

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

March 06, 2025

Location: PMA LB 1WTC

JAPC UNION REPRESENTATIVES

| | |
|---------------|---------------|
| Mark Jurisic | ILWU Local 13 |
| Don Chambers | ILWU Local 13 |
| John Seixas | ILWU Local 13 |
| Terry Brown | ILWU Local 63 |
| Pete Califano | ILWU Local 94 |
| Jack Russo | ILWU Local 94 |

EMPLOYER REPRESENTATIVES

| | |
|-------------------|--------------------|
| Christopher Allen | APM Terminals |
| Jeff Mineghino | SSA Marine / CMS |
| Jeff Brown | FMS |
| Nick Ferrigno | FMS |
| Sandra Maksim | LBCT |
| Peter Hsia | Everport Terminals |
| Tony Ponce | Harbor Industrial |
| Andrew Lorenzana | PCMC |
| Kyle Clinton | PCMC |
| Bobby Lucin | Pasha S&T |
| Tommy Tuggle | Total Terminals |
| Carley Radov | Yusen Terminals |
| Bruce Worcester | TraPac |
| Russ Stripling | PMA Training |

SECRETARY

Michael Hall

Pacific Maritime Association

DISCUSSION TOPICS

ACCIDENT ANALYSIS

The Committee was provided with LA/LB injury summary reports covering 01/19/2025 to 02/17/2025 [pmap5060].

The Union requested additional information on 11 incident reports.

The Union reminded the Employers the crane or equipment number will be requested during the monthly injury report accident review. In addition, the Union also asked for crane fault and other data following a container crane loss of power / sudden stop.

The Union requested, when known, to provide the experience level of equipment operators involved in terminal incidents.

SERIOUS INCIDENTS

1. The Committee discussed a recent injury to a rail dockaloft. While exiting the rail vehicle to the gondola, the vehicle drove away. The ILWU worker fell to the pavement. A longshore safety representative recommended a motorcycle inflatable air vest. It was also suggested that a Safety Tip Flyer be sent out to labor advertising the new helmets available.
2. The Longshore safety representative repeated the need for MTO's to fully investigate crane hard stop fault issues. Local 13 stated they expect a full answer on the reason for crane hard stops.

REVIEW OF FEBRUARY 06, 2025, JAPC NOTES

The Committee reviewed the notes from the prior February meeting for discussion topics.

OLD BUSINESS

1. Secondary Attachment Device on Personnel Cages

The Employers have been reminded that both the PCMSC and OSHA regulations require a secondary means of attachment when secured by twistlocks. The JAPC sub-committee also recommended that a secondary locking device be installed when possible. [Item requested to remain open by Union].

SUBCOMMITTEE REPORTS

1. JAPC Sub-Committee on Hand Injuries

The sub-committee reported that the White Paper is in development. Four different gloves were sampled.

2. JAPC Sub-Committee on Wheel Guards

This sub-committee is on hold following completion of the other sub-committees.

3. JAPC Sub-Committee on Hydrogen & Electric Equipment Safety Issues

This sub-committee meets on the second Tuesday of the month at Local 13 at 1330 hrs. It is an open meeting, and all are welcome to attend. A summary of the prior meeting was provided. Agenda topics for the next meeting include US Hybrid report on converting existing equipment to hydrogen fuel cells.

4. Emergency Access Sub-Committee

An update was provided to the JAPC. Progress is on-going for an initial draft report. A visit to LBFD 911 was requested. The Foreman representative noted that L94 has requested that both the on scene foreman and management call 911 when needed.

A discussion followed on brainstorming of different rescue scenarios that could be scheduled. One thought was a rescue of a breakbulk winch operator. The cab is extremely small and difficult to enter.

5. Working at Heights SubCommittee

The Union requested an LB side crane drill be scheduled with LB Fire. The Union recommended a drill involving a longshore worker high atop a container lashing bridge with a simulated emergency. The Committee discussed the difficulty of removing a worker from this location and would prove a challenge to the FD. The Employers were supportive.

NEW BUSINESS1. Taking Lashing Poles onto Vessels

The Committee discussed the practice of handling large lashing poles onto the vessel. Bundling poles attached to the spreader was discussed. It was noted the East Coast uses unlocking pole kits that are extendable and connect together to make longer pole lengths.

2. Fishing Cones

The Committee discussed the practice of “fishing cones” aboard vessels. All LALB Employers are now equipped with lashing / personnel cages that should be used to remove loose cones. It was noted the Foremen need to give clear and direct instructions that fishing cones is not allowed.

3. Terminal Maps

The Foreman safety representative noted that terminal maps may need to be updated to note the location of new LBFD fire boat landing locations.

4. LAFD Familiarization with Terminal Equipment

LAFD has requested a familiarization session on marine terminal heavy equipment. APM Terminals volunteered.

5. Aloft Lashing Cages

The Foreman safety representative noted a recent occurrence involving the aloft lashing cages. It was requested that terminals conduct a training session with their crane operators on removing the middle twenty foot section and properly attaching the spreader in the 20 ft section. A secondary means of attachment is also a requirement.

Lashing pole placement should be accounted for when raising the cage and should be secured. A system to rack the poles when tethered in the 20 ft position should be developed.

It was also recommended that two workers be on each side of the cage as with the spreader / headblock there is no line of sight or communication between the two sides of the aloft cage.

6. New Start with Lashers and no Cargo Operations

The Foreman safety representative noted their concern of having lashers aboard the vessel with no crane operators available to assist with the personnel cage if needed.

A longshore representative suggested shifting a gang over if available.

An Employer representative noted that in an emergency any individual qualified to operate a crane could assist.

The Longshore safety representative requested the terminal rescue plans for this scenario.

Meeting adjourned at 3:45 pm.