

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

December 01, 2011

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	ILWU Local 94

EMPLOYER REPRESENTATIVES

David Turner	APM Terminals
Rob Wolters	California United Terminals
Jeff Mineghino	SSA Marine
	Coast Maritime Services
	SSA Terminals
Mark Blackman	International Transportation Srvc.
	Cooper/T. Smith
	CCMW&D
	Eagle Marine Services
	Long Beach Container Terminal
	Ports America
	Ports America
	National Lines Bureau
	Metro Ports
	PCMC
	Pasha Stevedoring & Terminals
	Total Terminals
	Yusen Terminals
	Ports America
	International Transportation Srvc.

SECRETARY

Michael Hall	Pacific Maritime Association
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REVIEW OF NOVEMBER 03, 2011 JAPC NOTES

Minor grammatical error corrected.

DISCUSSION TOPICS

ACCIDENT ANALYSIS

The Committee was provided with the quarterly manhour & injury report comparing 2011 versus 2010. LA/LB is trending to have an even lower lost time injury frequency rate than 2010.

A longshore representative asked the committee, "what can we attribute the decrease in the 2011 IR rate"?

The committee discussed the question at length. One employer noted that foreman are providing better gangway safety talks as compared to years past. This sets the safety tone for the following work shift. Another employer stated that in general the overall safety culture and personal responsibility has improved over time. Another employer stated that better enforcement of safety rules with the support of the Union has had great effect. He noted that seat belts and PPE has nearly uniform enforcement from all terminals and most Business Agents. A mechanic employer representative noted better communication between the terminal, the mechanic vendor, and the mechanic employees has improved their safety record. Overall the employers agreed that better communication between management, Union, and longshore labor has had the greatest impact in reducing the injury frequency rate.

The longshore representative noted (as was done last year) that the beginning of the year is an excellent opportunity to compliment workers for their lower injury frequency rate. A suggestion for a common banner promoted thru the JAPC to note the lower IR rate and to encourage employees to continue to lower the frequency rate. Suggestions for the banner wording/verbiage was assigned to the committee.

SERIOUS ACCIDENTS

1. A three high lashing bar struck a lasher on his hard hat. The incident resulted in 7 staples to the lashers head. This injury was noted as significant as without the hard hat the lasher would most likely have been killed.
2. A longshore employee was descending the stairway bridge stairs to enter a marine terminal when she tripped and fell down the steps. It was noted that she had a cup of coffee in one hand, and a backpack in the other.
3. A marine terminal safety manager noted that a marine clerk suffered a diabetic episode while parked in a pick up truck.

The committee discussed this incident and noted the occurrence of several incidents during 2011.

For reference, the applicable regulation was noted.

*Title 8. General Industry Safety Orders
Article 14. Marine Terminal Operations
§3472. Cranes and Other Hoisting Equipment.*

(2) No employee known to have defective uncorrected eyesight or hearing, or to be suffering from heart disease, epilepsy, or similar ailments which may suddenly incapacitate him shall be permitted to operate a crane, winch or other power-operated cargo handling apparatus or a power-operated vehicle.

Another discussion followed involving the procedures for disability evacuation from a transtainer or RTG. One employer noted that the Fire Department has had lots of practice at his terminal with this, but noted that flatboards or small stokes baskets are often used, but if able the FD attempts to use a harness and have the victim walk out.

The Secretary noted that the Fire Department has practiced multiple times on container gantry cranes during their exercises. During the next scheduled event, evacuation procedures from a Trans or RTG should be practiced.

OLD BUSINESS

1. LOCAL 63 – “KEEP IT CLEAN” PROGRAM

The marine clerk representative noted the flyer is at the printers.

2. EQUIPMENT PROBLEMS

A longshore representative noted an increasing problem among several terminals. On older forklifts the horn is not loud enough to warn pedestrians in the vicinity. He suggested installing air horns in place of the OEM horn.

3. POWERED INDUSTRIAL TRUCK TRAINING

A PMA training representative noted that the one day reevaluation of PIT equipment as agreed in LRC committee has finished after 18 months. He noted a renewed effort of employers to ensure that PIT operators are PIT-OK and have the mandatory training or reevaluation to operate equipment.

4. GST 8 DEVELOPMENT

It was noted that GST 8 is currently in development. As opposed to prior versions, it is being developed in joint cooperation between the Union and the Employers at the Coast PCMSC level. If any Union or Employer representative has suggestions or comments, now is the time to contact your representative on the Coast committee.

NEW BUSINESS

1. APMT GLOBAL SAFETY DAY

The safety director noted the success of their recent safety day event held at the terminal. The representative noted the participation of Local 94 but was disappointed with the turnout for the other Locals.

2. REEFER COMPRESSOR – VIETNAM REEFERS

The screening process in places as determined at the CLRC was discussed.

3. 65TH ANNUAL SAFETY AWARDS

The 2011 Safety Awards will be held at the Long Beach Hyatt Regency on Thursday, March 01, 2012.

The March 2012 JAPC will be cancelled since it is the same day as the event.

Meeting adjourned 2:55 PM.
MLH

Company:
 Area:
 Port: Long Beach

Category	Hours Reported	Total Injuries Reported	OSHA Recordable Loss Work Day Injuries		Total	Incidence Rate
			Ship	Dock		
Longshore	3,082,922.75	118	19	60	79	
Clerk	780,775.70	9	0	3	3	5.13
Walking Boss	273,332.50	8	1	5	6	.77
Total Quarter 1	4,137,030.95	135	20	68	88	4.39
Longshore	3,274,491.17	119	20	48	68	4.25
Clerk	801,674.75	12	0	7	7	4.15
Walking Boss	293,335.35	14	4	2	6	1.75
Total Quarter 2	4,369,501.27	145	24	57	81	4.09
Longshore	3,292,101.86	103	13	47	60	3.71
Clerk	792,833.35	10	0	5	5	3.65
Walking Boss	292,902.90	7	4	0	4	1.26
Total Quarter 3	4,377,838.11	120	17	52	69	2.73
Longshore	964,232.00	17	0	10	10	3.15
Clerk	235,256.00	0	0	0	0	2.07
Walking Boss	84,386.00	5	2	0	2	1.00
Total Quarter 4	1,283,874.00	22	2	10	12	4.74
Longshore (YTD)	10,613,747.78	357	52	165	217	1.87
Clerk (YTD)	2,610,539.80	31	0	15	15	4.09
Walking Boss (YTD)	943,956.75	34	11	7	18	1.35
Total YTD	14,168,244.33	422	63	187	250	3.81

NOTE: Incidence Rate is the number of lost time injuries per 100 workers