



ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2015-04 (31 March 2015)

COMPLACENCY CAN KILL!



The photo above is of a marine terminal operator's company car that, on 26 March at a South Atlantic port, had a 40 ton hatchcover landed on it while temporarily parked in the backreach of a container crane. Two management representatives were occupying the front seat at the time. Incredibly, they escaped with only minor injuries. Obviously, this incident could have had a much more severe outcome.

After some inquiry, the JSC is made to understand that staff on the ground had been assigned to assist the crane operator in landing the cover in the crane's backreach. Before it was landed, however, that staff decided that the work was essentially done and that they could move on to their next activity.

In the period of time between their walking away and the final lowering of the cover onto the backreach's surface, the car shown above moved into what was ultimately a very dangerous position. The size of the cover, itself, blocked the port authority crane operator's view below.

- 1). Signalers/landers (limited to only one per crane) should see the load they are guiding come to completion before doing anything else.**
- 2). Crane operators should not continue to hoist or lower loads in the absence of a required signperson.**
- 3). All employees, whether on foot or in vehicles, should be aware of and avoid caught-in-the-bight dangers at all times while at work.**

Working Together For The Benefit Of All

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