

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

June 06, 2013

JAPC UNION REPRESENTATIVES

Gary Gonzales
Kenny Ursich
Rebecca Schlarb
Tim Monahan
Pete Califano
Tom Hibbison

ILWU Local 94
ILWU Local 63
ILWU Local 63
ILWU Local 13
ILWU Local 13
ILWU Local 13

EMPLOYER REPRESENTATIVES

Dave Turner
Rob Wolters
Jeff Mineghino
Pete Zuanich
Claudia Thomas
Jeff Brown
Tony Flores
Bill Carson
Erin Pierson
Rich Molony
Danny Inman
Luis Jara
Rodney Davis
Luis Gonzalez
Luis Solis
Daniel Coates

APM Terminals
California United Terminals
SSA Marine
SSA Terminals
CCMW&D
Eagle Marine Services
International Transportation Srvc.
International Transportation Srvc.
Ports America
NLB
PCMC
Total Terminals
Yusen Terminals
Yusen Terminals
Metro Ports
PMA

SECRETARY

Michael Hall

Pacific Maritime Association

REVIEW OF MAY 02, 2013 JAPC NOTES

Minor editorial changes noted.

DISCUSSION TOPICS**ACCIDENT ANALYSIS**

Committee members were provided with a 2013 YTD report listing all reported injuries and work hours in POLA/POLB.

The committee was also provided with the monthly LA/LB injury summary report. The report listed 26 LT and 26 NLT injuries for LA/LB. Members were reminded to review the injury report and follow-up with either the employer or the Secretary if additional information/details are requested.

SERIOUS ACCIDENTS

1. A POLA container terminal operator noted a recent injury in which a watchman was struck and run over by his own vehicle after failure to turn-off the motor upon exit. The Employer noted they are researching an engineering solution to this problem that would cut-off the motor when an operator is not seated in the cab.
2. A terminal safety director reported that a parked marine clerk working against the transtainer was struck by a passing top handler going around a corner.
3. Another safety director reported that a clerk parked in the empty decking grid was struck by a passing top handler. The top handler drove over the bed of the pick-up truck. It was speculated that the beam was not in the correct position for yard travel.

The Committee went on to discuss top handler collisions in depth. It was noted that the problem is usually the top handler in motion and it usually involves a clerk that the top handler is not assigned against. The Committee also discussed engineering solutions to the problem (technology sensors, Taylor Vision Plus). The Employers stated they will research possible technology solutions and report back to the Committee.

OLD BUSINESS**1. MARINE CLERKS REQUESTING SAFETY TALKS**

The marine clerk representative requested that marine clerks receive a safety talk from their supervisor for the ship or yard prior to the start of operations.

This item was continued from the prior meeting as the marine clerk representative noted that clerks are still not receiving a safety talk prior to the start of operations. The clerk representative noted that safety talks should focus on terminal specific conditions and frequently occurring clerk terminal injuries.

2. FALL ARREST

[Held over]

The Union requested that a small component of the JAPC (1 employer / 1 union) attend a manufacturer safety class on the fall arrest requirements in our industry. The union is interested in the manufacturer specifications and technological advice on suspension trauma.

On the topic of suspension trauma, a stevedoring representative noted they have placed straps on their fall arrest gear to enable the fall victim to relieve the pressure of suspension trauma. The union noted the straps but stated that longshore workers will not know how to use them without training.

3. VEHICLE MODAT'S

[Discussion continued from prior meeting]

The marine clerk representative noted that at several terminals the modats lose power and have to be re-booted when the vehicle is not running. The marine clerk representative stated that some modats take 15 minutes to re-boot. In addition, casuals often do not know how to re-boot the modat and the clerk supervisor has to take time to assist.

From the 2008 PCMSC MEMORANDA OF UNDERSTANDING:

VEHICLE IDLING

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.

NEW BUSINESS

1. LASHING POLE PRODUCT DEMONSTRATION

A Local 13 crane operator provided details on a light-weight carbon-fibre 5-high lashing pole that he has developed for use in the industry. The improved pole is stronger but yet less than half of the weight of the current pole. Pictures and a product overview was provided followed by a Q&A sessions. The contact and product details were forwarded to the Committee following the meeting.

2. FALL ARREST EXERCISE

The longshore safety representative requested a drill with the fire department to rescue an employee that has fallen from atop the container stack aboard a vessel.

The employers requested this item be discussed in a fall-arrest sub-committee.

3. LASHER INJURY STUDY

The Union noted they reviewed the 2012 LA/LB injury summary reports and would like to focus the committee on lasher injuries. The committee reviewed several recent lasher injuries and noted the most common type of lasher injuries reported.

Following the meeting, the JAPC lashing sub-committee was scheduled to meet.

4. DIGITAL RADIOS

[Held Over]

The Union noted radio traffic and confusion at a specific container terminal with the multiple top handler being on the same radio channel.

The Union also reported a problem between the crane operator and the foremen. The Union suggested that the container crane is not on the radio yard repeater.

The Committee also discussed the problem of proper radio etiquette and that longshore workers have minimal training and experience in using radios. A suggestion was made to have port codes (ex 10-4) but the Employers stated that would be a good topic for 2014 PCMSC discussions.

5. EMERGENCY PROCEDURES POCKET CARD

The Employers responded that a joint safety tip flyer on proper radio etiquette and emergency procedures could be developed in an effort to provide information to the workforce.

Meeting adjourned 3:45 PM.

MLH