

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

April 04, 2013

JAPC UNION REPRESENTATIVES

Jack Russo	ILWU Local 94
Gary Gonzales	ILWU Local 94
Kenny Ursich	ILWU Local 63
Rebecca Schlarb	ILWU Local 63
Tim Monahan	ILWU Local 13
Pete Califano	ILWU Local 13

EMPLOYER REPRESENTATIVES

M. Darling	APM Terminals
Jeff Brown	Eagle Marine Services
Tony Flores	International Transportation Srvc.
Bill Carson	International Transportation Srvc.
Steve Nott	Long Beach Container Terminal
Casey Bowden	Ports America
Sharifa Batts	Ports America
Erin Pierson	Ports America
Craig Kappe	Metro Ports
Danny Inman	PCMC
David VanWaarenburg	Pasha Stevedoring & Terminals
Luis Jara	Total Terminals
Rodney Davis	Yusen Terminals
Eric Kalnes	TraPac

SECRETARY

Michael Hall

Pacific Maritime Association

REVIEW OF MARCH 07, 2013 JAPC NOTES

Minor editorial changes noted.

DISCUSSION TOPICS**ACCIDENT ANALYSIS**

Committee members were provided with a 2013 YTD report listing details of all reported injuries in POLA/POLB.

In addition, the Union was also provided a complete 2012 injury report,

SERIOUS ACCIDENTS

1. The committee re-visited the prior months injury report in which four marine clerk vehicles collided with top handlers.
2. The marine clerk representative informed a marine terminal about traffic congestion and multiple vehicles cutting thru piles in the yard.
3. Following last month in which the committee discussed an injury in which a longshore worker was struck by his own vehicle, Local 94 placed a safety message in their monthly bulletin to remind drivers to turn off their vehicle when not occupied.
4. A stevedore safety representative discussed the electronic bulletin boards that he been installed at their terminal. In response, several union members noted they have been visiting various terminals and have suggestions for the electronic signs. The employer stated they welcome union safety messages.

The Union welcomed the electronic signage and encouraged other terminals to invest in the devices.

5. A longshore safety representative asked about the magical light pole in which drivers keep striking and knocking down. The employer stated they have ordered flashing beacon lights to alert drivers to the invisible light pole.

OLD BUSINESS**1. LASHER HARD HATS**

The Union asked about the on-going testing of different hard hats being purchased by a stevedore employer. The employer representative stated they are continuing to receive positive feedback from their lashers and may decide to purchase for their steady lashers.

2. RESCUE CAGE DRILL FIRE DEPARTMENT DRILL

California United Terminal provided details on their recent rescue cage drill. The drill involved a LAFD fire boat along with Engine 38. The drill involved delivering the rescue cage to the fire boat to retrieve a person in water. The employer also discussed victim retrieval from the water by using the rescue cage and container gantry crane.

3. PIW (PERSON IN WATER) FIRE DEPARTMENT DRILL

STS/PAG provided details on their recent day & night PIW drills. LAFD provided fire boats for both the day & night drill. LAFD personnel rode the cage to the water to retrieve the victim from the water. LAFD also rode the cage to the vessel to practice retrieval from a container ship.

LAFD noted that the rescue cage should always be lowered to the outside of the victim so that the person in the water can view the dock. LAFD also noted the victim should remain in the water until retrieved by the fire department. The person may be injured so it is important to keep the body afloat.

The employer noted that additional life rings should be placed into the rescue cages.

4. MARINE CLERKS REQUESTING SAFETY TALKS

The marine clerk representative requested that marine clerks receive a safety talk by the clerk supervisor for the ship or yard prior to the start of operations.

5. 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.

NEW BUSINESS1. **VEHICLE MODAT'S**

The marine clerk representative noted that at several terminals the modats lose power and have to be re-booted when the vehicle is not running. The marine clerk representative stated that some modats take 15 minutes to re-boot. In addition, casuals often do not know how to re-boot the modat and the clerk supervisor has to take time to assist.

From the 2008 PCMSC MEMORANDA OF UNDERSTANDING:

VEHICLE IDLING

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.

Meeting adjourned 3:45 PM.

MLH