

Pacific Crane Maintenance Company

**NATIONAL MARITIME SAFETY
ASSOCIATION**

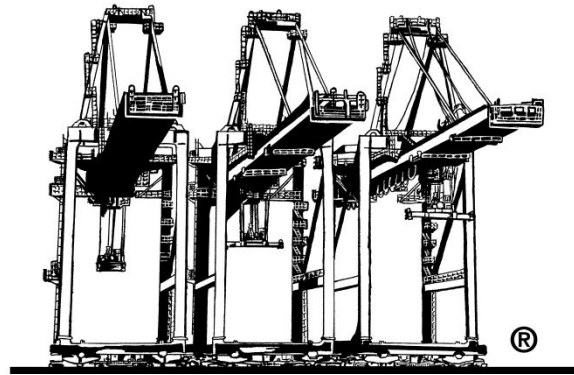
June 27th thru 29th 2023

Vancouver B.C.

The Pacific Companies Video



PCMC[®]



PACIFIC CRANE MAINTENANCE COMPANY[®]

Pacific Crane Maintenance Company

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**SAFETY CHALLENGES
MARITIME MAINTENANCE**

JUNE 29, 2023

0830 – 0915HRS.

Michael D. Outland

REGUALTORY

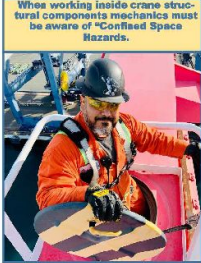
- OSHA –
 - 1917
 - 1018
- CALOSHA
- WISHA
- NMSA
- MACOSH
- PCMSC
- INDUSTRY SAFETY
 - PMA/ILWU
 - COAST SAFETY
 - JAPC
 - AAPC

CRANE MECHANIC

BEST PRACTICES



1
The power supply to cranes shall be turned off, locked out, and tagged out during repair or servicing.



2
When working inside crane structural components mechanics must be aware of "Confined Space Hazards."



3
Fall protection must be worn when workers are exposed to a fall hazard.



4
Crane mechanics shall be aware of pinch points and crushing hazards.



5
When working on the ground ensure proper traffic controls are in place.



6
Radio communications should be kept on a clear and open channel with fellow mechanics and crane operators.

OSHA®

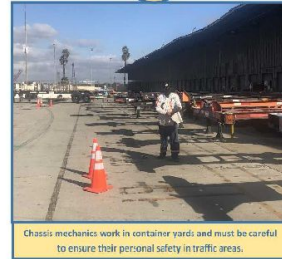
Six Best Practices When Working on Cranes in Marine Terminals

- Before servicing cranes, turn off, lock out and tag out all power sources.
- Recognize confined space hazards when working on structural crane components.
- Wear fall protection when fall hazards exist.
- Know where pinch points and crushing hazards are and ways in which to prevent exposure.
- Be aware of vehicle traffic.
- Maintain clear and open radio communication.



CHASSIS MECHANIC

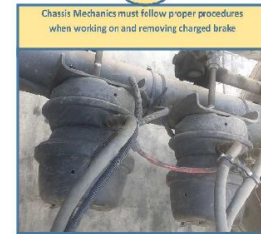
BEST PRACTICES



1
Chassis mechanics work in container yards and must be careful to ensure their personal safety in traffic areas.



4
Chassis mechanics should follow proper procedures when using jacks and jock



2
Chassis Mechanics must follow proper procedures when working on and removing charged brake



5
Follow OSHA regulations (1917.44(o)) when working with and around single-piece and multi-piece wheels.



3
Chassis must be secured from movement before maintenance is performed



6
Mechanics should never work under a chassis that is connected to a semi-tractor.

OSHA



Five Ways to Stay Safe When Working on Chassis in Marine Terminals

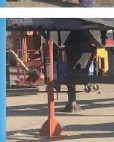
1 Be aware of vehicle traffic patterns and conduct work in a protected area.



2 Disconnect and secure chassis from semi-tractors before performing maintenance or repairs.



3 Never position yourself under a jacked vehicle or equipment.



4 Follow safety procedures for bleeding pressure from charged brake cylinders before performing work or removing them.



5 Service single- and multi-piece rim wheels according to 29 CFR 1910.177 and 1917.44.



Five Ways to Stay Safe When Working on Refrigerated Containers “Reefers” in Marine Terminals

1 Check that cords and receptacles are clean, dry, and in good condition before energizing reefers.



2 Recognize hazards, such as electric shock, carbon monoxide gas, and fire, and know how to safely mount and dismount nose- and belly-mount generator sets.



3 Operate forklifts safely and observe speed restrictions. Maintain equipment and train operators according to 29 CFR 1910.178.



4 Inspect ladders, forklift man baskets and other lifting devices prior to use or operation.



5 Keep walkways and access areas clear and dry to prevent slips, trips, and falls.

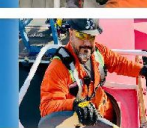


Six Ways to Stay Safe When Working on Cranes in Marine Terminals

1 Turn off, de-energize, and lockout and tagout all power sources before servicing.



2 Identify confined spaces on cranes and follow safety precautions when entering.



3 Wear fall protection when working on elevated surfaces outside the crane’s cab.



4 Know the locations of pinch points and crushing hazards.



5 Be aware of vehicle traffic patterns and conduct work in a protected area.



6 Maintain clear and open radio communication with crane operators.



PACIFIC COAST MARINE SAFETY CODE

PACIFIC COAST MARINE SAFETY CODE

“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, 2014-2019 and the Pacific Coast Clerks’ Contract Document, 2014-2019

2014 Revision

2014 REVISION

INTERNATIONAL LONGSHORE AND
WAREHOUSE UNION



and

PACIFIC MARITIME ASSOCIATION



*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.*

ILWU-PMA

Name _____

Port _____

Local No. ____ Reg. No. _____

Pacific Crane Maintenance Company

**VIGORUS SAFETY PROGRAMS ESTABLISHED
AND IMPLEMENTED BY THE ABOVE
SAFETY TEAMS**

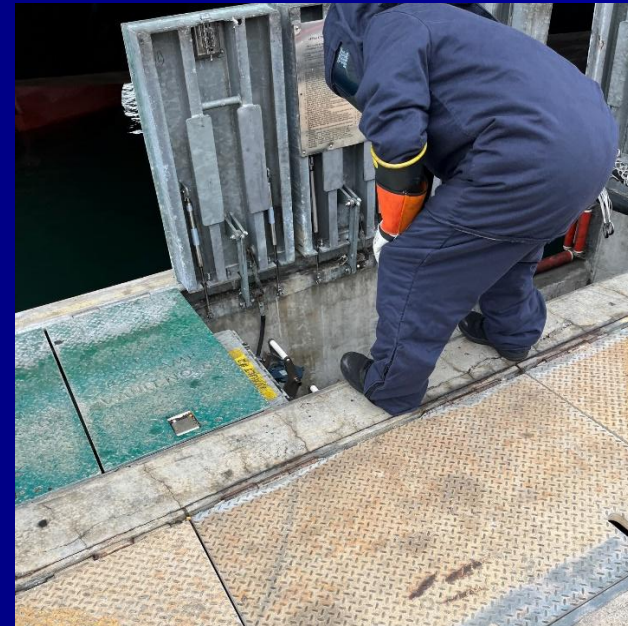
**DESIGNED TO IMPLEMENT THE
REGULATORY REQUIREMENTS**

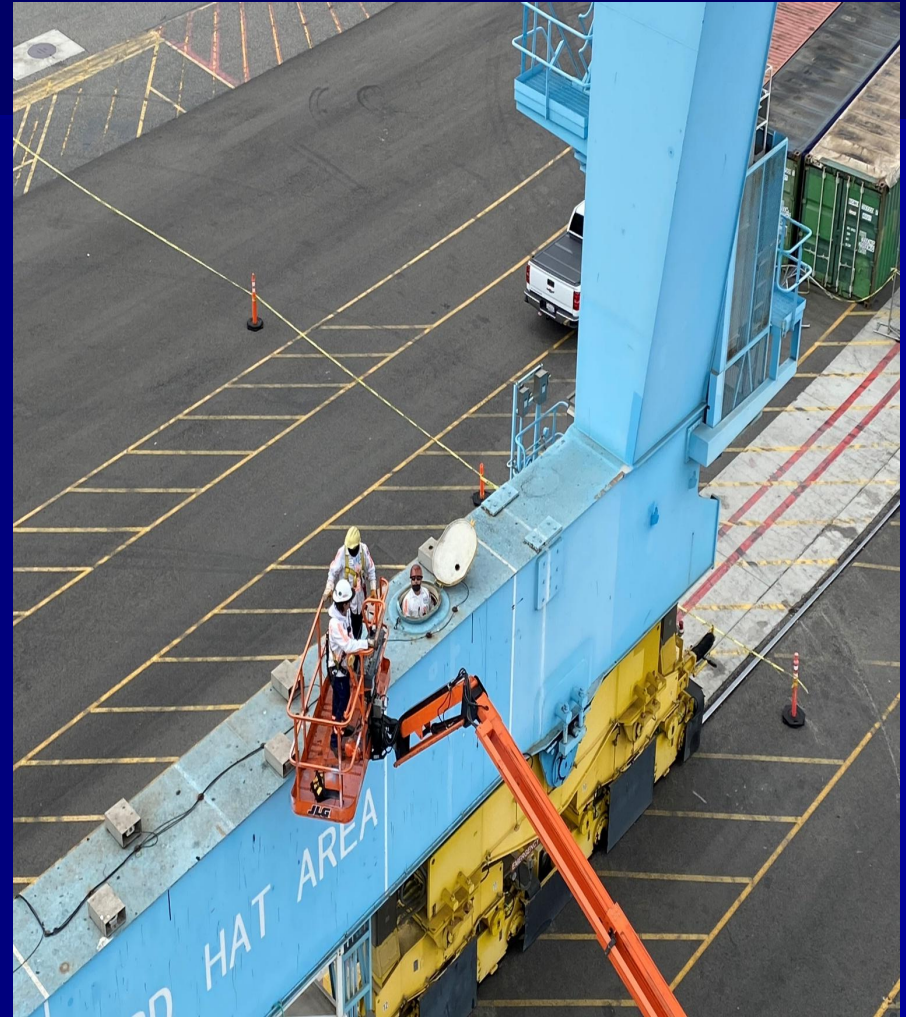
Pacific Crane Maintenance Company

**REGULATORY REQUIREMENTS FOR EACH OF
THE ABOVE ENTITIES AND
INCORPORATED INTO EACH PROGRAM
ARE THE SAME...**

**THE IMPLEMENTATION AND TRAINING
IS DIFFERENT
ESPECIALLY MAINTENANCE AND REPAIR**

AMP – COLD IRONING LOOKS DIFFERENT





WORKING IN CONFINED SPACE IS DIFFERENT

WORKING AT HEIGHTS – IS WELL...





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THE INDUSTRY MOVES CARGO
&
MECHANICS ARE NOT MAINSTREAM

YTI Crane Demo Video



Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

SAFETY COMMUNICATIONS

- **COMMUNICATIONS**
 - **DAILY SAFETY TALKS**
 - **WEEKLY MEETINGS & INSPECTIONS**
 - **MONTHLY MEETINGS & INSPECTIONS**
 - **QUARTERLY MEETINGS**

Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

SAFETY TRAINING

- **TRAINING**
 - **TOOLBOX SAFETY MEETINGS (TBSM)**
 - **BI-ANNUAL**
 - **ANNUAL**
 - **MONTHLY**
 - **88 TBSM A YEAR**
 - **200 SUBJECTS**
 - **REGUALTORY/REQUIRED**
 - **SPECIALTY (PROJECT WORK)**
 - **SPECIFIC (INJURY / ACCIDENT RELATED)**

Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

CHANGE - MAINTAIN

- **HIGH LEVEL OF AWARENESS**
 - **MIND SET**
 - **SAFETY CULTURE**
 - **EVER PRESENT KNOWLEDGE**
 - **REFORM ACTIONS**
 - **EMPHASIZE – “DO THE SAFETY THING FIRST”**
 - **CORRECTIVE ACTIONS**
 - **RE-ENFORCE THE SAFE HABITS AND ACTIONS**
 - **EXPOSE THE UNSAFE HABITS AND ACTIONS**

Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

UNIQUE

■ **STEADY WORK FORCE**

– **PROS**

- **CONSISTENT SAFETY PROGRAM**
- **TAILORED PROGRAM (INDIVIDUAL / DEPARTMENT)**

– **CONS**

- **COMPLACENCY**
 - **ATTITUDE**
- ### – **SAFETY BECOMES**
- **A PLACE HOLDER – NOT POSITIVE / NOT NEGATIVE**

Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

ATTITUDE - COMPLACENCY

**WHEN SAFETY BECOMES A PLACE HOLDER
NOT POSITIVE / NOT NEGATIVE**

ATTITUDE REFLECTS LEADERSHIP

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Changes – Challenges - Opportunities

READJUST

- **TRAINING – COMMUNICATION**
 - **APPROACH – MORE INTERACTIVE**
 - **SPEAKER – VARIED**
 - **SAFETY**
 - **OPERATIONS**
 - **LABOR RELATIONS**
 - **SPECIALTY – VENDORS**
 - **LEADSMEN – JOURNEYMEN**
 - **OTHERS WITHIN THE INDUSTRY**

Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

GOAL

**TRAINING – COMMUNICATION
AFFECT CHANGE IN ORDER TO ACHIEVE AND
MAINTAIN A HIGHLEVEL OF SAFETY
AWARENESS BY**

BUILDING SAFETY LEADERS

Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

Change Creates Challenges

**When the inevitable 'Change' Creates
seemingly insurmountable 'Challenges',**

The True Leader finds Opportunity

Pacific Crane Maintenance Company
Changes – Challenges - Opportunities

When the inevitable **'Change'** creates seemingly
insurmountable **'Challenges',**

The True Leader finds Opportunity