

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

August 4, 2016

Location: ILWU Local 13

JAPC UNION REPRESENTATIVES

| | |
|--------------|---------------|
| Tim Monahan | ILWU Local 13 |
| Mark Jurisic | ILWU Local 13 |
| Don Chambers | ILWU Local 13 |
| George Lujan | ILWU Local 13 |
| Kenny Ursich | ILWU Local 63 |
| Jack Russo | ILWU Local 94 |

EMPLOYER REPRESENTATIVES

| | |
|-------------------|----------------------------|
| Eddy Cabrera | APM Terminals |
| Rick Garcia | Calif. United Terminals |
| Jeff Mineghino | SSA Marine / SSA Terminals |
| Vince McCullough | SSA Marine / SSA Terminals |
| Jeff Brown | Eagle Marine |
| Kevin Scroggins | EverPorts |
| Steve Hessenauer | H.I. / Innov. Term. Serv. |
| Michael Cleary | H.I. / Innov. Term. Serv. |
| Tony Flores | LBCT |
| Martin Pendola | Ports America |
| Sharifa Batts | Ports America |
| Jeff Cooper | Metro Ports |
| Craig Kappe | Metro Ports |
| Mike Outland | PCMC |
| David DeLaTorre | PST |
| Leslie Geiger | YTI / NYK Ports |
| David Rozas | Terminal Equip. Services |
| Jennifer Jennings | Total Terminals |

SECRETARY

Michael Hall

Pacific Maritime Association

REVIEW OF JULY 7, 2016 JAPC NOTES

The Committee reviewed the notes.

DISCUSSION TOPICS

ACCIDENT ANALYSIS

The committee was provided with the LA/LB injury summary report covering 06/15/16 to 07/15/16 [pmap5060]. The report listed 22 LT and 29 NLT injuries for LA/LB. Direct employers provided additional information on 15 of the injuries. Members were reminded to review the injury report and follow-up with either the employer or the Secretary if additional information/details are requested.

The employer(s) for numbers 8, 14 & 19 was unable to provide information and will report during the next meeting.

SERIOUS ACCIDENTS

In addition to reviewing the monthly injury report, the following incidents were discussed:

1. A safety manager described a recent incident in which the container crane operator complained of vessel stack gas emission. The employer notified the vessel. It was noted the crane cab windows were open.
2. An employer safety representative noted a serious accident in which a container gantry crane operator was thrown forward in the cab sustaining multiple injuries. He was not wearing his seatbelt. The likely cause was an individual pressing the E-Stop.

The committee discussed workers placing personal items atop the E-Stop ring. Several members suggested a sign be placed to prohibit items atop E-Stop buttons.

The committee also discussed at length crane operators and seatbelts. Several operators discussed their experienced and recommended that a more comfortable/ergonomically correct seatbelt be designed/installed. The Union stated they will reach out to a local member that designed a belt.

3. Another injury was discussed in which a gearman was atop a chassis painting. The employee fell to the ground sustaining a lost time injury. This was noted as an unsafe practice and other employers were encouraged to paint from the ground.
4. A POLB safety manager provided details in which an elevated hatch boss severed the tip of his thumb by placing his hand in the bight between containers aboard the vessel when the container landed. The committee discussed radio procedures. Radio training was recommended for inclusion in the next GST curriculum. The Union also noted that several terminals are still having difficulty with their radio repeaters.

OLD BUSINESS

1. TOP HANDLER INJURY/ACCIDENT SUB-COMMITTEE

A brief report was provided following the 7/20/16 meeting. A safety tip flyer was recommended for distribution. The Secretary requested photos from the committee for inclusion.

2. EMERGENCY SIGNAGE/FIRE DEPARTMENT JAPC SUB-COMMITTEE

A meeting with POLA and the sub-committee was discussed on the POLA container terminal fire-boat landing locations. POLA will contact each container terminal for placement and signage.

3. WORKING AT HEIGHTS RESCUE SUB-COMMITTEE

No discussion on this topic.

4. CONT. GANTRY CRANE RESCUE EXERCISE RE: PCMSC 1448E

The container gantry crane exercise is scheduled for September 19 2016. The committee discussed several scenarios for the fire department.

5. LOCAL 13 RFI re: WIND RELATED INCIDENTS

No discussion. A best-practice / guidance document will be prepared.

6. ILWU LOCAL 13 LETTER TO EMPLOYERS RE: VEHICLE AIRBAGS

Local 63 notified the Employers their concern was related to vehicle MODAT and computer securement. The wear & tear of driving vehicles has resulted in many terminal posts and bolts to become loose, and not properly secured.

Item closed.

7. PCMSC Rule 658

[From the June meeting] A marine clerk safety representative asked if PCMSC Rule 658 applies to chalk and walk / working in the bight operations. It was noted that the recent fatality involved a marine clerk that was chalking tires, standing in the bight of the rear tires, and was run-over. The Union maintains that while the rule references container cone work, the situation (and potential for injury) is the same.

PCMSC Rule 658

Rule 658. While installing or removing cones from containers, employees shall not position themselves in the bight where they could be injured by the tractor wheels, container, chassis, bombcarts, or other equipment.

The Employers responded that Rule 658 as written does not apply to chalk & walk operations. The Employers noted that a Coast PCMSC Negotiating committee meeting is scheduled in the next few months and this would be the proper forum to discuss amending contract language.

The Union asked if the Employers would be interested in sending a jointly proposed amended rule to the Coast for discussion.

8. Steady Safety Meetings

The committee continued their discussion on safety meetings for steady crane operators. A Local 13 member will develop a small set of questions (survey style) that will seek to gather information from operators on how best to convey information.

9. Flex Catch-Up Lashers

The Union expressed concern over Employers ordering flex lashers when no crane operator is present. The concern is no one is available to assist in using the rescue cage if required.

The Employers noted that no manning requirement is provided in the PCMSC / personnel cages, and that if a situation occurs in which no employee is available to operate the container crane, then alternate removal procedures will be followed.

NEW BUSINESS

1. Injury Notification to Local 63

Following a recent injury to a marine clerk, the Local 63 Business Agent, requested that Employers notify Local 63 when a clerk has been transported by ambulance off the job. A protocol to notify the Union was requested.

The Employers responded that it is customarily Union members that notify their Local of an incident. Employers stated they have a list of governmental agencies to contact and that the best individual would be the chief supervisor or supercargo to contact the Local.

Local 63 requested a courtesy call.

2. PCMSC Rule 1607

A marine clerk representative discussed Rule 1607 applying to container terminals.

Rule 1607. A distance of not less than twenty feet (20') shall be maintained between vehicles in line when employees are located between them. A visible and/or verbal means shall be used to identify this safety zone.

He noted that when marine clerks are on foot in the yard, that OTR trucks do not maintain 20 ft. separation.