

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

May 7, 2015

JAPC UNION REPRESENTATIVES

| | |
|---------------|---------------|
| Gary Gonzales | ILWU Local 94 |
| Jack Russo | ILWU Local 94 |
| Kenny Ursich | ILWU Local 63 |
| Tim Monahan | ILWU Local 13 |
| Pete Califano | ILWU Local 13 |
| Tom Hibbison | ILWU Local 13 |
| Mark Jurisic | ILWU Local 13 |

EMPLOYER REPRESENTATIVES

| | |
|----------------------|------------------------------|
| Dave Turner | APM Terminals |
| Nick Spittle | CUT |
| Jeff Mineghino | SSA Marine |
| Vince McCullough | SSA Terminals |
| Jeff Brown | Eagle Marine Services |
| Tony Flores | LBCT |
| Sharifa Batts | Ports America |
| Casey Royse | Ports America |
| James Heim | Ports America |
| Sam Jebananthan | Metro Ports |
| David DeLaTorre | PS&T |
| Luis Jara | Total Terminals |
| S. Cruise | WCTS |
| Sage Devereaux | TraPac |
| Curtis Shaw | Pacific Maritime Association |
| Danny Inman | Pacific Maritime Association |
| Josefina Balisteieri | Pacific Maritime Association |

SECRETARY

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| Michael Hall | Pacific Maritime Association |
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REVIEW OF APRIL 02, 2015 JAPC NOTES

The Committee reviewed the notes. Minor corrections were made to Serious Accidents 1.

DISCUSSION TOPICS**ACCIDENT ANALYSIS**

Committee members were provided with a 2015 YTD report listing all reported injury totals and work hours in POLA/POLB [pmap5110].

The committee was also provided with the LA/LB injury summary report covering 4/01 to 4/15/2015 [pmap5060]. The report listed 10 LT and 18 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.

SERIOUS ACCIDENTS

The Union requested additional information on report items: 2, 5, 8, 12, 14, 16, and 20. Item 12 was unknown to the employer, and the employer representative for item 8 was not present.

1. In addition to the information request, a POLA container terminal representative provided details on a recent injury in which a dockaloft fell from atop a rail gondola. The rail vehicle pulled away as the employee was moving from the vehicle to the gondola. The employer is investigating a light curtain or button system to prevent this situation.

The committee followed the injury description with a description on fire department response time. The fire boat response was also discussed but since the location of the injury was in the rail yard, it would have been impracticable.

2. The committee was briefed on a container gantry crane striking the vessel house. The impact occurred while the crane was trolleying and was not gantrying at the time. The location was a 20 ft offshore pocket on the bridge deck. The crane operator received facial lacerations upon impact with the cab glass.

OLD BUSINESS1. TTI FIRE DEPARTMENT BACK GATE ACCESS

An employer representative noted a "back gate" plan has been developed and will be discussed with Local 26.

2. JAPC LASHING SUB-COMMITTEE REPORT

The committee was informed the lashing sub-committee recently had a meeting that focused on training curriculum review and physical training site improvements. Details will be provided in a final report. The next meeting is scheduled for 5/26 at 1300 hrs at the training center.

NEW BUSINESS1. THREE HIGH LASHING TOOL

An employer representative noted they have available a three-high lashing tool that is available to assist employees in hanging bars. The Local 13 Business Agent will look over the equipment.

The committee went on to have a separate discussion on casuals accepting lashing jobs. A Local 13 representative noted that the employer would receive more prepared casual lashers if the job tickets were coded differently at the hall. It was suggested that instead of coding the tickets as "swing," they could be coded "swing-lash" or something similar. This recommendation will be included in the final lashing report.

2. ILWU LOCAL 13 JAPC PROPOSAL 1/15

The Local 13 Business Agent passed to the committee a proposal on decreasing accidents at general cargo docks, and a second proposal on ILWU/Employer accident investigations. [A copy of the proposal is attached].

Meeting adjourned 3:15 PM.

MLH

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ILWU Local 13 JAPC Proposal 1/15

May 7th 2015

As we are all aware there have been a number of accidents at the General Cargo docks. Two of the more significant accidents that occurred showed a dangerous gap in our industry and the Emergency Response Services ability to respond and deal with these accidents. One of the common factors is that the rescue effort in both cases is the efforts to extract the injured men took well over an hour. Another common factor is that in both instances the men working in the hold were instrumental in the rescue and first aid efforts. We were lucky the injuries, though considerable, were not an immediate risk to life. The Union in reviewing these two accidents has come up with two proposals and one recommendation.

1. All current members of General Gangs (or 10.2 Gangs) will be given an opportunity to attend a First Aid class, on a volunteer basis, given by any accredited agency the employer sees fit to engage. This class is to be given every two years so those men can keep their certification active and any new gang members will have an opportunity to take the class.
2. A Fire Dept. Rescue Drill must be done on an annual basis at one of the general cargo terminals. We believe this drill should be independent of the annual drill currently in place for the container terminals.

The Union would also like to make the following recommendation: The JAPC has a serious responsibility in the LA/LB Harbor and therefore the JAPC should have the ability to look into accidents that are serious in nature so at the request of either party, a member of the Union and a member of the Employers will meet on the accident site to investigate the cause of the accident for the sole purpose of trying to establish a way to prevent future accidents. The results of this investigation are to be the sole property of the JAPC and the results are not to be used in LRC unless the results are to be used as a recommendation to set a new safety protocol.

Submitted by,

Mark Jurisic

