

# **CURRENT SAFETY TOPICS**

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

**October 04, 2012**

### JAPC UNION REPRESENTATIVES

Jack Russo	ILWU Local 94
Gary Gonzales	ILWU Local 94
Kenny Ursich	ILWU Local 63
Rebecca Schlarb	ILWU Local 63
David Beeman	ILWU Local 13
Tim Monahan	ILWU Local 13
Pete Califano	ILWU Local 13
Mark Jurisic (Chairman)	ILWU Local 13
Mark Mascola	ILWU Local 13
Tom Hibbison	ILWU Local 13

### EMPLOYER REPRESENTATIVES

David Turner	APM Terminals
Rob Wolters	California United Terminals
Jeff Mineghino	SSA Marine
	Coast Maritime Services
	SSA Terminals
Tony Flores	International Transportation Srvc.
Bill Carson	International Transportation Srvc.
Claudia Thomas	CCMW&D
Jeff Brown	Eagle Marine Services
Casey Royse	Ports America
Erin Pierson	Ports America
Sharifa Batts	Ports America
M. Izzo	Yusen Terminals
Luis Jara	Total Terminals
Cory Walker	APMT Terminals
Anette StAmand	APMT Terminals

### SECRETARY

Michael Hall

Pacific Maritime Association

**REVIEW OF SEPTEMBER 06, 2012, JAPC NOTES**

Minor corrections and attendance roster corrected.

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

Committee members were provided with the YTD quarterly *Manhour & Injury Report* in comparison to 2011. The reports indicate that the lost time injury rate is trending lower from 2011.

The Committee was also provided with the monthly *JAPC Summary Report*, listing all reported injuries within LA/LB for the month of September.

The Committee went on to discuss lashing injuries. The Local 13 Business Agent noted the different types of lashing injuries that occur on different types of vessels. It was noted that there is only a small amount of professional lashers. On busy work days, the percentage of experienced lashers on the job will decrease. The Union expressed interest in comparing hours by lasher OCC code for selected injuries.

Local 94 stated they will include the lasher injury data in their membership bulletin.

At the request of the Union, the month injury summary will be provided before the meeting to allow the Union time to review and ask questions during the JAPC.

The Union passed the Employers a written request involving the collection of accident reports. A copy of the letter is attached.

**SERIOUS ACCIDENTS**

1. A POLA container terminal safety director noted a recent lost time injury in which the lashing bar fell from the corner casting striking the lasher on his hard hat. The lasher received lacerations to his head, but without his hard hat the injury would have been severe.
2. Another lasher injury was noted. The lashing gear came apart injuring the employee aboard the vessel. The rescue cage was used to extradite the employee.
3. Another POLA container terminal safety manager noted an injury to a semi-tractor driver working against the rail. The driver, for unknown reasons, lost consciousness while driving and drove head-on (and over) the K-rail. It was noted that his seatbelt saved his life.

**OLD BUSINESS****1. RESCUE CAGE & FIRE DEPARTMENT EXERCISE**

YTI provided the Committee with details following a recent rescue cage exercise on October 02. The exercise involved several fire boats in which FD personnel were transported from the boat to the container vessel.

Following a discussion on the drill, Local 13 provided the Employers with a written request involving rescue cages. A copy of the letter is attached.

In addition to the FD boat drill, the Union asked about evacuation drills. Several terminals responded that they have conducted a terminal evacuation drill in the past. The Employers responded that they would prefer to meet with the FD on emergency access first, before considering any evacuation drills.

The Committee also re-visited the discussion involving an on-scene-coordinator and 911-radio connection.

**2. TRAINING PROGRAM REVIEW**

The Union noted several injuries to Top Handler operators from the injury summary report. The Union requested a copy of the Top Handler student training manual which was provided during the meeting.

The Union expressed interest in reviewing the content of several training programs.

**3. FIRE DEPARTMENT EXERCISE**

The Union requested to hold the yearly crane rescue drill with the fire department and will review the different types of exercises available and report back.

**4. OVERLAPPING CONTAINERS**

The JAPC Committee re-visited the issue of overlapping containers in the yard.

After a lengthy discussion involving developing a protocol for dealing with overlapping containers and the training provided to new operators, the Committee decided to work on a possible Safety Tip Flyer or a joint protocol.

**5. JAPC SUB-COMMITTEES**

The sub-committee was unable to arrange a meeting with the two fire departments.

The Employers also noted that the FD owes the Committee the 911 procedures they would like to be followed when reporting an emergency. The Employers would like to develop the procedures into a card.

**NEW BUSINESS**1. PCMSC RULE 309 – FA/CPR CLASS

The Union requested a list of available FA/CPR/AED training dates for their membership.

2. MECHANIC EXPOSED WORK STATIONS

The Union provided the Employers with a written request involving exposed work stations and high temperatures involving mechanics. A copy of the request is attached.

3. JAPC & UNION SAFETY MESSAGE

The Union suggested that during each JAPC, a safety theme could be developed that would be included in the monthly Union bulletin. The Employers welcomed this suggestion.

4. SWINGMEN – POOR DIRECTION TO UTR DRIVERS

A Local 13 member noted an increasing problem of swingmen giving poor directions to semi-tractor drivers involving stop/go for movement under multiple cranes. It is difficult to make it thru 5 – 7 cranes without a load passing over the cab of the vehicle.

5. PIW DRILL

WBCT announced they will hold a PIW exercise on October 17 at berth 121/126 during the lunch hour. All are welcome.

6. HAZMAT CARGO TERMINAL LOCATION

The Union requested the terminal locations of the hazardous cargo containment areas. The Employers noted that no specific location within the terminal is designated as the containment area, but that hazmat containers are stowed and segregated throughout the terminal yard to disperse hazmat cargo as allowed under their USCG permit to operate a waterfront facility.

Meeting adjourned 3:55 PM.

MLH