

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

August 01, 2013

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

EMPLOYER REPRESENTATIVES

Dave Turner	APM Terminals
Jeff Mineghino	SSA Marine
Pete Zuanich	SSA Terminals
Jeff Brown	Eagle Marine Services
Andy Kircher	Ports America
Erin Pierson	Ports America
Casey Bowden	Ports America
Craig Kappe	Metro Ports
Danny Inman	PCMC
Luis Jara	Total Terminals
Rodney Davis	Yusen Terminals
Tim Behncue	APM Terminals
Daniel Coates	Pacific Maritime Association

SECRETARY

Michael Hall	Pacific Maritime Association
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REVIEW OF JUNE 06, 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 6/15 to 7/31/2013. The report listed 41 LT and 51 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 discussed the recent fatality in POLA in which a semi-tractor driver drove his vehicle into the water. The cause of the fatality is under investigation by the employer.
2. The committee discussed the recent increase of clerk pick-up trucks being struck by top handlers. The advantages of having a large flag on the rear of the top handler to warn other employees that the vehicle is backing out of a container pile was discussed. An employer noted that new Taylor top handlers can be ordered with a flashing light when the vehicle is in reverse.
3. A POLA container terminal safety director noted that new Capacity semi-tractors are coming from the manufacturer with side access steps. This step is too small for the operator to use to mount/dismount the vehicle and should not be used. One driver has already been injured.
4. A Local 13 safety representative noted that the "E-Stop" button on many crane legs are dirty and in need of painting. The signage is also worn and difficult to notice. In addition, the Union noted that several container crane operators have been injured from crane "faults" that causes the crane cab to stop suddenly, jostling the crane operator. It was requested that the employers investigate the possibility of having the crane come to a slower stop during a fault sequence. In addition, a flip-top cover over the E-Stop located on the crane legs could prevent an inadvertent emergency stop of the crane.

OLD BUSINESS1. **FALL ARREST**

[Held over]

The Union requested that a small component of the JAPC (1 employer / 1 union) attend a manufacturer safety class on the fall arrest requirements in our industry. The union is interested in the manufacturer specifications and technological advice on suspension trauma.

On the topic of suspension trauma, a stevedoring representative noted they have placed straps on their fall arrest gear to enable the fall victim to relieve the pressure of suspension trauma. The union noted the straps but stated that longshore workers will not know how to use them without training.

2. **VEHICLE IDELING / NO OPERATOR**

A POLA container terminal operator updated the committee on the engineering solutions they are researching to prevent vehicles from idling without an operator. The employer is investigating a “life-switch” that would disable the ignition when an operator is not behind the wheel.

3. **CRANE RESCUE DRILL**

The committee noted the need to conduct the crane rescue drill as noted in the PCMSC.

The committee also discussed the problem of getting a “dead-weight” body into the elevator during a real emergency. One employer noted that a helicopter was used during a prior drill to retrieve the victim from atop the crane. The scenario of removing an unconscious crane operator should be practiced during the FD crane drill.

4. **EMERGENCY PROCEDURES POCKET CARD**

The Employers responded that a joint safety tip flyer on proper radio etiquette and emergency procedures could be developed in an effort to provide information to the workforce.

NEW BUSINESS**1. UNION RED TAG PROGRAM**

The Marine Clerk representative noted they are developing procedures to propose for a vehicle “red tag” program.

The committee discussed at length several concerns over pre-shift vehicle inspection. During a pre-op inspection, if the operator has a defect that is in need of repair, the operator must inform supervision or maintenance of the need and not just proceed to the next vehicle and assume that maintenance will eventually discover the repair.

2. SAFETY LUNCHEONS

A longshore safety representative noted that the recent employer “safety luncheons” are a good opportunity to convey safety messages to the workforce. It was recommended that other employers consider doing the same.

3. LASHING LOCKING POLES

The Union noted that many employer lashing locking poles have the bottom plugs missing. The poles are sharp without the plugs and multiple lacerations are occurring to lashers. It was suggested the gearmen inspect the poles prior to use.

4. GENERAL SAFETY TRAINING

The Union asked the PMA training representative if the program can be updated during the year to reflect new safety concerns discussed during the JAPC. The PMA representative noted that while the movies cannot be changed, the PowerPoint and discussion topics can be modified to reflect updated safety concerns.

Meeting adjourned 3:45 PM.

MLH