



ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2014-06 (10 July 2014)

Where To Walk (And Where Not To)

Last week, at a container terminal within ILA's South Atlantic and Gulf Coast District, an ILA industrial truck operator was struck and fatally injured by a reach stacker. He had just parked his own machine, and was moving (as a pedestrian) to another, nearby location within the facility when the accident occurred.

Reports coming to the ILA-USMX Joint Safety Committee indicate that pedestrian traffic at that particular terminal location was closely controlled. And we all appreciate that struck-by vehicular hazards are of common knowledge at virtually every port. Yet, here we have yet another event wherein the industry has lost one of our own (in this case a 30-plus year longshore veteran) to the type of complacency that appears all too often within our industry's collective workplace.

The nature of the modern marine cargo handling industry's operations is such that being a pedestrian while outside of marked/designated pedestrian walkways must be considered a very serious matter. **Simply stated:** *No member of our industry (labor & management alike) should be permitted pedestrian access to any non-walkway terminal area unless special clearance is requested and approved by terminal supervision.* Once permission to do so is advanced, all vehicular movement within the effected terminal area(s) must be frozen until such time as the pedestrian(s) have moved away.

Until we all come to that realization, we can expect that other accidents will occur and other lives will be lost. **Don't let that life be yours!**



Whether it's marked or simply designated:

**WHENEVER YOU'RE A MARINE
TERMINAL PEDESTRIAN.....**

STAY IN THE WALKWAY!

The National Maritime Safety Association (NMSA) has published detailed guidance dealing specifically with vehicular traffic at marine terminals. Here's a link:

[Click on "Marine Terminal Traffic Safety Tip Sheet"](#)

Working Together For The Benefit Of All

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