

# PACIFIC COAST MARINE SAFETY CODE

1996 Revision

INTERNATIONAL LONGSHOREMEN'S  
AND WAREHOUSEMEN'S UNION

*and*

PACIFIC MARITIME ASSOCIATION

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Name \_\_\_\_\_

Port \_\_\_\_\_

Local No. \_\_\_\_ Reg. No. \_\_\_\_\_

Social Security No. \_\_\_\_\_

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“The Union and the Employers will abide by the rules set forth in the existing Pacific Coast Marine Safety Code which shall be applicable in all ports covered by the Agreement.”

— *Section 16.11 of the Pacific Coast Longshore Contract Document, 1996-1999 and the Pacific Coast Clerks’ Contract Document, 1996-1999*



*In a question of convenience vs. safety,  
safety first.*

*In a question of comfort vs. safety,  
safety first.*

*In a question of tonnage vs. safety,  
safety first.*

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**FOREWORD**

Recognizing the need for minimum safety standards for stevedoring operations, the Pacific Coast Marine Safety Code was originally developed by the Pacific Coast marine industry as a voluntary code for use in all ports of the Pacific Coast.

The work of drawing up the Code was delegated to the Pacific Coast Marine Safety Code Committee composed of delegates representing shipowners, waterfront employers, and longshoremen from four districts comprising all of the major ports of the Pacific Coast, together with the General Chairman, Byron O. Pickard, and a board of technical advisers.

The Code was adopted at special meetings of the Pacific Coast Marine Safety Code Committee held in San Francisco, August 2, 1929; Portland, August 19, 1930; Los Angeles, November 6, 1931; and San Francisco, October 21, 1932; and remained as voluntary Code until its inclusion in the November 1946 return-to-work agreement when it was included in the Longshore Contract by the Waterfront Employers Association of the Pacific Coast and the ILWU.

Since 1946, the Code has been revised and amended on several occasions, usually when the Pacific

Coast Longshore Contract is negotiated. The 1996 revision was completed on July 1, 1996 by the following committee:

*For the International  
Longshoremen's and  
Warehousemen's Union*

Tony DePaul  
Douglas Getchell, Chairman  
Tom Hebert  
William "Bill" Watkins  
Paul Wieser  
Michael Zuliani

*For the Pacific Maritime  
Association*

Mark Blackman, Chairman  
Hank Bynaker  
Paul Foster  
Peter Johnson  
John Pavelko

*The effective date of this Code is July 1, 1996.  
This revision was printed November 1996.*

# PACIFIC COAST MARINE SAFETY CODE

## *SECTION 1*

### **SCOPE, PURPOSE AND EXCEPTIONS**

**Rule 101.** This Code applies to all work performed under terms of the ILWU-PMA Pacific Coast Longshore and Clerks' Agreement.

**Rule 102.** The purpose of this Code is to provide minimum requirements for safety of life, limb and health. In cases of practical difficulty or unnecessary hardship an employer or ship may make exceptions from the literal requirements of this Code and permit the use of other devices or methods, but only when it is clearly evident that equivalent protection is provide.

**Rule 103.** The word "shall" is to be understood as mandatory.

**Rule 104.** The safety duties listed in this Code by job category shall not be construed to establish manning requirements.

**Rule 105.** At the direction of the parties, this Code was revised and updated in 1990 to upgrade its capacity to prevent injuries, and to reduce injury incidence rates. All persons party to this Code shall assume and properly discharge their safety responsibilities.

**Rule 106.** If applicable Federal regulations adopt reduced permissible employee exposure values for noise and

carbon monoxide that differ from the provisions of this Code, the revised values shall apply.

**Rule 107.** This Code shall not supersede the provisions of Section 11.41 of the Pacific Coast Longshore and Clerks' Agreement.

**Rule 108.** Nothing in this Code shall preclude the introduction of new operations, equipment, methods, or processes, but only when it is clearly evident that equivalent protection is provided. A copy of a letter shall be transmitted to the local union(s) in the port or ports where the new operations, equipment, methods or processes are introduced.

## SECTION 2

### DUTIES OF VESSELS OF ALL TYPES

**Rule 201.** The owners and/or operators of vessels shall provide safe ship's gear and equipment and a safe working place for all stevedoring operations on board ship.

**Rule 202.** Inspection of ship's gear shall be made by the ship's officers before gear is used for stevedoring operations, including limit switches and alarms, if installed. Where limit switches and alarms are installed, they shall be in proper working order.

**Rule 203.** The ship's officers shall give all assistance possible in maintaining the gear in safe condition while in use.

**Rule 204.** All boom guys and gin blocks shall be secured by safety shackles or other type shackles, properly moused.

**Rule 205.** Shields, screens or other protective devices shall be provided which will prevent contact with gears, friction drives, cranks, connecting rods and all other exposed moving parts of winches and other machinery.

**Rule 206.** All projecting set screws on moving parts shall be replaced by countersunk or headless set screws unless

moving part is so guarded that contact is impossible. No part of the set screws shall project above the surface.

**Rule 207.** Excessive noise shall be eliminated. Employee noise exposure shall be in accordance with Rule 305. Chipping and scaling of decks, bulkheads or sides of vessels by ship's crew or shipyard personnel shall not be carried on in the immediate vicinity of hatches in which cargo is being worked.

**Rule 208.** There shall be no spray painting or sandblasting in the immediate vicinity of longshore operations.

**Rule 209.** Ship's officers shall make certain that all electric arc or gas welding operations conducted during cargo handling operations shall be so shielded as to effectively prevent injuries to employees in the vicinity.

**Rule 210.** When welding or burning is being done in a hatch in which longshoremen are working, necessary precautions shall be taken to prevent hot metal from falling on men working below.

**Rule 211.** Ship's crew or repair crews shall not be permitted to work in rigging over heads of men working in the hold, on the deck, or on the apron.

**Rule 212.** When any parts of the ship (such as mast stays) are so located as to make an unsafe place for the winch driver to stand when driving double, either the stays shall be unshipped or the winches shall be driven single.

**Rule 213.** Holes in strongbacks or beams for attaching bridles shall be located within reaching distance from the coaming so that the bridle may be attached without the men climbing on the strongback or beam.

**Rule 214.** Sufficient hatch boards of proper dimensions to ensure a safe working surface for each deck being worked shall be supplied during stevedoring operations.

**Rule 215.** Adequate handgrips shall be provided on all hatch boards.

**Rule 216.** Broken, split, or ill-fitting hatch covers shall be replaced at once.

**Rule 217.** All hatch covers, and fore and aft and 'thwartship beams, insofar as they are not interchangeable, shall be clearly marked to indicate the deck and hatch to which they belong, and their position therein.

**Rule 218.** Deflectors shall be furnished and used to prevent liquids from overboard discharges from reaching the pier apron, lighter, or log rafts.

**Rule 219.** When main decks are intentionally oiled or painted for protection preparatory to stowing a deck load, safe walkways shall be provided by the ship by use of sand, dunnage or other suitable non-slip material.

**Rule 220.** All decks and other places where persons are engaged in the operations shall be kept free from litter, clean, and passageways shall be kept open.

**Rule 221.** Grease, oils, etc., spilled where operations are being carried on shall be immediately cleaned up and covered by sand or other suitable material.

**Rule 222.** A liberal supply of sand or other suitable material shall be kept readily available for use on slippery places.

**Rule 223.** When cargo of a highly flammable nature such as cotton, sisal, jute, etc., is being worked, the ship shall take the necessary steps to insure that any fire can be immediately controlled, and the fire main shall be charged and the hose connected.

**Rule 224.** Garbage shall be disposed of regularly.

**Rule 225.** Garbage remaining on deck, pending collection, shall be kept covered.

**Rule 226.** Garbage cans shall never be placed so that passageways are blocked or so that they will otherwise interfere with stevedoring operations.

**Rule 227.** An adequate quantity of cargo lights in good condition and with proper size bulbs shall be provided before night work starts. Adequate illumination for night work shall be in accordance with Rule 304.

**Rule 228.** Cargo light reflectors shall be kept clean and in good condition. Lines shall be attached for lowering or raising cargo lights unless the cord is designed to suspend the light.

**Rule 229.** Permanent deck and 'tween deck lighting fixtures, mast lights and outlets shall be maintained in usable condition and tested at frequent intervals.

**Rule 230.** The vessel shall supply fittings of sufficient number and of adequate size to allow for the proper securing of the cargo gear for a safe operation.

**Rule 231.** Members of the ship's crew shall not be permitted to smoke aboard ship or on the dock except in authorized, designated places.

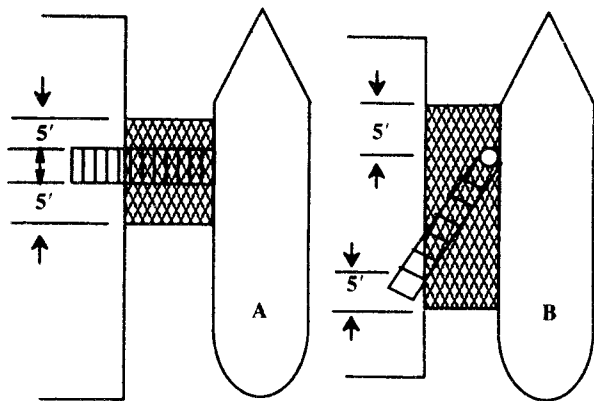
**Rule 232.** Ship's crew members shall not be permitted in the immediate vicinity of longshore operations except in the course of their duties, but in no event while under the influence of intoxicating liquor.

**Rule 233.** Where noxious gases may be present in holds or compartments, or when the ship has been fumigated, such places shall be declared clear of gas by a qualified inspector competent in the use of test equipment and procedures before employees are permitted to enter. Where state or Federal regulations prescribe inspector qualifications, they shall apply.

**Rule 234.** A life net furnished by the vessel shall be rigged under all gangways or accommodation ladders used by employees in such a manner as to prevent a person from falling between the ship and the dock. When the means of access is rigged at right angle to the ship (athwartship), the net shall extend at least five feet (5') on either side. When the means of access is rigged parallel to the ship (or nearly so), the net shall

extend at least five feet (5') past the top and at least five feet (5') beyond the junction point of the means of access and the dock.

**Exception:** Ramps equipped with handrails on roll-on/roll-off or drive-on/drive-off vessels.



**Rule 235.** When a ship is lying at a pier or wharf, there shall be provided at all times a safe means of going to and from the ship consisting of a gangway or ramp. Such means of access shall be adequately lighted during hours of darkness. Personnel platforms on container crane lifting beams shall not be used as a substitute for a gangway.

**Rule 236.** Gangways provided shall be at least twenty inches (20") wide and properly secured to the ship. Such gangways shall be provided with a two-rail railing on each side; the upper rails shall be at least thirty-three inches (33") high. Rails shall consist of wood, taut ropes or chains, or other equally safe devices.

**Rule 237.** A ladder shall be provided in all holds where employees are engaged in operations. Where there are two

units or gangs operating in a hatch, there shall be two ladders provided.

**Rule 238.** All ladders providing access to holds shall be kept in good repair and in safe condition. When rungs are broken or missing or ship's ladders are otherwise unsafe, they shall be blocked off pending repair. Pending repair, portable straight ladders, properly secured, shall be provided. Where it is not practicable to use straight ladders, or when no alternative safe means of access is available, properly secured Jacob's ladders may be used, provided they are of the double rung or flat tread type.

**Rule 239.** Hold ladders shall be kept clear and no cargo stowed within six inches (6") from the back of ladder rungs.

**Rule 240.** Where necessary to ensure a safe operation, steam winches controlled by a horizontal lever shall have said lever counterbalanced by a properly secured weight.

**Rule 241.** Where extensions to operating levers of winches are used, they shall be furnished by the vessel and be constructed of material of sufficient strength, and securely attached to the regular levers.

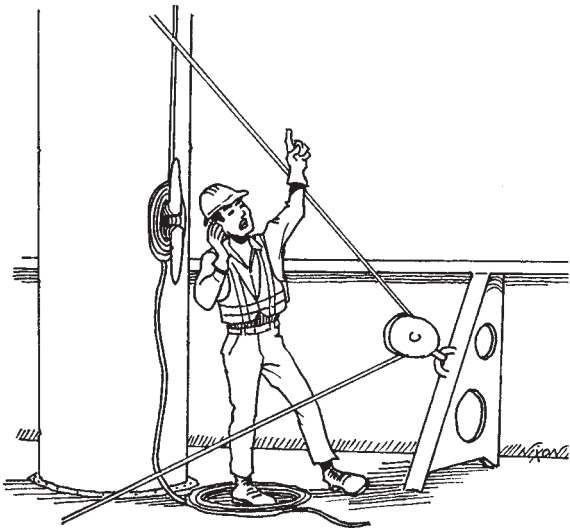
**Rule 242.** The winch fall shall be wound on the drum so that the lever is operated in the same direction as the load, if design of the winch permits.

**Rule 243.** Unless the ship is equipped with topping lift winches, it shall furnish a sufficient number of topping lift stoppers for safely handling topping lifts. The anchor end of all stoppers shall be shackled or otherwise suitably secured to padeyes, king posts, or objects of sufficient strength to stand the strain, and the stoppers shall always be placed so that they are in line with the lifts before the strain is on them. Stoppers shall be of sufficient length, strength, and be in safe working condition.

**Rule 244.** When employees are required to work in the bight of the line formed by the lead block at the heel of the



boom or the bight formed by outboard stanchion-mounted slewing blocks on single swinging booms, a preventer shall be placed on such blocks. The preventer shall not be less than three-quarter inch ( $3/4$ " ) wire rope, or equivalent, rove in reasonably snug and secured by such means as will develop at least eighty percent (80%) of the strength of the preventer.



#### ***AVOID WORKING IN THE BIGHT***

**Rule 245.** Measures shall be taken to prevent escaping steam from obscuring any part of the decks, gangways, stages, wharf, or other place, or from otherwise hindering or injuring any person employed in the operations.

**Rule 246.** In order to furnish a clear space for handling hatch covers and strongbacks during covering and uncovering operations, and the entire hatch is to be opened at following ports, cargo in 'tween decks shall be stowed so as to provide a

clear space of thirty-six inches (36") around the hatch coaming. Such clearance shall be designated by appropriate marking.

**Rule 247.** Where cargo is stowed on a section of a hatch, a space of thirty-six inches (36") shall be left for the safe handling of individual hatch covers from the adjoining section.

**Rule 248.** When deck loads are stowed closer than three feet (3') to a hatch coaming, life lines shall be rigged for the safety of men handling strongbacks and hatch covers on main decks.

**Rule 249.** Manholes and other deck openings which are flush with the deck shall be barricaded by use of either covers or railings.

**Rule 250.** All bridles for removing strongbacks or beams from hatch coamings shall be of sufficient length so that strongbacks can be hooked on without climbing out on beams.

**Rule 251.** A substantial hand line shall be attached to each leg of strongback, pontoon, or sectional hatch cover bridles for use in preventing swinging of hatch sections, strongbacks or pontoons. These hand lines shall not be less than eight feet (8') in length, and be in good condition.

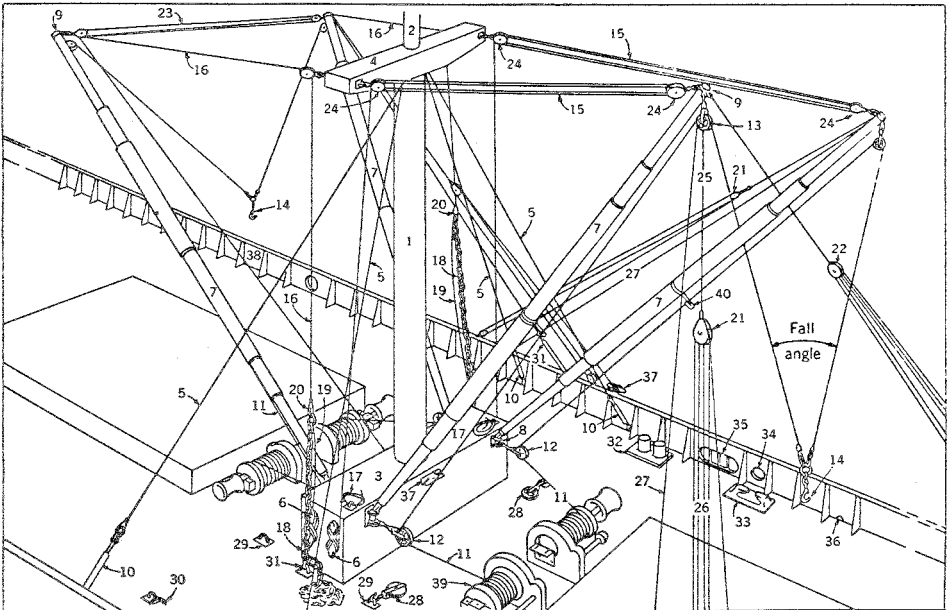
**Rule 252.** Shackles or toggles shall be used on strongback bridles in place of hooks. Toggles shall be constructed so that one-half the length of the toggle exceeds by one inch the longest diameter of the hole into which it is to be placed.

**Rule 253.** Cargo booms shall be tested and have approved capacity as a swinging boom plainly marked in a conspicuous manner and place, preferably at the heel of the boom. When booms are used in union purchase and are not marked with the union purchase safe working load, the capacity shall be determined by the vessel's officers, but no load lifted shall be in excess of one-half of the safe working load of the boom with the smaller capacity.

**Rule 254.** Cargo handling bridles provided by the vessel, which are to remain attached to the hoisting gear while

**The married fall system.** This sketch shows two variations in the rigging of the married fall rig. The rig on the left shows the use of the midship guy (23) in place of the inboard guy (22) which is seen on the boom to the extreme right of the set of booms on the right. The inboard guy on the boom to the extreme right is not visible. Another variation is the topping lift rig. The set of gear to the left is rigged with a single part. At the lower end of this part, a bale or flounder plate is attached and to it the bull chain (18) and bull line (19) are secured. The gear on the right is shown rigged with a twofold tackle topping lift (15) with the hauling part leading down to a large cleat (6) on the mast house (3). The general nomenclature is as follows:

- |  |   |  |
|--|---|--|
| (1) Mast   | (15) Topping lift, twofold wire tackle      | (29) Padeye                                |
| (2) Topmast  | (16) Topping lift, single part (bale)       | (30) Ring bolt                             |
| (3) Masthouse (resistor house with electric winches) | (17) Chain stopper for hauling part of (15) | (31) Shackle securing ball chain to padeye |
| (4) Crosstree  | (18) Bull chain                             | (32) Bitts                                 |
| (5) Shrouds  | (19) Bull line                              | (33) Open Chock                            |
| (6) Topping lift cleats                              | (20) Flounder plate                         | (34) Closed chock                          |
| (7) Booms  | (21) Outboard or working guy or vang        | (35) Freeing port                          |
| (8) Boom gooseneck assembly                          | (22) Inboard guy or vang                    | (36) Scupper drain                         |
| (9) Link or spinder band                             | (23) Midship, schooner or spanner guy       | (37) Cleat                                 |
| (10) Turnbuckle                                      | (24) Topping lift block                     | (38) Bulwark                               |
| (11) Cargo runner or fall                            | (25) Guy or vang pendant                    | (39) Winch drum                            |
| (12) Heel block                                      | (26) Guy or vang tackle                     | (40) Lizard                                |
| (13) Head block                                      | (27) Preventer guy                          |  |
| (14) Cargo Hook                                      | (28) Snatch block, used as fair lead        |  |



hoisting successive drafts, shall be attached by shackles or other positive means shall be taken to prevent them from becoming accidentally disengaged from the cargo hook.

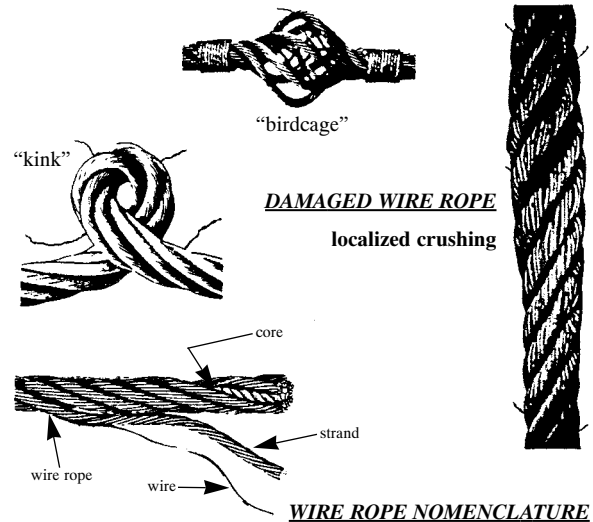
**Rule 255.** Any component of cargo handling gear, including tent gantlines and other associated rigging, which is visibly unsafe shall not be used until made safe.

**Rule 256.** Wire rope falls used in cargo handling operations shall not be moved from one operation to another operation.

**Rule 257.** Wire rope shall not be used as cargo handling gear if, in any length of eight (8) diameters, the total number of visible broken wires exceeds ten percent (10%) of the total number of wires, or if the rope shows other signs of excessive wear, corrosion, or defect. End attachments shall be checked for cracks, deformities or wear. There shall be no more than one broken wire in the close vicinity of a socket or swage fitting.

**Rule 258.** Wire rope slings used for cargo handling shall be replaced if in any length of eight (8) diameters, the total number of broken wires exceeds ten percent (10%) of the total number of wires or if the rope shows the following:

- (a) Wear or scraping of one-third ( $\frac{1}{3}$ ) the original diameter of outside individual wires;
- (b) There is kinking, crushing, birdcaging or any other damage resulting in distortion of the rope structure;
- (c) There are end attachments that are cracked, deformed or worn;
- (d) There is corrosion of the rope or end attachments;
- (e) There is more than one broken wire in the close vicinity of a socket or swaged fitting.



**Rule 259.** Fractured, bent, or sprung hooks shall not be used.

**Rule 260.** All swivels shall be in good working order.

**Rule 261.** Tent bridles shall not be less than five-eighth inch ( $\frac{5}{8}$ " ) wire.

**Rule 262.** There shall be sufficient lashings, and tent shall be secured from the wind.

**Rule 263.** Gantline blocks shall be twenty-four inches (24") below the gin block and the gantline pendant shall be in good condition.

**Rule 264.** Padeyes, shackles, and shackle pins that are worn in excess of 10% of the original diameter or that are visibly unsafe from defects or deformities, shall be replaced.

**Rule 265.** (Not used)

**Rule 266.** Sheaves with deep grooving from wear or corrugated from line grooving shall be taken out of service.

**Rule 267.** Preventers used on booms shall be secured to the boom independently of the working guys, except in the case of cast fittings where the strength of the casting exceeds the total strength of all lines which are secured to it. Preventers shall be rigged so that they cannot become dislodged from the head of the boom.

**Rule 268.** Padeyes, rings, cones, etc., permanently affixed on the deck in working and walking areas of the ship shall be a contrasting color to the deck. On container and RO/RO type ships, this rule applies only to the fore and aft passageways and athwartship passageways other than lashing areas.

**Rule 269.** Cargo which is covered and used as a work surface or walking area by employees shall be checked for holes. Plywood, plates, or other means shall be provided to cover such holes.

**Rule 270.** All lumber used for staging, scaffolding, walkways and ladders aboard ship shall be of sufficient quality to meet or exceed the purpose for which it is used.

**Rule 271.** If a ship, boat or other vessel is alongside any other ship, boat or other vessel, and persons employed are required to pass from one to the other, a safe means of access shall be provided.

**Rule 272.** Open elevator shafts shall be provided with a means to prevent persons from falling into the shafts.

**Rule 273.** When employees are required to walk on a ramp for access to or egress from drive-on/drive-off ships, a walkway with hand lines or hand railings shall be provided on the ramp.

**Rule 274.** Where the hazard of collision between vehicles exists, a means of traffic control shall be used on ramps where vehicles drive on and off the ship.

**Rule 275.** Prior to the start of cargo handling operations a responsible representative of the employer shall ascertain from labels on the cargo, from the dangerous cargo manifest, or from other shipping documents, what hazardous cargoes, if any, are to be handled and the general nature of the hazard. He shall inform employees of the general nature of the hazard, the importance to the employees of preventing damage to the cargo, and the special precautions to be taken. The responsible representative of the employer aboard the vessel shall instruct the employees to notify him of any leaks or spills.

**Rule 276.** Vessels loading logs on deck which are equipped with offshore gangways shall have that gangway lowered to the water's edge until all lashing and trimming are completed.

**Rule 277.** Bypass keys for ship's cranes equipped with limit switches shall not be left in the override locks.

**Rule 278.** Vessel's radar shall not rotate or radiate during cargo handling operations. Exception: vessel's radar may rotate or radiate as required for maintenance and repair but only after the employer has notified the local union(s) prior to the start of the shift(s). (The intent of this rule is to protect container crane operators and employees working aloft, close to and in direct line with the vessel's radar. This rule is not intended to apply to employees working on deck or in other locations removed from the vicinity of the radar.)

**Rule 279.** Munck cranes shall be equipped with a fire extinguisher.

**Rule 280.** All vessel rail-mounted gantry cranes shall be equipped with:

- (a) Visible and audible warning devices that operate upon crane travel;
- (b) When employees may be in the vicinity of the tracks, crane trucks shall be equipped with personnel-deflecting guards;

- (c) A clearly marked and readily accessible emergency stop device on each leg, or other devices that automatically stop the crane when travel is obstructed.

Vessels not complying with Rule 280 shall be given a grace period until the next subsequent voyage.

**Rule 281.** The lifting capacity of cranes and ship's gear shall not be downrated to avoid the correction of any defect which can affect the lifting capacity.

**Rule 282.** When the upper end of the means of gangway access rests on or is flush with the top of the bulwark, substantial steps, properly secured and equipped with at least one substantial handrail approximately thirty-three inches (33") in height shall be provided between the top of the bulwark and the deck.

**Rule 283.** Prior to the start of roll-on/roll-off cargo handling operations, a responsible representative of the employer shall be advised by the vessel of any hazardous routes or areas that could be mistaken for normal drive-on/drive-off routes. Hazardous routes or areas shall be marked off.

**Rule 284.** Vessel's cargo gear register shall be available for viewing, upon request to the supercargo, walking boss, foreman, or other person in charge of operations.

**Rule 285.** Four-by-twenty-nine (4 x 29) wire rope shall not be used in any running rigging.

## SECTION 3

### DUTIES OF EMPLOYERS

**Rule 301.** The employer shall provide, so far as the same shall be under his control, a safe working place for all operations.

**Rule 302.** The employer shall provide for the proper and safe condition of all stevedoring gear supplied by him.

**Rule 303.** The employer shall require the use of safe processes and practices.

**Rule 304.** Employers shall provide adequate illumination. Adequate illumination is defined as light levels in walking and working areas which enable employees to safely perform assigned tasks and to be seen by other employees operating equipment. Lights shall be so placed that they do not shine in the eyes of employees.

**Rule 305.** Protection against the effects of occupational noise exposure shall be provided when the sound levels and period of exposure exceed those in the following chart:

Duration per day, hours:	Sound level dBA slow response
8 .....	90
6 .....	92
4 .....	95
3 .....	97
2 .....	100
1 1/2 .....	102
1 .....	105
1/2 .....	110
1/4 or less .....	115

**Rule 306.** Telephone facilities shall be made available within 250 yards of the place at which operations are being carried on. The 250 yard requirement does not apply to container yards where radio equipped vehicles are used and telephones are reasonably available. Radio communications may be substituted temporarily for emergency use and when a vessel is worked in the stream.

**Rule 307.** At all places where operations are being carried on, drinking water in covered clean utensils or devices with sanitary drinking cups or from sanitary fountains, shall be available.

**Rule 308.** Accessible toilets and washbasins shall be available at all times for the use of persons engaged in the operations. Such toilets and washbasins shall be kept clean and in good order.

**Rule 309.** Facilities shall be provided by the employers for the training of persons who wish to qualify to render first aid. All arrangements for first aid training shall be made through the Area Accident Prevention Committee.

**Rule 310.** Employers shall do everything possible to prevent fires. Smoking shall be permitted on board ship or on piers in designated areas only. When electric or motorized vehicles are being used, at least a 5 BC rated fire extinguisher shall be available in the area.

**Rule 311.** Employers shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature.

**Rule 312.** All employers and their representatives shall abide by all applicable safety rules governing employees, and set an example for all employees by observing these safety rules.

**Rule 313.** An approved first aid kit shall be made available by the employer. The first aid kit shall contain items required by applicable regulations. Where necessary, eye wash shall be available.

**Rule 314.** The first aid kit and the first aid room, where one is provided, shall be maintained and kept fully stocked by a designated employee or employees authorized to render first aid to the injured.

**Rule 315.** One or more stretchers (Stokes baskets) of an approved type, suitably equipped for use with hoisting gear, shall be made available by the Employer wherever operations are carried on. Inspection by the Employer shall be made monthly to ensure that the stretchers are in good working order. Effective, June 30, 1993, all stretchers shall be of a plastic type.

**Rule 316.** Notices shall be exhibited by every employer in a prominent position at each pier or wharf on which he operates, stating:

- (a) The position of the first aid kit, cabinet or first aid room, and the title of the person in charge thereof;
- (b) The telephone number of emergency hospital or ambulance service;
- (c) Names, addresses and phone numbers of hospitals where applicable.

**Rule 317.** Provisions for the rescue of persons from drowning shall be made and maintained during the course of longshore operations and shall include life rings, with adequate life line attached, at readily accessible points on each pier apron or bulkhead. One or more portable or permanent ladders giving access to the surface of the water shall be provided.

**Rule 318.** When goggles and respirators are required, they shall be provided by the employer, and utilized in accordance with Rule 612.

**Rule 319.** Goggles or respirators, after having been used, shall be cleaned and sterilized before being reissued to another person.

**Rule 320.** The employers shall see that necessary safety precautions shall be taken and guards posted before permitting work to be done in the immediate vicinity where fumigation by means of cyanide or other toxic gas is being carried out on wharves, piers, or bulkheads. Where possible, the use of special fumigation chambers is recommended.

**Rule 321.** When cargo of a highly flammable nature, such as cotton, sisal, jute, etc., is being worked, the employers shall take necessary steps to ensure that any fire can be immediately controlled, and the fire main shall be charged and the hose connected.

**Rule 322.** All aprons, floors, and other places where persons are engaged in the operations, shall be kept free from litter, and clean, and passageways shall be kept open.

**Rule 323.** Grease, oils, etc., spilled where operations are being carried on, shall be immediately cleaned up and covered by sand or other suitable material.

**Rule 324.** When working barge, scow, raft or log boom alongside ship, a properly secured double rung or flat tread Jacob's ladder, and a life ring, shall be provided for each unit of operation.

**Rule 325.** Life lines shall be furnished and hung over side to water's edge when men are working on log booms or cribs.

**Rule 326.** A ladder shall be provided in all holds where employees are engaged in operations. Where there are two units or gangs operating in a hatch, there shall be two ladders provided.

**Rule 327.** All ladders providing access to holds shall be kept in good repair and in safe condition. When rungs are broken or missing, or ship's ladders are otherwise unsafe, they shall be blocked off pending repair. Pending repair, portable straight ladders, properly secured, shall be provided. Where it is not practicable to use straight ladders, or when no alternative safe means of access is available, properly secured Jacob's ladders may be used, provided they are of the double rung or flat tread type.

**Rule 328.** Hold ladders shall be kept clear and no cargo stowed within six inches (6") from the back of ladder rungs.

**Rule 329.** If cargo is stowed so as to block off the permanent hold ladders, portable straight ladders, properly secured, shall be provided. Where it is not practicable to use straight ladders, or when no alternative safe means of access is available, properly secured Jacob's ladders may be used, provided they are of the double rung or flat tread type.

**Rule 330.** When necessary to unfasten or cut metal car strips, bands or wires, appropriate safe tools shall be provided such as band cutters and wire cutters.

**Rule 331.** If vehicles, tools, materials, appliances, or any gear (including empty stevedoring boards) are at any time found to be out of repair, defective, or in any way unsafe, it shall be reported immediately to the person in charge of work. Any such unsafe or doubtful gear or equipment shall be marked and placed so that it cannot be used by employees until properly repaired.

**Rule 332.** Wire bridles shall have a covering of marline, rubber hose, or other suitable protection for men's hands over lower splices.

**Rule 333.** Cargo which is covered and used as a work surface or walking area by employees shall be checked for holes. Plywood, plates, or other means shall be provided to cover such holes.

**Rule 334.** Screw pin shackles shall be moused when used to secure cargo runners to cargo hook assemblies or cargo runners to other cargo handling gear used to hoist successive loads.

**Rule 335.** Cargo handling bridles, such as pallet bridles, which are to remain attached to the hoisting gear while hoisting successive drafts, shall be attached by shackles, or other positive means shall be taken to prevent them from becoming accidentally disengaged from the cargo hook.

**Rule 336.** No employee shall enter or be allowed to remain in a workplace in which a hazardous condition exists resulting from hazardous substances or materials in the atmosphere such as fumigants, pesticides, insecticides, asbestos, hazardous preservatives or any known carcinogen, etc., until proper precautions have been taken.

- (a) Whenever it has been ascertained or the possibility exists that such a hazardous condition is present, the exact nature of the hazard, if any, shall be determined. Air sample tests shall be made by qualified persons acquainted with the hazard, trained for the

duty and provided with proper equipment. Where Federal or state regulations prescribe inspector qualifications, they shall apply.

- (b) Protective equipment, such as protective clothing, gloves, respirators, goggles, etc., shall be provided whenever there is exposure to hazardous cargo.
- (c) First aid supplies shall be provided and first aid shall be administered by a qualified person whenever employees are exposed to and adversely affected by hazardous cargo.

**Rule 337.** Prior to the start of cargo handling operations a responsible representative of the employer shall ascertain from labels on the cargo, from the dangerous cargo manifest, or from other shipping documents, what hazardous cargoes, if any, are to be handled and the general nature of the hazard. He shall inform employees of the general nature of the hazard, the importance to the employees of preventing damage to the cargo and the special precautions to be taken. The responsible representative of the employer aboard the vessel shall instruct the employees to notify him of any leaks or spills.

**Rule 338.** Employers shall furnish protective clothing to employees when handling cargo which may cause burns, skin irritations or other health hazards.

**Rule 339.** All gear and equipment, including twist locks on container handling equipment provided by the employer shall be inspected by the employer or his authorized representative before each use and, when necessary, at intervals during its use, to ensure that it is safe. Any gear which is found upon such inspection to be visibly unsafe shall not be used until it is made safe.

**Rule 340.** No person shall ride the cargo hook or load except when authorized by supervision during a medical emergency, or when the gear is especially designed for this purpose.

**Rule 341.** Gear and equipment shall be used in a manner consistent with its designed or approved use.

**Rule 342.** Vehicle operators shall park chassis and bomb carts in areas designated by the employer. Chassis and bomb carts shall be parked so as to minimize obstructing the driving areas.

**Rule 343.** Dockside container hoisting equipment shall be equipped with radios. Foremen, clerks, and signalmen working directly with such equipment shall be provided with radios. Container cranes at each terminal working against a vessel shall be assigned a separate radio channel.

**Rule 344.** Where a fall arrest system is used, the following shall apply:

- (a) The fall arrest system shall be used only for employee fall protection.
- (b) The components of the fall arrest system shall be "approved" as per Rule 612.
- (c) Only a full body harness shall be used.
- (d) The fall arrest system shall be rigged to minimize free fall distance, with a maximum free fall distance of six feet (6').
- (e) Each terminal shall have an established procedure to rescue personnel in case of a fall.
- (f) The fall arrest system shall incorporate an energy absorbing mechanism.
- (g) All connectors shall be designed and used to minimize accidental disengagement. Snap hooks shall be positive locking. (A spring-loaded keeper over the throat of the hook is not adequate.)
- (h) The fall arrest system shall be attached to a tie off point capable of sustaining at least twice the potential impact load of an employee's fall when certified by a qualified person, or 5,000 pounds in the absence of a certification by a qualified person.



When more than one employee is attached to a tie off point, the above limits shall be increased proportionally. Positive means shall be taken to prevent the movement of equipment when used as tie off points. Where container lifting beams are used as tie off points, there shall be a shut off switch to prevent the crane from trolleying, hoisting, or gantrying. There shall be an indicator, visible or audible to the men on the container tops, that shows when the beam is dead.

- (i) Harness, lanyards, and energy absorbers (except those which are integral to a self-retracting lifeline) which have been subjected to impact loading shall be removed from service and destroyed. All other components of the fall arrest system shall be inspected and serviced by a competent person as per the manufacturer's recommendations.
- (j) Horizontal lifelines shall have a tensile strength capable of sustaining at least twice the potential impact load of an employee's fall when certified by a qualified person, or 5,000 pounds in the absence of a certification by a qualified person. When more than one person is tied off to a horizontal lifeline, the above limits shall be increased proportionally.
- (k) All components of the fall arrest system shall be inspected and maintained as per the manufacturers recommendations. (See also Rule 339.)

**Rule 345.** Where personnel cages are used to hoist or lower employees, they shall comply with the following:

- (a) The cage shall be used to carry only personnel, their tools and necessary materials, and equipment to perform the work.
- (b) The cage shall be designed to a minimum safety factor of four based on ultimate strength. The maxi-

imum rated capacity and the cage's weight shall be posted on the cage. Cages shall be maintained to their design specifications. The cage shall be taken out of service if any defects are found affecting safe use.

- (c) Guardrails complying with Rule 1111, midrails and toeboards or another equally effective enclosure shall be provided for employees riding the cage. The entrance(s) to the cage shall be provided with a means of closure. Adequate overhead clearance shall be provided for employees riding the cage. Where an overhead hazard exists the top of the cage shall be covered with expanded metal or equivalent. A solid covering is prohibited where it would obstruct the line of sight between the crane operator and the employees riding the cage. The cage shall be equipped with a means of storing tools, cones, materials, and equipment. The storage area shall not be loaded above the top restraining member.
- (d) The cage shall be secured to the hoisting apparatus by a positive means. The means of attachment shall have a safety factor of at least five (5) based on the weight of the cage and its maximum rated capacity. Where the cage is secured by twistlocks on the container spreader beam, there shall be a secondary means of attachment.
- (e) Prior to being placed into service for the first time the cage shall be loaded to 200 percent of its maximum rated capacity, hoisted over a full operational cycle, and suspended for a minimum of five (5) minutes.
- (f) The crane operator shall remain at the controls at all times while employees are suspended in the cage. Employees being hoisted shall remain in continuous sight of, and communication with, the crane opera-

tor or signalman. The crane operator shall move the cage only on a clearly understood communication from the employee in the cage, which may be relayed by the signalman. When the cage is left aloft without the crane in attendance, a radio or an emergency alarm system shall be available. Employees shall keep their bodies and extremities within the periphery of the cage while it is in motion. The cage shall not be loaded in excess of its maximum rated capacity, as posted.

**Rule 346.** The lifting capacity of cranes and ship's gear shall not be downrated to avoid the correction of any defect which can affect the lifting capacity.

**Rule 347.** Where employees are required to perform data entry, the Employer shall insofar as practicable, provide adjustable work stations. Chairs shall be provided with adjustable seats and back rests. Back rests shall be adjustable for height and to angles ranging from behind vertical position to forward of the vertical position. Forearm supports, if present, shall be removable if they are not adjustable. The adjustment mechanisms for adjustable seat pans and back rests shall be readily operable by the user.

**Rule 348.** When purchasing any crane, straddle carrier, top handler, or other container handling equipment the Employer shall request from the manufacturer any available information on the manufacturer's safety design features and safety tests performed on the piece or class of equipment. This information shall be available to the Union in a timely manner.

**Rule 349.** Vessel's cargo gear register shall be available for viewing, upon request to the supercargo, walking boss, foreman, or other person in charge of operations.

**Rule 350.** Four-by-twenty-nine (4 x 29) wire rope shall not be used in any running rigging.

**Rule 351.** Each phone owned or controlled by the Employer at all marine terminal facilities and container freight stations shall have its geographical location, address and phone number posted at the phone.

**Rule 352.** All motor vehicles or other power-operated equipment purchased after January 1, 1991 shall be provided with an operator restraint system or seat belt to ensure the safety of the operator. Such operator restraint system or seat belt shall be properly secured to the vehicle or equipment.

**Rule 353.** Employers shall ascertain whether there are any general or specific safety and/or health hazards. Employees shall be informed of these hazards and any special precautions to be taken when such problems/hazards come to the attention of the Employer or prior to the start of these operations.

**Rule 354.** The Employers shall ensure that there shall be access to all terminal facilities by emergency, rescue, and law enforcement vehicles. Whenever there is an injury severe enough to warrant calling an ambulance or an emergency vehicle, work equipment and machinery shall be stopped and cleared as necessary for access to and treatment of the injured.

**Rule 355.** All protective equipment and safety equipment provided by the Employer shall be properly used, maintained, and stored.

**Rule 356.** No protective or safety equipment shall be used in a longshore operation which has been modified in any way, unless approved by a competent authority.

**Rule 357.** Repairs and modifications that may effect the structural integrity of material handling equipment shall be done in accordance with manufacturer specifications. Absent the ability to contact the manufacturer, acceptable engineering practices shall be used. Equipment shall be tested by a third party or a designated person, either of whom shall possess specialized abilities. "Designated person" means a person who

possesses specialized abilities in a specific area and is assigned by the employer to perform a specific task in that area. "Specialized abilities" shall refer to a person or company possessing experience and ability in the testing and certification of repairs and modifications to material handling equipment.

## SECTION 4

### DUTIES OF SUPERVISION

The safety duties of the supervisory personnel, Walking Bosses, Ship and Dock Foremen are:

**Rule 401.** They shall see that all working conditions are safe and that gear is in apparent safe working condition before and during the operation.

**Rule 402.** They shall act promptly in obtaining correction of any defect in the gear or machinery, or unsafe working condition.

**Rule 403.** They shall instruct the men under them in the proper and safe methods of handling cargo, gear and equipment. Special attention shall be focused on safe lashing practices particular to each ship.

**Rule 404.** They shall see that booms are not raised or lowered except under the direction of the foreman, walking boss, gang boss, or hatch tender in charge of the hatch, and in compliance with provisions of Rules 619 and 620.

**Rule 405.** They shall see that operations are carried on in a safe manner.

**Rule 406.** Where there is an immediate danger to the health and safety of the men, they shall stop work and supervision shall take the necessary precautions to protect the employees and/or remove them to safety.

**Rule 407.** They shall make every effort to determine cargo hazards in advance, and to have correct personal protection at hand for known hazards.

**Rule 408.** They shall permit operations on or in ship's decks, holds, piers or other places only when they are adequately lighted. Adequate illumination is defined by Rule 304.

**Rule 409.** The foreman or walking boss in charge of operations shall arrange immediate and proper first aid for the injured.

**Rule 410.** The foreman or walking boss in general charge of the operations shall investigate and render a full report of the accident to the employer.

**Rule 411.** Supervision shall set an example and shall observe all applicable rules of this Code which govern other employees.

**Rule 412.** Supervision shall not smoke aboard ship or on the dock except in authorized, designated places.

**Rule 413.** Supervision shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature.

**Rule 414.** They shall see that the removal or replacement of hatch covers, strongbacks or beams is supervised by the foreman, walking boss, gang boss, or hatch tender in charge of the hatch.

**Rule 415.** Supervision shall see that falls led from cargo booms are not used to move railroad cars on docks.

**Rule 416.** (Not used.)

**Rule 417.** Supervision shall not require employees to enter spaces in the hold of log vessels for the placement of dumper devices where the possibility of logs striking, rolling upon, or pinning the employees exists.

**Rule 418.** Cargo which is covered and used as a work surface or walking area by employees shall be checked for holes. Plywood, plates or other means shall be provided to cover such holes.

**Rule 419.** All protective equipment and safety equipment provided by the employer shall be properly used, maintained, and stored.

## SECTION 5

### DUTIES OF GROUP LEADERS (HATCH, DOCK OR GANG)

The Hatch, Dock, Gang Boss or other group leader shall carry out the following safety duties:

**Rule 501.** He shall be in direct charge of his gang or group and shall see that all work is done in a safe manner.

**Rule 502.** He shall instruct the men under him in the proper and safe methods of handling cargo, gear and equipment. Special attention shall be focused on safe lashing practices particular to each ship.

**Rule 503.** He shall report promptly to his foreman or walking boss, or other employer representative on the job, any defect in the gear or machinery, or any unsafe working condition or unsafe working practices. Supervision shall act promptly in obtaining correction of any defect in the gear or machinery, or any unsafe working condition or unsafe working practices.

**Rule 504.** In the event that he finds it impossible to get in touch immediately with his foreman or walking boss, or other employer representative on the job, he shall stop the work upon discovery of any unsafe condition or unsafe working practices until his foreman or walking boss, or other employer representative on the job, shall have had opportunity to pass upon the situation.

**Rule 505.** He shall set an example and shall abide by all applicable safety rules in this Code which govern other employees.

**Rule 506.** He shall maintain good housekeeping.

**Rule 507.** He shall give clear and understandable instructions on safety in operations and shall ascertain that these are carried out.

**Rule 508.** He shall not smoke aboard ship or on the dock except in authorized, designated spaces.

**Rule 509.** He shall not be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature which affect his ability to carry out his obligations as required under the Pacific Coast Longshore and Clerks' Agreement.

**Rule 510.** Cargo which is covered and used as a work surface or walking area by employees shall be checked for holes. Plywood, plates or other means shall be provided to cover such holes.

**Rule 511.** He shall personally check men trimming bulk cargo into and out of the hold, box car or elevator.

**Rule 512.** Where twenty foot containers are stowed in a forty foot cell and longshore workers are required below deck, they shall be in radio communication with the crane operator.

## SECTION 6

### DUTIES OF EMPLOYEES AND GENERAL SAFETY RULES

**Rule 601.** The safety duties of all parties to this agreement, (both employers and employees) in addition to those printed elsewhere in this Code, shall be to use the safety devices provided; to practice the safety methods prescribed; and to cooperate in all that makes for safety.

**Rule 602.** An injury of any kind, irrespective of its severity, shall be reported immediately to the foreman, walking boss, or man in charge of operations, by the injured person, if he is physically able to do so. If not, the injury shall be reported by any other person in possession of the facts.

**Rule 603.** No person subject to this Code shall engage in horseplay on the job.

**Rule 604.** Employers and employees shall do everything possible to prevent fires. Smoking shall be permitted on board ship or on piers in designated areas only.

**Rule 605.** No employee shall be present on the job while under the influence of intoxicating liquor, or drugs of a stimulating or depressive nature which affect his ability to carry out his obligations as required under the Pacific Coast Longshore and Clerks' Agreement.

**Rule 606.** All persons going to and from the ship shall use the approved means provided. Personnel platforms on container crane lifting beams shall not be used as a substitute for a gangway.

**Rule 607.** No person shall ride the cargo hook or load except when authorized by supervision during a medical emergency, or when the gear is especially designed for this purpose.

**Rule 608.** Employees shall never ride strongbacks or beams; nor shall they unnecessarily walk on or climb upon those in place.

**Rule 609.** Longshoremen shall not be hoisted aloft; booms shall be lowered for changing gear or making necessary repairs.

**Rule 610.** Employees shall not ride on moving conveyors other than escalators or other devices especially designed for the transportation of men.

**Rule 611.** Blocks, crow bars, slings and other equipment shall not be thrown from deck to ship's hold or from ship to pier or lighter, or from pier to ship or lighter.

**Rule 612.** All employees shall wear and properly use all personal protective equipment provided, including but not limited to:

- (a) Approved goggles when handling cargo liable to injure or irritate the eyes;

- (b) Respirators of an approved type when handling cargo liable to injure or irritate the respiratory passages or lungs;
- (c) U.S. Coast Guard approved flotation devices shall be worn as per the manufacturer's recommendations when working over sides of vessels, i.e., log booms, rafts, or other locations where the possibility of falling into the water exists.
- (d) Approved hearing protection when required to reduce exposure to noise. Employees shall be given an option of ear plugs or ear muffs. The temporary unavailability of ear muffs shall not cause a disruption of work nor a standby pursuant to Section 11 of the Pacific Coast Longshore and Clerks' Agreement.
- (e) Approved fall arrest system.
- (f) The term "approved" in (a), (b), (c), (d), and (e) means approved and accepted by ANSI or applicable state or federal regulations, depending upon jurisdiction.

**Rule 613.** No fencing, gangway, gear, ladder, lifesaving means or appliances, lights, marks, stages, or other things whatsoever required to be provided under this Code shall be removed or interfered with by any person except when duly authorized or in case of necessity, and shall be restored at the end of the emergency period for which its removal was necessary.

**Rule 614.** When, in line of duty, an employee is specifically authorized to ride a truck, tractor, or trailer, he shall sit on an adequate seat so that no part of his body extends beyond the sides of the vehicle; so that he will not be injured by shifting or moving loads and will not be overbalanced or thrown off due to a sudden stop, jolt or turn.

**Rule 615.** Riding on tongues or handles of trailers, or forks of lift trucks is prohibited.

**Rule 616.** Jumping on or off moving vehicles is prohibited.

**Rule 617.** Employees shall not ride on haulage equipment except when authorized in line of duty.

**Rule 618.** When removing tarps, employees shall, when possible, walk forward, drawing the tarp behind them.

**Rule 619.** When booms are being raised or lowered, employees shall get in the clear and stay out from under.

**Rule 620.** When using the gypsy head to top or lower the boom, longshoremen shall:

- (a) Stretch out the topping lift wire and make sure it is free of kinks;
- (b) Not stand in the coils (or bight) of the line;
- (c) Keep not less than five turns of wire on the gypsy head unless wire can be shackled or otherwise safely secured to the gypsy head.

**Rule 621.** Employees shall not climb hatch ladders when ship's cargo gear is in motion in that end of the hatch.

**Rule 622.** When steadying or landing a sling load, employees shall not stand in the load's line of travel nor between the load and any nearby fixed object, and shall always face the load.

**Rule 623.** Longshoremen shall steady the slings or bridles to prevent whipping when they are pulled free from under loads by the cargo hook, or else they shall see that they and their fellow workers stand well clear.

**Rule 624.** When rigging hatch tents, employees shall not secure lashings to loose objects.

**Rule 625.** Employees shall keep the work area orderly and shall keep unnecessary material from underfoot at all times.

**Rule 626.** Employees shall step down from elevations. Jumping is prohibited.

**Rule 627.** If tools, materials, appliances, or any gear (including empty stevedore boards) are at any time found to be out of repair, defective, or in any way unsafe, employees shall report the same immediately to the person in charge of the work. Any such unsafe or doubtful gear shall be marked and so placed that it cannot be used by longshoremen until properly repaired.

**Rule 628.** Employees shall not engage in any activity which will distract them from their duties.

**Rule 629.** The use of personal electronic devices, i.e., AM/FM radios, cellular phones, portable TVs', portable tape players, and lap-top computers are prohibited on the job.

**Rule 630.** Entering dark holds, decks, compartments, or other places without flashlight or other approved portable light, is prohibited.

**Rule 631.** When employees are below, they shall stand in the clear while strongbacks and hatch covers are being taken out or put into place.

**Rule 632.** Drafts shall be lowered to at least shoulder height before longshoremen take hold of them for steadying or landing.

**Rule 633.** A chain shall not be shortened by bolting, wiring, or knotting.

**Rule 634.** A broken chain shall not be used until the proper repairs have been made. Proper repairs shall include patent links of equivalent strength. Wire shall never be used to "marry" two ends of a chain.

**Rule 635.** Standing in the bight of a line is prohibited.

**Rule 636.** When using a bull line to move cargo, the longshoremen shall stand out of the bight, and clear of the "throw" of the lead and hook.

**Rule 637.** When a log raft and barge are being worked on the same side of a vessel, men shall not be required to work on

the log raft if the river current or tide flow could sweep them under the barge.

**Rule 638.** When men are working on rafts or booms, a rescue boat shall be immediately available. A power boat shall be provided when necessary.

**Rule 639.** When a ship goes by a raft, and turbulence or suction is created, the men shall exit from the raft until the ship is clear of the raft.

**Rule 640.** Boomsticks shall be in good shape and repair, with no protruding objects, and buoyant enough to support a minimum of 500 pounds. All boomsticks shall be debarked.

**Rule 641.** Walking sticks or safety sticks shall be planked in order that the men shall have a safe place to walk alongside the ship.

**Rule 642.** When necessary to unfasten or cut metal car strips, bands or wires, appropriate safe tools shall be provided such as band cutters and wire cutters.

**Rule 643.** When loading or unloading railroad cars with drafts of long, heavy or awkward cargo which may cause an unsafe condition to exist, men shall position themselves to safely handle the load. (NOTE: This rule is duplicated as Rule 17.712 and will be removed from this section at the end of the contract year in 1999.)

**Rule 644.** Nails which are protruding from shoring or fencing in the immediate work areas shall be bent over or otherwise rendered harmless.

**Rule 645.** Dunnage, lumber, or shoring material in which there are visibly protruding nails shall be removed from the immediate work area, or, if left in that area, the nails shall be bent over or otherwise rendered harmless.

**Rule 646.** Cargo handling bridles, such as pallet bridles, which are to remain attached to the hoisting gear while hoisting successive drafts, shall be attached by shackles or other

positive means shall be taken to prevent them from becoming accidentally disengaged from the cargo hook.

**Rule 647.** Cargo which is covered and used as a work surface or walking area by employees shall be checked for holes. Plywood, plates or other means shall be provided to cover such holes.

**Rule 648.** Employees shall not enter spaces in the hold of log vessels for the placement of dumper devices where the possibility of logs striking, rolling upon, or pinning the employee exists.

**Rule 649.** Clothing shall be worn that is suitable for the work to be performed and that provides protection from the elements.

**Rule 650.** In order to avoid needless injury, appropriate foot protection shall be worn to protect against falling, crushing or penetrating actions. Footwear, such as open-toed sandals, moccasins, go-aheads, bedroom slippers, high-heeled shoes, and similar footwear is inappropriate and shall not be worn.

**Rule 651.** All employees working on marine terminals and vessels shall be required to wear hard hats meeting the requirements of ANSI Z89.1-1969 (or later edition) at all times, except employees employed in the following areas and employees engaged in the operation of the following equipment:

- (a) Offices on piers or marine terminals;
- (b) Rest rooms and cafeterias;
- (c) Cranes with enclosed cabs;
- (d) Vehicles with adequate overhead protection;
- (e) Terminal gates;
- (f) Container freight stations.

When employees leave the above equipment or areas to work on a marine terminal or aboard a vessel, or where the employer has issued or posted instructions that hard hats are re-

quired despite the above exceptions, employees shall wear their hard hats.

**Rule 652.** Gear and equipment shall be used in a manner consistent with its designed or approved use.

**Rule 653.** The load shall not pass over the heads of workers.

**Rule 654.** Both hands shall be used when climbing all ladders. Articles which are too large to go into pockets or on belts shall be raised or lowered in a safe manner.

**Rule 655.** Whenever hatch plates of any type are used, they shall be secured to prevent them from slipping, and shall be of sufficient strength to support the equipment used upon them without excessive deflection.

**Rule 656.** All protective equipment and safety equipment provided by the employer shall be properly used, maintained, and stored.

**Rule 657.** No protective or safety equipment shall be used in a longshore operation which has been modified in any way, unless approved by a competent authority.

**Rule 658.** While installing or removing cones from containers, employees shall not position themselves in the bight where they could be injured by the tractor wheels, container, chassis or other equipment.

**Rule 659.** Unlicensed rolling stock restricted to marine terminals, other than cargo, shall have reflectorized striping on all four (4) sides.

## SECTION 7

### DUTIES OF HATCH TENDERS AND WINCH DRIVERS

The following shall be the safety duties of the persons designated as hatch tenders or winch drivers:

**Rule 701.** They shall consider themselves as the safety men for the gang or unit, and for this purpose shall cooperate with their foreman, walking boss, or other employer representative on the job for the safety of the men during operations.

**Rule 702.** They shall see that all ship's cargo handling gear is at all times properly secured and in apparent safe working condition and that the space over which they have to travel in following the hook is clear of obstructions.

**Rule 703.** They shall see that the save all is properly made fast.

**Rule 704.** They shall see that hatch beams, pontoons, or strongbacks and hatch covers which are removed are stowed in a safe, orderly manner and secured. (This rule is not intended to require the lashing of cell lids that are secure by their weight or location.)

**Rule 705.** They shall see that strongbacks and pontoons adjacent to sections through which cargo is to be worked are locked, bolted, or otherwise secured before hoisting operations are started.

**Rule 706.** They shall see that all loads are properly slung before being hoisted.

**Rule 707.** They shall see that all loads are hoisted or lowered only when there is no danger of striking a person on the deck or on the dock, or who is ascending or descending a ladder in their hatch.

**Rule 708.** They shall see that, when it is necessary to hold loads, they are held over or landed on deck or dock, and not suspended over heads of men working under the hook.

**Rule 709.** They shall enforce the rule that riding of the cargo hook, or any gear, or load hoisted by winches, is prohibited except in an emergency, and then only under the order and direct supervision of his foreman, walking boss or other employer representative.



**Rule 710.** They shall remain on the job until all men in their gang are out of the hold.

**Rule 711.** Before starting hoisting operations:

- (a) They shall see that steam winches are free from water;
- (b) They shall see that cargo falls are in good order and properly secured to the winch drums;
- (c) They shall see that winches are in good working order by running them in hoisting and lowering position without load, and that all guards are in place;
- (d) They shall see that winch extension levers, when used, are securely fastened;
- (e) They shall immediately report any defects to their foreman or walking boss or other employer representative on the job. They shall not operate the equipment until the defect is corrected.

**Rule 712.** They shall see that any gear shifting levers on winches are properly secured.

**Rule 713.** They shall see that the working place provided for them is kept in good order and that all means are taken to prevent their slipping.

**Rule 714.** If a seat is used when driving winch, the winch driver shall see that it is sufficiently strong to support his weight and is placed so that it will not slip, tip over or put him in danger of falling into the hatch. When seated, he shall keep his feet and legs out of the hatchway.

**Rule 715.** The winch driver shall operate winches only on clearly understood signals.

**Rule 716.** The winch driver shall at all times operate the winch in a safe manner, keeping the load under complete control so that same may be stopped or hoisted instantly.

**Rule 717.** The winch driver shall report at once winches which are not properly lubricated, or are in any way defective, to his foreman, walking boss, or other employer representative on the job, who shall act promptly in obtaining correction of any defect in the gear or machinery or any unsafe working condition.

**Rule 718.** When leaving winch unattended, the winch driver shall see that the power is turned off, or where provisions are made to do so, he shall secure the levers in neutral.

**Rule 719.** They shall see that men's fingers are in the clear before beams or strongbacks are raised from or lowered into the sockets.

**Rule 720.** When tending hatch, they shall keep the sling load in sight when it is moving and warn all persons in danger of being injured by the movement of cargo. The hatch tender shall remain alert at all times.

**Rule 721.** The hatch tender shall control the movements of the sling loads by positive signals to the winch driver.

**Rule 722.** Hatch tenders and winch drivers shall see that hinged or folding hatch covers normally stowed in the approximate vertical position are secured when in the upright position.

**Rule 723.** Winch drivers and hatch tenders shall observe all the general safety rules contained in Section 6 of this Code and pay particular attention to Rules 604, 605, 628, and 629.

**Rule 724.** They shall see that all portable tools are properly slung with a line or rope of adequate strength before being hoisted or lowered.

**Rule 725.** Personnel required to give signals for winch and crane operations shall use only hand signals as shown in Rule 1422.

## SECTION 8

### DUTIES OF CRANE OPERATORS

The safety duties of crane operators are:

**Rule 801.** Before starting hoisting operations, crane operators shall do the following:

- (a) Shall follow all established “start-up” procedures;
- (b) Shall see that all safety lights are in proper working order;
- (c) Shall see that the crane is working properly by testing it without a load on the hook;
- (d) Shall make sure he is familiar with all operating procedures of the particular piece of equipment he is to operate;
- (e) Shall report any defects to his gang boss, foreman, walking boss, or other employer representative on the job, who shall act promptly in obtaining correction of any defect in the gear or machinery or any unsafe working condition.

**Rule 802.** Shall operate the crane only on clearly understood signals unless the operation is under complete control of the operator.

**Rule 803.** Shall at all times operate the crane in a safe manner, keeping the load under complete control.

**Rule 804.** Shall see that when it is necessary to hold loads, they are held over or landed on the deck or dock and not suspended over heads of men working under the hook or walkways utilized by pedestrians.

**Rule 805.** When leaving the cab, he shall see that all “shut down” procedures are followed.

**Rule 806.** He shall keep both hands free when going up and down ladders. Articles which are too large to go into pockets or belts shall be lifted to or lowered from the crane by hand line (excepting where stairways are provided).

**Rule 807.** If crane power goes off, the operator shall immediately throw all controllers to “off” position until the power is again available.

**Rule 808.** The operator shall pay special attention to the relative position of the blocks to avoid unnecessary tripping of the limit switch.

**Rule 809.** Crane operators shall observe all the general safety rules contained in Section 6 of this Code and pay particular attention to Rules 604, 605, 628, and 629.

**Rule 810.** Crane operators shall also observe all applicable winch driver and hatch tender duties.

**Rule 811.** Sling loads which are improperly slung shall not be hoisted.

**Rule 812.** Relief operators or other persons shall be positively acknowledged by the operator at the controls prior to approaching or entering the cab.

**Rule 813.** Container crane operators shall hoist employees on container crane lifting beam only when employees are properly located on a guarded platform.

**Rule 814.** Crane operators shall not operate cranes within an unsafe proximity to energized high voltage electrical wires.

**Rule 815.** Container crane operators shall not switch twistlock or other container lifting beam securing mechanisms to the unlock position until containers are properly landed.

**Rule 816.** Operators of variable radius boom type cranes shall operate the cranes only when the swing area of machinery house is properly guarded to prevent a person from being caught between the crane carrier and the machinery house.

**Rule 817.** Operators of variable radius boom type mobile truck cranes shall operate the cranes only when outriggers are properly placed as required by the operation.

**Rule 818.** Crane operators shall not operate cranes when visibility cannot be maintained to assure a safe operation.

**Rule 819.** When cranes are equipped with power-down capability, there shall be no free fall of the gear with a load on it.

**Rule 820.** Personnel required to give signals for winch and crane operations shall use only hand signals as shown in Rule 1422.

## SECTION 9

### DUTIES OF VEHICLE OPERATORS

A vehicle operator shall carry out the following duties:

**Rule 901.** Shall test brakes, shifting mechanisms, accelerator mechanisms, windshield wiper, steering gear, warning safety lights, horn, and where equipped, mechanisms for raising, lowering and tilting before starting work, and report any defects to the foreman, walking boss or other Employer representative on the job, who shall act promptly in obtaining correction of any defect in the gear, vehicle, machinery or any unsafe working condition.

**Rule 902.** Shall operate vehicles in such a manner as to give him an unobstructed view of the direction of travel, and shall drive in reverse when necessary.

**Rule 903.** Shall be especially cautious and sound horn when approaching blind corners, or other places where vision is obstructed.

**Rule 904.** Shall obey all speed and traffic regulations and other applicable haulage equipment rules.

**Rule 905.** Shall have the vehicle at all times under control so that it can be brought to an emergency stop in the clear space in front of the vehicle.

**Rule 906.** Shall not permit an employee to ride on haulage equipment without specific instructions from their foreman, walking boss, or other management supervisor in

charge of operations, unless equipment is designed to accommodate passengers and has a designated safe seat.

**Rule 907.** Shall set brakes and shut off motor when leaving vehicle.

**Rule 908.** Vehicles designed to be operated from a sitting position shall be provided with seats. Seats, and backrests when provided, shall be properly maintained. Vehicles shall be operated from the seat or platform only and not while standing alongside, unless the equipment is designed to be operated in this manner. All equipment designed to be operated from a sitting position and purchased after June 1, 1985 shall be equipped with padded or molded seats and backrests.

**Rule 909.** Shall at all times operate his vehicle in a safe manner and in accordance with its intended use.

**Rule 910.** Vehicle operators shall observe all the general safety rules contained in Section 6 of this Code and pay particular attention to Rules 604, 605, 628, and 629.

**Rule 911.** No load or beam on a lift truck or crane shall be suspended or swung over any employee, except when hooking up gear, or the load to the beam.

**Rule 912.** (Not used.)

**Rule 913.** When operating a vehicle, shall keep forks or load as near the floor or deck as conditions will allow.

**Rule 914.** No lift truck shall travel with a load of empty boards which exceeds the height of the mast or with loose cargo which exceeds the height of any load backrest devices.

**Rule 915.** Shall not permit employees to climb masts of lifts or stackers unless provided with a ladder.

**Rule 916.** Employees shall not be hoisted while standing on the forks of a lift truck. (See Rule 1222.)

**Rule 917.** Truck trailers and containers on chassis disconnected from tractors and being entered by forklifts or automotive equipment shall be secured against movement by

chocking or other means, and supported against collapse or upset.

**Rule 918.** When a tractor driver connects the trailer to the fifth wheel, before leaving immediate area he shall test to see that the fifth wheel is engaged.

**Rule 919.** Vehicle operators shall park chassis and bomb carts in areas designated by the employer. Chassis and bomb carts shall be parked so as to minimize obstructing the driving areas.

**Rule 920.** Where chassis and bombcarts are equipped with service brakes, they shall be used, and both air hoses shall be connected. All bombcarts purchased after October 1, 1987 shall be equipped with service brakes.

**Rule 921.** When operating motor vehicles or other power-operated equipment provided with an operator restraint system or seat belt, all operators shall have the operator restraint system or seat belt properly fastened whenever the vehicle is in motion.

## SECTION 10

### SHIPBOARD SAFETY RULES

**Rule 1001.** Deck loads shall be so stowed as not to interfere with safe operations of winches.

**Rule 1002.** Access from deck load to winches and decks shall be provided by means of steps or ladders.

**Rule 1003.** There shall be twelve inches (12") horizontal clearance between outboard edge of deck load and the inboard edge of bulwark rail except in places where a pendant or other device is provided to preclude sending a workman down ship's side to secure or handle boom guys, preventers, etc.

**Rule 1004.** Signalmen shall not be permitted to walk over deck loads from rail to coaming unless there is a safe passage. If it is necessary to stand at the outboard or inboard edge of the deckload where less than twenty-four inches (24") of bulwark,

rail, coaming, or other protection exists, signalmen shall be provided with a suitable means of protection against falling from the deckload.

**Rule 1005.** A safe fore and aft walkway over deck loads shall be provided.

**Rule 1006.** When it is necessary to work cargo on a skeleton deck or other superstructure, safe flooring shall be provided.

**Rule 1007.** When deck loads are stowed closer than three feet (3') to a hatch coaming, life lines shall be rigged for the safety of men handling strongbacks and hatch covers on main decks.

**Rule 1008.** In order to furnish a clear space for handling hatch covers and strongbacks during covering and uncovering operations, and the entire hatch is to be opened at following ports, cargo in 'tween decks shall be stowed so as to provide a clear space of thirty-six inches (36") around the hatch coaming. Such clearance shall be designated by appropriate marking.

**Rule 1009.** Where cargo is stowed on a section of a hatch, a space of thirty-six inches (36") shall be left for safe handling of individual hatch covers from the adjoining section.

**Rule 1010.** The foreman, walking boss, or hatch tender in charge of the hatch shall personally supervise the removal or replacement of hatch covers, strongbacks or beams.

**Rule 1011.** No cargo shall be worked through a section of a hatch unless the strongback or pontoon of the adjacent section is bolted, locked or secured by other means.

**Rule 1012.** Strongbacks and hatch covers shall be stowed so as not to interfere with a safe walkway from rail to hatch coaming or fore and aft, and secured so that they cannot be tipped over or dragged into hatches or overboard by drafts or gear. This applies to all decks including deck load.

**Rule 1013.** No cargo shall be loaded or unloaded by a fall or sling at any intermediate deck unless either the hatch at that

deck is safely covered or a secure landing platform of a width not less than that of one section of hatch coverings has been placed across the hatch.

**Rule 1014.** Where two gangs are working in the same hatch on different levels, a net shall be provided to prevent men and cargo from falling on men below. Also, a steel net or wire rope tautly secured or other positive barrier shall be rigged with three feet (3') clearance from the edge of the upper level maintained to prevent motorized vehicles from falling on the men below.

**Rule 1015.** Longshoring operations shall not be carried on when chipping or scaling of decks, bulkheads or sides of vessels creates excessive noise which interferes with communication of warnings or instructions. Longshoring operations shall not be carried on in the hold or on deck beneath men working in the rigging overhead when such overhead work creates a hazard of falling objects. Longshoring operations shall not be carried on where employees are exposed to injurious light rays, hot metal, or sparks, any of which result from welding or cutting. Longshoring operations shall not be carried on where employees are exposed to unsafe concentrations of dust or vapors from sandblasting or spray painting.

**Rule 1016.** When cargo is stowed in a hatch where employees are required to work eight feet (8') or more above an open deck or floor, a safe means (platforms or safety nets) shall be rigged to prevent men from falling.

**Rule 1017.** Temporary tables on which loads are to be landed shall be of sufficient size and strength to permit the men thereon to work in safety.

**Rule 1018.** Cargo shall not be landed on or handled over a covered hatch or 'tween deck unless the blind or queen beam is in place under the hatch covers.

**Rule 1019.** When work in a hatch is finished for the day and it is necessary to close hatches, top deck hatch covers, or

night hatches or tents shall be put on, or safety lines stretched around the hatch coamings.

**Rule 1020.** Stowed or piled cargo in ship's holds which is likely to shift or roll shall be secured or blocked.

**Rule 1021.** Precautions shall be taken to prevent the falling, sliding, or spreading of cargo raised or lowered by hoisting gear.

**Rule 1022.** When loads are being hoisted in or out of hatch, all men below shall stand in the clear.

**Rule 1023.** Drafts shall be lowered to at least shoulder height before longshoremen take hold of them for steadying or landing.

**Rule 1024.** The cargo gear while rigged for hoisting shall not be used for bull line operations.

**Rule 1025.** Booms shall not be raised or lowered except under the direction of the foreman, walking boss, or hatch tender in charge of the hatch.

**Rule 1026.** Buckets, tubs, etc., used in handling bulk or frozen cargo shall not be hand loaded above the rim.

**Rule 1027.** When men are working in the square of the hatch, bales of cotton, wool, cork, gunny bags or similar articles shall not be hoisted by hooks attached to the bands or fastenings of such bales, unless such bands or fastenings are designed and certified for hoisting.

**Rule 1028.** Working guys and preventers, when used, shall be adjusted so as to divide the strain, as nearly as practicable, equally between them, and shall be checked at frequent intervals.

**Rule 1029.** Electric trimmers used for bulk cargo containing explosive dust shall be disconnected from conductors before being lowered into holds. The electric current shall be kept shut off while conductors are being secured to or disconnected from the trimmers. Motors shall be of the explosion-proof type. There shall be no sparking device, switch, collector rings,

etc., in the hold. All controls shall be located outside of the explosive area and shall be of the explosion-proof type.

**Rule 1030.** Portable hatch coaming rollers, when used, shall be firmly attached or secured to hatch coamings and shall have wire preventers in addition to the regular clamps.

**Rule 1031.** Gear and equipment not in use shall be stowed clear of area in which operations are being carried on.

**Rule 1032.** Save alls shall be stretched, hung and safely secured to vessel and dock where cargo hook is being worked. This shall apply to all cargo except container operations.

**Rule 1033.** Double slings shall be used on all types of cargo where there is danger of sliders, such as dunnage, lumber, logs, debarked logs, pipe, etc. Choker type slings shall be provided when the cargo requires they be used. On logs and debarked logs only, choker type slings shall be used to prevent sliders when conditions require additional restraint.

**Rule 1034.** A sling load or draft shall not be lifted with a chain having a kink or knot in it.

**Rule 1035.** Wire rope slings used for cargo handling shall be replaced if in any length of eight (8) diameters, the total number of broken wires exceeds ten percent (10%) of the total number of wires or if the rope shows the following:

- (a) Wear or scraping of one-third ( $\frac{1}{3}$ ) the original diameter of outside individual wires;
- (b) There is kinking, crushing, bird caging or any other damage resulting in distortion of the rope structure;
- (c) There are end attachments that are cracked, deformed or worn;
- (d) There is corrosion of the rope or end attachments;
- (e) There is more than one broken wire in the close vicinity of a socket or swaged fitting.

**Rule 1036.** Cargo handling bridles, such as pallet bridles, which are to remain attached to the hoisting gear while hoist-

ing successive drafts, shall be attached by shackles, or other positive means shall be taken to prevent them from becoming accidentally disengaged from the cargo hook.

**Rule 1037.** Grabs and tongs shall not be used to hoist timbers, logs, or piling to or from ship.

**Rule 1038.** When slings are to be shifted on logs, they shall be shifted on the dock, water or deck if clear of cargo.

**Rule 1039.** To provide a safe working condition, the top of the outermost logs adjacent to the stanchions on deck loads of logs shall be approximately eighteen inches (18") below the top of the stanchions.

**Rule 1040.** Appropriate fall arrest systems shall be available to employees exposed to falling from the top of deck loads of logs.

**Rule 1041.** The surface area of log cargo stowed in holds of vessels shall be maintained as level as possible during loading operations.

**Rule 1042.** The place for winch drivers to stand or sit shall be kept in good order and all means taken to prevent slipping or falling of the seat or of the driver.

**Rule 1043.** When an edge of a permanent landing platform is exposed so that there is danger of a person falling, the edge shall be guarded by a line, save all or railing placed so as not to interfere with movement of cargo.

**Rule 1044.** No employee shall enter or be allowed to remain in a workplace in which a hazardous condition exists resulting from hazardous substances or materials in the atmosphere such as fumigants, pesticides, insecticides, asbestos, hazardous preservatives or any known carcinogen, etc., until proper precautions have been taken.

- (a) Whenever it has been ascertained or the possibility exists that such a hazardous condition is present, the exact nature of the hazard, if any, shall be determined. Air sample tests shall be made by qualified

persons acquainted with the hazard, trained for the duty and provided with proper equipment. Where Federal or state regulations prescribe inspector qualifications, they shall apply.

- (b) Protective equipment, such as protective clothing, gloves, respirators, goggles, etc., shall be provided whenever there is exposure to hazardous cargo.
- (c) First aid supplies shall be provided and first aid shall be administered by a qualified person whenever employees are exposed to and adversely affected by hazardous cargo.

**Rule 1045.** Manholes and other deck openings which are flush with deck shall be barricaded by use of either covers or railings.

**Rule 1046.** The handling of explosives shall be in accordance with United States Coast Guard regulations.

**Rule 1047.** No worker shall work on a deck load of cargo or containers directly adjacent to an open hatch, except when adequate protection against falling into the hatch is provided.

**Rule 1048.** When a crane is loading or unloading a tier of containers across a vessel, employees working aloft on that tier shall maintain a minimum athwartship distance of five (5) container widths or half the width of the tier, whichever is greater, offshore of the container being loaded or unloaded.

**Rule 1049.** Employees shall not walk or work in the aisles adjacent to a container bay being loaded or discharged, except when the uppermost tier is being worked. Employees lashing or unlashng while the uppermost tier is being worked shall maintain a minimum athwartship distance of five (5) container widths or half the width of the tier, whichever is greater, offshore of the container being handled by the crane.

**Rule 1050.** Where pedestal platforms at the edge of a vessel are not equipped with railings, or where employees on deck

must work outside the bulwark rail, suitable fall protection shall be provided.

**Rule 1051.** Where a fall arrest system is used, the following shall apply:

- (a) The fall arrest system shall be used only for employee fall protection.
- (b) The components of the fall arrest system shall be "approved" as per Rule 612.
- (c) Only a full body harness shall be used.
- (d) The fall arrest system shall be rigged to minimize free fall distance, with a maximum free fall distance of six feet (6').
- (e) Each terminal shall have an established procedure to rescue personnel in case of a fall.
- (f) The fall arrest system shall incorporate an energy absorbing mechanism.
- (g) All connectors shall be designed and used to minimize accidental disengagement. Snap hooks shall be positive locking. (A spring-loaded keeper over the throat of the hook is not adequate.)
- (h) The fall arrest system shall be attached to a tie-off point capable of sustaining at least twice the potential impact load of an employee's fall when certified by a qualified person, or 5,000 pounds in the absence of a certification by a qualified person. When more than one employee is attached to a tie-off point, the above limits shall be increased proportionately. Positive means shall be taken to prevent the movement of equipment when used as tie-off points. When container lifting beams are used as tie-off points, there shall be a shut off switch to prevent the crane from trolleying, hoisting, or gantrying. There shall be a visible indicator to the men on the container tops. Said indicator shall be a light affixed

to the bottom of the crane cab. When the light is on, the container beam is alive. When workers are tied off to a live beam, the crane shall operate only in “slow-mode.” Such cranes shall be equipped with an indicator light by March 31, 1997.

- (i) Harness, lanyards, and energy absorbers (except those which are integral to a self-retracting lifeline) which have been subjected to impact loading shall be removed from service and destroyed. All other components of the fall arrest system shall be inspected and serviced by a competent person as per the manufacturer’s recommendations.
- (j) Horizontal lifelines shall have a tensile strength capable of sustaining at least twice the potential impact load of an employee’s fall when certified by a qualified person, or 5,000 pounds in the absence of a certification by a qualified person. When more than one person is tied off to a horizontal lifeline, the above limits shall be increased proportionally.
- (k) All components of the fall arrest system shall be inspected and maintained as per the manufacturers recommendations. (See also Rule 339.)

**Rule 1052.** Where personnel cages are used to hoist or lower employees, they shall comply with the following:

- (a) The cage shall be used to carry only personnel, their tools and necessary materials, and equipment to perform the work.
- (b) The cage shall be designed to a minimum safety factor of four based on ultimate strength. The maximum rated capacity and the cage’s weight shall be posted on the cage. Cages shall be maintained to their design specifications. The cage shall be taken out of service if any defects are found affecting safe use.

- (c) Guardrails complying with Rule 1111, midrails and toeboards or another equally effective enclosure shall be provided for employees riding the cage. The entrance(s) to the cage shall be provided with a means of closure. Adequate overhead clearance shall be provided for employees riding the cage. Where an overhead hazard exists the top of the cage shall be covered with expanded metal or equivalent. A solid covering is prohibited where it would obstruct the line of sight between the crane operator and the employees riding the cage. The cage shall be equipped with a means of storing tools, cones, materials, and equipment. The storage area shall not be loaded above the top restraining member.
- (d) The cage shall be secured to the hoisting apparatus by a positive means. The means of attachment shall have a safety factor of at least five (5) based on the weight of the cage and its maximum rated capacity. Where the cage is secured by twistlocks on the container spreader beam, there shall be a secondary means of attachment.
- (e) Prior to being placed into service for the first time the cage shall be loaded to 200 percent of its maximum rated capacity, hoisted over a full operational cycle, and suspended for a minimum of five (5) minutes. Where the cage is secured by twistlocks on the container spreader beam, there shall be a secondary means of attachment.
- (f) The crane operator shall remain at the controls at all times while employees are suspended in the cage. Employees being hoisted shall remain in continuous sight of, and communication with, the crane operator or signalman. The crane operator shall move the cage only on a clearly understood communication from the employee in the cage, which may be



relayed by the signalman. When the cage is left aloft without the crane in attendance, a radio or an emergency alarm system shall be available. Employees shall keep their bodies and extremities within the periphery of the cage while it is in motion. The cage shall not be loaded in excess of its maximum rated capacity, as posted.

**Rule 1053.** Materials such as cones, lashing rods, turnbuckles, etc., which are not secured or set in place shall be removed from container tops, cell lids, or hatch covers prior to hoisting. Turnbuckles left in place shall be laid down. (This shall not preclude the hanging of any type of lashings or cones from the corner castings during loading and discharging.)

**Rule 1054.** The lifting capacity of cranes and ship's gear shall not be downrated to avoid the correction of any defect which can affect the lifting capacity.

**Rule 1055.** Whenever hatch plates of any type are used, they shall be secured to prevent them from slipping, and shall be of sufficient strength to support the equipment used upon them without excessive deflection.

**Rule 1056.** UTR's equipped with "slicks" shall not be used aboard vessels.

**Rule 1057.** When cargo-handling equipment which is intended to be used on the vessel is hoisted, it shall be hoisted as per the manufacturer's recommendations. Any other method of hoisting shall be tested and certified. The employer shall have certificates of testing available for the union's review.

**Rule 1058.** Prior to June 30, 1993 and every four years thereafter, all container crane spreader beams shall be proof load tested and certified in accordance with applicable state and or federal OSHA regulations. The employer shall have certificates of testing available for the union's review.

**Rule 1059.** Any paper wrapped package of lumber shall be considered unsafe if there are hidden voids in the walking surface.

- (a) If at any time hidden voids are discovered, they shall be clearly marked prior to handling.
- (b) Whenever possible, marked packages shall not be used for the top package of any multiple load.
- (c) In addition, the employer shall notify the supplier/mills, in writing, that they have created and exposed longshore personnel to a hazardous condition.

**Rule 1060.** Where twenty foot containers are stowed in a forty foot cell and longshore workers are required below deck, they shall be in radio communication with the crane operator.

## SECTION 11

### DOCK SAFETY RULES

**Rule 1101.** When dangerous or broken floors or piers and bulkheads cannot be temporarily repaired in an adequate manner, they shall be properly barricaded and warning lights shall be provided during hours of darkness until permanent repairs are made. Supervision shall immediately notify the proper authorities to institute permanent repairs in accordance with Rule 402.

**Rule 1102.** Docks, piers, wharves or terminals shall be maintained in a safe condition. All surfacings and pavings shall be maintained in good repair.

**Rule 1103.** The structural integrity of docks, piers, wharves, terminals, and working surfaces shall be maintained. Maximum safe load limits of floors within buildings and structures in pounds per square foot shall be conspicuously posted in all cargo areas. Maximum safe load limits shall not be exceeded.

**Rule 1104.** No employee shall enter or be allowed to remain in a workplace in which a hazardous condition exists resulting from hazardous substances or materials in the atmosphere such as fumigants, pesticides, insecticides, asbestos, hazardous preservatives or any known carcinogen, etc., until proper precautions have been taken.

- (a) Whenever it has been ascertained or the possibility exists that such a hazardous condition is present, the exact nature of the hazard, if any, shall be determined. Air sample tests shall be made by qualified persons acquainted with the hazard, trained for the duty and provided with proper equipment. Where Federal or state regulations prescribe inspector qualifications, they shall apply.
- (b) Protective equipment, such as protective clothing, gloves, respirators, goggles, etc., shall be provided whenever there is exposure to hazardous cargo.
- (c) First aid supplies shall be provided and first aid shall be administered by a qualified person whenever employees are exposed to and adversely affected by hazardous cargo.

**Rule 1105.** Lights on ships and aprons shall be so located as not to shine into the eyes of, or otherwise interfere with, the vision of winch drivers, crane operators, or signalmen.

**Rule 1106.** One or more lights shall be kept burning after dark on the apron near the gangplank or other means of access to the ship. Gangways shall be kept adequately illuminated to their full length. All means of access and walkways leading to working areas as well as the working areas themselves shall be adequately illuminated.

**Rule 1107.** In order to provide safe access for handling lines while mooring and unmooring ships, cargo, non-rail mounted equipment, and other material shall not be piled or

placed within approximately six feet (6') of the edge of any wharf or pier where linesmen are required to work.

**Rule 1108.** Dolphin walkways shall be provided with a nonskid surface and guardrails shall be provided on both sides, except at waterside edges where lines are handled. Kick rails shall be provided at such edges.

**Rule 1109.** Except where vehicle curbs or bullrails six (6") or more inches in height already exist, or where vehicular traffic is prohibited or impossible, vehicle curbs or bullrails at least nine inches (9") in height shall be provided at the waterside of flush aprons and bulkheads.

**Rule 1110.** Guardrails of sufficient strength and design shall be provided at permanent dock locations where employees are required to be present when a hazard exists of falling a distance of four feet (4') or into the water, except at loading platforms and docks and at waterside edges used for cargo handling or lines handling.

**Rule 1111.** Guardrails shall be constructed of suitable material such as chain, wood, wire rope, fiber rope or pipe and the top of guardrails shall be forty-two inches (42") high, plus or minus three inches (3").

**Rule 1112.** Gear on the dock shall be arranged so as not to create a hazardous situation for men walking, moving, or working on dock.

**Rule 1113.** Material shall be piled so that it will not collapse when part of pile or adjoining piles are removed.

**Rule 1114.** Safe means of access to high piles in terminals, warehouses or on lighters shall be provided. Jumping or climbing up or down on pieces of lumber protruding from tiers is prohibited.

**Rule 1115.** The immediate work area of all docks, aprons, floors, and other places where persons are engaged in the operations shall be kept free from litter and clean, and passageways shall be kept open.

**Rule 1116.** Grease, oils, etc., spilled where operations are being carried on shall be immediately cleaned up and covered by sand or other suitable material.

**Rule 1117.** A liberal supply of sand or other suitable material shall be kept readily available on each terminal and vessel for use on slippery places.

**Rule 1118.** Dock doors having counterbalances shall have the counterbalances enclosed so that it is impossible for a man to walk under them.

**Rule 1119.** Gangplanks, accommodation ladders and gangways shall be placed or shifted in a safe manner using mechanical equipment when necessary for this purpose.

**Rule 1120.** Any loads built on or off the docks shall be made safe before being hoisted aboard.

**Rule 1121.** Buckets, tubs, etc., used in handling bulk or frozen cargo shall not be hand loaded above the rim.

**Rule 1122.** There shall be no spray painting or sandblasting in the immediate vicinity of longshore operations.

**Rule 1123.** All electric arc or gas welding operations shall be shielded so as to prevent injuries to employees working in the near vicinity, and fire protection equipment shall be provided.

**Rule 1124.** Two binders shall be in place on all log-loaded trucks and rail cars while moving to or under ship's gear. A safe means shall be used to unload such trucks and rail cars.

**Rule 1125.** Roadways regularly used by haulage equipment in log storage yards shall be maintained to assure the equipment operator's safety.

**Rule 1126.** Bulk cargo spouts, bulk cargo suckers, and similar types of equipment shall be in good working order, properly maintained and certified in accordance with applicable regulations.

**Rule 1127.** A means of direct communication shall be provided between the discharge or shipboard control end of loading spouts, suckers, chutes and the point from which the flow of cargo is controlled. (There shall be a direct means of communication from the source of the cargo and the shipboard control station.)

**Rule 1128.** All hoppers used in the discharging of bulk cargo on which it is necessary for a man to work shall be equipped with a safe walkway. A safe means of access shall be provided.

**Rule 1129.** Falls led from cargo booms of vessels or cranes, or other equipment not specifically intended for the purpose, shall not be used to move scows, lighters, or railroad cars.

**NOTE:** This rule is duplicated as Rule 17.713 and will be removed from this section at the end of the contract year in 1999.

**Rule 1130.** Floors of railroad cars shall be in safe condition for the operations conducted within them.

**NOTE:** This rule is duplicated as Rule 17.714 and will be removed from this section at the end of the contract year in 1999.

**Rule 1131.** When railroad cars are worked on any pier or bulkhead, stripping and stakes shall be piled in such a manner and in such a place that they will not create a hazard.

**NOTE:** This rule is duplicated as Rule 17.715 and will be removed from this section at the end of the contract year in 1999.

**Rule 1132.** (Not used.)

**Rule 1133.** All box car doors and associated mechanisms shall be carefully inspected before workers attempt to open or close them. If the car door is not free and cannot be opened by hand, equipment shall be provided and a safe method shall be used. Forklifts shall not be used.

**NOTE:** This rule is duplicated as Rule 17.716 and will be removed from this section at the end of the contract year in 1999.

**Rule 1134.** Car doors shall be opened slightly at first to examine for possible shifting of load in transit.

**NOTE:** This rule is duplicated as Rule 17.717 and will be removed from this section at the end of the contract year in 1999.

**Rule 1135.** Condition of railcar doors shall be checked before opening. Defective doors shall be corrected or reported to the railroad.

**NOTE:** This rule is duplicated as Rule 17.718 and will be removed from this section at the end of the contract year in 1999.

**Rule 1136.** Railroad crossings at gates and roadways within terminal areas shall be marked.

**NOTE:** This rule is duplicated as Rule 17.204 and will be removed from this section at the end of the contract year in 1999.

**Rule 1137.** Flying switches are prohibited in working areas or across roadways or walkways within marine terminal operations.

**NOTE:** This rule is duplicated as Rule 17.402 and will be removed from this section at the end of the contract year in 1999.

**Rule 1138.** Protection by suitable warning signs or other means as necessary shall be provided against employees stepping in front of moving trains where doorways open directly onto railroad tracks, at blind corners, or at other places where the field of vision is restricted.

**NOTE:** This rule is duplicated as Rule 17.403 and will be removed from this section at the end of the contract year in 1999.

**Rule 1139.** Employees shall not pass under, between, over or through railroad cars when going to or from places of work.

**NOTE:** This rule is duplicated as Rule 17.719 and will be removed from this section at the end of the contract year in 1999.

**Rule 1140.** Railroad cars being worked within a marine terminal shall be identified with signals (regulation flags, lights or signs) clearly placed to indicate that employees are working within, on or under rail cars.

- (a) Such signals shall be placed and removed by one of the employees working in and about the rail cars as directed by supervision.

(b) Switching equipment shall not pass signals on the track protected by that signal.

(c) All signals used for protection of employees shall be of a type recognized by the railroads and capable of being set securely.\*

**NOTE:** This rule is duplicated as Rule 17.404 and will be removed from this section at the end of the contract year in 1999.

**Rule 1141.** Persons shall be checked in and out of railroad cars before and after loading.

**NOTE:** This rule is duplicated as Rule 17.720 and will be removed from this section at the end of the contract year in 1999.

**Rule 1142.** A person shall be assigned to attend the hand brake when cars are being moved by other than railroad personnel except when other mechanical means of braking are provided.

**NOTE:** This rule is duplicated as Rule 17.306 and will be removed from this section at the end of the contract year in 1999.

**Rule 1143.** Personnel shall not be allowed to ride on the sides of moving railroad cars.

**NOTE:** This rule is duplicated as Rule 17.721 and will be removed from this section at the end of the contract year in 1999.

**Rule 1144.** Car plates, when used, shall be placed in such a manner as to prevent rocking or teetering.

**Rule 1145.** All car plates shall bear approximately six inches (6") back from the edge of the platform.

**Rule 1146.** Whenever car plates of any type are used they shall be of sufficient width to approximately fill the car door opening.

**Rule 1147.** When car plates are not being used they shall be stored in such a place and in such a manner as not to create a hazard for persons using aprons, piers or terminals.

\*Railroad lights, Lanterns, Flags and Signals. All rules in that discuss "appropriately colored" flags, signs, lights, and lanterns shall conform to the following clarification:

- 1) In California, red flags and red signs with white lettering are required. When lights or lanterns are used, they shall be white.
- 2) In Oregon, the accepted method of compliance is to use blue flags, signs, lights, and lanterns.
- 3) In Washington, blue flags, signs, lights and lanterns are required.

**Rule 1148.** Whenever car plates of any type are used they shall be secured to prevent slipping of plates and shall be of sufficient strength.

**Rule 1149.** Stowed or piled cargo on piers, or in terminal sheds, which is likely to shift or roll, shall be secured or blocked.

**Rule 1150.** In container yard areas, all locking/unlocking of chassis shall be done in such a way as to allow adequate room and adequate lighting at all four corners of the chassis.

**Rule 1151.** When a noxious condition exists under a canopy due to truck exhaust, then the trucks shall shut down their engines.

**Rule 1152.** Materials such as cones, lashing rods, turnbuckles, etc., which are not secured or set in place shall be removed from container tops, cell lids, or hatch covers prior to hoisting. Turnbuckles left in place shall be laid down. (This shall not preclude the hanging of any type of lashings or cones from the corner castings during loading and discharging.)

**Rule 1153.**

- (a) Speed limits shall be posted, observed, and strictly enforced.
- (b) Stop signs shall be posted at all gates. Stop or yield signs shall be posted at all intersections where visibility is limited.
- (c) Drivers shall not cut across traffic lanes or through container storage areas or park vehicles and equipment across railroad/crane tracks, except as directed by supervision.
- (d) A diagram of the traffic routes, parking areas, and a list of traffic rules shall be provided to all drivers operating in the marine terminal. All marine terminal traffic rules and regulations shall be obeyed by all drivers. The terminal operator shall take mea-

asures to control traffic, including discipline of any driver who creates a safety hazard.

**Rule 1154.** Employees working within a marine terminal shall be provided with and shall wear a high visibility vest that is marked with reflectorized material. With the employers approval, other articles of clothing which provide equivalent reflectorized protection may be worn in place of the vest.

**Rule 1155.** Whenever hatch plates of any type are used, they shall be secured to prevent them from slipping, and shall be of sufficient strength to support the equipment used upon them without excessive deflection.

**Rule 1156.** When self-locking cones are used in conjunction with a chassis operation, the cones shall not be inserted or removed while the container is suspended over a chassis unless tools or equipment may be used to protect against personal injury.

**Rule 1157.** When lines are being handled and crane tracks are within three feet (3') of bollards or dolphins, cranes adjacent to the berth shall be parked or pinned at a sufficient distance from bollards and dolphins that will be used by linesmen.

**Rule 1158.** Container spreader beams attached to yard handling equipment, other than container cranes, shall be inspected, tested, and certified once every four years to the manufacturer's rated capacity/recommendation and inspected annually. The employer shall have certificates of testing and inspection available for the Union's review.

**Rule 1159.** Any paper wrapped package of lumber shall be considered unsafe if there are hidden voids in the walking surface.

- (a) If at any time hidden voids are discovered, they shall be clearly marked prior to handling.
- (b) Whenever possible, marked packages shall not be used for the top package of any multiple load.

- (c) In addition, the employer shall notify the supplier/mills, in writing, that they have created and exposed longshore personnel to a hazardous condition.

**Rule 1160.** Before coupling or moving rail cars, it shall be ascertained that cars and cars with cargo can be coupled and moved safely.

**NOTE:** This rule is duplicated as Rule 17.307 and will be removed from this section at the end of the contract year in 1999.

**Rule 1161.** When working on or crossing rail tracks, employees must step over and not on top of rails, frogs, switches or guard rails.

**NOTE:** This rule is duplicated as Rule 17.722 and will be removed from this section at the end of the contract year in 1999.

**Rule 1162.** All longshore personnel shall use the permanent ladder on rail cars. All ladders shall be kept in good repair and in safe condition. Pending repair of damaged ladders, properly secured portable ladders or other safe means shall be used.

**NOTE:** This rule is duplicated as Rule 17.703 and will be removed from this section at the end of the contract year in 1999.

**Rule 1163.** All vehicles used to transport longshore workers will be designed to accommodate passengers and have designated safe seats. Such vehicles shall be equipped with exhaust systems which are in full compliance with the relevant sections of the Pacific Coast Marine Safety Code.

**Rule 1164.** Longshore workers shall not ride on moving rail cars, except under specific instructions from supervision.

**NOTE:** This rule is duplicated as Rule 17.705 and will be removed from this section at the end of the contract year in 1999.

**Rule 1165.** Longshore workers shall not walk on the siderails of rail cars unless they are designed for that specific purpose.

**NOTE:** This rule is duplicated as Rule 17.706 and will be removed from this section at the end of the contract year in 1999.

**Rule 1166.** When employees are working in, on or under rail cars, or when hubbing or switching has been completed, a sufficient number of air brakes, or hand brakes, or other positive means shall be used to prevent movement. Brakes shall be set at the beginning and end of the rail car string as a minimum requirement.

**NOTE:** This rule is duplicated as Rule 17.723 and will be removed from this section at the end of the contract year in 1999.

**Rule 1167.** Before shoving rail cars, the cars must be coupled and slack stretched to ensure that all couplings are made.

**NOTE:** This rule is duplicated as Rule 17.308 and will be removed from this section at the end of the contract year in 1999.

**Rule 1168.** No work shall be performed on top of, or in between rail cars that are coupled to a locomotive or pusher.

**NOTE:** This rule is duplicated as Rule 17.707 and will be removed from this section at the end of the contract year in 1999.

**Rule 1169.** Trailers or containers loaded with hazardous materials shall be appropriately placarded.

**Rule 1170.** Chassis which need to be stretched or contracted to receive a container shall be stretched or contracted prior to coming under the crane.

**Rule 1171.** Unlicensed rolling stock restricted to marine terminals, other than cargo, shall have reflectorized striping on all four (4) sides.

## SECTION 12

### HAULAGE EQUIPMENT

**Rule 1201.** Every power truck operated from an end platform or pedal position shall be equipped with a substantial guard securely attached to the platform or frame of the vehicle in such a manner as to protect the operator and designed so that the operator can easily mount or dismount from his operating station.

**Rule 1202.** Exhaust pipes, connections, and mufflers on internal combustion engine-driven vehicles shall be maintained in good repair.

**Rule 1203.** Internal combustion engines shall be maintained and adjusted so as to minimize excessive smoke. Engines not so maintained shall be taken out of service until repaired.

**Rule 1204.** Internal combustion lift truck exhausts shall discharge away from the normal position of operator. When lift trucks are equipped with vertical exhaust pipes, the exhaust pipes shall extend not less than one foot above operator's head, where possible.

**Rule 1205.** Tires on haulage equipment shall be replaced when the tire does not meet the manufacturer's specifications.

**Rule 1206.** Lift trucks introduced as new equipment after July 1, 1966 shall not be subject to the provisions of Rule 1204 if originally engineered and designed to diffuse the exhaust gases through the radiator fan.

**Rule 1207.** Internal combustion engine-driven vehicles shall be used only where ventilation exists or is provided which will keep the carbon monoxide content of the air at or below the permissible level of 50 parts per million as an 8-hour time-weighted average and the ceiling level of 100 parts per million. (See Rule 106.)

**Rule 1208.** Forklift trucks shall be equipped with an overhead guard of strength and design adequate to prevent injury to operator from falling objects, except that, where the construction of the truck is such that the presence of overhead guards would prevent trucks from entering containers, box cars, or decks, the guard may be removed during such operations.

**Rule 1209.** Power-driven vehicles shall be operated at a safe speed compatible with conditions and with city and state laws.

**Rule 1210.** Only persons authorized by the employer shall be permitted to operate motor vehicles, or to crank motors on mechanical equipment.

**Rule 1211.** Fuel tanks shall not be filled while engine is running.

**Rule 1212.** When filling gasoline tanks, the hose nozzle shall be kept in constant contact with the tank in order to prevent ignition of vapor by static sparks.

**Rule 1213.** When gasoline or LPG tanks are uncovered or exchanged during fueling, smoking shall be prohibited in the vicinity.

**Rule 1214.** Gasoline and LPG tanks shall not be opened, filled, exchanged or left open except in specially designated areas.

**Rule 1215.** Charging-board switches shall be pulled before connecting or disconnecting batteries of electric trucks.

**Rule 1216.** Cargo shall be hoisted to ship's deck with a lift truck only when the load can be set on the vessel safely.

**Rule 1217.** The rated capacity of all lift trucks shall at all times be posted on the vehicle in such a manner that it is readily visible to the operator. Unless the truck has counterbalances added, loads in excess of the manufacturer's rated capacity shall not be lifted, carried or moved by lift trucks.

**Rule 1218.** When lift trucks are used in railway cars which have a bad floor, the floor of the car shall be covered with metal plates.

**NOTE:** This rule is duplicated as Rule 17.724 and will be removed from this section at the end of the contract year in 1999.

**Rule 1219.** Railroad cars shall not be moved until it has been assured that the way is clear, nor without due warning being given to any exposed person. When persons are working in between or underneath railway cars there shall be a person stationed nearby to warn of any movement of the cars.

**NOTE:** This rule is duplicated as Rule 17.309 and Rule 17.725 and will be removed from this section at the end of the contract year in 1999.

**Rule 1220.** When towing cargo in pipe trucks or similar equipment, the cargo shall not exceed the limits of the safe means (protective plates higher than the load or restraints of adequate strength to prevent sliders, etc.) taken to protect the driver from sliding loads.

**Rule 1221.** Heavy duty highway trailers shall be moved in such a manner that, at all times, the moving trailer is under control.

**Rule 1222.** Men shall not be hoisted by standing directly on forks of vehicles. A guarded platform or structure designed for hoisting persons and secured to the vehicle shall be used.

**Rule 1223.** Every crawler type, rider operated bulk cargo-moving vehicle shall be equipped with an operator's guard of such design and construction as to protect the operator, when seated, against injury from contact with a projecting overhead.

**Rule 1224.** Guards and their attachment points shall be designed so as to be able to withstand, without excessive deflection, a load applied horizontally at the operator's shoulder level equal to the drawbar pull of the machine.

**Rule 1225.** When jitneys, cleat track vehicles, or tractors are used to push or pull rail cars, a positive means of stopping by chain, wire or coupling shall be provided.

**NOTE:** This rule is duplicated as Rule 17.305 and will be removed from this section at the end of the contract year in 1999.

**Rule 1226.** Low lift straddle type container handling equipment operating in sheds with low overhead door clearance shall be provided with a device to warn the driver of the low overhead. Height limits shall be posted on the doors and the height of the equipment shall be marked in such a manner as to be visible to the operator. Such carriers shall not be operated through doors without clearance for the operator in the normal operating position.

**Rule 1227.** When haulage equipment is provided with safety lights, these lights shall operate when the engine ignition is switched on.

**Rule 1228.** Operators' seats on haulage equipment shall be maintained in safe condition, including padded seats and backrests when so equipped.

**Rule 1229.** Internal combustion engine exhaust gases shall discharge away from the normal position of operating personnel. When yard tractors are equipped with vertical exhaust pipes, the exhaust pipe shall extend one foot (1') above the operator's head.

**Rule 1230.** All top handlers, side-handlers, straddle carriers, log handling snapper-grabbers, and 20 ton or greater capacity forklifts, shall have an audible automatic backup warning device and flashing light. All 15 ton and greater capacity forklifts purchased after October 1, 1987 shall have an audible automatic backup warning device and flashing light. The backup warning device shall sound as soon as the travel mechanism or transmission is placed in the reverse position. The flashing light shall conform to Rule 1227.

**Rule 1231.** Yard semi-tractors shall be equipped with a flashing light conforming to Rule 1227, and with side view mirrors. The right hand side view mirror shall also be equipped with a convex mirror.

**Rule 1232.** All controls, levers, switches, indicator lights and warning devices on straddle carriers, side loaders, top picks, hustlers (UTR's), log stackers and front-end loaders, shall be plainly marked as to purpose or use.

**Rule 1233.** All new yard hustlers (UTR's) purchased after June 30, 1991 shall be equipped with a device to protect the operator from sliding and descending containers.

**Rule 1234.** All vehicles used to transport longshore workers will be designed to accommodate passengers and have designated safe seats. Such vehicles shall be equipped with



exhaust systems which are in full compliance with the relevant sections of the Pacific Coast Marine Safety Code.

**Rule 1235.** All new semi-tractors purchased after July 1, 1994 shall be equipped with shock absorbing cabs.

## SECTION 13

### MACHINES AND POWER TRANSMISSION EQUIPMENT

**Rule 1301.** Shields, screens, or other protective devices shall be provided which will prevent contact with gears, friction drives, cranks, connecting rods, and all other exposed moving parts of winches, cranks, and other machinery.

**Rule 1302.** All projecting set screws on moving parts shall be replaced by countersunk or headless set screws unless moving the part is guarded so that contact is impossible. No part of the set screws shall project above the surface.

**Rule 1303.** Shaft keys, unless enclosed by the housing of the machine, shall be flush or protected with cylindrical safety sleeves.

**Rule 1304.** Removal of protective devices during operations is prohibited.

**Rule 1305.** Winches, conveyors, belts and all driving gears may be lubricated while in motion only when this can be done without danger.

**Rule 1306.** Lubricating and oiling while a machine is in motion may be done only by persons authorized to do so.

**Rule 1307.** Cleaning of machine parts shall be done only when the machine is shut off and measures taken to prevent unintentional start-up.

**Rule 1308.** Stowing winches when used in conjunction with stevedoring operations shall at all times be properly secured to prevent shifting.

**Rule 1309.** When gasoline powered stowing winches are used in a lower deck or other confined space, the exhaust shall be led topside to open air and away from hatch opening.

## SECTION 14

### CRANE SAFETY RULES

**Rule 1401.** The term “crane” as used in this section refers to longshore cranes within the meaning and intent of the Pacific Coast Longshore Agreement and Supplements thereto.

**Rule 1402.** Each variable radius crane shall have a chart indicating permissible load at all operating radii, and shall have a radius indicator which will indicate the boom angle at all times.

**Rule 1403.** When the weight of a load to be hoisted is not known and it is evident that there is a possibility of overloading the crane, and no safety device is employed to prevent overloading of the crane, then safe methods shall be employed to safely handle the load or the load shall not be hoisted.

**Rule 1404.** Employers shall not require nor crane operators operate equipment unless such equipment is in compliance with Federal and state testing and inspection procedures.

**Rule 1405.** Limit switches shall be maintained in safe operating condition.

**Rule 1406.** During crane operations, sufficient lights to safely illuminate the work area shall be provided. All crane ladders, cabs and machinery houses shall have adequate illumination.

**Rule 1407.** Extra care shall be taken while hoisting or lowering loads near the permissible maximum weight.

**Rule 1408.** Deadheading by shackling the crane fall or crane fall pendant to a fixed object other than the crane itself for the purpose of moving a load with the bight of the line shall be prohibited.

**Rule 1409.** No side strain shall be placed on a crane boom.

**Rule 1410.** No crane shall be operated within an unsafe proximity to energized high voltage electrical wires.

**Rule 1411.** All traveling cranes shall be equipped with safety devices at or near ground level to stop crane travel in an emergency. Such devices shall be clearly identified.

**Rule 1412.** Glass used in operators' cabs shall be kept clean for good operator visibility, and shall be replaced when cracked or broken. Crane operators' cabs and seats shall be maintained in good order.

**Rule 1413.** All shore-based rail-mounted cranes and transtainers shall be equipped with an automatic bell or other audible warning device that operates when the crane is traveling. Rail-mounted container cranes and transtainers shall also be equipped with warning lights on all four crane legs that operate automatically when traveling, and shall be visible to pedestrians and equipment operators. (These changes shall be effective 12 months from the ratification of the collective bargaining agreement.)

**Rule 1414.** No crane shall be operated when visibility cannot be maintained to assure a safe operation.

**Rule 1415.** All safety dogs and pawls shall be in good working order. Use of unsafe temporary controls is prohibited.

**Rule 1416.** All controls, levers, switches, panel boards, and other equipment required to be used by the operator shall be plainly marked or identified.

**Rule 1417.** A visual check of the crane shall be made at intervals during work shifts as a precautionary measure. Such visual check shall not cause interruption of work.

**Rule 1418.** Dockside container hoisting equipment shall be equipped with radios. Foremen, clerks, and signalmen working directly with such equipment shall be provided with radios. Container cranes at each terminal working against a vessel shall be assigned a separate radio channel.

**Rule 1419.** Obstructions shall not be placed in the immediate active travel area of rail-mounted shore-based cranes or within three feet (3') of moving or traveling parts which would create an area where a person could be pinned, except this shall not apply to crane legs which travel within three feet (3') of the face of the dock, or where less than three feet (3') of clearance between crane legs and gangways exists. When such condition exists, it shall be called to the attention of the workers and they shall use extreme caution whenever they are in these areas. Where employee access to the backreach area of container cranes on the dock is required, a clearance of six feet (6') shall be maintained between the crane and any obstruction.

**Rule 1420.** Crane operators shall have definite instruction as to who shall give them signals when signals are necessary. Crane operators shall take signals only from such persons. In case of emergency, any person may give a signal to stop.

**Rule 1421.** When a person is required to give hand signals, he shall safely position himself so that the crane operator can clearly see the signals.

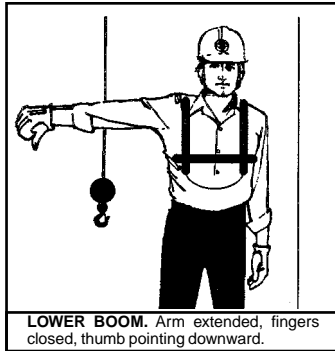
**Rule 1422.** Only standard, recognizable signals for long-shore crane operations shall be used as shown in Figures 14.1 through 14.7.

**Rule 1423.** Cranes with variable radius booms shall be fitted with effective boom stops or limit switches if boom elevation can exceed the maximum intended boom angle from horizontal.

**Rule 1424.** Crane operating controls on shore-based variable radius cranes shall be color coded and marked, and an explanation posted at the operator's position to indicate function: Red-Boom; Yellow-2 line; White-1 line; Green-Swing.

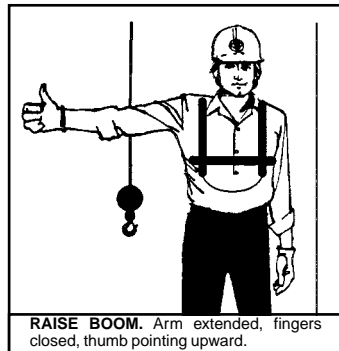
**Rule 1425.** When mobile cranes are equipped with outriggers, and such outriggers are required in the operation, they

shall be used. No loads shall be hoisted or dragged if the outriggers are forced off the ground.



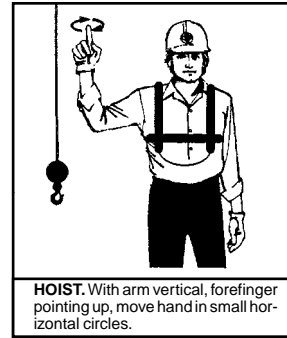
**LOWER BOOM.** Arm extended, fingers closed, thumb pointing downward.

*Figure 14-1*



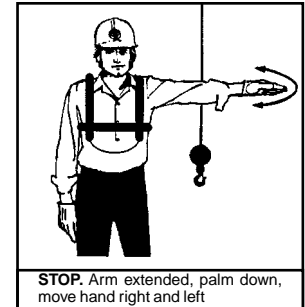
**RAISE BOOM.** Arm extended, fingers closed, thumb pointing upward.

*Figure 14-2*



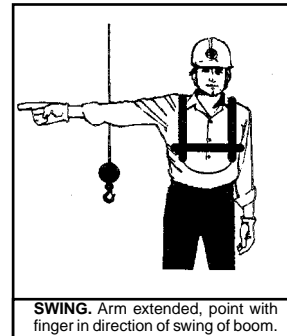
**HOIST.** With arm vertical, forefinger pointing up, move hand in small horizontal circles.

*Figure 14-3*



**STOP.** Arm extended, palm down, move hand right and left

*Figure 14-4*



**SWING.** Arm extended, point with finger in direction of swing of boom.

*Figure 14-5*

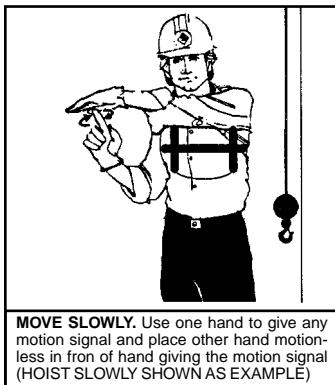


Figure 14-6

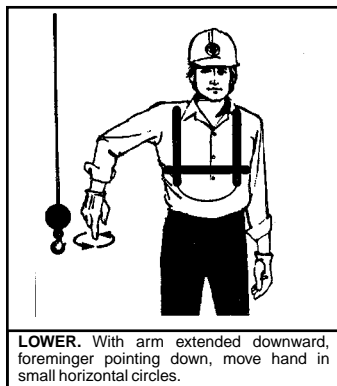


Figure 14-7

**Rule 1426.** Neither the load nor boom shall be lowered below the point where less than three full turns of wire rope remain on an ungrooved drum, and two turns on a grooved drum. Wire rope shall be secured to drums by clamps, U-bolts, shackles or equally positive means. Fiber rope fastenings may not be used.

**Rule 1427.** When cranes are equipped with power-down capability, there shall be no free fall of the gear with a load on it.

**Rule 1428.** No crane shall be used with a visible defect affecting safe use.

**Rule 1429.** A high wind warning device shall be provided on shore-based rail-mounted container cranes which will give an alarm that is visible or audible to the crane operator at a pre-determined wind velocity in accordance with the crane manufacturer's recommendations. Operator instructions for securing the crane shall also be provided.

**Rule 1430.** A positive means of securing rail-mounted cranes against movement in high winds shall be provided and utilized.

**Rule 1431.** Rail-mounted cranes shall have a means to deflect employees that may be struck by the crane movement on the rails. Rail-mounted crane wheels shall be properly guarded.

**Rule 1432.** Internal combustion engine exhaust gases shall discharge away from the normal position of operating personnel. Crane operators shall not be required to operate the crane in a position where excessive ship stack gases, smoke, or soot are entering the crane cab.

**Rule 1433.** Sheaves with deep grooving from wear or corrugated from line grooving shall be taken out of service.

**Rule 1434.** A nonskid surface shall be maintained on foot pedals.

**Rule 1435.** Access to crane cabs shall be by ladder or stairway. Vertical ladders, if more than twenty feet (20') in height, shall be equipped with a safety ladder cage. Stairways shall be equipped with handrails. All walking surfaces shall be of nonskid type. If there is a possibility of an employee being injured by a moving part of a crane, such as a revolving house, a prominent warning sign shall be posted.

**Rule 1436.** Footwalks, where installed, shall be of rigid construction and permanently secured. Walking surfaces shall be of anti-slip type, fitted on exposed sides with toeboards when necessary to prevent injury to employees below and with guardrails or handrails as appropriate.

**Rule 1437.** Electrical equipment shall be located or enclosed so that live parts will not be exposed to accidental contact except during such maintenance and inspection activity as requires circuits to be energized.

**Rule 1438.** At least one portable fire extinguisher of not less than 5 BC rating or equivalent shall be provided in a readily accessible location in the cab or in close proximity, available for immediate use.

**Rule 1439.** Unless interfering with the safety of the operation, crane hooks shall be provided with a latch or other positive means taken to prevent load disengagement.

**Rule 1440.** Cranes shall not be rigged to exceed the safe rated capacities at the radii at which the cranes are to be used.

**Rule 1441.** The lifting capacity of cranes and ship's gear shall not be downrated to avoid the correction of any defect which can affect the lifting capacity.

**Rule 1442.** Where cranes are equipped with elevators or fully enclosed man-lifts, employees shall use the crane's stairs or ladders if the elevator or man-lift is temporarily out of service.

**Rule 1443.** All dockside cranes shall display proper signals in accordance with Rule 1422 by January 1, 1994.

**Rule 1444.** After January 1, 1994, all cranes shall have a shut-off switch within reach of the crane operator's normal driving position.

**Rule 1445.** All transtainers shall be guarded with wheel fenders, bumpers, or skirt guards which shield each wheel to the front and rear extended to the lowest practicable level above ground and of sufficient height to push a person out of the way of the wheel.

## SECTION 15

### CONTAINER SHIP SAFETY RULES

**Rule 1501.** Employers shall provide adequate illumination. Adequate illumination is defined as light levels in walking and working areas which enable employees to safely perform assigned tasks and to be seen by other employees operating equipment. Lights shall be placed so that they do not shine in the eyes of employees.

**Rule 1502.** When containers are being loaded or discharged, the working side walkway of the ship shall be either roped off or other means taken to caution persons using the walkway that containers are being hoisted overhead.

**Rule 1503.** Grease, oil, ice, snow and similar slippery substances on container-top working surfaces shall be cleaned up so as to create safe working surfaces.

**Rule 1504.** Fall arrest systems shall be provided and used by all employees working on container tops when exposed to a fall hazard.

When workers on container tops are tethered to a device other than the beam, the beam shall be disconnected from the device. In those rare cases where disconnecting from the device causes an extreme safety hazard or an emergency exists, the beam may remain connected with the power to the crane shut off.

**Rule 1505.** Employees shall not be required to walk or work on top of rag top containers.

**Rule 1506.** When portable ladders are used, they shall be held or secured against movement.

**Rule 1507.** Employees shall not jump to adjacent containers in stow when there is a hazard of falling between containers. Lashing bridges made of aluminum or other suitable and safe material shall be provided and used. Ladders shall not be used as horizontal bridges.

**Rule 1508.** Lashings and cones shall not be dropped or thrown from aloft.

**Rule 1509.** Hoisting of employees on container lifting beams:

- (a) Employees to be hoisted and crane operators shall be informed of established procedures for hoisting employees.
- (b) Employee access to the riding location on the lifting beam shall be provided with steps and handholds and slippery conditions eliminated to minimize slipping and tripping hazards.
- (c) The riding location shall be provided with sufficient guard rails and a gate or enclosing device at the opening to prevent employees from falling from the beam. Prior to July 1, 1994, guard rails, gates or enclosing devices shall be a minimum of 42" in height.
- (d) The employee access space and riding location shall be equipped with guards where needed to avoid employee exposure to moving machinery.
- (e) A stowage space for lashings or other gear to be hoisted on the lifting beam shall be provided, keeping the access space and riding location clear of hazards. Such stowage locations shall be designed to prevent gear from falling from the lifting beam.

(f) When a crane is loading or unloading a tier of containers across a vessel, employees working aloft on that tier shall maintain a minimum athwartship distance of five (5) container widths or half the width of the tier, whichever is greater, offshore of the container being loaded or unloaded.

(g) When employees are required to ride the container beam or personnel cage, they shall not enter or exit the beam or cage at the bulwark rail of the vessel.

**Rule 1510.** Munck cranes shall be equipped with a fire extinguisher.

**Rule 1511.** Employees shall not climb hatch ladders when ship's cargo gear is in motion in that end of the hatch.

**Rule 1512.** No worker shall work on a deck load of cargo or containers or lash containers directly adjacent to an open hatch, except when adequate protection against falling into the hatch is provided.

**Rule 1513.** Employees shall not walk or work in the aisles adjacent to a container bay being loaded or discharged, except when the uppermost tier is being worked. Employees lashing or unlashings while the uppermost tier is being worked shall maintain a minimum athwartship distance of five (5) container widths or half the width of the tier, whichever is greater, offshore of the container being handled by the crane.

**Rule 1514.** Where pedestal platforms at the edge of a vessel are not equipped with railings, or where employees on deck must work outside the bulwark rail, suitable fall protection shall be provided.

**Rule 1515.** Where a fall arrest system is used, the following shall apply:

- (a) The fall arrest system shall be used only for employee fall protection.
- (b) The components of the fall arrest system shall be "approved" as per Rule 612.

- (c) Only a full body harness shall be used.
- (d) The fall arrest system shall be rigged to minimize free fall distance, with a maximum free fall distance of six feet (6').
- (e) Each terminal shall have an established procedure to rescue personnel in case of a fall.
- (f) The fall arrest system shall incorporate an energy absorbing mechanism.
- (g) All connectors shall be designed and used to minimize accidental disengagement. Snap hooks shall be positive locking. (A spring-loaded keeper over the throat of the hook is not adequate.)
- (h) The fall arrest system shall be attached to a tie-off point capable of sustaining at least twice the potential impact load of an employee's fall when certified by a qualified person, or 5,000 pounds in the absence of a certification by a qualified person. When more than one employee is attached to a tie-off point, the above limits shall be increased proportionately. Positive means shall be taken to prevent the movement of equipment when used as tie-off points. When container lifting beams are used as tie-off points, there shall be a shut off switch to prevent the crane from trolleying, hoisting, or gantrying. There shall be a visible indicator to the men on the container tops. Said indicator shall be a light affixed to the bottom of the crane cab. When the light is on, the container beam is alive. When workers are tied off to a live beam, the crane shall operate only in "slow-mode." Such cranes shall be equipped with an indicator light by March 31, 1997.
- (i) Harness, lanyards, and energy absorbers (except those which are integral to a self-retracting lifeline) which have been subjected to impact loading shall

be removed from service and destroyed. All other components of the fall arrest system shall be inspected and serviced by a competent person as per the manufacturer's recommendations.

- (j) Horizontal lifelines shall have a tensile strength capable of sustaining at least twice the potential impact load of an employee's fall when certified by a qualified person, or 5,000 pounds in the absence of a certification by a qualified person. When more than one person is tied off to a horizontal lifeline, the above limits shall be increased proportionally.
- (k) All components of the fall arrest system shall be inspected and maintained as per the manufacturers recommendations. (See also Rule 339.)

**Rule 1516.** Where personnel cages are used to hoist or lower employees, they shall comply with the following:

- (a) The cage shall be used to carry only personnel, their tools and necessary materials, and equipment to perform the work.
- (b) The cage shall be designed to a minimum safety factor of four based on ultimate strength. The maximum rated capacity and the cage's weight shall be posted on the cage. Cages shall be maintained to their design specifications. The cage shall be taken out of service if any defects are found affecting safe use.
- (c) Guardrails complying with Rule 1111, midrails and toeboards or another equally effective enclosure shall be provided for employees riding the cage. The entrance(s) to the cage shall be provided with a means of closure. Adequate overhead clearance shall be provided for employees riding the cage. Where an overhead hazard exists the top of the cage shall be covered with expanded metal or equivalent.

A solid covering is prohibited where it would obstruct the line of sight between the crane operator and the employees riding the cage. The cage shall be equipped with a means of storing tools, cones, materials, and equipment. The storage area shall not be loaded above the top restraining member.

- (d) The cage shall be secured to the hoisting apparatus by a positive means. The means of attachment shall have a safety factor of at least five (5) based on the weight of the cage and its maximum rated capacity. Where the cage is secured by twistlocks on the container spreader beam, there shall be a secondary means of attachment.
- (e) Prior to being placed into service for the first time the cage shall be loaded to 200 percent of its maximum rated capacity, hoisted over a full operational cycle, and suspended for a minimum of five (5) minutes.
- (f) The crane operator shall remain at the controls at all times while employees are suspended in the cages. Employees being hoisted shall remain in continuous sight of and communication with the crane operator or signalman. The crane operator shall move the cage only on a clearly understood communication from the employee in the cage, which may be relayed by the signalman. When the cage is left aloft without the crane in attendance, a radio or an emergency alarm system shall be available. Employees shall keep their bodies and extremities within the periphery of the cage while it is in motion. The cage shall not be loaded in excess of its maximum rated capacity, as posted.

**Rule 1517.** Materials such as cones, lashing rods, turnbuckles, etc., which are not secured or set in place shall be removed from container tops, cell lids, or hatch covers prior to

hoisting. Turnbuckles left in place shall be laid down. (This shall not preclude the hanging of any type of lashings or cones from the corner castings during loading and discharging.)

**Rule 1518.** Prior to June 30, 1993 and every four years thereafter, all container crane spreader beams shall be proof load tested and certified in accordance with applicable state and or federal OSHA regulations. The employer shall have certificates of testing available for the union's review.

**Rule 1519.** When cones are being loaded or unloaded at the rail of a vessel, the power to the crane shall be shut off to prevent the crane from trolleying, hoisting, or gantrying. Power shall not be engaged until the crane operator has received radio instructions to do so.

**Rule 1520.** When reefer containers are being lashed/unlashed, supervision will coordinate lashing and reefer operations so work may be accomplished with minimum interference.

**Rule 1521.** Where twenty foot containers are stowed in a forty foot cell and longshore workers are required below deck, they shall be in radio communication with the crane operator.

## SECTION 16

### CONTAINER TERMINAL SAFETY RULES

**Rule 1601.** Marked or designated walkways shall be provided and maintained from the gate to the working area in a container yard. Employees shall use those walkways and equipment operators shall be advised of the location of the walkways, the possibility of pedestrians being in the walkways and instructed to follow any warning signs at vehicle crossing points.

**Rule 1602.** Signs or verbal instructions to guide pedestrians to walkways shall be provided.



**Rule 1603.** Marked or designated areas shall be set aside within a container or roll-on/roll-off terminal for passage of employees to and from active cargo transfer points and the gate and the vessel, except where transportation to and from these points is provided by the employer.

**Rule 1604.** Materials such as cones, lashing rods, turnbuckles, etc., which are not secured or set in place shall be removed from container tops, cell lids, or hatch covers prior to hoisting. Turnbuckles left in place shall be laid down. (This shall not preclude the hanging of any type of lashings or cones from the corner castings during loading and discharging.)

**Rule 1605.**

- (a) Speed limits shall be posted, observed, and strictly enforced.
- (b) Stop signs shall be posted at all gates. Stop or yield signs shall be posted at all intersections where visibility is limited.
- (c) Drivers shall not cut across traffic lanes or through container storage areas or park vehicles and equipment across railroad/crane tracks, except as directed by supervision.
- (d) A diagram of the traffic routes, parking areas, and a list of traffic rules shall be provided to all drivers operating in the marine terminal. All marine terminal traffic rules and regulations shall be obeyed by all drivers. The terminal operator shall take measures to control traffic, including discipline of any driver who creates a safety hazard.

**Rule 1606.** At vehicular check-out lines, check-in lines or similar locations where employees in the normal performance of their duties may be located behind, ahead or around a vehicle, signs shall be clearly posted to warn oncoming drivers.

**Rule 1607.** A distance of not less than twenty feet (20') shall be maintained between vehicles in line when employees

are located between them. A visible and/or verbal means shall be used to identify this safety zone.

**Rule 1608.** When pedestrian employees are required in storage rows, a means to warn approaching vehicle operators shall be used and vehicles shall be equipped with warning devices such as lights, horns, etc., to notify employees of vehicle presence in the vicinity.

**Rule 1609.** Employees working within a marine terminal shall be provided with and shall wear a high visibility vest that is marked with reflectorized material. With the employers approval, other articles of clothing which provide equivalent reflectorized protection may be worn in place of the vest.

**Rule 1610.** Container chassis locks shall be in good working order and not welded or wired. Containers shall not be hoisted from chassis unless chassis locks are released.

**Rule 1611.** Empty containers stacked over two high in the container yard shall be stacked in a safe manner or secured in such a manner as to prevent them from being blown over in high winds.

**Rule 1612.** Vehicle operators shall observe applicable operator duties in Section 9.

**Rule 1613.** All dockside container hoisting equipment shall be equipped with radios. Foremen, clerks, and signalmen working directly with such equipment shall be provided with radios. Container cranes at each terminal working against a vessel shall be assigned a separate radio channel. Holsters or similar carrying devices and microphone attachments for radios so equipped shall be available.

The temporary unavailability of microphone attachments shall not cause a disruption of work nor a standby pursuant to Section 11 of the Pacific Coast Longshore and Clerks' Agreement.

**Rule 1614.** In container yard areas, all locking/unlocking of chassis shall be done in such a way as to allow adequate room and adequate lighting at all four corners of the chassis.

**Rule 1615.** When a noxious condition exists under a canopy due to truck exhaust, then the trucks shall shut down their engines.

**Rule 1616.** When working in conjunction with container cranes against a ship, portable chairs shall not be used.

**Rule 1617.** Employees working on foot inside a container storage row where container handling equipment is operating shall notify equipment operators in the area of their presence and location, and place an indicator that is clearly visible to the operator in the immediate work area. Equipment operators shall not enter those rows except when their movement is coordinated with the employee on foot.

**Rule 1618.** Where cranes are equipped with elevators or fully enclosed man-lifts, employees shall use the crane's stairs or ladders if the elevator or man-lift is temporarily out of service.

**Rule 1619.** When self-locking cones are used in conjunction with a chassis operation, the cones shall not be inserted or removed while the container is suspended over a chassis unless tools or equipment may be used to protect against personal injury.

**Rule 1620.** When lines are being handled and crane tracks are within three feet (3') of bollards or dolphins, cranes adjacent to the berth shall be parked or pinned at a sufficient distance from bollards and dolphins that will be used by linesmen.

**Rule 1621.** Container spreader beams attached to yard handling equipment, other than container cranes, shall be inspected, tested, and certified once every four years to the manufacturer's rated capacity/recommendation and inspected annually. The employer shall have certificates of testing and inspection available for the Union's review.

**Rule 1622.** While installing or removing cones from containers, employees shall not position themselves in the bight where they could be injured by the tractor wheels, container, chassis or other equipment.

**Rule 1623.** All vehicles used to transport longshore workers will be designed to accommodate passengers and have designated safe seats. Such vehicles shall be equipped with exhaust systems which are in full compliance with the relevant sections of the Pacific Coast Marine Safety Code.

**Rule 1624.** All new semi-tractors purchased after July 1, 1994 shall be equipped with shock absorbing cabs.

**Rule 1625.** When cones are being loaded or unloaded at the rail of a vessel, the power to the crane shall be shut off to prevent the crane from trolleying, hoisting, or gantrying. Power shall not be engaged until the crane operator has received radio instructions to do so.

**Rule 1626.** Bombcarts shall safely accommodate the full length of the container. Wheels and tires shall be installed and maintained in accordance with manufacturer's recommendations.

**Rule 1627.** Container terminals shall establish, post, and utilize procedures to transport improperly loaded/overweight containers. Overweight and/or improperly loaded containers will be brought to the attention of supervision for determination of safe handling.

**Rule 1628.** Chassis which need to be stretched or contracted to receive a container shall be stretched or contracted prior to coming under the crane.

**SECTION 17****GENERAL AND MARINE RAIL  
SAFETY RULES****17.001 INTRODUCTION**

The Joint Pacific Coast Marine Safety Committee has added a new Section 17, “General and Marine Rail Safety Rules,” to the PCMSC. All existing rail rules that were previously in the safety code have been duplicated in this section. These rail rules will remain in their present sections until 1999, when they will appear only in Section 17. The Joint Committee has developed a new format for Section 17 which is outlined at the beginning of the section.

A glossary has been added to standardize terminology that has traditionally been used in rail operations and to introduce new terms to describe recent developments in marine rail technology. The Joint Committee recognizes that this is both a new section and a new format and welcomes suggestions that may improve rail safety on the waterfront. Recommendations for consideration may be submitted to the Joint Port Accident Prevention Committees.

**17.002 GLOSSARY**

**Brake, air:** Brakes that are activated and released by air pressure.

**Brake, hand:** Mechanical wheel used for setting mechanical brakes.

**Car, intermodal:** A series of three (3) or five (5) permanently coupled intermodal gondolas.

**Cleat track vehicle:** (1) A multipurpose power vehicle with cleats sometimes used to push railcars; (2) a large jitney.

**Control devices:** Appropriately colored cones, flags, lights, lanterns, signs, and locks, derailleurs, gates and switches.

**Coupler/coupling:** The device on railcars that joins railcar to railcar.

**Derailer:** A device to protect tracks when switches cannot be lined away and locked out.

**Flying switch:** A switch lined to a track where a railcar is kicked on the fly without power or brakes.

**Frog:** Rail apparatus that facilitates tracks to cross each other (a flange way to allow one rail to cross another rail).

**Gondola, intermodal:** An open top railcar specifically designed to carry containers in single and double stacked configurations.

**Hubbing:** Movement of railroad cars within a facility.

**Point, guarding the:** “Guarding the point” is defined as escorting the unmanned or lead end of a train accessing or egressing a terminal.

**Power unit:** Locomotive a.k.a. “loci.”

**Protected track:** A rail track that has been closed to entry by the placement and/or installation of control devices.

**Pusher:** A small power unit used for inter-terminal switching.

**Rail spur:** Any railroad track other than a main line track.

**String, intermodal:** Any series of two (2) or more rail cars varying in length.

**Switch keys:** Keys used to lock and unlock switchlocks and derailer-locks.

**Switch:** A mechanical or automated device that opens or closes access to rail spurs.

**17.100 WRITTEN RAIL SAFETY RULES**

**Rule 17.101.** Employers with rail facilities shall develop a written rail safety plan which is terminal specific and in accordance with all PCMSC rules. This plan shall designate those responsible for safe train movement, loading and discharge operations. The plan shall also address the servicing railroad company and those other companies who may be affected by a rail movement, through and/or adjacent to their terminal.

This plan will include a description of terminal specific procedures and operations using the seven core elements of the Rail Safety Rules:

- 1) Written Safety Plan
- 2) Rail/Terminal Access/Egress
- 3) Train Movement Procedures
- 4) Control Devices
- 5) Supervision
- 6) Communications
- 7) Safe Work Practices

**Rule 17.102.** Employers with rail facilities shall develop and post a map of the terminal yard. The map shall identify terminal parameters, track location, switches, vehicle and material handling equipment traffic lanes and crossing points, pedestrian lanes, traffic control devices and train movement warning devices. Maps shall be made available upon request.

**Rule 17.103.** Rail operation logs shall be kept in accordance with state and federal regulations.

**Rule 17.104.** Employers shall have a written procedure for maintaining the security of control devices. The procedure shall describe how keys and locks for control devices, e.g., switches, gates, derailleurs, are stored, issued, collected, and inventoried.

**Rule 17.105.** The employer shall have a written procedure for notifying supervision and employees of scheduled and unscheduled train movement.

## 17.200 RAIL/TERMINAL ACCESS/EGRESS

**Rule 17.201.** Terminal gates shall be equipped with locks and proper identifying signs/lights. Prior to access or

\*Railroad lights, Lanterns, Flags and Signals. All rules in that discuss "appropriately colored" flags, signs, lights, and lanterns shall conform to the following clarification:

- 1) In California, red flags and red signs with white lettering are required. When lights or lanterns are used, they shall be white.
- 2) In Oregon, the accepted method of compliance is to use blue flags, signs, lights, and lanterns.
- 3) In Washington, blue flags, signs, lights and lanterns are required.

egress, supervision shall ensure that gates are locked and unlocked and that signals are displayed.\*

**Rule 17.202.** Tracks shall be numbered and marked to be visible day and night and shall be consistent with railway track designations.

**Rule 17.203.** Switches shall be numbered, marked and be consistent with railway switch designations. Switches must be visible both day and night and shall indicate direction of travel.

**Rule 17.204.** Railroad crossings at gates and roadways within terminal areas shall be marked.

## 17.300 TRAIN MOVEMENTS

**Rule 17.301.** Prior to a train entering a terminal facility, confirmation to enter the terminal must be provided by supervisors of affected operations.

**Rule 17.302.** Prior to authorizing train access to a terminal, supervision shall ensure switches are lined away and locked out from tracks to be protected and employees are warned of train movement.

**Rule 17.303.** All trains shall be accompanied by an escort vehicle when the train is entering, transiting, or departing a rail facility and there is work in progress in the immediate area. The vehicle shall guard the point by driving abreast of the lead car.

**Rule 17.304.** Rail facilities shall have a positive method to warn employees of train movement, which shall include audio and visual signals. Such signals shall be visible and audible to pedestrians and equipment operators.

**Rule 17.305.** When jitneys, cleat track vehicles, or tractors are used to push or pull rail cars, a positive means of stopping by chain, wire or coupling shall be provided.

**Rule 17.306.** A person shall be assigned to attend the hand brake when cars are being moved by other than railroad

personnel except when other mechanical means of braking are provided.

**Rule 17.307.** Before coupling or moving rail cars, it shall be ascertained that cars and cars with cargo can be coupled and moved safely.

**Rule 17.308.** Before shoving rail cars, the cars must be coupled and slack stretched to ensure that all couplings are made.

**Rule 17.309.** Railroad cars shall not be moved until it has been assured that the way is clear, nor without due warning being given to any exposed person. (See Rule 17.725.)

#### 17.400 CONTROL DEVICES

**Rule 17.401.** All malfunctioning switches shall be reported and repaired. (See also Rule 331.)

**Rule 17.402.** Flying switches are prohibited in working areas or across roadways or walkways within marine terminal operations.

**Rule 17.403.** Protection by suitable warning signs or other means as necessary shall be provided against employees stepping in front of moving trains where doorways open directly onto railroad tracks, at blind corners, or at other places where the field of vision is restricted.\*

**Rule 17.404.** Railroad cars being worked within a marine terminal shall be identified with signals (regulation flags, lights or signs) clearly placed to indicate that employees are working within, on or under rail cars.

- (a) Such signals shall be placed and removed by one of the employees working in and about the rail cars as directed by supervision.

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\*Railroad lights, Lanterns, Flags and Signals. All rules in that discuss "appropriately colored" flags, signs, lights, and lanterns shall conform to the following clarification:

- 1) In California, red flags and red signs with white lettering are required. When lights or lanterns are used, they shall be white.
- 2) In Oregon, the accepted method of compliance is to use blue flags, signs, lights, and lanterns.
- 3) In Washington, blue flags, signs, lights and lanterns are required.

(b) Switching equipment shall not pass signals on the track protected by that signal.

(c) All signals used for protection of employees shall be of a type recognized by the railroads and capable of being set securely.\*

**Rule 17.405.** When work is being performed on rail cars or tracks by the employer and personnel not under supervision of the employer, i.e., railroad personnel, each group will set and remove their signals. At no time may one group set or remove the other group's signals.

#### 17.500 SUPERVISION

**Rule 17.501.** Supervision shall give safety talks at the beginning of each shift. Topics may include: Layout of yard, projected rail activity and individual responsibilities.

**Rule 17.502.** When work is being performed on or around railcars, supervision shall be responsible for the following safety precautions:

- 1) All switches shall be lined away from protected tracks, locked and properly flagged.
- 2) When there are no lockout switches, a derailer shall be set and properly flagged to protect the track. Derailers shall be set no less than 150 feet from the railcar to be protected. However, where space is limited, a minimum distance of 50 feet may be observed.
- 3) Appropriate signals shall be placed on each open end of railcar strings to be protected before work commences.

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\*Railroad lights, Lanterns, Flags and Signals. All rules in that discuss "appropriately colored" flags, signs, lights, and lanterns shall conform to the following clarification:

- 1) In California, red flags and red signs with white lettering are required. When lights or lanterns are used, they shall be white.
- 2) In Oregon, the accepted method of compliance is to use blue flags, signs, lights, and lanterns.
- 3) In Washington, blue flags, signs, lights and lanterns are required.

- 4) Other equipment shall not be placed on tracks being worked so as to block or reduce the view of warning signals\*

**Rule 17.503.** Security for control device procedures shall be explained by supervision to longshore employees. (See also Rule 17.104.)

**Rule 17.504.** Prior to train movement, rail pusher operators and supervision shall confirm that switches have been properly aligned and that all affected personnel have been advised of the movement.

### 17.600 COMMUNICATIONS

**Rule 17.601.** There shall be radio communications between rail yard engine/rail pusher operators and supervisors. Radios shall be made available and provided with a conveniently located mounting bracket or permanently installed.

**Rule 17.602.** Supervision shall be responsible for assigning radios for rail operations to units or individuals not working under direct supervision.

**Rule 17.603.** The railpusher shall be informed of any coupling or uncoupling of railcar air hoses.

**Rule 17.604.** Radio communications that give rail movement instructions shall be repeated for confirmation.

### 17.700 SAFE WORK PRACTICES

**Rule 17.701.** Personnel working in rail facilities shall be attired as prescribed in Rule 1154.

**Rule 17.702.** There shall be no loading or unloading of railcars on a track adjacent to a track where cars are being moved.

\*Railroad lights, Lanterns, Flags and Signals. All rules in that discuss "appropriately colored" flags, signs, lights, and lanterns shall conform to the following clarification:

- 1) In California, red flags and red signs with white lettering are required. When lights or lanterns are used, they shall be white.
- 2) In Oregon, the accepted method of compliance is to use blue flags, signs, lights, and lanterns.
- 3) In Washington, blue flags, signs, lights and lanterns are required.

**Rule 17.703.** All longshore personnel shall use the permanent ladder on rail cars. All ladders shall be kept in good repair and in safe condition. Pending repair of damaged ladders, properly secured portable ladders or other safe means shall be used.

**Rule 17.704.** When walking around the end of standing railcars, at least ten feet clearance shall be maintained.

**Rule 17.705.** Longshore workers shall not ride on moving rail cars except under specific instructions from supervision.

**Rule 17.706.** Longshore workers shall not walk on the siderails of rail cars unless they are designed for that specific purpose.

**Rule 17.707.** No work shall be performed on top of, or in between rail cars that are coupled to a locomotive or pusher.

**Rule 17.708.** When locking and unlocking cones, the cones furthest away from the container handling equipment shall be handled first.

**Rule 17.709.** When rail car couplers need alignment or adjustment, cars shall be separated by at least 50 ft. and stopped. Where space is limited a safe distance shall be maintained.

**Rule 17.710.** Employees shall not jerk or lunge on a brake wheel or place a foot in the wheel spoke to release a vertical wheel type hand brake.

**Rule 17.711.** Rails shall be inspected and cleared of debris.

**Rule 17.712.** When loading or unloading railroad cars with drafts of long, heavy or awkward cargo which may cause an unsafe condition to exist, men shall position themselves to safely handle the load.

**Rule 17.713.** Falls led from cargo booms of vessels or cranes, or other equipment not specifically intended for the

purpose, shall not be used to move scows, lighters, or railroad cars.

**Rule 17.714.** Floors of railroad cars shall be in safe condition for the operations conducted within them.

**Rule 17.715.** When railroad cars are worked on any pier or bulkhead, stripping and stakes shall be piled in such a manner and in such a place that they will not create a hazard.

**Rule 17.716.** All box car doors and associated mechanisms shall be carefully inspected before workers attempt to open or close them. If the car door is not free and cannot be opened by hand, equipment shall be provided and a safe method shall be used. Forklifts shall not be used.

**Rule 17.717.** Car doors shall be opened slightly at first to examine for possible shifting of load in transit.

**Rule 17.718.** Condition of railcar doors shall be checked before opening. Defective doors shall be corrected or reported to the railroad.

**Rule 17.719.** Employees shall not pass under, between, over or through railroad cars when going to or from places of work.

**Rule 17.720.** Persons shall be checked in and out of railroad cars before and after loading.

**Rule 17.721.** Personnel shall not be allowed to ride on the sides of moving railroad cars.

**Rule 17.722.** When working on or crossing rail tracks, employees must step over and not on top of rails, frogs, switches or guard rails.

**Rule 17.723.** When employees are working in, on or under rail cars, or when hubbing or switching has been completed, a sufficient number of air brakes, or hand brakes, or other positive means shall be used to prevent movement. Brakes shall be set at the beginning and end of the rail car string as a minimum requirement.

**Rule 17.724.** When lift trucks are used in railway cars which have a bad floor, the floor of the car shall be covered with metal plates.

**Rule 17.725.** When persons are working in between or underneath railway cars there shall be a person stationed nearby to warn of any movement of the cars. (See Rule 17.309.)

**Rule 17.726.** A clear area extending 7½ feet from the nearest rail of all tracks shall be maintained. The cleared area shall be marked where possible.

**Rule 17.727.** Employee's shall not be allowed to be on, under, or between rail cars on tracks that are not properly protected.

## **ADDENDA**

### **CONTAINER CRANE ELEVATORS**

Addenda, July 1, 1990, Memorandum of Understanding:

During the course of the 1990 negotiations, it was agreed that both parties would work together to request the installation of elevators or fully enclosed man-lifts for crane access on all newly built shore based, rail-mounted container cranes which are purchased after July 1, 1990 by port authorities or direct employers for use in operations covered by the agreement.

### **CONTAINER CRANE RESCUE EXERCISES**

Addenda, July 1, 1990, Memorandum of Understanding:

During the course of the 1990 negotiations, the parties discussed the problem of rescuing personnel from hammerhead container cranes. In ports with such cranes, the PMA will contact the fire departments (or other appropriate agencies) to set up rescue exercises. The PMA will advise the local union of the results of this contact.

### **SHEAVE GROOVING AND CORRUGATION**

Addenda, July 1, 1993, Memorandum of Understanding:

During the recently concluded negotiations for the 1993 PCMSC, the committee agreed that during the term of the 1993 PCMSC, a joint task force shall be established to investigate and define “deep grooving from wear or corrugation from line grooving” for the purpose of educating and informing both union and employer personnel.

### **CONTAINER CRANE SEATS AND CONTROL PANELS**

Addenda, July 1, 1993, Memorandum of Understanding:

During the course of the 1993 negotiations, the parties agreed to a periodic review of control panels and seats for container cranes and transtainers in those ports having such equipment.

### **INADVERTENTLY HOISTING SEMI-TRACTORS**

Addenda, July 1, 1996, Memorandum of Understanding:

During the recently concluded negotiations for the 1996 PCSMC, the parties discussed various solutions and technologies presently available to prevent inadvertent hoisting of semi-tractors. The discussion resulted in an agreement that the parties would continue to investigate and encourage the use of new technologies which may be developed during the term of the 1996 PCMSC which might provide a solution to the problem.

### **RATCHET STYLE HARD HATS**

Addenda, July 1, 1996, Memorandum of Understanding

During the 1996 Pacific Coast Marine Safety Code negotiations the topic of ratchet style hard hats was discussed. The Pacific Maritime Association agreed to commence issuing ratchet style hard hats prior to the end of 1996. Upon request one new hard hat will be issued at no cost to members of the workforce. Replacement hard hats may be purchased at cost using the payroll deduction system.

The ILWU agreed to continue their support of PCMSC Rule 651 by notifying the membership of their responsibility to wear hard hats and directing them to report for work in proper safety attire.



## DUTIES OF THE JOINT PACIFIC COAST MARINE SAFETY COMMITTEE

Addenda, July 1, 1996, Memorandum of Understanding

1. The Joint Pacific Coast Marine Safety Committee shall meet during the life of the contract a minimum of one time in each of the four Pacific Coast Longshore areas.
2. Scope and Function of the Joint Committee Between Contract Negotiations:
  - A. The Joint Committee may discuss and formulate clarifications of PCMSC language.
  - B. The Joint Committee shall have the ability to address new safety issues that have a coastwide significance.
  - C. It is further agreed that, between contract negotiations, the Joint Committee does not have the ability to create new rules or contract language; however, it may recommend rule changes to the Coast Labor Relations Committee (CLRC).

## TRANSTAINER OPERATIONS

Addenda, July 1, 1996, Memorandum of Understanding

The Joint Pacific Coast Marine Safety Committee has reviewed transtainer operations and identified two areas where potential hazards may be reduced. The Committee suggests that different length containers not be mixed in transtainer stacks /bays. Also, transtainer stacks/bays should be configured so that the driver's side of semi-tractors is outboard of transtainer stacks/bays.

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