



ILA-USMX JOINT SAFETY COMMITTEE

OSH ALERT 2022-07 [10 May 2022]

MACOSH Fact Sheet: Safety in Lashing Operations

On behalf of the Secretary of the U.S. Department of Labor, OSHA today has published the subject Fact Sheet - a product of the Maritime Advisory Committee on Occupational Safety & Health (MACOSH). We provide a link for your access here:

<https://acrobat.adobe.com/link/review?uri=urn:aaid:scds:US:629294b1-da8e-36b9-a64a-bfe0ab945092>



Protecting Workers during Lashing Operations

The lashing of containers and other cargo aboard vessels is dangerous work. Longshore workers lift and maneuver heavy gear in tight spaces with low headroom and work from elevated locations. Their work is often performed around moving equipment, in areas with poor lighting, and during unfavorable weather conditions. As a result, workers are at risk of potential injury from slips, trips, and falls, being struck and/or crushed by equipment or falling objects, and improper handling of gear.

Marine terminal operators and stevedoring firms are responsible for protecting workers from injury.

Training

Workers should be trained on how to safely perform lashing duties. In addition, workers should receive instruction on the proper use of material handling equipment and manual handling techniques to reduce back injuries. Instruction should address vessel conditions, work environments, and various types of tasks, and include an opportunity for workers to discuss related workplace concerns, like hazards they have encountered. OSHA recommends holding safety talks before work begins and after it has been completed to review safety procedures and provide workers the opportunity to report unsafe conditions.

It is important that employers assess working conditions. Under OSHA's Marine Terminal and Longshoring Standards, employers must provide:

Safe Accessibility and Work Areas

- Safe access to vessels with gangways properly rigged and trimmed (29 CFR 1918.22).
- Access ladders, hatch coverings and latching mechanisms that are of appropriate size and in good repair (29 CFR 1918.24 and 1918.31).
- Traffic control patterns that keep workers at a safe distance from motor vehicles and containers being handled by cranes or other powered equipment (29 CFR 1917.4).
- Walking-working surfaces that are clear and dry to prevent slips, trips, and falls (29 CFR 1918.91(b)).

- Work areas that are free of debris, projecting nails, strapping, and equipment or materials not in use or unnecessary for the work being performed (29 CFR 1918.91(a)).
- Holds, intermediate decks, or other compartments free of unsafe levels of carbon monoxide during roll-on/roll-off operations where exhaust is released by internal combustion engines (29 CFR 1918.86(k) and 1918.94).

Protective Equipment and Systems

- Minimum light intensity of 5 lumens in walking, working, and climbing areas (29 CFR 1918.92(a)).
- Railings that are in good repair and spaced appropriately (29 CFR 1918.36).
- Personal protective equipment, such as work gloves, hard hats, fall protection, high-visibility vests, and flotation devices appropriate for the job (29 CFR 1918, Subpart J).
- Equipment, such as inoperable semi-automatic twist locks or turnbuckles, that is in good condition. Defective gear must be removed from service (29 CFR 1918.62(b)(2)). See OSHA guidance on Freeing Inoperable Semi-Automatic Twist Locks (SATLs) in Longshoring.



U.S. Department of Labor ♦ www.osha.gov ♦ (800) 321-OSHA (6742)

Got a question about this particular subject? Write to the JSC at: blueoceana@optonline.net

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