

CURRENT SAFETY TOPICS

JAPC

Los Angeles/Long Beach

November 05, 2009

JAPC UNION REPRESENTATIVES

*Gary Kelley	ILWU Local 13
*Pete Favazza	ILWU Local 13
*Marco Geich (Chairman)	ILWU Local 94
Larry Manzo	ILWU Local 13
Joe Donato	ILWU Local 13

INDUSTRY REPRESENTATIVES

Kat Evans	APL/Eagle Marine
Dave Turner	APM Terminals
Vince McCullough	SSA Marine
	SSA Terminals
	Coast Maritime Services
Claudia Thomas	CCMW&D
Ed Mitchell	Metro Ports
Erin Pierson	Ports America Group
Bob Graham	Ports America Group
Don Wylie	Ports America Group
Mike Outland	PCMC
Paul Richey	Trapac

SECRETARY

Michael Hall	Pacific Maritime Association
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REVIEW OF OCTOBER 01, 2009 JAPC NOTES

Grammatical errors corrected, Notes approved as amended.

DISCUSSION TOPICS**ACCIDENT ANALYSIS**

The PMA representative provided the committee with a Southern California Area LTI rate compared to hours reported per quarter. This analysis covered 2000 – 2009.

In addition, a Coast analysis with the same parameters was provided to compare local LTI to the Coast LTI.

For SoCal, the analysis showed a large increase in LT injuries around late-2008 despite a significant drop in work hours reported.

The committee discussed possible reasons for this anomaly compared to other similar industries.

The committee went on to discuss LHWCA claims for longshore workers. The Union expressed concern in relationship to the controversion of work comp claims. It was noted that insurance companies, and not the Employer's, controvert claims for a variety of reasons ranging from missing information to late-reporting and fraud.

The Union asked if any longshore workers had been convicted of workers compensation fraud. It was noted that a marine clerk and a longshore workers were convicted last year of felony fraud.

SERIOUS ACCIDENTS

1. A injury to a dock aloft working against the rail was discussed. The dock aloft was instructing another worker on how to place & remove cones from atop the gondola. After the container was lifted by the Top Handler, the dock aloft placed his hand atop the cone to remove it. The container tipped to the side and landed back down with the hand of the employee in the bight. The finger was partially severed with the skin being pulled off the tip. The finger was later reattached at the hospital.
2. A POLB stevedore provided details on a longshore worker that fell to the ground while working atop a gondola.
3. A terminal safety manager stated that their terminal is going back to a decked Transtainer operation and that employees should be aware. The safety manager stated that special emphasis will be placed on floating-the-load during the gangway safety talk given to workers.

4. A longshore safety representative stated that several additional semi tractor drivers have reported fumes from their tractors which made them nauseous. The cause of the injuries is under investigation by the employer, but it was not that one of the semi tractors driven during the exposure did not have a Regen system installed.

The committee was provided details of a prior Safety LRC meeting that was held on this topic.

The union stated that when the Regen light illuminates on the dashboard that the driver should immediately stop the vehicle and contact supervision. The employers noted that the meaning of the Regen light varies between vehicle manufactures and that the vehicle should be taken to the M&R shop for investigation.

A mechanic employer representative described the procedures that the vehicle & engine manufactures are implementing to correct this situation.

Committee members were advised that a follow-up LRC on the Regen issue is scheduled for December 02, 2009.

5. A POLA terminal safety manager provided details on a Foreman that rolled & sprained his ankle while working on the vessel.
6. The committee was provided details in which a longshore worker was injured when the gangway railing collapsed while he was ascending the gangway. The pin that hold the railing came loose at the top causing the railing to fail. The employee fell into the safety net breaking his finger.

The corrective measure for this situation is for the employer to cotter-pin the bolt after the nut is attached to prevent the pin from coming loose.

OLD BUSINESS

1. JAPC PROJECT

The committee discussed (for lack of a better term) the JAPC "project.". The committee discussed several suggestions noted from the previous meeting.

It was noted that this topic keeps getting pushed to the end of the JAPC agenda and progress is slow at best. It was suggested that the next meeting be devoted to this topic.

2. RADIO CHATTER

The foreman representative expressed concern over the increase in radio chatter. Multiple examples of inappropriate radio chatter between semi tractor operators was discussed.

The importance of having a clear radio channel for safety purposes, especially during load-out operations was discussed.

The committee would like to have additional radio etiquette training provided during GST class.

3. VEHICLE INSPECTIONS

The union noted that terminal vehicle inspection have started. Notification of the union's desire to conduct inspections was provided at a prior LRC meeting.

The union representatives felt that this action was necessary due to recent equipment failures. The example provided to the committee was of a container that fell from all four corners of a Top Handler spreader. The employers stated that all failure of all four corners of a spreader is highly unlikely and they are investigating the possibility of operator error.

The union expressed concern over PCMSC Rule 339:

Rule 339. All gear and equipment, including twist locks on container handling equipment provided by the employer shall be inspected by the employer or his authorized representative before each use and, when necessary, at intervals during its use, to ensure that it is safe. Any gear which is found upon such inspection to be visibly unsafe shall not be used until it is made safe.

The committee discussed at length the meaning and purpose of Rule 339.

The central point of disagreement between the union & employers appeared to be the meaning of "in use" as it pertains to the rule. The employers stated that the Rule was poorly written and that if it was intended to be inspected prior the start of each shift, it should have been so stated instead of the ambiguous "in use."

The union distributed copies of Union Complaint 548-2009 sent to PMA LR describing this situation.

The employers responded that since this issue was brought forward at a LRC meeting, and that the employer LRC representatives already provided a response at the meeting, this issue remains the responsibility of the joint LRC committee.

The union disagreed.

NEW BUSINESS1. TRANSPORTATION OF INJURED WORKERS TO HOSPIPTAL

The union expressed concern over the transportation of inured workers to medical care. The representative provided examples of workers being placed into taxicabs, or driving themselves to the hospital.

2. PASSENGAR AUTO VAN – SEATBELT ENFORCEMENT

A employer safety representative provided notice that they have outfitted their passenger auto van with seatbelts. Use of the seatbelt will now be mandatory. For passengers for their safety

3. PORTS AMERICA HEART HEATH WEEK

A PAG safety representative distributed flyers promoting Heart Health Week at several PAG terminals in LA/LB and Port Hueneme.

Health care professionals will be on site to provide various services (blood pressure, blood glucose, cholesterol screening, etc) to longshore employees.

4. HAZMAT INCIDENT

The foreman representative provided details surrounding a recent leaking container containing hazardous materials at a POLA terminal.

The foreman representative notified the employer regarding actions unbecoming a company superintendent. The employer will investigate.

Meeting adjourned 4:10 PM.

MLH