

**MINUTES OF A JOINT SAFETY COMMITTEE MEETING
HELD AT 1:00 P.M. ON THURSDAY, DECEMBER 7, 2006
IN BOARDROOM 1 OF THE MARITIME LABOUR CENTER
AT 111 VICTORIA DRIVE, VANCOUVER**

Attendees:

BCMEA

R. Meyer (Co-Chair) – Vancouver Wharves
P. Fry – DW Ports
A. Schwingenschloegl – TSI
S. Dixon – TSI
T. Gutenberg – Fraser Surrey Docks
D. Parry – Neptune Bulk Terminals
P. Vieweg – Western Stevedoring
B. Webster – Seaboard Shipping
B. Thorson – Western Stevedoring
C. Carlsen – Westcan Stevedoring
J. Beckett – BCMEA

ILWU

A. LeMonnier (Co-Chair) – ILWU, Canada
C. Zuckerman – ILWU, Local 500
B. Hartley – ILWU, Local 508
R. Dickens – ILWU, Local 505
D. Dosen – ILWU, Local 500
J. Collins – ILWU, Local 502
S. Bushell, ILWU, Local 500

AGENDA

- I) **Adoption of Minutes of Previous Meeting – Sept 25, 2006**
- II) **Approval of the Agenda – December 7, 2006**
- III) **Business Arising from the Minutes**
 - .03) Request to issue Defibrillators to First Aid Attendants
 - .04) Working at Heights on a Vessel
 - .05) Lighting Levels at Docks
 - .06) Caulk Boot Replacement Program
 - .07) Ro-Ro Air Quality
 - .08) Contingency Plan for Potential Avian Flu Pandemic
 - .03) Sling Inspection Training
 - .05) Container Inspection Policy or Procedure
- IV) **New Business**
 - .01) Joint Re-write of White safety Book
 - .02) Industry High Wind Policy
 - .03) Shore Based Operation while Ship berthing or disembarking
 - .04) First Aid Attendant High-Vis Vest
- V) **Open Discussion**
- VI) **Next Meeting**

The meeting was called to order at 13:15.

I) Adoption of Minutes of Previous Meeting – April 25, 2006

The minutes of September 25, 2006 meeting were adopted with one modification. The term “pulp” in item .04)) Plastic Banding should have been “lumber”.

II) Approval of the Agenda – December 7, 2006

The agenda was approved.

III) Business Arising from the Minutes

.03) Request to Issue Defibrillators to First Aid Attendants

The Employer group requested that a comprehensive review of costs, training and liability issues, etc., be provided before a decision is made. The sub-committee met with Dr. Franklin on May 29, 2006 at the BCMEA to review this information. This item will be held in abeyance until other issues have been addressed.

Dec 7: Further discussion took place on the subject. The employer group expressed mixed support for this initiative due to the ongoing administrative burden, cost in light of other priorities, and potential labour relation issues that might occur should the First Aid Attendant be the only person designated to use the AED. The Union agreed to review the labour relation issues, and the BCMEA agreed to conduct a full costing for the industry.

OPEN

Responsible: Association/Union

.04) Working at Heights on a Vessel

The sub-committee met on September 18, 2006 to write a draft version of an Industry-wide Fall Protection Policy; this was circulated to all attendees. Suggestions were made regarding the language and inclusion of the Training Department at the next meeting. The sub-committee will meet again on October 24, 2006 to finalize the draft and subsequently forward it to the Direct Employers.

Dec 7: Further discussion took place at this meeting. A draft policy was distributed in November. The union will have a final review of the draft policy before returning it to the BCMEA. The policy will then go to the Industry Safety Policy Committee for approval.

OPEN

Responsible: Association/Union

.05) Lighting Levels at Docks

The Union has appealed the HRSDC Officer's decision regarding which Lighting Schedule applies to the Waterfront. The Union had requested that all sites conduct a review of their lighting levels; the employers have already conducted lighting inspections and feel that they are meeting current regulations. Both parties are awaiting HRSDC's decision with respect to which Lighting Scheduled must be followed.

Dec 7: Decision on the subject is still outstanding.

OPEN

Responsible: Direct Employers/Union

.06) Caulk Boots Replacement Program

The BCMEA will propose a policy for the replacement of caulks and/or caulk boots. The Association will also identify if a distribution policy is necessary. Currently, workers despatched to logs have not attained enough hours to qualify for caulk boots and those workers that have received them are often not working log jobs.

Dec 7: There continues to be some confusion around what the policy has been and currently is. J. Beckett will contact those who were involved in the original policy development to seek out clarification.

OPEN

Responsible: Association

.07) Ro-Ro Air Quality

The Vancouver Island Local expressed a concern regarding the air quality aboard the Ro-Ro vessels on Vancouver Island. The stevedoring superintendents have been equipped with carbon monoxide meters to measure levels in the cargo spaces as the loading progresses. The owners have made an effort to ensure that the ventilation fans are meeting the system's optimum operating levels. The ship owner informed the group that the diesel fuel consumed by the running equipment is being treated with Combustal, a fuel additive that reduces emission of particulate matter by equipment. The owners also stated that they were investigating changing over to bio-diesel. The number of flat deck trucks employed on Vancouver Island is more than the number used at other BC loading ports and this additional equipment may result in having excess equipment idling and could be a contributing factor to the build up of fumes in the cargo spaces. The owners will investigate this further and where there is excessive idling of units will look into reducing the number of trucks employed. It was agreed upon by both parties that Mr. Dosen (ILWU Local 500) would attend an inspection of a Ro-Ro ship in Vancouver the following week.

Dec 7: The inspection identified above was conducted without any incident. Western has a multi sensor gas detector that is used on all Ro-Ro operations. This, along with the use of additives, awareness and low sulfur fuel seems to have addressed the safety concerns.

CLOSED

.09) Contingency Plan for Potential Avian Flu Pandemic

The Union had previously raised concerns with respect to contingency plans for a potential avian flu pandemic. The Union suggested that the Association should verify with Health Canada how it is anticipated that they will be affected. The employers conceded that if there is a pandemic; it will impact the general population, not just transportation-oriented industries. The basic approach to limiting the spread of a pandemic flu would be via basic hygiene (face masks, antibacterial hand gel stations and implementing social distances); however, each site will need to make arrangements for the procurement of necessary items. In addition, the direct employers will be responsible for business contingency plans.

Dec 7: Each employer is responsible for a business contingency plan for emergency situations. This plan should include any issues that may occur due to an avian flu pandemic. As a pandemic would affect the general population, all parties would be under the direction of Health Canada and the local Health Authority.

CLOSED

.03) Establish Sling Inspection Training

The Union would like the Industry to create a 'wear standards' document for slings as it is believed that some slings do not meet standards. Although workers currently have procedures to follow, including inspection of the certificates, many cannot determine which slings meet standards despite the certificates. It was suggested that employees should receive more in-depth training on this topic; it was agreed that this issue would be further discussed with the Training department in order to schedule training of the trainers, superintendents and foremen on sling standards.

Dec 7: A number of suggestions for improvement to the sling procedures and protocols were suggested by both parties. Suggestions included information boards at the entrance to each ship (as the PMA does), bulletins on wear standards, and quick cards on slings. Western Stevedoring has started a 5 training program for new foremen that includes sling inspection. The BCMEA and the Union will shortly be reviewing the GWST and SOP II for content. Ongoing and new employee orientation training on slings will be included within those programs.

CLOSED

.05) Container Inspection Policy or Procedure

It was recommended that a visual container-inspection procedure be implemented at the container terminals in order to avoid an incident occurring due to damaged and/or worn containers. Currently, under the International CSC, containers are certified by the manufacturer at the manufacturing date, 5 years later and then every 30 months. However, due to a recent incident where a container fell a short distance due to worn corner pockets. The employers requested that information should first be gathered regarding current inspection procedures, identification of site employees that have contact with the containers and identification of employees that will have time to perform visual or cursory inspections.

Dec 7: The Union proposed a multi-faceted inspection process and recommended a committee be formed to develop the process. The employers, while understanding and supportive of ensuring container safety, expressed concern that they did not want to create a practice or process of inspection that is suppose to be conducted by another regulatory agency such as Transport Canada. The Union believes that the industry ACEP program is not working. The BCMEA and the Union will contact Transport Canada to gain a better understanding on how the ACEP program is suppose to work.

OPEN

Responsible: Association and Union

IV) New Business

.01) Revision of the Safety White Book

The Employer and the Union agree that the Safety Regulations Governing Vessels and British Columbia Ports (White Book on Safety) is in need of updating due to industry practices and new standard operating procedures that have been developed since the last update in 1997. The Union and the Association will meet in January to develop scope and timeline.

OPEN

Responsible: Association and Union

.02) Industry High Wind Policy

The Union requested a uniform industry wide High Wind Policy for containers, bulk and deck loading. Their concern stems from the recent high wind storms which have been experienced, and the confusion around slow-down and shut down speeds for the various equipment on the waterfront. Previously, there was a uniform agreement, but procedure may no longer be appropriate as the engineering for ship loading equipment is now more advanced. The employers expressed concern that a uniform policy (same shut down speed for all pieces of equipment on all sites) is not appropriate because of the improvements in engineering and believe this is better handled by the local safety committees. The committee agreed to look into the issue.

OPEN

Responsible: Association and Union

.03) Working on Shore based Equipment while Ship is Berthing

The Union requested the creation of an industry wide policy of no employees onboard shore based equipment while the ship is berthing or departing. The issue stems from a death in Mobile, Alabama where an electrician was killed when the ship hit the dock at speed knocking him off of a gantry crane. This type of policy is automatic at FSD due to limited space, but currently does not exist anywhere else. The Union also requested that this policy apply to employees on adjacent ships. The employers agree that this is an employee's right not to be onboard equipment when there is a chance of it being hit by a ship, and a policy is not warranted. The Union will draft a bulletin for its members after the employers have had a chance to review it. Also, the issue will be added to SOP 2 and the GWST as they are updated.

OPEN

Responsible: Association and Union

.04) Unique High-Vis Vest for First Aid Attendants

The Union requested that first aid attendants be provided with a unique high-vis vest that would identify them as first aid attendants in an emergency situation. They requested the vest have a radio pocket so their hands could remain free while administering first aid or moving to the site of an incident. The BCMEA will look into costing a vest that is similar to the current vest that is handed out and will provide the Union with a sample to take back to the first aid attendant who requested this.

OPEN

Responsible: Association and Union

VI) Next Meetings:

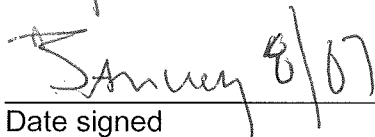
Joint Industry Safety Committee Meeting – March 22, 2007 at BCMEA Offices.

The meeting adjourned at 16:00.

Signed,



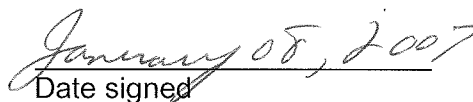
For the BCMEA
J. Beckett – Co-Chair



Date signed



For the ILWU - Canada
A. Le Monnier – Co-Chair



Date signed