



ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2019-12 (13 December 2019)

Commercial Vehicle Operators at Terminals



The most important principle underscoring the safety of commercial vehicle operators calling at marine terminals, is that they must stay in their tractor cabs unless instructed otherwise. That policy should be ironclad at every marine terminal. Moreover, it's a policy that requires circumspect enforcement on a constant, continuing basis.

Active RTG runways are not good places to casually walk upon. Container stacks, with the inevitable presence of RTGs, straddle carriers, top loaders, empty handlers, reach stackers, are not pedestrian truck driver friendly. As welcome guests at our facilities, commercial vehicle operators are recognized to be a necessary part of the intermodal transport chain. They are guests, however, and as such must abide by the safety policies designed, established and communicated by each marine terminal in their individual efforts to preserve life and limb.

Many progressive marine terminals have taken the time, effort and expense to establish "safe areas", wherein commercial motor vehicle operators may attend to chassis twist lock necessities and other securing issues. Similarly, many have established safety zones wherein commercial motor vehicle operators may stand in an isolated, protective environment while container handling equipment service their rigs. In each case, it is the commercial vehicle operator's responsibility to comply with those policies and the marine terminal operator's responsibility to effectively enforce them.

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

Working Together For The Benefit Of All

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