

Safety on the Docks: Joint PMA-ILWU Efforts Reduce Accidents

In 1998, joint efforts by the Pacific Maritime Association and the International Longshore and Warehouse Union set a new safety record on the West Coast. According to the PMA, the accident and injury rate fell to 9.24 occupational injuries per 100 full-time workers. The latest rate follows a six-year pattern of injury reduction. What's behind this prolonged positive change?

Both the ILWU and the PMA have made waterfront safety a priority by providing the tools necessary to handle cargo safely while increasing productivity. These days, the PMA is investing

\$16.4 million in 1998-99 to train longshore workers in advanced skills, new technology and safety – a \$3 million increase over the previous year.



The Port of Redwood City specializes in bulk, neo-bulk and liquid cargoes.

Photo by Bob Bicker

To ensure dock workers can work with the latest technology safely and productively, the PMA purchases state-of-the-art equipment solely for training

purposes. Recent investments include semi-tractors, crane simulators and other container-handling equipment.

“Our training teaches an acute awareness of personal safety - knowing what is moving and where the unguarded hazards reside are key to injury reduction,” said Marc MacDonald, senior director of accident prevention for the PMA.

The ILWU and the PMA also worked closely through two joint meetings last year to discuss ways to further improve workforce safety. “This is yet another example of how the PMA and ILWU are working together toward making the West Coast port the most productive, safe and customer-focused in the world,” said Phil Resch, senior vice president for the PMA.

SPOTLIGHT: PORT OF REDWOOD CITY

Midway between San Francisco and the San Jose/Silicon Valley regions, lies the Port of Redwood City, the only deepwater port in the South San Francisco Bay. Specializing in bulk, neo-bulk and liquid cargoes, its strategic location provides excellent inland transportation access via U.S. Highway 101 and Union Pacific Railroad.

The port began operations in 1850 as a lumber-shipping basin that used the Redwood Creek waterways to float lumber to San Francisco. Today the port continues to break its own records for cargo handling productivity. In 1998, the port handled 893,268 tons for the first time ever, representing a 41.5 percent increase over the previous year. The record cargo included gypsum, cement, gravel and scrap metal.

Currently, the port is working in collaboration with business and government leaders to expand ferry service from the Port of Redwood City to points throughout the San Francisco Bay. The port also is evaluating several new business opportunities from Hanson, RMC Lonestar and West Coast Aggregates to expand cement and aggregate imports and develop its 10-acre expansion site. Decisions will be made in the next few months and the new tenants expected shortly thereafter.

“We’re pleased that the port has just completed a very successful year,” said Michael J. Giari, executive director, Port of Redwood City. “We expect to build on that success into the 21st century.”

For more information on the Port of Redwood City, visit its Web site at www.redwoodcityport.com.

PMA Safety Awards

Each year the PMA hosts safety banquets to recognize its members’ and the ILWU’s achievements in keeping employees safe. To qualify for an award, a member company must actively participate in the PMA Safety Program and report all occupational injuries and illnesses and all applicable man-hours from the previous calendar year. Member companies are divided into four categories according to the type of operation in which they are involved. Within each category, companies are further grouped into the number of man-hours paid during the year. →

PMA Today is a publication dedicated to highlighting West Coast port activities and developments as they relate to economic and international trade issues in the 21st century. We hope you enjoy PMA Today and find it to be a valuable informational resource. For more information about PMA, please visit our Web site at <http://www.pmanet.org>.

Did you know ...

...that if the annual container volumes of the Ports of Los Angeles and Long Beach were placed in a single-file line, it would stretch 28,318 miles – 3,416 miles longer than the equator?

Source: The Los Angeles Business Journal

Awards are presented to those qualifying member companies who have the lowest injury/illness incidence rates within their respective categories and groups. In the past two weeks, the PMA

accomplishments, awards were presented to ILWU longshore, clerk and foreman locals based on similar criteria. This year, the PMA presented ILWU Workforce Awards to Local 13-Los Angeles-Long Beach and



PMA Annual Safety Award winners and PMA staff.

held safety award banquets in California, Oregon and Washington to recognize vessel and terminal operators with outstanding safety records. Awards went to the following companies: Marine Terminals Corporation, Stevedoring Services of America, Jones Stevedoring Company, Westfall Stevedoring Company, Maersk Pacific, Ltd., Centennial Stevedore Services, Trans-Pacific Container Service, Norsk Pacific Steamship, California United Terminals, Continental Grain Company and Rogers Terminal and Shipping.

To recognize the labor force for their outstanding safety

Local 21 - Longview, Wash.

“We’re very proud of our members, the union and the workforce for reducing injuries to an all-time low,” said Resch. “And we’re working hard to achieve further reductions for this year.”

A safe and alert workforce is critical to maintaining consistent and dependable performance for shipping companies and their customers. In turn, it’s the workforce that keeps the West Coast ports strong and competitive, protecting the nation’s largest single economic gateway and ultimately protecting tens of thousands of West Coast jobs. ●

Member Profile- “K” Line



“K” Line links the Pacific Rim with North America and Europe.

“K” Line is a fully integrated intermodal transportation company linking the entire Pacific Rim with North America and Europe. The company offers container, double-stack train, reefer, LCL and car carrier services,

as well as consolidation and warehousing.

“K” Line is known for state-of-the-industry technology. The company has developed sophisticated global data systems to track all container movements and provide information about shipments, including bill of lading details, rail status, I.T. numbers and current “K” Line vessel and DST schedules. And the company announced in January that it is already fully Y2K compliant after undertaking a major program of computer hardware and software upgrades.

“K” Line America President and Chief Executive Officer Yoshio Inuma is based at the company’s North American headquarters in Glen Allen, Va. President Isao Shintani heads “K” Line’s global operations, with headquarters in Tokyo.

“K” Line steams into the next millenium secure in the knowledge that we have the right business balance and financial resources to be the ideal partner for our customers,” the company said in a statement. ●

Kawasaki Kisen Kaisha, Ltd. – better known as “K” Line – has grown from its beginnings 80 years ago into one of the world’s premier shipping lines.

The “K” Line of today is a significant player in the trans-Pacific and North American cargo trades, operating 26 liner routes between the Far East and Europe, Central and South America, Australia, Africa and North America.

The company has developed exclusive advanced systems in areas including container handling, garments and self-contained double-stack trains for refrigerated containers and other commodities. Its fleet of 225 vessels is among the most advanced in the world, and includes many state-of-the-art containerships, tramp and specialized carriers, car carriers, tankers and gas carriers. “K” Line’s more than 70,000 containers come in every size and description, including refrigerated and garment-on-hanger containers.

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