

# Occupational Safety & Health in the Ports Industry

**An International Prospective:**

**2012 & Beyond**





# 24 January 2011

## Terminal Island, CA

A longshore worker riding her motorcycle on a break was struck and killed Friday morning by a truck whose driver made an unsafe left turn in front of her, Los Angeles traffic detectives said.

Georgia Fisher, 47, of Long Beach was traveling south on Earle Street at about 8 a.m. when a tractor-trailer truck made a left turn into the APL terminal. There are no traffic controls at the location and Fisher struck the side of the cab, said South Traffic Division Detective Supervisor Rodney Jones.

# 28 January 2011

## Jacksonville, FL

According to recent news reports from Jacksonville, Florida, 58-year-old Anthony Roberts died on Saturday, Jan. 22 when the crane he was operating was struck by large pieces of an old gantry, resulting in the crane turning onto its side, trapping and crushing the crane's cab.

The fatal crane accident occurred at JaxPort when Roberts was using a crawler crane to dismantle a large port crane that had been sold and retired.

A contractor of the buyer of the port crane was hired to conduct the demolition of the crane. Roberts was employed by that contractor. He was pronounced dead at the scene of the accident.

25 February 2011  
New Orleans, LA

**BE CAREFUL OUT THERE!**, the ILA's quarterly safetynewsletter, reports with great regret the on-the-job death of Shawn Bertrand of New Orleans. A member of ILA Local Union 2036, Brother Bertrand was servicing a reach stacker's steer wheel tire at a New Orleans marine terminal when it violently exploded.

**This quarter's newsletter reminds all mechanics at ILA Local Unions in each District of the critical importance in fully deflating all tires before attempting to perform any service.**

# 28 March 2011

## Portsmouth, VA

**A 38-year-old female worker was killed Monday morning in a forklift accident at APM Terminals Virginia in Portsmouth, according to a spokesperson with the port authority.**

**Investigators have determined that the employee, identified as Paula Bellamy, of Portsmouth, was working as a "slinger" or guide to a crane operator when she was struck by a forklift. She died as a result of injuries suffered in the accident, officials said.**

**According to Jan Westerbeck with the Portsmouth Police Department, the forklift operator's vision was obstructed by some containers when he hit the victim.**

# 30 March 2011

## Miami, FL

Last Wednesday, March 30, 2011, a member of ILA Local Union 1416 was tragically killed when the nose end of a refrigerated container/chassis assembly stowed on an internal ramp aboard the Ro-Ro/Lo-Lo vessel **SEABOARD VICTORY** fell upon him.

Longshoreman Kevin Whyms had just released the last remaining chain securing device that had lashed the equipment in place during its ocean transit when, according to reports from individuals then aboard the ship, the equipment rolled forward, separated from its independent front end support, collapsed its landing gear and fell upon Mr. Whyms, who had been in a crouching position underneath.

# 12 April 2011

## Baltimore, MD

A man died from his injuries Tuesday morning in an industrial accident involving the truck he was driving.

The accident happened at about 10:15 a.m. at the Dundalk Marine Terminal in the 2700 block of Broening Highway.

By the evening, Maryland Transportation Authority police only identified the person as a 46-year-old Maryland Environmental Service employee.

According to a preliminary investigation, the man parked the vehicle by berth 14 and got out. Seconds later, he realized that the truck was rolling and tried to jump back in the vehicle and stop it.



# 14 April 2011

## Port Everglades, FL

A man working at **Port Everglades** was killed Thursday afternoon when he was struck by a tractor-trailer, the Broward Sheriff's Office said.

The accident happened at the Dole container yard inside Port Everglades at 3300 SE19th Ave. at about 1:30 p.m., Sheriff's Office spokeswoman Keyla Concepción said.

The victim, Antonio Del Hierro Perez, 29, of **Hialeah**, was assisting a truck driver who was picking up a container, Concepción said. Del Hierro was standing in front of the container as the driver, Osmar Figueredo, 37, of Hialeah, backed up to load it onto the bed of the tractor-trailer.

Figueredo's truck struck Del Hierro, pinning him between the trailer and the container, Concepción said. Broward Sheriff Fire Rescue pronounced Del Hierro dead at the scene.

# 4 May 2011

## Miami, FL

Longshoreman and ILA member Ossie L. Hyman was fatally injured while on the stern ramp of the Ro-Ro Vessel **SEABOARD SPIRIT** today, when he was crushed between a moving vehicle and the ramp's starboard bulkhead.

Sources at Miami report that Mr. Hyman was working as a striker/lasher aboard the vessel, and had released several binders used to secure a container/chassis combination to the deck of the ship. Apparently, one such binder remained secured and when the operator of the vehicle attempted to drive the cargo down the ramp the unit shifted, pinning Brother Hyman between the box and the bulkhead.

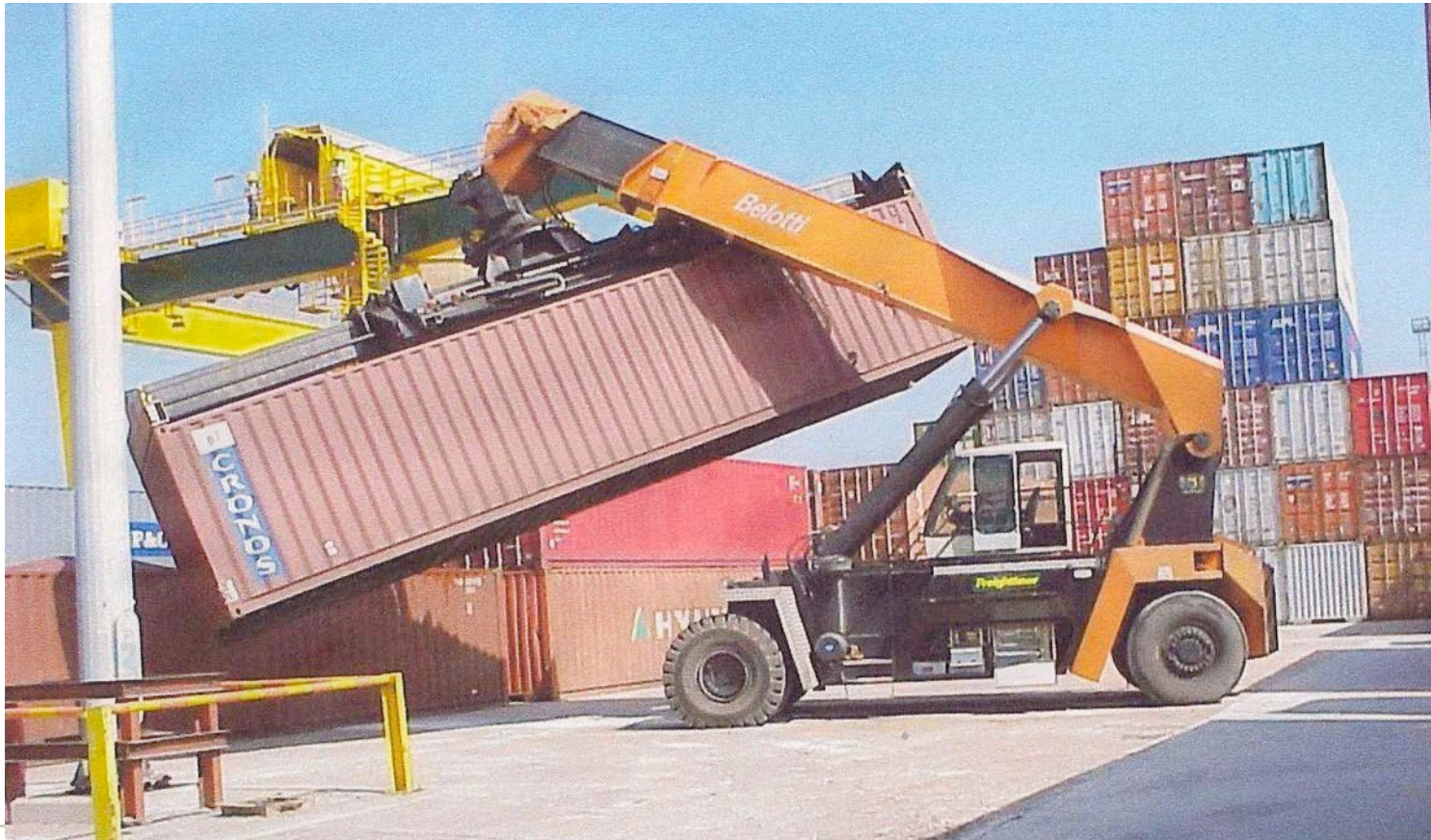
# OSH-Related International Developments Having Impact at Ports



# From ILO



## Safe Packing of Cargo Transportation Units



INTERNATIONAL LABOUR ORGANIZATION  
Sectoral Activities Department

**Safety in the supply chain in relation  
to packing of containers**

**Report for discussion at the Global Dialogue  
Forum on Safety in the Supply Chain in  
Relation to Packing of Containers  
(21–22 February 2011)**

Geneva, 2011

# From IMO



## Verification of Container Weights Before Loading

Prompted (in part) by Casualties:

- **C/V MSC NAPOLI** (Off UK: 18 Jan 2007)
- **C/V ANNABELLA** (In the Baltic: 25 Feb 2007)

# C/V MSC NAPOLI



# MAIB Findings [Excerpted]

## 1.11 Container audit

There is no requirement for containers to be weighed at a port in Europe prior to being loaded onto a vessel. The weight of each individual container is declared by the packer or shipper, and this declared weight is used until it reaches its final destination. All of *MSC Napoli's* containers were weighed when they were removed from the vessel in Branscombe...

About 660 containers stowed on deck, which had remained dry, were also weighed. The weights of 137 (20%) of these containers were more than 3 tonnes different from their declared weights. The largest single difference was 20 tonnes, and the total weight of the 137 containers was 312 tonnes heavier than on the cargo manifest.



# C/V ANNABELLA



# MAIB Findings [Excerpted]

The collapse of cargo containers occurred as a result of downward compression and racking forces acting on the lower containers of the stack, which were not strong enough to support the stack as their maximum allowable stack weight had been exceeded and no lashing bars had been applied to them.

As a result of its analysis of this accident and the ascertainment of its causes and circumstances **the MAIB considers that there are shortcomings in the flow of information relating to container stowage between the shippers, planners, the loading terminal and the vessel.** While the industry recognises that the master must approve the final loading plan, in practice the pace of modern container operations is such that it is very difficult for ship's staff to maintain control of the loading plan.

# From IMO



## Lashing: On Deck Container Stows

Prompted (in part) by Casualties Too Numerous To Set  
Out Here;

And by Well Articulated Complaints Coming from Labor  
Unions, Government Enforcement Agencies, and  
Stevedores

Inventory vs. transport costs:  
economy refocuses debate

'Shipper-owned' boxes:  
solution for exporters?

Special Reports: Trans-Pacific Shipping;  
Doing Business in Europe

VOLUME 9, ISSUE 26

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# The Journal of Commerce

The weekly newsmagazine of international trade and logistics, founded in 1827



## Overboard!

Researchers try to determine  
why containers fall off ships

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It is estimated by the official Journal of the Netherlands Institute of Registered Insurance Experts, that a total of 10,000 containers are damaged during sea transport annually, of which 3,000 to 4,000 are lost overboard each. As those are containers stowed on deck some are likely to contain dangerous goods which may cause harm to people ashore and/or the environment.

# Amplifying SOLAS

## **AMENDMENTS TO THE CODE OF SAFE PRACTICE FOR CARGO STOWAGE AND SECURING (CSS CODE)**

The following new annex 14 is inserted after the  
existing annex 13:

**“ANNEX 14: GUIDANCE ON PROVIDING SAFE  
WORKING CONDITIONS FOR SECURING OF  
CONTAINERS ON DECK”**

# The Goals of Annex 14

To ensure that persons engaged in carrying out container securing operations on deck have safe working conditions and, in particular safe access, appropriate securing equipment and safe places of work. These guidelines should be taken into account at the design stage when securing systems are devised. These guidelines provide shipowners, ship builders, classification societies, Administrations and ship designers with guidance on producing or authorizing a Cargo Safe Access Plan (CSAP).

# From IMO



## Upgraded Container Condition Examinations

Prompted (in part) by:

- Increased incidents of container component failure
- Inability to ascertain compliance with CSC [ACEP]

# Proposed Amendments to the CSC

## Proposed amendments to ANNEX I

In Chapter I:

3. Insert a new paragraph 4. that reads:

“4. In order to ensure uniformity in the inspection of containers and their on-going operational safety the Contracting Party concerned shall consider that the following elements are covered in each prescribed or approved periodic or continual examination program:



a. Period of validity of the approval; as a minimum approved programs should be reviewed once every ten (10) years to ensure their continued viability;

b. Methods, scope and criteria to be used during examinations;

c. Frequency of examinations if more than once every 30 months is deemed necessary;

d. Qualifications of personnel to carry out examinations;

e. System of keeping records and documents;

f. Periodic audits of approved programs to ensure compliance with the provisions approved by the Contracting Party;

g. Conditions and procedures for putting additional containers into an already approved program; and,

h. Notification requirements when containers are withdrawn from or added to an approved program.”

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FIN

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