

An 86 year old woman was fatally injured when she was struck by a unit loading devices ULD/dollie being pushed by a tug. This incident occurred at the Old South 109 door located at Federal Express Corporation.

The victim had worked for the company for 25 years and had worked in Address Corrections (Ad-Cor) for 4 years. Her job was to retrieve mis-flow packages that had been placed on the wrong conveyor belt (slide) and walk them to the appropriate slide. This was typically achieved by the ramp agent placing the mis-flow packages onto the conveyor belt that ran to the mis-flow station. The victim would then walk across the floor level walkway at the South end of the old hub and deliver the package to the end of the correct slide by placing it on the end cap of that slide. The packages coming down the slide are loaded into unit loading devices (ULD) which sit on flat dollies for easy transport in the area by a motorized tug tractor.

These dollies are placed in a row on the floor next to the slide. The line typically consists of four (4) ULD/ dollies. Once the ULD is full, it is removed from the line by one of the ramp agents utilizing the tug to make room for an empty ULD. On the night of the accident, the #3 ULD on the LFT slide was full and ready to be removed from the line. One of the Ramp agents realized the ULD was full and got on the tug tractor to remove it. The ramp agent walked to the staging lot to retrieve the tug and removed the #3 ULD. The ramp agent transported the #3 ULD to the staging lot outside of the south door where it would later be transported to the aircraft for loading. He then re-entered the building at the South door to push the #4 ULD into the empty spot where he had removed the last ULD from. As he entered the building, he blew the horn on the tug. Once inside, another employee yelled for an "All-Clear" from the LFT slide to ensure that no one was working inside the ULD's on the line. According to the "Outbound Check/ Load Safety" procedures, the "All Clear" is given only to ensure that no one is working inside the ULD's that are about to be moved, not for employees working in close proximity to the ULD. It also states a warning to "stand clear of the carts by stepping onto the grating". The Ramp Agent confirmed the "All-Clear" to inform the Ramp Agent operating the tug that everyone was out of the ULD's, and the employee began to push the #4 ULD forward. As the employee pushed the ULD forward, he began to hear yelling coming from other employees in the area. The victim was pinned underneath the front of the dolly, just in front of the front wheels. He then moved the tug to the front of the dolly to try to push the dolly back off of the victim but was unable to safely move the dolly with the tug.

The dolly, ULD and forklift were inspected by the CSHO and found to be functioning properly. The CSHO checked the noise level in the area utilizing a TSI Quest SD200 Sound Level Meter which returned a reading of 84 decibels sustained over a 5-minute period.

Multiple documents, for which the victim had received training, referenced never to walk or stand between dollies, containers and baggage carts. Up close videos, which had since been replaced by FedEx NOW videos, were short monthly videos that played on digital screens at the Hub. The videos included operational information, safety topics, security topics, and a variety of other information relevant to employees and operations. The FedEx NOW videos include much of the same content but are produced twice per month. There was a consistent pattern of annual testing on the "Memphis Ramp Rules".

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Per interviews, it was known that the victim would frequently walk between the dollies to deliver mis-flow packages or retrieve fallen packages and co-workers had told the victim she did not need to walk between the dollies. There was no video footage of the accident or witnesses and employees are trained not to walk between the dollies. In addition, the victim had been trained not to be between the dollies, and training documentation was provided to the CSHO.

There were no citations issued.

All photos were marked as "administratively controlled"

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