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What state/territory: Qld

**Review of the National Guidance Material for Working Safely on the Waterfront
 Public Comment Response Form**

Complete and submit this form by 5PM AEST FRIDAY 10 AUGUST 2012 to
stevedoring@safeworkaustralia.gov.au

Comments on content of the national guidance material	
Section/page no.	Comment
Comments on additional issues identified in section 4.2 of the Discussion Paper	
Section/page no.	Comment
Hatchmen	<p>Safety of workers in ship: at all times there is a crane driver is driving cranes. There are blind spots on boom cranes as well as blind spots in the hold. In split holds on ships, where people are working in one part and cargo is loading in the other half of hold, hatchmen lets them know when cargo is coming over.</p> <p>I have informed new employees that are learning in the hold of ships that they are in a dangerous position and to move into a better position. This happens on many occasions with the large turnover of casual labour.</p>
Stevedoring qualifications	Yes, these stevedoring qualifications should be used.
Safety Induction skill-set	Yes. The newly developed stevedoring safety skill-set should be used to underpin safety inductions. This would demonstrate the potential dangers of work on the waterfront.
Use of checklists	Should the safety checklists, which set out examples of the types of hazards, and acceptable/unacceptable ways of handling those hazards, be maintained in the guidance material? Yes. Each cargo has its own problems-dangers. A specific checklist dedicated to each cargo is required
Comments on the implementation of the national guidance material in each jurisdiction which may have included launches, information and training sessions, and whether it has been useful in the workplace as a resource for improving safety practices.	
Section/page no.	Comment

Other comments	