

Worksite: Squamish Terminals	Approved By: H&S Committee	Date Issued: August 20, 2021	Full Procedure Reference: PRO-033, version 2.0
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Key Site Safety Requirements:	Personal Protective Equipment (PPE)
<ul style="list-style-type: none"> • Wear required PPE • Attend Tool Box talk - mandatory • Site Speed Limits 20km on dock, 10km in sheds • Seatbelts mandatory • No use of electronic devices while in active working areas • No smoking on site (designated area only) • Drug and Alcohol use strictly prohibited 	<ul style="list-style-type: none"> • Hi-viz Vest • Safety Boots (6") • Type 2 Hard Hat (while on vessel; under boom; working around reach stacker; under raised forks) • Eye protection, hearing protection, gloves - recommended • Dust mask – if needed

Job Hazards Present:

- Slips, Trips, Falls on slippery / uneven surfaces.
- Pedestrians exposure to being struck by site traffic
- Site vehicles / materials handling equipment striking other vehicles or stationary obstacles / equipment.
- Poor ergonomics overexertion, musculoskeletal injuries (laboring, rigging, lifting, banding, pulling, pushing)
- Falling objects (equipment, cargo, debris, broken equipment, tools) – risk of being struck or crushed
- Overhead hazards – hook, frame, slings, cargo, equipment, gear
- Moving cargo - Collapsing load - risk of being struck or crushed
- Crushed by cargo
- Materials handling equipment - unstable load – tipping/rolling
- Pinch Points, Sharp edges / slivers
- Exposure to elements (wind, sunburn, heat index, cold, Dust)
- Tires can become heavy and slippery when wet – use extra caution

Procedure – Loose Tires Receiving from Vessel

- 1) The crew is dispatched to the “starting area” and the Foreman discusses the tires receiving operational plan with the crew to ensure the crew understands operation, safety and PPE. Depending on the volume of tires there may be more than one “starting area”;
- 2) The tires are off-loaded from the vessel direct to dock;
- 3) Lift truck will collect loose tires and carry horizontally, avoiding spearing tire and ensuring the bead is not in contact with the forks, and move to storage location;
- 4) Ensure landing/sorting area is clean and free of any debris that could potentially cause damage to the tires when landed
- 5) Slingmen to ensure to make eye contact with lift truck operator prior to moving in;
- 6) When possible, ensure that dockmen are standing on opposite side of lift truck – **STAY OUT OF THE BIGHT**;
- 7) The tires are delivered to the storage area by the lift truck carried horizontally
- 8) The Forklift Driver raises the load, tilts back, backs away from dockside and drives to the storage area.
- 9) The Forklift Driver lowers the load in the appropriate storage area and the Dockman places dunnage for stockpiling, ensuring dunnage does not make contact with tire beads. Forklift Driver drives away for the next load.
- 10) When building piles ensure it is straight up and uniformed with no over hangs
- 11) This procedure is repeated until the cargo is unloaded from dockside.

CAUTION

Large tires can be extremely heavy and slippery if there has been rain (use extra caution)

Damage

Watch for and report:

- Damaged beads
- Tears in tires/side wall
- Damaged tread
- Cracked tires

Stockpiling

- Loose tires can be stacked using appropriate dunnage.

Photos