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Ref: Group SB 21 004

## Falling Container Incidents

### Significant Near Misses

A recent incident at Greenock Ocean Terminal highlighted a known hazard associated with ship-to-shore container lifting operations. In some cases, two containers may be attached by one or more rogue twistlocks and both containers may be unintentionally lifted by the crane operator.

Twistlocks are NOT designed to be load bearing and so the likely scenario is that the lower container will fall unexpectedly. This was the case in Greenock where two containers were attached by a broken twistlock and the lower container fell suddenly into the ship's hold.

To the credit of operations staff and crew, everyone was observing the Golden Rules and standing well clear of the lifting operation. Sometimes lifting operations do fail so we must always assume that they will fail. This applies to all terminals regardless of cargoes or other loads in suspension.

Golden Rules are mandatory standards which are further supported by the "two box" rule on container terminals. This states that "no one may stand within two container widths of a container in suspension".

**\*\*STOP PRESS\*\*** A *further* incident has happened on 7<sup>th</sup> May 2021 in the Liverpool Container Terminal. A gantry driver locked onto a third height tank unaware the previous port left four midlocks in the bottom ISOs, causing the lower tank to lift and fall. A full investigation is underway.



Peel Ports supervision of the lift is essential to ensure that **no one approaches the lift zone and all staff and crew are standing well clear.**



Please discuss this important bulletin with all container operatives and advise them they should STOP and contact their supervisor if they have any doubts regarding the operation.

For further information please contact:

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