

## ALSTOM OPERATIONS Joint Health and Safety Committee Minutes

<b>Date:</b>	<b>September 24, 2024</b>	<b>Purpose:</b> JHSC Monthly Meeting – Alstom Operations						
<b>Time:</b>	<b>13:00</b>	<b>References:</b> Occupational Health & Safety Act, JHSC Terms of Reference, CBA						
<b>Worker Co-Chair:</b>	Allie Bastet	<b>Department:</b>	Rail - Engineer					
<b>Management Co-Chair:</b>	???	<b>Department:</b>						
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	Vikram Sharma		<input type="checkbox"/>	Rail - STO	
Justin Pedersen	P	<input checked="" type="checkbox"/>	Rail - Engineer	Mike Gentles	X	<input type="checkbox"/>	Rail - STO	
Paul Gudnason	P	<input checked="" type="checkbox"/>	Rail - Engineer	Stuart Ralston		<input type="checkbox"/>	Onboard - Manager	
Martin Dorgan		<input checked="" type="checkbox"/>	Rail - Engineer	Dan MacDonnell		<input type="checkbox"/>	Onboard - Supervisor	
Chris Gibney		<input checked="" type="checkbox"/>	Rail - Engineer	Aleks Pesic		<input type="checkbox"/>	Operations - GM	
Graham Rupert		<input checked="" type="checkbox"/>	Rail - Engineer	Ade Adedapo		<input type="checkbox"/>	EHS	
Joseph Quieros	P	<input checked="" type="checkbox"/>	Rail - Engineer	Chris Kane		<input type="checkbox"/>	Health & Safety	
Richard Corbett		<input checked="" type="checkbox"/>	Rail - Conductor	Elize Lorca	X	<input type="checkbox"/>	EHS	
Pete Somerville	P	<input checked="" type="checkbox"/>	Onboard - CSA	John Angevine	X	<input type="checkbox"/>	Transportation & Dispatch Manager	
Carl Friday		<input checked="" type="checkbox"/>	Onboard - CSA					
<b>Location:</b>	Virtual (Teams)			<b>Guests Name</b>	<b>Company</b>	<b>Department</b>		
<b>Head Count:</b>	11 (12)			Keri Merrimen	Alstom	Local Chair Onboard		
<b>Opening Time:</b>	13:0			Paul Robinson	Alstom	Safety & Compliance		
<b>Accept Previous Minutes:</b>	Yes			Samuel Andrews	Alstom	Onboard - Supervisor		
				Jason Ramdeo	MX	STO		
<b>Incidents / Injuries / Critical Rules Violations / Door Violations / Workplace Violence</b>							<b>Responsible</b>	<b>Status</b>
<b>Incidents:</b>	<p><b>Sept 10, 2024:</b> UPX train and TTR employee – Worker had hydraulic line foul of the track. UPX struck equipment and TTR employee was dragged. Taken to hospital. Foreman called emergency. ENGR and CNDR given trauma leave and returned after leave.</p> <p><b>Sept 17, 24:</b> Long branch platform pedestrian incident. One crew member is back to work, CNDR and refamiliarizing employee are currently off.</p>						A. Adedapo	
<b>Injuries:</b>							A. Adedapo	

**Aug 17, 2024:** Soft tissue/back injury from locomotive, while using ladder from platform/ground level. Occurred at Lewis Rd. on Engine 614.

**Aug 20, 2024:** Slip off the edge of platform while retrieving accessibility ramp. Resulted in left leg and right hand injury. Customer Service department to follow up on entering/exiting well procedures.

**Aug 21, 2024:** Fender-bender in company vehicle. CNDR trainee was a passenger and reported neck and shoulder pain.

**Aug 21, 2024:** CSA fell during train sweep, categorized as loss of balance, traction, or grip. Resulted in bruising and pain in lower back and right hand. At West Harbour, inferring that the train was stopped due to procedure that sweep completed before departure.

Aug 27, 2024: CSA bumped elbow on cabinet door in 5A when they lost balance. No concerns with cabinet or equipment condition.

**Aug 28, 2024:** CSA footing while entraining and detraining. Slip from the step outside of the 5A coach into the well to retrieve the ramp. Contusion to the shin and bump to left elbow. Aldershot Station, no particular hazards identified.

**Sept 5, 2024:** CNDR Trainee struck right knee on metal door leaving the engine room. Knee was elevated on the stair while they tried to open the door; exerted force on door that is stated to jam. Hit their knee after door opened. Doors are purposefully tight with added seals to prevent sound and noise. With confined space and nature of engine room, worth having a conversation with trainees/trainers about safe operation

**Sept 11, 2024:** CSA during ramp deployment injured left knee. CSA reports more of a repetitive strain opposed to acute injury. Sharp pain under left knee-cap. Currently working.

**Sept 13, 2024:** Train sweep at Old Elm, CSA bumped head on ceiling between intermediate and lower level of coach. CSA reported to ER, but second assessment when CSA went to family doctor and was told could return to work.

**Sept 16, 2024:** Equipment reported to have surge of power departing Milliken Station. Jolts causing employees to be flung back in their seats. ENGR and CNDR reported back and shoulder pain due to these jolts. CSA indicated some back and shoulder pain, returned to work the next day. Equipment was taken out of service and assessed. Fault was found in the Loco. Repaired and tested and put back in service after deemed to be safe.

**Sept 23, 2024:** CNDR rolled ankle at WB when exiting cab car to ground. Rain may have been a factor but initial reports do not indicate if it was on ballast or pavement.

Notes on trips slips and falls: Focus on footwear and proper procedure. Of the walking and twists, seniority range from very new to 17-18 months active.

	<p>Is there a breakdown in training, or can something be discussed with longer-term trainers. Could an issue be that the grates are uneven as well? The last comprehensive mini-ramp audit was done around 3 years ago. CSA crewing levels are high enough that Company could initiate another mini-ramp audit.</p>		
<p><b>Door Violations:</b></p>	<p><b>Sept 6, 2024:</b> Guelph T3977, CSA and the head end had brief on restrictions prior to trip. Contact throughout trip. Making appropriate radio calls throughout trip. CSA in contact with head end at Acton. Briefed before Acton. After Acton they were told they would not be going to Kitchener. Passengers were asking CSAs a lot of questions in regard to this. CSA forgot to change tape around prior to getting to Guelph. Tape was still in Acton configuration. Seeing the tape was applied there was</p>	<p>Z. Khan</p>	
<p><b>CRVs &amp; 3+ Coach Overshoots:</b></p>	<p><b>Aug 19, 2024:</b> 4 coach overshoot at St. Catherines. Missed station-stop situation, no issues with brakes, weather.</p> <p><b>Aug 21, 2024:</b> R.573, Crew accepted signal to proceed westward at Kitchener, they cleared Kitchener west and accepted signal eastward to go into track. Tail end remained in control location and train resumed movement. Signal dropped for the VIA train. If the VIA is running late, causes issues. Two 12 packs struggle to fit. 14 coaches room between Xing and light that was run. When you go to pull in, difficult to fit. It can be an issue in the future if you put two trains in. Main issue is space between Xing and light. No DTMF code, so you are also keeping the crossing down.</p> <p><b>Aug 23, 2024:</b> R.104 into WB yard. Crew lined a swt against their movement. Crew was not aware of broken switch, found later.</p> <p><b>Aug 26, 2024:</b> R.33 Violation. Crew had Slow to Slow signal at Snake, speed was 43-44MPH going through. Self-Reported.</p> <p><b>Sept 14, 2024:</b> R. 602 (c); Crew making unauthorized movement of 2' after having overshoot union station.</p> <p><b>Sept 19, 2024:</b> R.104, Investigation ongoing. Allegedly the movement went to main line and returned into the yard over the same switch, which was allegedly a floating switch, although it did not appear to be a floating switch on the silent witness.</p> <p>R.104 Notes: As to audible evidence of running through a switch, can hear it on cab car, but on a locomotive sound can be obscured by noise. Could a factor be old habits of of run-through switches? Although technically semi-auto switches, policy has been to manually line them for years.</p> <p>Could the heights of each switch target be adjusted, to raise the sightlines. Switch targets nomenclature – green for the lead, yellow for diverging routes. MX came forward with actions making</p>	<p>E. Lorca</p>	

	their yards consistent. Activity is ongoing, particularly with WB. Arrows on switch targets would be very helpful.		
<b>Workplace Violence</b>	16 incidents in August; 6 for September month-to-date.	A. Bastet E. Lorca	
<b>Hazard Reports:</b>			
	<p><b>Jan 27, 2024:</b> Bike issues was reported by CSA at Brampton/Bramalea/Malton GO, number of bikes on the train was reported to cause issues for non-cyclists on board. The Customer Service Ambassador also noted that three passengers approached them to report difficulty accessing the washroom facilities.</p> <p><b>Feb 9, 2024:</b> Excessive lateral sway in equipment 1008 was reported. It was reported that all reporting procedures was followed by the team.</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 has been fixed but nothing in writing to verify.</p> <p><b>March 03, 2024-</b> Crew reported they informed operations regarding a passenger who vomited behind the operating area during their trip. They stated that the cleaners advised them there were no cleaning supplies to do the cleaning and they were advised by operations to continue operating the equipment despite the terrible smell.</p> <p><b>March 15, 2024-</b> Mold and dirt was reported to be coming out of the air conditioner HVAC unit at the Up lounge. This was reported by Alstom to MX operations team. No update yet.</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>March 28/24</b> - The walking path from the north yard switch to the yard at Allandale yard is reported to be overgrown with shrubs, bees and making it hard to walk in the summer months. Reported to STO and told to inform the NOCC. This was a proactive report as the shrubs haven't grown in yet but to get ahead of it before they do grow in.</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.</p> <p><b>May 1/2024</b> - Cables were reported to be protruding out of the east end of the platform at Bramalea GO, the cables were reported to be in the walkway to access the equipment. This was reported to the NOCC by the crew. Graham to verify if this has been fixed.</p>	A. Adedapo	

	<p><b>May 2/ 2024-</b> UP 1004 was reported to violently shake at speeds above 68mph. On duty STO reported this to the shop after the report was completed. Richard will report back if he has this unit in the next month.</p> <p><b>May 8 &amp; 13 &amp; 14/2024</b> - Crew drinking water in plastic bottles were reported to be delivered outside the crew centre. May 22 a skid of water was delivered into the crew centre. The shop sent more people to perform the move this time.</p> <p><b>June 6/2024</b> – Black mold in the fridge at the CC.</p> <p><b>June 20/2024</b> – AC malfunctioning in 4529</p> <p><b>June 3/2024</b> – Skid of water left outside</p> <p>Complete list was not prepared. Will include missing reports next month.</p> <p><b>June 3, 2024</b> – Loco 559 engine door handle missing from the engine side and mold was reported in the fridge.</p> <p><b>June 4, 2024</b> – Conductor side window in cab car 346 was reported to be stuck and an EDR was completed in May 2024 to report concern.</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>June 28, 2024</b> – Bed bugs were reported to be found in consist 52.</p> <p><b>July 7, 2024</b> – Seat in Loco 636 was reported to be broken. Shop confirmed fixed.</p> <p><b>July 15, 2024</b> - AC was reported to be broken in loco 621 and cab car 355. Shop reported it was fixed on July 17, 2024</p> <p><b>July 19, 2024</b> -Bathroom leakage was reported in loco 624, it was mentioned that this issue has been reported to the shop a couple of times.</p> <p><b>July 20<sup>th</sup>, 2024</b> – Loco 642 the door between operating area and engine room will not close, extreme noise emanates from the engine.</p> <p><b>August 1<sup>st</sup>, 2024</b> – shuttle bus from WB to BNY; no A/C and was blowing hot air. Extreme heat in shuttle van and were not allowed to take company van instead.</p> <p><b>September 20<sup>th</sup>, 2024</b> – Operating Cab 214, control stand is completely changed. Anyone over 5’7” cannot sit forward as there is a bracket under the desk. Knee gets wedged underneath and there is inability to press dead-man’s pedal. The seat does not go further back. Ergonomics are a great concern. Neck and Back pain reported after operating to Niagara Falls. Unsure if other refurbished cab cars have the same configuration.</p>		
<p><b>Risk Assessments:</b></p>	<p><b>Sept 19, 2024: 10-33 Policy.</b></p>	<p>A. Adedapo</p>	
<p><b>Outstanding Items</b></p>		<p><b>Responsible</b></p>	<p><b>Status</b></p>
<p>20160605-69 <b>Cab Car Seating</b></p>	<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</p>	<p>D. Monk</p>	<p><b>IN PROGRESS</b></p>

	<p>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 regards 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 regards 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 these issues.</p>		
	<p><b>Sept 24, 2024:</b> Jason Ramdeo (MX) in attendance, but no information to report; to reach out to S. Ramdin or D. Monk for update.</p>	<p>S. Ramdin V. Sharma</p>	
<p>20170605-48 <b>DMU seating</b></p>	<p><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</p>	<p>V. Sharma D. Monk</p>	<p><b>IN PROGRESS</b></p>

at MX regarding a solution. **August 25:** Meeting w/ R. Doan, A. Bastet and MX, business case will be submitted for improving the conductor seating in the A car. Table to be installed similar to a lecture hall table. C cars: K. Hill will be discussed only running with A cars. **Oct 27/22:** Drawings are being prepared for a seat. Electrical box behind current seat to be moved, to make room and move radio. Table addition is being considered once chair is drawings are set. **Dec 22/22:** Study on new seat design, not structurally acceptable (moving the fridge & electrical box). New proposal going in, building a mockup. **Jan 31/23:** Item is In Progress, See Dec 2022 minutes for full log of updates. On the minutes since June 2017. Currently escalated to SLSC **Feb 23/23:** No update, R. Doan will get more information. Initial mockup did not meet requirements. **Mar 23/23:** March the 15th, meeting to discuss seating; discussed removing fridge from C-Car and replacing with fixed support for feet; moving/ modifying electric box not possible, mock-ups to be made with CTO and ENGR input from meeting **May 25/23:** D. Lynn no update yet. He will speak to the team for an update and let us know. When mock up is ready a meeting will be scheduled. **Aug 24/23:** Still waiting on a reply from MX regarding the next steps. **Sep 28/23:** MX has committed to larger seat on A-Car, they also committed to clipboards for each cab area. They have said that they will remove cupholders in A-Car. C-Car, nothing has progressed for the seating, but they have the equipment to install radio on the CNDR side, for easy access. They have said they are working on speedometer on CNDR side in C-Car. Company will take it to the shop to inquire about clipboards in the UPX **Oct 26/23:** No update - Wes will try to set something set up this week. **Nov 30/23:** No formal update, topic was discussed in the meeting with the cab car seat meeting as mentioned in "220150605-69 Cab Car" November update **Dec 21/23:** Meeting set up in the calendar after the holidays. Is it possible for Alstom to buy clipboards for the conductors, to alleviate the permanent solution. Will have to look into leaving items on equipment/property. There is space for a clipboard available if it is determined that we can store clipboards. Alstom to look into possibility of getting clipboards. **Jan 25/24:** MX is currently working on the design for A-cars, just waiting on a date for mock-up. **Feb 29/24:** Due to company stakeholders not being present outstanding issues not discussed until relevant stakeholders in attendance. **Mar 28/24:** Prototype has been approved for new seat design for the conductor seat in the A car. No timeline on when we will see the first one installed. Daryl will look into the timeline on the radio update in the C cars. Currently 1 installed but red tagged. **Apr 25/24:** No update. Jaya to reach out to D Monk to see if any updates. Look into formal recommendation to correspond with MX to secure timeline and updates on equipment matters. **May 23/2024** – Prototype for the seat is expected at the end of this month. Clip Boards and foot stools dimensions have been sent to the supplier waiting on a quote. **June 25, 2024** - No representative from Metrolinx attended, no update. **July 23, 2024** – No update. Is there a prototype in existence? Have the clip boards been ordered? When will the cup holders be removed? Vik will try to get in touch with Don Dematagoda, try to get some dates – [don.dematagoda@alstomgroup.com](mailto:don.dematagoda@alstomgroup.com). **August 13, 2024** – 1004 has a prototype seat installed. Feedback so far: shorter individuals may have feet dangling, no way to twist and write on DOB—need a clip-holder. Cup holder has been removed and some questions if the holder will be installed elsewhere. Size and form of the seat itself had positive feedback

	<p><b>Sept 24, 2024 – A Bastet received feedback, but no official update as to progress.</b></p>	<p>V. Sha &amp; D. Monk</p>	
<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 contact TC again. Issue with removing the AED in a timely manner. <b>July 22/21:</b> 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. <b>8/26/21</b> No one present to provide an update. <b>Nov 24/21:</b> No update, follow up w/ P. Neary. Letter of recc. for adjusting the hinges on the AED storage locker. <b>Jan 27/22:</b> Suggestion to repurpose the cleaning staff Rubbermaid storage box for CSA storage. Letter of recc. to that effect. <b>Feb 24/22:</b> 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. <b>Apr 28/22:</b> May 13/22 is the date to start moving storage locker latches. <b>May 9/22,</b> flagging kits to be removed. B. Reid asked MX for answer about the continuation of the floor totes. <b>June 23/22:</b> Hinge adjustments are being made now. Flagging kits are being removed. Floor totes are available to use, just need to obtain keys. <b>July 28/22:</b> No update on keys for the storage lockers. No flagging kits or radios noted. <b>Aug 25:</b> Flagging kits are gone, hinges adjusted. Waiting for access to floor totes for CSA storage. <b>Sep 22/22:</b> 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. <b>Oct 27/22:</b> Hinges are being moved. Monitor until closed. Storage bins will be removed, not an option for storage. <b>Nov 24/22:</b> 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. <b>Dec 22/22:</b> no update, video of process to be sent to committee members. <b>Jan 31/23:</b> 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. <b>Feb 23/23:</b> 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. <b>Mar 23/23:</b> No answer as of yet, but to follow up <b>Apr 27/23:</b> D. Lynn to take back to the shop - Sharpness caused injury in April 2023 <b>May 25/23:</b> 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. <b>June 22/23:</b> The locks on the storage boxes have been removed but the boxes are still</p>	<p>A. Pestic</p>	<p><b>OPEN</b></p>



	<p>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. <b>June 22/23:</b> 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. <b>Aug 24/23:</b> Floor totes are blocking a floor space for accessible passengers, should be removed. <b>Sep 28/23:</b> Put formal recommendation in regard to sharpness of the latch. <b>Oct 26/23:</b> Formal recommendation is set, once signed and agreed will be sent out. <b>Nov 30/23:</b> 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 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 totes are still in the 5a series coaches. Committee would like to gain access to the totes 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.</p>		
	<p><b>Sept 24, 2024 – Include Jason when requesting update from MX.</b></p>	<p>D. Monk S. Ramdin V. Sharma</p>	
<p><b>20210517-14 CSA Seating</b></p>	<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, bringing in a consultant to update the PDAs and CSA seating. Request is being made, no date scheduled. JHSC will be informed and involved when this happens. <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</p>	<p>A. Pesic D. Monk</p>	<p><b>IN PROGRESS</b></p>

	<p>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> 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</p>		
	<p><b>Sept 24, 2024 – A Bastet to get updates, M Gentles to do likewise.</b></p>	<p>D.-Monk Z. Khan S. Ramdin D. Monk</p>	
<p><b>20210624-13 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</p>	<p>D.-Monk Z. Khan S. Ramdin D. Monk</p>	<p><b>IN PROGRESS</b></p>

	<p>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 - 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</p>		
	<p><b>Sept 24, 2024 – A Bastet to include on item list to send for updates.</b></p>	<p>V. Sharma A. Pesic S. Ramdin</p>	
<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</p>	<p>S. Ralston</p>	<p><b>OPEN</b></p>

	<p>explanation. <b>Nov 30/23:</b> Awaiting update from parties involved not present at the meeting. <b>Dec 21/23:</b> Alstom to 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.</p>		
	<b>Sept 24, 2024 –</b>	P. Flemming M. Gentles S. Andrews A. Bastet	
<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. - Issued back in November 16th 2022, eff. November 25th. - Work on the job aid to continue"</p> <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.</p>		<b>OPEN</b>
	<b>Sept 24, 2024 – Actively working on this, upon completion will go to V. Sharma and A. Adedapo; after approval to be pushed to tablets.</b>	A. Bastet J. Angevine	

<p><b>20230131-02 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 scamatics. 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</p>	<p>D. Monk</p>	<p><b>IN PROGRESS</b></p>
--	---	----------------	-------------------------------

	will get in touch with Daryl for an update. <b>August 13, 2024</b> - To transfer ownership to V. Sharma and S. Ramdin for future update.		
	<b>Sept 24, 2024</b> – A Bastet to include on item list to send for updates.	D. Monk V. Sharma S. Ramdin	
<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.	METROLINX	<b>OPEN</b>
	<b>Sept 24, 2024</b> – RA has not been scheduled, A Bastet to send reminder to A Adedapo to organize.	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 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. <b>Feb 29/24:</b> Due to company stakeholders not being present outstanding issues not discussed until relevant	A. Adedapo	<b>OPEN</b>

	<p>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</p>		
	<p><b>Sept 24, 2024 – No JHSC updates, to continue through the Workplace Violence Sub-Committee</b></p>	<p>V. Sharma <del>D. Monk</del></p>	
<p><b>20230928-01 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 Recommendation is to be sent today (August 13<sup>th</sup> 2024)</p>	<p>A. Bastet</p>	<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024 – No Formal Recommendation response; past 21 day requirement as of September JHSC meeting (Sept 24, 2024)</b></p>	<p>C. Gibney V. Sharma</p>	
<p><b>20230928-02 Process for Loud Engines</b></p>	<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</p>	<p>C. Kane</p>	<p><b>OPEN</b></p>

	<p>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 hygenics team, Romain was the contact point. There is follow-up for inspection at the yards</p>		
	<p><b>Sept 24, 2024 – Report received from hygienist. Recommendations included. One loco exceeded 85dB level use for regulations. Recommendations surrounding education around hearing protection. Another recommendation to switch to headsets, that aligned with a prior recommendation from JHSC. A Bastet to explore this with A Adedapo.</b></p>	<p>V. Sharma J. Khemchandra</p>	
<p><b>20230928-05 Tier 4 Stretcher Placement</b></p>	<p><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</p>	<p>A. Adedapo</p>	<p><b>OPEN</b></p>



	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>Sept 24, 2024</b> – M Gentels discussed with P Flemming, but differing info from A Adedapo. P Flemming states “stretcher mod was offered to MX and declined by them.” However, A Adedapo states MX are looking into options. A Bastet to include on list of follow up.	M. Gentles	
<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 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.	A. Bastet	<b>OPEN</b>
	<b>Sept 24, 2024</b> – A Bastet to follow up with A Adedapo to schedule Risk Assessment	A. Bastet A. Adedapo	
<b>20230928-11 Switch Heater Guelph Sub. 60.30</b>	<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	D. Monk	<b>OPEN</b>

	<p>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.</p>		
	<p><b>Sept 24, 2024 – Reporting process to infrastructure, as per a MX bulletin regarding sightlines. If this can be included in reports like those mentioned in the bulletin, as there has been success in this avenue for rectifying issues</b></p>	<p>D. Monk S. Ramdin V. Sharma</p>	
<p><b>20221124-04 Safety Dealing with Problem Passengers on Out of Service Trains REISSUE: End of Line / Out of Service Safety</b></p>	<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 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 - 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" <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> <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>W. Alexander</p>	<p><b>OPEN</b></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 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.</p>		
	<p><b>Sept 24, 2024 – Conversation with MOL Representative. Requests more info on the scenarios that has transpired.</b></p>	<p>A. Adedapo &amp; A. Pesic</p>	
<p><b>20231221-01 Cleaning Records for Locomotives</b></p>	<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</p>	<p>W. Alexander</p>	<p><b>OPEN</b></p>

	<p>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</p>		
	<p><b>Sept 24, 2024</b> – P Flemming has not sent response to M Gentles. A Bastet to include on item list to send for updates.</p>	<p>C. Gibney A. Bastet</p>	
<p><b>20240125-01 E-Bike Fires</b></p>	<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> 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.</p>	<p>D. Monk</p>	<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024</b> – Document was ready to go, but MX does not want extinguishers in coaches, rather, fire blankets. Form is in the works but awaiting info from MX to make it accurate.</p>	<p>A. Pesic</p>	
<p><b>20240125-02</b></p>	<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,</p>	<p>D. Monk</p>	<p><b>OPEN</b></p>

<b>Evacuation of Employees at Union Station</b>	<p>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.</p>		
	<p><b>Sept 24, 2024 – No update as of September 24, 2024</b></p>	<p>V. Sharma P. Robinson A. Pesic</p>	
<b>20240229-01 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 OHS 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</p>		<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024 – Escalated to MOLSTD, meeting scheduled October 2<sup>nd</sup>, 2024 to discuss timelines and other matters</b></p>	<p>A Bastet</p>	
<b>20240229-02 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</p>		<p><b>OPEN</b></p>

	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 centre. <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>Sept 24, 2024 – P Flemming knows about this, once stock arrives repairs can begin.</b>	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."	W. Alexander	<b>OPEN</b>
	<b>Sept 24, 2024 - No Updates, look for direction from worker side of JHSC, as the fear of reprisal is still present in the current wording of the policy.</b>	C. Gibney & C. Friday	
<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 Metolinx 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	WPVC	<b>OPEN</b>

	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>Sept 24, 2024 – No Updates, formal recommendation still pending.</b>	C. Gibney	
<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.</b> <b>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	A. Adedapo	<b>OPEN</b>
	<b>Sept 24, 2024 – Currently with P Flemming, no updates as of meeting.</b>	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>OPEN</b>
	<b>Sept 24, 2024 – MOLSTD meeting on October 2<sup>nd</sup> to discuss Management Side Certification timelines.</b>	V. Sharma	
<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. In the past CPS used to meet with the local police to review how the scene should be handled after a rail fatality. 10 years ago Kitchener police, Guelph police & OPP were all invited to enter the cab and go over the process with a transit safety office. This was done by 1 CPS and he showed up 3 days and went over things. Specific officers may be the issue. When a more senior officer arrive they often know how things are supposed to go and apologize to the crew for how things were handled. Can something be added to the RTC process that would remind first responders about how the scenes are handled? Simple document in all operating cabs (on tablets) that can be handed to officers explaining what they crew can and cannot do. Accident protocol – used to be in all locomotives (in an envelope)	D. Monk JHSC	<b>OPEN</b>

	<p>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.</p>		
	<p><b>Sept 24, 2024 - A Bastet to add to list for updates</b></p>	<p>D. Monk V. Sharma S. Ramdin C. Gibney</p>	
<p><b>20240523-02 Water on Trains &amp; Left outside at the crew center</b></p>	<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 submitted on June 7<sup>th</sup>, 2024. Ade indicated that he would follow up with A. Pestic 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.</p>	<p>C. Gibney</p>	<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024</b> – Response from A Pestic. Visual Reports of things moved in to the building. Response was August 19<sup>th</sup>, so going forward monitor the situation. Response August 19<sup>th</sup> for Water on trains; “Shop has established own process for ensuring water availability on trains. They have indicated that cases of water will be placed in cab car and 5A coach. Currently there is no formal process for stocking trains at outposts, however skids of water are provided at all outposts to allow crews to take cases or bottles to their trains for their tour of duties. Crew members are encouraged to inform on duty STO I the even that there is no water available on their train. Please note there will be no changes to pre-departure checklist.” Reports of low stocked trains were met with sufficient cases on-line at MCO.</p>	<p>A. Pestic A. Adedapo</p>	
<p><b>20240523-03 Other options for hearing protection</b></p>	<p><b>May 23/2024</b> – The current foam ear plugs work well but make it hard to communicate between the crew. Are noise filtering ear plug an option? Example Loop. They are designed to cancel out noise but still make it easy to converse. Ade will speak with Fastenol about options they have available. <b>June 25/2024</b> – Chris Kane reports that other ear plugs can be explored but they will all be the foam ones. Ade can get some samples for employees to try. Chris Gibney will get in touch with Ade on what he is currently using. <b>July 23, 2024</b> - C. Gibney will follow up with Ade and some other workers on good options. <b>August 13, 2024</b> - No Update</p>		<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024</b> – Still awaiting alternate options, can consider grouping with item <b>20230928-02</b></p>	<p>A. Adedapo</p>	



<p><b>20240625-01 Exhaust Leaks Education</b></p>	<p><b>Process for Loud Engines</b></p> <p><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 &amp; A. Adedapo will work on something and get a notice put out. <b>August 13, 2024 - A.</b> Adedapo shared info, A. Bastet to review for progression.</p>	<p>A. Adedapo</p>	<p><b>OPEN</b></p>																																																																		
	<p><b>Sept 24, 2024 – Info sheet is in the works, but not completed yet.</b></p>	<p>A. Adedapo A. Bastet</p>																																																																			
<p><b>20240625-02 Defective AC Units</b></p>	<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 border="1" data-bbox="401 526 1472 1265"> <thead> <tr> <th>LOCO</th> <th>Temp (F)</th> <th>Date</th> <th>Reported</th> <th>Response</th> <th>Details</th> </tr> </thead> <tbody> <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>609</td> <td>100.2</td> <td>18-Jun</td> <td>18-Jun</td> <td>18-Jun</td> <td>Repaired (Pestic)</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> </tbody> </table> <table border="1" data-bbox="401 1305 1472 1446"> <thead> <tr> <th>CAB CARS</th> <th>Temp</th> <th>Date</th> <th>Reported</th> <th>Response</th> <th>Details</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	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			609	100.2	18-Jun	18-Jun	18-Jun	Repaired (Pestic)	644	91	18-Jun	19-Jun			674	104	18-Jun	18-Jun			681	93.4	18-Jun	19-Jun			CAB CARS	Temp	Date	Reported	Response	Details							<p>L.Nash &amp; S. Ralston</p>	<p><b>OPEN</b></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																																																																		
609	100.2	18-Jun	18-Jun	18-Jun	Repaired (Pestic)																																																																
644	91	18-Jun	19-Jun																																																																		
674	104	18-Jun	18-Jun																																																																		
681	93.4	18-Jun	19-Jun																																																																		
CAB CARS	Temp	Date	Reported	Response	Details																																																																

	5A Coaches	Temp	Date	Reported	Response	Details				
	4529	?	20-Jun	20-Jun						
	4531	?	18-Jun	18-Jun	18-Jun	Removed from the consist – will be repaired (Pestic)				
	<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. 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</p>									
	<p><b>Sept 24, 2024</b> – Corresponded with the shop, and repaired many coaches by the beginning of August.</p>							A. Adedapo		
<b>20240625-03 Workplace Violence Reporting for the head end</b>	<p><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. Pestic 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. Pestic &amp; P. Robinson. <b>August 13, 2024</b> - Technical issues with call, could not get update</p>							A. Pestic	<b>OPEN</b>	
	<p><b>Sept 24, 2024</b> – No update.</p>									
<b>20240625-04 Alstom &amp; Metrolinx representatives' attendance at JHSC meetings</b>	<p><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.</p>							A. Pestic	<b>OPEN</b>	
	<p><b>Sept 24, 2024</b> – Not to be closed; stakeholders critical to the meeting were not present.</p>							S. Ramdin		
<b>20240625-05 Certified Worker Member use</b>	<p><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. Pestic &amp; P. Robinson. Ade will pull up the applicable Alstom and Metrolinx policies for review. <b>August 13, 2024</b></p>							A. Adedapo	<b>OPEN</b>	

	<p>– 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 call. Considerations must be made in regards 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.</p>		
	<p><b>Sept 24, 2024 – No Updates, most likely part of the MOLSTD discussion.</b></p>		
<p><b>20240723-01 New 10-33 policy</b></p>	<p><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.</p>		<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024 – Was discussed with the MOLSTD. Very inappropriate without the RA made involving the workers. MX parties committed to having the RA done. 10-33 RA was completed, but unsure if plan is to share with MX. MOLSTD to follow up. Working on info as to walking through moving equipment that would be inherent in new 10-33 policy.</b></p>	<p>S. Ramdin</p>	
<p><b>20240813-01 Inspection Reports – How are we reporting?</b></p>	<p><b>August 13, 2024</b> - <a href="mailto:faultcontrol@metrolinx.com">faultcontrol@metrolinx.com</a> 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.</p>	<p>V. Sharma A. Adedapo</p>	<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024 – Inspections in August did not contain any items that would require <a href="mailto:faultcontrol@metrolinx.com">faultcontrol@metrolinx.com</a>.</b></p>		
<p><b>20240813-02 Lavatory sanitation issues incl. sewage smells</b></p>	<p><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.</p>		<p><b>OPEN</b></p>
	<p><b>Sept 24, 2024 – No Update, no management members to speak to issue</b></p>	<p>M. Gentles</p>	
<p><b>20240813-03 Bike Volume on Kitchener Trains</b></p>	<p><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</p>	<p>A. Bastet</p>	<p><b>OPEN</b></p>

	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>Sept 24, 2024</b> – Haven't noticed an increase in in bike IRs, no update to train crews.		
New Business		Responsible	Status
<b>20240924-01</b> <b>Bedbug Protocol</b>	<p>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.</p> <p>Also need something for informing a train crew if bed bugs have been reported in a coach or operating area before being treated.</p> <p>Information like a localized sign, or a push to tablet. But just an informational push. We have had third party come in, and about 17 reported cases called in, but no actual cases of bed bugs. There was a recent report case where the worker could not remember the trailer. Reports get sent to A Adedapo, which then gets forwarded to A Bastet and all relevant stakeholders.</p> <p>If a report is made, the room will get locked out immediately along with 2 rooms adjacent. The report is escalated to A Adedapo/A Pesic. Response is usually 24-48 hours later. If there is a confirmed case there is follow up with any crews utilizing the room. Rooms are not opened until pest control arrives and completes work. On weekends/off peak, crews can report it to on-duty STO that can also lock out rooms and escalate to management. Third party comments that there are many deterrents on-site to mitigate bed bugs.</p> <p>Spoke to the maintenance department, no training on this issue. They would call third-party. No protocol for reporting bed bugs. A Adedapo was going to follow up with someone in MX to see what they want done. If they have some sort of protocol. If there is no response, go right to MX representative to seek guidance.</p>		<b>OPEN</b>
<b>20240924-02</b>			
<b>20240924-03</b>			
<b>20240924-04</b>			
<b>20240924-05</b>			
See attached Inspection Tracking List			
<b>Next Meeting:</b>	<b>October 22, 2024</b>		

*A. Bastet*

Allie Bastet, Certified Worker Co-Chair

??????????, Management Co-Chair