

## ALSTOM OPERATIONS Joint Health and Safety Committee Minutes

Date:	Feb 25, 2025	Purpose: JHSC Monthly Meeting – Alstom Operations							
Time:	13:00	References: Occupational Health & Safety Act, JHSC Terms of Reference, CBA							
Worker Co-Chair:		Allie Bastet			Department:	Rail - Engineer			
Management Co-Chair:		Adekola Adedapo			Department:	Onboard - Supervisor			
Worker Members					Management Members				
Name	Present (P/A)	Certified	Department		Name	Present (P/A)	Certified	Department	
Allie Bastet	P	<input checked="" type="checkbox"/>	Rail - Engineer		Sam Andrews		<input type="checkbox"/>	Onboard - Supervisor	
Justin Pedersen	P	<input checked="" type="checkbox"/>	Rail - Engineer		Luke Nash		<input type="checkbox"/>	Rail - STO	
Paul Gudnason		<input checked="" type="checkbox"/>	Rail - Engineer		Stuart Ralston	P	<input type="checkbox"/>	Onboard - Manager	
Martin Dorgan		<input checked="" type="checkbox"/>	Rail - Engineer		Mike Gentles		<input type="checkbox"/>	Rail - STO	
Joseph Quieros		<input checked="" type="checkbox"/>	Rail - Engineer		Aleks Pesic		<input type="checkbox"/>	Operations - GM	
Matt Howe	P	<input type="checkbox"/>	Rail - Conductor		Ade Adedapo	P	<input type="checkbox"/>	EHS	
Richard Corbett		<input checked="" type="checkbox"/>	Rail - Conductor		Elize Lorca	P	<input type="checkbox"/>	EHS	
Pete Somerville	P	<input checked="" type="checkbox"/>	Onboard - CSA		John Angevine	P	<input type="checkbox"/>	Transportation & Dispatch Manager	
Carl Friday		<input checked="" type="checkbox"/>	Onboard - LC						
Keri Merrimen	P	<input type="checkbox"/>	Onboard - CSA						
Shannon Graham	P	<input type="checkbox"/>	Rail - Engineer						
Location:		Virtual (Teams)				Guests Name	Company	Department	
Head Count:		14				Adnan Syed	MX	RFEAM	
Opening Time:						Jaya Khemchandra	MX	MX – Health & Safety	
Accept Previous Minutes:		Yes				Paul Verghese	Alstom	Management	
						Jason Ramdeo	MX		
Incidents / Injuries / Critical Rules Violations / Door Violations / Workplace Violence								Responsible	Status
Snow Incident Discussion	Discussion around winter conditions, 8 Events around weather, icy conditions, snow-filled pits. Looking into the potential future trends if more snow-related incidents occur. MX Contractors to clear the pits-do they need a TOP, and other questions.  Workers had discussion about icy pits, discuss in new business. The switch broom tied to the emergency ramp, thoughts of using that broom to clear hazards before deploying the ramp. Company has concerns about bristles on the broom and efficacy of snow-clearing; company doesn’t believe broom would help.								

	<p>Snow does get pushed from trains, and salted becomes heavy and compacted. Workers made a video to demonstrate pit-less ramp deployment; but need analysis in regards to the safety of the maneuver.</p> <p>Lot of reports of equipment issues through the cold temperatures, action items to address? Future meetings to bring in Alstom Shop staff to Ops JHSC to discuss more technical elements.</p>		
<b>Incidents:</b>	<p><b>Jan 4, 2025</b> – Trespasser event at Mile 17.5 Halton Sub - Entire crew returned to work as of meeting</p> <p><b>Jan 7, 2025</b> – Trespasser event at Mile 12 Oakville Sub – ENGR is currently off</p> <p><b>Jan 20, 2025</b> - Trespasser event at 7th line crossing Mile 54.56 – Newmarket Subdivision - entire crew returned to work as of meeting</p>	A. Adedapo	
<b>Injuries:</b>	<p><b>Dec 20, 2024</b> – (Report Only) - CSA reported that they started feeling a sharp pain in their right shoulder when they were trying to lift the accessibility ramp from the catch basin in the 5A coach. Recommendation of reducing height of catch basin based off the number of times it is handled.</p> <p><b>Jan 2, 2025</b> - (Report Only) - Engr reported that they slipped on black ice and landed awkwardly on their right leg at Richmond Hill layover yard. Yard has been maintained with salting.</p> <p><b>Jan 3, 2025</b> - (Report Only) - Engr contacted the on-duty STO to report that while descending the ladder of the locomotive, they experienced pain in their right arm/ right wrist. They stated that they did not feel some discomfort initially but started to experience more pain after their shift.</p> <p><b>Jan 3, 2025</b> - (Report Only) - The operating crew reported that they received an alarm in the cab car as they were approaching Bloor GO. As per procedure, the CSA proceeded to inspect the alarm and determined it to be a false alarm. The CSA indicated that while hurrying to return to their operating area to open the door, they unfortunately slipped on the stairs 6B coach. While responding to 1033, employees must go with their train keys, radio, work cell phone and AED, it is not possible to maintain 3-point contact while going up and down the stairs. This has been brought up in the minutes, any thought to shoulder-strap to AED; looking for smaller AEDs; Shoulder strap for AED that is not tearaway could be dangerous from catch hazard. Could the handset and other items be put in a backpack or other bag. Issue of straps getting caught, duffle bag or other type of bag would mitigate most hazards—Tearaway requirement, is there one while inside equipment? Risk of injury while tripping with hands full would be a priority of tearaway, in terms of numbers</p> <p><b>Jan 11, 2025</b> - (Report Only) - Employee reported that they slipped on the stairs outside the crew dispatch trailer. They indicated that the stairs were covered in snow at the time of the incident. They mentioned that they slipped on the last step and twisted their ankle. Snow removal is still MX. There is a giant broom in dispatch for sweeping off the steps. Used to be a green salt bin that has been removed, can it be removed? There is a bag of salt also in the trailer. Beyond the trailer, is there access to salt that employees can ad-hoc spread if a hazard is identified. No response</p> <p><b>Jan 13, 2025</b> - (Lost time) - CSA reported that they slipped and fell while walking from the Crew Centre to the Mimico GO station. Public sidewalk was reported by the CSA to be icy when the incident occurred. Has there been talk of traversing in snowy conditions? There are shuttles available for request—a bulletin to request transportation in inclement conditions. It may have been a memo to transportation. Bulletin may have been issued in December.</p>	A. Adedapo	

**Jan 15, 2025** - (Report Only) – CSA reported they started experiencing pain in their lower left leg after stepping up from the accessible pit during their door procedure. CSA stated that they could not recall the exact station where they first felt the pain but as the shift progressed the pain increased.

**Jan 22, 2025** - (Report Only) - CSA stated that there were two separate issues onboard their train T1028 as it approached Aldershot, there was a passenger causing disturbance in Coach 2837 (10<sup>th</sup> coach) and Coach 4174 (1<sup>st</sup> coach) with the passenger consuming unknown substance. CSA reported that operations instructed them to attend to the unknown substances related incident twice during their tour of duty and they were not comfortable in doing so. Alstom requested for NOC logs from MX. Logs have yet to be obtained. Crew ultimately did investigate. Unsure if refusal was communicated to Alstom.

**Jan 31, 2025** - (Report Only) - Employee reported that they started experiencing back pain from sitting in the conductor seat of the old cab car 252. With the increase in the numbers of old cab cars, is there any discussion into refurbishing seats. Jump seats in DMU are being replaced. 251 is just a regular passenger seat and very worn down, with no speedometer, unsure if EDR was submitted.

**Feb 5, 2025** - (Report Only) - CSA reported that they slipped and fell at the Park Street yard. They indicated that the incident occurred while they were walking along the driveway adjacent to the yard tracks. They mentioned that they slipped on black ice and in an attempt to break their fall, they used their right hand for support. Driveway along yard may not be MX property.

**Feb 15, 2025** - (Restricted Duty) – CSA reported that they slipped at [Longbranch GO] after following their point-and-call procedure. They indicated that after retrieving the accessible ramp while entering the 5A coach, their other leg slipped, resulting in an impact with the edge of the stair of the accessible coach. It was reported that the accessible pit was filled with snow and ice at the time of the incident due to inclement weather. Employee has resumed regular duties. Statement not received yet but cannot be Long Branch due to not having pit. \*(Update after meeting was completed. CSA slipped when stepping on the coach step and fell into the coach landing on hands and knees)

**Feb 16, 2025** - (Report Only) – CNDR reported experiencing soreness in their lower back after clearing snow from the switch at Georgetown Yard.

**Feb 18, 2025** - (Report Only) - While walking on the platform at Bloomington GO during change ends procedure, ENGR reported that they slipped and fell on the icy platform.

**Feb 18, 2025** - (Restricted Duty) – ENGR reported that they suffered a frost bite after lining the switches at Shirley Street yard. They stated that they did not wear their gloves to complete the task. Supply of gloves has been quite low for weeks. The supply comes in twice a week, and STO has extra supply in the office.

**Feb 19, 2025** - (Report Only) - While operating Van 43 in the Mimico south yard, ENGR reported that the van became stuck. During efforts to clear the snow from underneath the van using the snow shovel from the emergency kit, which is somewhat short in length, they struck the sharp edge of the passenger door. Injury was on the hand.

**Feb 19, 2025** - (Report Only) - CSA reported that the mini ramp well was entirely filled with snow, rendering it difficult to ascertain locations with safe footing. They placed their foot into the well and subsequently fell as a result of stepping on the concealed metal edge of the well, which was kept from being seen by the

	<p>snow. During the fall, the CSA made contact with the side of the train using their left elbow in an attempt to break the fall.</p> <p><b>Feb 21, 2025</b> – CNDR reported that Metal ball on the bottom on the handbrake chain their finger while applying the handbrake on the chain. Will connect with CNDR, to get hazard report to shorten the chain.</p> <p><b>Feb 21, 2025</b> - After securing the train on track F4 at Willowbrook yard, CNDR stated that they had to cross to track F1 to access the paved area in the yard that was free of snow. While they were crossing they reported that they rolled their right ankle.</p>		
<b>Door Violations:</b>	<p><b>Jan 12, 2025</b> – Long Branch, the job aids were allegedly not applied. Recommendation made that job aids kept on side of panel always. Job aids to be inward facing, not towards the operator.</p> <p><b>Feb 19, 2025</b> – Markham GO, investigation ongoing. Job aids allegedly not applied. Familiarity may be contributing factor as equipment was not regular.</p>	S. Andrews	
<b>CRVs &amp; 3+ Coach Overshoots:</b>	<p><b>Jan 25, 2025</b> – 4 coach overshoot at Rutherford GO, stated late application in brakes. No equipment, weather issues reported.</p> <p><b>Jan 24, 2025</b> – R.573 violation at Burlington GO, crew reported throttle knob fell off and tried to reattach. Reported not slowing down as anticipated. 2.5 coach overshoot and re-spotted the train and continued after.</p> <p><b>Jan 25, 2025</b> – Missed stop at Weston GO, ENGR reported lapse in judgement thinking skipping Weston, CNDR advised ENGR but was too late to rectify station stop</p> <p><b>Feb 2, 2025</b> – R.439 Lincolnville, Sig 389; MX RTC reported train passed signal displaying stop, stopped Old Elm GO. Crew did not positively identify signal indication before departing Lincolnville</p> <p><b>Feb 15, 2025</b> – 3 coach overshoot at Bloor GO, Approaching Bloor travelling at 60 at fly-under and accepting signal, with no reduction in speed applied full set brake. Train stopped approx. 3 coaches past. Brake issues not reported, but inclement weather reported.</p> <p><b>Feb 15<sup>th</sup>, 2025</b> – Derailment at Shirley Yard, train proceeded E from Kitchener, cleared mainline, ENGR changed ends, after job briefing movement pulled westward in yard. Stopped when clear of swt, and swt was thrown and advised to pull ahead. CNDR reported hearing loud bang and stopped movement. The trailing truck of the locomotive was not on the rail.</p> <p><b>Feb 18, 2025</b> – R.104 at Willowbrook, swt.15E, WOCC reported train allegedly ran through swt at WB Yard</p> <p><b>Feb 20, 2025</b> – R.33 at Nickle, operating Eastward, crew reported exceeding turnout of 45MPH, the crew estimated speed to be 58 MPH.</p> <p><b>Feb 23, 2025</b> – R.104 at Allendale, CNDR of late night train reported Trk 4 swt was damaged, indicated that the swt points were floating, NOCC reported and Siemens dispatched to repair. Confirmed that swt was damaged and had to be repaired. Last movement was from the morning that departed AE layover. Siemens reported crew had failed to secure derail with provided lock.</p> <p>Discussion about conditioning brakes to prevent issues, Company to discuss ways to implement training/knowledge. Training gaps if they are not running during winter months.</p>	E. Lorca	

	Brake efficacy in inclement weather is being analyzed. Dynamic speed testing is being done but analysis as to how they are collecting data to be found.		
<b>Workplace Violence</b>	<p>15 reported incidents 16 in February so far. Total of 4 incidents classified as major incidents.</p> <p><b>Jan 6, 2025</b> – Classified as attempted assault; 2 unruly Px and both sitting across from each other. One Px wanted to smoke cigarette, was told by other Px that against rules. CSA did not engage. Arrived at Bramalea and situation escalated; RPO came to de-escalate. Individual attempted to spit and assault them. CSA was swung at but not contact. Px was placed under arrest and CSA advised to put doors on standby.</p> <p><b>Jan 31, 2025</b> – Classified as attempted assault. Px threatened crew with sexual violence and attempted to stab ENGR with plastic fork. IR does not report TSO or Police response. Arrival time for help was listed on the IR; request was 1218, arrival 1222, CPS.</p> <p><b>Feb 15, 2025</b> – Classified as bomb threat. Male Px came to 5A and yelling and shouting “blowing up this place, killing all the cops in this world [...]” Another phone call came through at Oshawa, K9 Unit asked questions, getting CSA information. K9 unit completed sweep of the equipment. In IR reported that the CSA included narrative that they swept the area where the man was but not stated if it was the CSA or the Police that completed the sweep of that area.</p> <p><b>Feb 19, 2025</b> – Classified as assault causing harm. CSA witnessed male Px, approached male and asked not to do that. Px grabbed CSA with both hands by the shoulders and shook aggressively while shouting. CSA stated to remove hands. CSA contacted NOCC emergency line and TSO called to inform they would meet CSA at Aldershot, recalled to state they would meet at West Harbour. There was arrival time stated in IR, but total time before arrival was 1hr 50min. CSA contacted MGMT called as the incident was happening. On call supervisor reached out. Original follow-up with Supervisor CSA was fine to do continue but then called later and stated that they were not OK to continue, was relieved.</p>	A. Bastet E. Lorca	
<b>Hazard Reports:</b>	<p>Since last meeting, EDR tracking has been implemented Will Hazards be included in EDR tracking? No, EDR tracking would be specifically EDR. To be discussed in New Business in regards to tracker eligibility.</p> <p><b>Jan 10, 2025</b> - Operating area in engine 640 was reported to be cold , temperature was reported to be 11 degree Celsius; repairs have been made</p> <p><b>Jan 11, 2025</b> - Ice build up on the hand railings of loco 655; hard to get resolution, inherent in snowstorms. Was a time where shop workers were de-icing steps, are they still doing that, and can they do it to ladders and stairs. Can discuss it with the shop.</p> <p><b>Jan 15, 2025</b> - Switch 66 at WB yard was reported to be hard to throw (GO RAE and GOF2E); non-written confirmation that it was repaired</p>	A. Adedapo	

	<p><b>Jan 24, 2025</b> - Loco 651, window defroster was reported not to be functional with the windshield covered in ice. Shop confirmed that this has been fixed.</p> <p><b>Jan 30, 2025</b> - Switch GO CS1W at WB yard was reported to be difficult to throw, also repaired.</p> <p><b>Feb 7, 2025</b> - switch GO 13-E at WB yard was reported to be hard to throw</p> <p><b>Feb 17, 2025</b> – Windshield on cab car 351 was reported by the crew to have a big crack on it. Last reports that not currently in service, could be repaired or in service. Consist with cab car had cab car switched out; confirmed that as of meeting that 351 is not in service</p> <p><b>Feb 20, 2024</b> – 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.</p>		
	<p><b>March 1, 2024</b> - 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?</p> <p><b>March 27/24</b> - 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.</p> <p><b>April 3/24</b> - 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...</p> <p><b>June 6/2024</b> – Black mold in the fridge at the CC.</p> <p><b>June 3, 2024</b> –mold was reported in the fridge.</p> <p><b>June 6, 2024</b> – Road safety concerns with exiting the WRMF onto Victoria Street. It was suggested to install a traffic light to improve road safety.</p> <p><b>June 24, 2024</b> – Loco 650 Conductor side exit door was reported not to close properly.</p> <p><b>Oct 1, 2024</b> - 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</p> <p><b>Oct 6, 2024</b> - Loco 606 was reported by the crew to be excessively loud, even with the use of earplugs.</p> <p><b>Oct 6, 2024</b> - 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.</p> <p><b>Oct 7, 2024</b> - Loco 600 was reported to be very loud when at higher throttle.</p> <p><b>Oct 17, 2024</b> – Operating crew reported that foreman truck light bars on the right of way was affecting their visibility while operating. Response from Track Maintenance "" <b>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</b></p> <p><b>Nov 6, 2024</b> – Door handle in loco 670 was reported to be defective and whistle on the engineer side in cab car 369 was reported not to be working. Both equipment issues were escalated to the shop.</p>	A. Adedapo	

	<b>Dec 4, 2024</b> – Leak in the hallway of the sleeping rooms and no heat in sleeping room 102. <b>Dec 13, 2024</b> – No functional heat in the locker trailer, thermostat not working?		
<b>Risk Assessments:</b>	<b>Feb 4, 2025</b> – ramp deployment <b>Feb 11, 2025</b> -- cutting out brakes <b>Feb 24, 2025</b> – Emergency Window removal; to be included in CSA training, requesting shop input.	A. Adedapo	
Outstanding Items		Responsible	Status
20160605-69 <b>Cab Car Seating</b>	<p><b>Aug 21/15</b> RA provided to the JHSC; review, send to Aaron. <b>Dec 3/15</b> - No 3rd seat for a supervisor/trainer to sit on; speak with GO regarding a mod. <b>August 25:</b> 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. <b>Dec 22/22:</b> Maintenance will be going through a modification proposal with the committee, no date scheduled yet. <b>Jan 31/23:</b> Item is In Progress, See Dec 2022 minutes for full log of updates. On the minutes since <b>Aug 2015</b>. Currently escalated to SLSC <b>Feb 23/23:</b> 6-week timeline for product initiation, original CEM cab cars will be first to get the shelf replace with a seat. <b>May 25/23:</b> Wes will speak to Rob for an update. <b>Aug 24/23:</b> Still waiting on a reply from MX regarding the next steps. <b>Sep 28/23:</b> No updates, M. Gentles to follow up with MX for update. <b>Oct 26/23:</b> Mike sent an email out for an update, but no update received yet. <b>Nov 30/23:</b> 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. <b>Dec 21/23:</b> 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. OSHA - 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. <b>Jan 25/24:</b> 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. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> No update. <b>Apr 25/24:</b> No updates from OOI or MX, decision is still pending. Jaya to circle back after getting in touch with D. Monk. <b>May 23/2024</b> – No update yet. <b>June 25, 2024</b> – No representative from Metrolinx attended, no update. <b>July 23, 2024</b> - Vik reached out to Daryl but did not receive a response. <b>August 13, 2024</b> - Vik tried reaching out; S. Ramdin to correspond with D. Monk for transfer of information to</p>		<b>IN PROGRESS</b>

	these issues. <b>Nov 26th, 2024</b> – Jason Ramdeo no update. <b>Dec 17, 2024</b> – 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.		
	<b>Feb 25, 2025:</b> 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.	A. Syed	
20170605-48 <b>DMU seating</b>	<b>Nov 26/20:</b> Future modifications to be contingent on America seating trial on the GO cab cars. <b>May 27/21:</b> 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. <b>June 24/21:</b> 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. <b>June 23/22:</b> Conversation between R. Doan and senior management at MX regarding a solution. <b>August 25:</b> 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. <b>Oct 27/22:</b> 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. <b>Dec 22/22:</b> Study on new seat design, not structurally acceptable (moving the fridge & electrical box). New proposal going in, building a mockup. <b>Jan 31/23:</b> Item is In Progress, See Dec 2022 minutes for full log of updates. On the minutes since June 2017. Currently escalated to SLSC <b>Feb 23/23:</b> No update, R. Doan will get more information. Initial mockup did not meet requirements. <b>Mar 23/23:</b> 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 <b>May 25/23:</b> 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. <b>Aug 24/23:</b> Still waiting on a reply from MX regarding the next steps. <b>Sep 28/23:</b> 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-		<b>IN PROGRESS</b>



	<p>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 <b>Oct 26/23:</b> No update - Wes will try to set something set up this week. <b>Nov 30/23:</b> No formal update, topic was discussed in the meeting with the cab car seat meeting as mentioned in "220150605-69 Cab Car" November update <b>Dec 21/23:</b> 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. <b>Jan 25/24:</b> MX is currently working on the design for A-cars, just waiting on a date for mock-up. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> 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. <b>Apr 25/24:</b> 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. <b>May 23/2024</b> – 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. <b>June 25, 2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – 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 – <a href="mailto:don.dematagoda@alstomgroup.com">don.dematagoda@alstomgroup.com</a>. <b>August 13, 2024</b> – 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. <b>Nov 26th, 2024</b> – Jason Ramdeo no update. <b>Dec 17, 2024</b> – 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.</p>		
	<p><b>Feb 25, 2025:</b> 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.</p>	A. Syed	
<p><b>20201022-20 4500 Series Storage</b></p>	<p><b>Oct 22/20:</b> 4500 series accessibility coaches need more storage space. 2 backpacks have recently been stolen. <b>Nov 26/20:</b> Measurements were made, and it should accommodate a small backpack. The space is less than 12" wide, some bags are unable to be placed in the locker. Survey to be produced to determine locker needs of CSAs. <b>Dec 17/20:</b> employees that carry large bags for 6-8h splits cannot store their bags. Committee to ask if it will be possible to remove the third flagging kit from that locker. <b>Jan 28/21:</b> Cleaners will no longer be using the CSA locker to store their belongings, a new locking tote will be installed on the mezzanine level of the 5 coach. Consider moving the reverser lock box higher in the cabinet. <b>May 27/21:</b> No response from TC, P. Neary to</p>		<p><b>OPEN</b></p>

contact TC again. Issue with removing the AED in a timely manner. **July 22/21:** AEDs do not fit in the new cabinets, Bilal spoke with the shop, they have a solution they are working on implementing in all the coaches. **8/26/21** No one present to provide an update. **Nov 24/21:** No update, follow up w/ P. Neary. Letter of recc. for adjusting the hinges on the AED storage locker. **Jan 27/22:** Suggestion to repurpose the cleaning staff Rubbermaid storage box for CSA storage. Letter of recc. to that effect. **Feb 24/22:** Storage totes still require an answer for their future use. Propose that the floor tote could be used to store lost and found oversize items. Flagging kits will be removed from CSA cabinet, providing additional items. **Apr 28/22:** May 13/22 is the date to start moving storage locker latches. **May 9/22,** flagging kits to be removed. B. Reid asked MX for answer about the continuation of the floor totes. **June 23/22:** Hinge adjustments are being made now. Flagging kits are being removed. Floor totes are available to use, just need to obtain keys. **July 28/22:** No update on keys for the storage lockers. No flagging kits or radios noted. **Aug 25:** Flagging kits are gone, hinges adjusted. Waiting for access to floor totes for CSA storage. **Sep 22/22:** It has been decided that the totes are now being removed. Hinges on the cabinets holding the AEDs are in the process of being moved. CSAs can EDR and IR. **Oct 27/22:** Hinges are being moved. Monitor until closed. Storage bins will be removed, not an option for storage. **Nov 24/22:** We have not seen any repositioned. MX reports, this has been put on hold. As this does not pose a risk to the worker, it has not been deemed necessary. **Dec 22/22:** no update, video of process to be sent to committee members. **Jan 31/23:** No update. Worker concerns of sharp edges when removing the AED. Could the top edge be filed down so it is not sharp or cover with something soft. R. Corbett to email D. Lynn pictures of the sharp edge that needs to be filed down. Discussion of the AED being moved to under the seat. In 4500 series coaches the megaphone is under the CSA seat behind a latched door. **Feb 23/23:** D. Lynn will follow up with Shop, regarding the filing down the sharp edges of latch. Need to still find options for relocating the megaphone, R. Corbett did try to move AED into megaphone cabinet, but it does not fit. **Mar 23/23:** No answer as of yet, but to follow up **Apr 27/23:** D. Lynn to take back to the shop - Sharpness caused injury in April 2023 **May 25/23:** D. Lynn recommends this be an education item, CSAs be educated on how to remove the AED without striking the sharp edge. Richard Corbett would like to consider a formal recommendation. Ian says he can draft up a notice to CSAs. **June 22/23:** The locks on the storage boxes have been removed but the boxes are still there. Will follow up with MX to see if the CSAs can now use them. Formal Recommendation will be prepared and shared with the committee in advance of next month's meeting. **June 22/23:** The locks on the storage boxes have been removed but the boxes are still there. Will follow up with MX to see if the CSAs can now use them. Formal Recommendation will be prepared and shared with the committee in advance of next month's meeting. **Aug 24/23:** Floor totes are blocking a floor space for accessible passengers, should be removed. **Sep 28/23:** Put formal recommendation in regard to sharpness of the latch. **Oct 26/23:** Formal recommendation is set, once signed and agreed will be sent out. **Nov 30/23:** Sent formal recommendation November 1st, received response November 28th from SMTO A. Pesic. No issue with bolt heads shaved down and will be working with shop. With getting the totes removed that will be a hard no. Costs and a possibility for a further requirement for

	<p>those bins. 25-35 coaches in question, if we can get coach numbers we can escalate it. Biweekly inspection they go through a check. Coach numbers to escalate to the shop would be the best way to tackle. <b>Dec 21/23:</b> No updates in regard to this issue. <b>Jan 25/24:</b> Project initiation (PI) was sent on Jan 5/24 from the shop to MX, waiting on consideration of the project. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> The tots are still in the 5a series coaches. Committee would like to gain access to the tots so CSA can use them as storage for their belongings and Lost &amp; Found items. Daryl will look into getting a standard lock or a locking system for CSA. He will bring an update in 1 month. <b>Apr 25/24:</b> No update. <b>May 23/2024</b> – No answer on access to a universal key yet. Waiting on procurement to get new locks and keys. No date at this time. <b>June 25, 2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – D. Monk is not on the call. Mike Gentles will contact Daryl for an update. <b>August 13, 2024</b> – No update from D. Monk, to transfer ownership to V. Sharma and S. Ramdin for future update. <b>Nov 26/2024</b> – bins all have been removed. JHSC members will get pictures and share them with Jaya and Jason. <b>Dec 17, 2024</b> – Pictures will be sent to Jaya &amp; Adnan along with RA. Project initiation form, link RA to this.</p>		
	<b>Feb 25, 2025:</b> A. Bastet will send pictures of cabinet; to set up a RA in 5 weeks.	A. Bastet & A. Adedapo	
<b>20210517-14 CSA Seating</b>	<p><b>May 27/21:</b> CSA seating should be considered for an ergonomic assessment. Evaluate head room and armrests. MX should have some assessment data on the chair. <b>June 24/21:</b> Requests made for ergonomics reports, no response. Follow up w/ K. O'Driscoll. <b>Feb 24/22:</b> MX rail fleet contacted, waiting for response. JHSC have an issue with head room above the 5A chair. <b>July 28/22:</b> 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 &amp; seat. <b>Nov 24/22:</b> 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, brining 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. <b>Dec 22/22:</b> Ergonomic contractor coming in to assess the PDA and ergonomics of the CSA position Jan 4th. <b>Jan 31/23:</b> 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. <b>Feb 23/23:</b> A. Adedapo sent shop the analysis that the seat is not sufficient, shop needs to respond with a solution to propose to MX. <b>Mar 23/23:</b> No response from the shop in regards to analysis. <b>Apr 27/23:</b> No information to report. <b>May 25/23:</b> 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. <b>June 22/23:</b> Committee to develop a formal recommendation of what kind of seat could be used and where to be installed. Baultar seats are used. <b>July 27/23:</b> Committee to work on formal recommendation. <b>Aug 24/23:</b></p>	A. Pesic	<b>IN PROGRESS</b>

	<p>Committee to work on formal recommendation. Could be useful to make recommendations based on coach schematics. <b>Sep 28/23:</b> Pending formal recommendation. <b>Oct 26/23:</b> Formal recommendation is set, once signed and agreed will be sent out. <b>Nov 30/23:</b> Formal Recommendation sent on Nov 1st, received response on the November 28th from SMTO A. Pesic; this will be topic between W. Alexander and D. Monk in following week, but no update as of November Meeting. <b>Dec 21/23:</b> Person relevant to the issue was unable to make meeting, to be included in the next year to discuss. <b>Jan 25/24:</b> Shop has been contacted regarding the issue; no formal PI has been sent yet. Ergonomic assessment to be sent to MX and shop. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> 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. <b>Apr 25/24:</b> No update. <b>May 23/2024</b> – Ergo study has been passed along. They are in the process of reviewing and coming up with a design. No timeline as of yet. <b>June 25, 2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – D. Monk is not on the call. Zo will follow up with Daryl for an update. <b>August 13, 2024</b> - S. Ramdin may be taking workload from D. Monk, so any updates requested from D. Monk to go through S. Ramdin. <b>Nov 26th, 2024</b> – Jason Ramdeo no update. <b>Dec 17, 2024</b> – 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.</p>		
	<p><b>Feb 25, 2025:</b> 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.</p>	A. Syed	
<p><b>20210624-13</b> <b>Tier 4 Seat Height</b></p>	<p><b>June 24/21:</b> 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. <b>July 22/21:</b> No update, this can be moved to a subcommittee. 8/26/21 Defer to Subcommittee. <b>Nov 24/21:</b> 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. <b>Jan 27/22:</b> Some tier 4 locomotives have had seats adjusted, contact P. Neary for verification. Monitor until complete. <b>Feb 24/22:</b> Subcommittee met Feb 9/22, issue was raised to shop. <b>Mar 24/22:</b> Waiting for a response from the shop. <b>Apr 28/22:</b> May 13/22 prototype to be installed. V. Ng to provide locomotive number when complete. <b>June 23/22:</b> No update, seats still being reported as too high. Referred to equipment subcommittee. <b>July 28/22:</b> Waiting on R. Doan meeting with MX, mid Aug. <b>Oct 27/22:</b> R. Doan is addressing the issue with senior leadership. <b>Jan 31/23:</b> Item is In Progress, See Dec 2022 minutes for full log of updates. On the minutes since June 2021. Currently escalated to SLSC. <b>Apr 27/23:</b> No update, no response possible by SLSC as it does not exist anymore, B. Reid to escalate to R. Doan. <b>Aug 24/23:</b> Still waiting on a reply from MX regarding the next steps. <b>Sep 28/23:</b> Can we assign someone to follow up on this. The adjustment would require moving 4 screws. Company to follow-up with shop to rectify. <b>Oct 26/23:</b> No update -</p>		OPEN

	<p>Wes will try to set something set up this week. Daryl says this has been put on hold, waiting on measurements from Alstom of what the adjustment that is needed. Wes &amp; Allie will work on getting the measurements next week. <b>Nov 30/23:</b> 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. <b>Dec 21/23:</b> Nothing has been formally written back to MX. <b>Jan 25/24:</b> Ade to contact the shop, request that a PI be created to start the process. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> 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. <b>Apr 25/24:</b> No Formal Rec has been sent, still pending. <b>May 23/2024 –</b> Formal Recommendation will be made so it can be escalated to upper management. We will include a request for a timeline for implementation. <b>June 25/2024 -</b> No representative from Metrolinx attended, no update. <b>July 23, 2024 –</b> Formal Recommendation is written, Vik will sign when in the office tomorrow and submit to management. <b>August 13, 2024 –</b> 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. <b>Nov 26th, 2024 –</b> Jason Ramdeo no update. <b>Dec 17, 2024 –</b> 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.</p>		
	<p><b>Feb 25, 2025:</b> Ergonomic assessment out of Industrial Hygienist's scope, will set up a RA. Best path would to get professional opinion (Ergonomist).</p>	A. Pesic & A. Adedapo	
<p><b>20220728-04 Door Control Panel 2501</b></p>	<p><b>July 28/22:</b> Committee would like the results of the testing performed on this coach and the rest with the same software. <b>Aug 25/22:</b> When the report is finalized, it will be made available for the JHSC. <b>Sep 22/22:</b> No finalized report. Only 6 left to test. No other issues found. <b>Oct 27/22:</b> 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. <b>Nov 24/22:</b> No update. Inspections are done on new ones to ensure this will not occur again. Report is still not ready. <b>Dec 22/22:</b> Aleks is still waiting on 5 or 6 door panels, does not have a final report yet. <b>Jan 31/23:</b> No update, 6 outstanding. <b>Feb 23/23:</b> Still waiting for report to be complete. <b>Mar 23/23:</b> 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 regard to issue. <b>Apr 27/23:</b> No update as of the meeting <b>May 25/23:</b> 2-3 coaches remaining to be tested. No timeline. <b>June 22/23:</b> 1 coach is remaining to be tested. <b>July 27/23:</b> No one from the CSA department at the meeting, no update. <b>Aug 24/23:</b> CSA dept will follow up with coach 2501 status. <b>Sep 28/23:</b> 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. <b>Oct 26/23:</b> Stuart will follow up. Allie to send Stuart explanation. <b>Nov 30/23:</b> Awaiting update from parties involved not present at the meeting. <b>Dec 21/23:</b> Alstom to</p>		<p><b>OPEN</b></p>

	<p>inquire about update. <b>Jan 25/24:</b> No update. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> 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 5<sup>th</sup>. <b>Apr 25/24:</b> 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. <b>May 23/2024</b> - Ade will ask Aleks to escalate this. The details of the request was misunderstood. <b>June 25/2024</b> – No update. <b>July 23, 2024</b> - No update. Mike Gentles will follow up with Paul Flemming. Formal Recommendation next month if no update. <b>August 13, 2024</b> - No update on this specific issue. S. Andrews to correspond with S. Ralston for background on issue. <b>Nov 26, 2024</b> – no update and S.Andrew will follow up with S.Ralston. <b>Dec 17, 2024</b> – Sam will follow up to get the report.</p>		
	<b>Feb 25, 2025: S. Ralston to follow up with Shop to confirm.</b>	S. Andrews	
<b>20221124-04 Fatigue Management Job Aid</b>	<p><b>Nov 24/22:</b> Tracey had asked for some help in developing a job aid for the tablets for fatigue management while working. Bryan and Allie will coordinate with Tracey. <b>Dec 22/22:</b> Alstom policy is not ready yet. Once we have it we can get started on the Job Aid. <b>Jan 31/23:</b> No update. T. Alexander will escalate to Tracey &amp; Chris Kane. <b>Feb 23/23:</b> Since we do not have an Alstom policy, there is no reason why we could not create a policy based the CN fatigue mgt bulletin. "Mar 23/23: Fit for duty has already been amended as 22-310 to MOI. That will be the only document for the MOI.</p> <ul style="list-style-type: none"> <li>- Issued back in November 16th 2022, eff. November 25th.</li> <li>- Work on the job aid to continue"</li> </ul> <p><b>Apr 27/23:</b> A. Bastet to create/design/work on draft job aid. <b>May 25/23:</b> A. Bastet will organize time to work on it. <b>July 27/23:</b> A. Bastet will arrange time with management. <b>Aug 24/23:</b> A. Bastet will arrange time with management. <b>Sep 28/23:</b> No update; All CSA's go through that in training. Looking for document that references all rest rules we are subject to, and advice on feeling fatigued. Brief stuff on MX GOI, but no document that educates on rest rules that we fall under. Company has fatigue management from transport Canada but doesn't include everything that JHSC feels should be on there. <b>Oct 26/23:</b> Stuart to send Allie the document CSAs are trained on. <b>Nov 30/23:</b> Awaiting update from parties involved not present at the meeting. <b>Dec 21/23:</b> Worker-side does have information from Alstom, update to follow. <b>Jan 25/24:</b> No update, to be completed. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Pending on Allie. <b>Apr 25/24:</b> No update. <b>May 23/2024</b> – Allie got a copy of the Alstom Fatigue Management Plan. Will use this document to create a job aid for crews to reference for the new requirements under the DRPR for fatigue. <b>June 25/2024</b> – No update. <b>July 23, 2024</b> – No update on this. Allie &amp; John will work on getting some time together to draft something. <b>August 13, 2024</b> -No update, A. Bastet to work with J. Angevine. <b>Nov 26,2024</b> – new rest rules came into effect 25<sup>th</sup> November Allie will work with john to share it out to Committee members for feedback and then share with membership. <b>Dec 17, 2024</b> – In the works</p>		<b>OPEN</b>
	<b>Feb 25, 2025: Close to being finished, may be able to be pushed by next month's meeting.</b>	A. Bastet J. Angevine	



<p><b>20230131-02</b> <b>Reinforce Cab Car Door</b></p>	<p><b>Jan 31/22:</b> 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. <b>Feb 23/23:</b> Workplace violence subcommittee will address the cab car door reinforcement. A. Bastet to organize a meeting. <b>Mar 23/23:</b> Weren't able to have meeting - Meeting set up April 6th, 2023. <b>Apr 27/23:</b> B. Reid reached out to Victor, project was approved, in design phase. Meet next week or combine with Workplace Committee meeting. Meeting with manufacturer next week. Currently scheduled May 5<sup>th</sup> <b>May 25/23:</b> 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 &amp; 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. <b>June 22/23:</b> 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. <b>Aug 24/23:</b> Still waiting on a reply from MX regarding the next steps. <b>Sep 28/23:</b> Still waiting on a reply from MX regarding the next steps. <b>Oct 26/23:</b> Wes will include this in his update with MX. <b>Nov 30/23:</b> 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. <b>Dec 21/223:</b> 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. <b>Jan 25/24:</b> An order has been made to get a lock for a cab mock-up. Materials expected by March 2024. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> 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. <b>Apr 25/24:</b> No update. <b>May 23/2024</b> – Prototype was supposed to be installed in March. The prototype was deemed to be insufficient. Daryl will request next steps. <b>June 25/2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – D. Monk is not on the call, Vik will get in touch with Daryl for an update. <b>August 13, 2024</b> - To transfer ownership to V. Sharma and</p>	<p><b>IN PROGRESS</b></p>
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	S. Ramdin for future update. <b>Sept 24, 2024</b> – Provided expectation 2025 preliminary stages of design COAC, will provide a picture and to do a prototype. Jason Ramdeo. <b>Dec 17, 2024</b> – A risk assessment is needed. A PI has been started. May need Metrolinx 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.		
	<b>Feb 25, 2025: Add to the list of RA required</b>	A. Adedapo	
<b>20230427-06 Park Street Crossing</b>	<b>Apr 27/23:</b> Vehicular traffic not abiding by CNDR instructions to stop - Request for DTMF - CNDR should take down license plate or report to the NOCC/authorities so they can use outward facing cameras. <b>June 22/23:</b> Formal Recommendation is in the works for this. Allie will send it out to the committee for review and then we will send it to the company for response. <b>July 27/23:</b> Another RA will be done, and the formal recommendation will be submitted. Will also report to the loc. Scheduled for Aug 25/23. <b>Sep 28/23:</b> To go back to risk assessment to close item; wouldn't recommend flashlights (for liability concerns). <b>Oct 26/23:</b> Risk Assessment was done yesterday. Natalie will be finalizing a procedure and pushing it to the workforce. The best practice will be to shove out of Kitchener layover cab car leading. <b>Nov 30/23:</b> W. Alexander to connect with L. Sbrega to inquire about the draft document for crews, as it is not believed to be sent to crew base yet. <b>Dec 21/23:</b> Alstom to follow-up to get Sbrega up to speed on this issue. If this is implemented as official procedure, we will have to align the tech's procedure to set up cab-car leading. <b>Jan 25/24:</b> Notice be created to describe the new procedure. Going to put the notice on hold, needs to go through MX design. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Wes will speak to Alecks about this to clarify what happened. April 5. <b>Apr 25/24:</b> A. Bastet sent updated formal recommendation sent to Aleks, awaiting response. <b>May 23/2024</b> – Ade has sent the updated formal recommendation to operations and has not heard back. Ade will have an update in the next 2 weeks. <b>June 25/2024</b> – Risk Assessment to be written up. <b>July 23, 2024</b> – Risk Assessment waiting on Ade. <b>August 13, 2024</b> – Risk assessment to be set up in September 3 <sup>rd</sup> . Will to include manager of operating practices and senior manager. MX and Alstom to attend in person for RA at Park Street. <b>Nov 2024</b> – risk assessment to be organized. Alstom to organize a date and in person would be preferred. <b>Dec 17, 2024</b> – No update at this time. A risk assessment needs to be scheduled. MX ops safety will be involved in this risk assessment.	METROLINX	<b>OPEN</b>
	<b>Feb 25, 2025: In person RA including Rail Ops from MX organized by N. Svedra in March</b>	A. Adedapo	
<b>20230727-01 Request for Metrolinx Transit Safety Policy</b>	<b>July 27/23:</b> W. Alexander will request. Not sure that they would provide it. <b>Aug 24/23:</b> MX confirmed that the policy can be shared, just waiting on that to happen. <b>Sep 28/23:</b> Last meeting with Liza would be a yes but have not heard official word yet. <b>Oct 26/23:</b> Wes has been in contact with Transit safety, Daryl is also going to try to move this forward. <b>Nov 30/23:</b> Been information sent to A. Pesic; they have the new officers just trained Station Safety Ambassadors Officers are now on-board last trains of the night, with SSAs platform side when the trains arrive. Wes will inquire to which trains	A. Adedapo	<b>OPEN</b>



	<p>have officers on board. TSOs on the trains, SSAs on the platforms. Planned TSO presence on trains, once confirmed will be posted to crew base. <b>Dec 21/23:</b> A Pesic has not received anything from MX to the current transit safety policy; D Monk to follow up with MX <b>Jan 25/24:</b> Darryl Monk did not think that a standard operating procedure is in place for CPS. He will enquire about it though. Feb 29/24: Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Daryl CPS handbook will be supplied. CPS officers have been told to take a hands-off approach unless they see a physical threat. If they do not perceive a threat, then it is hands off. The train crew's request to have a person removed will not be done unless the CPS officer themselves sees the individual being physically threatening. <b>Apr 25/24:</b> Informed they will not be providing us with that. Questions can be directed to CPS, perhaps during Workplace violence meeting a questions parking lot can be created and invite CPS to those formal meetings to answer questions. <b>May 23/2024</b> - The Ministry of Labour is engaged on workplace violence. This request will be moved to the Workplace Violence committee along with Gavin. <b>June 25/2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – No update, Vik will work on getting an update from Daryl. <b>August 13, 2024</b> – At the workplace violence sub-committee, L. Fredericks to get more information regarding this. Updates to this matter will be through the Workplace Violence Sub-Committee. <b>Nov 2024</b> – no update, Jaya will follow up. <b>Dec 17, 2024</b> – Jaya has not received an update from CPS yet. She will follow up.</p>		
	<p><b>Feb 25, 2025:</b> MX able to get CPO handbook, other additional policies obtained from CPS that jumps to the other topic. To be closed with receipt of policies.</p>	Jaya	
<p><b>20230928-01</b> <b>Make Up of Jobs</b></p>	<p><b>Sep 28/23:</b> Not having enough time between shifts, among other issues. Some structure on how jobs are made up in terms of how much they can swing day to day (during the week). Are some newer rest rules in freight but not in place until late 2024; 12 hours between off-duty and on; also talks about rolling 60 hours opposed to 64. Potential formal recommendation for parameters of jobs. What has happened to the jobs committee? Leading up to this general ad there is proposed software; once they begin using this software, they will open up the jobs committee. This summer was an anomaly in terms of the job changes. There are also proposals with senior management to MX to adhere to the time limits in regard to job changes. With the bulletin pushed Sept 28/23 about next gen ad, jobs committee will be starting back up. <b>Oct 26/23:</b> Formal recommendation to be made and approved. <b>Nov 30/23:</b> Formal recommendation to be finalized and sent. <b>Dec 21/23:</b> No updates. <b>Jan 25/24:</b> No update. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> FADD is a fatigue software that can be used to flag any jobs that would have built in fatigue risk. The way the jobs are made up can be uploaded to this software directly and it would identify problem jobs. Formal Recommendation will be drafted and sent out to the group. <b>Apr 25/24:</b> awaiting formal recommendation. <b>May 23/2024</b> – No update. Since IBU software has been used the jobs, committee has not met. <b>June 25/2024</b> – Formal Recommendation is being prepared. <b>July 23, 2024</b> - Formal Recommendation is complete will be sent to Vik later today. <b>August 13, 2024</b> – Formal</p>		PAUSED

	Recommendation is to be sent today (August 13 <sup>th</sup> , 2024). <b>Nov 26, 2024</b> – no update will update with ONXpress, given new rest rules on 25 <sup>th</sup> Nov to get feedback from crew on the off and on duty times.		
	<b>Dec 17, 2024</b> – Pause Item – Waiting for more feedback from workers – New rest rules have only just taken affect.	PAUSED	
<b>20230928-02 Process for Loud Engines</b>	<p><b>Sep 28/23:</b> 622, 606, 608: In terms of process, mirroring same process with MX for the Shop to follow up on issues. <b>Oct 26/23:</b> 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. <b>Nov 30/23:</b> 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. <b>Dec 21/23:</b> No reply as of the meeting, can reach out to MX for potential new staff. C Kane to reach out. <b>Jan 25/24:</b> No update. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Meeting with the hygiene team was held on March 20<sup>th</sup>. 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. <b>Apr 25/24:</b> Meeting on May 1<sup>st</sup> regarding this. Hazard notice has been put in for 606, 602 is also really bad. <b>May 23/2024 – May 15, 2024</b> - 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. <b>June 25/2024</b> – 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. <b>July 23, 2024</b> - Vik will follow up with Jaya on the results of the engines that have been tested and when the rest will be done. <b>August 13, 2024</b> - J. Khemchandra followed up with hygienics team, Romain was the contact point. There is follow-up for inspection at the yards. <b>Nov 26, 2024</b> – 608,613,606,622 not completed – follow up Jaya</p> <p>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). <b>Dec 17, 2024</b> – 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.</p>		<b>OPEN</b>

	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.		
	<b>Feb 25, 2025:</b> Hearing conservation training was recommended, no update for this. To move this issue offline and discuss through the workplace safety group. P. Sommerville has done research on sound dampening that can be shared.	J. Khemchandra & A. Bastet & A. Adedapo	
<b>20230928-05 Tier 4 Stretcher Placement</b>	<b>Sep 28/23:</b> Placement of stretcher opens the risk for "contamination" due to proximity of toilets. Still goes back to maintenance department; Ade to compile summary of items that is in shop jurisdiction and send after the JSHC Meeting. <b>Oct 26/23:</b> Natalie spoke to the shop about this item. Allie will reach out and see if she has an update. <b>Nov 30/23:</b> Asked if the shop can cover it with some type of barrier, but unknown is N. Svareda received a response from the shop; awaiting A. Bastet Update <b>Dec 21/23:</b> This issue may have to start from scratch; idea was good but need to execute it. A Adedapo to follow up with Alstom to see who can authorize. <b>Jan 25/24:</b> No update, crews to check bathrooms. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Paul Gudnason will check over the next month and report back. <b>Apr 25/24:</b> Only witnessed 3. In all the stretcher is in the toilet; not covered, on opposing end of toilet. 680, 670, 678 have been inspected and they were not covered. Definitely would be considered unsanitary. April 1 <sup>st</sup> PI was submitted, but no action as of yet. Details are to find solution. <b>May 23/2024</b> – No update. <b>June 25/2024</b> – Mike will get in touch with the shop and follow up. <b>July 23, 2024</b> – No one from the shop is responding to Mike. He will keep trying. Paul Flemming. <b>August 13, 2024</b> – M. Gentles reports P. Flemming said offer declined by MX, placing a bag over it does not solve the problem either. No input other than that. Moving the stretcher was a mod, and it was declined. A. Adedapo reports that it is being sent to another MX representative for review. <b>Nov 26, 2024</b> – no update Floyd D'Souza due to review it as of A 13 <sup>th</sup> 2024. <b>Dec 17, 2024</b> – There is currently no PI on this. A risk assessment will need to be done.	A. Adedapo	<b>OPEN</b>
	<b>Feb 25, 2025:</b> To add to the list of RA to be completed.	A. Adedapo	
<b>20230928-08 Walkway to the Crew Centre</b>	<b>Sep 28/23:</b> 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. <b>Oct 26/23:</b> Next step can be a risk assessment. Allie will work on getting some pictures. <b>Nov 30/23:</b> No evidence supplied, discussed issue but nothing formalized, still ongoing. <b>Dec 21/23:</b> 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. <b>Jan 25/24:</b> 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. <b>Feb 29/24:</b> Due to company	A. Bastet	<b>OPEN</b>

	<p>stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Looking for bulletin. <b>Apr 25/24:</b> 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. <b>May 23/2024</b> - No update, Pete is not at the meeting today. <b>June 25/2024:</b> Pete Somerville prepared numbers on the amount of employees that cross Judson in the front of the cc every day. <b>July 23, 2024</b> - 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. <b>August 13, 2024</b> – A risk assessment will be set up in the first two weeks of September, can group RA's of prior outstanding issues together. <b>Nov 26, 2024</b> – still Awaiting risk assessment rail ops, JHSC, Alstom date to be determined – doesn't fall under the requirement for city of Toronto, Path fenced and bulletin issued. <b>Dec 17, 2024</b> – Awaiting Risk Assessment</p>		
	<b>Feb 25, 2025:</b> To be added to list of RA to be completed; supposed to involve Rail Ops. To be added in March	A. Adedapo	
<b>20230928-11 Switch Heater Guelph Sub. 60.30</b>	<p><b>Sep 28/23:</b> 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. <b>Oct 26/23:</b> Natalie has spoken to MX. They are very good about switch maintenance. When an update is available it will be provided. <b>Nov 30/23:</b> 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. <b>Dec 21/23:</b> No update or correspondence to this issue. <b>Jan 25/24:</b> Ade to ask Ops team for best way to proceed. Main line swt is challenging to perform a risk assessment. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Ade spoke to JR at Metrolinx. Daryl no concrete answer yet. <b>Apr 25/24:</b> No update. <b>May 23/2024</b> – No update on this one. Daryl will work on an update. <b>June 25/2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – Vik will follow up with D. Monk. <b>August 13, 2024</b> - To transfer ownership to V. Sharma and S. Ramdin for future update. <b>Nov 26, 2024</b> – Rail ops reach out to s&amp;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. <b>Dec 17, 2024</b> – No update at this time. Jason to follow up</p>		<b>OPEN</b>
	<b>Feb 25, 2025:</b> No update	Jason	
<b>20221124-04 Safety Dealing with Problem Passengers on Out of Service Trains REISSUE:</b>	<p><b>Nov 24/22:</b> CSAs &amp; 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. <b>Dec 22/22:</b> 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</p>		<b>OPEN</b>

<p><b>End of Line / Out of Service Safety</b></p>	<p>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. <b>Jan 31/23:</b> T. Alexander reports a request has been made for increase presence of CPS at West Harbour &amp; Oshawa has been made for late nights, times that the last 3 trips arrive. J. Quieros reports that last Wednesday and Thursday CPS was at W.H. waiting for them. Will update next month. <b>Feb 23/23:</b> 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. <b>Mar 23/23:</b> CPS will be ensuring end-of-line coverage when duties permit for end-of-line support</p> <p>- 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"</p> <p><b>Apr 27/23:</b> Included in Unruly Passenger Policy; CPS has been seen in terminals, can refer to policy <b>Apr 27/23: Item Closed.</b></p> <p><b>May 25/23:</b> 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.</p> <p><b>June 22/23:</b> 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. <b>July 27/23:</b> No update will be discussed at the next workplace violence meeting. <b>Aug 24/23:</b> Jobs have been adjusted to reduce leaving Union without a sweep. <b>Closed.</b></p> <p><b>Dec 21/23:</b> 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. <b>Jan 25/24:</b> 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. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> 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. <b>Apr 25/24:</b> Aleks will share recommendation with MX, and the response will be shared with the crew base. Update Apr 26<sup>th</sup> in regard to outcome or not. <b>May 23/2024 -</b> Ade will let Aleks know that we</p>		
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	<p>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. <b>June 15/2024</b> – Aleks is still in talks with Metrolinx regarding the formal recommendation that was submitted. <b>July 23, 2024</b> - Response to formal recommendation is overdue, was submitted on April 5<sup>th</sup>, 2024. Ade and Vik will be following up with A. Pesic. <b>August 13, 2024</b> - Formal Recommendation Response received July 26<sup>th</sup> 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. <b>Nov 26, 2024</b> – 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. <b>Dec 17, 2024</b> – Feedback was given MX safety group on the train sweep RA, no update since then.</p>		
	<b>Feb 25, 2025:</b> MX Enterprise safety, been asking for feedback. Finalization of the comments coming soon. Update to be sent to Alstom ASAP.	A. Adedapo & A. Pesic	
<b>20231221-01 Cleaning Records for Locomotives</b>	<p><b>Dec 21/23:</b> Worker issue with allergies and would like to request cleaning report of locomotives. Get records and inquire about a potential checklist/process. <b>Jan 25/24:</b> 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. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> 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. <b>Apr 25/24:</b> 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. <b>May 23/2024</b> - Formal Recommendation pending. List of what needs to be cleaned and how often. Have ready to go before the next meeting. <b>June 25/2024</b> – Formal Recommendation has been prepared and will be submitted today. <b>July 23, 2024</b> - Formal Recommendation has been submitted, awaiting response. <b>August 13, 2024</b> – No response for the formal recommendation as of August 13<sup>th</sup>, 2024. <b>Nov 26, 2024</b> – No response. Ade to message Alek for update. <b>Dec 17, 2024</b> – No update, Mike to ask Aleks for an update.</p>		<b>OPEN</b>
	<b>Feb 25, 2025:</b> No update, to follow up with Mike	M. Gentles	
<b>20240125-01 E-Bike Fires</b>	<p>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. <b>Feb 29/24:</b></p>		<b>OPEN</b>



	<p>Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> New Metrolinx Bike policy was issued on March 19. Will be reviewed and outstanding concerns will be discussed next meeting. <b>Apr 25/24:</b> Enforcement of policy, night trains have been supervised a lot in regards to this. <b>May 23/2024</b> - 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. <b>June 25/2024</b> – Ade was not on the call, no update on the type of fire extinguishers that are supplied in the coaches. <b>July 23, 2024</b> - Formal Recommendation has been submitted, awaiting response. <b>August 13, 2024</b> – 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. JSHC workers to finalize/approve and will inform A. Adedapo. <b>Nov 26, 2024</b> – 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. <b>Dec 17, 2024</b> – Jaya reports it is in the hands of CPS and CTO office. Increase in e-bike riders due to the TTC ban.</p>		
	<b>Feb 25, 2025:</b> There is an update, to be shared when received	Jaya	
<b>20240125-02 Evacuation of Employees at Union Station</b>	<p><b>Jan 25/24:</b> Need direction for crews at platform level when an emergent situation occurs at Union. The NOCC would directly communicate with trains. D. Monk to inquire with NOCC to determined current procedure. There has been an increase of emergent situations at Union (IE: bomb threats, active shooter). <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. <b>Mar 28/24:</b> Daryl some discussions have just started on this topic. Metrolinx will be coming up with a policy. If Alstom representatives are wanted at the meeting Daryl will let us know. More info to come next week, April 5<sup>th</sup>. <b>Apr 25/24:</b> Ade will email MX for follow up in regards to this policy/representative invite. <b>May 23/2024</b> - Paul Robinson and Aleks Pesic will be taking this item to upper management. Ade will request a timeline for when we can expect an update. <b>June 25/2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – Vik will follow up with Pesic and or Robinson. <b>August 13, 2024</b> - No update, V. Sharma to follow up with A. Pesic. <b>Nov 26, 2024</b> – will be advised by RTC, nocc that are on train and requirements in goi. Follow up with Lezzah. <b>Dec 17, 2024</b> – Jaya to follow up</p>		<b>OPEN</b>
	<b>Feb 25, 2025:</b> Reached out to Director, communicated with Stations, response received; trying to clarify if is is currently in the GOI, or there was something that we don't know about it; particularly in the train depot.	Jaya	

<b>20240229-01</b> <b>Safety Working Group</b>	<p><b>Feb 29/24:</b> Safety Concern Escalation Process – formal language to escalate health and safety recommendation. <b>March 28/24:</b> 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. <b>Apr 25/24:</b> Discussion in regard to concern. Follow up with itemized list of concerns/recommendations re: safety working group. <b>May 23/2024</b> - 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. <b>June 25/2024</b> – Chris Kane states a response indicating that Alstom will escalate the formal recommendation to the safety working group is sufficient to meet OHSA regulation. <b>July 23, 2024</b> – Next step is consulting with the Ministry of Labour. <b>August 13, 2024</b> - To be discussed next meeting with the MOLTSD. <b>Nov 26, 2024</b> – meeting held last week Friday Nov 22<sup>nd</sup> need to start discussing how we escalate the JHSC issues. Updating terms of reference more meetings needed. <b>Dec 17, 2024</b> – 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.</p>		<b>OPEN</b>
	<p><b>Feb 25, 2025:</b> 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.</p>	Committee	
<b>20240229-02</b> <b>DOB Clip</b>	<p><b>Feb 29/24:</b> List supplied of broken DOB clips, claim was that they were being repaired, contrary to reports of clip supplies not being in stock. Locomotive engineer side: 636, 665, 639, 626; Loco conductor side 666; cab car engineer side 362, 346, 322; cab car conductor side 362. <b>March 28/24:</b> Maintenance employee identified that there are 5 DOB clip replacements in stock, but no work orders have been made to repair any of the operating cabs that have been identified. Ade will take this up in the back end. <b>Apr 25/24:</b> A. Bastet was looking into magnetic clips to supply crews. Magnetic ones work well on Loco, but Cab cars remain a problem. To discuss next meeting. <b>May 23/2024</b> - Ade will speak with Dana about the option of ordering magnetic clips to be used in the locomotives with defect DOB clips. These clips do not work well in the cab cars because there are no metal surfaces to stick them to. That issue still needs a solution. Allie will investigate magnets with double sided tape to possibly be used in the cab cars. <b>June 25/2024</b> – Mike will speak to the shop, verify that they are aware of the problem and will repair the broken clips. Chris Gibney will prepare a formal recommendation. <b>July 23, 2024</b> - Formal Recommendation has been drafted and will be sent in soon. Magnetic clips are still available in the STO office at the crew center. <b>August 13, 2024</b> - P. Robinson reports that if they are reported they will be repaired if stock and time allow. A. Bastet states that shop members have mentioned no stock has been ordered. Advised to keep reporting. <b>Nov 26, 2024</b> – Alstom staff to inspect and replace. Edr are required to use as reporting this issue? Check with rfm. <b>Dec 17, 2024</b> – Follow needs to be made with someone from Kevin Hill's department.</p>		<b>OPEN</b>



	<b>Feb 25, 2025:</b> To log issues, must complete EDR sheet or call in to SDS, Service Delivery Specialist. We have in-house people; to inquire who can complete the task. SDS is a Alstom person working out of the NOCC.	A. Pesic	
<b>20240328-01 Employee Progression &amp; Qualification Requirements</b>	<b>Mar 28/24:</b> Why are reported injuries listed as a consideration that could prevent you from moving up from a CSA position to Conductor training. This could be considered reprisal for reporting workplace injury. The policy may scare someone from reporting their injury for fear of reprisal. Employee Handbook Section 8 – Employee Progression and Qualification Requirements. Wes will speak to Aleks about it. Update by next meeting. <b>Apr 25/24:</b> If a procedure wasn't followed, it is not reporting an injury. Injury form is completed with incident statement, not looking for faults, and how can we improve our process. If someone was injured and it was "their fault" they would not be able to progress. Kane to discuss with Aleks to rewording policy to remove language that could dissuade employees from reporting injuries. <b>May 23/2024</b> – No update, Chris Kane is no longer on the call. JHSC will come up with the recommended changes to the language to be proposed to management. <b>June 25/2024</b> – Formal Recommendation has been prepared will be submitted. <b>July 23, 2024</b> – Formal Recommendation has been submitted, awaiting response. <b>August 13, 2024</b> – Formal Recommendation response received July 26 <sup>th</sup> , 2024, "Alstom declines the formal recommendation, the intent of the notice is to ensure employees progressing to a safety critical position from a safety sensitive position operate safely and do not neglect following procedures intended to keep them safe." <b>Nov 26, 2024</b> – no update soon will not be under Alstom. <b>Dec 17, 2024</b> – Now that Alstom is staying next steps will need to be worked on.		<b>OPEN</b>
	<b>Feb 25, 2025:</b> No update	Committee	
<b>20240328-02 Metrolinx putting problem passengers on trains.</b>	<b>Mar 28/24:</b> Security IRs have identified that Metrolinx Customer Care Coordinators have been putting unfit passengers on trains. Mar 18/24: Bramalea & Engineers account. Mar 28/24: Union Station. <b>Apr 25/24:</b> D. McDonnell supplying MX with updated tracker. The titan card will be rolled out. Look into setting up formal recommendation protecting CSAs from the responsibility of caretaking problem passenger. Two letters had been sent to MOL regarding this. There is a meeting next Wednesday with MOL. MX GOI 6.2.10 Onboard passenger safety, "under no circumstances they should ..." CSAs may be able to reject passengers based off of the MOI. CSAs may still have hesitation of refusing. <b>May 23/2024</b> – Committee is looking for confirmation that this is a policy for CCC in addition to CPS. A confirmation that this practice is unacceptable. The CSAs need the ability to refuse if a Metrolinx employee is trying to put an unfit person in their coach without a chaperone. This will be escalated to the Workplace Violence group and Metrolinx representatives in that group. <b>June 25/2024</b> – Management continues to identify the incidents to Metrolinx. Metrolinx has taken no action to rectify this issue. <b>July 23, 2024</b> - Formal Recommendation to be made that Metrolinx supply any policy on this topic or create one. <b>August 13, 2024</b> – Formal Recommendation yet to be made, will be drafted. <b>Nov 26, 2024</b> – request for the policy for JHSC and rail ops to get together	WPVC	<b>OPEN</b>

	about this issue. Nothing since sending information to. <b>Dec 17, 2024</b> – No update at this time. Allie emailed Leezah waiting on confirmation that a MX policy exist to support the MOI stating that Metrolinx employees will not put problem passengers on trains unless they have an escort.		
	<b>Feb 25, 2025:</b> CPS management state that CSAs do have the ability to refuse a problem passenger from station safety ambassadors if they are not accompanied. CCC were eliminated in 2024. There are a number of Metrolinx policies that could include this situation. This is in progress for MX. There is currently no weapons on board policy. Other policies reference weapons on board but no specific policy at this time. Allie to send an email to Jaya with a list of information that we are looking for in a weapons policy.		
<b>20240328-05 Maintenance Logs for Locos and Cab cars</b>	<b>Mar 28/24:</b> 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. <b>Apr 25/24:</b> 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 <b>20230928-02 Process for Loud Engines. May 23/2024</b> – Request will be made for the records for 608 & 602. <b>June 25/2024</b> – Ade was not on the call, the records have not been supplied. <b>July 23, 2024</b> – Mike will ask Paul Flemming about this when he finds him. <b>August 13, 2024</b> – No update, M. Gentles to follow up along with CSA Door panel. <b>Nov 26, 2024</b> – no update. <b>Dec 17, 2024</b> – Still no response from P. Flemming. Mike will follow up with Aleks Pesic.		<b>OPEN</b>
	<b>Feb 25, 2025:</b> NO update – mike not in attendance.	A. Pesic & M. Gentles	
<b>20240425-01 Legal Requirement for Management representation to be certified</b>	Bastet spoke with P. Robinson, company stated that certified member will be there. C. Kane spoke to the act that it is not a requirement; but all efforts should be made to make permanent co-chair certified. S. (17) of the act states: "If a certified member resigns or is unable to act, the constructor or employer shall, within a reasonable time, take all steps necessary to ensure that the requirement set out in subsection (12) is met. R.S.O. 1990, c. O.1, s.9 (17)" <b>May 23/2024</b> – Vikrim will be the new company Co-chair. Part 1 training will be in June. Maintenance has people doing part 2 of the training in July (18,19) Allie will let Ade know. <b>June 25/2024</b> - Vikram has completed the first portion of the certification training. <b>July 23, 2024</b> – Part 2 is scheduled in September 2024. <b>August 13, 2024</b> – Not yet September, part 2 has not been completed. <b>Nov 26, 2024</b> – still not completed part 2 unable to make payment. <b>Dec 17, 2024</b> – Vik is no longer working at this location. Currently no discussion on who the replacement will be. Sam Andrews is taking a certification course will be done in the end of Feb beginning of March.		<b>OPEN</b>
	<b>Feb 25, 2025:</b> Sam and Luke are both in the process of getting certification. Will close once it is finalized	A. Pesic	
<b>20240523-01 Policy &amp; fatality crews</b>	<b>May 23/2024</b> – 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.	JHSC	<b>OPEN</b>

	<p>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 &amp; 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. <b>June 25/2024</b> - No representative from Metrolinx attended, no update. <b>July 23, 2024</b> – 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. <b>August 13, 2024</b> - To transfer ownership to V. Sharma and S. Ramdin for future update. <b>Nov 26, 2024</b> – 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. <b>Dec 17, 2024</b> – 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.</p>		
	<b>Feb 25, 2025: Ongoing no update at this time.</b>		
<b>20240523-02 Water on Trains &amp; Left outside at the crew center</b>	<p><b>May 23/20204</b> – 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. <b>June 25/2024</b> – 2 formal recommendations on the water supply have been submitted. <b>July 23, 2024</b> - Recommendations were submitted on June 7<sup>th</sup>, 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. <b>August 13, 2024</b> - 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. <b>Nov 26, 2024</b> – improvement on the trains. Skids still left outside CC. <b>Dec 17, 2024</b> – 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.</p>		<b>OPEN</b>

	<b>Feb 25, 2025:</b> 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.	S. Graham																																																													
<b>20240625-01 Exhaust Leaks Education</b>	<b>June 25/2024:</b> Recommend some education be provided on the hazards of diesel exhaust exposure, what to be on the lookout for and how to handle if you expect you are being exposed. <b>July 23, 2024 –</b> A. Bastet & A. Adedapo will work on something and get a notice put out. <b>August 13, 2024 -</b> A. Adedapo shared info, A. Bastet to review for progression. <b>Nov 26, 2024 –</b> Allie working with Ade on this Allie to review. <b>Dec 17, 2024 –</b> In the works		<b>OPEN</b>																																																												
	<b>Feb 25, 2025:</b> Waiting on approval to be issued and put onto the tablets.	A. Adedapo A. Bastet																																																													
<b>20240625-02 Defective AC Units</b>	<p><b>June 25/2024 –</b> The CSA department has implemented a list that is being tracked daily of HOT COACHES. The list is updated daily on what coaches have been repaired. Luke will speak to Stuart about having the Locomotives and Cab Card added to this list. It is recommended that if this is possible a bulletin go out to the crew base indicating the addition reporting method. This bulletin should also include that CSAs will have daily updated information on what units have been repaired.</p> <table><tr><th>LOCO</th><th>Temp (F)</th><th>Date</th><th>Reported</th><th>Response</th><th>Details</th></tr><tr><td>557</td><td>105</td><td>20-Jun</td><td>20-Jun</td><td></td><td></td></tr><tr><td>561</td><td>?</td><td>20-Jun</td><td>20-Jun</td><td></td><td>Fridge also broken</td></tr><tr><td>562</td><td>98</td><td>19-Jun</td><td>19-Jun</td><td></td><td></td></tr><tr><td>622</td><td>80</td><td>21-Jun</td><td>21-Jun</td><td></td><td></td></tr><tr><td>644</td><td>91</td><td>18-Jun</td><td>19-Jun</td><td></td><td></td></tr><tr><td>674</td><td>104</td><td>18-Jun</td><td>18-Jun</td><td></td><td></td></tr><tr><td>681</td><td>93.4</td><td>18-Jun</td><td>19-Jun</td><td></td><td></td></tr></table> <table><tr><th>5A Coaches</th><th>Temp</th><th>Date</th><th>Reported</th><th>Response</th><th>Details</th></tr><tr><td>4529</td><td>?</td><td>20-Jun</td><td>20-Jun</td><td></td><td></td></tr></table> <p><b>July 23, 2024 –</b> There is a computer program that reports when the HVAC is not working properly. P. Somerville reports that emails updates are not going out to CSAs on this topic. Would it be possible to have a list put up on the white boards in the hallway of the crew center with the units that have been reports and then it can be updated when it is repaired.</p>	LOCO	Temp (F)	Date	Reported	Response	Details	557	105	20-Jun	20-Jun			561	?	20-Jun	20-Jun		Fridge also broken	562	98	19-Jun	19-Jun			622	80	21-Jun	21-Jun			644	91	18-Jun	19-Jun			674	104	18-Jun	18-Jun			681	93.4	18-Jun	19-Jun			5A Coaches	Temp	Date	Reported	Response	Details	4529	?	20-Jun	20-Jun			A. Adedapo A. Bastet	<b>OPEN</b>
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	Ade will follow up with S. Ralston on the email idea. We will follow up on that before going to the next idea. <b>August 13, 2024</b> - Technical issues with call, could not get update. <b>Sept 24, 2024</b> – no Update follow up with shop on these units. <b>Dec 17, 2024</b> – No update at this time		
	<b>Feb 25, 2025: ON pause</b>	A. Adedapo	
<b>20240625-03 Workplace Violence Reporting for the head end</b>	<b>June 25/2024</b> – The workplace violence committee identified a need for head end employees to have an avenue to report incidents of violence in writing. A formal recommendation was submitted recommending that a @alstomgroup.com email address be created that head end crews can use to submit their reports of workplace violence. These reports should be included in the data that is being assembled and shared with Metrolinx on a weekly basis. Ade has created the email address, but we do not have the formal response from management yet. <b>July 23, 2024</b> – A. Pesic responded to the formal recommendation stating that headend crews should use their CSA to make reports through the work phone IR system or verbally reporting to the on duty STO once they are off the trains. Ade will set up a meeting to discuss all the outstanding formal recommendations with A. Pesic & P. Robinson. <b>August 13, 2024</b> - Technical issues with call, could not get update. <b>Nov 26, 2024</b> – ONXpress supposed to have a reporting on the tablets. <b>Dec 17, 2024</b> – To be addressed at the workplace violence meeting next. Up train crews do not have access to a CSA phone to report.	A. Pesic & A. Adedapo	<b>OPEN</b>
	<b>Feb 25, 2025: To be taken to the workplace violence committee. Ade to organize a meeting to discuss what the ask is prior to the next meeting.</b>		
<b>20240625-04 Alstom &amp; Metrolinx representatives' attendance at JHSC meetings</b>	<b>June 25/2024:</b> The past few meetings there has not been representatives from upper management at Alstom or a representative from Metrolinx who is able to speak about the issues. The committee would recommend that is a representative cannot attend they share the updates with another individual that can attend. Today a lot of items have no update. <b>July 23, 2024</b> – Vik is going to speak to D. Monk about having Metrolinx attend the meetings regularly. <b>August 13, 2024</b> – S. Ramdin is in attendance for August 2024 meeting and is scheduled for the rest of the year. To be closed. <b>Nov 26, 2024</b> – no co-chair from management at meeting. <b>Dec 17, 2024</b> – At the TOR meeting Allie will discuss getting a list of Alstom representatives and the need for them to send replacements if they cannot attend.	A. Pesic	<b>CLOSED</b>
	<b>Feb 25, 2025: Sam Andrews &amp; Luke Nash are working on certification. It would be ideal to have someone from the head end and csa departments to attend the meetings. Shuffling has happened. We will see how next month goes.</b>		
<b>20240625-05 Certified Worker Member use</b>	<b>June 25/2024:</b> What is the process for contacting and using a certified worker member in the event of an unsafe work refusal or participation in an injury investigation. Most of the certified worker members are unavailable by phone when they are on shift. Only the CSA members would be able to be contacted by phone. <b>July 23, 2024</b> – Ade will add this to the discussion we have with A. Pesic & P. Robinson. Ade will pull up the applicable Alstom and Metrolinx policies for review. <b>August 13, 2024</b> – Meeting with A. Bastet, P. Robinson, and A. Adedapo on July 31 <sup>st</sup> , 2024. A. Bastet committed to sharing worker certified members with schedules. The best policy, in the event of requirement for worker certified member, they can get someone on the property; next would be available for phone	A. Bastet & P. Robinson & A. Adedapo	<b>OPEN</b>

	call. Considerations must be made in regard to rest. Continuing to work on alternate ideas. Possible use for Standby employees to be used if they are certified workers. Consider getting TCRC documentation to support, however ESA already has language allowing worker members to attend to these matters. <b>Nov 26, 2024</b> – meeting with Paul Robinson no answers. <b>Dec 17, 2024</b> – Allie will follow up with Paul Robinson. A process needs to be included in the TOR.		
	<b>Feb 25, 2025:</b> Allie has not met with Paul to discuss. This meeting will be arranged before next month.		
<b>20240723-01 New 10-33 policy</b>	<b>July 23, 2024</b> – A change was made to the 10-33 response policy without a risk assessment being done. The changes to the policy put responding crew members at more risk. There is no way for train crews to communicate with CPS as indicated by the policy. What if it is an employee who has hit the alarm? CSAs may use the 10-33 in their coach if they are unable to communicate by the radio. Vik will speak with A. Pesic right away. Hopefully get a response as soon as possible. We will schedule a risk assessment to review this change. A formal recommendation has been submitted. <b>August 13, 2024</b> – August 12 <sup>th</sup> , 2024, a new bulletin was issued in regards to 10-33 policy. S. Ramdin to look into Working Safety Group if these changes are final. The revision mentioned from the Working Safety Group would address this issue, but it does not appear that way in this bulletin. <b>Nov 26, 2024</b> – meeting at Metrolinx last week and a review with JHSC in the future. <b>Dec 17, 2024</b> – No update for now, meeting to be scheduled to discuss MX response to RA feedback.	Committee	<b>OPEN</b>
	<b>Feb 25, 2025:</b> No update		
<b>20240813-01 Inspection Reports – How are we reporting?</b>	<b>August 13, 2024</b> - faultcontrol@metrolinx.com was provided as an email to send yard reports to after reporting to the NOCC. NOCC has their own email, same with Train Operations and others. V. Sharma to follow up with what email they would use for the purpose. After Calling NOCC, G. Rupert was told to use this email to report. Issues emailed to this email seem to be solved quickly. Switch and derail issues seem to be fixed through this. If results are good, keep using this email. <b>Nov 26, 2024</b> – will get a answer on if we are to use email for reports. <b>Dec 17, 2024</b> – Sam will follow up and have an update for next meeting	S. Andrews A. Adedapo	<b>OPEN</b>
	<b>Feb 25, 2025:</b> Reports to be sent to Ade and the company co-chair. Ade will escalate to the appropriate party.		
<b>20240813-02 Lavatory sanitation issues incl. sewage smells</b>	<b>August 13, 2024</b> - 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. <b>Nov 26, 2024</b> – No updates currently. <b>Dec 17, 2024</b> – 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?	A. Pesic & M. Gentles	<b>OPEN</b>
	<b>Feb 25, 2025:</b> Jason will take this on. Allie to email our specific questions. Jason will follow up with RFM		
<b>20240813-03</b>	<b>August 13, 2024</b> - 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	M. Gentles	<b>OPEN</b>



<b>Bike Volume on Kitchener Trains</b>	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. <b>Nov 26, 2024</b> – no updates train 3108 passengers piling up bikes in the doors no help at station from Tso. <b>Dec 17, 2024</b> – No update at this time. Mike will follow up with Aleks.		
	<b>Feb 25, 2025:</b> No update, Mike is not on the call. The number of bikes in non-bike coaches continues to be above the allowable amount.		
<b>20240924-01 Bedbug Protocol</b>	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. <b>Nov 26, 2024</b> – 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. <b>Dec 17, 2024</b> – Allie got handouts from Jaya, they will need to be tweaked to but suitable for our operation. Allie will work with Ade on this.	A. Bastet & A. Adedapo	<b>Open</b>
	<b>Feb 25, 2025:</b> Allie to work on this		
<b>20241126-01 First Aid Certification for Head End</b>	<b>Nov 26, 2024</b> - First aid certificate approx. operating employees 250 has lapsed. <b>Dec 17, 2024</b> – Mike will ask Aleks about this.	A. Pesic	<b>Open</b>
	<b>Feb 25, 2025:</b> Ade will follow up with Paul Robinson and Dan Santos.		
<b>20241217-01 5a Emergency Brake Handle</b>	<b>Dec 17, 2024</b> – 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.	A. Bastet	<b>Open</b>
	<b>Feb 25, 2025:</b> Allie to work on a recommendation surrounding the brake handles in the 5a’s		
New Business		Responsible	Status
<b>20250225-01 Education on brake condition requirements</b>	<b>Feb 25, 2025:</b> 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.	A. Bastet	<b>Open</b>
<b>20250225-02 Winter Ramp deployment</b>	<b>Feb 25, 2025:</b> 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.	A. Adedapo & Training Dept	<b>Open</b>
<b>20250225-03 Winter Condition Hazards</b>	<b>Feb 25, 2025:</b> 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.	A. Adedapo & Shop contact	<b>Open</b>

20250225-04 Windshield Wiper conditions	<b>Feb 25, 2025:</b> 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.	Shop Contact to be arranged	Open
20250225-05 EDR Tracker process	<b>Feb 25, 2025:</b> A meeting will be scheduled with the appropriate parties to discuss the new process of tracking EDRS.	A. Adedapo	Open
20250225-06 LVVR	<p><b>Feb 25, 2025:</b> Paul Verghese – Alstom and Metrolinx are jointly doing random audits on LVVR footage. Rule 34 compliance has been identified as a concern. Looking for recommendations from the committee on how to improve in cab communication.</p> <p>Matt - reports that he is now more conscious of his personal rule 34 compliance. He has noted that when signals are in close proximity to each other or operations or a foreman call is needed when you encounter a signal it is possible to go by a few signals without announcing them. Weston subdivision has been identified as having signals in very close proximity, making it difficult to call all signals when operating at high speeds.</p> <p>Paul - Conversations around what is required in rule 34 compliance. Is it required to call a clear signal.</p> <p>Pete – Noise levels in the operating cab is also a concern. It can be very hard to communicate as a crew with the high levels of noise in the locomotives.</p> <p>Shannon – On the noise level topic, a combination of a loud engine and quiet conductor can make it difficult. The engineer is also focused on making station stops or conditioning the brakes while also hearing the VHF and UHF radio. It can be hard for the engineer to hear the conductor calling signals and be prompted to call the signal.</p> <p>Paul – If there are data on which engines have been reported as having high levels of noise please share.</p> <p>Allie – We have information on which engines have been reported along with industrial hygienist reports on noise levels in locomotives along with recommendations for how to improve. I will send this to Paul also.</p>	Committee	Open

See attached Inspection Tracking List

Next Meeting:	Tuesday March 25 <sup>th</sup> , 2025
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Allie Bastet, Certified Worker Co-Chair	Ade Adedapo, Management Co-Chair