

<b>Worksite:</b> Squamish Terminals	<b>Approved By:</b> H&S Committee	<b>Date Issued:</b> November 29, 2019	<b>Full Procedure Reference:</b> PRO-002, version 3.1
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<b>Key Site Safety Requirements:</b>	<b>Personal Protective Equipment (PPE)</b>
<ul style="list-style-type: none"> <li>Wear required PPE</li> <li>Attend Tool Box talk - mandatory</li> <li>Site Speed Limits 20km on dock, 10km in sheds</li> <li>Seatbelts mandatory</li> <li>No use of electronic devices while in active working areas</li> <li>No smoking on site (designated area only)</li> <li>Drug and Alcohol use strictly prohibited</li> </ul>	<ul style="list-style-type: none"> <li>Hi-viz Vest</li> <li>Safety Boots (6")</li> <li>Type 2 Hard Hat (while on vessel, under boom, working with reach stacker)</li> <li>Eye protection, hearing protection, gloves - recommended</li> <li>Dust mask – if needed</li> </ul>

<b>Job Hazards Present:</b>
<ul style="list-style-type: none"> <li>Slips, Trips, Falls on slippery / uneven surfaces</li> <li>Pedestrians exposure to being struck by site traffic</li> <li>Site vehicles / materials handling equipment striking other vehicles or stationary obstacles / equipment</li> <li>Poor ergonomics while rigging, lifting, banding, pulling, pushing – overexertion, musculoskeletal injuries</li> <li>Falling objects (equipment, cargo, debris, broken equipment, tools) – risk of being struck or crushed</li> <li>Overhead hazards – hook, frame, slings, cargo, equipment, gear</li> <li>Pinch Points, Sharp edges / slivers</li> <li>Exposure to elements (wind, sunburn, heat index, cold, Dust)</li> </ul>

<b>Procedure – Steel Beam Discharge from Gantry Vessel</b>
<ol style="list-style-type: none"> <li>1. For Hold Entry, follow safe work practices, if in doubt talk to Foreman</li> <li>2. When unlash beam, take safe position. Watch for lashing wire springing back when cutting</li> <li>3. When discharging beam, appropriate and rated stevedoring gear to be used (i.e. web chains, canaries)</li> <li>4. Set up Save-all net or alternate barrier to prevent workers falling into water.</li> <li>5. Ensure proper lifting appliances and rigging practices are used at all times</li> <li>6. There must be sufficient number of web chains, so that the load remains well supported</li> <li>7. Prior to and during shift, visually inspect web chains for signs of any damage</li> <li>8. Lifting Chains, Pre-Slung Wires, and/or breakout slings can be used for break out only. Once hooked up, the load should be steadied or moved to a safe place to apply stevedore web chains</li> <li>9. Holdmen place web chains under beam being mindful of pinch points, twisted slings and overlapping, before hooking to head. Web chains must support load - if the pre-slings stay attached to the frame, the weight of the lift must be on the web chains. Along the length of the load, 90° pulls should be maintained</li> <li>10. When cherry-picking, holdmen are to rig up one end of beams with lifting chain, topside slowly lifts the load high enough that web chains can be passed under and properly spaced to ensure the load is level</li> <li>11. All cargoes that are being turned, web chains must be crossed and load widths should be no greater than the lifting frame width</li> <li>12. Any load that can be turned should be turned as low as possible in the hatch (when able) and not between the legs of the crane</li> <li>13. Cargo stowed fore and aft can be taken out as a basket lift, as long as it is not being turned.</li> <li>14. Topside to take lift to ensure load is level. If not, place load down and adjust slings</li> <li>15. Holdmen must move to a safe location, so the load and/or frame does not pass over head and no one is in the bight</li> <li>16. <b>Crane operator must move the load away from Holdmen and take safest path when travelling out of hatch. The load may need to be moved to the centre of the hatch and set down in order for holdmen to move to a safe location.</b></li> <li>17. The load must be landed on bunks evenly.</li> <li>18. Slingmen/Checkers/Lift trucks must remain clear of the landing area until the load is settled onto the dock</li> <li>19. Slingmen are to inspect slings after use to look for signs of excessive wear during the discharge process and report any findings immediately</li> <li>20. Any pre-slings, banding and/or debris must be removed and dealt with accordingly</li> <li>21. Safe practices to be followed when lifting in or out dunnage bins etc.</li> </ol>



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Incorrect Practice: The web chains should be crossed when turning loads



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