

ALSTOM OPERATIONS Joint Health and Safety Committee Minutes

Date:	Sept 2, 2025	Purpose: JHSC Monthly Meeting – Alstom Operations							
Time:	13:00	References: Occupational Health & Safety Act, JHSC Terms of Reference, CBA							
Worker Co-Chair:		Martin Dorgan			Department:	Rail - Engineer			
Management Co-Chair:		Natalie Savedra, Luke Nash			Department:	Supervisor - Train Operations			
Worker Members					Management Members				
Name	Present (P/A)	Certified	Department		Name	Present (P/A)	Certified	Department	
Allie Bastet	A	☒	Rail - Engineer		Natalie Savedra	A	☐	Manager	
Justin Pedersen	A	☐	Rail - Engineer		Sam Andrews	A	☐	Onboard - Supervisor	
Richard Corbett	P	☐	Rail - Conductor		Ade Adedapo	P	☐	EHS	
Martin Dorgan	P	☒	Rail - Engineer		Luke Nash	A	☐		
Joseph Quieros	P	☒	Rail - Engineer		Aleks Pesic	A	☐	Operations - GM	
Shannon Graham	P	☐	Rail - Engineer				☐		
Pete Somerville	A	☒	Onboard - CSA		Elize Lorca	A	☐	EHS	
Keri Merrimen	P	☐	Onboard - CSA		John Angevine	P	☐	Transportation & Dispatch Manager	
Carl Friday	P	☒	Onboard - LC		Paul Robinson	P		Manager	
Tony Borek	P	☐	Rail - LC						
Location:		Virtual (Teams)				Guests Name	Company	Department	
Head Count:		12 – Twelve				Jason Ramdeo	MX	STO	
Opening Time:		13:03				Jaya Khemchandra	MX	MX – Health & Safety	
Accept Previous Minutes:		Yes							
Incidents / Injuries / Critical Rules Violations / Door Violations / Workplace Violence								Responsible	Status
Incidents:	Aug 30, 2025 – 10-33 Passenger								
Injuries:	July 30, 2025 - CSA reported experiencing pain in their right ankle after they rolled it while descending the stairs on the train. The incident occurred due to sudden train movement as the CSA was descending the bottom step at the A end of the coach while responding to a priority alarm (10-33) in the sixth coach. Employee is back to regular duties without any concerns. Focus from STO to ensure footwear is being worn correctly.							A. Adedapo	

	August 6, 2025 - CSA sustained a left ankle injury while entering a work van in front of the crew centre. The injury occurred when they stepped off a curb onto an uneven, tarred surface, causing the ankle to twist and resulting in a fall into the van. Employee is currently on light duties. Heavy duty cones are placed where the incident occurred and spray painted for awareness. No information from MX as to a repair of the property since August 7, 2025. August 25, 2025 - The crew of train 1856 reported exhaust fumes in locomotive 644 while departing Hamilton GO Centre. They contacted the NOCC noting difficulty reaching the WOCC. They stated that they could operate the train to Union Station but requested swap the consist for their return trip. The crew observed that opening windows worsened the fumes, so they kept them closed. A technician was scheduled to assess the issue at Union. NOCC decided to remove the equipment from service upon arrival. The crew was instructed to return the train to Mimico South Yard while operating from the cab car from the cab car to avoid further exposure. Employees reported feeling lightheaded and nauseous. September 2, 2025 – Both employees attended Emergency Room, blood test performed, employees are back to work, and equipment was removed from service. Equipment will be tested and inspected by member and management reps before being put back into service.		
Door Violations:	Aug 17, 2025 – Oshawa Go Head End crew believed train to be short, had not applied full brake. CSA believed the train had stopped and opened doors. Train drifted backwards, CSA quickly attempted to close doors. Doors closed on a passenger causing injury. Aug 23, 2025 – Aldershot Go Similar to previous incident. Train pulled up with brake not fully set. No issue with timing in this instance. After pull-up, brake not fully applied. All doors were open, train drifted backwards 5 - 6 feet. September 2, 2025 – These two incidents appear to have a lack of communication between H. E. and CSA as to when the train is completely stopped. Spotting markers need to be checked. A clear procedure exists where CSA releases control to H.E., no procedure for H.E. to release clearance to CSA. TONY THAT'S A GREAT IDEA	A. Adedapo	
CRVs & 3+ Coach Overshoots:	Aug 5, 2025 – Brampton Go (6 coaches) Aug 16, 2025 – Rule 103 (g) Sept 2, 2025 – GBO was missed during initial briefing, another element crew did not observe or report crossing not operating properly. Discussion on sight lines to crossings and GBO clutter in DOBs.	S. Andrews	

	Aug 19, 2025 – Rule 439 Sept 2, 2025 – In USRC crew was equipment to WB. Report from RTC about trespassers. Crew was paying attention to trespassers, CTO engaged in filling out paperwork, signal called was incorrect. Engineer was distracted while engaged with trespassers. Loud radio, multiple calls being made to other trains. If different routing crew would not have encountered trespassers. Signals are not contained on normal side where signals are normally contained. Aug 26, 2025 – Rule 568 Sept 2, 2025 – Crew did not get authority to enter main track. RTC got alert when switch was lined. Appears to be no external factors. Sept 2, 2025 – Company will be updating collection of data for these types of incidents and the sharing of such information. A suggestion of reviewing the time allotted for scrutiny of the DOB for crews. Caution on the information being provided to the remaining crew base as to not infer deficiencies in the crews involved in such incidents. How training is taught can be an issue and borders on complacency. Where there are variations can lead to issues where newer train operators may not know how to proceed as it differs from what was taught in training. A contributing factor also extends to trains departing from the same location on daily basis.		
Workplace Violence	- 15 reported incidents in August (up to Aug. 28, 2025) - Highest Corridor with incidents: Lakeshore West (5 incidents) - Highest Station: Eglinton, Exhibition, Mount Pleasant, Union Station (2 incidents each) - One (1) major event classified as Threat of Assault – August 01, 2025, at St. Catharines GO. NOCC informed CSA that local police were not available. Sept 2, 2025 – To be discussed at the next Workplace Violence Committee meeting scheduled for September 4, 2025	E. Lorca	
Hazard Reports:	August 7, 2025 - Missing metal grate was reported at the west end of the pit on Platform 3 at Weston GO Station. This condition presents a potential slip or trip hazard, concern escalated to MX Update from MX at meeting scheduled for September 3, 2025. August 10, 2025 -Edge of the metal grates along the base of the raised platform 2 at Danforth GO was reported not to be even and may pose tripping hazard. MX rails confirmed the issue was escalated for resolution. Unsure if issue has been resolved. Update from MX at meeting scheduled for September 3, 2025	A. Bastet E. Lorca	

	August 25, 2025 - White smoke was observed upon arrival at the Hamilton yard. Shortly after, the operating crew reported that the cab began to fill with smoke. The concern was escalated to the NOC. Crew members reported experiencing symptoms of nausea and light-headedness. As a precaution, the equipment was removed from service and yarded. It remains out of service pending further inspection. September 2, 2025 -Equipment has been removed from service, will be tested and inspected by member and management reps before being put back into service. September 2, 2025 -The following items will be reviewed between A. Bastet and A. Adedapo July 11, 2025 - Cab Car 312 was reported by operating crew to have defective air conditioning. Currently not cross-referencing with EDR tracker for prior reports. Unconfirmed if issue rectified as of July 29th 2025 (Update ??) July 14, 2025 - Cab car 333 was reported to have sewer gases leaking from the bathroom, issue was initially reported on July 11, 2025 (Update??)		
	March 1, 2024 - Crew reported that ELP warning alarm is too loud in equipment 1002. Has been looked at by the shop. The shop says it is in line with all other DMUs. – How loud is that? How many Db? March 27/24 - Pool of stagnant water was reported in loco 648. Concern for mold build up in the operating area was reported for operating crew with emphasis on its effects on operating crew who have allergies and are asthmatic. On Duty STO informed the shop and shop states that they will rectify the problem. (Follow up with Shop on this) April 3/24 - Window defroster was reported not to be functional in Loco 605. They were advised to operate with the windows open and wipe them as needed, but this was ineffective on a rainy-day making visibility challenging. The on duty STO was notified. – Shop reports never being told... (To be added to the EDR Tracker List) June 6, 2024 – Road safety concerns with exiting the WRMF onto Victoria Street. It was suggested to install a traffic light to improve road safety. (Escalate to TOSA – clear vegetation) Oct 1, 2024 - Ongoing radio communication issues with RTC on the Guelph Sub. (MX informed) Issues with the ring dial on RTC calling crews and issues in the AM calling the RTC and getting a hold of them (Escalate to TOSA) Oct 6, 2024 - Loco 606 was reported by the crew to be excessively loud, even with the use of earplugs. Oct 6, 2024 - Whistling from Loco 606 was reported by the crew to be excessively loud. A load test was conducted by the shop, but the issue could not be replicated. The operations team recommended that the shop accompany the crew while the equipment is in revenue service to better understand the concern. Swapped hoses can cause this issue. Oct 7, 2024 - Loco 600 was reported to be very loud when at higher throttle.	A. Adedapo	

	Oct 17, 2024 – Operating crew reported that foreman truck light bars on the right of way was affecting their visibility while operating. Response from Track Maintenance “” these lights are imperative for our maintenance providers inspections to be able to see at night to effectively inspect the tracks. Keeping trains operating safely. I don’t believe the lights are any brighter than the locomotive lights. We could however provide the direction that when possible, the lights are switched off on the approach of a train. As well as when trucks are parked on the right of way off track, but the lights must be on while on track. Rule requirement – 200 as minimum will update will Allie Feb 20, 2024 – Up equipment 1002 was reported to have an amber light with rear wheels lit up as red. Was explained to why crews may be on the edge; want to understand policy, highlighting the importance of shop staff on OPS JHSC, to determine criteria of what is safe. Perhaps a legend of error codes available on tablets for quick reference. March 26, 2025 –. There is an opening onto the tracks from the playground at Gault Sub 7.3. It has been reported to both RTC and operations multiple times. Jurisdiction for repairs will be outside Alstom – CP Territory – Report to Operation Life Saver May 1, 2025 – Air suction that builds up in tier 4 engines makes the inner doors in Tier 4 loco be difficult to open. May 15, 2025 – Fumes were reported in the cab of loco 649 June 4, 2025 - The conductor side door of Locomotive 650 was reported to be malfunctioning, as it would not remain securely closed. To prevent it from opening during operation, the crew temporarily secured it using a switch broom. The shop has confirmed that the issue has been resolved. June 11, 2025 - The pit at Stouffville GO was reported to be slippery, with some sections in the middle described as unstable. MX has confirmed that the issue has been resolved June 16, 2025- A wooden board on the accessibility ramp on Platform 4 at Georgetown GO was reported to be protruding. MX has confirmed that the issue has been addressed and resolved		
Risk Assessments:	TBD - Inspecting Overheated Wheels/Bearings & Cab Car seating and Tier 4 Locomotive jump seat concerns September 2, 2025 – no date as yet, needs to be done prior to September 11, 2025. MX requires Risk Assessment for Tier 4 seating.	A. Adedapo	
Outstanding Items		Responsible	Status
20160605-69 Cab Car Seating	Aug 21/15 RA provided to the JHSC; review, send to Aaron. Dec 3/15 - No 3rd seat for a supervisor/trainer to sit on; speak with GO regarding a mod. August 25: Meeting w/ R. Doan, A. Bastet and MX, business case will be submitted for a trainer's seat. Wall to be cut, and a seat with armrests to be installed on the wall. Dec 22/22: Maintenance will be going through a modification proposal with the committee, no date scheduled yet. Jan 31/23: Item is In Progress, See Dec 2022 minutes for full log of updates. On the minutes since Aug 2015. Currently escalated to SLSC Feb 23/23: 6-week timeline for product initiation, original CEM cab cars will be first to get the shelf replace with a seat. May 25/23: Wes		IN PROGRESS

will speak to Rob for an update. **Aug 24/23:** Still waiting on a reply from MX regarding the next steps. **Sep 28/23:** No updates, M. Gentles to follow up with MX for update. **Oct 26/23:** Mike sent an email out for an update, but no update received yet. **Nov 30/23:** D. Monk no updates, W. Alexander has had meeting with MX in regards to this and other outstanding issues, 3-4 coaches have had seats installed as test pilot, and awaiting next step. There will be follow-up within a week. Wes to track down which coaches have the test pilot installed and email JHSC. **Dec 21/23:** MX Advised that they would have info by the 4th, no response as of the 4th; follow-up email and phone on the 9th. Advised that MX would again soon have updates. Still waiting on updates. According to the H/S Act, it is not up to standards, and we need to do something. Alternative would have to be not having trainees/trainers unless proper seating is installed. With the delays in this, formal recommendation might be the next step in this. Cabs 376, 373, 367, 378 have the new seating installed. Looking for feedback for pilot project with seats, having information is critical to move forward with this project. OHSa - duty of suppliers 31.1 (c); responsible under the rental/machine is in good condition. Coaches have been out running 15+ years, have the seats been replaced? Reg 851 Industrial Establishments 51(c), in regard to anyone doing the job requires a seat. Ergonomics assessment for the standards, so anything that is going forward should adhere to those standards. To move forward, requires crew feedback, email/note in regard to seat experience. **Jan 25/24:** Current seat is agreed to be inadequate, waiting on the OnCorr modification. OnCorr has been tasked with designing the modification, to be submitted by OnCorr. **Feb 29/24:** Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. **Mar 28/24:** No update. **Apr 25/24:** No updates from OOI or MX, decision is still pending. Jaya to circle back after getting in touch with D. Monk. **May 23/2024** – No update yet. **June 25, 2024** – No representative from Metrolinx attended, no update. **July 23, 2024** - Vik reached out to Daryl but did not receive a response. **August 13, 2024** - Vik tried reaching out; S. Ramdin to correspond with D. Monk for transfer of information to these issues. **Nov 26th, 2024** – Jason Ramdeo no update. **Dec 17, 2024** – There is an engineering project in place for this. It was planned that OOI would continue installing. 361-380 already installed. 300-361 do now. Peter Somerville has taken pictures of cab cars 300 – 366 and all of these do not have seats installed. This project will continue in the new year with Alstom. Once the go ahead comes in, we will have an update and timeline for implementation. **Feb 25, 2025:** Will probably not be prioritized with the assumption date of OOI being moved in the near future. What mitigating policies can be implemented/explored to protect health of workers. In training, based off of operating hours, if the trainee and CNDR have to swap, will that affect the eligibility of operating hours being counted. Alstom hesitant to get ergonomist, MX has industrial hygienist, but this issue is outside of scope. To confirm modifications on remaining equipment. Issue to be escalated to Safety Working Group. **April 22, 2025** – No longer meeting with the Safety Working group, meeting with MX, Company could raise it at the XXX meeting—what does the company need from the JHSC to help escalate. Group the company is working with aren't very familiar with the rolling stock. A. Bastet could supply photos for aid in understanding. The new UPX CNDR seat being installed would be a perfect fit for the GO cab cars. Higher priority modifications for the 2025 year, this modification is more intrusive and will require more downtime. Priority is set internally, and prioritized safety modifications, this is not listed as safety

	modification. Other carriers have “Cab Committee” that decides on modifications jointly. June 3, 2025 – With the renewed Alstom and MX for an indefinite basic project can be revived and looking at ways to get this active (open to have a cab committee? Probably no updates from October More specific dates in coming months July 2, 2025 – Working on report to escalate to TOSA, to discuss with Paul and Natalie; this project may be put to the rail fleet engineering team as part of the fall modifications. Commercial plan to be determined, whether we are continuing with Alstom PI to complete it, or do an in-house campaign. Logistics to be determined. July 29/25: Report has been sent and item escalated to Safety Working Group July 10th.		
	Sept 2, 2025 - Spoke with Alstom PI and are not equipped to complete it. Conversation with Alstom where it can get done. Agreement with Alstom Engineering required and when it can get implemented. Multiple conversations have been had; Alstom PI cannot take it on. Possibly taken to refurbishment, however extensive delay, possibly 2030. Update and timelines hopefully expected at the next meeting, possibly next week. Work-load issue on Alstom’s end in being able to complete this project.	A. Syed	
20170605-48 DMU seating	Nov 26/20: Future modifications to be contingent on America seating trial on the GO cab cars. May 27/21: Response from customer was that seating will not be changed. Mitigation will be to place the CTO in the tail end operator's seat. Discussion about point and call compliance. Most recent CRV involved having the CTO in the tail end. Risk assessment to consider other mitigations. Since the customer does not wish to modify the equipment, the Company considers the issue closed. June 24/21: Meeting scheduled for July 8/21 to discuss possible seat modifications w/ Silvio Zahra. Many equipment restrictions exist, as well as Transport Canada requirements in order to implement modifications. 8/26/21 Met with MX officials to discuss adjusting size of seating. Nothing has come back as of meeting date. Baultar (mfg.) was sent request for information. Schedule date for JHSC subcommittee to meet in September. Sub Committee to meet the same day as RA's. 9/14/21 - 1400 - 1600 for RA and Subcommittee. contact various companies for an ergonomist to review job procedures and work areas. June 23/22: Conversation between R. Doan and senior management at MX regarding a solution. August 25: Meeting w/ R. Doan, A. Bastet and MX, business case will be submitted for improving the conductor seating in the A car. Table to be installed similar to a lecture hall table. C cars: K. Hill will be discussed only running with A cars. Oct 27/22: Drawings are being prepared for a seat. Electrical box behind current seat to be moved, to make room and move radio. Table addition is being considered once chair is drawings are set. Dec 22/22: Study on new seat design, not structurally acceptable (moving the fridge & electrical box). New proposal going in, building a mockup. Jan 31/23: Item is In Progress, See Dec 2022 minutes for full log of updates. On the minutes since June 2017. Currently escalated to SLSC Feb 23/23: No update, R. Doan will get more information. Initial mockup did not meet requirements. Mar 23/23: March the 15th, meeting to discuss seating; discussed removing fridge from C-Car and replacing with fixed support for feet; moving/ modifying electric box not possible, mock-ups to be made with CTO and ENGR input from meeting May 25/23: D. Lynn no update yet. He will speak to the team for an update and let us know. When mock up is ready a meeting will be scheduled. Aug 24/23: Still waiting		IN PROGRESS

on a reply from MX regarding the next steps. **Sep 28/23:** MX has committed to larger seat on A-Car, they also committed to clipboards for each cab area. They have said that they will remove cupholders in A-Car. C-Car, nothing has progressed for the seating, but they have the equipment to install radio on the CNDR side, for easy access. They have said they are working on speedometer on CNDR side in C-Car. Company will take it to the shop to inquire about clipboards in the UPX **Oct 26/23:** No update - Wes will try to set something set up this week. **Nov 30/23:** No formal update, topic was discussed in the meeting with the cab car seat meeting as mentioned in "220150605-69 Cab Car" November update **Dec 21/23:** Meeting set up in the calendar after the holidays. Is it possible for Alstom to buy clipboards for the conductors, to alleviate the permanent solution. Will have to look into leaving items on equipment/property. There is space for a clipboard available if it is determined that we can store clipboards. Alstom to look into possibility of getting clipboards. **Jan 25/24:** MX is currently working on the design for A-cars, just waiting on a date for mock-up. **Feb 29/24:** Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. **Mar 28/24:** Prototype has been approved for new seat design for the conductor seat in the A car. No timeline on when we will see the first one installed. Daryl will look into the timeline on the radio update in the C cars. Currently 1 installed but red tagged. **Apr 25/24:** No update. Jaya to reach out to D Monk to see if any updates. Look into formal recommendation to correspond with MX to secure timeline and updates on equipment matters. **May 23/2024** – Prototype for the seat is expected at the end of this month. Clip Boards and foot stools dimensions have been sent to the supplier waiting on a quote. **June 25, 2024** - No representative from Metrolinx attended, no update. **July 23, 2024** – No update. Is there a prototype in existence? Have the clip boards been ordered? When will the cup holders be removed? Vik will try to get in touch with Don Dematagoda, try to get some dates – don.dematagoda@alstomgroup.com. **August 13, 2024** – 1004 has a prototype seat installed. Feedback so far: shorter individuals may have feet dangling, no way to twist and write on DOB—need a clip-holder. Cup holder has been removed and some questions if the holder will be installed elsewhere. Size and form of the seat itself had positive feedback. **Nov 26th, 2024** – Jason Ramdeo no update. **Dec 17, 2024** – 1004 has the prototype. Engineering instruction has been completed. The next step is to implement in the remaining units of the fleet. Once the go ahead with Alstom is in place we will have an update and timeline. **Feb 25, 2025:** Modifications ongoing, not confirmed number of completed. 6-8 weeks for fleet to be installed. OPS was involved in meetings for prototypes, JHSC was involved. Need to confirm if they will be removing cup holders on CNDR side. **April 22, 2025** – New seats are now being installed in the A-Car equipment, only a few more A-Car types requiring modification. New radios are in the C-Car, however seat solution still not available. Syed to check for concepts but may not be available for 2025. C-Car configuration-electrical cabinet not rated for chairs, and floor beneath fridge is not reinforced to install a jump-seat. Issue dovetails into the necessity for cab-car committee or other joint body to promote changes for a safe and comfortable operating area. **June 3, 2025** – Clip boards are present in the A cars. Modification and escalated as safety, like cab car seating to be looked at by rail fleet engineering

July 2, 2025 – Clipboards are available in all A-Cars; outstanding item will be the seating. C-Car modification all that remains. Discussion with Nippon-Sharyo previously about the C-car and possible

	modifications. Concluded that the C-Car's modification cost-benefit did not warrant the changes. Area was not able to support seat, and the OEM recommended not attaching seat to the wall. Space limited, inadequate structural support, and relocation of electrical infrastructure believed to make modifications infeasible. July 29/25: Engineering solution seemingly difficult to come by, issue may have stalled with no immediate path forward.		
	Sept 2, 2025 - Conclusion is that this modification is not possible. Open to ideas. Reasonable solution cannot be found at this time.	A. Syed	
20210517-14 CSA Seating	May 27/21: CSA seating should be considered for an ergonomic assessment. Evaluate head room and armrests. MX should have some assessment data on the chair. June 24/21: Requests made for ergonomics reports, no response. Follow up w/ K. O'Driscoll. Feb 24/22: MX rail fleet contacted, waiting for response. JHSC have an issue with head room above the 5A chair. July 28/22: C. Kane sourcing the ergonomics report for passenger seating. R. Doan will be having a meeting with the high ups at MX in mid Aug. He has promised to escalate this. Recommendation to be submitted- Request ergonomics study be done on the CSA work area & seat. Nov 24/22: Formal recommendation sent Nov 3 2022, no response received. 21 days ago. Chis reached out to the MX ergonomics team, looked at PDA for the jobs, bringing in a consultant to update the PDAs and CSA seating. Request is being made, no date scheduled. JHSC will be informed and involved when this happens. Dec 22/22: Ergonomic contractor coming in to assess the PDA and ergonomics of the CSA position Jan 4th. Jan 31/23: Item is in Progress, On the minutes since May 2021. See Dec 2022 minutes for full log of updates. Currently waiting on ergonomic assessment performed on Jan 4 2023. Ade has a report and will be meeting with the specialist for some clarification on a few things. Report will be sent out to the team later today. Feb 23/23: A. Adedapo sent shop the analysis that the seat is not sufficient, shop needs to respond with a solution to propose to MX. Mar 23/23: No response from the shop in regards to analysis. Apr 27/23: No information to report. May 25/23: No update, the shop has advised they will speak to the team but no update. Committee will explore options of seats so a recommendation of what is needed can be made. June 22/23: Committee to develop a formal recommendation of what kind of seat could be used and where to be installed. Baultar seats are used. July 27/23: Committee to work on formal recommendation. Aug 24/23: Committee to work on formal recommendation. Could be useful to make recommendations based on coach schematics. Sep 28/23: Pending formal recommendation. Oct 26/23: Formal recommendation is set, once signed and agreed will be sent out. Nov 30/23: Formal Recommendation sent on Nov 1st, received response on the November 28th from SMTA A. Pesic; this will be topic between W. Alexander and D. Monk in following week, but no update as of November Meeting. Dec 21/23: Person relevant to the issue was unable to make meeting, to be included in the next year to discuss. Jan 25/24: Shop has been contacted regarding the issue; no formal PI has been sent yet. Ergonomic assessment to be sent to MX and shop. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: MX Projects team has been sent the ergonomic assessment. No update yet. Daryl will see if it has escalated at all. We can expect an update in 1 month. Apr 25/24: No update. May 23/2024 – Ergo study has been		IN PROGRESS

	passed along. They are in the process of reviewing and coming up with a design. No timeline as of yet. June 25, 2024 - No representative from Metrolinx attended, no update. July 23, 2024 – D. Monk is not on the call. Zo will follow up with Daryl for an update. August 13, 2024 - S. Ramdin may be taking workload from D. Monk, so any updates requested from D. Monk to go through S. Ramdin. Nov 26th, 2024 – Jason Ramdeo no update. Dec 17, 2024 – Pi has been initiated, and engineering proposal is in the works, they have the ergonomic report. There have been some ideas of how this can be accomplished. Once the proposal is completed it will be brought to the committee to look at the various options. Feb 25, 2025: Currently working on solution; move the CSA seat forward and place storage trunk behind. Option 2 is have swivel CSA chair, so they can turn and face the table. First option is the preferred choice. When ready there are CSAs on the committee for feedback. In March, there is a checkpoint to get feedback. April 22, 2025 – When concepts are finalized, they will be shared for feedback. Unknown as to the status of completion in 2025. June 3, 2025 - have been making mock drawing and plan to move seat forward, turn space behind seat into storage, concept drafted up sub committee cab advisory combined with 20201022-20 July 2, 2025 – Appears to be the same seat modified, want to address the underlying ergonomic concerns of the operating area. No new updates, still in concept stage. Mock-up to be shared. July 29/25: Mock-up has been shared among worker group members, feedback was given after consideration and will be taken into account. A Syed can follow-up with change from the worker feedback, but if no feedback discussed the original concept will have to be rolled out. Feedback was shared during the meeting, from head-end style jump seats, to replaceable seats able to be swapped out after wear and tear.		
	Sept 2, 2025 - complete proposal for feasible options. Select which option is a best fit for implementation, detailed design of seating, a prototype of the seat itself	A. Syed, S. Andrews	
20210624-13 Tier 4 Seat Height	June 24/21: Tier 4 seats are higher than tier 3 engine third seats. The committee suggests that the seats be lowered to match the height of the older third seats. July 22/21: No update, this can be moved to a subcommittee. 8/26/21 Defer to Subcommittee. Nov 24/21: Since the door panels are reinforced, letter of recc. to suggest that the seats be lowered to the same height of the remaining MP-40 fleet. Jan 27/22: Some tier 4 locomotives have had seats adjusted, contact P. Neary for verification. Monitor until complete. Feb 24/22: Subcommittee met Feb 9/22, issue was raised to shop. Mar 24/22: Waiting for a response from the shop. Apr 28/22: May 13/22 prototype to be installed. V. Ng to provide locomotive number when complete. June 23/22: No update, seats still being reported as too high. Referred to equipment subcommittee. July 28/22: Waiting on R. Doan meeting with MX, mid Aug. Oct 27/22: R. Doan is addressing the issue with senior leadership. Jan 31/23: Item is In Progress, See Dec 2022 minutes for full log of updates. On the minutes since June 2021. Currently escalated to SLSC. Apr 27/23: No update, no response possible by SLSC as it does not exist anymore, B. Reid to escalate to R. Doan. Aug 24/23: Still waiting on a reply from MX regarding the next steps. Sep 28/23: Can we assign someone to follow up on this. The adjustment would require moving 4 screws. Company to follow-up with shop to rectify. Oct 26/23: No update - Wes will try to set something set up this week. Daryl says this has been		OPEN

	put on hold, waiting on measurements from Alstom of what the adjustment that is needed. Wes & Allie will work on getting the measurements next week. Nov 30/23: A. Bastet has gotten measurements and has supplied them to company. Tier 4 seats measured 23 inches, and regular MP40 was 19. Formal Recommendation to be drafted. Dec 21/23: Nothing has been formally written back to MX. Jan 25/24: Ade to contact the shop, request that a PI be created to start the process. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: Ade has sent the request for a PI. He does not expect an update until it is approved or denied. Formal recommendation to be written to get Alecks Pesic involved. Apr 25/24: No Formal Rec has been sent, still pending. May 23/2024 – Formal Recommendation will be made so it can be escalated to upper management. We will include a request for a timeline for implementation. June 25/2024 - No representative from Metrolinx attended, no update. July 23, 2024 – Formal Recommendation is written, Vik will sign when in the office tomorrow and submit to management. August 13, 2024 – A. Pesic response was that Alstom sent in request and was denied Apr. 2023. D. Monk was working on this issue, to be moved to S. Ramdin. Nov 26th, 2024 – Jason Ramdeo no update. Dec 17, 2024 – A risk assessment is needed, then a PI can be started. Jaya will reach out about the possibility of using a Metrolinx hygienist to perform an ergonomic assessment. Feb 25, 2025: Ergonomic assessment out of Industrial Hygienist's scope, will set up a RA. Best path would to get professional opinion (Ergonomist). April 22, 2025 - A Bastet and J Pedersen collected data on different seating in the Locomotive/cabs. Training seat are attached to panels, the panel are installed higher, so while the relative height of the seat is the same to the panel, the absolute height of the seat is many inches higher on T4s. June 3, 2025 – Awaiting an ergonomic assessment workers side to look into industrial standard of seat ergo supply to rfe July 2, 2025 – Was preparing report for TOSA, but will be transferred to a different group. Waiting for ergonomic assessment. The consultation with the OHCOW ergonomist. Engineering change process to raise the project requires documentation. Documentation would have to include the ergonomic benefit to warrant the cost of changes. July 29/25: Report was escalated to Safety Working Group as at July 10th,		
	Sept 2, 2025 - MX has requested a Risk Assessment.	S.W.G.	
20220728-04 Door Control Panel 2501	July 28/22: Committee would like the results of the testing performed on this coach and the rest with the same software. Aug 25/22: When the report is finalized, it will be made available for the JHSC. Sep 22/22: No finalized report. Only 6 left to test. No other issues found. Oct 27/22: Investigation appears that a bad motherboard may have been involved in the one panel. More panels types to be tested though, report is not ready. Panel parts were swapped out on the bad panel to determine the bad part. Nov 24/22: No update. Inspections are done on new ones to ensure this will not occur again. Report is still not ready. Dec 22/22: Aleks is still waiting on 5 or 6 door panels, does not have a final report yet. Jan 31/23: No update, 6 outstanding. Feb 23/23: Still waiting for report to be complete. Mar 23/23: MX staff tested another 4 since last meeting, 2 outstanding, no issues on the 4. Not going to get a report on it, but manufacturing issue, identified the issue, shop is also made aware as to what to look for. MX representative disclosed verbally that the door panels have passed inspection, chain of emails with MX in		OPEN

	regard to issue. Apr 27/23: No update as of the meeting May 25/23: 2-3 coaches remaining to be tested. No timeline. June 22/23: 1 coach is remaining to be tested. July 27/23: No one from the CSA department at the meeting, no update. Aug 24/23: CSA dept will follow up with coach 2501 status. Sep 28/23: Waiting on final report on troubleshooting. As far as company knows, they have all been tested but no final report. Allie to follow up with S.Ralston. Oct 26/23: Stuart will follow up. Allie to send Stuart explanation. Nov 30/23: Awaiting update from parties involved not present at the meeting. Dec 21/23: Alstom to inquire about update. Jan 25/24: No update. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: Ade has not received a response from the shop on this. Paul Flemming from the shop. Ade and Wes will get in touch with Flemming and have an update for the JHSC by the end of next week, April 5th. Apr 25/24: Work order has been sent, and we have received confirmation that it is working as intended and no issues found. To be revied for closure May 2024 JHSC meeting. May 23/2024 - Ade will ask Aleks to escalate this. The details of the request was misunderstood. June 25/2024 – No update. July 23, 2024 - No update. Mike Gentles will follow up with Paul Flemming. Formal Recommendation next month if no update. August 13, 2024 - No update on this specific issue. S. Andrews to correspond with S. Ralston for background on issue. Nov 26, 2024 – no update and S.Andrew will follow up with S.Ralston. Dec 17, 2024 – Sam will follow up to get the report. Feb 25, 2025: S. Ralston to follow up with Shop to confirm. April 22, 2025 – There is no report that Alstom, and MX is not providing the report. MX assures that the problem is fixed. OSHA has regulations that any reports should be provided to the JHSC, this would constitute a report. Concerns of apparent veil of secrecy of the MX back end and the blockade of information of maintenance reports. A Pesics to escalate to obtain report. June 3, 2025 – No Update July 2, 2025 – Latest info from Company was that tests were done; other reports that it is a closed incident. July 29/25: No Update		
	Sept 2, 2025 - MX has provided that they will not be sharing any of the maintenance logs. Maintenance logs, by law are to be shared with the JHSC upon request. This update is as a result of A. Pesic doing a follow up since the last update.	P. Robinson	
20230131-02 Reinforce Cab Car Door	Jan 31/22: Reinforce the Cab Car door. Currently can be opened with a standard car key or any flat surface tool. Could a bolt or latch be used to secure the door. Custom key or lock system. How are TTC areas secured. The door latches are only on with wood screws. Reports of incidents. There are many processes that require the crew to secure the locomotive and are regularly audited on it. The cab car, operating area, is very easy to gain access to. Up doors to the operating area are metal and the key to enter is the coach key, harder to break into. The up train doors also have a secondary latch lock that the crew can use once they are in the operating area. Worker members to work on getting pictures and formalize a recommendation. Can a process be made for when a person is trying to enter the operating area and possibly take control of the train. Can possibly be on the new levels of threat policy. Feb 23/23: Workplace violence subcommittee will address the cab car door reinforcement. A. Bastet to organize a meeting. Mar 23/23: Weren't able to have meeting - Meeting set up April 6th, 2023. Apr 27/23: B. Reid reached out to Victor, project was approved, in design phase. Meet next week or combine with		IN PROGRESS

	Workplace Committee meeting. Meeting with manufacturer next week. Currently scheduled May 5th. May 25/23: A meeting was held on May 4. A number of employees from the shop and MX and a contractor were present. The plan is to use a door more similar to the Up train doors. They will need to customize the doors. Looking into changing the lock to a coach key rather than what is currently there. Looking into replacing the hardware into stronger items. No time line as of yet. Mockup & cost need to be establish before approved by MX. Paul would like to recommend using the abloy key. The coach key has been distributed or a lot of people and are easy to come by. D. Lynn the abloy key is expensive and programing presents issues if anything goes wrong. TTC has a similar key. But it is better than the cab car key. Can a privacy lock be considered. This was discussed and there was concern of it locking with the motion of the train and crews not being able to get it. 80 x 300 series coach in service. Old cab cars that previously had windows are not very secure with plywood covering the previous window. June 22/23: Pending on door contractor to get info from Alstom on the door schematics. Wes will follow up with MX and whoever will be taking over for Dave Lynn. Aug 24/23: Still waiting on a reply from MX regarding the next steps. Sep 28/23: Still waiting on a reply from MX regarding the next steps. Oct 26/23: Wes will include this in his update with MX. Nov 30/23: Another follow-up next week; seems to be a different line of MX to work with. D Love was present when doing engineering overview, but it appears that this issue will have to be with a different arm of MX. Dec 21/23: Was discussed possibly changing the keys, but nothing formal in regard to this issue. Was a blueprint that existed of new door style, but nothing has been escalated from that. Jan 25/24: An order has been made to get a lock for a cab mock-up. Materials expected by March 2024. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: Daryl will follow up to see if it has arrived. Will speak with Wes if there is an update to set up a meeting to review. Apr 25/24: No update. May 23/2024 – Prototype was supposed to be installed in March. The prototype was deemed to be insufficient. Daryl will request next steps. June 25/2024 - No representative from Metrolinx attended, no update. July 23, 2024 – D. Monk is not on the call, Vik will get in touch with Daryl for an update. August 13, 2024 - To transfer ownership to V. Sharma and S. Ramdin for future update. Sept 24, 2024 – Provided expectation 2025 preliminary stages of design COAC, will provide a picture and to do a prototype. Jason Ramdeo. Dec 17, 2024 – A risk assessment is needed. A PI has been started. May need Metrolix safety department involved in the RA. Latch upgrade and evaluating the door design. Jaya will follow up with Ops safety to see if they need to be involved. Feb 25, 2025: Add to the list of RA required. April 22, 2025 – Last update was something to be created in first quarter, next steps would be finalize the Risk Assessment. A vendor that specializing in door locks approached that could be utilized, but RA are very helpful in the process. June 3, 2025 – tabled to next meeting awaiting risk assessment and update. July 2, 2025 – RA was sent to A. Syed; engineering proposal is around 50% done, once complete will be shared with the committee for input. July 29/25: Still in engineering proposal phase; once complete it will be shared. Potential concepts will be reinforced lock, and looking at solutions from there. Inquire about a date/deadline from engineering team.		
	Sept 2, 2025 - JHSC supplied names of members to be part of the meeting. Email from MX regarding the date of the meeting. September 8, 2025, is requested date of meeting. If members cannot attend a	A. Syed	

	reschedule of the meeting will need to occur. Still waiting for an assessment. Currently assessed as a Medium-Low priority. Due to volume of projects, may not be addressed this year.		
20230928-02 Process for Loud Engines	Sep 28/23: 622, 606, 608: In terms of process, mirroring same process with MX for the Shop to follow up on issues. Oct 26/23: 613 added to list of locos that have been reported as loud. Paul Neary will reach out to the shop directly once the reports are made. Chris Kane in the past we have asked the MX industrial hygienist to do testing. Chris will send out the 4 locos that we have listed. Door seals on these locos should be inspected. When they are compromised it really increased the noise level in the operating cab. Ade will request that these be checked and if fault is found they would replace. Victor Ng. Nov 30/23: A. Adedapo sent email to shop, yet to get a response. A. Pesic sent follow up this morning. C. Kane still awaiting response from MX Industrial Hygienist (Chris Fraser), W. Alexander sent reminder for an update. Dec 21/23: No reply as of the meeting, can reach out to MX for potential new staff. C Kane to reach out. Jan 25/24: No update. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: Meeting with the hygiene team was held on March 20th. Their equipment is currently being calibrated. Once it is back another meeting will be held to select a job on the lakeshore and target a problem engine. The conductor and engineer will wear sound dosimeter for the entire shift. We will also include walking through the engine compartment and putting on handbrake. We will then be able to share the data with the workforce and see if it is above regulations and do some education. Apr 25/24: Meeting on May 1st regarding this. Hazard notice has been put in for 606, 602 is also really bad. May 23/2024 – May 15, 2024 - 2 engines had the industrial hygienist perform sound testing 608, 613. We are waiting on an update from hygienist team for when the rest of the sound testing can be done. Chris Gibney would like to attend the next day of testing. Ade will arrange with dispatch so Chris can attend. June 25/2024 – Results of the locomotives that were tested has not been supplied yet. 2 engines are yet to be tested. Waiting on hygienist schedule and availability of the locomotives on the lakeshore line. July 23, 2024 - Vik will follow up with Jaya on the results of the engines that have been tested and when the rest will be done. August 13, 2024 - J. Khemchandra followed up with hygienics team, Romain was the contact point. There is follow-up for inspection at the yards. Nov 26, 2024 – 608,613,606,622 not completed – follow up Jaya Recommendation made – prove dampening and or deadening to reduce engine noise Hearing conservation awareness training to employee who are exposed to sound levels over 80dBa Audiometric testing not required but best practice offered to employees Providing hearing protection with appropriate (NRR). Dec 17, 2024 – Jaya reached out to Romain, scheduling was an issue. The MX hygiene team report that the findings will be similar for all the units. The recommend we start working on the recommendations that were made in their report. No information on government incentives to supplement custom ear plugs. JHSC workers to assemble a list of units that are quiet, thoughts on why they are quiet. Education for workers on exposure to high DB levels. Work on starting a PI once we have assembled some more cause information. Feb 25, 2025: Hearing conservation training was recommended, no update for this. To move this issue offline and discuss		OPEN

	through the workplace safety group. P. Sommerville has done research on sound dampening that can be shared. April 22, 2025 – Work on a new bulletin while waiting for MX, to push to tablets. June 3, 2025 – awaiting on allie and ade for their sop, raised to director for dampening and found work that needed to be done in these areas, Jaya to follow up. July 2, 2025 – J. Khemchandra Raised last meeting, RFFM found improvements and have communicated with Alstom. Director Kevin stated team had inspected locos, identified a few areas where seals were compromised. Subtle issues contributed to elevated levels in the cab. Coordinated with Alstom to have these issues addressed. Last update they were going to inspect Loco 606 upon arrival back to the shop. EDR tracker good avenue to document chronically loud locomotives. July 29/25: L Nash was tasked with finding updates. A Bastet was able to find models of headsets that can reduce 20dB of sound while also maintaining proper communication between crews in the head end. To progress, studies would probably need to be made to see potential roadblocks to implementation. Noise Proofing Company that listed GO Transit as a prior client had pamphlet that was forwarded to the company.		
	Sept 2, 2025 – Cannot change radios/ use of headsets to reduce noise, must use approved vendors. Use of hearing protection when operating the affected units	J. Khemchandra, A. Bastet, N. Savedra	
20230928-08 Walkway to the Crew Centre	Sep 28/23: Formal recommendation can be drafted, can be very hazardous in the winter. There is no defined pathway, just concept to walk through 91. It would have to go through senior management. We do have a R/A on walking to MCO. The key thing that it captured was crossing, but not the crew center side. Oct 26/23: Next step can be a risk assessment. Allie will work on getting some pictures. Nov 30/23: No evidence supplied, discussed issue but nothing formalized, still ongoing. Dec 21/23: Approved way is to cross the street, seems to be the best way is to install a sidewalk to the street along the laneway. We can make a formal recommendation for this issue, to create path between trailers for budget consciousness. Jan 25/24: Formal recc was delivered on Jan 18/24. Received a response Jan 24/24, recc was rejected, City of Toronto said that a cross walk was not warranted due to the fact that there is not enough pedestrian traffic. Crews should not cut through the landscaped lawn but must walk the roadway into the crew center. The recommendation is to use the parking lot of 91 Judson St. to access the crew center. Bulletin to follow. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: Looking for bulletin. Apr 25/24: Bulletin was issued. City stated that it did not meet threshold of pedestrian traffic. There is no way to get to the road in the first place, there is no sidewalk. P. Sommerville to look through weekday/weekend lineup to tally jobs that deadhead from MCO, to get idea of number of crews crossing street per day. May 23/2024 - No update, Pete is not at the meeting today. June 25/2024: Pete Somerville prepared numbers on the amount of employees that cross Judson in the front of the cc every day. July 23, 2024 - 150 crew members a day travelling from the crew center to Mimico jay walking across Judson. Allie will speak with Ade about reviewing the risk assessment walking from the cc to Mimico. August 13, 2024 – A risk assessment will be set up in the first two weeks of September, can group RA's of prior outstanding issues together. Nov 26, 2024 – still Awaiting risk assessment rail ops,	A. Bastet	OPEN

	JHSC, Alstom date to be determined – doesn't fall under the requirement for city of Toronto, Path fenced and bulletin issued. Dec 17, 2024 – Awaiting Risk Assessment. Feb 25, 2025 : To be added to list of RA to be completed; supposed to involve Rail Ops. To be added in March. April 22, 2025 – Want to do an in-person risk assessment. Fence was reducing traffic, but integrity may be compromised. June 3, 2025 – notice went out, risk assessment to be scheduled. July 2, 2025 – RA to be organized with MX representatives. July 29/25: No update		
	Sept 2, 2025 – Risk assessment required. No update on when that will be scheduled. Work with crewing to review resources to conduct meeting. Align with MX for their attendance. Plan is to have RA performed before next JHSC meeting.	A. Adedapo	
20230928-11 Switch Heater Guelph Sub. 60.30	Sep 28/23 : No switch heater on the mainline switch M60.30; looking to make a recommendation to install one at that switch. Report of it being very difficult to throw in winter. Oct 26/23 : Natalie has spoken to MX. They are very good about switch maintenance. When an update is available it will be provided. Nov 30/23 : MX sent out contractor for switch in response to injury that occurred at this switch (Nov 1/23); not in regard to switch heater but general maintenance. No update to switch heater installation. Dec 21/23 : No update or correspondence to this issue. Jan 25/24 : Ade to ask Ops team for best way to proceed. Main line swt is challenging to perform a risk assessment. Feb 29/24 : Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24 : Ade spoke to JR at Metrolinx. Daryl no concrete answer yet. Apr 25/24 : No update. May 23/2024 – No update on this one. Daryl will work on an update. June 25/2024 - No representative from Metrolinx attended, no update. July 23, 2024 – Vik will follow up with D. Monk. August 13, 2024 - To transfer ownership to V. Sharma and S. Ramdin for future update. Nov 26, 2024 – Rail ops reach out to s&c department on issues on frozen lock etc. If a switch heater is required. Aim mid-November no switch heater installed. Feedback required from crews. Dec 17, 2024 – No update at this time. Jason to follow up. Feb 25, 2025 : No update. April 22, 2025 – MX going ahead for approval with the swt heater for M60.30 (Also mainline swt for Bradford M42.15). Has not been approved yet. To table item until June when update occurs. Still pending. July 2, 2025 – Signals&Comms stated that they have prioritized their projects, and this was triaged below, to keep updated.		PENDING
	Sept 2, 2025 – No updates yet, not high on the priority list. Winter is coming!! (GOT reference)		
20221124-04 Safety Dealing with Problem Passengers on Out of Service Trains REISSUE: End of Line / Out of Service Safety	Nov 24/22 : CSAs & Crew safety. Dealing with passengers under the influence, aggressive or refusing to leave the train. Finding sleepers at the end of the night. Aleks has set up a working group to come up with some points and proposal for MX. Meeting Dec 2nd at 11:30-15:30 PM4 conference room. Canned announcement for when the train goes out of service. should be out in the next week or so. Aleks will have a report for next month meeting. Dec 22/22 : Canned announcement for out of service trains. Aleks is working with MX to implement the recommendations. No list of recommendations made available. Working on a 1-day re-certification for all CSA. A report will be supplied next month with a timeline. Reminding CSAs of the policy that allows them to hold a train when there is danger or disruptive passengers. Jan 31/23 : T. Alexander reports a request has been made for increase presence of CPS at West Harbour & Oshawa has been made for late nights, times that the last 3 trips arrive. J. Quieros		OPEN

reports that last Wednesday and Thursday CPS was at W.H. waiting for them. Will update next month.

Feb 23/23: The unruly passenger protocol being developed, with levels of severity. JHSC members did go through the protocol, made small changes and we are just waiting on the acceptance of those changes.

Mar 23/23: CPS will be ensuring end-of-line coverage when duties permit for end-of-line support - if CPS is not available, can crews reach out to police? In instance the NOCC reported no CPS is available; but police services would have to go through NOCC"

Apr 27/23: Included in Unruly Passenger Policy; CPS has been seen in terminals, can refer to policy

Apr 27/23: Item Closed.

May 25/23: All responses listed in the unruly passenger policy would apply to an out of service train. The concern is a CSA alone on an equipment move with a problem individual is concerning. There is no one around to assist them if this person attacks. Is it possible to have a policy that the CSA can be with the crew if there is a passenger remaining on the train for an equipment run. Does this need to be a change to the sweep policy? In eastbound movements CSAs will not be permitted in the engine with the crew. MOVED TO SUBCOMMITTEE. UPDATES WILL BE MADE WHEN AVAILABLE.

June 22/23: Subcommittee to address this. Policy is needed to protect the CSAs in these situations. Sometimes it works if the CSA reports a individual that has been seemingly riding all day before they get to union on their last trip so CPS can remove them. **July 27/23:** No update will be discussed at the next workplace violence meeting. **Aug 24/23:** Jobs have been adjusted to reduce leaving Union without a sweep. **Closed.**

Dec 21/23: Reopen to follow-up with end of line out of service. Issue was closed on account of union resolution, reissue in regard to Oshawa, West Harbour, and Allandale. **Jan 25/24:** Discussion about having a member of the head end accompany the CSA during end of line sweeps. It is not the crew's responsibility to deal with individuals that do not wish to leave the train, CPS or police should be tasked for that. We have asked that CPS to assist at problem areas (West Harbour and Oshawa for instance). CPS officers are generally assigned to those locations. CSAs are being evaded by passengers that are trying to stay aboard. **Feb 29/24:** Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. **Mar 28/24:** Alstom is waiting on Metrolinx to update on what changes will be put into place. Increased CPS and station safety ambassadors to assist with sweeps. Lakeshore West has been identified as the worse locations and trains. A. Pesic is expecting more information next week. Will be issuing information to crews on what is expected when encountering 'sleepers'. A formal Recommendation will be made today on a new process for sweeping while we wait for Metrolinx to provide more support. **Apr 25/24:** Aleks will share recommendation with MX, and the response will be shared with the crew base. Update Apr 26th in regard to outcome or not. **May 23/2024 -** Ade will let Aleks know that we have passed the 21-day timeline. Will have an update with in 2 weeks. Daryl reports it is possible the wording of the changes to the GOI may be the hold up. **June 15/2024 -** Aleks is still in talks with Metrolinx regarding the formal recommendation that was submitted. **July 23, 2024 -** Response to formal recommendation is overdue, was submitted on April 5th, 2024. Ade and Vik will be following up with A. Pesic. **August 13, 2024 -** Formal Recommendation Response received July 26th 2024 from A. Pesic. Company declines Formal Recommendation. "Crew members will politely advise

	individuals/sleepers on an out-of-service train from a distance to exit and have been provided training to deescalate and disengage, if the individual becomes unruly for whatever reason. Procedures are in place for such events and can be reported and escalated by employees involved.” This issue will be brought up with MOLTSD G. Tait in the next meeting. Nov 26, 2024 – Raised as part of safety group, escalate to Paul Robinson. Moi only use the voice to try to wake them up to call control and be governed by their instructions. Generally, availability of help is reduced. Mainly call police or tso and wait with the train. Wanting staff close by to offset the crew trying to get these indivual on the train. Report released my G. Tait no update on that. Dec 17, 2024 – Feedback was given MX safety group on the train sweep RA, no update since then. Feb 25, 2025: MX Enterprise safety, been asking for feedback. Finalization of the comments coming soon. Update to be sent to Alstom ASAP. April 22, 2025 - No update from MX received. A Bastet to follow-up with J Khemchandra. Notes state that there is a draft to be shared May 2025. June 3, 2025 – asked for feedback in the policy and not received anything Jaya. July 2, 2025 – Was Able to share documentation form CPS about relevant MX policies, Alstom to provide MX what they are looking for specifically. A. Bastet and A. Adedapo to collaborate on items to forward MX. July 29/25: Meeting to be scheduled		
	Sept 2, 2025 – Late September is best for this meeting (9/30/25 proposed)	A. Adedapo & A Bastet	
20231221-01 Cleaning Records for Locomotives	Dec 21/23: Worker issue with allergies and would like to request cleaning report of locomotives. Get records and inquire about a potential checklist/process. Jan 25/24: If there is no housekeeping list for the locomotive, can we obtain their expectations for cleanliness? Or can we jointly produce a housekeeping list? Maximo tracks locomotive cleanliness; we would like to know if there is a checklist for cleaning. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: Wes will follow up with a new person, previous person is no longer with the company. Response from Wes, there is no list of cleaning. Will follow up with Daryl to see if they can have a list created. The committee will work on a list of items to recommend being added. Formal Recommendation to be made. List added to the PM. Apr 25/24: Still pending. One thing that was apparent from the 439 was that the crew spent most of the time before departure cleaning, removing water, and adjusting broken chair, this can translate into distractions and problems. Suggest random audit for locomotives on formal recommendation. May 23/2024 - Formal Recommendation pending. List of what needs to be cleaned and how often. Have ready to go before the next meeting. June 25/2024 – Formal Recommendation has been prepared and will be submitted today. July 23, 2024 - Formal Recommendation has been submitted, awaiting response. August 13, 2024 – No response for the formal recommendation as of August 13th, 2024. Nov 26, 2024 – No response. Ade to message Alek for update. Dec 17, 2024 – No update, Mike to ask Aleks for an update. Feb 25, 2025: No update, to follow up with Mike. April 22, 2025 – P Robinson to follow up; can there be a cleaning protocol in place? Crews cannot maintain their own sanitation as there are no supplies stocked, and questionable cleaning standards. June 3, 2025 – (update on general purpose cleaner & paper towels being made available in operating areas?) Operating areas are also the workers only eating area. OSHA requirement that these be kept sanitary. Potential MX sign off. Awaiting confirmed approval, to discuss		OPEN

	procedure. July 2, 2025 – Requested an enhanced cleaning schedule, as well as in the meantime to have cleaning products available for crews for ad hoc jobs. More frequent cleaning schedule has yet to be agreed to. Looking for unscented all-purpose cleaner to pass to crewbase to wipe down windows temporarily, before finding long term solution, the cleaner in question will need to go through MX before approval. July 29/25: Company working with Shop for increased frequency; currently there is no mandate for frequency. Scheduling and train cycles to be investigated for potential increase in cleaning opportunities. All-purpose cleaner has been sourced and awaiting approval, awaiting a “sniff-test,” Worker volunteers requested. Scent-sensitive workers would be ideal to provide test, but rapid deployment may be more imperative.		
	Sept 2, 2025 – Alstom Maintenance made a request to MX to have contractual agreement on frequency. Conversation is ongoing. P. Robinson to get update from Maintenance Dept. Senior Manager.	P. Robinson A. Pesic	
20240125-01 E-Bike Fires	Jan 25/24: Other transit services have had fires with lithium batteries. Batteries present a significant fire risk on trains. The test train is set to go out Jan 31/24, for fire preparedness drills. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. Mar 28/24: New Metrolinx Bike policy was issued on March 19. Will be reviewed and outstanding concerns will be discussed next meeting. Apr 25/24: Enforcement of policy, night trains have been supervised a lot in regards to this. May 23/2024 - Formal Recommendation. Information to be supplied on the types of fires that result from e-bike batteries. How to react in the event of such a fire onboard. Ade is looking into if the type of fire extinguishers that are supplied in the coaches would be suitable for an Lithium Ion fire. June 25/2024 – Ade was not on the call, no update on the type of fire extinguishers that are supplied in the coaches. July 23, 2024 - Formal Recommendation has been submitted, awaiting response. August 13, 2024 – Response from formal recommendation on August 7, 2024: “Metrolinx and Alstom are currently working on additional features for the bike coaches to address E-bike fires on GO Trains. This includes the installation of fire cabinets on bike coaches, each equipped with a 20lb fire extinguisher and lithium-ion fire blankets. An implementation date has not yet been finalized but Alstom commits to updating the JHSC once that information is shared. Alstom welcomes suggestions from the JHSC before the attached bulletin is issued ahead of the implementation date.” Lithium ion information form has been shared with worker members, but company has it ready to go. A. Pesics is actually waiting on the JHSC for approval and can be sent. JSJC workers to finalize/approve and will inform A. Adedapo. Nov 26, 2024 – bike coaches to have 2 regular and 2 big extinguisher and 2 fire blankets. Awaiting on pos for coaches. Who would be the people to use the fire blanket? Follow up with Lezzah. Dec 17, 2024 – Jaya reports it is in the hands of CPS and CTO office. Increase in e-bike riders due to the TTC ban. Feb 25, 2025: There is an update, to be shared when received. April 22, 2025 – Additional CPS monitoring adherence to bike policy, but notes don’t mention fire risks/hazards. Some laminated information have been taped up in the coaches. E-bike coaches will have 4 extinguishers and 2 fire blankets. Fire blankets and installation of same into coaches, MOI will be updated once established. Unsure if 4 additional, but note that extinguishers should not be used in battery fires. June 3, 2025 – to		OPEN

	Confirm moi mentioning once installed fire blankets review bike policy. Bike coaches do not have the additional resources. July 2, 2025 – A. Syed’s team is involved, J. Khemchandra to confirm any updates to the issue. July 29/25: No Update		
	Sept 2, 2025 – Company to distribute communication shortly. Coaches are outfitted with 2 fire blankets and additional fire extinguishers. For use by owners of the e-bikes not for crew members to operate these items. Expectations to be made clear, crew members are to observe and report to limit exposure.	J. Khemchandra, A. Syed	
20240229-01 Safety Working Group TOSA	Feb 29/24: Safety Concern Escalation Process – formal language to escalate health and safety recommendation. March 28/24: Allie will share the document with all JHSC members to look at. Initial concern is that it does not adhere to the 21-day requirement of a response to the Formal Recommendation process. Apr 25/24: Discussion in regard to concern. Follow up with itemized list of concerns/recommendations re: safety working group. May 23/2024 - Conversation with Gavin Tait from the Ministry of Labour on the request to implement a policy that would not adhere to the 21-day response requirement. He said it would not be acceptable to not respond to a formal recommendation within the 21-day timeline. That response must include approval or rejection of the recommendation along with a timeline of implementation or an explanation if rejected. June 25/2024 – Chris Kane states a response indicating that Alstom will escalate the formal recommendation to the safety working group is sufficient to meet OHSA regulation. July 23, 2024 – Next step is consulting with the Ministry of Labour. August 13, 2024 - To be discussed next meeting with the MOLTSD. Nov 26, 2024 – meeting held last week Friday Nov 22 nd need to start discussing how we escalate the JHSC issues. Updating terms of reference more meetings needed. Dec 17, 2024 – Meeting is scheduled Dec 30 to review TOR to include MX and more information on the escalation process and how recommendations are to be moved up the chain. Feb 25, 2025: Working on procedure, idea to escalate the ideas to that group before taking it to formal recommendation. Told that it meets regularly, this is regarding stuff that includes MX. April 22, 2025 – There is a new draft terms of reference, shared with the group for feedback. A Bastet to share with worker’s side to collect input. June 3, 2025 – JH&SC to look at the new terms of reference. July 2, 2025 – Going back to Safety Working Group, to forward a few item to test efficacy, to close once items pushed through. July 29/25: 5 Items are now in test phase, see heading and items below “Safety Working Group”		OPEN
	Sept 2, 2025 – Ongoing process where items that cannot be resolved through these minutes will be escalating to this group.	Committee	
20240328-05 Maintenance Logs for Locos and Cab cars	Mar 28/24: Would like to request the maintenance logs for the 622, 606, 608, 613. going back to Jan 1, 2024. These are the workplace for employees. Ade and Paul Neary. Apr 25/24: Ade looked into the logs, sent over info for 622, there is a lot of stuff you don’t need, it takes a bit of time cleaning the log. Engines referenced here correlate to item 20230928-02 Process for Loud Engines. May 23/2024 – Request will be made for the records for 608 & 602. June 25/2024 – Ade was not on the call, the records have not been supplied. July 23, 2024 – Mike will ask Paul Flemming about this when he finds him. August 13,		OPEN

	2024 – No update, M. Gentles to follow up along with CSA Door panel. Nov 26, 2024 – no update. Dec 17, 2024 – Still no response from P. Flemming. Mike will follow up with Aleks Pesic. Feb 25, 2025: NO update – mike not in attendance. April 22, 2025 - Transfer ownership to Luke Nash as M Gentiles no longer on JHSC, look for update next month. June 3, 2025 – No update. July 2, 2025 – Nash reached out to Flemming and was told that there is nothing that can be done unless times and dates. Nash escalated to R Bobier, but yet to receive update. Nash to follow-up with Bobier. July 29/25: Shop is looking to provide Ops with access to the software; so training and access will need to be completed by an STO. R Bobier may have access, but company does have link to dashboard Maximo, OPS and Shop are looking to consolidate systems between SRs and EDRs etc. If there is access, verify and provide info on the locos. Update that there is no access to Maximo, but to discuss timeline when there will be access for OPS		
	Sept 2, 2025 - Requesting logs for 644, a 6-month request. JHSC has been provided logs for 638- MSDS sheets for cleaning supply used.	L. Nash, N Savedra	
20240523-01 Policy & fatality crews	May 23/2024 – 2 recent fatalities the police have been first on the scene and have been very aggressive with the crews to move the train. For the recent Kitchener one the trespasser was still alive and the police officer was threatening to arrest the engineer. The train was sitting in a controlled location, in a Forman’s limits and they had a road crossing behind them. In the past CPS used to meet with the local police to review how the scene should be handled after a rail fatality. 10 years ago Kitchener police, Guelph police & OPP were all invited to enter the cab and go over the process with a transit safety office. This was done by 1 CPS and he showed up 3 days and went over things. Specific officers may be the issue. When a more senior officer arrive they often know how things are supposed to go and apologize to the crew for how things were handled. Can something be added to the RTC process that would remind first responders about how the scenes are handled? Simple document in all operating cabs (on tablets) that can be handed to officers explaining what they crew can and cannot do. Accident protocol – used to be in all locomotives (in an envelope). MX is working on having 24/hour representatives within 15min of a territory to respond to incidents and take over the scene even before the police arrive. They are also working on a form of authority that would put the whole area in the hands of one of their representatives in order to coordinate a fatality consist being moved to the nearest station without the risk of the crew making an error or getting in trouble for violating a rule. June 25/2024 - No representative from Metrolinx attended, no update. July 23, 2024 – Recent fatality the conductor was interviewed by the CPS constable standing next to the locomotive which had human flesh on it. The conductor reported that this was uncomfortable for him and hard to speak in that situation. Vik to follow up with D. Monk on this topic. August 13, 2024 - To transfer ownership to V. Sharma and S. Ramdin for future update. Nov 26, 2024 – contact noc and mx cps telling police the policy and goal to complete July 2025. Cards given to the police if the incident happens for the process and call information happens on rail roads in US. Dec 17, 2024 – JHSC workers to design a document/card that can be shared with emergency responders in the event of a fatality and CPS not being on site. Feb 25, 2025: Ongoing no update at this time. April 22, 2025 - Meeting held last week, no update currently as conversations ongoing. June 3, 2025 – no update currently. July 3, 2025 – Worker	JHSC	OPEN

	side still to look into policy/language, Company also. P Robinson to research possible templates, but ultimately the interfacing of police is a MX issue. P Robinson to raise this to the working group. Operation Lifesaver does work with public, but not necessarily police services. July 29/25: Feedback can be given, but will probably need specific narratives from incident crews. Going forward, P Robinson can integrate seeking feedback with critical incident follow-up. A Bastet to correspond with historic cases of unsatisfactory experiences		
	Sept 2, 2025 – Follow-up with crew members to determine if a satisfactory interaction had occurred. MX has vested interest in interaction between local authorities and crew members. Moved to next meeting A. Bastet to supply information.	P. Robinson, A. Bastet	
20240523-02 Water on Trains & Left outside at the crew center	May 23/2024 – Formal recommendation will be drafted. Looking for a commitment to the water always being store inside the crew center and not out front in the elements. Also drafting a formal recommendation about how the trains are to be stocked with water leaving the yards along with a policy for who to call when the train has no water on board. June 25/2024 – 2 formal recommendations on the water supply have been submitted. July 23, 2024 - Recommendations were submitted on June 7th, 2024. Ade indicated that he would follow up with A. Pesic for a response. This is one of the topics that will be addressed with the Ministry of Labour. August 13, 2024 - No response to the formal recommendation. Worker members discussed how there is anecdotal evidence that water supply seems better. Reports that G-town trains are not stocked. A. Adedapo to follow up. Nov 26, 2024 – improvement on the trains. Skids still left outside CC. Dec 17, 2024 – Georgetown trains on weekends are not being stocked. Need to figure out where these trains are coming from on Fridays and ensure that they are sufficiently stocked. Figure out the cycling. Possibility of water being made available at union. Cases are being stored 12 high in the hallway in the CC. Ideally not stocked over 8 cases high to avoid the falling hazard. Mike will speak with Ryan to ask the guys not to stack it so high. Feb 25, 2025: The water is being taken inside and stacked. Reports are that trains are generally stocked. Lewis Road does not seem to be stocking. Mimico South Yard consists are rarely stocked to last the evening. Milton is good at stocking. Hamilton is still having issues, is Hamilton being stocked with water. The shop has advised that they do not have a spot to stock water at Hamilton. Shannon will look into where the Hamilton consists come from mid day. Possibly ask that they be well stocked at that location knowing that they can not be stocked at Hamilton. April 22, 2025 - Regarding Hamilton water supply, inspections revealed a building that could possibly used to house supply. A Bastet to escalate to A Pesic, following up on Hamilton, van crews out of the WRMF. Lewis Rd outpost inaccessible water, G Rupert was following up. Old process of bringing water no longer applicable as Lewis is now an outpost. Potential out-of-scope work of contractors supplying water on board vs just start-up. June 3, 2025 – water issues for paul robinson to follow up with operations managers for the Hamilton yard and lewis road. July 2, 2025 – Hamilton appears to be stocked, but Lewis remains a problem, with supplies behind locked doors. Company spoke with the shop and they state that it is a CHUBB card accessed room. Have not heard update from		OPEN

	inquiries in getting access. STOs have been stocking Lewis manually. Another option could be outpost tech moving cases of water to the other side of the CHUBB gated door. Another solution for water supplies is stocking the union-standby consist with ample water supplies; could then use standby crew for resupply runs. July 29/25: Still working on getting CHUBB card access throughout. N Savedra inquired about techs simply moving cases of water from the storage room to the bullpen, shop would consider it; haven't heard back, N Savedra to re-inquire. Another solution to use the Standby consist at union as a mobile hydration station, to deliver water to crews and consists		
	Sept 2, 2025 - Corridor Champions have been delivering water to the outposts. Notice to crew base to alert STO if water is running low at outpost locations to enable restocking.	P. Robinson, L. Nash	
20240813-02 Lavatory sanitation issues incl. sewage smells	August 13, 2024 - As with previous summers, the toilets on the trains get very smelly. They do not use glycol. There was mention of sanitation pucks to be used; but what can we do for 5As and Cab cars so crews do not have to endure the smell of sewage for their tours of duty. M. Gentles to ask P. Flemming as to possible solutions. Nov 26, 2024 – No updates currently. Dec 17, 2024 – Mike will follow up with Aleks. Are sanitation pucks/pellets being used in the months that glycol is not? What is being used if anything? Feb 25, 2025: Jason will take this on. Allie to email our specific questions. Jason will follow up with RFM. April 22, 2025 – Blue fluid is not used year-round due to cost savings; Blue fluid is not used around mid-April to November 1st; When the blue fluid is not being used, water is used to clean the toilet tanks. This task is performed every 6 months. Sewage gases persist whether glycol or water are used. Sewage gases will only be prevalent in coaches with intermediate level washroom as they use the old foot pedal style flusher. The new toilets (vacuum style) prevent any gases from the tank to escape into the coach. Some of the intermedial level toilets have undergone refurbishments and are equipped with vacuum toilets. Request that glycol be used in the 5A and cab cars year-round. June 3, 2025 – Escalate to TOSA? (glycol to be used in 5a & cab car year-round – sanitation & condition of workers washroom. HVAC circulates air & smell from coach to operating areas) Have been in contact with MX with leza group. July 2, 2025 – Response from MX that their method is not to use Glycol in the warm months, and they will not be modifying process, despite highlighting the necessity of hygienic conditions for specific crewed coaches (cab and 5A). 5A coaches receive higher attention when unsanitary, not parallel for Cab cars. Could D&C be done more frequently when required, and can Alstom act on this independently? Mostly an issue with equipment cycling. How can we track the work order and an "on-demand" repair. July 29/25: If crews report a cab or 5A with sewage smells, can we get priority to D&C, either on report from crews or every time on layover.		OPEN
	Sept 2, 2025 – JHSC to make formal recommendation to have glycol in cab cars and 5A coaches.	N Savedra	

20240813-03 Bike Volume on Kitchener Trains	August 13, 2024 - Safety IRs for Kitchener trains, Bikes are becoming problematic again. T3414 was latest IR. Most outbound trains were where the issues were, but now inbound trains are experiencing it. Georgetown trains reported have 2 bike coaches, but during the week they are only 6-packs. A. Bastet to correspond with Kitchener train crews to collect info/experiences. Nov 26, 2024 – no updates train 3108 passengers piling up bikes in the doors no help at station from Tso. Dec 17, 2024 – No update at this time. Mike will follow up with Aleks. Feb 25, 2025: No update, Mike is not on the call. The number of bikes in non-bike coaches continues to be above the allowable amount. April 22, 2025 - Crux of the issue is the emergency egress in the cab car and 5A only, they are not allowed in 5A, but if crews need access out of the train, they need clear path. There is “2 Bike” placard posted. Some Cab car A end have “No bikes Permitted.” Perhaps recommendation should be prohibition in cab car exit. Issue bulletin to operating crews reminding about unimpeded access for cab car exit. Recommend decals and floor demarcations. Red zone marking from egress to cab entrance. June 3, 2025 – draft formal recommendation to reminder of the bike policy on train. July 2, 2025 – Start escalation to Safety Working group. July 29/25: No Update, to create report for S.W.G. and demarcation/decals for operating areas		OPEN
	Sept 2, 2025 – No recent reports of issues related to bikes on this corridor. Being left on the minutes to make an assessment of back-to-school levels. TTC bans e-bikes on trains between November 15 and April 15.	A Bastet	
20240924-01 Bedbug Protocol	Sept 24, 2024 – Need a protocol for reporting, maybe an info sheet on identifying, policy for informing workers who have used the sleeping room in the days preceding a confirmed bed bug infestation. Also need something for informing a train crew if bed bugs have been reported in a coach or operating area before being treated. Nov 26, 2024 – Jason to find out if policy for this. To find out how they inform the fellow employees if they are exposed to the issue and able to protect themselves. Jaya to send Allie some information for bed bugs etc. Dec 17, 2024 – Allie got handouts from Jaya, they will need to be tweaked to but suitable for our operation. Allie will work with Ade on this. Feb 25, 2025: Allie to work on this. April 22, 2025 – Handout on the tablet, no update on protocol. June 3, 2025 – No update. July 2, 2025 – A Bastet forwarded document to company, company to review. July 29/25: The shop has a protocol for BB; but the public reports to GO, and GO reports to the shop directly. The write-up created references the protocol, but wanted to confirm that a protocol existed. Inquiry to MX about baseline schedule. Protocol name is CITS		Open
	Sept 2, 2025 – A. Bastet & N. Savedra generating communication to crew base. Needs to be pushed to tablets to complete process.	A. Adedapo, N. Savedra	
20241126-01 First Aid Certification for Head End	Nov 26, 2024 - First aid certificate approx. operating employees 250 has lapsed. Dec 17, 2024 – Mike will ask Aleks about this. Feb 25, 2025: Ade will follow up with Paul Robinson and Dan Santos. April 22, 2025 - Progress being made on certifying over the last 3-4 months. June 3, 2025 – to certify when doing rules recert, report can be generated continuing to recert members progress being made. July 2, 2025 – P Robinson to follow-up on progress. July 29/25: Not 100% yet, recerts have stopped during the summer months. To confirm how many outstanding operators		Open

	Sept 2, 2025 – Those going to recert classes are getting certified. Approximately 80 who will need to be inserted into First Aid sessions when they become available.	P. Robinson	
20241217-01 5a Emergency Brake Handle	Dec 17, 2024 – The emergency brake handles in the 5a are currently behind plastic. This does not allow quick access for crew members in the event they need to stop the train urgently. Example recently there have been 2 ‘passengers’ riding the outside of the 5a door as the train departs. A risk assessment to be organized. Feb 25, 2025: Allie to work on a recommendation surrounding the brake handles in the 5a’s. April 22, 2025 – Evidence collected; recommendation not drafted yet. June 3, 2025 – No update. July 2, 2025 – No Update. July 29/25: No Update		Open
	Sept 2, 2025 – No update	A. Bastet	
20250225-01 Education on brake condition requirements	Feb 25, 2025: Education on piston travel and the thickness of brake shoes. Allie will supply some information and images to Ade. This will need to be approved before being share with the workforce. April 22, 2025 - Evidence collected, to draft information. June 3, 2025 – No update. July 2, 2025 – N. Savedra to speak with training department about training opportunities and education vs required procedures. July 29/25: Discussion with training department, believed to be outside the scope for train crews. Company recommends closing without meaningful plan/education suggestions. Perhaps a job aid/training of “minimum standards” easily detected by crews, such as piston travel and brake shoe thickness. Discuss with training department as to standards.		Open
	Sept 2, 2025 – Deemed out of scope after discussion with Training Dept.	N. Savedra	
20250225-02 Winter Ramp deployment	Feb 25, 2025: Discussion to be had with the training department. Possibility of sweeping snow or deploying the ramp without stepping into the pit. Safety and job descriptions need to be considered. April 22, 2025 – No update. June 3, 2025 – No update. July 2, 2025 – S. Andrews to discuss with team for alternative procedures to address the problem. July 29/25: No Update		Open
	Sept 2, 2025 – No update. Further exploration on what the process is if a pit is not clear during a weather incident.	S. Andrews	
20250225-03 Winter Condition Hazards	Feb 25, 2025: Engine doors frozen shut on F59s, Handrails for the ladders to the locos being frozen. Does the shop still spray steps with antifreeze at union? Could the engine doors and ladder handrails be included. April 22, 2025 – Philip resumed just this week. A Bastet to collect issues into omnibus email to send. June 3, 2025 – No update. July 2, 2025 – A. Adedapo to determine the contact person relevant to the issue. July 29/25: No Update		Open
	Sept 2, 2025 – Many moving parts in order to come up with a reasonable/ viable recommendation. Answers to follow	A. Adedapo	
20250225-04 Windshield Wiper conditions	Feb 25, 2025: The modified windshield wipers in locomotives now sit in the center of the line of sign of the engineer. There is no way for the engineer to move the wiper blade manually. Can these be set so the wiper blade sits off to the right rather than in the middle of the line of sight. Will wait for the shop to provide an appropriate contact to address this. April 22, 2025 - A Bastet to collect issues into omnibus email to send. June 3, 2025 – Allie has not yet got a picture. Needs access to a camera in a locomotive. Will try to get CSA phone the time she encounters one. July 2, 2025 – Most likely a small adjustment, A.		Open

	Adedapo to find contact person that can provide solution. July 29/25: Escalated to SWG Jul 10 th , specific issue of getting in contact with Maintenance personnel to rectify center-oriented wiper blade.		
	Sept 2, 2025 – This has been escalated to the Safety Working Group for resolution and evaluation.	A. Adedapo, N. Savedra	
20250225-05 EDR Tracker process	Feb 25, 2025: A meeting will be scheduled with the appropriate parties to discuss the new process of tracking EDRS. April 22, 2025 – Tracker is working, K Hanlon and Maintenance staff working on maintaining list. Triage levels being discussed to prioritize issues. Ability to escalate issues for more serious issues. Critical concerns need to be communicated via radio as well as EDR filed. June 3, 2025 – discussion around escalation process in event issues Arnt fixed within the time frame of the matrix. Adding sorting function based on defect severity. Follow up process if they are getting out of date. To be brought up at next meeting. July 2, 2025 – Crews can raise issues with STO, as they go over the EDR list. Submitting and EDR and bring it up with STO can bring attention to it on daily meetings. There will be new IR forms being pushed that will specify the severity of the defect, with 3 levels. July 29/25: Document is now 41 pages long, updated June 23 rd ; last update of repair was from March 3 rd . Used to be updated weekly, there is a dashboard version internal to the company that may differ from the document pushed to the tablets. Repairs are being made, with semi-regular intervals, and depending on complexity of fixes. Without proof of repair, “EDR Fatigue” Creates cascading problem of issues not being reported and thus more issues are left unattended		Open
	Sept 2, 2025 – Requires an automated process. Unable to be provided through a manual process due to time constraints. Higher crew base interaction when provided the information.		
20250422-01 Signal 138 Alarm deficiency	April 22, 2025 – Signal indicating stop was ran, but no alarm was set off in the RTC tower. Presents an extremely critical risk with failure of safeguards. June 3, 2025 – Allie contacted Matt Orr at Metrolinx Safety Regulatory Oversight – He stated that this department is focused on providing third-line safety oversight on a pre-approved list of safety topics. Investigations or inquiries into specific incidents like this one is outside the scope of that office. No Update topic confirmed in relevant office Leezah. July 2, 2025 – Only certain signals in the USRC, will be updated as they update the USRC. If that is the case, there could be multiple signals in the USRC lacking the safeguards/redundancies that could prevent collisions. N Savedra to inquire about list of specific signals that don’t have alarm systems attached. July 29/25: No Update, will follow up		Open
	Sept 2, 2025 – Information is not available to JHSC. P. Robinson to try and get more information. JHSC is concerned with not being supplied with this information and the lack of safeguards.	N Savedra	
20250422-03 Sleeping Rooms Hygiene	April 22, 2025 – Custodial staff does not want to potentially disturb crews’ rest when cleaning—if doors are closed, assumption is that room is occupied, so no cleaning performed. However, most doors are closed overnight, with or without occupancy. Recommendation for a door lock mechanism that is able to show occupied/vacant. June 3, 2025 – No update. July 3, 2025 – Looking for feedback about improvement, but there are still issues with the status of the rooms. Door stops or other low cost solution to help indicate vacant rooms so custodial staff can access. July 29/25: Anecdotally, all doors were open and they appeared clean. There was a report supplied. Order request has been made for		Open

	small supplies, and maintenance orders created for repairs and cleaning. To provide update. Regular cleanings and reports thereof can be tracked.		
	Sept 2, 2025 - conflicting reports regarding rooms being cleaned. Follow up required. As per J. Angevine, rooms are dusted, vacuumed and garbage removed daily. AC units cleaned on a 3-month schedule. AC remotes have fresh batteries. Not in currently in use, employees on modified duties to be utilized for site inspections.	P. Robinson, J Angevine	
20250603-01 Walking through the engine compartment	June 3, 2025 – Tier 4 locomotive engine compartments operate in a vacuum. The doors are extremely hard to open when the loco on. Doors to the various engine compartments often drag on the floor needed excessive force to open/close. Engine compartments are very narrow and have a lot of parts that protrude, workers backpacks get hung up on them. Loco doors are 19inches wide, engine compartment doors are 14inches wide, larger workers do not fit through these doors. There have been reports that approximately 100 new conductors were given locomotive keys that are defective and do not work on the locomotive doors. Review risk assessment for Tier 4 + Applying handbrakes Issue a notice for the Replacement of defective Keys. July 2, 2025 – RA set up in July, new keys have been found to be defective, a notice to get keys replaced to be issued. July 29/25: RA was made, and action items are being generated. Flashlights to be supplied by the company as part of mitigation to this issue.		Open
	Sept 2, 2025 – Company will review RA to see what else can be communicated to crew base. Flashlights have been ordered and will be distributed shortly.	A. Adedapo A.Bastet N.Savedra	
20250603-03 LVVR camera placement	June 3, 2025 – Cab car 257 has been reported by many operators as having a camera installed approximately 18inches from the operator’s face pointed directly at their face. (Pictures supplied – scroll down) This has been reported as a distraction and very invasive. All other LVVR cameras are installed in a position that records the control stand from above or behind the operator. July 2, 2025 – Company was told that it was the most suitable location for that vehicle, MX RA was conducted, with LE qualified supervisors, but there was no alternative position. Unsure if this is going to be all 200 series cab cars. Can it be moved even slightly to the side. Company to coordinate feedback session to try and find alternate solution. July 29/25: Cab Cars 253, 256 have cameras directly in front of the operator’s face. One of the items escalated to SWG		Open
	Sept 2, 2025 – Escalated to TOSA. Push to next meeting, discussion about what can be done/modifications.	P. Robinson	
20250603-05 Ergonomic Tools Supply	June 3, 2025 - due to ageing equipment to look at JHSC portable CO, CO2,TVOC monitors. Audits into the door seals of the compartments, monitoring the air quality within the operating areas. July 2, 2025 – Concern about the calibration of consumer level equipment, rather than call ergonomist for every concern, consumer level equipment can at least point to irregularities. Does the Shop have equipment that can get preliminary readings before hygienist. To get a baseline assessment on push/pull force for		Open

	doors. A Adedapo can ask around for tools that may be in the company's possession. Shop likely has tools to measure sound CHANGED ITEM NAME [20250603-05 Exhaust monitoring] to [20250603-05 Ergonomic Tools Supply] July 29/25: Couple of options were researched, costs may be an issue. Professional assessment may be the best way around. Consumer grade equipment may not be suitable for accurate readings. Meeting on Friday to discuss, PDA update may be required to document. Cab committee could prove useful, however, requests for feedback are typically ongoing.		
	Sept 2, 2025 - Update to the Physical Demands Analysis regarding the use of tools. Scheduled for completion by the end of September. Ergonomist performing assessment of tools last week in September. A H.E. and CSA representative to be present at testing.	A Adedapo	
20250729-01 Tablet Outage	Failures do happen on the railway, Transport Canada is understanding of failures when they occur. The documents were pushed to the CSAs tablets so there was a version available. In terms of the railroad, there needs to be lines of communication, for example as long as radios work, where information can be transmitted. There were some instances of crews were advised to talk to STO from MX. From a regulatory standpoint, TC is understanding to incidents, but response and rectification of the issue is critical. Things like DOBs are a must, this is something that can be relayed from the RTC using communication systems. The tablet failure rests in the SOBI system, there was a patch or update, and there was no support available from the software company. There was a failure in the company's back-up plan, that became apparent. Narrowing the issue, seems to be a backup issue with the software, if the PDFs were downloaded, they should in theory still be there. There is inconsistency perceived in the workforce, where there are gaps in the standards applied to workforce. Customer overriding procedures that can have safety impacts can negatively affect the trust in the system. Failures can happen, but without proper redress to the employees the perceived integrity of the safety culture will be undermined. If the rules are important, could the customer not put a rule indicating that upon approval of a director the documentation is not necessary--although this would be a near impossibility, it highlights the contradiction of compliance. Throughout training, it is engrained that everything needs to be in writing; and compliance will be a lot easier when there is a paper-trail to point to. Crews are very uncomfortable with verbal instruction in this operating environment. Item was discussion point, no follow-up required. CLOSED		

	Sept 2, 2025 – Issue has been fixed by service provider. No full redundancy plan in effect should the situation reoccur. Follow up required from the company regarding service delivery and where direction is to observed from (STO/ NOCC)		
New Business		Responsible	Status
20250902-01 (MOL Visit) Heat Stress	Sept 2, 2025 – Visit occurred on August 26, 2025. Report has been loaded to the tablets. MOL objective to understand policies and mitigations. Research Take-aways for company i.e. cooling vests, sufficient electrolytes. Committee to brainstorm mitigations going into next warm season, look at processes and resources. A/C priority to be raised for inspection and repair. If reported an A/c unit nonfunctioning to swap unit out A.S.A.P / at Union Have standby crew relieve operating crew Higher supply of electrolytes Yarded trains with nonfunction A/C units should not be put back into service without inspection/ repair		CLOSED
20250902-02 Traumatic Incident Contact	Sept 2, 2025 – Member having gone through a traumatic incident is called for extra.		
20250902-03 Mold found to be on train carpets	Sept 2, 2025 – Resulting form a whistle blower incident https://provincialtimes.ca/commuters-exposed-to-mould-on-go-trains-source-claims/		
20250902-04			
20250902-05			
Safety Working Group Items			Status
20160605-69 Cab Car Seating	July 10/25: Escalated to SWG		Open
20210624-13 Tier 4 Seat Height	July 10/25: Escalated to SWG		Open
20250225-04 Windshield Wiper conditions	July 10/25: Escalated to SWG		Open
20250603-03 LVVR camera placement	July 10/25: Escalated to SWG		Open

Windshield Wiper conditions		
20250603-03 LVVR camera placement	July 10/25: Escalated to SWG	Open
XXXX	July 10/25: Escalated to SWG	Open

See attached Inspection Tracking List		
Next Meeting:	Tuesday September 23 rd , 2025	
<i>Martin Dorgan</i>		
Martin Dorgan, Worker Co-Chair	Paul Robinson, Management Co-Chair	