

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

July 01, 2010

JAPC UNION REPRESENTATIVES

*Gary Kelley	ILWU Local 13
*Marco Geich (Chairman)	ILWU Local 94
*Ken Ursich	ILWU Local 63
*Pete Favazza	ILWU Local 13

INDUSTRY REPRESENTATIVES

Kat Evans	Eagle Marine Services
Dave Turner	APM Terminals
Rob Wolters	California United Terminals
Mark Blackman	International Transportation Srvc.
Vince McCullough	SSA Marine
	SSA Terminals
	Coast Maritime Services
Hal Burkey	Long Beach Container Terminal
K. Royse	Ports America Group
Erin Pierson	Ports America Group
Craig Kappe	Metro Ports
Rich Molony	National Lines Bureau
Steve Foster	Pasha Stevedoring & Terminals
Mike Outland	PCMC
Paul Richey	TraPac

SECRETARY

Michael Hall	Pacific Maritime Association
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REVIEW OF JUNE 03, 2010 JAPC NOTES

Several grammatical errors corrected. Amend New Business, Item 2. Strike and replace with "to eliminate the cause of the accident casual factors."

DISCUSSION TOPICS**ACCIDENT ANALYSIS**

The Committee was provided with the prior months summary listing of all injuries reported during the month of June.

A second quarter analysis will be provided during the next meeting.

SERIOUS ACCIDENTS

1. A container terminal safety manager provided details on a recent fatality that occurred to a semi tractor operator at their container terminal in the Port of Houston.

The vehicle was parked in a queue in the terminal yard. The operator exited her vehicle to adjust the vehicle placard ID. While on foot in front of the vehicle, the vehicle in front backed-up and struck the employee between the moving vehicle and her parked vehicle.

The committee went on to discuss the general details on the incident, specifically how operations run differently in the Gulf as on the West Coast and if the lessons learned could be applied to our operations.

The committee also went on to discuss corrective actions that were implemented by the Employer.

2. A POLA container terminal safety manager described an incident in which a semi tractor operator was spotted driving erratically and who drove into a parked container. The business agent and paramedics were called to the scene.

Following the prior discussion on East/Gulf Coast procedures, the committee discussed the differences between the East Coast drug/alcohol testing program and the drug testing procedures on the West Coast.

3. Following the prior discussion on impaired employees in the workplace, a stevedore safety manager described a recent injury report. The marine clerk was incoherent and reported that he lacerated his leg against a semi tractor. The employee was unable to locate or provide the number, location, or operator of the vehicle. The business agent was called but the marine clerk left the terminal prior to arrival.

OLD BUSINESS

1. WIRES CUT ON SEMI TRACTOR'S REGEN SYSTEM

The committee revisited the occurrence of several semi tractors that had wires cut that operate the vehicle REGEN system.

The committee was made aware by the mechanic representative that several vehicle have also had the REGEN system disconnected from the electrical plug.

Operators of semi tractors should report excessive smells to their foreman or take the vehicle to the mechanic shop for inspection. If the REGEN system lights illuminate on the instrument panel, operators should follow the instructions of their foreman or take the vehicle to the M&R shop.

2. CONTAINER CRANE MOVEMENT

The mechanic representative reminded the committee of PCMSC Rule 1450:

Rule 1450. All shipside container gantry cranes shall be equipped with an electronic means of communication that can be used in the event of an electrical power outage.

Employers should take notice and ensure compliance with Rule 1450.

The mechanic representative also discussed moving the container crane from the ground.

3. FIRE EXTINGUISHERS IN TERMINAL EQUIPMENT

The committee revisited the issue of fire extinguishers in terminal equipment and the applicable CalOSHA regulation.

CCR Title 8 §6151. Portable Fire Extinguishers

(a) Scope and Application. Where extinguishers are provided but are not intended for employee use and the employer has an emergency action plan and a fire prevention plan which meet the requirements of Sections 3220 and 3221 then only the requirements of Sections (e) and (f) of this Section apply.

Sections (e) and (f) apply to the periodic testing and maintenance of fire extinguishers.

Employees are reminded that fire extinguishers found in terminal equipment are not intended for their use and they should evacuate to a safe distance and notify supervision immediately.

The Employers are in agreement with FedOSHA in stating that “employers who choose to evacuate the workplace rather than to provide fire extinguishers for employee use in fighting fires will most effectively minimize the potential for fire-related injuries to employees.” – OSHA Standard Interpretation Ltr 12Sep1986

The longshore representative noted that this guidance should be passed during Gangway Safety Talks.

NEW BUSINESS

1. CONTAINER TERMINAL CRANE OPERATORS

The foreman representative expressed that when crane operators are sent to pre-position container cranes, that they be accompanied by a dockaloft. The idea being similar to a buddy-system.

2. FOREMEN PPE

An employer representative requested the foreman representative remind his membership during their monthly meeting on the importance (and requirement) to wear proper PPE, specifically hard hats, while under the container crane.

3. WELDING WO/ SHIELDING

The marine clerk representative noted the occurrence of mechanics welding in the yard without shielding the work from passing vehicle drivers.

4. ISO STANDARDS

The longshore representative inquired if any Employers have adopted ISO standards.

Meeting adjourned 2:45 PM.

MLH