

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

July 12, 2018

Location: Wilmington Training Center

JAPC UNION REPRESENTATIVES

George Lujan	ILWU Local 13
Mark Jurisic	ILWU Local 13
Tom Hibbison	ILWU Local 13
Jack Russo	ILWU Local 94
Gil Garcia	ILWU Local 94

EMPLOYER REPRESENTATIVES

Vince McCullough	SSA Terminals
Claudia Thomas	CCMW&D
Jeff Brown	Eagle Marine Srvc.
Kevin Scroggins	Everport
Tony Flores	LBCT
Sean Belsky	Ports America
Sam Jebaranathan	Metro Ports
Mike Outland	PCMC
Rudy Kamppila	PS&T
David Rozas	TESI
Jennifer Jennings	TTI
Greg Vieyra	TraPac
LaMonte Bryant	TraPac
Teresa English	YTI
David Turner	NYK Ports

SECRETARY

Michael Hall

Pacific Maritime Association

REVIEW OF JUNE 07, 2018 JAPC NOTES

The Committee reviewed the notes.

DISCUSSION TOPICS

ACCIDENT ANALYSIS

The Secretary reviewed the Quarterly Manhour and Injury report. THE Q1 LTIR in LA/LB was 2.39 compared to Q1 2017 of 3.25

The Committee was provided with the LA/LB injury summary report covering 5/18/2018 to 06/20/2018 [pmap5060]. The report listed 33 LT and 54 NLT injuries for LA/LB. Direct employers provided additional information on 36 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.

Several Employers were absent from the meeting, and the injury information will be forward after the meeting.

SERIOUS ACCIDENTS

1. A POLA container terminal safety manager provided details on a semi tractor vs. ILWU OTR (Class 1) driver MVA at a terminal intersection.
2. The Union noted multiple injury reports from container crane operators in which the crane suddenly lost power. The discussion focused on DWP electrical power issues to Terminal Island employers.

The Committee discussed the possibility of crane battery back-up emergency power supply to allow to crane cab to come to a gradual stop.

The Committee also discussed how the majority of crane issues deal with electrical component failures, as opposed to mechanical issues.

The Union noted, that even when the crane operator is properly secured by the belt, the sudden stop results in a jerking neck motion resulting in injury.

3. The Committee was made aware of a recent heart attack that occurred to a fuel barge worker alongside a vessel.
4. The Union noted a recent incident in which a wheel fell off a clerk pickup truck while driving in the yard. The Union suggested adoption of their Red Tag sticker proposal. The Employers responded that each terminal has their own procedure for equipment service and repair.

OLD BUSINESS

1. Working at Heights Subcommittee

The Secretary noted a draft paper will be developed and presented to the Committee. [Held Over].

2. Wind Best Practice Document

The Secretary noted a draft paper is currently being reviewed and presented to the Committee. [Held Over].

3. Fuel Barge Refueling

The Union requested the Bunker Barge BPD be placed in the terminal foremen's office. [Held Over].

The Foremen representative asked the Employers for their procedure when a fuel barge is alongside a working vessel. The Union stressed that better coordination between the vessel and the cargo discharge plan needs to occur during fueling operations.

4. Radio Procedure Protocol

An Employer representative provided details following a recent sub-committee meeting. A flyer will be produced with recommendations from the meeting.

The notes from the subcommittee were provided to PMA to develop a Coast STF. [Held Over].

NEW BUSINESS

1. ILWU Fatality in Longview, Washington

The Committee was made aware of a recent fatality that occurred to an ILWU line handler working for the Port of Longview (a non-PMA member company).

2. Lashing Gear Equipment Testing

An employer safety representative demonstrated several lightweight lashing tools that are used on the East Coast. The gear was provided to the ILWU for testing and recommendations back to the employer.

3. Heat Inside Vehicles

The Foremen safety representative asked if CalOSHA has regulations covering high heat inside vehicles. The Secretary noted that CalOSHA is currently developing indoor high heat procedures (an enclosed vehicle would be indoor while an open basic forklift without windows would be considered outdoor).

The Employers noted that even without an applicable regulation, if a vehicle driver is experiencing heat related concerns, they should inform their supervisor, take a break in a shaded area, and drink water.

Meeting adjourned at 3:40 pm.