

## CURRENT SAFETY TOPICS

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

March 03, 2016

#### Location: ILWU-PMA Training Center

##### JAPC UNION REPRESENTATIVES

Tim Monahan	ILWU Local 13
Don Chambers	ILWU Local 13
George Lujan	ILWU Local 13
Mark Jurisic	ILWU Local 13
Tom Hibbison	ILWU Local 13
Jack Russo	ILWU Local 94
Gary Gonzales	ILWU Local 94

##### EMPLOYER REPRESENTATIVES

Pablo Sierra	APM Terminals
Rick Garcia	Calif. United Terminals
Vince McCullough	SSA Marine / SSA Terminals
Jeff Mineghino	SSA Marine / SSA Terminals
Claudia Thomas	CCMW&D
Jeff Brown	Eagle Marine Svc.
Kevin Scroggins	Ever Port Terminals
Tony Flores	LBCT
Casey Bowden	Ports America
Mike Outland	PCMC
Steve Hessenauer	H.I. / Innov. Term. Serv.
David DeLaTorre	PST
Todd Stockham	Total Terminals
Ric Bahr	Total Terminals
Leslie Geiger	YTI / NYK Ports
Greg Vieyra	TraPac

##### SECRETARY

Michael Hall	Pacific Maritime Association
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**REVIEW OF FEBRUARY 4, 2016 JAPC NOTES**

The Committee reviewed the notes.

**DISCUSSION TOPICS****ACCIDENT ANALYSIS**

The committee was provided with the LA/LB injury summary report covering 01/16/16 to 02/15/2016 [pmap5060]. The report listed 9 LT and 11 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**

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

1. A container terminal safety manager reported that Local 63 members were being advised not to provide SSN numbers during injury reports. It was noted SSN numbers are required by the DOL to initiate a claim.
2. A stevedore safety manager informed the committee that a top handler struck a clerk pick-up truck. The spreader was too low during traveling and the top handler struck the back of the truck.

The committee discussed the placement of flags on the back of pick-up trucks. Most terminals have them on the back of large equipment, but only some on the rear of pick-up trucks.

**OLD BUSINESS**1. JAPC LASHING SUB-COMMITTEE REPORT

The JAPC lashing sub-committee has concluded with the recommendations moved to LR.

2. TOP HANDLER INJURY/ACCIDENT SUB-COMMITTEE

The sub-committee secretary was unavailable, but a short report was provided in which the group started meeting with equipment operators and reviewed injury statistics.

3. EMERGENCY SIGNAGE / FIRE DEPARTMENT JAPC SUB-SOMMITTEE

[Holdover for discussion in the Emergency Access sub-committee] The Union suggested terminals utilize a strobe-light marking system by terminal security to signal the fire boat.

[Holdover for discussion in the Emergency Access sub-committee] The Union requested that when the FD is called that an individual be sent to all emergency access gates to allow entry of FD responders.

4. BREAKBULK RESCUE DRILL

The committee was briefed on the recent LBFD / LAFD exercise using the SSA breakbulk rescue cage.

[Item closed].

5. WORKING AT HEIGHTS RESCUE SUB-COMMITTEE

The members of the sub-committee were selected and a date for the first meeting will be announced shortly.

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

SSA Terminals volunteered to host a container crane / high angle rescue drill with the fire department. The Union requested the drill at Pier A.

The date is TBD.

7. LOCAL 13 RFI re: WIND RELATED INCIDENTS

The Employers provided a response to the Local 13 RFI involving wind related incidents. The Employers remain open to discussing the effects of wind at container terminals. Attached response.

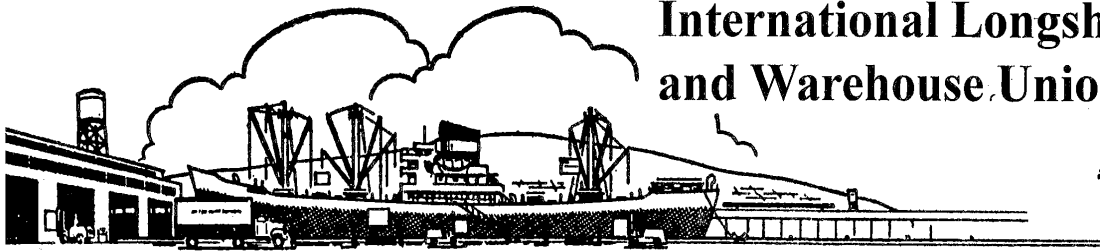
**NEW BUSINESS**

1. POLA HARBOR DEPT. TRAINING COMMITTEE

The Union informed the committee that the POLA Training committee is planning a trip to visit the BCMEA-ILWU training center in Vancouver, Canada.

*Meeting adjourned 2:45 PM.*

*MLH*



**International Longshore  
and Warehouse Union**

ILWU Local 13 · 630 S. Centre Street · San Pedro, CA 90731 · (310) 830-1130

February 4, 2016

Joint Accident Prevention Committee

Dear Fellow Members:

As you are aware, this past weekend the ports of Los Angeles/Long Beach were hit by a strong windstorm and as a result, a number of containers were blown/pushed off of their stack to the ground below at several different terminals.

Firstly, we commend everyone on their quick actions and efforts in preventing a catastrophic accident however; this incident has raised a very strong safety concern. There is no advance warning of dangerous wind velocity levels at terminals unless a container falls or accidents occur. This means that we respond to an accident after it has happened in the hopes that there are no injuries or fatalities.

In order to resolve this issue, the Union is requesting the following:

- 1) A ten year study on all wind related incidents where containers fell down.
- 2) To hire an independent firm to establish what is dangerous wind velocity for four and five high container stacks.
- 3) Install wind alarms in the yard as an early warning system when the winds have reached a dangerous velocity.

The Union feels this is a critical danger that needs to be addressed immediately.

Thank you for your prompt attention to this matter.

Mark Jurisic  
Co-Chair JAPC



**Pacific Maritime Association  
Southern California Area**

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March 3, 2016

Mr. Mark Jurisic  
Business Agent & JAPC Longshore Safety Representative  
ILWU Local 13  
630 S. Centre Street  
San Pedro, CA 90731

***Re: In response to February 4, 2016, ILWU Local 13 RFI Wind Incidents to JAPC***

Dear Mark:

The Employers have reviewed the Local 13 letter requesting wind related incident reports and safety proposals. We respond as follows from your letter:

1. Wind incidents: The Union requested wind related incidents in which container fell down. Very limited information was received as most terminals do not track this information. Attached you will find what was reported to PMA.
2. Independent firm: The Employers do not agree to hire an independent firm to identify wind velocity against container stacks.
3. Wind alarms: The Employers do not agree with the proposal to install wind alarms in the yard. Proposals very similar to this request were discussed, and agreement could not be reached, during 2002, 2008, and 2014 PCMSC negotiations.

While the Employers cannot agree on proposals that remain at the Coast PCMSC committee, we recognize that wind can create a hazardous condition on marine terminals. The Employers will monitor NOAA / National Weather Service *high wind warnings*, via text/email alerts, and take preventative action. Identifying isolated chimney stows when a high wind warning is expected is an agreeable prevention measure.

The Employers remain open to discussing the effects of high wind and propose to develop with the Union a best practice guidance document to address your concerns.

Sincerely,

Michael Hall, CSP  
Asst. Coast Director, Accident Prevention  
Pacific Maritime Association