

To: Jesse Soto, Safety & Health Advisor
From: Dina Enders, Safety & Health Committee
Date: 12 March 2015
Subject: SEA Safety Visit

The visit was requested by TWU Local/Safety Representative Shawn Ufer to address local safety and training concerns by our SEA employees. TWU Local Rep Shawn Ufer; LAS Chair Bill Willis and GSE West Coast Regional Fred Susoeff accompanied me on this inspection.

RAMP WALK

As you know, TWU Station Rep Shawn Ufer will be checking the equipment and facilities and share his findings with MRO Shane Callahan and Terry McHugh. Ramp Walk is to address “open” concerns from the monthly meeting and to look for unsafe conditions or hazards. **The items found during this walk need to be attached to the monthly safety minutes.**

TRAINING OSHA 2254

1. Air stair not in service due to all employees not being properly trained on how to use. Remains an Open Item.
2. Tow bar procedures-what to do after the shear bolt breaks-employees not trained
3. Brand new pushback, agents are being given conflicting instructions on how to operate this new equipment. Two Ramp Sups which are clearly giving incorrect information compared to what the manufacturer states. Fred Susoeff told me he would look into the proper operation instructions and share that information with Leadership.
4. Inadequate training is very prevalent at this station. Agents are not getting proper time to go over new procedures.
5. Forklift training has not been provided in the last 4 years. OSHA standards is recertification every three years. **OSHA 29 CFR 1910.178**



SAFETY COMMITTEE 02.040.00

1. Monthly Focus Safety Topic from HDQ is not being talked about during daily huddles or at the monthly safety meeting.
2. New Policy and Procedures not being talked about prior to going into effect.
3. Safety is not taught or stresses here in SEA. The communication of safety between all levels of management and employees must improve.

Sharing information about and pertaining to safety is a joint effort between Southwest and TWU. Supervisor must communicate the daily ramp safety topics to employees and how we all can be more aware of our surroundings. When leaders do not utilize the proper tools the results is an effective program and employees at a greater risk of accident and injuries.

I mention this complaint by our employees only because it was obvious that Leadership attitude towards the agents and their lack of attention to many safety concerns brought up to them has a negative impact on the station. The work environment produced by this management attitude style is unhealthy as it increases stress and lowers morale.

GATE AREA

1. Several gates are very congestion making it difficult for Ramp and Provisioning drivers to navigate. On gates B14, B12, B10, and B-8. I observed the drivers having a difficult time maneuvering in/out of these gate area due to carts parked all over.
2. SEA Port will not paint on these gates, explaining that the paint that is used is slippery. Seattle Port did take the time to black out all of Southwest Safety Zones.
3. Concrete potholes inside the safety zones need to be repaired to prevent trips and falls and loose rocks being ingested into the engine. **OSHA 29 CFR 1910.22**
4. When SEA Port repaired the concrete on gate B-10 the material used is extremely slick, creating a slip/fall hazard next to pushback. **OSHA 29 CFR 1910.22**
5. What is the procedure should an emergency arise and the front provisioning truck is blocked in by the amount of carts stage at the end of each zone?
6. At gate B14, the truck servicing the forward galley must back into the extended cart staging area.

CARGO

1. No Monthly Safety Minutes posted for Cargo.
2. Monthly Focus Topic not mentioned to employees. Information from the Monthly Safety Meeting is not being shared with Cargo Employees
3. Current CPR list not posted. **OSHA 29 CFR 1910.151**
4. First Aid Kit doesn't meet SWA requirements. **OSHA 29 CFR 1910.151**
5. Cargo break room filter above the lunch table is dirty. **OSHA 29 CFR 1910.141**
6. Electrical cover plate needs to be put back in place. **OSHA 29 CFR 1910.305**
7. Water cooler fixture needs to be cleaned regularly. **OSHA 29 CFR 1910.141**
8. Fire Extinguisher missing signage above. **OSHA 29 CFR 1910.157**
9. The dock has a 2 inch gap from the dock and the vendor's truck, making it unsafe for the employees using the forklift perform job safely.
- 10.



Like most cities we service, the work areas are tight and extreme caution must be used to safely perform our ramp/provisioning duties. If an agent needs a guide while performing provisioning and one does not show up the truck must not move until proper help is available.

FIRE EXTINGUISHER GOM 02.100.13 AND OSHA 29 CFR 1910.157

Fire extinguishers do not comply with the monthly audits. **GOM 02.100.40** shows what to look for and what to do. If the tags are missing, expiration dates not present, or if they are mounted without signage, it could result in a monetary penalty.



SPILL CARTS/SPILL DRUMS OSHA 29 CFR 1910.1200

When drums are full, Ashley must be called according to GOM. When drums are not labeled and overflowing this causes a cross-contamination problem and it is very costly in EPA fines.

- Spill Cart missing absorbent



CLOSING CONFERENCE

Shawn, Bill and I reviewed our findings with station Manager Terry McHugh. We discussed the importance of proper communication between leaders and the agents of safety issues and hazards. Safety Culture in SEA is non-existing since my last Safety Visit on 9-23-2014. Terry explained that Safety is Number one Priority for all employees that Seattle Leadership is working toward a better Safety Culture.

Employees need the proper tools to do their job safely. To remain profitable we all need to do all we can to provide the greatest customer service, in every possible way.

Prompt action is greatly appreciated by employees and the action goes a long way in improving and providing a safe and healthful work environment.

We must insure good customer service to internal and external customers—this is not the case in SEA. In closing, thank you SEA employees for your continued hard work and dedication to safety you display on a daily basis. Thank you to all TWU Safety Reps for trying to improve the work environment for all employees. If you have any question or concern about this report my number is 214-927-6743 or email me at dina.enders@twu555.org.

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