PMA Pacific Maritime Association

UPDATE

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The Age-Old Concept of "Avoiding the Bight" Remains as Vital as Ever

For decades, the Pacific Coast Maritime Safety Code has contained Rule 244 that includes safety provisions to be observed when workers must work in the bight of the line. There is even a diagram reminding "boom and fall" cargo rigged operation workers to "Avoid Working in the Bight" (see illustration on page 2) .

Getting "caught in the bight" traditionally referred to working within a loop of rope or wire or within an acute angle of line in rigged gear. Today, a small percentage of cargo is handled using "yard and stay" and similarly rigged cargo gear resulting in far fewer wire and block "bights" than in the past.

However, the traditional principle of "avoiding the bight" should be extended to other hazardous conditions in the cargo terminal and should be foremost in the mind of waterfront employees.

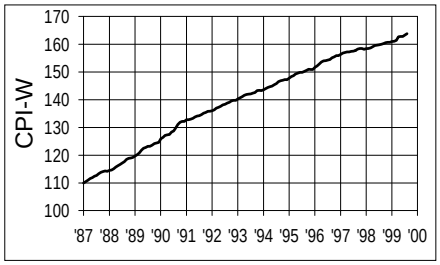
"Avoid Working in the Bight"

In several recent accidents, the concept of avoiding the bight *(high risk area)* could have saved a life or prevented injuries.

Continued on Page 2

CONSUMER PRICE INDEX
U.S. CITY AVERAGE - ALL ITEMS
(1982-84 = 100)
Urban Wage Earners & Clerical Workers

Month	1997	1998	1999	12 Mo.
JAN	156.3	158.4	**161.0**	**1.64**
FEB	156.8	158.5	**161.1**	**1.64**
MAR	157.0	158.7	**161.4**	**1.70**
APR	157.2	159.1	**162.7**	**2.26**
MAY	157.2	159.5	**162.8**	**2.07**
JUN	157.4	159.7	**162.8**	**1.94**
JUL	157.5	159.8	**163.3**	**2.19**
AUG	157.8	160.0	**163.8**	**2.38**
SEP	158.3	160.2		1.20
OCT	158.5	160.6		1.32
NOV	158.5	160.7		1.39
DEC	158.2	160.7		1.58



Longshore Payroll Services Completes Retro Paychecks in Record Time

The new longshore payroll system began processing payroll for the West Coast at the beginning of the 1999 payroll year. The system has continued to be improved as the year has progressed, but the task of paying retroactive wages to the longshore, clerk, and walking boss/foreman work forces was daunting.

More than 4.66 million hours were paid between July 3 and September 18, the eleven-week period between the effective date of wage increases and the date of contract implementation.

An additional $5.98 million was paid to the work forces for retroactive wages, and the payments were made in 14,452 extra paychecks.

The additional programming and testing required to handle the unique aspects of the West Coast longshore industry's retro requirements was completed in a very short three-week period between the time of contract ratification and October 1 when the final calculations were made and the checks produced. The new rates for each occupation code were calculated, proofed, and added to the system before payroll for the week of September 18 was calculated.

This year, for the first time, not only were rates for the first year of the contracts completed prior to implementation, but also the rates for the second and third years were calculated and entered at the same time. This will reduce the workload for payroll staff at the end of each of the next two contract years and will allow the rates to be published much earlier than in past years.

For the first time, a complete itemized statement was attached to each retro check, showing each additional payment in detail, line item by line item. In some cases, the statement was six pages long. Unfortunately, the collation of statement with check (or with electronic funds transfer statement) had to be done by hand. Payroll department staff worked feverishly for several days to complete the task so that checks could be distributed October 8.

Call for Photographs for *PMA Annual Report*

Many of the photographs that appear in the *PMA Annual Report* are provided by PMA member companies and West Coast port authorities.

Each year, staff members from the four PMA Area Offices ask representatives of member companies and the local ports to submit photographs. Many of the photographs will be used in the *Annual Report,* and unless otherwise specified, photographs will not be returned. Some of the photographs may also appear in future PMA publications and on the PMA website.

Photographs of general interest and of all types of cargo handling operations are needed. *Please ensure that employees and activities shown in these photographs comply with all current safety code regulations.*

The back of each photo should be annotated with information on how the photo should be credited. The date and the location at which the photo was taken and a brief description of the operation should also be included.

Photos for the *1999 PMA Annual Report* should be submitted before Friday, January 15, 2000. Photos may be submitted to the PMA Area Managers or directly to:

PMA Communications and Research
P. O. Box 7861
San Francisco, CA 94120-7861.

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ILWU Membership Ratifies Contracts

In overwhelming support of its Negotiating Committee, over eighty-two percent of the voting members of the ILWU Longshore Division ratified the 1999-2002 Pacific Coast Longshore and Clerks' Agreement.

Out of 7,189 voting members (78 percent of the division membership), there were 5,928 "yes" votes and 1,261 "no" votes.

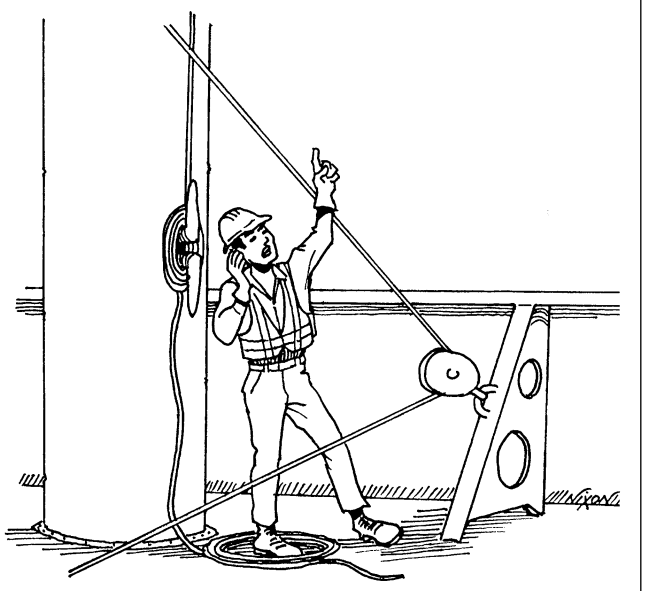
The ILWU Negotiating Committee was comprised of ILWU Vice President Jim Spinosa, Bob McEllrath, Ray Ortiz, Jr., Rich Austin, Frank Billeci, Dennis Brueckner, Ed Corder, Tony DePaul, Henry Graham, Larry Hansen, Dan Imbagliazzo, Norm Parks, and John Tousseau.

Additionally, the ILWU walking bosses and foremen approved their contract by almost 92 percent. The Walking Bosses/Foremen's Negotiating Committee included George Kuvakas (Chairman), Bill Nelson, Walt Butler, Ron Crabtree, George Hilbert, and Paul Weiser.

Results of the the Longshore Division Referendum Ballot of the 1999-2001 PCL&CA and the PCWB&FA

	Local	"Yes"	"No"
Longshore Locals:			
Southern California	13	2,229	644
	29	51	2
	46	83	1
Northern California	10	439	186
	14	33	1
	18	22	1
	54	48	1
Oregon	4	146	0
	8	392	34
	12	80	5
	21	163	26
	50	41	1
	53	7	1
Washington	7	31	0
	19	419	57
	23	432	42
	24	64	3
	25	12	1
	27	51	1
	32	54	1
	47	28	0
	51	12	0
Clerk Locals:			
	34	200	55
	40	70	14
	52	121	34
	63	700	150
Total Longshore and Clerk		5,928	1,261
Walking Bosses/Foremen:			
	91	56	5
	92	46	1
	94	279	32
	98	61	2
Total Walking Bosses/Foremen		442	40

Source: *The Dispatcher*



Avoid Working in the Bight

Avoid the Bight *(continued from Pg. 1)*

Trailer chassis. Chassis have a natural bight because the longitudinal rails are narrow, and the wheels and bolsters stick out. There has been at least one fatality and several serious injuries when workers have been caught in the bight formed by the tires and the chassis. This "bight" area increases tremendously when the tractor is turning and the chassis sweeps through an arc as it trails behind the cab.

Stored energy high risk areas. Air brake accumulators, air tanks and split rim tires, pressurized hydraulics and refrigeration systems all pose dangers associated with stored energy such as high pressure gases, liquids, or preloaded springs.

When working on or near equipment with a stored energy potential, unnecessary risks should be avoided. If possible, systems should be depressurized or stored energy released before repair work or other work begins that might put an employee at risk.

Ensure adequate ventilation if working with gases. Ensure lockout/tag-out systems are in place to prevent auto starts. Inspect systems for signs of deterioration before attempting adjustments or servicing. Properly "cage" rims and accumulators that are being serviced.

Identify machinery pinch, crush, or entrapment points. Point of contact or point of operation guards are required on machinery to keep workers from being entrapped. Normally, the guards and interlocks are in place to protect the operators from harm. However, if maintenance is being performed or if workers are required to go near any moving machinery, then pinch, crush, or entrapment scenarios need to be reviewed.

Stay out from under suspended loads. An elevated weight, that might swing, fall, or become unbalanced has potential energy greater than many times its initial weight and poses a high risk.

Loads or cargo that may roll, topple, or slide include steel plates, pipes, large tires, and logs. Each of these types of cargo produces high risk areas where workers can be injured if the load unexpectedly shifts, slips, or falls. Even cargo that is blocked and braced can be bumped or nudged by an adjacent operation and, as a result, shift or fall without warning.

Stay out of blind spots! As container size increases, the size of container handling equipment increases. This results in the operator's concentrating more on the movement of the container in order to avoid hitting or bumping other containers within the terminal and less on people who may be walking or driving smaller vehicles on the terminal.

Conditions in the vicinity of such equipment are made even more hazardous by the blind spots inherent in these large vehicles. Extreme caution must be exercised when walking or driving a small vehicle on the terminal.

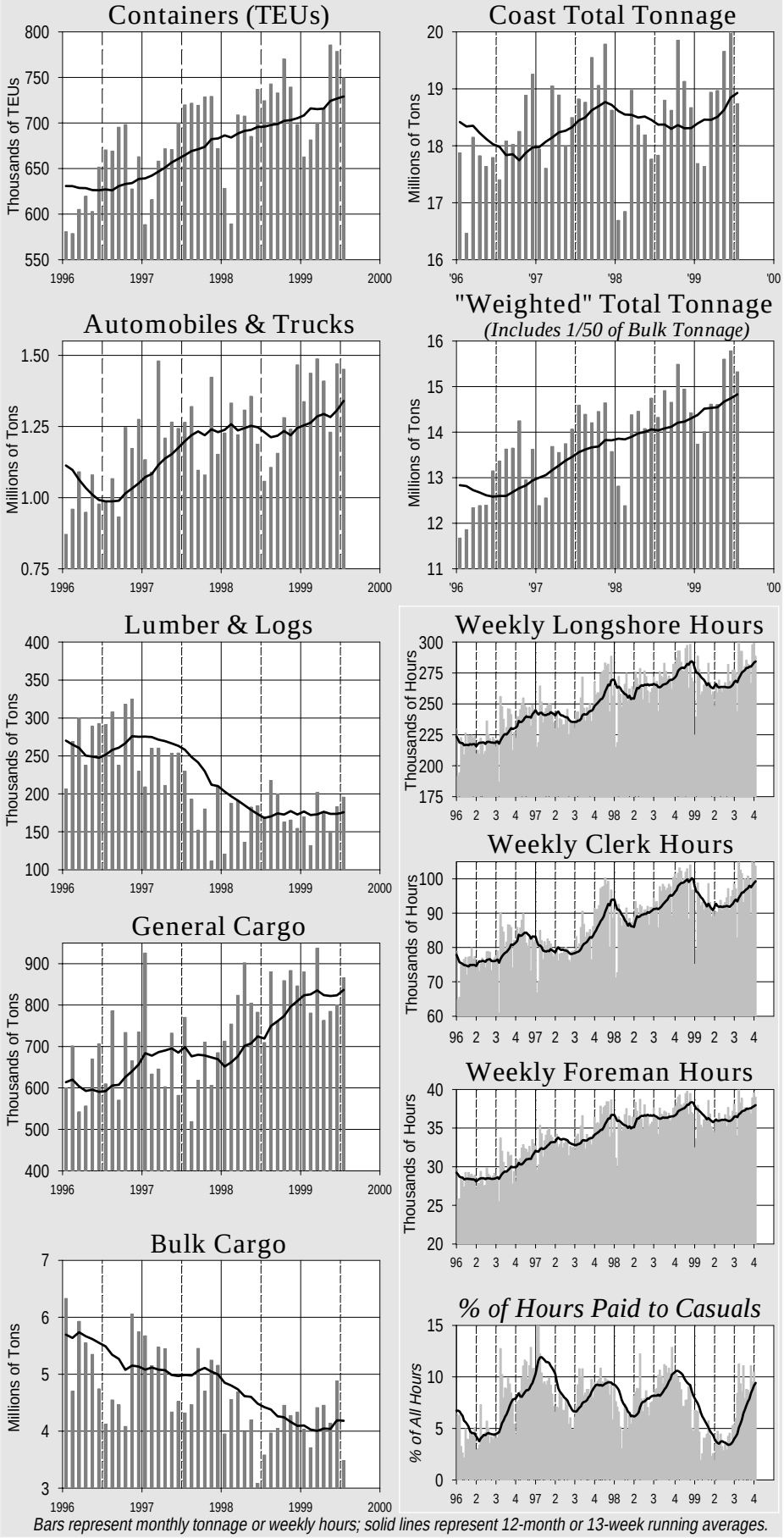
When approaching cargo handling equipment, ensure the driver acknowledges your presence either visually or by radio. Ensure that each party knows and fully understands the intentions of the other.

Transtainer rows are high risk areas. When exiting a transtainer row on foot, you immediately enter a vehicle transit area. Drivers do not expect to see pedestrians in these areas, so proceed accordingly. Do not risk needlessly getting "caught in a bight."

Complacency about safety has no place on the cargo terminal. Take the extra step to think through the work process or procedure to visualize what might happen if your actions are not performed safely.

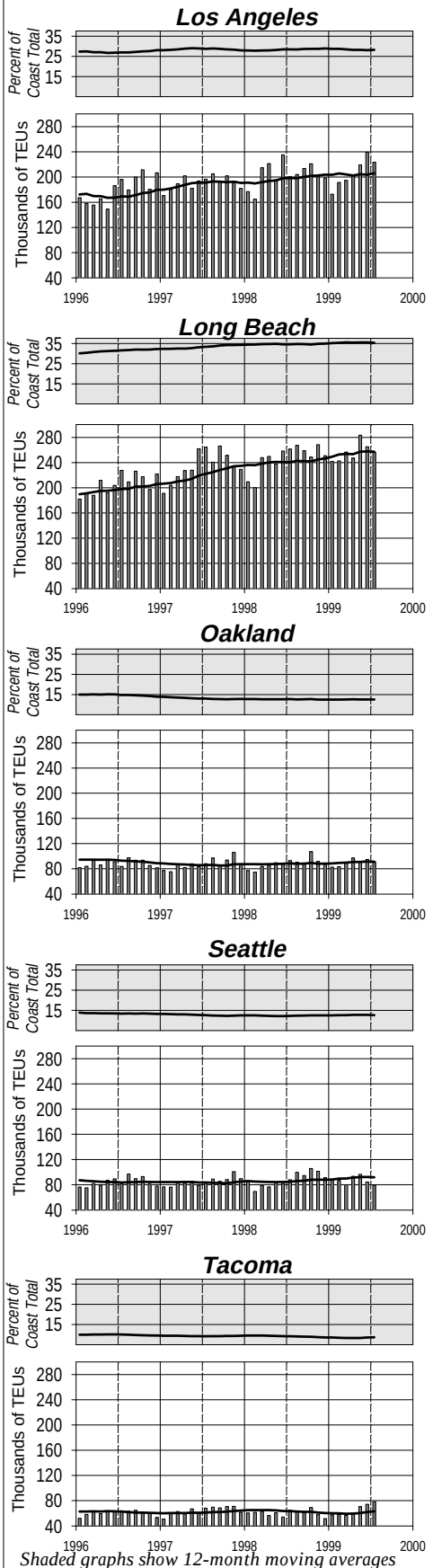
Exposure to yard and stay cargo rigs may be decreasing, but the waterfront has plenty of "bights" (or high risk areas) that must be recognized and avoided.

Monthly Tonnage by Reporting Category and Weekly Hours by Occupation Code Type



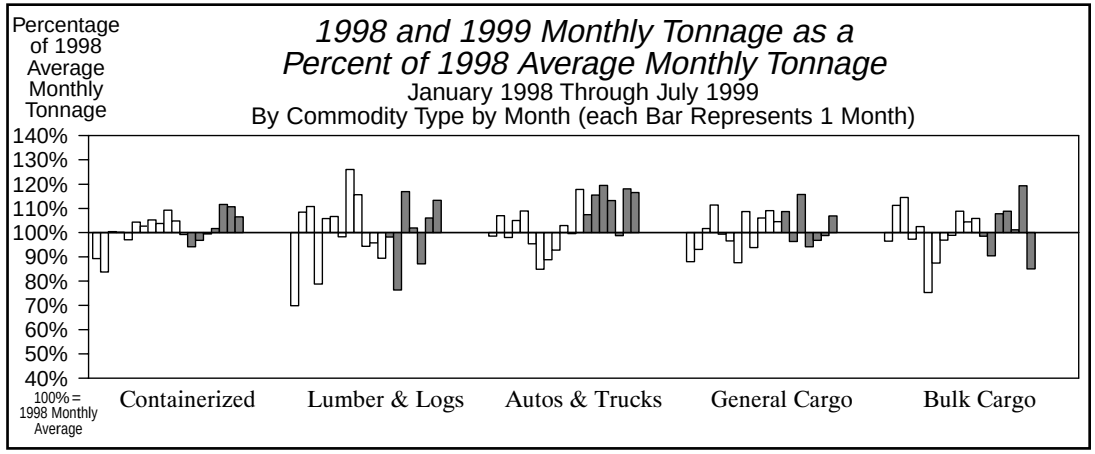
Bars represent monthly tonnage or weekly hours; solid lines represent 12-month or 13-week running averages.

Major Container Ports: Monthly TEUs Reported & Percent of Coast Total TEUs



Shaded graphs show 12-month moving averages of TEUs reported in the port as a % of the coast total. Vertical bars represent TEUs reported in the port each month; lines are 12-month moving averages.

ILWU LOCAL/PORT AREA	REGISTRATION (At 9/2/99) TOTAL	Class "B"	STATS (For 52 Payroll Weeks) (Ending 8/28/99) Number Working	Annual Hrs Pd	Wkly PGP	Hours Paid: Out of Port	Other Local	Casuals	Inactives	PORT HOURS (Year-to-date) P/R Wks 1-35, '99 Avg. Wkly	% Cst	Hours Paid at Occ Codes Clk	Frm	Exp. Rates*	TONNAGE BY PORT AREA (For 12 months-to-date & YTD) % of Category Coast Total (12 Months-to-Date) Cont'r RU's	Lmbr Logs	Autos Trucks	Other Gen'l	Bulk Cargo	TOTAL	1999 YTD (Jan-Jul)	% of Coast Total	1999 YTD '99 as a % of '98	Cstwise Loaded
Longshoremen	NO.	NO.	NO.	HRS	$	%	%	%	%	HRS	%	%	%	%	%	%	%	%	%	%	TONS	%	%	TONS
Southern California																								
29 San Diego	55	20	52	2,308	< 1	7.3	6.4	33.6	0.1	3,574	0.9	9.1	12.5	30.5	-	4.1	12.7	1.8	2.7	1.6	2,325,414	1.8	138.1	0
13 Los Angeles/Long Beach	4,070	867	4,026	2,072	< 1	0.3	0.7	6.1	0.5	236,211	58.7	24.8	9.9	20.0	63.5	7.0	34.6	51.6	25.1	51.9	68,147,785	51.5	104.0	108,912
46 Port Hueneme	81	11	79	2,008	< 1	5.8	7.9	38.7	0.0	6,297	1.6	15.2	6.4	32.3	0.1	< 0.1	10.9	7.1	0.1	1.2	1,613,680	1.2	113.3	0
Southern California Total	**4,206**	**898**	**4,157**	**2,073**	**< 1**	**0.5**	**1.0**	**7.5**	**0.4**	**246,083**	**61.2**	**24.4**	**9.8**	**20.4**	**63.6**	**11.1**	**58.2**	**60.5**	**27.9**	**54.7**	**72,086,879**	**54.5**	**105.1**	**108,912**
Northern California																								
10 San Francisco Bay Area	1,009	181	953	1,764	< 1	1.3	1.1	3.6	1.2	48,689	12.1	26.7	8.2	18.8	12.8	0.1	5.4	7.7	2.3	9.6	12,671,906	9.6	106.6	564
54 Stockton	56	23	56	1,669	29	6.1	5.9	13.5	1.1	2,418	0.6	19.4	7.4	6.4	-	-	-	1.8	3.0	0.7	980,781	0.7	125.7	0
18 Sacramento	23	2	23	1,660	129	11.4	17.1	21.4	1.8	1,815	0.5	22.7	6.9	16.0	-	0.1	-	1.9	1.3	0.4	582,139	0.4	108.5	0
14 Eureka	31	0	31	1,046	292	38.2	5.6	6.0	0.0	568	0.1	11.8	11.9	6.4	< 0.1	2.6	-	1.9	0.5	0.2	335,688	0.3	110.0	0
Northern California Total	**1,119**	**206**	**1,063**	**1,735**	**13**	**2.4**	**1.9**	**4.7**	**1.2**	**53,489**	**13.3**	**26.1**	**8.2**	**18.0**	**12.8**	**2.7**	**5.4**	**13.3**	**7.1**	**11.0**	**14,570,514**	**11.0**	**107.8**	**564**
Oregon																								
12 North Bend/Coos Bay	93	16	90	1,146	205	48.7	0.4	1.2	0.0	1,163	0.3	10.3	9.0	0.4	< 0.1	6.8	-	0.2	4.2	1.0	1,427,823	1.1	90.3	25,812
53 Newport	8	1	8	753	411	76.7	22.7	0.4	0.3	48	0.0	3.3	1.7	3.5	-	0.4	-	-	-	< 0.1	6,350	0.0	181.1	0
50 Astoria	44	0	44	803	429	87.9	3.0	0.3	1.0	84	0.0	0.0	0.3	0.2	-	1.4	-	-	-	< 0.1	10,951	0.0	42.7	475
8 Portland	481	69	469	1,811	6	2.4	13.6	2.4	1.3	22,536	5.6	14.4	7.6	6.8	2.3	3.0	19.0	8.7	23.1	8.4	10,691,486	8.1	109.5	27,378
4 Vancouver, WA	153	44	148	1,727	12	13.2	12.0	6.3	1.1	6,300	1.6	13.8	6.7	9.7	< 0.1	0.1	3.1	3.8	8.6	2.3	2,970,075	2.2	107.0	0
21 Longview, WA	191	23	188	1,951	10	19.2	6.0	5.2	1.3	8,618	2.1	9.1	8.0	6.7	< 0.1	30.3	-	6.5	12.8	3.4	4,745,274	3.6	106.0	41,247
Oregon Total	**970**	**153**	**947**	**1,707**	**50**	**13.0**	**11.2**	**3.6**	**1.3**	**38,749**	**9.6**	**13.0**	**7.5**	**7.1**	**2.3**	**41.9**	**22.1**	**19.2**	**48.7**	**15.1**	**19,851,959**	**15.0**	**106.6**	**94,912**
Washington																								
24 Aberdeen	68	0	68	1,361	168	25.3	8.5	3.7	0.0	1,682	0.4	6.6	6.0	1.2	< 0.1	14.7	-	0.5	-	0.2	228,315	0.2	118.2	128,974
27 Port Angeles	53	0	53	729	504	61.5	6.6	1.6	2.6	332	0.1	8.1	7.3	0.1	-	2.4	-	< 0.1	0.4	0.1	136,476	0.1	104.5	45,892
51 Port Gamble	12	0	11	512	647	84.8	0.0	0.0	0.0	17	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0	0.0	-	0
47 Olympia	28	5	28	766	313	46.8	25.6	5.1	0.1	292	0.1	3.3	17.0	8.5	< 0.1	1.3	-	< 0.1	< 0.1	< 0.1	32,065	0.0	34.8	0
23 Tacoma	488	99	486	1,868	< 1	2.2	2.6	13.3	0.1	27,138	6.7	21.7	8.9	11.3	8.7	18.6	10.5	2.5	9.9	8.9	12,185,396	9.2	109.0	0
19 Seattle	580	125	576	1,858	< 1	1.5	4.7	10.5	0.2	32,197	8.0	25.4	7.9	8.0	12.6	0.4	3.9	3.1	3.3	9.4	12,277,373	9.3	109.3	39,224
32 Everett	54	0	52	1,115	229	18.2	11.5	6.0	1.0	1,207	0.3	6.1	8.1	3.0	< 0.1	5.7	-	0.1	0.7	0.2	257,498	0.2	101.7	7,831
25 Anacortes	13	0	13	978	251	42.2	29.9	1.8	0.2	236	0.1	8.9	11.8	3.1	< 0.1	1.3	-	-	0.4	0.1	112,012	0.1	63.3	0
7 Bellingham	32	0	31	987	234	16.4	9.0	6.4	2.4	856	0.2	9.6	10.8	8.6	-	-	-	0.7	1.5	0.4	476,894	0.4	109.9	1,440
Washington Total	**1,328**	**229**	**1,318**	**1,698**	**58**	**5.3**	**4.4**	**11.1**	**0.2**	**63,957**	**15.9**	**22.5**	**8.4**	**9.1**	**21.3**	**44.2**	**14.4**	**7.0**	**16.3**	**19.3**	**25,706,029**	**19.4**	**108.5**	**223,361**
Total/Average	**7,623**	**1,486**	**7,485**	**1,913**	**18**	**2.9**	**2.8**	**7.3**	**0.6**	**402,294**	**100.0**	**23.2**	**9.2**	**17.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**132,215,381**	**100.0**	**106.2**	**427,749**
% Change from Update *of 8/98*	*+8.9*	*+0.7*	*+8.8*	*-0.9*	*-14.3*	*+0.2*	*-0.7*	*-2.6*	*-0.1*	*+0.6*		*+0.5*	*+0.1*	*-3.1*	*4.9%*	*4.5%*	*8.9%*	*16.4%*	*-5.4%*	*3.1%*				*-33.5%*
Clerks																								
29 San Diego	4	0	4	***	***	10.2	34.8	9.9	0.3															
46 Port Hueneme	12	0	12	2,494	-	2.6	29.3	8.4	0.0															
63 Los Angeles/Long Beach	935	2	923	2,671	< 1	0.1	11.6	10.8	0.4															
14 Eureka	3	0	3	***	***	20.4	40.5	0.0	0.0															
34 SF Bay Area & Delta	279	10	275	2,363	1	2.6	9.1	2.0	0.9															
40 Portland	93	0	90	2,504	2	32.1	13.1	1.4	3.2															
23 Tacoma	69	0	69	2,531	-	1.0	38.8	1.2	1.5															
52 Seattle	169	0	168	2,550	-	13.1	12.1	3.6	0.9															
Total/Average	**1,564**	**12**	**1,544**	**2,582**	**< 1**	**3.8**	**13.3**	**7.7**	**0.7**															
Foremen/Walking Bosses																								
29 San Diego	2	0	2	***	***	0.6	71.7	1.2	0.0															
46 Port Hueneme	5	-	5	2,430	2	0.2	37.9	0.7	0.0															
94 Los Angeles/Long Beach	351	-	346	3,424	< 1	0.1	3.5	0.0	0.6															
91 Northern Calif. Area	75	-	72	2,669	27	0.7	15.4	0.0	0.5															
92 Portland	47	-	47	2,505	13	13.5	19.6	0.0	3.8															
98 Seattle	97	-	95	2,570	13	9.9	12.5	0.0	1.1															
Total/Average	**577**		**567**	**3,099**	**7**	**2.4**	**8.6**	**0.0**	**0.9**															



* Longshore and Clerk hours only. *** "Annual Hrs Pd" and "Wkly PGP" for groups of less than five individuals are not shown, but the data are included in category averages.