

Minutes of the Joint Safety Committee (JSC) Extraordinary Meeting
Held at the BCMEA, 349 Railway St., Vancouver, BC, V6A 1A4
1:05pm, June 10, 2013

Attendees

BCMEA

David Moorhouse – (Co-Chair) BCMEA
Meghan MacLean – BCMEA
Peter Edwards – BCMEA
Randy Beatch – Western Stevedoring
Keith Moger – Western Stevedoring
Jim Fairweather – Ceres

ILWU

Tom Doran – (Co-Chair) ILWU Canada
Ray Lavalee – Local 508
Romeo Bordignon – Local 502

Regrets

Eric Skowronek Local 500
George Sebastian Local 505

Agenda

Meeting was convened by mutual agreement to review the final draft of Western Stevedoring (WS) fall protection procedures for lashing log deck loads. This issue was presented at the May 29, 2013 JSC regular meeting, but referred to WS workplace safety committee for consultation. WS subsequently clarified that necessary consultation with its committee had occurred, Feb. 2013, and requested an extraordinary meeting to review and endorse the implementation of the procedure beyond Vancouver Island.

Discussion

Keith Moger offered some background:

- Started this process 2 1/2 years ago
- Challenging on logs, different anchor points
- Started on Vancouver Island since the majority of logs are there
- Our safety people wrote out a rough procedure, then tried out the procedure and modified. There have been 16 revisions to date
- It was always understood that this would go to the Western Safety Committee for review and then the JSC for endorsement
- Transport Canada (TC) warned a year ago regarding log ship fall protection. Obligation to comply and keep employees as safe as they can. Procedure has been provided to TC. WS has since invited TC to observe, but they have declined.
- Request this group to provide some oversight
- These are fluid documents - likely to be modified. Will be subject to change.

Randy Beatch provided some history:

- First tried June 2, 2011. Tried on 6 ships in 2011, 6 in 2012, and 4 so far this year. Randy has been involved since July 2012
- Started off with tying off to one log on the deck somewhere. Decided not a good enough anchor, modified to current version where snotters are buried in the logs at 20' intervals. Started with self retracting lanyards, but difficult to manage. Implemented rope grab, but difficult to manage. Ended up with aircraft cable and a rebar carabiner for attachment. Most equipment is similar to roofing industry. Tried cross over harness, but caused chafing. Ended up with H-style harness. Introduced inflatable life jackets for work over water: less bulky and harness D-rings exposed. Brought gear boxes on board, rather than on the dock.

- Haven't had an improvement on the procedures in the last three jobs. On 2nd to last job, had all VI head foremen attend. Last job invited Romeo and Bob Ashton.
- Don't anticipate anybody ever experiencing free fall
- Feedback from workers is it's not perfect, but better than we had.

Review / Discussion

- Union concern re. placement of lanyards and rescue procedures. Better the 2nd time Romeo saw it. Has the rescue procedure been tried? No. Can discuss a trial run
- Union suggest wording re. anchor selection on pg. 6 be changed from "suitable mass" to "36" of mass, single or cumulative". Is this a rated position, re. the person on the lanyard? No. 95% people have been shown how to put a harness on. Everybody should be able to do this. Will become common practice
- Western indicates that a video will be produced and shown to people who haven't done the job before
- Union concern about exemption from requirement to wear fall protection for Hatchtender and foremen. Why? PPE can't in itself be a hazard. Loads passing overhead or if log falls out, the worker needs to get out of the way. Signalling less risky than pulling chains, etc. Has there been any thought given to the position and duties of the Hatchtender. Could they signal from another location? Use radio? Do they need to be in the hazard zone? How is WS going to ensure compliance?
- Union concern about the option to climb down stanchion ladder without fall protection. Those ladders can be in rough shape. The procedure gives the choice of either using FP or not. Suggest the option not to use FP be removed to eliminate the temptation
- Union what like to know what the rollout looks like? How to implement? Western plans to start the same process as VI. Introduce on the river next. Train all their foremen and consult with workers on the river. Develop and use video. (Video of ship extraction shown as an example of the type of video they can produce). Introduce to VI committee on June 21. Invite the same head foreman who participated in development to present to the committee.
- Union query, will foremen act as trainers? No. It's not training. Foremen direct the process just like any other job. Longshore already know how to properly fit a harness and have had fall protection awareness training. [Western] will always have someone on the job who is familiar with the process to ensure the gear is properly rigged and used
- Union asks how does [the above] cover off due diligence? [Western] already does this with steel fall protection and retractable lanyards mounted to head. No formal training in the procedure. Foremen instruct. There are many procedures now that we depend on foremen to provide. 100's of people working without the need for formal training. [Western] trains foremen. Foreman directs worker to do the job, and how. This is similar.
- Union suggests workers are not trained in fall protection in the Safety Orientation Program. [BCMEA] training details when fall protection is required, hierarchy of fall protection, overview of regulations, elements of a fall protection system, proper harness fit and evaluation of fit for each individual
- BCMEA suggests that we go through the procedure line by line and have the union detail what elements require training. Not agreed to by the union. BCMEA asks "What do you see as training objectives?" No response

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- Union sees a need to roll out the procedure to Longshore. Workers would benefit from awareness of elements of procedure. Right to know proper procedure. Discussion re. early start? Tool box talk? Video? [Western] believes this should be done on the day the ship is working
- Chair calls for further comments? None.

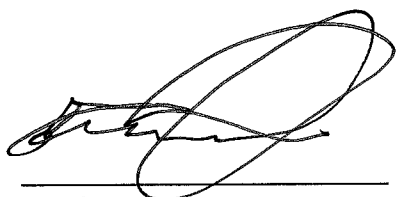
Actions

Committee consensus that Western's log fall protection procedures be implemented elsewhere in the province, with the conditions that Western Stevedoring,


1. change language re. anchor selection on pg. 6 from "suitable mass" to "36 inches of mass, single or cumulative".
2. conduct a rescue drill
3. reconsider the exemption from fall protection for Hatchtenders and Foreman. Consider reexamining work procedures and positioning
4. remove the option to climb down stanchion ladder without fall protection
5. develop procedural awareness to deliver practically on the ship, on the day the system is to be used, E.g, video, toolbox talk
6. consult with Vancouver Island committee on June 21
7. invite committee representatives to log jobs where this procedure will be used
8. report to this committee periodically as each issue is addressed, and provide a final report at the next regular meeting of the JSC in September.

Note: Western advised June 13 that they will have their safety people provide log fall protection awareness, ½ hour prior to a log job shift start on the day the procedure will be used.

Meeting adjourned 1500k



For the BCMEA
David Moorhouse – Co-Chair



For ILWU Canada
Tom Doran – Co-Chair

July 4/13
Date signed

JUL 02 2013
Date signed