PLAINTIFF'S EXHIBIT
MON-1610

MCC 950920

Monsanto

FROM (NAME & LOCATION) D. D. Kos - O-11

DATE June 21, 1982

CC: Mark Riddle
PMSB
SHAC

SUBJECT Minutes of Hourly Safety Committee Meeting
May 25, 1982

REFERENCE

TO Hourly Safety Committee

Present

Gene Crain
L. E. Derrick for Mike Westmoreland
Lawrence Elbert
Clarence Jackson
Walt Middleton
Ruby Mosley
James Nidiffer for A. J. Davidson
Carl Richardson
Pat Walzel

The guest speaker was G. T. Ryan, general superintendent of ethylbenzene, styrene, utilities, and environmental departments. Tom reviewed the overall plant safety performance to date and the status of the breathing air system project.

Mark Riddle presented an overview of the safety promotion program "Armored For Safety."

NEW BUSINESS

Vehicle Traffic Violations

- Recently, Crescent contract vehicles have been observed running stop signs and speeding. This was observed on several occasions by a Monsanto employee.

- This was brought to the attention of the plant security department and Fred Herzog will follow up. Any time a vehicle is observed violating plant traffic rules, the license plate number or vehicle description should be reported immediately. This will aid followup before the vehicle leaves the plant.

Shutdown/Construction Area - Poor Housekeeping

- During shutdowns and construction work, housekeeping is significantly worse than the normally good level maintained in the plant. This can increase the potential for serious injury as in the case of the recent HCN operator recordable injury in which poor housekeeping was reported as a contributory cause. On May 24 the pipefitters could not safely begin work in the AN reactor due to poor housekeeping. It was reported to supervision and cleanup was initiated, but not without difficulty.

- This concern was reviewed and discussed in both SHAC and PMSB meetings.

  It is each employee's responsibility to assess every job for unsafe working conditions before starting work and as the work continues. If unsafe housekeeping conditions exist, this should be immediately brought to the attention of supervision. Of course, emphasis should be placed on having each shift clean up after themselves so that others will not be exposed to hazardous conditions.

  Again, every employee has the responsibility to stop work and report any clearly unsafe condition to supervision.

Shift Pipefitters Staffing

- The number of shift pipefitters has been reduced from four to three and the leadman eliminated. The shift will be staffed with people inexperienced in the docks loading/unloading operations.

- This is a staffing decision, not a real safety problem. The barge and ship traffic level has significantly decreased due to the economic recession. An extensive audit of the dock loading/unloading requirements revealed that normal operations could be handled safely with three pipefitters. When the job necessitates more than three people, the shift will be staffed accordingly.

  The inexperienced pipefitters working shifts were given special training when the usual group of experienced people elected not to request shift work.

HSC members were alerted that in next month's meeting we will solicit ideas on area and craft competition for the best safety and housekeeping inspection record.

I would like to express my thanks to all members for participating in the outfitting of the hard hat key chains with countdown stickers.

The next hourly safety committee meeting is scheduled for Tuesday, June 29, at 1:30 in the small conference room, Personnel Building.

D. D. Kos

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