire rope) when properly installed in accordance with manufacturer's recommendations).

The Coast Guard **strongly recommends** that owners, manufacturers, operators and service providers utilizing wire rope in systems on any vessel or OCS facility:

- Visually examine wire rope terminations for abnormalities that may indicate improper installation (Figure 1 shows a termination with a uniform appearance; Figure 2 shows out-of-roundness; and Figure 3 shows ridges created by over-crimping);
- Compare fitting dimensions against the manufacturer's specifications/tolerances for the completed fitting (i.e., does the length and diameter fall within fitting manufacturer specifications); and

Figure 1: Fitting has a uniform appearance

Figure 2: Excessive fitting is not "round" nor does it match manufacturer's specifications

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 2021-09 [18 October 2021]

OSHA Moving To Reinstitute Full Electronic Data Reporting Rule

While we all wait on OMB's approval (and the imminent issuance) of OSHA's Emergency Temporary Standard in re COVID-19 Vaccination (which should happen in a week, maybe two, at the outside), we should not lose track of another OSHA regulation currently in the pipeline.

From a historical perspective, employers with more than 10 employees in most industries have been obliged to keep records of occupational injuries and illnesses at their establishments. Those employers are required to list each recordable employee injury and illness on an OSHA Form 300 (the Log of Work-Related Injuries and Illnesses) and prepare an OSHA Form 301 (Injury and Illness Incident Report) which provides additional details about those events. Employers were also obliged to prepare an annual summary report of all injuries and illnesses on the OSHA Form 300A (Summary of Work-Related Injuries and Illnesses), and post that form at a visible location within the workplace.

In 2016, during the Obama Administration, OSHA amended that standard to require establishments with 250 or more employees to electronically submit information from their OSHA Forms 300, 300A, and 301 to a specially designed web portal. These reporting requirements technically became effective in January 2017. That date was administratively extended, however, and (to the writer's recollection) the electronic submission requirements were never actually enforced by the agency.

The Trump Administration significantly revised that requirement, mandating that only the OSH Form 300A data needed to be so filed.

Moving forward to the present time, we understand that the Biden Administration is seeking to reinstitute the circa-2016 requirements, stipulating that employers will once again be obliged to electronically submit the data populated on their annual OSHA Forms 300, 300A and 301 to the established web portal in March of each year. In fact, we see that the Office of Management and Budget's Office of Information & Regulatory Affairs (OIRA) has that proposed rulemaking initiative currently under consideration.

Here's a link that speaks to OIRA's review:

<https://www.reginfo.gov/public/do/eoDetails?rrid=198264>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2021-10 [29 October 2021]

The Build Back Better Act [HR 5376]

Yesterday, (28 October) the legislation mentioned above was announced by the Biden Administration and was subsequently released by the House Rules Committee.

It's a very (very) large piece of legislation, encompassing subject issues as varied as offshore wind resources to childcare (and most other things you can think of in between).

Realistically, the ILA-USMX Joint safety Committee (JSC) can't possibly predict what the future of HR 5376 may be. If the majority party gets their act together and performs in unison, much of it will likely survive. If not, well..... pieces of it may make it through both chambers of our Federal legislature; pieces may not. Which pieces survive intact, which get revised and which pieces ultimately get to the president's desk are, for now, matters of conjecture.

The JSC's principal interest, of course, is occupational safety & health. So, here's what we know about this bill; in that specific regard:

- 1). Section 21001 would boost OSHA's annual budget by about 20% (from \$591 Million to \$707 Million over the next 5 Fiscal Years); and
- 2). Section 21004 would amend the OSH Act of 1970 (Public Law 91-596) to increase the maximum civil penalty for "Willful" and "Repeat" alleged violations of OSHA standards- from \$136,530.00 to \$700,000.00, and increase the maximum civil penalty for "Serious" and "Failure to Abate" alleged violations of OSHA standards from \$13,653.00 to \$70,000.00. In sum, these are huge proposed increases.

While the upper limit (maximum) civil penalties would likely be reserved for large corporations/Neanderthal-like employers, we must assume (for purposes of a political nature) that OSHA would be compelled to graduate civil penalties for small and medium sized businesses.

We include a link to the legislation's section by section analysis:

https://rules.house.gov/sites/democrats.rules.house.gov/files/Section_by_Section_BBB.pdf

And also include a link to the legislation's full content:

<https://rules.house.gov/bill/117/hr-5376>

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 2021-11 [04 November 2021]

OSHA Issues Emergency Temporary Standard in re COVID-19 Vaccination/Testing

This document is scheduled to be published in the Federal Register on 11/05/2021 and available online at [federalregister.gov/d/2021-23643](https://www.federalregister.gov/d/2021-23643), and on [govinfo.gov](https://www.govinfo.gov). : 4510-26-P

DEPARTMENT OF LABOR
Occupational Safety and Health Administration
29 CFR Parts 1910, 1915, 1917, 1918, 1926, and 1928
[Docket No. OSHA-2021-0007]
RIN 1218-AD42
COVID-19 Vaccination and Testing; Emergency Temporary Standard
AGENCY: Occupational Safety and Health Administration (OSHA), Department of Labor
ACTION: Interim final rule; request for comments.
SUMMARY: The Occupational Safety and Health Administration (OSHA) is issuing an emergency temporary standard (ETS) to protect unvaccinated employees of large employers (100 or more employees) from the risk of contracting COVID-19 by strongly encouraging vaccination. Covered employers must develop, implement, and enforce a mandatory COVID-19 vaccination policy, with an exception for employers that instead adopt a policy requiring employees to either get vaccinated or elect to undergo regular COVID-19 testing and wear a face covering at work in lieu of vaccination.

The ILA-USMX Joint Safety Committee (JSC) has obtained an advance copy of OSHA's Emergency Temporary Standard (ETS) for COVID-19 vaccination/testing, which we expect will be published in tomorrow's edition of the FEDERAL REGISTER.

We provide a link that will allow access to the pdf-formatted notice:

<https://public-inspection.federalregister.gov/2021-23643.pdf>

The vaccination component's compliance date is set at 30 days after publication in the FEDERAL REGISTER; the testing component's compliance date is set at 60 days after publication.

Given that the linked-to notice consumes some 490 pages, our related opinions and advice would likely be considered somewhat premature. We continue through our review.

Nonetheless, there appear to be several areas within the ETS' scope and application sections that will require negotiation and agreement between ILA and USMX principals. We're certain that those areas are resolvable, and place great confidence in the parties' abilities to work through them.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2021-12 [16 December 2021]

Colder Weather, Delta & Omicron Variants and Greater Vigilance

With the onset of the Winter months, coupled with the predicted expectation of COVID-19 infection surges in the United States, the ILA-USMX Joint Safety Committee (JSC) has a responsibility to encourage our labor and management colleagues to increase their vigilance in mitigating the negative health effects that accompany the related viral infections.

While the JSC continues to advise our constituents (in line with current CDC recommendations) to get fully vaccinated (in consultation with their own health care professional) and to accept a booster inoculation¹, we are fully aware of the wishes of some who continue to decline vaccination.

Nonetheless, there are simple measures that we all can take in helping to ensure that COVID-19 infections do not adversely impact ourselves, our families, our fellow workers and their families. When at work and in the presence of others:

- 1). Wear a facemask that covers the nose and mouth completely;
- 2). Respect the six foot social distancing space (especially when in transport vehicles); and
- 3). Do not report to work if you're feeling sick!

At several ports, we are already experiencing an alarming uptick in the number of active infections and extremely adverse outcomes amongst our fellow workers. Our hope is to contain those infections and outcomes to the largest extent possible.

We need your help! We ask all of you to do your part in keeping yourselves, your families, your fellow workers and their families as protected as possible during these trying times.

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

¹ Natural immunity conferred by previous COVID-19 infection may (or may not) provide a sufficient level of antibodies to effectively combat infection. Before declining vaccination based upon a previous infection, it would be wise to ascertain current antibody levels.

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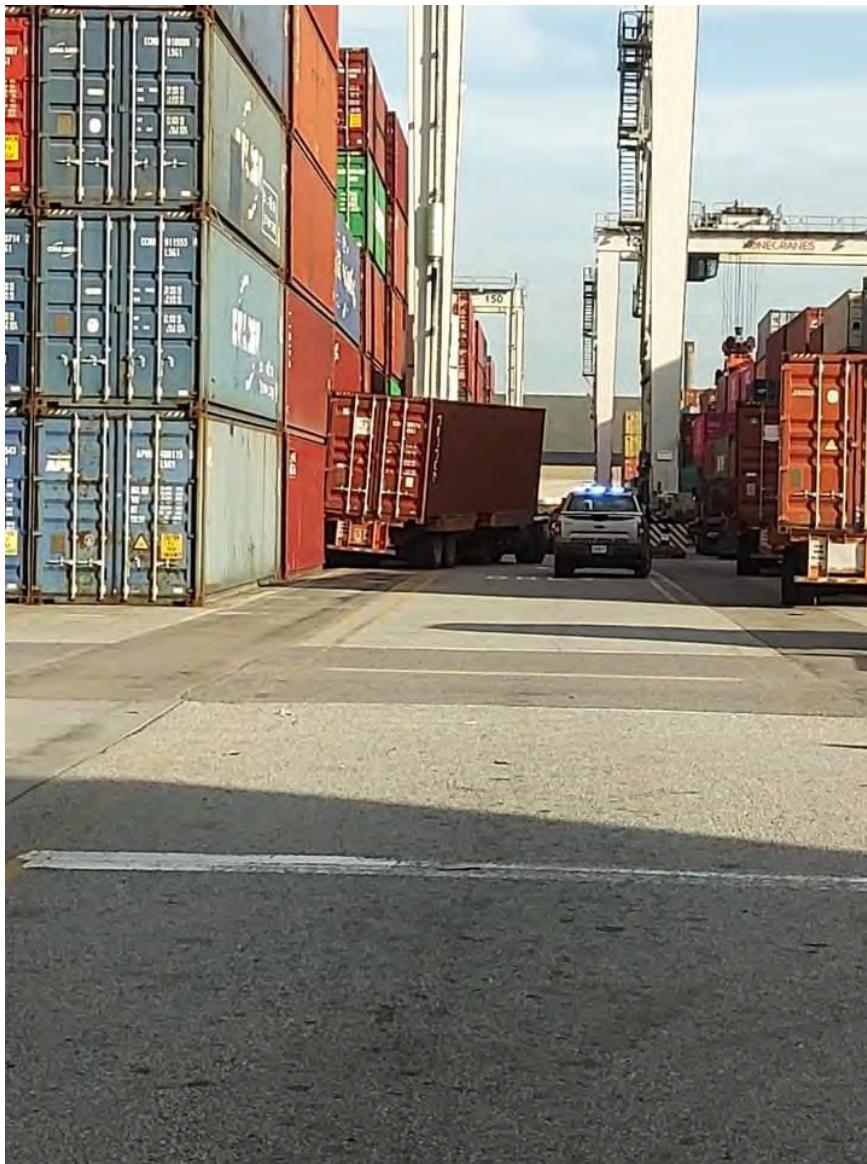
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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-01 (03 January 2022)

Please: Stay Off RTG Runways!



In CY 2021, ILA-USMX ports lost one worker who was struck and killed while on an RTG runway, and experienced several serious RTG allision accidents with dangerously parked vehicles (like the incident shown above) that could have easily had fatal results.

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

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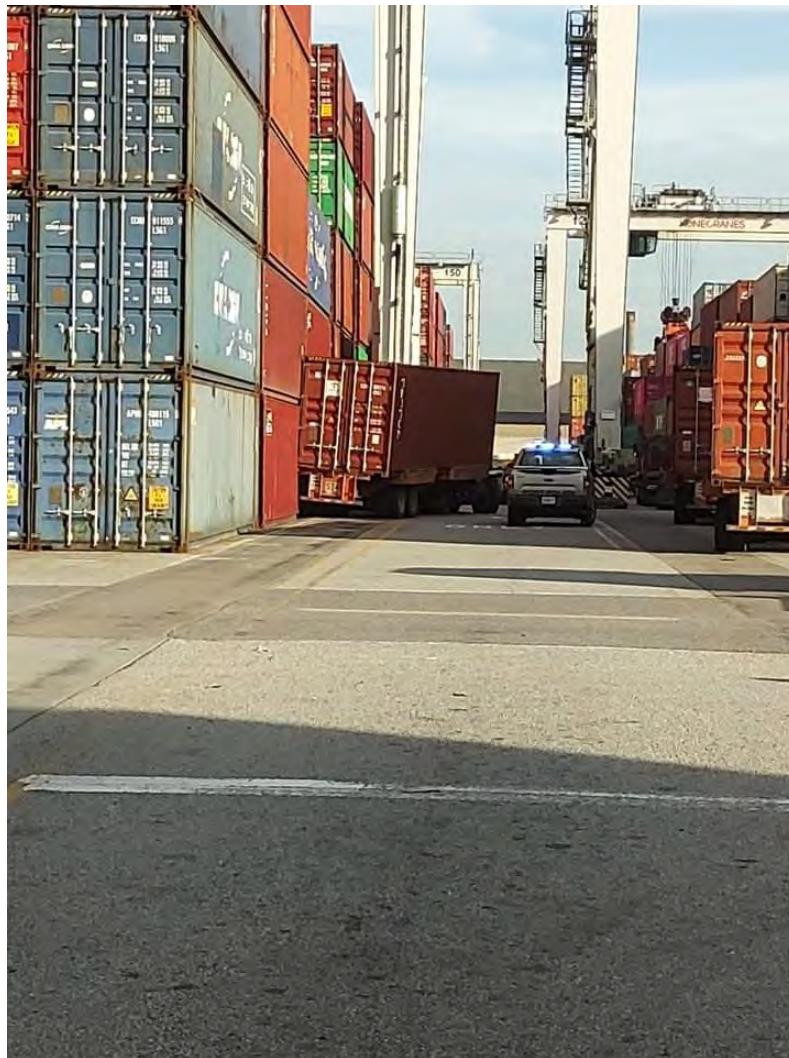
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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2022-01 (03 de Enero de 2022)

Por favor: ¡Manténgase alejado de las pistas de RTG!



En CY 2021, los puertos ILA ~ USMX perdieron a un trabajador que fue golpeado y asesinado mientras se encontraba en un RTG, y experimentó varios accidentes graves de RTG allision con vehículos peligrosamente estacionados (como el incidente que se muestra arriba) que fácilmente podrían haber tenido resultados fatales.

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

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-02 (03 February 2022)

Inspection, Testing & Certification of Cranes



In the U.S., OSHA regulates the manner in which all cranes used within the marine cargo handling industry must be looked after in order to ensure their operational safety.

In that light, OSHA's "Certification of Marine Terminal Material Handling Devices" requirements are found at 29 CFR 1917.50. Here's a link:

<https://www.osha.gov/laws-regulations/standardnumber/1917/1917.50>

In sum, those regulations provide that:

- 1). The employer shall not utilize any such device until it is ascertained that the device has been certificated in accordance with [29 CFR Part 1919](#), by [third party] organizations/persons who have been approved for the purpose by the Secretary of Labor; and
- 2). All cranes must be tested as a unit quadrennially and examined annually. Certificates [specialized OSHA Forms] for that purpose must be available for inspection.

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 2022-02 (03 de Febrero de 2022)

Inspección, Prueba y Certificación de Grúas



En los EE. UU., OSHA regula la manera en que se deben cuidar todas las grúas utilizadas en la industria de manipulación de carga marítima para garantizar su seguridad operativa.

En ese sentido, los requisitos de OSHA de "Certificación de dispositivos de manipulación de materiales de terminales marinos" se encuentran en 29 CFR 1917.50. Aquí hay un enlace:

<https://www.osha.gov/laws-regulations/regulations/standardnumber/1917/1917.50>

En resumen, esos reglamentos establecen que:

- 1). El empleador no utilizará ningún dispositivo de este tipo hasta que se determine que el dispositivo ha sido certificado de acuerdo con [29 CFR Parte 1919](#), por organizaciones / personas [de terceros] que hayan sido aprobadas para el propósito por el Secretario de Trabajo; y
- 2). Todas las grúas deben probarse como una unidad cada cuatro años y examinarse anualmente. Los certificados [formularios especializados de OSHA] para ese propósito deben estar disponibles para inspección.

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

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-03 (03 March 2022)

Electronic Device Distractions



Every so often, owing to the disturbing on-site frequency we see with our own eyes, the ILA~USMX Joint Safety Committee (JSC) is obliged to alert our labor and management constituents of the serious hazards created by the unsafe use of electronic devices (mostly, but not always, cellphones).

Whether you're a supervisor, a powered equipment operator or a checker out in the field looking for a box, in a high hazard industrial setting such as ours your situational awareness is critical to your own personal safety and to that of your fellow workers.

In some of the more serious, life-threatening accidents that occur at marine terminals worldwide, the root cause is often found to be a distraction originating from the use of an electronic device. Whether that device is used for speaking, listening, texting or surfing the web, diverting your attention to anything but the heavy industrial activities that can take your life away from you (or life away from others) in a split second makes absolutely no sense.

Wise up.... Help each other out! We all want to go home at the end of our shifts in the same good shape we got to work in. That's Goal Number 1, and we should all try to ensure that each of us achieves that goal.

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

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OSH Circular 2022-03 (03 de Marzo de 2022)

Distracciones de Dispositivos Electrónicos



De vez en cuando, debido a la perturbadora frecuencia en el sitio que vemos con nuestros propios ojos, el Comité Conjunto de Seguridad (JSC) de ILA~USMX se ve obligado a alertar a nuestros electores laborales y gerenciales sobre los graves peligros creados por el uso inseguro de dispositivos electrónicos. (principalmente, pero no siempre, teléfonos móviles).

Ya sea que sea un supervisor, un operador de equipo motorizado o un verificador en el campo en busca de una caja, en un entorno industrial de alto riesgo como el nuestro, su conocimiento de la situación es fundamental para su propia seguridad personal y la de sus compañeros de trabajo.

En algunos de los accidentes más graves y potencialmente mortales que ocurren en las terminales marítimas de todo el mundo, a menudo se descubre que la causa principal es una distracción que se origina en el uso de un dispositivo electrónico. Ya sea que ese dispositivo se use para hablar, escuchar, enviar mensajes de texto o navegar por la web, desviar su atención a cualquier cosa que no sean las actividades industriales pesadas que pueden quitarle la vida (o la vida a los demás) en una fracción de segundo no tiene absolutamente ningún sentido.

Caer en la cuenta.... ¡Ayúdense unos a otros! Todos queremos volver a casa al final de nuestros turnos en la misma buena forma en la que llegamos al trabajo. Ese es el objetivo número 1, y todos debemos tratar de asegurarnos de que cada uno de nosotros logre ese objetivo.

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

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-04 (04 April 2022)

Accidents/Near Misses at Your Port



The ILA~USMX Joint Safety Committee (JSC) can be pro-active in preventing future accidents, by being informed of actual accidents and “near miss” accidents whenever they occur. Traditional and established means of reporting accidents and near miss events to the JSC sometimes work; sometimes don’t. The JSC would like to correct that imperfection and thus we humbly request the assistance of all its labor and management constituents.

Whenever any workplace accident or near miss event occurs within your own presence, please consider letting the JSC know about it. Photos (if they can be taken safely and without risk) are desirable, but not imperative. Let us know by using the email address provided for questions, below, or by contacting one of the JSC Co-Chairmen:

For ILA: Bob Fiore - [r^{fiore@nysailafunds.net}](mailto:rfiore@nysailafunds.net)

For USMX: Jason Winter - [j^{winter@usmx.com}](mailto:jwinter@usmx.com)

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 2022-04 (04 de Abril de 2022)

Accidentes/Casi Accidentes en Su Puerto



El Comité Conjunto de Seguridad (JSC, por sus siglas en inglés) de ILA~USMX puede ser proactivo en la prevención de futuros accidentes, al estar informado de los accidentes reales y de los "casi accidentes" siempre que ocurran. Los medios tradicionales y establecidos de informar accidentes y casi accidentes al JSC a veces funcionan; a veces no. La JSC quisiera corregir esa imperfección y, por lo tanto, solicitamos humildemente la asistencia de todos sus constituyentes laborales y empresariales.

Cada vez que ocurra un accidente en el lugar de trabajo o un casi accidente en su propia presencia, considere informar al JSC al respecto. Las fotos (si se pueden tomar con seguridad y sin riesgo) son deseables, pero no imprescindibles. Háganos saber utilizando la dirección de correo electrónico proporcionada para preguntas, a continuación, o comunicándose con uno de los copresidentes del JSC:

Para ILA: Bob Fiore - rfiore@nysailfunds.net

Para USMX: Jason Winter - jwinter@usmx.com

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

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-05 (04 May 2022)

On The Job Heat-Related Stress & Illness



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The Summer season starts next month, making this the right time to raise a little awareness about the dangers presented by occupational exposure to excessive levels of heat and humidity.

While we, as an industry, have made significant progress in providing increasing numbers of mobile and stationary cargo handling equipment fitted out with air conditioning, we've still got some room for improvement. The ILA-USMX Joint Safety Committee (JSC) firmly believes that when workers are provided with a comfortable work environment their contribution becomes more productive, more efficient and a good deal safer. That's a "win-win" in anybody's book!

Notwithstanding the issue of A/C, the JSC respectfully asks our labor and management constituents to be considerate of on-the-job heat-related hazards, and to keep in mind that OSHA has very recently accorded increased priority and focus upon that subject.

Workplace heat-related guidance from OSHA: <https://www.osha.gov/heat>

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 2022-05 (04 de Mayo de 2022)

Estrés y Enfermedades Relacionados con El Calor en El Trabajo



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La temporada de verano comienza el próximo mes, por lo que este es el momento adecuado para crear un poco de conciencia sobre los peligros que presenta la exposición laboral a niveles excesivos de calor y humedad.

Si bien nosotros, como industria, hemos logrado avances significativos en el suministro de un número cada vez mayor de equipos de manejo de carga móviles y estacionarios equipados con aire acondicionado, todavía tenemos margen de mejora. El Comité Conjunto de Seguridad (JSC) de ILA-USMX cree firmemente que cuando los trabajadores cuentan con un ambiente de trabajo cómodo, su contribución se vuelve más productiva, más eficiente y mucho más segura. ¡Eso es un "ganar-ganar" en el libro de cualquiera!

No obstante el problema del aire acondicionado, el JSC solicita respetuosamente a nuestros constituyentes laborales y administrativos que sean considerados con los peligros relacionados con el calor en el trabajo y que tengan en cuenta que OSHA recientemente ha otorgado mayor prioridad y enfoque a ese tema.

Guía relacionada con el calor en el lugar de trabajo de OSHA: [en Espanol](#)

¿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 2022-06 (02 June 2022)

HURRICANE SEASON BEGINS!



Credit: NASA - Use is exclusively for non-profit educational purposes

The U.S. 2022 hurricane season runs from 01 June to 30 November. The principal areas covered include the Atlantic Ocean, the Gulf of Mexico and the Caribbean Sea. The U.S. National Weather Service defines a hurricane as a "tropical cyclone with maximum sustained winds of 75 miles per hour (64 knots per hour) or more."

Each year U.S. ports within those geographical ranges are adversely affected by hurricane force winds and associated surges. Advance preparation for these weather events is mandatory and should be undertaken by all port interests.

The U.S. Coast Guard publishes (and updates from time to time) heavy weather contingency plans that should be monitored and followed. Each U.S. port sector's plan may be accessed by following this link: <https://homeport.uscg.mil/port-directory/boston>, and then clicking on the icon on the top left side of the page entitled "Port Directory." Then, find your port and explore that port's "Homeport" page.

If you encounter any difficulty in accessing the plan for your individual port, feel free to write to us at the e-mail address below. We'll send you the most current plan in our files.

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 2022-06 (02 de Junio de 2022)

¡COMIENZA LA TEMPORADA DE HURACANES!



Crédito: NASA - El uso es exclusivamente para fines educativos sin fines de lucro

La temporada de huracanes de EE. UU. 2022 se extiende desde el 1 de junio hasta el 30 de noviembre. Las principales áreas cubiertas incluyen el Océano Atlántico, el Golfo de México y el Mar Caribe. El Servicio Meteorológico Nacional de EE. UU. define un huracán como un "ciclón tropical con vientos máximos sostenidos de 75 millas por hora (64 nudos por hora) o más".

Cada año, los puertos de EE. UU. dentro de esos rangos geográficos se ven afectados negativamente por vientos huracanados y marejadas asociadas. La preparación anticipada para estos eventos meteorológicos es obligatoria y debe ser realizada por todos los intereses portuarios.

La Guardia Costera de los EE. UU. publica (y actualiza de vez en cuando) planes de contingencia por mal tiempo que deben monitorearse y seguirse. Se puede acceder al plan de cada sector portuario de EE. UU. siguiendo este enlace: <https://homeport.uscg.mil/port-directory/boston>, y luego haciendo clic en el ícono en la parte superior izquierda de la página titulado "Port Directory". Luego, encuentre su puerto y explore la página "Puerto base" de ese puerto.

Si encuentra alguna dificultad para acceder al plan de su puerto individual, no dude en escribirnos a la dirección de correo electrónico a continuación. Le enviaremos el plan más actualizado en nuestros archivos.

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

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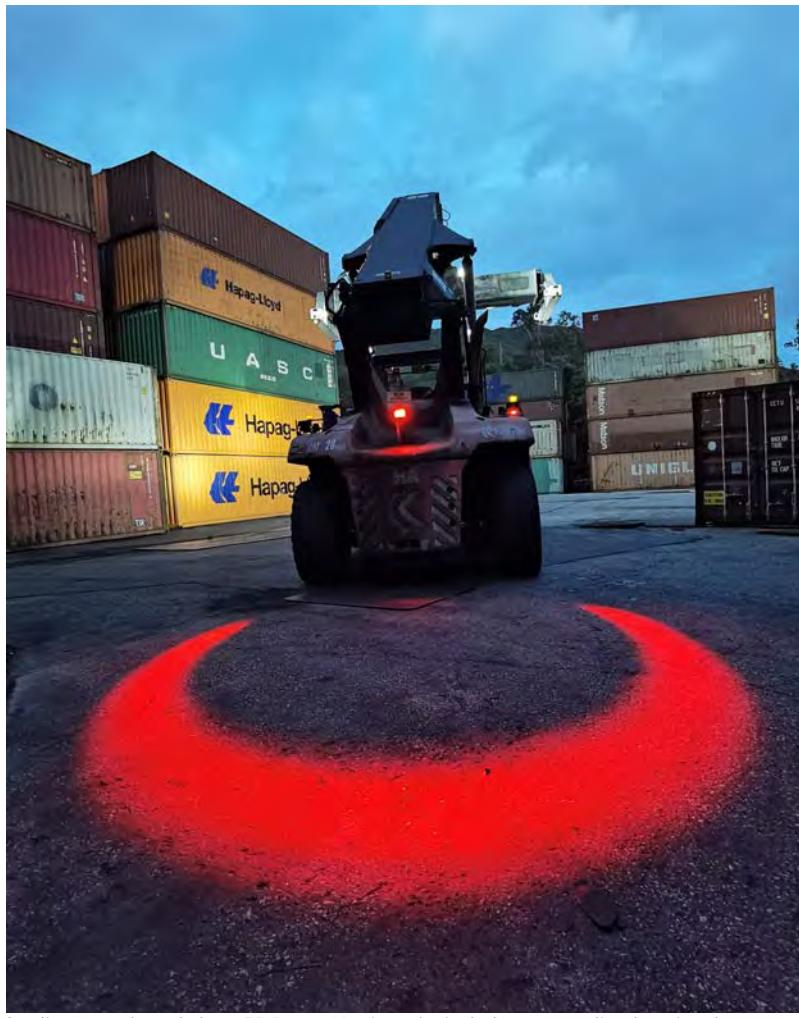
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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-07 (05 July 2022)

Mind the Rear End of Industrial Trucks!



Credit: "Longshore Safety" FB Page - Use is exclusively for non-profit educational purposes

To the extent possible, the ILA-USMX Joint Safety Committee (JSC) recommends that ground personnel stay far away from operating industrial trucks, whatever their size. Even on the smaller machines, visibility can become obstructed and the danger of being struck can be great.

Owing to safety and product liability concerns, many industrial truck manufacturers offer optional equipment that can, if installed, used and maintained well, provide significant advantage in offsetting the risk of collision/allision with other equipment or personnel. If you're interested in exploring those potentials, write to us at the email address below.

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

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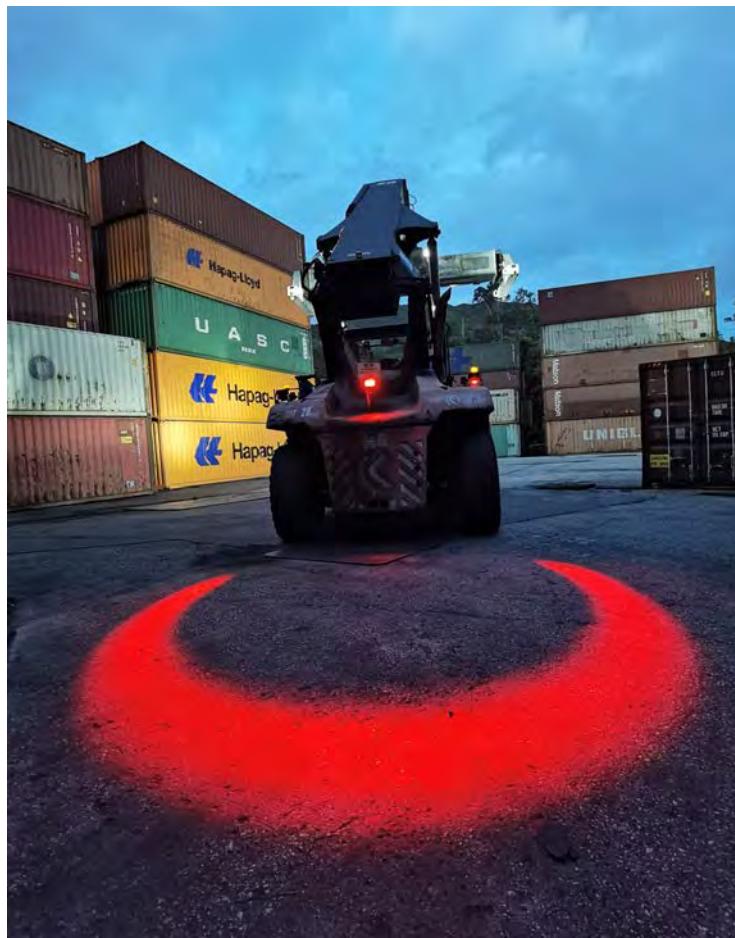
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ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2022-06 (05 de Julio de 2022)

Tenga Cuidado con la Parte Trasera de los Camiones Industriales!



Crédito: página de FB "Seguridad en la Estivador": el uso es exclusivamente para fines educativos sin fines de lucro

En la medida de lo posible, el Comité Conjunto de Seguridad (JSC) de ILA~USMX recomienda que el personal de tierra se mantenga alejado de los vehículos industriales en funcionamiento, independientemente de su tamaño. Incluso en las máquinas más pequeñas, la visibilidad puede verse obstruida y el peligro de ser golpeado puede ser grande.

Debido a cuestiones de seguridad y responsabilidad por productos defectuosos, muchos fabricantes de vehículos industriales ofrecen equipos opcionales que, si se instalan, utilizan y mantienen correctamente, pueden proporcionar una ventaja significativa para compensar el riesgo de colisión/alisión con otros equipos o personal. Si está interesado en explorar esos potenciales, escríbanos a la dirección de correo electrónico a continuación.

¿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 2022-08 (03 August 2022)

Seat Belts Save Lives!



Credit: "Longshore Safety" FB Page - Use is exclusively for non-profit educational purposes

During the tipover shown above, the operator of the MT handler went through the windshield of his machine and ended up on the pavement below. He was hospitalized with very serious injuries and could have easily been killed.

Had he been wearing his seatbelt, it's very likely that he would have not been injured at all.

When operating any vehicle within a marine terminal, there's seldom any good argument that can be presented for not wearing a seatbelt. Smart longshore workers wear theirs.

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 2022-08 (03 de Agosto de 2022)

¡Los cinturones de seguridad salvan vidas!



Crédito: página de FB "Seguridad en la Portuaria": el uso es exclusivo para organizaciones sin fines de lucro propósitos educativos

Durante el vuelco que se muestra arriba, el operador del manipulador MT atravesó el parabrisas de su máquina y terminó en el pavimento de abajo. Fue hospitalizado con heridas muy graves y podría haber muerto fácilmente.

Si hubiera estado usando el cinturón de seguridad, es muy probable que no se hubiera lastimado en absoluto.

Cuando se opera cualquier vehículo dentro de una terminal marítima, rara vez se puede presentar un buen argumento para no usar el cinturón de seguridad. Los trabajadores portuarios inteligentes usan los suyos..

¿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 2022-09 (05 September 2022)

Pedestrians At Marine Terminals



Credit: "Longshore Safety" FB Page - Use is exclusively for non-profit educational purposes

In the general direction pointed to by the red arrow, above, was the body of an over-the-road truck driver who was run over and killed by another over-the-road truck driver recently at a U.S. container terminal.

The deceased drayman had exited his tractor's cab and was scouting around one set of the terminals two empty container stack areas. The other truck driver (whose chassis is present in the foreground, above) suddenly changed direction and headed towards the 2nd empty container stack area. In his haste to get there, he struck and killed the truck driver who chose to be a pedestrian. This was the third fatal accident occurring to over-the road truck drivers acting as pedestrians at U.S. marine terminals in CY 2022. Every year, a minimum of 1 such over-the-road driver is killed in a similar manner.

There were lots of questions being asked in the aftermath of this particular accident, but it's understood that most operators of container terminals require truck drivers to remain in their tractors unless within a designated (safe) area. Simply wandering around a marine terminal, for whatever reason, is a very bad idea and runs against generally established policies and OSHA regulations. Those policies should be enforced; without exception.

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

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OSH Circular 2022-08 (05 Septiembre de 2022)

Peatones en Terminales Marítimas



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En la dirección general señalada por la flecha roja, arriba, estaba el cuerpo de un camionero que fue atropellado y asesinado por otro camionero recientemente en una terminal de contenedores de EE. UU.

El carretero fallecido había salido de la cabina de su tractor y estaba explorando alrededor de un conjunto de terminales, dos áreas de pilas de contenedores vacíos. El otro conductor del camión (cuyo chasis está presente en primer plano, arriba) cambió repentinamente de dirección y se dirigió hacia la segunda área de pilas de contenedores vacíos. En su prisa por llegar allí, golpeó y mató al conductor del camión que eligió ser un peatón. Este fue el tercer accidente fatal ocurrido a los conductores de camiones de carretera que actúan como peatones en las terminales marítimas de los EE. UU. en el año fiscal 2022. Cada año, al menos 1 de estos conductores muere de manera similar.

Se hicieron muchas preguntas después de este accidente en particular, pero se entiende que la mayoría de los operadores de terminales de contenedores requieren que los conductores de camiones permanezcan en sus tractores a menos que se encuentren dentro de un área designada (segura). Simplemente deambular por una terminal marítima, por el motivo que sea, es una muy mala idea y va en contra de las políticas generalmente establecidas. Esas políticas deben aplicarse; sin excepción.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-10 (05 October 2022)

Staying Out of "The Bight"



Credit: "Longshore Safety" FB Page - Use is exclusively for non-profit educational purposes

Reviewing several dozen fatal accidents occurring to global marine cargo handling industry workers thus far in 2022, The ILA~USMX Joint Safety Committee (JSC) would like to impress upon its labor and management constituents the importance of all employees taking great care to avoid exposure to crushing hazards while in "*The Bight*."

What, Exactly, is Meant by The Terms "*In The Bight*?"

In general, "*The Bight*" is any space formed by a fixed object and a moving (or potentially moving) object.

In example, of the many 2022 fatal accidents the JSC has reviewed, several were noted to be aboard Ro-Ro ships wherein employees were crushed between pieces of rolling stock (mounted containers, trailers, mafis, wheeled construction equipment, etc.) and other pieces of Ro-Ro deck-stowed cargo, internal structures of the vessel or moving vehicles being used to transport stowed cargo.

In other-than-shipboard locations, examples of "*The Bight*" will include any area between any moving object (such as a yard tractor/bombcart combination) and any fixed object (such as the legs/trucks of any container-handling gantry crane).

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 2022-10 (05 Octubre de 2022)

Mantenerse Fuera de "The Bight"



Crédito: página de FB "Seguridad en la Portuaria": el uso es exclusivo para organizaciones sin fines de lucro propósitos educativos

Al revisar varias docenas de accidentes fatales ocurridos a los trabajadores de la industria de manejo de carga marítima global en lo que va de 2022, el Comité Conjunto de Seguridad (JSC) de ILA-USMX desea inculcar a sus integrantes laborales y administrativos la importancia de que todos los empleados tengan mucho cuidado para evitar la exposición a peligros de aplastamiento en "The Bight."

¿Qué significa exactamente el término "In The Bight"?

En general, "The Bight" es cualquier espacio formado por un objeto fijo y un objeto en movimiento (o potencialmente en movimiento).

Por ejemplo, de los muchos accidentes fatales de 2022 que revisó el JSC, se observó que varios ocurrieron a bordo de barcos Ro-Ro en los que los empleados fueron aplastados entre piezas de material rodante (contenedores montados, remolques, mafis, equipos de construcción con ruedas, etc.) y otros piezas de carga rodada estibada en cubierta, estructuras internas del buque o vehículos en movimiento que se utilizan para transportar carga estibada.

En ubicaciones que no sean a bordo, los ejemplos de "The Bight" incluirán cualquier área entre cualquier objeto en movimiento (como una combinación de tractor de patio/bombcart) y cualquier objeto fijo (como las patas/camiones de cualquier grúa pórtico de manipulación de contenedores).

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

Trabajando Juntos para el Beneficio de Todos

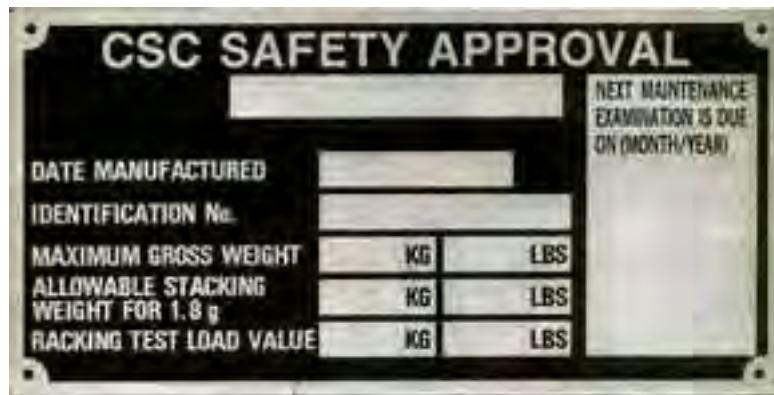
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ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-11 (04 November 2022)

The Convention for Safe Containers



The International Maritime Organization (IMO), an agency of the United Nations, has devised and administers a legal instrument known as the Convention for Safe Containers (CSC) which all container owners offering their equipment for international maritime transport must adhere to.

The CSC includes safeguards meant to protect all individuals involved in container use and handling with respect to the topics of design, inspection, maintenance and safe handling.

For instance, each container moving in international maritime commerce must have a current and valid CSC Safety Approval plate (See photograph above), which provides important information about the container's use limitations.

Additionally, the CSC includes mandatory examination time intervals within which each container must be assessed in terms of its continued structural serviceability. Container owners can, in the alternative, opt to enroll their containers in an Approved (by the national authority in the country of registry) Continuous Examination Program (ACEP), wherein qualifying gate-in/gate-out inspections may serve the same purpose on an ongoing basis.

The ILA-USMX Joint Safety Committee (JSC) urges its labor and management constituents to become more familiar with the CSC and its requirements. Here's a helpful link: [CSC and Its Interpretations & Guidelines](#)

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 2022-11 (05 Novembre de 2022)

El Convenio para la Seguridad de los Contenedores



La Organización Marítima Internacional (OMI), una agencia de las Naciones Unidas, ha ideado y administra un instrumento legal conocido como la Convención para Contenedores Seguros (CSC) al cual deben adherirse todos los propietarios de contenedores que ofrecen sus equipos para el transporte marítimo internacional.

El CSC incluye una serie de salvaguardas destinadas a proteger a todas las personas involucradas en el uso y manejo de contenedores con respecto a los temas de diseño, inspección, mantenimiento y manejo.

Por ejemplo, cada contenedor que se mueva en el comercio marítimo internacional debe tener una placa de Aprobación de Seguridad CSC vigente y válida (ver fotografía arriba), que brinda información importante sobre las limitaciones de uso del contenedor.

Además, el CSC incluye intervalos de tiempo de examen obligatorio dentro de los cuales se debe evaluar cada contenedor en términos de su capacidad de servicio estructural continuo. Los propietarios de contenedores pueden, como alternativa, optar por inscribir sus contenedores en un Programa de Examen Continuo (ACEP) Aprobado (por la autoridad nacional en el país de registro), en el que las inspecciones calificadas de entrada/salida pueden tener el mismo propósito en una base continua.

El Comité Conjunto de Seguridad (JSC, por sus siglas en inglés) de ILA-USMX insta a sus integrantes laborales y gerenciales a familiarizarse más con el CSC y sus requisitos. Aquí hay un enlace útil: [CSC Interpretations and Guidelines](#)

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

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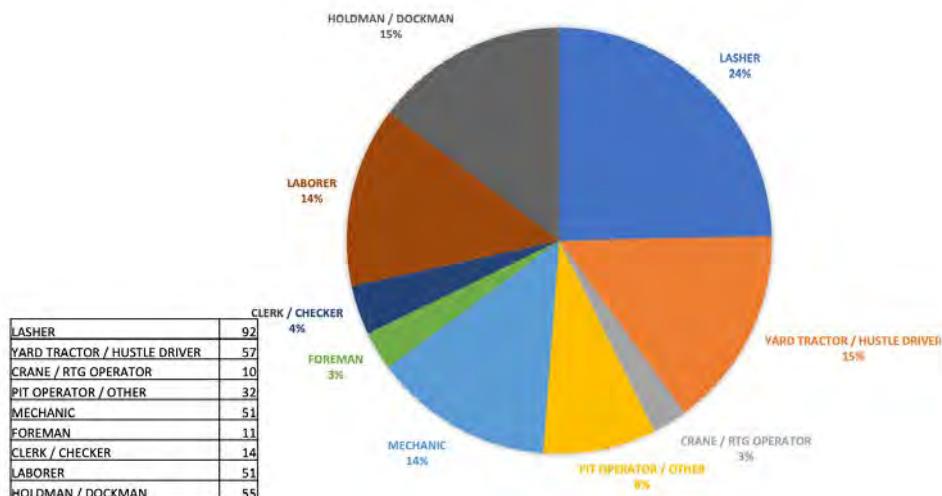
ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2022-12 (05 December 2022)

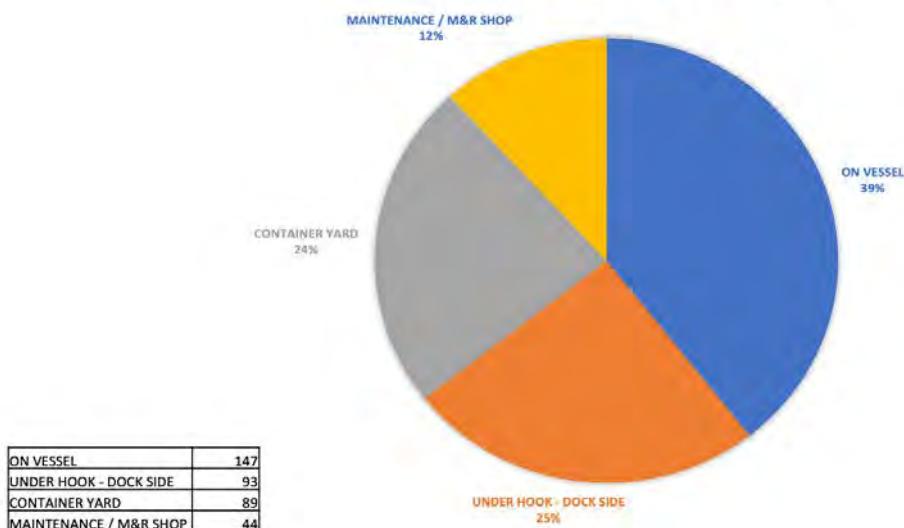
Accidents at ILA-USMX Ports Jan-June 2022

Who's Getting Hurt and Where?

2022 H1 INCIDENTS (373) BY CRAFT



2022 H1 INCIDENTS (373) BY LOCATION



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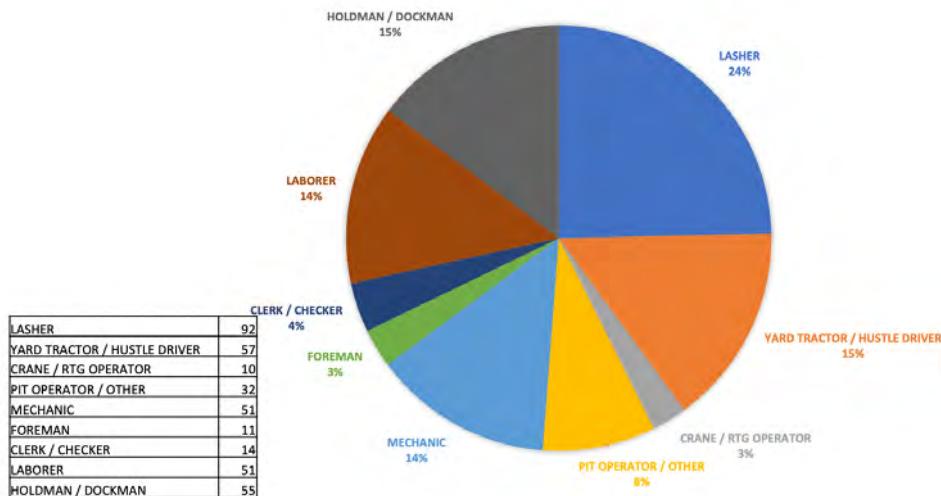
ILA-USMX COMITÉ CONJUNTO DE SEGURIDAD

OSH Circular 2022-12 (05 Diciembre de 2022)

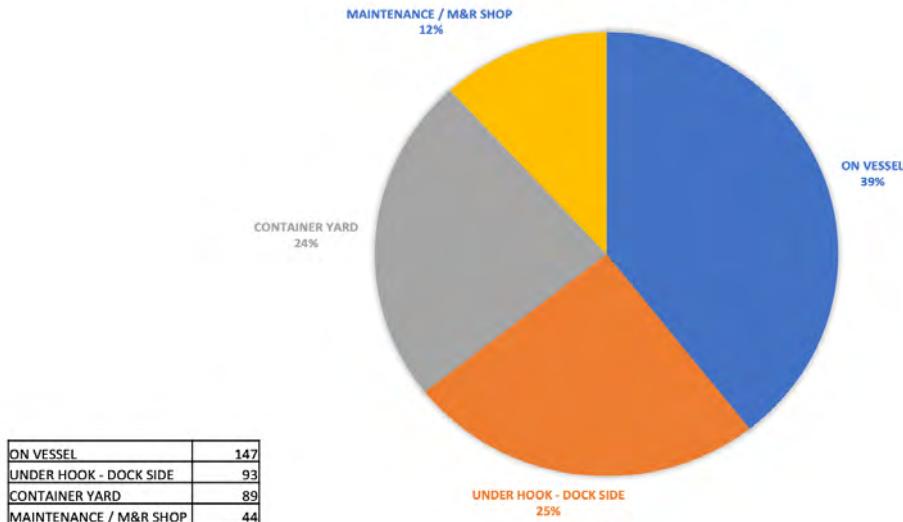
Accidentes en Puertos ILA-USMX Enero-Junio 2022

Quién se Lastima y Dónde ?

2022 H1 INCIDENTS (373) BY CRAFT



2022 H1 INCIDENTS (373) BY LOCATION



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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2022-01 [13 January 2022]

OSHA Civil Monetary Fines to Increase

In tomorrow's FEDERAL REGISTER, the U.S. Department of Labor (DOL) will publish a notice alerting employers that, pursuant to the Federal Civil Penalties Adjustment Act of 1990, DOL agencies will commence execution of adjusted civil penalty increases.

We provide a link to tomorrow's notice here:

[FR Notice in re Increased Civil Monetary Penalties](#)

OSHA's current civil penalty structure is codified at 29 CFR 1903.15. Here's a link:

<https://www.osha.gov/laws-regulations/standardnumber/1903/1903.15>

Focusing strictly upon OSHA's segment of tomorrow's notice, we provide the following table for your consideration (Changes take effect 15 January 2022).:

| Paragraph | Remove | Add |
|---|-------------------------|-------------------------|
| § 1903.15(d) introductory text | January 15, <u>2021</u> | January 15, <u>2022</u> |
| § 1903.15(d)(1) <u>(Willful)</u> | \$136,532 | \$145,027 |
| § 1903.15(d)(2) <u>(Repeated)</u> | \$136,532 | \$145,027 |
| § 1903.15(d)(3) <u>(Serious)</u> | \$13,653 | \$14,502 |
| § 1903.15(d)(4) <u>(Other than Serious)</u> | \$13,653 | \$14,502 |
| § 1903.15(d)(5) <u>(Failure to Correct)</u> | \$13,653 | \$14,502 |
| § 1903.15(d)(6) <u>(Failure to Post)</u> | \$13,653 | \$14,502 |

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 2022-02 [13 January 2022]

U.S. Supreme Court Stays OSHA ETS

In a 6 to 3 decision split down ideological lines, the U.S. Supreme Court (SCOTUS) ruled this afternoon to impose a stay upon OSHA's emergency temporary standard dealing with the vaccination/testing & masking of employees at workplaces employing 100 or more workers.

A link to the SCOTUS decision appears below:

<https://documentcloud.adobe.com/link/review?uri=urn:aaid:scds:US:af17d9b3-79c8-45bc-a167-b9b00277959b>

The Majority's decision appears largely based upon the "Greater Powers" doctrine, which essentially holds that some implied powers [in this case of the OSH Act], even if necessary to effectuate an enumerated powers of a Federal agency [OSHA], are not "proper" because of the degree of their importance.

So, in sum, the Majority's holding is that requiring the actions of employers to comply with the ETS is an overreach for an agency like OSHA to attempt. Such weighty requirements, according to the Majority, are better left to the individual States and or Congress.

The opinions of the Majority as well as that of the Dissenting Justices are worth reading.

(DPP Opinions) Case ac. 590 U. S. ____ (2022) I
Per Curiam
NOTICE: This opinion is subject to formal revision before publication in the permanent print of the United States Reports. Readers are requested to consult the electronic version of this opinion for the definitive version.
SUPREME COURT OF THE UNITED STATES
Nos. 21A244 and 21A247
NATIONAL FEDERATION OF INDEPENDENT BUSINESSES, ET AL., APPLICANTS
21A244 DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION, ET AL., APPLICANTS
OHIO, ET AL., APPLICANTS
21A247 DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION, ET AL., APPLICANTS
ON APPLICATIONS FOR STAYS
[January 13, 2022]
PER CURIAM.
The Secretary of Labor, acting through the Occupational Safety and Health Administration, recently enacted a vaccine mandate for much of the Nation's work force. The mandate applies to employers with 100 or more employees, or approximately 84 million workers, covering virtually all employers with at least 100 employees. It requires that covered workers receive a COVID-19 vaccine and a pre-existing negative test each week from a provider who administered the test each week at their own expense and on their own time, and also wear a mask each workday. OSHA has never before imposed such a mandate. Nor has Congress. Indeed, although Congress has enacted significant legislation addressing the COVID-19 pandemic, it has declined to enact

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2022-03 [15 January 2022]

CDC Revises COVID-19 Masking Guidance

Yesterday (14 January), The U.S. Centers for Disease Control and Prevention (CDC) revised its recommendations regarding the types of masks that are best suited to protect the wearer against COVID-19 infection. In doing so, the agency acknowledged that simple cloth masks that are being frequently used do not provide an adequate level of protection.

The CDC's updated guidance recommends (amongst other things) that:

- * N95 respirators provide the best level of protection amongst all commonly available facepieces;
- * KN95 respirators provide the next best level of protection;
- * Simple cloth masks (and gaiters) can allow respirable viral particles to pass through;
- * Some masking is better than no masking at all; and
- * Any mask being worn should fit snugly, with no gaps allowing viral particle pass-through.

A link to yesterday's updated guidance:

<https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/types-of-masks.html>

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2022-04 [28 February 2022]

Deadline for Electronic Reporting CY 2021 Injuries/Injuries to OSHA Fast Approaching

The ILA-USMX Joint Safety Committee would like to remind our management constituents having responsibility to electronically submit their firm's CY 2021 injury and illness data to OSHA, that the deadline to do so is March 2nd.

As many of you know, it's a relatively simple process made even easier by utilizing the agency's Injury Tracking Application (ITA). For your convenience, we provide a link to that application's webpage here:

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

Presently, the data that must be provided consists of only that appearing on the annually-maintained OSHA Form 300A.

Please be aware, however, that OSHA has begun a rulemaking activity which would seek to expand annual electronic submissions to include the data appearing within the annually-maintained OSHA Forms 300 and 301.

Through our OSHA Alert 2021-09, we made all our constituents aware of OSHA's intention to expand the current electronic reporting mandate, and we provide the following link to serve as a reminder of that regulatory initiative:

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:15244cd2-c64e-3af6-92d8-921b0b686a6b>

Finally, we remind constituent employers that a paper copy of the OSHA Form 300A must be conspicuously posted in the workplace through April 30, 2022.

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2022-05 [08 April 2022]

Updated CDC Guidance in re COVID-19 Quarantine & Isolation Periods

With the ever-changing circumstances that are part of the COVID-19 experience, it's easy to get lost as to what's appropriate and what's not in keeping ourselves, our families, our friends and our co-workers as safe as possible.

Lately, many labor and management constituents of the ILA-USMX Joint Safety Committee (JSC) have had occasion to inquire about the existence of any recent revisions or amendments the U.S. Centers for Disease Control & Prevention (CDC) have provided to existing guidance addressing the subjects of quarantine and isolation.

Below, we provide a link to an updated (as of 30 March 2022) page at CDC's website which provides supplemental guidance; including guidance for:

- a). Individuals who have been vaccinated; and
- b). Individuals who have not been vaccinated

<https://www.cdc.gov/coronavirus/2019-ncov/your-health/quarantine-isolation.html>

As always, the JSC is available to respond to questions coming from labor and/or management interests regarding COVID-19 related quarantine and/or isolation issues. For that purpose, please utilize the link found below



Centers for Disease Control and Prevention
CDC 24/7: Saving Lives, Protecting People™

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 2022-06 [21 April 2022]

Workplace Heat Hazards: OSHA Announces Launch of National Emphasis Enforcement Program

On 12 April, OSHA made available the text of the agency's compliance instruction issued to field staff on 08 April in relation to the manner and methodology of planned enforcement activities associated with a new national emphasis program (NEP) directed at reducing workplace heat hazards.

The NEP states as its purpose:

"This Instruction describes policies and procedures for implementing a National Emphasis Program (NEP) to protect employees from heat-related hazards and resulting injuries and illnesses in outdoor and indoor workplaces. This NEP expands on the agency's ongoing heat-related illness prevention initiative and campaign by setting forth a targeted enforcement component and reiterating its compliance assistance and outreach efforts. This approach is intended to encourage early interventions by employers to prevent illnesses and deaths among workers during high heat conditions, such as working outdoors in a local area experiencing a heat wave, as announced by the National Weather Service. Early interventions include, but are not limited to, implementing water, rest, shade, training, and acclimatization procedures for new or returning employees." [Emphasis provided]

In assessing the scope of the new NEP, we note that Appendix A of the compliance instruction [CPL 03-00-024] includes a focus upon North American Industrial Classification System (NAICS) Code 4883.... a classification code wherein all U.S. marine terminal operators and stevedores are placed.

The ILA-USMX Joint Safety Committee publishes this OSH Alert in order to keep our labor and management constituents completely informed, and we include a link to the full text of the newly issued compliance instruction here:

https://www.osha.gov/sites/default/files/enforcement/directives/CPL_03-00-024.pdf

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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2022-07 [10 May 2022]

MACOSH Fact Sheet: Safety in Lashing Operations

On behalf of the Secretary of the U.S. Department of Labor, OSHA today has published the subject Fact Sheet - a product of the Maritime Advisory Committee on Occupational Safety & Health (MACOSH). We provide a link for your access here:

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:629294b1-da8e-36b9-a64a-bfe0ab945092>



Protecting Workers during Lashing Operations

The lashing of containers and other cargo aboard vessels is dangerous work. Longshore workers lift and maneuver heavy gear in tight spaces with low headroom and work from elevated locations. Their work is often performed around moving equipment, in areas with poor lighting, and during unfavorable weather conditions. As a result, workers are at risk of potential injury from slips, trips, and falls, being struck and/or crushed by equipment or falling objects, and improper handling of gear.

Marine terminal operators and stevedoring firms are responsible for protecting workers from injury.

Training

Workers should be trained on how to safely perform lashing duties. In addition, workers should receive instruction on the proper use of material handling equipment and manual handling techniques to reduce back injuries. Instruction should address vessel conditions, work environments, and various types of tasks, and include an opportunity for workers to discuss related workplace concerns, like hazards they have encountered. OSHA recommends holding safety talks before work begins and after it has been completed to review safety procedures and provide workers the opportunity to report unsafe conditions.

It is important that employers assess working conditions. Under OSHA's Marine Terminal and Longshoring Standards, employers must provide:

Safe Accessibility and Work Areas

- Safe access to vessels with gangways properly rigged and trimmed (29 CFR 1918.22).
- Access ladders, hatch coverings and latching mechanisms that are of appropriate size and in good repair (29 CFR 1918.24 and 1918.31).
- Traffic control patterns that keep workers at a safe distance from motor vehicles and containers being handled by cranes or other powered equipment (29 CFR 1917.44).
- Walking-working surfaces that are clear and dry to prevent slips, trips, and falls (29 CFR 1918.91(b)).

Protective Equipment and Systems

- Minimum light intensity of 5 lumens in walking, working, and climbing areas (29 CFR 1918.92(a)).
- Railings that are in good repair and spaced appropriately (29 CFR 1918.35).
- Personal protective equipment, such as work gloves, hard hats, fall protection, high-visibility vests, and rotation devices appropriate for the job (29 CFR 1918, Subpart J).
- Equipment, such as inoperable semi-automatic twist locks or turnbuckles, that is in good condition. Defective gear must be removed from service (29 CFR 1918.62(a)(2)). See OSHA guidance on Fixing Inoperable Semi-Automatic Twist Locks (SATLs) in Longshoring.



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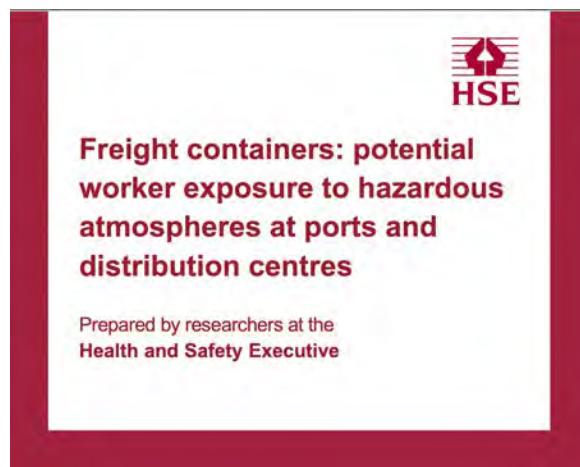
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ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2022-08 [20 October 2022]

Potentially Hazardous Atmospheres in Intermodal Containers



Any effective HazMat Awareness training class must include a discussion of the potentially hazardous atmospheres that may be present within the confines of intermodal containers that have recently been opened and wherein entry is to be attempted.

If the U.S. Department of Transportation-mandated HazMat Awareness training (See [49 CFR 172.704](#)) being provided at your port does not emphasize those potential atmospheric hazards, some thought should be given to amending that training curriculum.

Great Britain's Health & Safety Executive (HSE, that nation's equivalent of OSHA) published a press release yesterday (19 October) which underscores the importance of recognizing and guarding against those potential hazards. The press release also provides access to a recently issued HSE scientific report which allows greater depth in describing the HSE's findings and recommendations.

We provide a link to the full report here:

<https://www.hse.gov.uk/research/rrpdf/rr1178.pdf>

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