



ILA-UMX JOINT SAFETY COMMITTEE

OSH Circular 2017-04 (07 April 2017)

A Little About OSHA Inspections

Each April, the ILA~USMX Joint Safety Committee looks back on our industry’s previous year’s experience with OSHA. Here’s an empirical snapshot of the agency’s **Calendar Year 2016** performance within the U.S. marine cargo handling sector:

	CY 2016	CY 2015
Total number of inspections recorded:	113	116
Total number of inspections with citations issued:	59	67
Total number of alleged violations of OSHA standards:	165	143
Total number of “Serious” & “Repeated” alleged violations:	115	55
Total number of “Other Than Serious” alleged violations:	50	88
Total unadjusted [proposed] civil penalties:	\$750,605	\$320,291
Total adjusted [collected/pending] civil penalties:	\$655,594	\$224,019

Inspections By State/Territory

Alaska:	15	(13)	Illinois:	00	(01)	Oregon:	12	(06)
Alabama:	04	(00)	Kentucky:	04	(14)	Pennsylvania:	01	(03)
Arkansas:	01	(01)	Louisiana:	04	(01)	South Carolina:	00	(03)
Western Pacific:	01	(02)	Maryland:	01	(03)	Tennessee:	02	(17)
California:	13	(09)	Minnesota:	01	(01)	Texas:	06	(01)
Florida:	14	(10)	Mississippi:	02	(00)	Virginia:	11	(05)
Georgia:	01	(01)	New Jersey:	02	(10)	Washington:	09	(10)
Hawaii:	00	(05)	New York:	02	(02)	West Virginia:	00	(02)
Indiana:	04	(01)	North Carolina:	01	(00)	Delaware:	01	(00)

In reviewing the data, it’s fairly apparent that OSHA has, in **CY 2016**, increased the size of its civil penalties substantially while only marginally increasing its waterfront presence. Furthermore, while we can (and do) rely upon OSHA regulations as a viable benchmark, we should not, as an industry, become reliant upon OSHA to serve as a principal player in our efforts to create and maintain safe workplaces. That is so, with good reason.

While the ILA~USMX Joint Safety Committee clearly understands that workers have a right to file complaints with OSHA about workplace safety and health conditions, all things considered we believe in the principle of keeping our own house in order whenever possible.

Consequently, we urge all industry participants to utilize local resources at your disposal in resolving any perceived workplace safety shortcomings. Work through your stewards and managers. *Clearly document your concerns.* If that process is disappointing, have the issue raised up to your local port’s labor/management joint safety committee. Most of them meet at least quarterly. In the event that a local port joint safety committee cannot resolve the issue, the ILA~USMX Joint Safety Committee is empowered to act in a fair, equitable and responsible manner in curing any impasses.

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

Working Together For The Benefit Of All

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