

## CURRENT SAFETY TOPICS

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

January 12, 2017

Location: Wilmington Training Center

#### JAPC UNION REPRESENTATIVES

Tim Monahan	ILWU Local 13
Mark Jurisic	ILWU Local 13
Don Chambers	ILWU Local 13
Pete Califano	ILWU Local 13
Joshua Flores	ILWU Local 13
Kenny Ursich	ILWU Local 63
Cathy Familathe	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
Claudia Thomas	CCMW&D
Jeff Brown	Eagle Marine Srvc.
Laurie Wurzer	Ports America
Tony Flores	LBCT
Craig Kappe	Metro Ports
Leslie Geiger	YTI / NYK Ports
David Turner	NYK Ports
Mike Outland	PCMC
David Rozas	Terminal Equip. Services
Grey Vieyra	TraPac
Lamonte Bryant	TraPac

#### SECRETARY

Michael Hall

Pacific Maritime Association

**REVIEW OF NOVEMBER 03, 2016 JAPC NOTES**

The Committee reviewed the notes.

**DISCUSSION TOPICS**

**ACCIDENT ANALYSIS**

The committee was provided with the LA/LB injury summary report covering 11/15/16 to 12/15/16 [pmap5060]. The report listed 21 LT and 19 NLT injuries for LA/LB. Direct employers provided additional information on 19 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.

**SERIOUS ACCIDENTS**

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

1. A mechanic employer provided details on a ILWU mechanic that was injured by an arc-flash while working on a container gantry crane raising operation. He received electrical burns to his arm & face. Two co-workers were treated for inhalation. The ILWU inquired about medium voltage training and LO/TO procedures.
2. A longshore safety representative provided details on a near-miss. A casual worker was lashing when a reefer unit shorted-out and arc-faulted. The safety representative requested the incident report from the employer.

**OLD BUSINESS**

1. TOP HANDLER INJURY/ACCIDENT SUB-COMMITTEE

It was noted a white paper is currently being drafted.

2. EMERGENCY SIGNAGE/FIRE DEPARTMENT JAPC SUB-COMMITTEE

POLA representatives & LAFD gave a presentation on the fire boat landing locations. Water facing signage (4 X 6 ft) and new ladders for access will be constructed. In addition, approx. 20 ft. of hiline will be marked as no parking. Construction should be completed by summer.

3. WORKING AT HEIGHTS RESCUE SUB-COMMITTEE

No discussion on this topic.

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

The stop work vessel container top fall rescue exercise is scheduled for March 02 2017. Details to follow.

5. LOCAL 13 RFI re: WIND RELATED INCIDENTS

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

6. SAFETY CHAIN / DEVICE WHILE OPENING CONTAINERS

A Union safety representative asked about a safety chain device that is used by some employers when opening containers for inspection. The device prevents the container door(s) from opening quickly and striking employees.

7. WORKING A HEIGHTS RESCUE PROTOCOL

The Union requested that all companies provide a written protocol to follow if an individual was to fall and is hanging via a safety harness. The committee spoke of retractable lifeline that could be hand cranked to pull a person to safety. It was also brought up that the fire departments stance on this was to call 911 and wait for them to rescue.

**NEW BUSINESS**1. Speed Loader / Crane Beam Inspection

A longshore safety representative noted they will follow-up with a letter to the employers detailing crane beam / loader inspection procedures.

2. Container Crane bypass Protocol

A Local 13 crane operator safety representative noted a recent incident in which twin 20's fell during discharge operations. He noted the crane bypass was used, but visual observation of the containers did not occur prior to lifting / bypass being approved. He stated the crane operator is too far from the containers to verify if the bypass should be engaged and that someone on the vessel should visually observe prior to lifting.

3. Electric Interlocks on Crane Spreader Beams

A union safety representative noted that one employer is still using MITSUI beams that have electric interlocks on their spreaders. All other spreaders use an electric and mechanical connection. The concern is that containers can disengage (and fall) by a signal from the operator or an electrical fault.

4. Union Inspection Following Incidents

A union safety representative noted that they would have liked to visually inspect a spreader beam that was involved in a container fall incident. The employer stated that it may not always be possible to set the gear aside due to operations necessity but remain committed to their agreement from their June 04 2015 response letter (JAPC Proposal 01/15). The union stated they will request to review gear within a 24-hour period.