



ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2013-01

SERVICEABILITY OF INTERBOX CONNECTORS

[Semi-Automatic Twistlocks]

At several Atlantic range ports, stevedoring firms have recently reported to the ILA-USMX Joint Safety Committee (JSC) that:

- 1). Upon examination, semi-automatic twistlocks being removed from discharged containers have been found to be defective (poorly functioning); *and*
- 2). Bad order twistlock bins are not being supplied on dock, and thus critical segregation of defective twistlocks cannot be properly accomplished.

USMX member ocean carriers are respectfully reminded that:

- 1). Twistlocks (interbox connectors) are critical components of the container securing process, and thus their serviceable condition is imperative;
- 2). The SOLAS Convention requires that each IMO-registered container vessel carry with it a current and valid cargo securing manual (CSM); *and*
- 3). The CSM must reflect the good husbandry of all components utilized in the container securing/lashing process, including interbox connectors.

USMX member port associations are respectfully reminded that:

- 1). During vessel operations, every precaution should be taken to ensure that bad order twistlocks are not co-mingled with properly functioning twistlocks; and
- 2). Such precautions should include the insistence that bad order bins/receptacles are provided by the vessel and positioned at sufficient locations as may be necessary to ensure the integrity of the cargo handling and securing processes.

Working Together For The Benefit Of All