



## ILA-UMX JOINT SAFETY COMMITTEE

OSH Circular 2013-05 [10 July 2013]

### 2 Pallet-Wide Containers

For several years now, the European shipping market has been experimenting with intermodal containers whose internal dimensions have been enlarged to accommodate 2 pallet loads (side-by-side; across the container's width). In order to achieve those internal dimensions, the container's side walls must each be pushed out approximately 1.3 inches. This is achieved by (more or less) reversing the sidewall corrugations. Here's a photo that shows a 2 pallet wide (or SeaCell®) container atop a standard 40 foot container in rail gondola stowage:



Containers of this design are lifted in precisely the same manner as all other intermodal containers. They come in 20', 40' & 45' lengths. (standard & high cube [up to 9' 10"] varieties). Their corner fittings conform to the normal 20', 40' and 45' container positions. The sidewalls, however, as pointed out above, are pushed out slightly to accommodate 2 pallet-wide loads. Of late, we have observed a slight increase in the number of these containers entering US ports. It's difficult to know whether that trend will continue or not. Either way, the ILA-UMX Joint Safety Committee (JSC) would like to draw your attention to some subtle safety hazards that could be experienced by cargo handling personnel.

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The photo above shows how the expanded corrugated surface extends marginally past the bottom rail of a 2 pallet-wide intermodal container. When the sidewall dimensions of this type of container are taken together, nearly three inches of overall width are added to the box. That's enough extra width to cause potential safety hazards when placing them in or removing them from bomb carts, in the accommodation of that width in the case of both on deck and below deck stowage and potentially when forming the lower tier of a rail gondola. **PASS THE WORD; TELL YOUR CO-WORKERS; BE SAFE!**



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