

## **CURRENT SAFETY TOPICS**

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

**September 01, 2016**

**Location: Wilmington Training Center**

#### JAPC UNION REPRESENTATIVES

Tim Monahan	ILWU Local 13
Mark Jurisic	ILWU Local 13
Don Chambers	ILWU Local 13
Kenny Ursich	ILWU Local 63
Jack Russo	ILWU Local 94

#### EMPLOYER REPRESENTATIVES

Eddy Cabrerra	APM Terminals
Rick Garcia	Calif. United Terminals
Jeff Mineghino	SSA Marine / SSA Terminals
Vince McCullough	SSA Marine / SSA Terminals
Steve Hessenauer	H.I. / Innov. Term. Serv.
Tony Flores	LBCT
Liz Barros	Ports America
Sam Jebananthan	Metro Ports
Leslie Geiger	YTI / NYK Ports
David Rozas	Terminal Equip. Services
Jennifer Jennings	Total Terminals
Grey Vieyra	TraPac
Stephanie Cruise	WCTS
Daniel Coates	PMA

#### SECRETARY

Michael Hall	Pacific Maritime Association
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**REVIEW OF August 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 07/15/16 to 08/15/16 [pmap5060]. The report listed 15 LT and 15 NLT injuries for LA/LB. Direct employers provided additional information on 6 of the injuries. Members were reminded to review the injury report and follow-up with either the employer or the Secretary if additional information/details are requested.

The employer(s) for numbers 4 & 24 was unable to provide information and will report during the next meeting.

**SERIOUS ACCIDENTS**

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

1. The Union requested additional information on an incident at a POLA container terminal in which the container crane operator attempted to lift twin-twenties with the spreader in the 40 ft position.

The employer noted the mechanic asked the crane operator three times if the position was correct before placing into bypass. The employer noted the corrective action will be a visual inspection of the containers instead of placing into bypass from verbal instruction.

2. An injury to a linesman was reviewed. The mooring line snapped back and struck the head of the employee. The linesmen called 911 but provided the wrong address which delayed emergency response.

The corrective action is to provide a document with the 24-hour guard shack information to linemen. The terminal security guards can contact emergency services quicker from a landline and will know to escort the FD to the injury scene.

3. A POLA container terminal operator provided details on recent electrical spikes that resulted in crane faults to their auto strads.

**OLD BUSINESS**1. TOP HANDLER INJURY/ACCIDENT SUB-COMMITTEE

It was noted a white paper is currently being drafted. The Secretary repeated a request for photos for the safety tip flyer on top handler safety.

2. EMERGENCY SIGNAGE/FIRE DEPARTMENT JAPC SUB-COMMITTEE

POLA is in contact with each container terminal for placement and signage.

3. WORKING AT HEIGHTS RESCUE SUB-COMMITTEE

No discussion on this topic.

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

The container gantry crane exercise is scheduled for September 19 2016. The committee discussed several scenarios for the fire department.

The Union suggested a future exercise to rescue a fall arrest employee from atop the vessel could be scheduled during a stop work meeting to avoid vessel delays / interruption.

5. LOCAL 13 RFI re: WIND RELATED INCIDENTS

No discussion. A best-practice / guidance document will be prepared.

6. PCMSC Rule 658*PCMSC Rule 658*

*Rule 658. While installing or removing cones from containers, employees shall not position themselves in the bight where they could be injured by the tractor wheels, container, chassis, bombcarts, or other equipment.*

The Employers responded that Rule 658 as written does not apply to chalk & walk operations. The Employers noted that a Coast PCMSC Negotiating committee meeting is scheduled in the next few months and this would be the proper forum to discuss amending contract language.

The Union asked if the Employers would be interested in sending a joint request to the Coast for discussion. The request would not contain any proposals but would ask the Coast review the rule.

On the similar topic of chalk and walk operations, the Union asked which Employers perform this operation. One employer noted the marine clerk holds the ticket of the OTR trucker while the engine is off. Another employer is reviewing this operation but current instructions are not to approach the vehicle unless the OTR driver is aware of the marine clerk.

**NEW BUSINESS**

None noted.