

현장목소리 뉴미디어

뉴스클레임 NEWS CLAIM

Port workers die in a row from industrial accidents

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Port workers are dying one after another from industrial accidents. The labor community is voicing that the sacrifice of port workers should no longer be tolerated. The reality of workers with frequent deaths. Their safety is at stake. On the 23rd, an incident occurred in which a port worker was killed by a forklift at the Panstar New Port International Logistics Center. A month after the late Lee Seon-ho died in an accident at Pyeongtaek Port, a worker died again just a few days after the Ministry of Labor and the Ministry of Ocean

ans and Fisheries announced that they would conduct joint supervision of five ports including Pyeongtaek Port from the 17th to the 28th.

The labor union issued a statement on the 25th, stating, "This accident is a typical human resource created by the outsourcing of typical risks and the expansion of non-regular workers to reduce costs."

According to the statement, over the past decade, the number of irregular workers has started to increase rapidly at port and unloading sites. Most of the workers are daily workers, and port and stevedoring employers have made profits by hiring numerous daily workers for extreme profits. In this process, the safety of not only non-regular workers but also regular workers is being threatened, and the reality is that system improvement and policies to improve this are shunned by port workers.

The Incheon Port Democracy Union Council also held a press conference in front of the entrance to Incheon Port Pier 3 on the same day and urged the government to properly implement joint inspection and supervision of Incheon Port and to prepare fundamental measures for the safety of port workers.

The council said, "The unloading work is mainly carried out by subcontractor workers, and the primary contract is based on '2 hours work, 1 hour break' and contracts with subcontractors for '3 hours work, 1 hour break'. However, the subcontractor actually gives the subcontractor employee and part-timer part-time work orders of '4-5 hours of work and 1 hour of rest'," he pointed out.

He continued, "Part-timers are forced to work long hours without properly understanding safety education or signal systems and radio systems. There are often dizzying situations where you just walk under the moving parts," he said.

Officials from these councils and the public transport union said, "Neither the late Lee Seon-ho's accident nor the accident that occurred at the Busan New Port this time would not have happened if there had been a 'signalman' or a safety manager." The overall cause of poor management starts from issues arising from unfair contracts for wharf operation, excessive competition and dumping of loading fees, and shifting responsibility for workplace safety management."

He continued, "The government should no longer neglect the safety of port workers arising from structural problems. We need to look into why the number of non-regular and daily workers in ports is rapidly increasing, and why the number of industrial accidents among port workers is increasing. will," he added.