

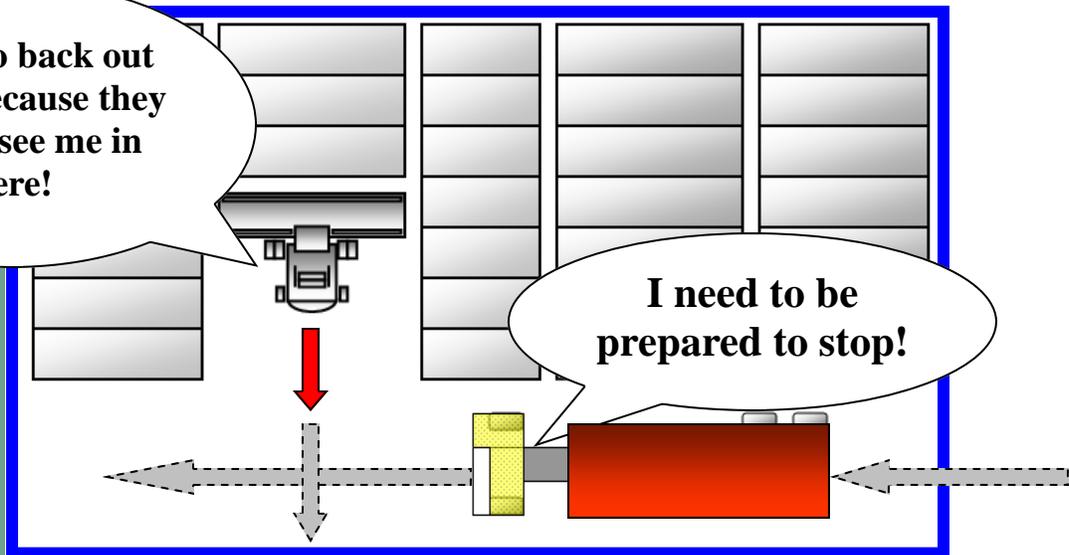
Longshore Safety Tip

DRAFT MONTH 2008 No X

TOP HANDLER AND TRAFFIC SAFETY

Top Handlers working in deep piles deserve special attention!

I need to back out slowly because they cannot see me in here!



I need to be prepared to stop!

Top Handlers working in deep piles:

- 1. Cannot be seen until they emerge from the pile.***
- 2. Have to back across transit lanes to load containers on to chassis and bomb carts.***
- 3. Requires Operator's attention to ensure that the container being lifted does not strike other containers while being backed out.***

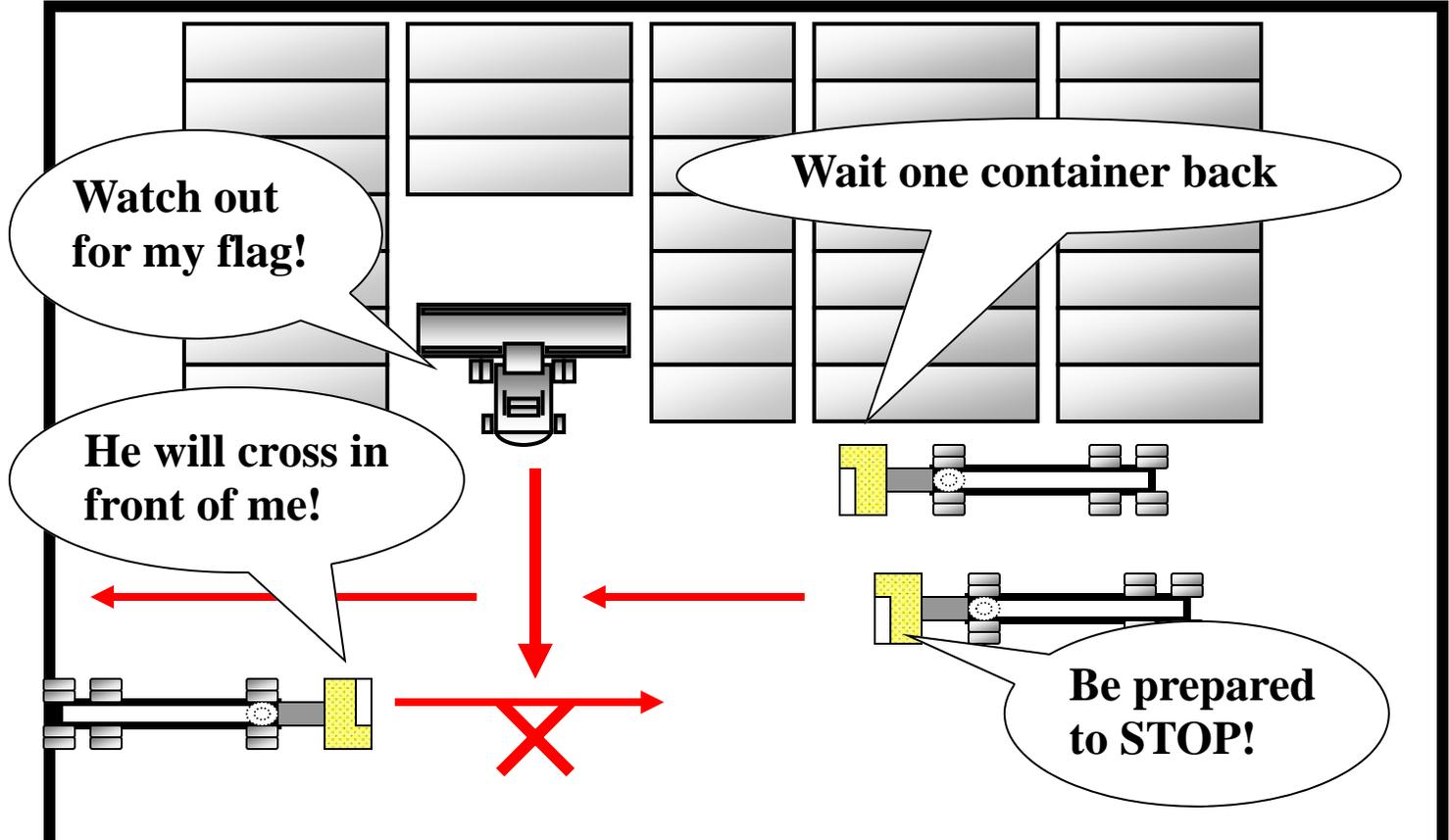
Watch out for my flag!



**ILWU-PMA
PACIFIC COAST MARINE SAFETY COMMITTEE
DEDICATED TO SAFETY**



Top Handler and Traffic Safety



Tips to Avoid Top Handler and Semi Tractor Accidents

- 1. All drivers: Use caution when approaching gaps between container bays where top handlers may be operating and listen for the back up alarm.*
- 2. All drivers: Yield the right of way to the backing top handler - provide a wide berth or stop to allow the top handler to back across the travel lane.*
- 3. Top handler operators: Always back slowly, smoothly and cautiously out of the stacks.*
- 4. Semi tractor operators: If you see a gap between container bays, assume a top handler will back out. Be prepared to STOP!*
- 5. Semi tractor operators: Stay back a minimum of one container length while waiting to receive a can per PCMSC Rule 1630.*
- 6. Supervision shall ensure that traffic flow plans per PCMSC Rule 1153 are followed.*
- 7. Semi tractor operators: Do not drive under a container suspended from a top handler. Per PCMSC Rule 653 & 911*

Top handlers have the right of way. Anticipate them backing out of a pile. Be prepared to STOP— PCMSC Rule 905