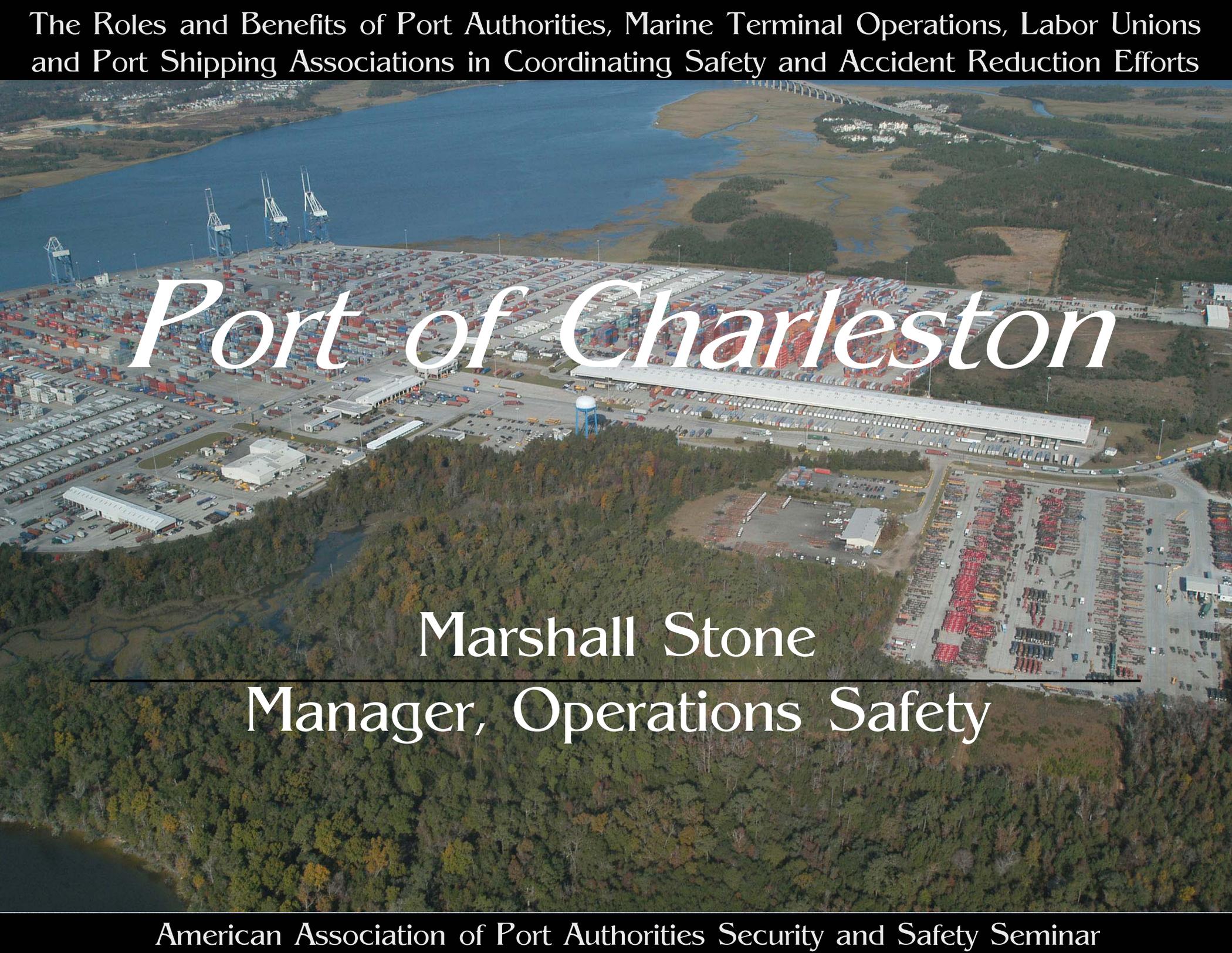


The Roles and Benefits of Port Authorities, Marine Terminal Operations, Labor Unions and Port Shipping Associations in Coordinating Safety and Accident Reduction Efforts



Port of Charleston

Marshall Stone
Manager, Operations Safety

American Association of Port Authorities Security and Safety Seminar

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In The National Headlines:

- **Port of Charleston, July 5, 2004 a port worker died when a container was lowered crushing him.**
- **Port of Georgetown, July 13, 2004 a union dock worker died after being crushed by three rolls of paper.**
- **At New Jersey's Port Elizabeth a checker died in November.**
- **In March, a worker died at Louisiana's Port of Iberia.**
- **During the last two weeks of January, four separate accidents at California's ports left three men dead and one critically injured.**
- **A Los Angeles Port worker died when he slipped and fell under a moving cargo train.**
- **A Redwood City port worker was killed when he fell 40 feet from a collapsed ship gangway.**

An Anomaly?

What I've seen happen here in South Carolina the last few months has been the most freak thing I've ever seen. I hope it's an anomaly. I haven't seen anything like it before.

As a matter of fact, it was a rough year for ports elsewhere, too. National labor leaders became so concerned last fall about port accidents in South Carolina, New Jersey, California and reports of incidents elsewhere in the country that they called for unprecedented safety summits to talk about what might be going wrong.

Landlord Ports and OSHA

Generally, the host employer is in the best position to ensure that communication and coordination of workplace safety and health is taking place. This is because the host employer often controls the means and methods of work; however, contract employers also have a role in workplace safety and health.

Host and contract employers should initially exchange information on occupational hazards, safety rules, and emergency responses.

OSHA 29 CFR 1917

Port Workers Form Safety Committee

South Carolina State Port Authority officials, union leaders and stevedoring firms have created a new Port Safety Work Team to address safety on the waterfront in the wake of accidents last month that left three dockworkers injured.

The Safety Oversight Committee, comprised of senior executives from the State Ports Authority, the International Longshoremen's Association and the stevedoring firms, will consider safety recommendations made by men and women who work on the docks.

Union longshoremen, stevedores and SPA employees will be part of a second group, the newly-formed Port Safety Work Team, and will meet regularly to talk about safety practices and accident prevention on the waterfront.

Port Work Safety Team

On December 9, 2004 the newly formed Port Safety Work Team held their first meeting.

Attendees included:

- Maersk-Sealand**
- SSA Cooper**
- Ceres Marine Terminals Incorporated**
- International Longshoreman's Association, 1422/1771**
- South Carolina State Port Authority**
- South Carolina Stevedores Association**

Team Direction:

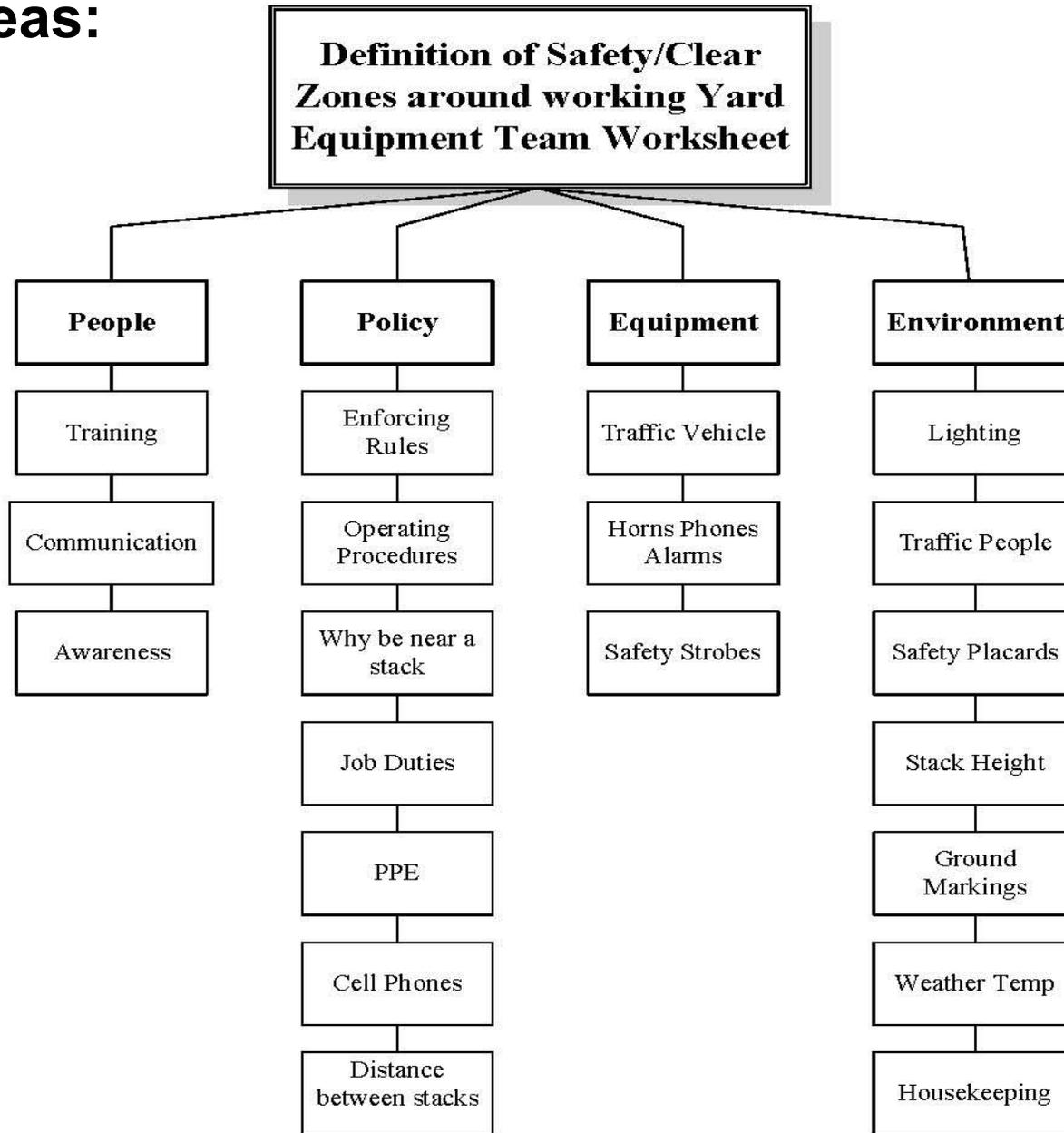
Problem Statement: During recent months we have seen an increase in accidents at our port terminals, some of which have been serious in nature involving both fatalities and critical injuries.

Examples of Safety Problems: Exposure to falling boxes, possible equipment failure and cargo related accidents that include rigging equipment.

Deliverables: Develop an action plan for solving assigned and/or identified problems complete with risk assessment, expected costs, required resources, barriers, policy development and/or revisions and possible side effects of each action proposed.

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Focus Areas:



Port Safety Work Team Accomplishments:

- **Rubber Tire Gantry Crane (RTG) Handout**
- **Top-Lifter/Empty Handler Handout**
- **Terminal Traffic Safety Handout**
- **Emergency Medical Response Plan**

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PORT SAFETY WORK TEAM: Clerk / RTG Operator Safety Procedure (Rev-1- 4/05)

South Carolina Stevedores Association / South Carolina State Port Authority / International Longshoremen Association, 1422/1771

Safety Procedure



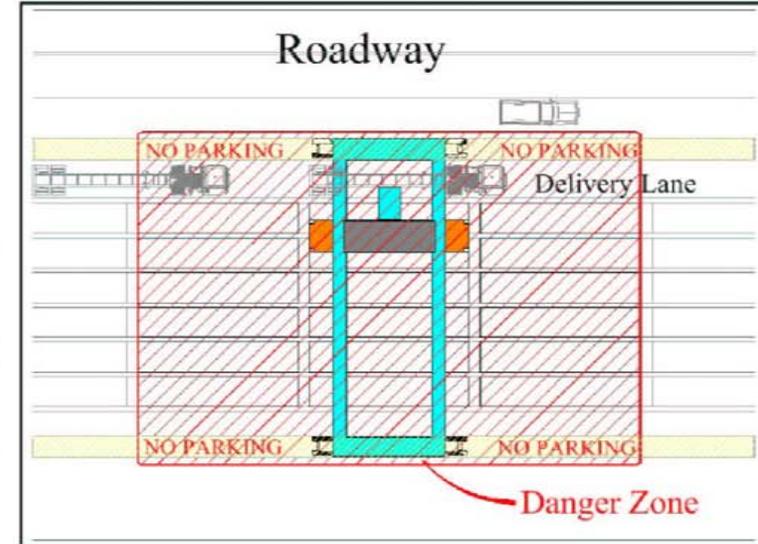
APPLICABLE REGULATIONS:

29CFR 1917.71 (e), 1917.93, 1917.94:
Requires the use of high visibility vests, hard hats and safety shoes.

1917.71 (d) (2): Stay clear of the area beneath a suspended container.

RTG Procedures

- Never step in the **Danger Zone** when an RTG is working. The **Danger Zone** is defined as 40' to the right and left of the working RTG.
- Adhere to the following radio communication procedures and guidelines for RTG and clerk working together:
 1. Before hoisting, operator and clerk will make visual contact and perform a pre-lift radio check. Radios will be supplied by the Stevedore Company.
 2. In the event of radio failure, the clerk will communicate with the RTG operator via a ground level phone. When working near wheel assemblies, the clerk will be positioned near the RTG ground level phone so that his/her location is known to the RTG operator.
 3. Before moving planned and unplanned containers and before gantrying, the RTG operator will establish the clerk is clear of area beneath suspended containers by radio contact.
 4. Clerk will notify the RTG operator of any person observed entering the **Danger Zone**.
 5. RTG operator will visually check empty cell for clearance before grounding a container.
- If a clerk must work within the **Danger Zone**: he/she must communicate with the RTG operator who will raise spreader and stop all crane functions until the clerk has completed all activity. Before resuming operation, operator and clerk will make visual contact and perform a pre-lift radio check.
- Before changing stacks: the clerk will communicate with the stevedore in the lead to set up trucks on the new stacks and then will advise the operator to gantry to the new stack. In the event the next working stack in ship sequence needs to be corrected, the clerk will call the shipside clerk for assistance.
- When an RTG is cross traveling from pad to pad: a spotter will be called to assist and direct the RTG operator.
- A safety vest, hard hat and safety shoes are required for work. Hard Hat and Safety Vest are mandatory within the RTG **Danger Zone**.
- Clerks are to log in radios at beginning and end of each shift.



Never stand or park within the **Danger Zone of a working RTG.**

When possible, do no park in an open container slot in a stack!



The Roles and Benefits of Port Authorities, Marine Terminal Operations, Labor Unions and Port Shipping Associations in Coordinating Safety and Accident Reduction Efforts

PORT SAFETY WORK TEAM: Clerk / Toploader/Empty Handler Safety Procedure, Final 4/05

South Carolina Stevedores Association / South Carolina State Port Authority / International Longshoremen Association, 1422/1771

Safety Procedure



APPLICABLE REGULATIONS:

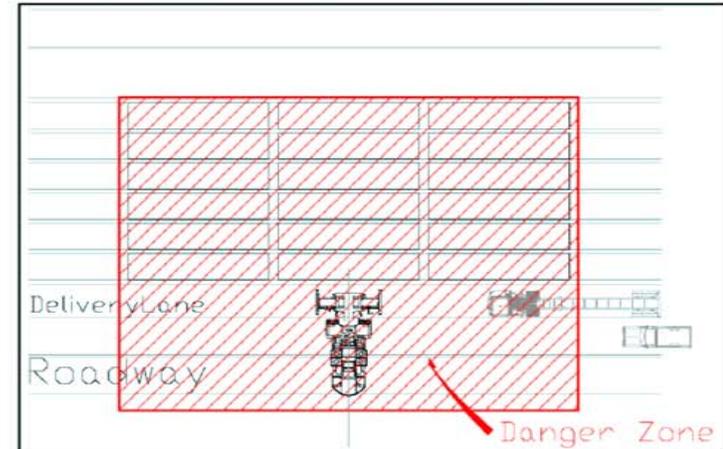
29CFR 1917.71, 1917.93, 1917.94:

Requires the use of high visibility vests, hard hats and safety shoes.

1917.71 (d) (2): Stay clear of the area beneath a suspended container.

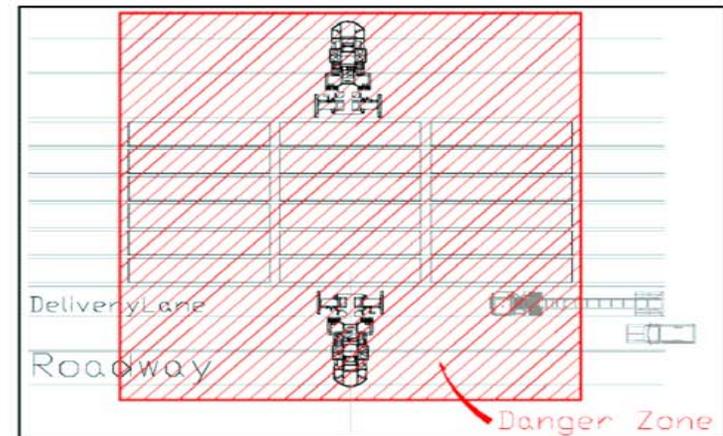
Toploader/Empty Handler Procedures

- Do not enter the **Danger Zone** when a Toploader or Empty Handler is working. The **Danger Zone** is defined as no less than 40' to the right, left, and behind the working machine.
- Radio communication procedures:
 1. Before any operations begin, operator and clerk will make visual contact and perform a pre-lift radio check. Radios will be supplied by the Stevedore Company.
 2. In the event of radio failure, the clerk will signal the operator and a replacement radio will be obtained.
 3. Before moving planned or unplanned containers, the operator will establish the clerk is clear of the **Danger Zone** by radio contact with the clerk.
 4. Clerk will notify the Toploader/Empty Handler operator of any person observed entering the **Danger Zone**.
 5. Operator will visually check empty cell for clearance before grounding a container.
- If a clerk must enter the **Danger Zone**: he/she must communicate with the Toploader/Empty Handler operator who will raise spreader and stop all functions until the clerk has completed all activity. Before resuming operation, operator and clerk will make visual contact and perform a pre-lift radio check.
- Before changing stacks: The clerk will communicate with the stevedore in the lead to set up trucks on the next stack and then will advise the operator to travel to the next stack. In the event the next working stack in ship sequence needs to be corrected, the clerk will call the shipside clerk for assistance.
- Safety vest, hard hat and safety shoes are required for work. Hard Hat and Safety Vest are mandatory within the Toploader/Empty Handler **Danger Zone**.
- Clerks are to log in radios at beginning and end of each shift.



Never stand or park within the **Danger Zone of a working Toploader or Empty Handler**

When possible, do not park in an open container slot in a stack!



Special Situations: Clerks and equipment operators should pre-plan their work and communicate with each other. Your Teamwork will bring about safe, efficient production. Clerks should discuss with their shipside clerk and/or Stevedore unusual situations before performing such work.

Port Safety Work Team Resources:

- **South Carolina Motor Carriers Association**
- **South Carolina Trucking Association**
- **Manufacturing Companies**
- **Engineering Firms**
- **State Agencies**
- **Local Fire and Police Departments**
- **Government Agencies: USCG, DOT, EPA and OSHA**

Resource involvement:

South Carolina Motor Carriers Association

The Port Safety Work Team is seeking a member of the South Carolina Motor Carriers Association to serve as an associate member of the team to assist in the development of a port terminal traffic safety handout.

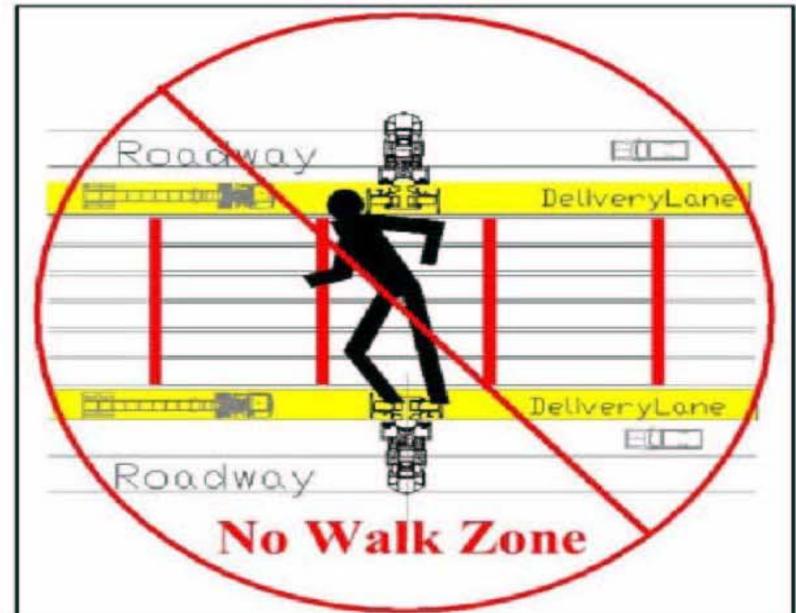
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PORT SAFETY WORK TEAM: Traffic Safety Handout (Draft 4/21/05)

South Carolina Stevedores Association / South Carolina State Port Authority / International Longshoremen's Association, 1422/1771

The following rules apply to all Drivers for your personal safety while visiting Port terminals:

- Drivers will **remain in vehicles** at all times except:
 - Securing and unsecuring containers to your chassis.
 - Inspecting empty containers and chassis.
 - Safety Vest must be worn while performing the above.
- **Never walk into container stacks!**
- Do not park or stand in **No Parking** areas or in open container storage areas.
- Parking in open container slots is **prohibited!**
- **Never talk** on a cell phone while driving, communicating with an operator or while being loaded or unloaded.
- **Yield** at all times to Container Handling equipment while on all port terminals.
- Obey all terminal traffic signs and ground markings.
- Drive on **designated** roadways only, U-turns are **prohibited!**
- All terminal traffic is subject to Port Police enforcement. **Failure to obey rules will result in suspension from Terminals.**
- South Carolina Uniform Traffic Citations will be issued for traffic offenses.



Benefits/Options:

There are different roles for different folks but there are common issues that we all can do better on!

- **Communication**
- **Identifying common safety interests**
- **Pooling resources**
- **Cross organizational safety rules**
- **Co-enforcement of safety rules**
- **Standardization of equipment identification**
- **Standardization of hand signals**

Benefits/Options:

One of the most important factors that everyone involved in port operations must consider is community perception of the port and it's ability to control the safety of it's employees and community.

In the case of safety, perception means everything.

"We must all hang together, or, most assuredly, we shall all hang separately."

Ben Franklin

A remark made to John Hancock at the signing of the Declaration of Independence in Philadelphia, on July 4, 1776. It means the signers of the Declaration of Independence should all stay together (hang together) and fight for their independence from England. Because if they fail, they will be hung for treason (hang separately).

Everyone must work together for success in accident reduction.

Panel Discussion