

## **CURRENT SAFETY TOPICS**

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

**February 6, 2014**

#### JAPC UNION REPRESENTATIVES

Gary Gonzalez	ILWU Local 94
Jack Russo	ILWU Local 94
Kenny Ursich	ILWU Local 63
Mark Jurisic	ILWU Local 13
Tim Monahan	ILWU Local 13
Pete Califano	ILWU Local 13
Tom Hibbison	ILWU Local 13
David Beeman	ILWU Local 13
Luke Hollingsworth	ILWU Local 13

#### EMPLOYER REPRESENTATIVES

Dave Turner	APM Terminals
Rob Wolters	California United Terminals
Claudia Thomas	CCMW&D
Jeff Brown	Eagle Marine Services
Tony Flores	ITS
Steve Nott	Long Beach Container Terminal
Casey Bowden	Ports America
C. Oconnell	Ports America
Greg Barker	Ports America
D. Lobo	Ports America
Craig Kappe	Metro Ports
Danny Inman	PCMC
Luis Jara	Total Terminals
Rodney Davis	Yusen Terminals
F. Fuentes	Yusen Terminals

#### SECRETARY

Sandra Campa

Pacific Maritime Association

**REVIEW OF JANUARY 07, 2014 JAPC NOTES**

Minor editorial changes noted.

**DISCUSSION TOPICS****ACCIDENT ANALYSIS**

Committee members were provided with a 2014 YTD report listing all reported injuries and work hours in POLA/POLB.

The Union requested greater detail in the injury report data provided to the committee. The Union requested more clarity in the report detail to separate the injury report(s) from the illness (hearing, repetitive cases) report(s).

**SERIOUS ACCIDENTS**

1. The committee discussed an injury in which a lasher was descending the gangway. The gangway railing collapsed and struck the employee, who fell to his knees.

The Union noted the necessity to inspect gangways prior to use, in particular nuts/bolts and fittings.

2. The committee was made aware of a recent incident in which a top handler lost power in the braking system. The driver allided with a container pile.

The cause of the incident is under investigation by the employer.

3. An employer safety director provided the committee with details involving a fatality that occurred at a foreign terminal. A mechanic was struck by an exploding tire while performing maintenance.

**OLD BUSINESS****1. GUARDS ON CONTAINER CRANE E-STOP**

The committee continued the discussion on placing guards or covers over (or around) the E-Stop buttons on container gantry crane legs.

An employer representative stated that all of the guards that could be installed were. The guards that have not been installed were the ones which had to be approved by the manufacturer, putting the burden on the terminal to request permission before approving the installation of the E-Stop guards.

The Union requested an employer contact the crane manufacturer to place a cover over the emergency-stop button.

The Union also requested that the retainer rings / E-Stop covers need to be repainted as several are faded.

**2. PORT WIDE SAFETY DAY**

The committee discussed the possibility of having a port-wide safety day/week/month in which all terminals focus and advertise the efforts on a common safety theme.

The Union suggested several topics:

- Top Handler Operations (with focus on backing)
- PPE
- Driver Safety (seatbelt, stop signs, etc)

Several employers and union safety representatives will discuss the various port safety day topics on February 14 during the lashing sub-group meeting.

**3. TOP HANLDER SAFETY**

The union expressed concern with OTR truckers exiting their vehicle to unlock chassis pins. Doing so, the drivers are walking behind top handlers that are backing up.

The committee discussed the need to keep OTR truckers away from moving equipment.

An employer representative noted their enforcement procedures requiring OTR truckers to attend a safety class before allowed back onto the terminal. Other employers noted procedures to ban truckers and a penalty fine system.

The committee suggested sending an E-MODAL message to truckers reminding them of terminal safety procedures.

## NEW BUSINESS

### 1. LIFTING OF FLATRACKS

The Union noted that a terminals paperwork describes one flatrack as being lifted when in reality three bundled flatracks are being hoisted.

### 2. VESSEL EMERGENCY ACTION PLAN

The Union expressed concern over vessel evacuations, such as during a fire or other emergency.

An employer representative noted that either the terminals EAP includes the vessel, or a specific vessel EAP is in action. The emergency action plan provides details on what to do in case of an emergency. This plan is available for review by the Union.

It was noted that Foremen should be able to account for the workers under their control and provide a head-count during emergencies.

For emergencies aboard a vessel, employees should follow the direction of their supervisor, or vessel crew on where to go / what to do.

### 3. VESSEL INSPECTIONS

The employers were asked about vessel inspections prior to the start of operations. The Union noted that often they report vessel defects, such a rusty railings. The defects are noted to the employer, but the union does not receive a follow-up.

In particular, the union noted a recent occurrence in which a vessel railing collapsed to the dock due to being in poor condition.

The employers noted that management inspects the vessel prior to the start of operations. In addition, if employees locate equipment or structural problems, they are advised to report the condition to the supervisor.

### 4. GRAIN & BULK COMMODITIES

A longshore safety representative expressed concern over heavy weight containers. He suggested a warning system to top handler and semi tractor drivers to use extra caution. It was noted that grain loaded in dryer regions may exceed the waybill weight due to the moisture in the air locally.

Meeting adjourned 3:45 PM.

MLH