

MUMBAI PORT TRUST
TRAFFIC DEPARTMENT

No.TM/Z/1-10/30

of 2011-12

13.10.2015

CIRCULAR

The President,
Mumbai & Nhava Sheva Ship Agents' Association
The President,
Brihanmumbai Custom House Agents' Association
The President
All India Liquid Bulk Importers & Exporters Association
The President,
Multimodal Transport Operators of India
The President,
Indian Merchant Chambers
The President,
Bombay Chamber of Commerce & Industry
The President,
Maharashtra Rajya Motor Owners' Association
The President,
Maharashtra Truck Owners' Association
The President,
Mumbai Rajya Bus, Tempo, Truck Vahatuk Mahasangh
The President,
Maharashtra Tank Lorries Owners' Association
The President,
Maharashtra Crane Owners' Association

Sirs,

**Sub : Fatal accident to Shri Rama Soma Torad, Private
oil handling worker, on 20.07.2015 at 11 Indira Dock.
- Safety Precautions reg.**

On 20.07.2015, at 1145 hours, at 11 I.D., M.V. Stolt Zulu was discharging Palm oil to Motor Lorry Tankers on the wharf. Shri Rama Soma Torad, one of the private oil handling worker was standing on top of motor tanker lorry No.MH-04-DS-6467 to monitor discharging of oil in tanker compartments. After finishing discharging of oil, when the hose was blown with air to remove the remainants of oil inside, a sudden upward thrust of the pipe hit his face and he fell down from the top of the tanker. He received injuries to his head and both hands. He was immediately shifted to hospital and later he succumbed to injuries on 24.07.2015.

2. The subject fatal accident has been investigated by the Safety Cell of MbPT and it has been, inter alia, observed by them that at the time of blowing pipe with the air, the pipe was not tucked and Shri Torad was standing near manhole on tanker and apparently he was not informed about the commencement of the air blowing operation. He removed tucking and at the same time the pipe was blown with the air. During the operation, he had neither used safety belt, nor wore safety helmet at the time of accident, otherwise he would not have fallen directly on the ground (wharf). Safety belt would have saved him against impact on the ground from a height of 10-12 feet from the top of tanker and helmet could have saved from fatal injury to his head and he would have survived.

...2/-

3. The Safety Cell has given the following recommendations to prevent such type of accident in future :

- i) All the employers, who engage workers in the oil feeding operation into Motor Lorry Tankers directly from ships should arrange safety training to create safety awareness among the workers.
- ii) Employers shall provide proper Personal Protective Equipments like helmets, safety shoes, safety belt, safety goggles, hand gloves, protective clothing, etc. to all their workers and ensure that they are using it in proper way.
- iii) There should be proper supervision and co-ordination to ensure safety in operation.

4. You are requested to inform your members suitably to ensure implementation of the recommendations of Safety Cell mentioned at para 3 above, to prevent accidents in future. This shall be effective from 1st November, 2015.

Yours faithfully,

sd/-

(P.P. PHANSEKAR)
TRAFFIC MANAGER (I/C.)