

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

May 06, 2010

JAPC UNION REPRESENTATIVES

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

INDUSTRY REPRESENTATIVES

Kat Evans	Eagle Marine Services
Dave Turner	APM Terminals
Mark Blackman	International Transportation Srvc.
Claudia Thomas	CCMW&D
Rich Buonocore	SSA Marine
	SSA Terminals
	Coast Maritime Services
Vince McCullough	SSA Marine
Steve Nott	Long Beach Container Terminal
Greg Barker	Ports America Group
K. Royse	Ports America Group
S Batts	Ports America Group
Erin Pierson	Ports America Group
Ken Keane	Metro Ports
Rich Molony	National Lines Bureau
Tim Tess	Pasha Stevedoring & Terminals
Mike Outland	PCMC
Ken Fletcher	Yusen Terminals

SECRETARY

Michael Hall	Pacific Maritime Association
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REVIEW OF APRIL 01, 2010 JAPC NOTES

The longshore safety representative noted during the meeting an incorrect CalOSHA regulatory citation found in Old Business, Item 3. The correction should read ... labor/management safety & health committee organized under CalOSHA T8 Sec 3203 (Section 3204 has absolutely nothing to do with safety committees.) As punishment for his carelessness, the Secretary will be banned from the June JAPC meeting.

DISCUSSION TOPICS

ACCIDENT ANALYSIS

The Committee was provided with the quarterly manhour & injury report analysis detailing Q1 of 2010. Q1 of 2010 is trending far better than Q1 of 2009. The committee also noted the increase of manhour's.

The committee discussed how the injury/illness data is used by PMA member companies.

SERIOUS ACCIDENTS

1. A POLA container terminal safety manager provided details on two separate incidents, both involving a top handler vs. a marine clerk pick up truck.

The marine clerk directed the top handler to re-position. The clerk was inputting data while parked in the middle of the traffic lane. The top handler backed into the clerk vehicle in both incidents.

The marine clerk representative discussed the proper parking location of marine clerks when working against container equipment in the yard.

2. A POLA terminal safety manager provided the committee with details involving a mechanic injury. The chassis leg being repaired fell onto the finger of the employee.
3. A terminal safety manager described the actions taken involving a vessel arriving into POLA with hazardous materials cargo discharge. The safety manager noted they held a meeting with the fire department 24 hours prior to arrival and that the fire department cleared the vessel 4 hours prior to the start of cargo operations.

The committee went on to discuss general terminal evacuation procedures.

4. A POLA terminal safety director discussed several recent injuries involving semi tractor operators reaching backward to open/close the rear vehicle door. Multiple incidents of shoulder/neck/back injuries were reported. Several other Employers also noted the occurrence or related injuries. PMA Training was provided input to increase training on how to properly face the vehicle door to avoid injuries.

OLD BUSINESS

1. EVACUATION PROCEDURES

Following the discussion regarding the vessel hazmat response noted above, the foreman safety representative discussed the need for terminal evacuation training.

The committee discussed evacuation procedures that are common to all Employers.

ILWU labor is to observe & report to supervision, and to follow the directions of their supervisor. It is managements responsibility to determine with the fire department & USCG if hazmat is present, and the best course of action for response.

The importance of the Foremen obtaining a head-count to account for all of their workers was discussed.

The Local 13 representative discussed the importance of providing evacuation and reporting information during the mandatory gangway safety talk. Management should provide the Foremen with any terminal specific information that should be provided during the gangway safety talk.

Workers should also be reminded that the terminal evacuation locations are provided on terminals maps that are available upon request.

2. WIRES CUT ON SEMI TRACTORS 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 that since last month, 4 additional semi tractors have been sabotaged to disable the vehicles regulatory-mandated exhaust system.

It was noted that the mechanic representative was provided with photos of the cut wires as was requested during the prior month JAPC.

3. CONDITION OF MARINE CLERK PICK UP TRUCK SEATS

The marine clerk representative noted a clerk pick up truck that he had sent for maintenance was returned into service despite not meeting his quality control standards.

The vehicle was returned to service after being inspected by 3 mechanics.

The marine clerk representative discussed the need to repair vehicle seats in terminal equipment.

PCMSC Rules 908 & 1228 were referenced:

Rule 908. Vehicles designed to be operated from a sitting position shall be provided with seats. Seats, and backrests when provided, shall be properly maintained. Vehicles shall be operated from the seat or platform only and not while standing alongside, unless the equipment is designed to be operated in this manner. All equipment designed to be operated from a sitting position shall be equipped with padded or molded seats and backrests.

Rule 1228. Operators' seats on haulage equipment shall be maintained in safe condition, including padded seats and backrests when so equipped.

The committee went on to discuss the wear & tear of terminal vehicles due to excessive age. The discussion was followed by an in-depth analysis of the vehicle washing procedures at several terminals. The foreman representative requested weekly washing of terminal vehicles.

4. FIRE EXTINGUISHERS IN TERMINAL EQUIPMENT

The committee revisited the issue of fire extinguishers in terminal equipment.

Longshore workers have not been trained on fire fighting techniques and should not attempt to control a vehicle fire. They should immediately notify supervision and vacate to a safe distance.

NEW BUSINESS

1. OPEN REQUEST FOR SAFETY FLYER TOPICS

The PMA representative noted a request for safety tip flyer topics that are distributed to all west coast ILWU members.

Topics provided by committee members included:

- Ladder safety & usage
- Inside vehicle safety to include proper techniques involving vehicle door
- Ergonomics safety tip flyer including proper seat position, lumbar support, etc
- Re-issue of CLH (container landed hard) flyer
- Evacuation procedures

The committee discussed the merits of each topic. The PMA representative noted that this was just an open request for topics, and that all ideas will be submitted to the Coast for review.

2. FOREMEN SUPERVISION

The foreman representative noted a recent situation at a terminal in which he was employed.

A superintendent was on a cell-phone with his back turned to rolling stock while standing on the vessel ro/ro ramp. The Employers agreed that superintendents should not stand in the bite while using company issued cell-phones, and they should conduct business in a safe location free from danger or distractions.

The foreman representative expressed concern over the fact that a company superintendent was working in the bite while under his supervision. He expressed his distress over the personal liability issues involving terminal employees under his supervision. AB1127 was referenced.

The Employers stated with emphasis, that ILWU foremen have no supervisory role whatsoever over company superintendents and are not responsible for their actions. The Employers thanked the foreman for informing the superintendent of his unsafe placement, but this in no way implies a supervisory action.

3. LHWCA LS-1'S – DOCTOR SLIPS

The marine clerk representative noted that he did not receive an LHWCA LS-1 form following a work related injury. The clerk representative distributed a 2008 letter from the OWCP on this subject.

The PMA representative stated that this issue does not involve the PCMSC and this is not the proper forum for workers compensation insurance concerns. It was recommended that the employee contact his employer for resolution.

4. PMA RESPONSE LETTER RE: GEARMEN FUELING CONCERNS

In follow-up to concerns expressed during the prior JAPC by the longshore safety representative regarding gearman fueling issues, PMA responded by letter with comments.

The letter was distributed within the monthly packet.

Meeting adjourned 2:45 PM.

MLH