



## TWU 555 Safety & Health Committee

To: Jesse Soto, Safety & Health Advisor  
From: Dina Enders, Safety & Health Committee  
Date: 14 July 2015  
Subject: PDX Safety Visit

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Jesse, I visited PDX to conduct a training class and to do a complete Ramp Walk with the new TWU 555 Safety Representative.

### **SAFETY COMMITTEE GOM 02.040.00**

1. Each classification should be represented at all meetings, Attendance by local Station Leaders is recommended. Cargo Agents/ Cargo Supervisor, Customer Service, GSE, are not attending Monthly Safety Meeting.
2. Leadership during Monthly Safety Meeting should be going over Open SRS this was not the case in PDX.
3. Monthly Focus Safety Topic from HDQ is not being talked about during daily huddles or at the monthly safety meeting. **(This only comes up in the Safety Meeting not being shared with the employees.)**
4. Seven days prior to the next safety committee meeting, these documents must be presented to TWU Safety Rep by local management: OSHA 300 log; monthly potable cabinet's inspections; PC/Air cradle inspections, fire extinguisher inspections.

### **TRAINING OSHA 2254**

1. A top concern was to address the serious safety issue of agents who transfer into PDX. These agents are being signed off without fully understanding their job duties.
2. Tow bar procedures-what to do after the shear bolt breaks-not taught to agents. **(Found several during Inspection that needed to be tagged out due to bracket /bolt moved freely.)**
3. Wheelchair lift-- agents have not been properly trained on this new equipment. Unable to train any employee, the lift has been on the ground for the last two months and stored at cargo for 9 months **(Please reference pictures sent separate.)**

### **RAMP AREA**

1. Several gates have wide expansion joints in the concrete and broken concrete at the gates creating a trip/fall hazard. **OSHA 29 CFR 1910.22**
2. Concrete potholes inside the safety zones need to be repaired to prevent trips and falls and concrete FOD from being ingested into the engine. **OSHA 29 CFR 1910.22**
3. Power lifts-carrying strollers and car seat up and down jet way **(Travis has been waiting for parts)**
4. Provisioning Ice has no automatic bagger instead the agent is using the scoop to do 70 bags of ice and that is just to get the originators done. **(Please reference pictures sent separate.)**



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5. Fuel Pit lids need to be painted red-to expose a trip hazard.
6. Egress Maps and Emergency Action Plan needs Improvement, several agents had not been informed were to go in case of a fire or emergency for head count. Leadership was unaware of location for all employees or where they are to meet.
7. Break Room for the amount of employees this break room is over the capacity. The refrigerator inside the break room is too small for the amount of lunches being stored daily.
8. Provisioning Truck needs to have a regular cleaning program. Employees have expressed their concerns to leadership about the condition of the truck and the inside box. **(Please reference pictures sent separate.)**
9. Signage is missing from all electrical panels “Keep Clear 36 inches.” **OSHA 29 CFR 1910.305**

### T-POINT

- Often, baggage carts are over stacked 4-5 rows above the safety rail. **(Please reference pictures sent separate.)**
- Anti-fatigue mats have several areas that need to be put back together, creating a trip/fall hazard. **OSHA 29 CFR 1910.22**
- MV6-belt is too low, anti-fatigue mats are not provided, no bumpers on the belt to stop bags from falling off. The concrete step is a trip/fall hazard. **(Please reference pictures sent separate.)**
- MV6 is staffed with one agent working it; if he needs to use the bathroom or if there is an emergency--no other employee is assigned to help. During my visit I had the opportunity to observe this belt which is called seasonal. MDW-PIT was coming down full and there were 9 carts staged around this belt for one agent to work.

### EQUIPMENT

TWU Safety Reps are following the guidelines of the daily operator checklist. While circumstances with ramp equipment are a challenge, employees need the proper equipment and tools to do their job safely. It's imperative that repairs be made. Minor fixes can be made without causing a disruption in daily operations.

I must remind all PDX employees that: “Only maintenance/GSE mechanic can remove an equipment out of service tag from a piece of equipment”, and -----Warning: Under no circumstances should tagged out and defective equipment be operated or used until the proper repairs have been done.

### CLOSING CONFERENCE

Nelson and I were able to speak to MRO Travis Krason. We went over our findings. Together, we went over possible resolutions and who would be handling the task.

We spoke a great deal on how important safety is and how the communication on safety must improve between managers, supervisors and employees. Some of our recommendations are:



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1. Parts out of service tags would be utilized more if they were located at each tool box on top of the gate pushback.
2. Provisioning Truck needs to have a regular monthly power wash cleaning.
3. Transfer Agents coming into PDX with no Provisioning training get the proper training with Station Trainer not just watching the provisioning truck pull up and then be signed off.
4. Ensure Ramp Safety Supervisor Jesse Schmidt gets the proper safety training.
5. Ensure all Ramp Supervisors learn and apply Safety and to review Monthly Safety Topic. Again talk Safety to employees.
6. Safety meeting minutes can be reviewed and signed off together right after the meeting.

Safety is a challenge. But the rewards of a safe operations are so great that Gary has safety as our number one priority. With that said prompt action is greatly appreciated by the employees and the action goes a long way in improving and providing a safe and healthful work environment.

By the time I had left PDX, MRO Travis Krason had these items resolved or pending items due to construction. Travis was very receptive and expressed that safety of their employees is priority one and recognize their responsibility for creating a safe and healthful work environment. Even with the many issues reported Travis was all over it and committed to making Safety #1 in PDX for all employees.

Thank you PDX employees for your continued hard work and the dedication to safety you display on a daily basis, Thank you, to all TWU Safety Representative 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](mailto:dina.enders@twu555.org)

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