

## **CURRENT SAFETY TOPICS**

### **Notes of the Los Angeles/Long Beach JAPC**

**April 05, 2012**

#### JAPC UNION REPRESENTATIVES

*Gary Kelley	ILWU Local 13
*David Beeman	ILWU Local 13
*Donovan Russell	ILWU Local 13
*Kenny Ursich	ILWU Local 63
*Marco Geich (Chairman)	ILWU Local 94

#### EMPLOYER REPRESENTATIVES

Casey Royse	Ports America
David Turner	APM Terminals
Rob Wolters	California United Terminals
Nick Spittle	SSA Marine
	Coast Maritime Services
	SSA Terminals
Mark Blackman	International Transportation Srvc.
	Cooper/T. Smith
Tony Flores	International Transportation Srvc.
Claudia Thomas	CCMW&D
Sammy Jebananthan	Eagle Marine Services
Hal Burkey	Long Beach Container Terminal
Sharifa Batts	Ports America
Craig Kappe	Metro Ports
Carlos Gonzalez	PCMC
Luis Jara	Total Terminals
Marco Izzo	Yusen Terminals
Dal Trader	Ports America

#### SECRETARY

Michael Hall	Pacific Maritime Association
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**REVIEW OF FEBRUARY 02, 2012 JAPC NOTES**

Minor grammatical error corrected.

**DISCUSSION TOPICS**

**ACCIDENT ANALYSIS**

The committee was provided with the 2012 quarterly injury report. This report was compared to 2011 numbers for analysis.

**SERIOUS ACCIDENTS**

1. The committee was notified of a recent incident in which a marine clerk pick-up truck was crushed by a D10 dozer being discharged from the vessel. The pick-up truck was parked adjacent to the dozer. Due to the size and height of the dozer, the driver was unable to notice the pick-up truck and drove over the unattended vehicle.

The employer noted several corrective actions including placing flags on vehicles and instructing drivers to properly park their vehicles in designated locations.

The union noted that additional training is required and the employer should analyze the incident with the union for a possible safety bulletin.

2. A recent incident involving a semi-tractor driver was discussed. The driver was hauling a container thru the terminal when the container & vehicle turned over. The driver was ejected out the side window. The driver was not wearing a seat-belt. The incident is still being investigated to determine why the container tipped over.

The driver is in critical condition. Employees are reminded of the requirement to wear seat-belts.

3. The committee was notified of a recent workplace death involving a foreman. It appears that the foreman suffered a heart attack while aboard the vessel. An ILWU watchman and a fellow longshore worker performed CPR for 18 minutes in an attempt to save their co-workers life.

The committee discussed AED procedures among various terminals.

**OLD BUSINESS**

NONE DISCUSSED

**NEW BUSINESS****1. REPETITIVE MOTION INJURIES**

Following the accident analysis, a longshore safety representative inquired about repetitive motion injuries being noted on the analysis report. The secretary noted that the initial injured body part reported at the time of injury, and not the cause, is found on the analysis report.

The longshore safety representative discussed RMI (ergonomic) injuries in the marine cargo handling industry. He inquired if the two identical work activities would be under PMA. The secretary stated "no" and that PMA is not an employer of longshore workers. PMA is a non-profit mutual benefit association that serves as the collective bargaining and payroll agent for our members. PMA does not supervise or direct the workers who report to marine terminals and does not control the manner or means by which longshore workers perform work for their employers. PMA has absolutely no responsibility for our members safety programs or enforcement.

The committee went on to discuss the CA RMI (Ergonomic) standard. The longshore safety representative inquired what companies have an ergonomic program. A mechanic employer safety representative noted they have an ergonomic program in place for employees who work with impact guns due to the vibration.

The marine clerk representative noted that clerks often report MSD injuries and asked if any program was in place for those workers. The secretary stated that he is unsure which companies have a program, but the reporting of injuries by employees is not the threshold by which RMI injuries are evaluated. The injuries must be predominantly caused by a repetitive job performed by two individuals performing identical work activities and be objectively identified and diagnosed by a physician within a 12 month period. The secretary also noted that the causation is per workplace (individual terminal) and not per company.

**2. LAFD FIREBOAT**

A container terminal safety director informed the committee of recent developments involving LAFD fire department response to POLA terminals. The procedures were developed by Local 94 and LAFD.

It was noted that the LAFD will dispatch a fireboat on emergency calls to terminals in an effort to decrease response time. The fire boat will not transport injured employees off the terminal but will be used to have an EMT on scene quicker than can be accomplished with a traditional fire truck.

The union asked if LBFD will implement similar procedures for POLB terminals.

**3. LOCAL 94 REQUEST TO MEET WITH METRO/ITS RE: M&R PARKING LOT**

The foreman representative requested a meeting with ITS, Metro and POLB to discuss traffic concerns involving the new yard/rail ITS parking lot set to open next

month. The parking lot is adjacent to the Metro operation which has payloaders' and large equipment in motion. It was noted this is a public road so the employer is unable to take corrective measures themselves. The Port would have to be involved.

#### 4. SAFETY ITEMS DISCUSSED DURING LRC

A longshore safety representative noted several topics of concern discussed during recent Longshore LRC's and that he will continue to pass along information to the committee.

The employers noted they prefer to learn of safety concerns as soon as possible and not to wait until the next JAPC to take corrective action. The employers distributed a safety manager contact list and would prefer to have a phone/email as soon as practicable following the LRC to discuss union concerns. The employer safety managers are available to confer with the union on individual terminal concerns and prefer to discuss port-wide problems during the JAPC.

#### 5. CRANE (HIGH ANGLE) RESCUE EXERCISE

A stevedore safety manager noted that a fire department crane rescue drill is tentatively scheduled for June/July. A confirmed date will follow.

The committee discussed alternative rescue exercise as opposed to the recent container gantry crane drills. Possible exercise include RTG/Whirley/Munck crane rescue.

#### 6. SNAZZY FLASHY LIGHTS IN CROSSWALK

A container terminal representative noted they have installed flashy red lights in the crosswalk to alert drivers to the presence of pedestrians.

#### 7. COKE DUST

Following the discussion over the ITS/Metro parking lot, a longshore safety representative expressed concern over dust from the bulk cargo. The employer noted they have performed nuisance and respirable dust testing and have identified those job functions that require respiratory protection.

The longshore representative requested testing on the individual components of Coke dust.

#### 8. CBP FAILING TO WEAR SAFETY VEST

A longshore safety representative noted the on-going problem of government employees, notably CBP officers, failing to don a safety vest while on a marine terminal.

The secretary noted he has contacted CBP several times with assurances that CBP officers will wear proper PPE.

9. CONTAINER TIP-OVER & HAZARDOUS CARGO SPILL

Following a request to discuss a concern from a past LRC in 2011, the committee was provided with details involving a container that tipped over spilling the contents of a class 5.1 oxidizer.

The employer noted minimal spillage and no injurious exposure following the container being toppled by an employee. The incident was resolved by placing a temporary patch followed by transload of the cargo to a sound container. This was supervised by authorities. The container was isolated and notification was provided to the authorities.

10. SAFETY LANES UNDER CONTAINER CRANE

The topic of safety lanes under the hook was discussed. This involves a longshore worker who was injured when a passing semi-tractor struck a cone rack that was placed inside the safety lane. The employee was standing adjacent to the cone rack and was knocked to the ground when the vehicle struck the cone rack.

The secretary noted that there are no CalOSHA regulations that require a pedestrian safety lane. In addition, there are no PCMSC or agreed to standards on the required width of working of safety lanes.

The placement and width of safety lanes is determined by terminal practice and designed upon the gauge of the container gantry crane.

The employers agreed that the inadvertent placement of objects inside the safety lane is against standard practice, and the placement of cone racks (and such) should not create traffic hazards.

The union noted the comments and will forward their concerns to their coast safety committee for resolution.

Meeting adjourned 3:35 PM.  
MLH