

# CURRENT SAFETY TOPICS

## Notes of the Los Angeles/Long Beach JAPC

January 07, 2010

### JAPC UNION REPRESENTATIVES

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

### INDUSTRY REPRESENTATIVES

Greg Barker	Ports America Group
Dave Turner	APM Terminals
Mike Cuffe	Yusen Terminals
Kat Evans	APL/Eagle Marine
Rich Buonocore	SSA Marine
	SSA Terminals
	Coast Maritime Services
Vince McCullough	SSA Marine
Claudia Thomas	CCMW&D
Ken Keane	Metro Ports
Paul Allen	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 Tobin	Ports America Group
Tim Tess	Pasha Stevedoring & Terminals
Mike Outland	PCMC
Paul Richey	Trapac

### SECRETARY

Michael Hall

Pacific Maritime Association

**REVIEW OF NOVEMBER 05, 2009 JAPC NOTES**

New Business, Item 3, amended to read “random.” Grammatical errors corrected, Notes approved as amended.

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

The PMA representative provided the committee with a injury summary for 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 LA/LB was 4.56 with an IR rate of 5.44 for 2009.

For LA/LB, 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 was also provided with an analysis report detailing the number and type on injuries per occupation. It was noted that the report is separated between POLA & POLB.

**SERIOUS ACCIDENTS**

1. A injury to a lasher was discussed. The lashing pole slipped from his hand resulting in a laceration.

**OLD BUSINESS****1. VEHICLE IDLING**

The committee discussed vehicles running without an operator behind the controls. It was noted that Local 63 has started a safety link on their website and will be posting safety topics for their membership.

PCMSC Rule 907 was discussed:

*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. 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.*

**2. CONDITION OF GANGWAYS**

The union noted the need for the inspection of vessel gangways. Special focus should be placed on the use of cotter-pins or similar locking devices to ensure that the gangway remains sound.

It was recommended that the gangway be re-inspected after the gangway is adjusted by the crew due to vessel movement.

If labor notices a problem with the gangway, it should be immediately reported to supervision for action.

**3. JAPC PROJECT**

The committee was provided with historical JAPC documents that were requested from the prior meeting. The history & purpose of the JAPC was briefly discussed.

A safety manager from NoCal discussed the differences between the JAPC in the different areas. He felt it was positive and was encouraged in how labor & management shared ideas.

A discussion was held on how information from the meeting could be distributed. The employers take the information passed during this meeting and disseminate it amongst all employers during the employer safety meeting. It was suggested by the employers that the Union do the same during their meetings.

**NEW BUSINESS****1. EMERGENCY PROCEDURES**

A POLA terminal safety manager discussed a recent situation involving a reported spill on the vessel. The safety manager was concerned that the Local 13 Business Agent did not check with terminal management before reporting the spill to the USCG. The employer felt that this was not a good working relationship.

The USCG also complained to the terminal for being called to a situation in which no response was required.

The committee discussed emergency procedures that are in place by management. It was noted that labor's function involving suspected hazardous materials release is taught during General Safety Training.

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. It was noted how management determine the contents of containers.

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

The Local 94 representative suggested a port wide evacuation drill. Several terminals described their evacuation drills conducted over the last few years. In addition, terminals also participate as part of national drills conducted with the federal Area Maritime Security Committee.

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.

The committee proposed a safety tip flyer on general evacuation procedures. Workers should also be reminded that the terminal evacuation locations are provided on terminals maps that are available upon request.

## 2. RADIO COMMUNICATION WITHIN TUNNELS

The bulk operator was advised of poor radio communication with the cargo tunnels. The safety manager will investigate the situation.

## 3. GANGWAY SAFETY TALKS

In follow-up to the previous discussion regarding the importance of gangway safety talks in passing evacuation procedures, a management representative inquired if Local 13 has ever thought about critiquing the Foremen on the quality of their gangway safety talk and providing the feedback to the Local.

The committee was in agreement that all longshore workers deserve a decent gangway safety talk.

## 4. PASSING SAFETY INFORMATION TO LOCALS

A stevedore safety representative inquired on how safety topics could be passed to the longshore membership. He suggested that a small punch-list of topics could be provided to the Union for announcement and discussion during their labor meetings.

5. LOCAL 13 REQUEST FOR INFORMATION RE: IH TESTING

The Local 13 longshore safety representative provided the committee with a request for information concerning IH testing.

The Secretary accepted the letter and will respond accordingly.

Meeting adjourned 3:45 PM.

MLH