

Controlling Machine Leaks and Slippery Floors

Puddles that create slipping hazards on the shop floor have been a chronic perennial safety concern at STCPP, and the unfortunate nature of a machining plant is most machines will leak a variety of substances for a variety of reasons (See H&S Report Frustration with the ESCP - Oct 2017 for more details).

This past July, the General Motors Auditing Service (GMAS) made a surprise visit to the Plant to conduct an extensive audit to ensure the Plant is following GM and regulatory requirements. One of their 28 findings was for potential slip hazards due to excess oil on the floor discovered in 5 randomly observed areas, contrary to Ontario OHSA Reg. 851 S.11 and STCPP PS9 Section 2.2, Sub-section 2.1 requirements. A Corrective Action Plan (CAP) was initiated in Intelx for all GMAS Audit findings, with an Action Item (AI_225024) specifically for the oily floors. Corrective actions focused on reinforcing the use of the ESCP, and PMP process to report, capture and repair leaks.

Follow up to our Oct 2017 Report, the Plant has taken steps to improve the Employee Safety Concern Process in all areas, using the process to capture and track leaks that cannot be addressed on shift on the Level 5 board. Issues are escalated, machines are scheduled down and maintenance and engineering are investigating and repairing problem machines. However, this can be a lengthy process, so as we wait for the leak to be repaired what are we expected to do when we encounter a slippery floor around a machine in our work area?

Plant floor operations over the years have created a culture where we call KFM for everything, to come clean up our floors. Problem is, the KFM service contract pays them for maintaining between the yellow lines of the aisles of the Plant, and their manpower reflects this. KFM will respond to requests for assistance when their staff is available, especially for issues too big to control with mops and buckets or for incident spills larger than 15 square feet that require a pumper. However, it is the Business Teams who are responsible for the day-to-day maintenance of the floors in their own areas, and to immediately address and mitigate slip, trip, and fall hazards on slippery, oily floors that workers may encounter doing their jobs.

The company has acknowledged their responsibility and have purchased walk behind “Zambonis” for the Gen V and GF6 machining departments. T/Ms must now be trained on their use and maintenance and be assigned and given the time to use them, in addition to their present duties. And there’s the “rub”. Keeping our floors clean is not a 10-minute job for one person who is also expected to run a footprint following all the requirements contained in their standardized work. We will be having more discussions on that issue.

Re-tooling HFV6 and GF6 for BEV3

This next year will be a challenge as the plant undergoes the extremely necessary process of removal of old and installation of new equipment, to provide us all with a working future. Unfortunately, this is the cyclic nature of the automotive business, and some of us have experienced it many times during our careers. We want to acknowledge that some people will experience pain during this retooling process, but we also want to reassure them this pain will be short term, and they won’t be forgotten by those who remain working.

The Union will be working jointly with the Company during this process, to ensure the new jobs are safe, and to keep you informed when we can of the projects progress and projected timelines for return to work.

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