



## ILA-USMX JOINT SAFETY COMMITTEE

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OSH Circular 2016-08 (04 August 2016)

### How Not To Get Hit By One Of These!



We have all heard the phrase “Statistics don’t Lie.” When it comes to lost time accidents, deck crafts like lashers, deckman and even some mechanics are at or near the top of the most often injured waterfront workers. In fact, recent data compiled by USMX shows that 20% of all injuries on the waterfront were to lashers working on deck and one of the biggest hazards they face is that of dislodged, falling twistlocks. Some of these injuries can be severe, leading to long term disabilities and, as happens from time to time, some end up in court as the subject of third party litigation.

The ILA~USMX Joint Safety Committee, as a matter of policy, takes no sides in such legal matters. We are an unbiased, non-political group, and we focus only on furthering the occupational safety & health of people (both labor and management people) who work within the marine cargo handling industry.

We do recognize, however, that there have been several incidents over the years wherein longshore workers have been struck (or nearly struck) by twistlocks that have been knocked out or have fallen out of lower corner fittings. There’s no perfect twistlock we know of that is failsafe, in terms of its ability to “stay put.” Some are merely better than others.

As exponents of marine cargo handling safety, we have the unique ability to widely disseminate and advocate for meaningful safe practices in our industry. Thus, we believe it’s important for us to prevail again upon those who we advise and represent, that lashers, reefer mechanics (and other personnel who require a presence on deck) should be trained to **stay well clear of bays that are being actively worked.** Enforcing that proposition is equally as important. Yes, we understand the economics and the priorities of this situation. We hope you do, too.

### Working Together For The Benefit Of All

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