

CURRENT SAFETY TOPICS

JAPC

Los Angeles/Long Beach

December 03, 2009

JAPC UNION REPRESENTATIVES

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

INDUSTRY REPRESENTATIVES

Ken Fletcher (Chairman)	Yusen Terminals
Kat Evans	APL/Eagle Marine
Jesse Cuevas	APM Terminals
Todd Duyao	California United Terminals
Rich Buonocore	SSA Marine
	SSA Terminals
	Coast Maritime Services
Vince McCullough	SSA Marine
Claudia Thomas	CCMW&D
Ken Keane	Metro Ports
Ed Mitchell	Metro Ports
Rich Quesada	International Transportations Serv.
Steve Nott	Long Beach Container Terminal
K. Royse	Ports America Group
S Batts	Ports America Group
Erin Pierson	Ports America Group
Tom DeNardo	Ports America Group
Rich Molony	National Lines Bureau
Paul Richey	Trapac

SECRETARY

Michael Hall

Pacific Maritime Association

REVIEW OF NOVEMBER 05, 2009 JAPC NOTES

Add Rich Molony, NLB and T Duyao, CUT to roster. Grammatical errors corrected, Notes approved as amended.

DISCUSSION TOPICS**ACCIDENT ANALYSIS**

The PMA representative provided the committee with a injury summary for all injuries reported October thru November 2009 within LA/LB.

In addition, a *Quarterly Manhour & Injury Report* was provided comparing the hours and incidence rate of 2008 to that of 2009. The IR rate for 2008 in Southern California was 4.88 with an IR rate of 5.91 for 2009YTD.

For SoCal, the analysis showed a large increase in the IR rate for longshore and foreman work categories. The marine clerk injury rate showed improvement and decreased from the prior year.

The committee discussed several injuries that occurred from the previous two months. One incident described a marine clerk that tried to enter a rolling pick-up truck after exiting the vehicle. This incident was similar to the longshore fatality that occurred in POLA a few years back.

The committee expressed concern and discussed the possibility of using a safety tip flyer to raise awareness of this dangerous situation.

The committee discussed PCMSC Rule 907:

Shall set brakes and shut off motor when leaving vehicle.

It was noted that vehicle idling was discussed during the 2008 PCMSC negotiations and resolution was agreed within the MOU. Vehicles are no longer required to be running to maintain computer power. There is no reason to leave a vehicle running without the operator behind the controls.

Memoranda of Understanding

During the course of the 2008 PCMSC negotiations, vehicle idling was discussed as related to health and safety. To reduce idling for the sole purpose of maintaining computer power, the employers agreed to take steps to ensure computer continuity in pickup trucks and semi-tractors through technical and/or procedural alternatives when the engine is shut down. Employers shall be in compliance within 12 months of the ratification of the PCL&CA.

SERIOUS ACCIDENTS

1. A injury to a chief clerk supervisor was discussed. The clerk was looking at her clipboard while walking. She tripped and struck her head against the door jam, resulting in head & neck injuries.
2. A POLA marine terminal operator provided details on a semi tractor driver that reported a back injury from driving his vehicle over the terminals rail tracks.

OLD BUSINESS

1. RADIO CHATTER

The foreman representative expressed concern over the increase in radio chatter. Multiple examples of inappropriate radio chatter between semi tractor operators was discussed.

The importance of having a clear radio channel for safety purposes, especially during load-out operations was discussed.

The committee would like to have additional radio etiquette training provided during GST class. The committee discussed the procedure to amend GST training, and that the GST curriculum is now jointly approved by the Coast LRC.

The foreman representative requested that semi tractors be assigned a separate radio channel to prevent radio chatter and bleed-over during operations.

The foreman representative noted PCMSC Rule 343:

Dockside container hoisting equipment shall be equipped with radios. Walking Bosses/Foremen, Clerks, and Signalmen working directly with such equipment shall be provided with radios. Container cranes at each terminal working against a vessel shall be assigned a separate radio channel.

Top/Side Handlers and Reach Stackers working together against that vessel shall also be assigned a separate radio channel from those assigned to the working cranes. This rule does not apply to operations where Straddle Carriers, Top/Side Handlers or Reach Stackers are working directly against the crane.

2. CONDITION OF TERMINAL RADIOS

The union noted that the condition of radios being provided at some terminals is of poor quality. It was stated that some batteries are rubber-banded on, and that the radios often “click-on” when not intended. A marine terminal representative noted that poor radios should be reported as bad-order, and that new battery charges have been purchased to alleviate the problems noted.

NEW BUSINESS**1. DECKING OF HAZMAT CONTAINERS**

The marine clerk representative inquired if regulations prohibit the decking of hazmat containers.

The employers responded that hazmat containers are allowed to be decked as long as they satisfy the segregation requirements found in 49 CFR 176.83.

http://edocket.access.gpo.gov/cfr_2008/octqtr/pdf/49cfr176.83.pdf

The committee went on to discuss the ERG booklets and their availability. It was noted that the book is a general guide for supervision and management. The committee discussed the usefulness of the ERG guidebook at length.

The committee then discussed terminal evacuation procedures. It was noted that the responsibility of the Fire Department is to investigate suspected releases of hazardous materials. It is the responsibility of workers and supervision to notify management of the possible release of hazmat, and to follow the direction of their immediate supervisor.

Foremen should notify management and isolate or remove their workers from the scene. Management will contact emergency services and relay the directions of the fire department to employees. Foremen should be able to account for all workers assigned to them.

The foremen representative requested expanded and additional hazard communication training during their training schedule. Their position was noted and the foremen were advised to raise their concerns when the training curriculum is in development.

2. CONTAINER LANDED HARD ONTO CHASSIS INJURIES

The committee discussed the continued occurrence of CLH injuries to semi tractor operators. Despite the addition of mandatory floating the load rules in the 2002 PCMSC, CLH injuries continue to occur. The committee discussed the possible reasons. It was noted that an engineering fix is the most reliable solution to this problem.

3. JAPC PROJECT

The committee discussed the goals and general purpose of the Joint Accident Prevention Committee.

The Union expressed that the general membership has no knowledge of the JAPC, and those that do have little knowledge of what purpose the committee serves, and what accomplishment it has obtained.

The mechanic representative requested that a list of JAPC accomplishments be developed. It was also suggested that perhaps the committee can best serve the industry by setting goals that can be mutually worked to conclusion.

An employer representative noted that over the years the LA/LB JAPC has proposed many important changes to the industry. Section 17 (Rail) in the PCMSC was part of a JAPC working group. The committee over the years also agreed to double break-away glad-hands on semi tractors.

Random drug & alcohol testing for workers was also agreed within the JAPC committee. It was noted that the JAPC can only recommend that rules be adopted and has no authority to implement changes. The random drug & alcohol testing recommendation was later rejected by the Union.

4. ACCIDENT INVESTIGATIONS

A stevedore safety representative described a recent situation in which management was prevented from conducting an interview and corresponding investigation into a workplace injury.

The committee discussed PCMSC Rule 410:

The foreman or walking boss in general charge of the operations shall investigate and render a full report of the accident to the employer.

The employer representative noted that while foremen shall investigate longshore injuries, this does not preclude management from conducting an independent investigation in order to confirm the work-relatedness of the injury. The employer is charged with investigating occupational injury and illnesses in CA T8 §3203.

5. RESPIRATOR CONTROL PROGRAM

The mechanic representative requested that a respirator program be implemented for gearmen during fueling operations.

The employers responded by listing the multiple challenges with implementing a respirator program with a non-steady workforce.

It was noted that this was a Union demand during Gearmen negotiations, during the PCMSC negotiations, and during several recent LRC's.

The longshore safety representative made the request to have IH testing of gearmen during fueling operations. The agent of concern was benzene, specifically the STEL.

The longshore representative commented that the Secretary of the JAPC committee had excluded prior Union concerns involving respirator issues.

[JAPC Notes from the prior two years were reviewed and respirators and/or respirators involving gearmen was discussed during the following meetings. Copies of the Notes will be redistributed during the next meeting.]

JAPC June 1, 2008

JAPC August 7, 2008

JAPC September 4, 2008

JAPC November 6, 2008

JAPC June 4, 2009

Meeting adjourned 4:10 PM.

MLH