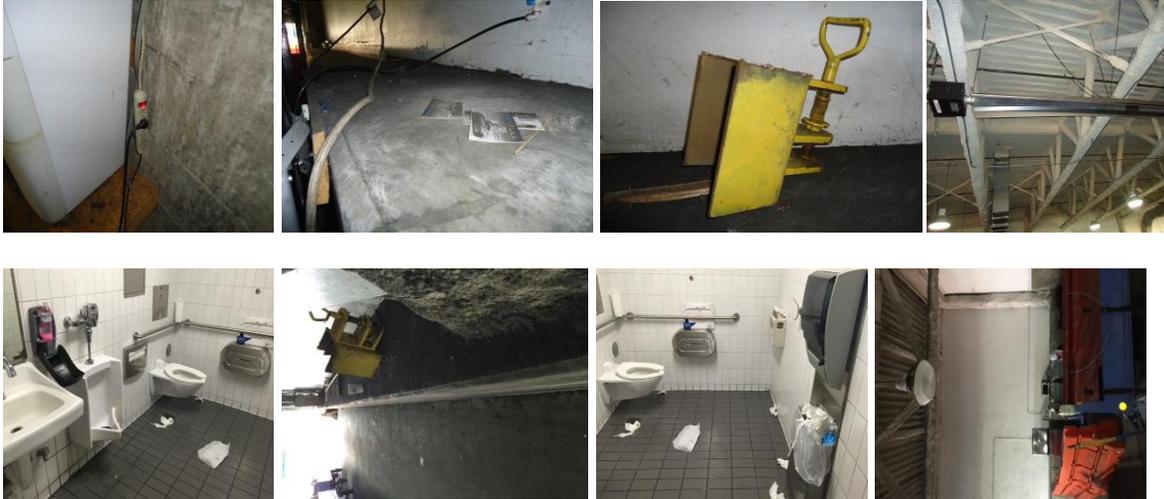


To: Jesse Soto, Safety & Health Advisor  
From: Dina Enders, Safety & Health Committee  
Date: March 3, 2015  
Subject: OAK Safety Visit

TWU Safety Rep Prince Shelby requested this visit to address safety concerns at T-point as agents have reported excessive soot and dust in the t-point area. Several employees say they are getting ill due to this hazard and some may seek medical care. Many have claimed problems with breathing and sinus issues. Safety Reps Ron Nerves and Brian Gibbs accompanied me on this safety inspection.

### **T-POINT**

1. This area is filthy and not just covered with trash. I am talking about dust, soot and cob webs. These health hazards cover the wall, computer, monitor, equipment and the floors. Ramp Sups and Ramp Agents have the same complaints about the condition of T-point. Our employees are affected internally with every breathe they take. **OSHA 29 CFR 1910.141**
2. T-point area must be power washed, last time t-point was washed was 7 months ago.
3. Air quality is bad because each morning as aircraft are pushed off the gates aircraft tail faces directly into the t-point area blowing in exhaust and jet fumes. Employees working at t-point have been asking for a resolution. The exhaust is from all aircraft not just Southwest but all airlines straight into our work area.
4. Agents working t-point are requesting that the leadership from the Port and Local leadership come down and experience what all employees go through on a regular day.
5. Agents say that while working at t-point they have experience light headedness, burning and itchy eyes, sinus infections and asthma attacks while working the belt. **GOM IIPP**
6. Air filters above the employees work area need to be cleaned.
7. Exit sign is inoperable. **OSHA 29 CFR 1910.38**
8. Heaters above the work area are inoperable so they do not provide heat.
9. Bird nets need to be installed inside above the baggage carts to prevent birds from nesting and bird droppings on employees and customer bags. **OSHA 29 CFR 1910.141**
10. Anti-Fatigue mats around the belt have areas that are sticking up creating a trip hazard. **OSHA 29 CFR 1910.22**
11. The pavement by the t-point belt is uneven. This creates a trip/fall hazard. Agents expressed concerns over the complication this rise in pavement can cause when trying to move a cart into and out of the area. **OSHA 29 CFR 1910.22**
12. Southwest, TSA, Skycap and Customer Service use these bathrooms. The bathrooms are nasty and need to be cleaned. **OSHA 29 CFR 1910.141**
13. Extension cords are improperly used at t-point. **OSHA 29 CFR 1910.305**
14. FOD trash cans are overflowing. **OSHA 29 CFR 1910.141**
15. First Aid Kit needs to be restocked. **OSHA 29 CFR 1910.151**
16. FID Screen/Monitors at t-point are hard to read.



### **SAFETY CONCERNS DISCUSSED DURING VISIT.**

1. The Port of Oakland Port requires two wing walkers for each aircraft. Local management is using 2 wing walkers on mid-morning flights but not on originators or terminators. OAK is also in need of an adequate number of wireless headsets to use two wing walkers.
2. Monthly Focus Safety Topic from HDQ is not being talked about during daily huddles or at the monthly safety meeting. **Remains an Open Item**
3. Each classification should be represented at all meetings, Attendance by local Station Leaders is recommended. **Remains an Open Item**
4. New policy and procedures are not being talked about prior to going into effect. **Remains an Open Item.**
5. Bird droppings all over the ground on the ramp by T-27. **Remains an Open Item.**
6. Tow bar procedures –what to do when the shear bolt breaks, this Tow bar was Tag out of Service on 3-1-2015. The bolts were still on the ground during my visit. **Remains an Open Item.**
7. Safety Minutes Form, being sent to HDQ does not match the form posted in OAK.
8. Radios are not available for Ramp Agents required to carry a radio to perform their job duties.
9. Men locker room behind T27 was flooded prior to my visit from the upstairs bathroom.
10. Fire Extinguisher in Ramp Sups office is blocked by trash and bins. **OSHA 29 CFR 1910.157**



## **RAMP WALK**

Leadership is not performing the Monthly Required Ramp Walk with TWU Safety Team. MRO Kevin Pryor said to the TWU Safety Team that they will be starting up the Monthly Required Ramp Walk with TWU Safety Chair Ron Nerves as of January 2015. **Remains an Open Item**

## **CLOSING CONFERENCE**

I spoke with Station Manager Steve Bernhardt and spoke about the t-point issue. Steve said that if this was a serious situation the employees should inform leadership. As explained to Steve, the employees did go to leadership and it has been in the Monthly Safety Minutes since 4-4-2011.

In closing, thank you entire OAK employees for your continued hard work and the 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](mailto:dina.enders@twu555.org).

Cc: Steve Goldberg  
Matt Hafner  
Matt Buckley  
Mike Miller  
Bill Venckus  
Scott Halfmann  
Larry Laney  
Anthony Gregory  
Pro Mahabir  
Debbie Griego  
Steve Bernhardt  
Kevin Pryor  
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