

CURRENT SAFETY TOPICS

Notes of the Los Angeles/Long Beach JAPC

April 4, 2024

Location: ILWU Local 13

JAPC UNION REPRESENTATIVES

Mark Jurisic	ILWU Local 13
Don Chambers	ILWU Local 13
Yvette Guerrero	ILWU Local 13
John Seixas	ILWU Local 13
Pete Dever	ILWU Local 13
Rich Dines	ILWU Local 63
Terry Brown	ILWU Local 63
Jack Russo	ILWU Local 94
Pete Califano	ILWU Local 94

EMPLOYER REPRESENTATIVES

Charles Gray	APMT
Jeff Mineghino	SSA Marine
Corbett McDaniels	SSA Terminals / Coast Maritime Srvc.
Claudia Thomas	CCMW&D
Kevin Scroggins	EverPort Terminals
Jeff Brown	Fenix Marine Srvc.
Nick Ferrigno	Fenix Marine Srvc.
Alan Bates	Harbor Industrial
Tony Flores	ITS
Jason Rendon	LBCT
Greg Barker	Metro Ports
Jim Lopez	Metro Cruise
Andrew Lorenzana	PCMC
Bobby Lucin	PS&T
Clayton Coleman	Ports America
Jennifer Jennings	Total Terminals
Katherine Foster	TraPac
Ken Fletcher	Yusen Terminals

SECRETARY

Michael Hall

Pacific Maritime Association

REVIEW OF MARCH 07, 2024, JAPC NOTES

The Committee reviewed the notes from the prior meeting.

DISCUSSION TOPICS

ACCIDENT ANALYSIS

The Committee was provided with LA/LB injury summary reports covering 02/16/2024 to 03/18/2024 [pmap5060].

The Union requested additional information on 9 incident reports.

The Union reminded the Employers the crane or equipment number will be requested during the monthly injury report accident review. In addition, the Union also asked for crane fault and other data following a container crane loss of power / sudden stop.

SERIOUS INCIDENTS

1. The Committee continued a discussion from the prior month on injuries to semi tractor drivers from containers landed hard. The longshore mechanic representative reminded the Employers to occasionally re-adjust the slack rope. The marine clerk representative noted that an increased focus during gangway safety talks on the importance on unlocking chassis pins.

The Committee recommended a local JAPC flyer to labor on the failure to unlock twistlocks along with floating the load as a safety concern.

2. The Union noted the need for MTO's to train their steady foremen on the proper use of Bromma speed loaders, along with any new equipment introduced to the terminal. The Union requested if a steady foreman (that has been trained) is not available, that a crane mechanic be made available.

The Committee also noted that training should be provided on the personnel cage used for worker rescue.

3. The Union noted the continued concern of longshore workers falling from atop rail gondolas. The Union noted that since fall protection is not feasible, that it should be mandatory for these rail workers to wear a helmet with chin strap. The longshore safety representative requested a data search of falls from atop gondolas over the last 5 years.

OLD BUSINESS1. Working at Heights SubCommittee

The Union requested an LB side crane drill be scheduled with LB Fire.

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

The JAPC sub-committee continues to request the top handler incident form be completed for review. [Item requested to remain open by Union].

3. 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. [Item requested to remain open by Union].

4. Fuel Barge

The Foremen safety representative reminded the Employers to review the HSC best practice guidance or their terminal-specific plan.

5. 9 High Container Vessel Stack

The Foremen safety representative discussed the practice of fishing out cones left atop a container with a 4-5 high pole. It was requested that Employers review their procedures when this occurs as using a pole to shag the cone and letting it fall to the deck is unsafe.

One Employer noted they require a hard stop and that workers must go aloft in the cage to retrieve cones.

SUBCOMMITTEE REPORTS1. JAPC Sub-Committee on Hand Injuries

No report.

2. JAPC Sub-Committee on Wheel Guards

The longshore safety representative requested the JAPC form a sub-committee on RTG/Transtainer wheel guard requirements.

The Committee was reminded of PCMSC Rule 1445:

Rule 1445. All transtainers shall be guarded with wheel fenders, bumpers, or skirt guards which shield each wheel to the front and rear extended to the lowest practicable level above ground and of sufficient height to push a person out of the way of the wheel.

3. JAPC Sub-Committee on Hydrogen & Electric Equipment Safety Issues

This sub-committee meets on the second Tuesday of the month with a rotating location. It is an open meeting, and all are welcome to attend.

4. Emergency Access Sub-Committee

This Committee only meets in person when needed but is continuing their work on gathering 911 Call Information / Cheat Sheets that security uses when calling EMS. This follows a visit from the Fire Captain during the March JAPC. This Committee will gather information and work with 911 dispatchers to create a standard template.

NEW BUSINESS1. PCMSC Rule 1107

Gary Herrera, Pres Local 13, addressed the Committee with an ongoing safety concern.

Employers need to provide safe access during line handling operations and referenced PCMSC Rule 1107.

Rule 1107. In order to provide safe access for handling lines while mooring and unmooring ships, cargo, non-rail mounted equipment, and other material shall not be piled or placed within approximately six feet (6') of the edge of any wharf or pier where linesmen are required to work.

Line handlers will not be working behind cranes within 3ft of the bollard(s), and/or hauling lines under cranes. Cranes will need to be moved to provide safe access.

It was noted this does not apply to marine terminal aprons with a crane setback. For example, some terminals are designed with added space between the apron and the crane.

2. Line Handling - Bollards

Following the review of PCMSC Rule 1107, a discussion was held regarding line handling safety, positioning of cranes and/or equipment impeding safe line handling, and the placement and appropriate size of bollards. The Union noted concern with up to 6 vessel lines being placed on a single bollard and some bollards not sufficient for the new larger vessels. More specifically the Union requested strength studies of the bollards and noted with larger vessel size and tidal surge there is a potential safety hazard.

One marine terminal indicated that the responsibility for the placement, type and size of the bollards on their dock is that of the Port of the Los Angeles, and that they are working with POLA to upgrade the attachment hardware and size of their current bollards following the failure of one bollard last year.

3. Working Aloft in Lashing Cages – Poles Tied Off

The Union requested information on what terminals, that send workers aloft in a lashing cage, do not tie-off the lashing poles so they cannot fall to the deck.

Meeting adjourned at 3:35 pm.