

## **CURRENT SAFETY TOPICS**

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

**March 4, 2010**

#### JAPC UNION REPRESENTATIVES

*Gary Kelley	ILWU Local 13
*Marco Geich (Chairman)	ILWU Local 94
*Ken Ursich	ILWU Local 63
*Pete Favazza	ILWU Local 13
Patricia Prince	ILWU Local 13

#### INDUSTRY REPRESENTATIVES

Greg Barker	Ports America Group
Kat Evans	Eagle Marine Services
Dave Turner	APM Terminals
Mike Cuffe	Yusen Terminals
Rob Wolters	CUT
Gary Dalton	International Transportation Srvc.
Paul Allen	International Transportation Srvc.
Rich Buonocore	SSA Marine
	SSA Terminals
	Coast Maritime Services
Vince McCullough	SSA Marine
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
E.R Weber	Ports America Group
Ryan Alberts	Ports America Group

#### SECRETARY

Michael Hall

Pacific Maritime Association

**REVIEW OF February 04, 2010 JAPC NOTES**

Divide last sentence in Accident Analysis into two sentences. Amend Emergency Action Plans to read "The committee." Change should to shall on New Business Item 4, to read "all vehicles shall be turned off."

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

No report.

**SERIOUS ACCIDENTS**

1. A POLA container terminal safety director described a recent incident in which salt water from the vessel was accidentally discharged into the container gantry crane power trench. A fire lasting approximately 3 minutes followed with a large amount of smoke.

The safety director discussed the evacuation procedures that occurred and problems that arose from the wind blowing to the muster location.

2. A safety director provided the committee with details surrounding an RTG that made contact with a parked Top Handler. The Top Handler tipped over with the driver inside the cab as a result of the collision. The Top Handler driver was wearing a seat-belt and received minor injuries.

It was noted that the RTG operator was facing forward and the Top Handler was in the path of travel. The Employers noted that it was the responsibility of the RTG operator to observe traffic in the path of travel.

The role of the dockaloft was discussed. It was noted that the DA was on the other side of the container pile.

3. A POLA safety manager described how a vessel crew member was extricated from the vessel by the LAFD with the use of the terminals rescue cage.
4. A stevedore safety manager described a serious injury in which a tire exploded onto an IAM mechanic during service.
5. A POLB container terminals safety manager stated that a clerk pick-up truck was found in the water. Divers had to recover the vehicle. It is unknown how the truck entered the water.

**OLD BUSINESS**1. **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.

The clerk representative provide the committee with a show-and-tell of various locking devices (cotter pins) that could be used to secure the vessel gangway

**NEW BUSINESS**1. **MECHANIC LEADMEN**

The mechanic safety representative expressed the desire to have mechanics directly involved in emergency action plans and gangway safety talks.

2. **FOREMEN REQUEST OF HAZMAT TRAINING**

The foreman representative expressed that the foreman should have an in-depth training course on hazardous materials and terminal evacuations.

The committee discussed the general similarities of the terminals emergency action plans and the role of the foremen.

3. **ILWU PCMSC COMPLIANCE TEAM**

The Union noted that they recently conducted a safety inspection of a marine terminal. Items of note were spreader beams and vehicle inspection.

The Employers asked why they were not notified prior to the inspections. It was stated that with notification, the terminals would be able to better facilitate the inspections and to have gear and vehicles made available.

4. **WIRES CUT ON SEMI TRACTORS**

The committee was made aware of a recent situation in which wires were cut that control the semi tractor exhaust regen system. This was noted on 2 separate semi tractors at the same marine terminal.

The mechanic representative stated that it could be due to a manufacturer defect.

No other semi tractor had failures this way in any other terminal on the West Coast.

The Employer noted that if the wires were deliberately cut, the employee would be prosecuted to the fullest extent possible.

5. SEATBELTS IN PASSENGER VANS

A stevedore company executive noted that they have installed seatbelts in passenger vans to increase occupant safety.

They are currently testing to see if it is well received.

6. PASSANGER BUS DRIVER ON CELL PHONE

The marine clerk representative noted that he recently observed a security van driver using her personnel cell phone while transporting passengers.

The Employers stated that this is unacceptable and remind all employees to report safety infractions to management for action.

7. REMINDER TO HAVE OSHA 300A POSTED

The longshore safety representative reminded all Employers that OSHA 300A shall be conspicuously posted from 02/01 to 04/30.

8. SHUTTLEVAN SAFETY VIDEO

A stevedore safety director has implemented a safety program to place monitors inside of passenger vans to increase awareness of lashing safety. The current video deals with lasher safety.

9. REMINDER TO HAVE ILWU BUSINESS AGENTS WEAR PPE

A stevedore safety director closed the meeting with a reminder that the PPE requirement applies to all those on a marine terminal, not just terminal employees. It was stated that ILWU Business Agents must wear PPE and that the Employers should not have to remind the BA's of their duty to wear PPE.

Other Employers noted the frequency of a few individuals, and that this did not apply to all Business Agents.

Meeting adjourned 3:35 PM.

MLH