



ILA-USMX JOINT SAFETY COMMITTEE

OSH Circular 2023-09 (04 September 2023)

On-Dock/CY Hand Injuries

At U.S. [and at some foreign] ports, we've begun to see another surge in accidents where workers sustain hand/finger injuries of the “*caught-between*” variety. Often, it's the case where a worker on the dock or in the container yard will get his/her hand caught between a descending container and one of a chassis' twistlocks or a bombcart deck/cutaway. The photograph below illustrates the outcome of one such chassis event.

In assessment of such an accident's “*root cause*”, the conclusions are often varied and sometimes include: *complacency*, *inattention* and *increased speed of the operation*. Like many dock and container yard accidents, the wisdom of “floating the load” combined with effective communication between the dock and the lifting device operator at critical moments during hoisting and lowering appears to make a lot of sense. What do you think?



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

Working Together For The Benefit Of All

ILA-USMX OSH Circulars are devised to reflect the best possible information and guidance, and are products of diligent research and the most up to date subject matter knowledge. Consequently, while the information contained herein is believed to be accurate, owing to a host of factors ILA-USMX can convey no direct or implied warranty relative to the reliance of parties upon content.