

## **CURRENT SAFETY TOPICS**

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

**April 01, 2021**

**Location: Zoom Video Conference Call**

#### **JAPC UNION REPRESENTATIVES**

Mark Jurisic	ILWU Local 13
Don Chambers	ILWU Local 13
George Lujan	ILWU Local 13
Jack Russo	ILWU Local 94

#### **EMPLOYER REPRESENTATIVES**

Christopher Allen	APMT
Vince McCullough	SSA Terminals
Nick Ferrigno	Fenix Marine Svc.
Kevin Scroggins	Everport Terminals
Peter Hsia	Everport Terminals
Bill Carson	LBCT
Jesse Cuevas	LBCT
Jason Rendon	LBCT
Tony Flores	ITS
Lauren Leskowsky	Metro Ports
Mike Outland	PCMC
Clayton Coleman	Ports America
Chance Levine	Ports America
Rudy Kamppila	Pasha S&T
Jennifer Jennings	Total Terminals
Eric Martincavage	TraPac
Mike Takayama	Yusen Terminals
David Turner	Yusen Terminals
Sandra Campa	Pacific Maritime Association

#### **SECRETARY**

Michael Hall	Pacific Maritime Association
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## **REVIEW OF MARCH 04, 2021 JAPC NOTES**

The Committee reviewed the notes from the February meeting. Minor corrections were requested.

## **DISCUSSION TOPICS**

### **ACCIDENT ANALYSIS**

The Committee was provided with the LA/LB injury summary report covering 02/16/2021 to 03/16/2021 [pmap5060]. The report listed 12 LT and 30 NLT injuries for LA/LB.

The Employers provided additional information on 13 different incident reports requested by the Union.

The Union reminded the Employers the crane or equipment number will be requested during the monthly injury report accident review.

### **SERIOUS INCIDENTS**

1. The committee discussed at length the occurrence of container gantry crane sudden stop due to loss of power / equipment fault. The Union stressed that following a crane sudden stop due to a fault, the terminal should conduct a root cause analysis to determine the fault cause.

In addition, the committee discussed the possibility of a crane gradual slowdown following a fault, and if another seatbelt design is available or used in other ports.

2. A POLA container terminal safety representative showed a video of a swingman being struck by the rear chassis tires.

**OLD BUSINESS**

1. Working at Heights SubCommittee

The subcommittee will hold another drill when appropriate. [Held over].

2. Local 13 Letter to Employers re: Incident Data Collection on Top Handlers vs Pick Up Trucks

The committee was provided with a final version on the top handler incident collection form. This form was distributed to members prior to the JAPC

3. Crane Bypass Logic Items

The longshore safety representative noted the crane safety inspections will resume in 2021, with a focus on container crane slow down settings / bypass. [Held over].

4. 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.

5. Information Request re: Bombcart Maintenance

The longshore representative distributed a written information request to the Employers requesting service manuals and related maintenance information related to bombcarts. [Held over].

Following the JAPC, copies of the bombcart manuals submitted to PMA were provided to the Union for review.

6. Fuel Bunker Barge Procedures

The Employers noted that (when available) copies of the terminals bunker barge procedure have been posted in the foremen office or provided.

**NEW BUSINESS**

1. Electric Top Handlers

A question was asked to the committee if electric top handlers make any noise when in motion.

2. Transtainer Runs on Asphalt

A Local 13 safety representative noted a concern over the continued wear and tear of operating a transtainer atop asphalt. The weight is causing deep ruts to form resulting in decreased mobility of the crane. The Union noted that concrete needs to be placed if the trans run is going to be long term.

3. FA Kits / Trauma Bag

A Local 13 safety representative asked what terminals currently have a trauma bag available for use? The trauma bag can be check in/out, or placed in a superintendent office, as long as foremen know the location and have accessibility during an emergency.

4. Marking Twin 20 Bombcarts

The Union requested that light duty bombcarts with chassis leaf-springs not capable of heavy weights be marked as either:

NO TWIN 20 or 40/45 ONLY

Bombcarts with heavy duty leaf-springs capable of hauling heavy weight twin 20's do not need to be marked.

Meeting adjourned at 3:35 pm.