



## ILA-USMX JOINT SAFETY COMMITTEE

] OSH Circular 2016-10 (25 October 2016)

### Container-Over-Container Clearance



Globally, The ILA~USMX Joint Safety Committee has observed an increased incidence of stowed/stacked containers that are knocked out of position (toppled) by another container being trolleyed along the bridge of ship to shore or yard gantry cranes (RTGs).

In nearly every such case, the root cause ended up being the operator's failure to ensure that the container he/she was moving horizontally had sufficient enough height to clear the adjacent, stationary stack(s).

While there are different means to limit the risk in such operations, such as artificial intelligence software programs; procedures to prevent vehicles and individuals from positioning themselves "in the bight", and planning the stacks to minimize hoisting up and over... they are not, in our experience, always effective or practical. In all cases, however, the operator should exercise caution when hoisting, lowering, trolleying and gantrying... and should always move at a safe, controlled speed regardless of any other controls that may be in place.

Vehicle operators and workers & managers obliged to be in close proximity to hazards such as those shown in the photographs above, should always be alert to those potentials and should exercise the wisdom of staying at least one container length in front of (or behind) the potential path of an upset,

**There are lives to be saved.....!**

Let's all do our part in protecting our selves, our friends and our families.

### Working Together For The Benefit Of All

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