



ILA-UMX JOINT SAFETY COMMITTEE

OSH Circular 2017-02 (06 February 2017)

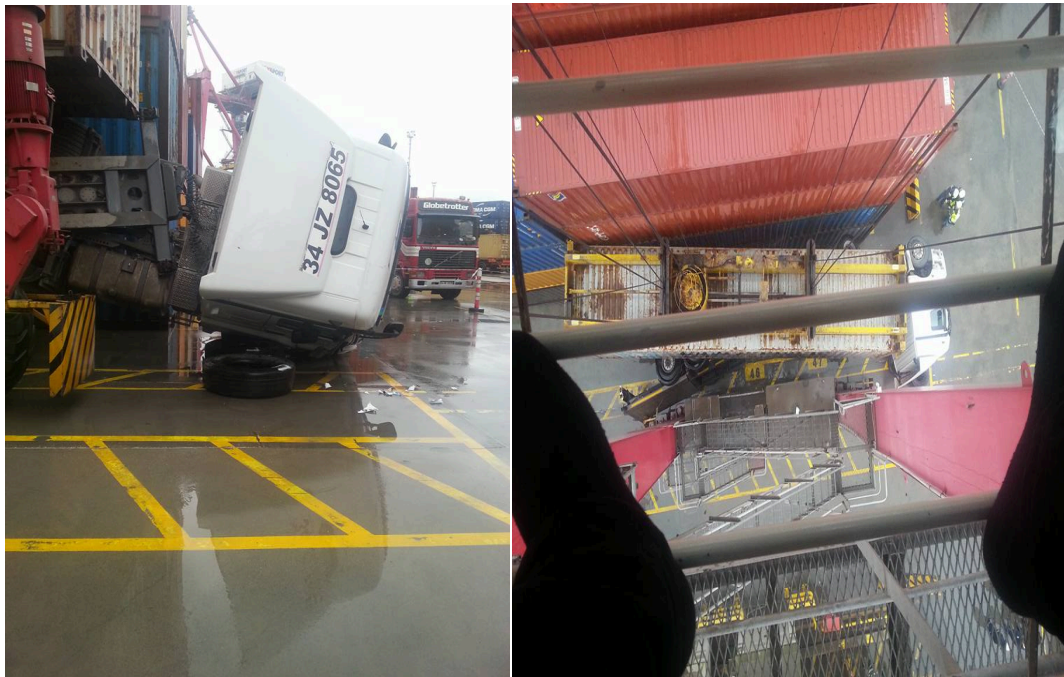
Who Releases Chassis Twistlocks at Your Terminal?

A recent (18 January) accident that occurred at a Turkish port (see photographs below) reminds us of similar accidents that have lately been occurring at ports throughout the world; including U.S. ports. In those accidents, entire rigs (tractor/chassis & container) have been hoisted by the lifting appliance (mostly yard gantries). Sometimes, the crane operator is able to then gently lower the lift to the ground; other times the chassis and the tractor abruptly disconnect, drop and then, well..... anything can happen after that.

The ILA-UMX Joint Safety Committee prefers to keep over-the-road truckers in their operator cabs at all times possible while at our terminals. Whenever ILA workers are tasked with chassis twistlock release, they must ensure that all four twistlocks are fully released before the operator of any lifting device is signalled to hoist. When, however, terminal operators choose to allow over-the-road drivers the responsibility of chassis twistlock release, we urge that strict monitoring (and discipline, if necessary) reinforces the proposition that release must be accomplished **before** a hoist signal of any sort is provided to the lifting device operator.

OSHA's mandatory regulation is worthy of setting out here:

1917.71(h) Containers shall not be hoisted unless all engaged chassis twist locks are released.



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

Working Together For The Benefit Of All

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