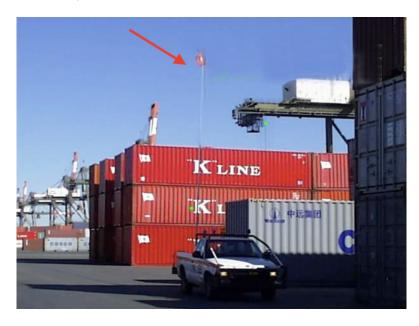


ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2020-11 (10 November 2020)

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



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

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

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

Working Together For The Benefit Of All

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