



**CANADIAN  
PACIFIC**



**VANCOUVER TERRITORY  
RUNNING TRADES  
Workplace Health & Safety Committee  
(VT R/T WPHSC)  
MINUTES OF MEETING  
SEPTEMBER 2011**

“NO JOB ON THE  
RAILWAY WILL EVER BE  
SO IMPORTANT THAT WE  
CAN'T TAKE THE TIME  
TO DO IT SAFELY.”

**VANCOUVER TERRITORY RUNNING TRADES  
WORK PLACE HEALTH & SAFETY COMMITTEE**

**September 28,2011**

Josh Hills	604-240-2084	P	Craig Neill	604-999-5510	A
Chantelle Doucet	778-242-2354	A	Jennifer Rogers	778-886-9539	A
Pat Stewart	604-341-5605	P	Craig Brown	604-781-7347	A
Adam White	778-389-3414	P	Gordon Dalke	778-389-1498	A
Gerry Ranson	604-202-5120	P	Joe Harris	778-316-5959	A
Dan Sewell	604 944-5731	P	Dan Letain	778 228-5153	A
Troy Litowsky	604-353-1371	P	Mark Woodhouse	604.717.1375	P
Brad Thiede	604-944-5702	P	Brian Galloway	604-944-5730	A

GUESTS: NIL

CHAIRPERSON: Gerry Ranson  
RECORDING SECRETARY: Josh Hills  
CALL TO ORDER: 09:05

**Job Briefing:** Performed

**Errors and Omissions:**

	<b>Agenda Item</b>	<b>Responsibility</b>
1	Education and Awareness	All
2	Workplace Inspections Review and Record in Tracking Book	Inspectors
3	Review Safety Stats and Record in Tracking Book	All
4	Old Business Includes Time & Action Calendar	All
5	New Business	All
6	Safety Hazard Reports	All
7	SOFA // ORCA Audit Results Review and Put in Tracking Book	All
8	General Discussion	All
9	Miscellaneous Reports	Auditors
10	Update HRDC/TC Annual Report	Co-Chairpersons

**EDUCATION and AWARENESS:**

H&S Alternative Reps attended 3 day H&S Training. Craig Neil, Joe Harris, Jen Rodgers, Gord Dalke, and Craig Brown

**SAFETY EDUCATION:**

**REVIEW SAFETY RULE OF THE MONTH:**

**T24- Listen for slack action and adjust your work activities in order to maintain traction, balance and grip. Be alert for wind and slack action that can slam doors and compromise your grip. Watch for pinch points.**

**T1- Treat all air hoses and angle cocks as if they are under pressure. When opening angle cocks, brace the hose against your leg, grasp the hose at the glad hand clear of the vent port. Brace glad hand against your thigh just above the knee. Turn your face away from the glad hand before slowly opening the angle cock.**

**Workplace/Customer Facility Inspection**

Workplace Inspections	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
	2	2	1	0	1	3	0	0					

Date	Workplace Location Inspected	Report #
January	Coqt yard (B-yard), K-yard	WPI 1-2/11
February	Westminster sub M0.2, X-Yard	N/O
March	O-Yard (N/O) B,C,X-Yard	WPI 03/11
April	O-Yard	WPI 04/11
May	A2	WPI 05/11
June	O Yard Shack, IOCO Shack, New Westminster yard.	WPI 6,7,8
July	NIL	
August	NIL	
September	NIL	
October		
November		
December		
YTD		

Customer Inspections	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
	4	0	2	7	1	0	0	0	0				

Date	Customer Inspected	Report #
January	Allied Chemical(01-11), Columbia Container (03-11), Coastal Container.(02-11), Cascadia Terminal, (04-11).	CSA001
February	NIL	
March	West Coast Reduction(02), Viterra- L74(03)	CSA005
April	Powell Trading-06, Golden Boy-07, Canamex-08, Wilkinson Steel-17, Pacific Metals-032, Univar-S17	CSA 6,7,8,9,10,11
May	Vanterm West, Vedder Transport (YC)	CSA-12
June	NIL	
July	NIL	
August	NIL	
September	NIL	
October		
November		
December		
YTD		

**Planned H&S Committee Activities for Sept 2011**

Perform SOFA audits, collate the data.  
Inspections to be determined  
Footboard meetings on winter plan  
ORCAs

**REVIEW OF SAFETY PERFORMANCE REPORT:**

**FRA Injury Frequency Year – To – Date as of Sept. 21<sup>st</sup>, 2011 1.31**

Frequencies gives rate of injuries per 200,000 hours worked,  
FRA injuries are injuries that require medical treatment.

**2011 COQUITLAM / ROBERTS BANK / ROAD**

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
January	0	0	0	0	0
February	0	0	0	1	1
March	0	0	0	0	0
April	0	0	0	0	0
May	0	0	0	0	0
June	1	0	0	0	0
July	0	0	1	0	0
August	0	0	0	0	0
September	0	0	0	1	0
October					
November					
December					
<b>YTD</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>

## ROAD REPORTS

### Injuries

Date	Location	Incident Type	Injury	FRA

### Train Incidents

Date	Location	Incident Type	Incident	FRA
24 Aug 11	9.0 Mission	Train Incident 3 <sup>rd</sup> party	While proceeding southward into Vedder 8, L3 of lead locomotive CP 5794 derailed on 14 degree curve. Cause was wide gauge.	
08 Aug 11	89.87 Cas	Train Incident 3 <sup>rd</sup> Party	Trespasser lunged in front of train at crossing, resulting in fatality	

### 2011 VANCOUVER TERMINAL INCLUDING COMMUTER RAIL

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
January	1	1	6	0	0
February	2	1	1	0	1
March	1	0	0	0	0
April	3	1	4	1	1
May	1	0	4	4	0
June	5	2	5	0	0
July	3	0	1	0	1
August	0	0	2	0	0
September	0	0	0	0	0
October					
November					
December					
<b>YTD</b>	<b>16</b>	<b>5</b>	<b>23</b>	<b>5</b>	<b>3</b>

**TERMINAL REPORTS**

**Injuries**

Date	Location	Incident Type	Injury	FRA
23 Aug 11	110.00 Cas	Motor Vehicle Accident	Picked up VIF Conductor at E/E of A9, made a cut drove west to check if the switches were properly lined. Once they saw they were had asked to go back to A3 swt. Checker went in reverse and	

**TRAIN INCIDENTS**

Date	Location	Incident Type	Incident	FRA
16 Aug 11	118.50 Cas	Train Incident-H RTS	Transfer was pulling 2 cars from industrial siding G10, the movement consisted of 2 units and 2 tank cars, the conductor was in the plant and the brakeman was standing near the swt by the North Main Track, as the movement was proceeding westward the brakeman lined the swt under the trailing car before the movement has cleared the swt.	
27 Aug 11	108.0 Cas	Train Incident 3 <sup>rd</sup> party-Trespassing	While taking a train from North Main track, ex Coquitlam to VIF yard, a group of 8 youths were at Kennedy Road Crossing (on or about the tracks). While pulling into PT3 several of the youths came to the crew and threw rocks breaking the windows on the conductor side of CP 3001.	
09 Aug 11	8.50 West. Sub	Train Incident 3 <sup>rd</sup> party	Yard Crew was servicing O17 Wilkinson Steel. While attempting to lift a released car as per instructions the car was found to have one set of trucks derailed on A end (DLRX 520080) had been spotted to the customer. They had moved the car with their track mobile on Sept. 7 <sup>th</sup> into there building and unloaded it, then moved it back to the normal area where they leave the cars to be lifted. During the investigation by the trainmaster, the supervisor of the plant questioned the operator of the track mobile and was told "I saw the car derailed yesterday but thought it was reported so I didn't bother to turn it in". Our crews had not been in since a few days prior, and discovered it the next time they were in there. Wilkinson Steel confirmed it was them that derailed the car. No damage to car.	

**Injury Review Reports Complete:**

NIL

**Investigation of Safety-Related Occurrences Protocol:**

One completed

<b>Old Business</b>				
Item	Description	Who	Action Required	By When

<p>2010- 01-01</p>	<p><b>CP1441 is not equipped with window defoggers. (5 yard engines without defrosters)</b>  <b>APRIL 2010</b> - Will be repaired when in for monthly maintenance.  <b>MAY 2010</b> - Shops are still looking at options on how to install defogger.  <b>JUNE 2010</b> - Is currently in for it's annual inspection and defogger is being reviewed  <b>OCTOBER 2010</b> - A prototype has been built and is being forwarded to be built  <b>NOVEMBER 2010</b> - To be installed this week for a test. IPS is building prototype and installed for testing next week.  <b>DECEMBER 2010</b> – No Update  <b>JANUARY UPDATE 2011</b> – Engine was used several weeks ago, no defogger, cab heater has to be kept on high to keep windows clear; not conducive to good fatigue management. IPS is having problems with the electrical requirements.  <b>FEBRUARY 2011</b> – in salvation last week of February  <b>MARCH 2011</b> – Pending. Eng 1443 is being modified and still in the shops.  <b>APRIL 2011</b> - No update  <b>MAY 2011</b>-been installed waiting for more feedback.  <b>JUNE 2011</b> - No update</p> <p><b>JULY 2011</b>- No update  <b>AUGUST 2011</b>-No update  <b>SEPT 2011</b>- Window Defogger installed and inspected, and received reports.</p>	<p>Gerry Ranson &amp; Brad Thiede</p>	<p>Shops to look at options for installing defoggers</p> <p>Installation by IPS  Parts should arrive March 17. A proto type is to be built thur/fri. Engine 1443 is in for its 40 day inspection. A combination of air and heat  Solicit feedback from locomotive engineers.  Check to see if they have been installed.</p> <p>Tested in inclement weather, blows hot air on window but is weak, and is not effective enough.</p>	<p>Carried</p> <p>March 2011</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p> <p>Carried</p>
<p>2010-12-02</p>	<p><b>Cascade Sub Slide Fence</b> –Three years ago this Committee addressed new technology for these fences. We were told it was coming but to date no improvement to the old systems in place have been made.  <b>DECEMBER 2010</b> – Mile 10.2 has underground cable issue; they are to install temporary cable.</p> <p><b>JANUARY 2011</b> We would like to know if the slide fence at mile 103 – 104.5 is operational.</p> <p>In regard to upgrading canyon slide fences and the cost to such. We question how it would be cost prohibitive considering the current fences appear to be on separate circuits; the RTC are able to tell if the fence is down or it is the signal/track defect. How much of a cost would it be to place these fences on a separate warning system rather than CTC.</p>	<p><b>G. Ranson</b>  <b>D. Letain</b> <b>D. Sewell</b></p>	<p>S&amp;C to be contacted about upgrades to current systems in canyon</p> <p><b>Jan 2011</b> - Questions to be put toward S&amp;C about what can be done.</p>	<p>Carried</p> <p>Feb 2011</p>

	<p><b>February 2011- Check with S&amp;C</b>  <b>MARCH 2011 – Discussion with engineering Supt to include upgrade to slide fences in multi-year plan.</b>  <b>APRIL 2011- No Update</b>  <b>MAY 2011</b> still waiting for confirmation on plan from ES.  <b>JUNE 2011 UPDATE - No update.</b>  <b>JULY 2011- No update</b>  <b>AUGUST 2011- No update</b>  <b>SEPT 2011- Two sites have been submitted for next year's plan.</b></p>		<p>Committee to prioritize slide fence upgrade. Mile 10.2, Mile 39, Mile 11, Mile 3, Mile 19.</p> <p>Mile 38.9 and 10.2 Cascade Sub 2012 budget will get approval in November 2011.</p>	<p>Carried Carried</p> <p>Carried Carried Carried</p>
2011-01-01	<p><b><u>SCR 109-10 General (Allied) Chemical – product on ground as well as hole in entraining/detraining area.</u></b>  <b>FEBRUARY 2011 - customer</b> was inspected and given warning.  <b>APRIL 2011 - No Update.</b>  <b>MAY 2011 - the area</b> was inspected, product was cleaned up, but hole still exists. Orange Pylon placed in the hole.  <b>JUNE 2011 UPDATE- No update</b>  <b>JULY 2011 – No update</b>  <b>AUGUST 2011 – No Update</b>  <b>SEPT 2011 – Hole still exists and will stay that way.</b></p>	<p><b>Pat Stewart</b></p> <p><b>B. Thiede</b></p>	<p>Area to be inspected</p> <p>Superintendent of Engineering to follow up.</p> <p>Area to be inspected by ES by next meeting. June 22<sup>nd</sup>.</p> <p>Awaiting ES reports</p> <p>Supt. Of ES is going send out Randy Hill to reduce build up ballast of sides to lessen hole depth.</p>	<p>Feb 2011</p> <p>Mar 2011</p> <p>Carried Carried Carried</p> <p>Carried</p>
2011-02-01	<p><b>-Digital Radio problems at Coquitlam.</b>  Hand held mikes tested and not being handed out. (Otto Mike)  -Yard Engine radio leaves the digital frequency to analog frequency without notice.  -No ability to make an emergency radio call in digital frequency.  <b>MARCH 2011 – July 2011</b>  <b>REFER TO AUGUST MINUTES-</b>  <b>AUGUST 2011 – No Update</b></p> <p><b>SEPT 2011 – Three portable radios and one Engine radio</b> have been sent to Vancouver for further testing.</p>	<p><b>Adam White</b></p> <p><b>Brian Galloway</b></p> <p><b>Craig Neill</b></p>	<p>To discuss with Radio Shops.</p> <p>Job Aid Posters are too made up and Mark Woodhouse to make stickers. Testing new radios later this month.</p>	<p>March 23/11</p> <p>Carried</p>
2011-04-02	<p><b><u>Cover for checker Truck:</u></b></p> <p><b>MAY 2011 UPDATE - Storage boxes</b> are available at truck stores. They run about</p>	<p><b>G.Ranson</b> <b>B.Thiede</b></p>	<p><b>Review different options.</b></p> <p>Committee to review different types and brands.</p>	<p><b>June 22nd</b></p>

	<p>\$300.00</p> <p><b>JUNE 2011</b> - Looked at several different options for truck boxes, nothing suitable found for a rental vehicle.</p> <p><b>JULY 2011</b> – No Update</p> <p><b>AUGUST 2011</b> – No Update</p> <p><b>SEPT 2011</b> – Suggestion from the committee is some kind of tonneau cover.</p>		<p>New trucks have been order, due to arrive at the end of November, equipped with tonneau covers.</p>	<p>Carried</p> <p>Carried</p>
2011-05-01	<p><b><u>Brush cutting on the Cascade Sub 2011</u></b></p> <p><b>MAY 2011 UPDATE - , Following signal site lines:</b></p> <ul style="list-style-type: none"> <li>-Pitt River Eastward both tracks.</li> <li>-Maple Meadows Eastward south track. - Magellan 63.2N.</li> <li>-Ruby Creek North Track. Eastward.</li> <li>-Katz Eastward East end.</li> <li>-Signal 198 out of focus. (Daytime)</li> <li>-X lead West by Canadian Tire wack it all down.</li> </ul> <p><b>JUNE 2011 -1078S</b></p> <p><b><u>Signal 1046 South and North side bad sight lines.</u></b></p> <ul style="list-style-type: none"> <li><b><u>-1034N</u></b></li> <li><b><u>-996N and S</u></b></li> <li><b><u>-568N</u></b></li> <li><b><u>-Signals at 54.0 both sides bad lines.</u></b></li> <li><b><u>-Signal *414 bad line.</u></b></li> <li><b><u>-298</u></b></li> <li><b><u>-228</u></b></li> </ul> <p>CP's Integrated Vegetation Management Plan (IVMP), in part; The objectives of our IVMP are to prevent or manage unwanted vegetation that can compromise railway safety, reliability, efficiency and the environment.</p> <p>According to Transport Canada's Railway Safety Act, vegetation must not: become a fire hazard to track-carrying structures</p> <ul style="list-style-type: none"> <li>• <b>obstruct visibility of railway signs and signals</b></li> <li>• interfere with railway employees performing normal track side duties</li> <li>• prevent proper functioning Of signal and communication lines</li> <li>• prevent railway employees from visually inspecting moving equipment from their normal duty stations</li> </ul> <p>If not managed properly, unwanted vegetation can damage the integrity of the roadbed, inhibit the operation of signals and switches, hinder the inspection of the track structure and trains, cause trackside fires, compromise employee safety and reduce visibility at public road crossings</p> <p><b>JULY 2011</b> – No Update</p> <p><b>AUGUST 2011</b> – Spoke with ES, they have the</p>	<p>D. Sewell</p> <p>G. Ranson</p>	<p>List to be forwarded to Engineering Services</p>	<p><b>June 22nd</b></p> <p>Carried</p>



<b>New Business</b>				
2011-09-01	Locker paint coming off onto clothes at Williston	<b>M. Woodhouse</b> <b>P. Stewart</b>	Request for new lockers have been submitted for next year. Maybe in the meantime have a cleaning restoration company come in and examine as a short term solution.	
2011-09-02	Female washroom needs another toilet, in Coquitlam yard office. One is not Sufficient.	<b>B.Thiede</b> <b>G. Ranson</b>	Look into what is the actual requirement. There are sufficient washrooms available. One in the tower on the 3 <sup>rd</sup> floor, and 1 on the main floor which will be accessible to the females.	Completed

### **Safety Hazard Reports/Safety Issues Board**

2011	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct.	Nov	Dec	YTD	2011 Actual
Hazard Reports	9	8	7	18	1	3	2	5	10				63	
Resolved	1	0	8	27	6	1	0	0	6				49	
Pending	9	7	15	6	1	2	2	5	4				14	

### **SCR Outstanding over 30 Days, elevated to the minutes:**

One elevated to the minutes, referring to the lockers at Williston yard office. (2011-09-01)

# Monthly Tally Sheet for SOFA Audits

Total Audits	0		0		6		0				0		3		3									
Month	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE

## SOFA Lifesaver #1 - Secure Equipment Before Action is Taken

a) 3 Pt. protection requested					16		0				21		0		0		1	9						
b) 3 Pt. protection applied & confirmed					14		0				20		0		0		1	8						
c) Equipment separated by 50 ft.					7		0				1		0		0		2	0						
d) Engine & cars properly secured					6		0				5		0		0		0	4						
e) Engine/cars not moved until authorized by crew member requesting protection					1		0				7		0		0		0	5						

## SOFA Lifesaver #2 - Protect Employees Against Moving Equipment

a) Crews working on the same tracks have an understanding of the other's moves					2		0				0		0		0		0	0						
b) Movement at a speed that allows them to stop within 1/2 the range of vision					6		0				12		0		0		0	6						
c) Specific car length given for shove moves					12		0				13		0		0		0	8						
d) Shove moves protected by employee					11		0				12		0		0		0	6						
e) Test the effectiveness of the hand brake application					5		0				4		0		0		0	4						

## Sofa Lifesaver #3 - Discuss Safety at the Beginning of a Job and when a Job Changes

a) Job Briefing held at beginning of shift					5		0				2		0		0		0	2						
b) Proper job briefing procedure followed					8		0				3		0		0		0	3						
c) Additional job briefing conducted when conditions change					11		0				3		0		0		0	5						

# Monthly Tally Sheet for SOFA Audits (Con't)

Total Audits																								
Month	JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC	
	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK

## SOFA Lifesaver #4 – Communicate Before Action is Taken

a) Engineer does not begin shove until after receiving specific distance					11		0				12		0		0		0	8						
b) Crew does not use a combination of hand & radio signals					8		0				5		0		0		0	7						
c) Proper radio procedure followed					11		0				12		0		0		4	6						
d) Verbal confirmation between crew members													0		0		0	2						

## SOFA Lifesaver #5 – Monitoring / Coaching Employees

a) Senior Crew member reviews experience of coworker					02		0				2		0		0		0	2						
b) Senior Crew member mentors coworker					3		0				3		0		0		0	1						
c) Proper entraining/detraining					4		0				1		0		0		0	8						
d) Replacement of keepers					8		0				10		0		0		0	5						
e) Switch alignment					2		0				8		0		0		0	5						
f) Derails											0		0		0		0	0						
g) Fouling other tracks											0		0		0		0	0						

## Monthly Tally Sheet for ORCA Audits

Total Audits																										
Month		JAN		FEB		MAR		APR		MAY		JUN		JUL		AUG		SEP		OCT		NOV		DEC		
		RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	RISK	SAFE	
Establish team climate, effective in-cab communications	E																									
	C																									
Conduct job briefings	E																									
	C																									
Crew member asks question regarding crew actions and operational decisions	E																									
	C																									
Mentor / Coach employees	E																									
	C																									
Monitor gauges, controls and system indications	E																									
	C																									
Communicate the position of switches, derails and distance to travel	E																									
	C																									
Communicate signal indications, clearances and restrictions	E																									
	C																									
Communicate information regarding train and equipment	E																									
	C																									
Confirm permissible speed and other restrictions	E																									
	C																									
Clarify questions or misunderstandings, discuss solutions	E																									
	C																									
Ensure mutual understandings of bulletins, authorities	E																									
	C																									

### **2011 Peer Observations**

**Number of Observations:** 0

**Number of At Risk:** 0

Peer observations were discussed and will be enhanced.

Trends: New hire observations - lack of knowledge of emergency procedures.

### **OPEN DISCUSSION**

**Pat Stewart-** attended filming for the new safety hand book.

**Brad Thiede-** We have shown dramatic improvement (33%) on Non-FRA train accidents since the beginning of June. (Run through switches etc.)

**Troy Litowsky-** Mark Woodhouse introduced as a new H&S Employer member.

### **CANADA LABOR CODE PART II:**

None

### **SUB-COMMITTEE REPORTS:**

**RADIO COMMUNICATIONS** Adam White, B Thiede, B Galloway, C Neill

- Reported any defects to S&C. To be reported through an SCR.
- Radio congestion on the waterfront. Transfer 2 (CP 83, ARR 5151)
  - Extra radio's with yard channels for crews to use.
- To find out why S&C cannot programs digital radios with analog channels
  - 3 portables and 1 engine radio

**FATIGUE COUNTER MEASURES SUB COMMITTEE:** G. Ranson / D. Sewell

### **SPILLS in Coquitlam YARD**

- C-10 e/e (1 pile 5 cars deep)
- X lead West
- B yard East

### **SPILLS in Williston Yard**

K6 West end (2 Cars deep)

### **H&S Committee Schedule 10 tracking document**

Update HRDC/TC Annual Report

HRDC Schedule 10  
Health and Safety Committee Report

<b>For Labour Program Use Only</b>	
Department File No.	
Regional Office:	
Employer Identification No.	

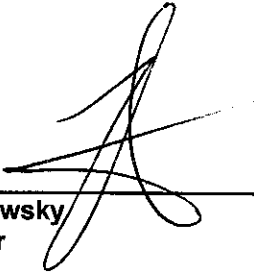
<p><b>Company Name and Address:</b> Canadian Pacific Railway Bldg-9 1670 Lougheed Highway Port Coquitlam, BC V3B 5C8</p> <p><b>Committee Name/Workplace Address:</b> Vancouver Territory W/P HS Committee Bldg-9 1670 Lougheed Highway Port Coquitlam, BC V3B 5C8</p> <p><b>Contact Person:</b> Troy Litowsky Gerry Ranson</p> <p><b>Phone:</b></p>	<p><b>Committee Exemption: YES / NO</b></p> <p><b>No. of Employees Represented: 350</b></p> <p><b>No. of Union Committee Members: 5</b></p> <p><b>No. of Employer Committee Members: 3</b></p> <p><b>Total Committee Membership: 8</b></p> <p><b>Trade Unions Represented: TCRC</b></p>
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2011		J	F	M	A	M	J	J	A	S	O	N	D	Tot
<b>Meetings 135 (10)</b>	Regular	1	1	1	1	1	1	0	1	1				8
	Special													
<b>Complaints 135 (7a)</b>	Received	12	9	8	20	2	6	2	7	12				78
<b>SGR's</b>	Resolved	1	2	8	27	6	1	0	2	8				55
	Un-resolved	11	18	18	11	7	12	14	19	23				23
<b>Refusals 128 (9)</b>	Received	0	0	0	0	0	0	0	0	0				
	Resolved	0	0	0	0	0	0	0	0	0				
	Unresolved	0	0	0	0	0	0	0	0	0				
<b>Inquiries &amp; Investigations 135 (7e)</b>		0	0	0	0	0	0	0	0	0				
<b>Programs Monitored 135 (7 c/d)</b>		2	1	2	0	0	1	0	0	0				
<b>H &amp; S Hazards 137 (7 j/k)</b>	Identified	16	2	18	8	1	18	0	0	0				63
	Resolved	0	0	2	1	2	3	7	6	5				25
	Un-resolved	16	18	34	42	41	59	59	59	59				38
<b>Injuries</b>	Disabling	1	1	0	1	0	1		0					
	Minor	1	2	1	3	1	5		5					
	Time Lost													

	<b>Print Name</b>	<b>Signature</b>	<b>Date</b>
Employer Co-Chairperson	Troy Litowsky		
	<b>Print Name</b>	<b>Signature</b>	<b>Date</b>
Employee Co-Chairperson	Gerry Ranson		

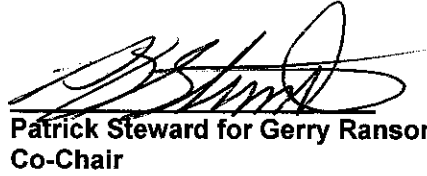
**ADJOURNED: 1305**

**RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE**



A handwritten signature in black ink, consisting of a large, stylized 'L' shape with a horizontal line extending to the right and a vertical line extending upwards, crossing the horizontal line.

**Troy Litowsky  
Co- Chair**



A handwritten signature in black ink, featuring a large, stylized 'P' followed by several loops and a horizontal line extending to the right.

**Patrick Steward for Gerry Ranson  
Co-Chair**

Next regular meeting for H&S Committee will be held Wednesday October 26/2011 at 0900 on the 2<sup>nd</sup> floor, boardroom of the Coquitlam Yard Office.

