

# **CURRENT SAFETY TOPICS**

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

**August 05, 2010**

### JAPC UNION REPRESENTATIVES

*Marco Geich	ILWU Local 94
*Ken Ursich	ILWU Local 63

### INDUSTRY REPRESENTATIVES

Dave Turner	APM Terminals
Rob Wolters	California United Terminals
Greg Stuhr	International Transportation Srvc.
Vince McCullough	SSA Marine
	SSA Terminals
	Coast Maritime Services
Jeff Mineghino	SSA Marine
Kat Evans	Eagle Marine Services
Steve Nott	Long Beach Container Terminal
Greg Barker (Chairman)	Ports America Group
Erin Pierson	Ports America Group
Ken Keane	Metro Ports
Steve Foster	Pasha Stevedoring & Terminals
Mike Outland	PCMC
Paul Richey	TraPac
Chris Cheshire	Yusen Terminals

### SECRETARY

Michael Hall	Pacific Maritime Association
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**REVIEW OF July 01, 2010 JAPC NOTES**

Notes reviewed. No corrections required.

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

The Committee was provided with the yearly incidence rate listing of all injuries reported within LA/LB.

It was noted that 2010 is trending far better than 2009 with a current yearly IR rate of 3.51

**SERIOUS ACCIDENTS**

1. A top handler caught on fire at a marine terminal in POLB. The cause was under investigation but was believed to be a hydraulic leak. No serious injuries were reported.
2. A POLA container terminal safety manager described an incident in which a top handler operator struck a light-pole head-on. Major damage to the top handler resulted. The operator did not report an injury.
3. A injury to a swingman working on the hiline was discussed. A lashing bar was not removed from the container. The container was removed from the vessel and lowered to the dock when the lashing bar fell from the container, bounced on the ground, and struck a swingman standing nearby. The force of the blow cracked the hard-hat of the employee.
4. A POLA safety director reported an incident in which 8 longshore lashers were observed drinking in the terminals parking lot during the day-shift lunch break. The ILWU Business Agent was called to the terminal.
5. A mechanical failure to a top handler was noted. The tire/rim of the top handler fell off while in motion. The weight of the top handler flattened the other tires without the missing wheel.

**OLD BUSINESS**1. WIRES CUT ON SEMI TRACTOR'S REGEN SYSTEM

A status update was requested. No new information was available, but the employer will follow-up with the terminal.

2. PPE

The committee discussed at length the PPE requirement for marine terminals.

The lack of proper PPE by an individual ILWU business agent was discussed.

The committee discussed labor wearing safety vests that are of a dark color. An approved safety vest must be of a bright color with reflective material. It was suggested the PPE safety tip flyer be reissued as a reminder.

The Union noted that an Employer was distributing an inadequate safety vest for use in their Ro/Ro operation. It was noted that vests as provided as a convenience and that the Employer could require that labor go to the ILWU-PMA training center to obtain a safety vest.

## NEW BUSINESS

### 1. OVER THE ROAD TRUCKERS & URINE

The committee re-visited the problem of OTR truckers leaving urine filled bottles in the terminal yard.

The Employers discussed the enforcement actions that are placed upon OTR truckers when caught. First offense can be 15/30 days. Truckers can be banned from terminal property for additional offenses.

A safety manager provided information to the committee on the hazards associated with urine bottles.

When collecting for disposal, the Centers for Disease Control recommends gloves and face shield, and to wash hands afterwards. It is only considered a biohazard if visible blood is present in the urine. Absent of visible blood, basic precautions should be taken. Some Employers recommended using a reach-stick to handle the bottles.

The committee went on to discuss the expanded use of porta-potties in the terminal. The pro's and con's of this was discussed as OTR truckers should not be exiting their truck while inside the terminal. The other problem is that OTR truckers do not want to get out of line to use the restroom.

A Employer stated that they have had good results with placing additional porta-potties outside the terminal next to the truck staging lane to use before entering the terminal.

### 2. LASHING NEXT TO OPEN BAY

The Foremen representative inquired into practice of lashing next to an open-bay. The representative stated that they believe this to be a safety hazards in that a 3-high bar could flip a lasher over the railing.

The Employers stated that no OSHA regulation requires this as long as railings or similar fall-arrest protection is provided.

The Employers will discuss at their monthly safety meeting and take the recommendation under advisement.

### 3. FALL ARREST GEAR

A container terminal safety director discussed improper fall-arrest gear procedures that are being used by some labor & other employers.

The fall block should be connected directly to the harness.

4. BAGGED SULFUR CONTAINER CARGO

An employer safety manager provided the committee with details involving bagged sulfur pellets cargo (inside containers).

The sulfur is harmless in nature.

When exposed to humid conditions, the cargo produces water, and the container will leak non-hazardous water.

5. TRAFFIC PROBLEMS DURING TERMINAL CONSTRUCTION

The Clerk representative brought the problem of construction workers not following traffic patterns in the terminal yard resulting in hazards to longshore labor.

The representative will follow-up with the employer following the meeting.

Meeting adjourned 2:45 PM.

MLH