

## **CURRENT SAFETY TOPICS**

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

**January 07, 2014**

#### JAPC UNION REPRESENTATIVES

Jack Russo	ILWU Local 94
Kenny Ursich	ILWU Local 63
Tim Monahan	ILWU Local 13
Pete Califano	ILWU Local 13

#### EMPLOYER REPRESENTATIVES

Jesse Cuevas	APM Terminals
Rob Wolters	California United Terminals
Jeff Mineghino	SSA Marine
	SSA Terminals
Jeff Brown	Eagle Marine Services
Tony Flores	ITS
Steve Nott	Long Beach Container Terminal
Casey Bowden	Ports America
Greg Barker	Ports America
D. Lobo	Ports America
Craig Kappe	Metro Ports
Danny Inman	PCMC
David VanWaardenburg	PS&T
Luis Jara	Total Terminals
Rodney Davis	Yusen Terminals
Alex Miranda	TraPac

#### SECRETARY

Michael Hall	Pacific Maritime Association
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**REVIEW OF NOVEMBER 07, 2013 JAPC NOTES**

Minor editorial changes noted.

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

Committee members were provided with a 2013 YTD report listing all reported injuries and work hours in POLA/POLB.

The committee was also provided with the LA/LB injury summary report covering November 07 to December 31. The report listed 54 LT and 60 NLT injuries for LA/LB. 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 committee corrected several errors on the report.

**SERIOUS ACCIDENTS**

1. The committee continued the discussion of the container crane E-stop system. An employer representative noted that ZPMC will not change their E-stop system and that no employer will change a safety device without the approval of the manufacturer.
2. The committee continued the discussion on container crane slow-down. A crane operator safety representative requested that a re-set should be performed by mechanics during their monthly inspection. The operator also stated that cranes by the same manufacturer at the same terminal next to each other could have a different slow-down height limit. The committee went on to discuss the manual versus automatic slow-down.
3. The committee reviewed at length report item #6. A marine clerk stuck a K-rail in her pick-up truck. The impact of the collision activated the airbag. The deployment of the airbag struck the MODAT in the cab launching it into the passenger side of the vehicle.

While passengers are not allowed in pick-up trucks, if one had been present the impact of the MODAT could have caused a serious injury.

The committee discussed the possibility of de-activating the passenger side airbag system.

The employer will examine the proposal and report back to the committee.

4. The committee reviewed an incident in which a non-bundled flatrack, moving from one bay to another, struck the cell guide, shrinking the beam, causing the flatrack to fall, strike the vessel and land into lane 1 & 2 on the dock.

**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.

**2. UNION SAFETY PACKET PROPOSALS**

The foreman representative inquired about the status of the safety proposals that were presented at a prior special safety meeting. The secretary noted the employer group had not reviewed the proposals yet.

A longshore safety representative also inquired about their safety proposals. The secretary noted that he had not provided the employer committee with the proposals without the approval of the Local.

**3. 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 employers requested the union report back at the next meeting on 1 -2 topics they would like to be covered during a safety day.

**NEW BUSINESS****1. CONTAINERS BEING PULLED DOWN FROM VESSEL BY HOIST WIRE**

The committee was made aware of a recent incident in which three containers were pulled off the vessel landing onto the apron. The containers were hung-up on the slack hoist wire and pulled from the stack.

Following the incident, an LRC was held to discuss the union safety requests.

**2. TOP HANLDER SAFETY**

The union expressed concern with having a top handler working 5 high on one side of the pile with OTR truck drivers waiting in line for the transtainer on the other side of the pile.

The union also noted a recent incident in which a top handler was working a pile directly opposite another top handler in the same bay. This is against standard practice.

3. TRANSTAINER RESCUE DRILL

The committee was provided with details following a recent transtainer operator rescue drill with the LBFD.

An important notes was to move the transtainer to a container break if possible to provide clearance for the fire truck, if not possible move to an area clear of trucks.

Another important note was to have a mechanic present and available on scene during the rescue to provide support to the FD.

4. BREAK BULK RESCUE CAGE

PST noted they have built a new break bulk rescue cage that will be available for response.

Meeting adjourned 3:45 PM.

MLH

30-JAN-2014  
Year: 2012

08:13 AM

Pacific Maritime Association  
Quarterly Manhours & Lost Time Injury Rate by Port

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pmap5110

Company:  
Area:  
Port: Long Beach

Category		Hours Reported	Total Injuries Reported	Lost Time Injuries		Total	Lost Time Incident Rate
				Ship	Dock		
Longshore		3,142,070.45	140	16	63	79	5.03
Clerk		748,130.25	26	1	8	9	2.41
Walking Boss		267,623.00	8	1	1	2	1.49
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Total Quarter	1	4,157,823.70	174	18	72	90	4.33
Longshore		3,406,548.00	135	27	56	83	4.87
Clerk		818,473.25	37	0	19	19	4.64
Walking Boss		286,995.50	10	4	3	7	4.88
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Total Quarter	2	4,512,016.75	182	31	78	109	4.83
Longshore		3,441,671.15	126	14	61	75	4.36
Clerk		814,086.00	23	0	12	12	2.95
Walking Boss		284,314.25	9	3	1	4	2.81
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Total Quarter	3	4,540,071.40	158	17	74	91	4.01
Longshore		3,323,196.46	121	22	47	69	4.15
Clerk		779,959.75	26	0	9	9	2.31
Walking Boss		280,080.00	9	4	1	5	3.57
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Total Quarter	4	4,383,236.21	156	26	57	83	3.79
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Longshore (YTD)		13,313,486.06	522	79	227	306	4.60
Clerk (YTD)		3,160,649.25	112	1	48	49	3.10
Walking Boss (YTD)		1,119,012.75	36	12	6	18	3.22
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Total YTD		17,593,148.06	670	92	281	373	4.24

NOTE: Incidence Rate is the number of lost time injuries per 100 workers. It is derived by the following formula: Total Lost Time Injuries\*200,000/Hours Reported

Company:  
 Area:  
 Port: Long Beach

Category		Hours Reported	Total Injuries Reported	Lost Time Injuries		Total	Lost Time Incident Rate
				Ship	Dock		
Longshore		3,250,018.17	116	13	58	71	4.37
Clerk		780,041.50	25	0	9	9	2.31
Walking Boss		272,872.00	9	2	2	4	2.93
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Total Quarter	1	4,302,931.67	150	15	69	84	3.90
Longshore		3,252,443.75	118	11	62	73	4.49
Clerk		780,225.50	18	0	4	4	1.03
Walking Boss		272,787.00	8	2	2	4	2.93
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Total Quarter	2	4,305,456.25	144	13	68	81	3.76
Longshore		3,527,751.00	110	17	44	61	3.46
Clerk		832,913.00	19	0	6	6	1.44
Walking Boss		293,390.75	9	6	0	6	4.09
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Total Quarter	3	4,654,054.75	138	23	50	73	3.14
Longshore		3,457,405.95	127	12	57	69	3.99
Clerk		808,701.90	22	0	14	14	3.46
Walking Boss		286,519.00	7	3	2	5	3.49
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Total Quarter	4	4,552,626.85	156	15	73	88	3.87
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Longshore (YTD)		13,487,618.87	471	53	221	274	4.06
Clerk (YTD)		3,201,881.90	84	0	33	33	2.06
Walking Boss (YTD)		1,125,568.75	33	13	6	19	3.38
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Total YTD		17,815,069.52	588	66	260	326	3.66

NOTE: Incidence Rate is the number of lost time injuries per 100 workers. It is derived by the following formula: Total Lost Time Injuries\*200,000/Hours Reported