

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

**March 25th, 2009
NEXT MEETING April 22nd 2009**

Craig Neill	604-999-5510	P	Pat Stewart	604-341-5605	A
Brad Thiede	604-944-5702	P	Todd Shawaga	604-944-5730	A
Sandra McCartney	604-726-4809	P			
Dan Letain	604-944-5707	P	Gary Shannon	604-944-5850	A
Fred Herbold	604-944-5701	P	Keith Nordin	604-944-5730	A
			Ken Thomas	604-626-8750	P
Sean de Jersey	778-772-9650	A	Al Webb	604-782-3447	A
Gerry Ranson	604-552-1244	P	Kim Hamilton	604-970-2203	A

GUESTS HRSDC
Lisa Pann, Martin Davey

CHAIRPERSON: Danny Letain
RECORDING SECRETARY: Craig Neill
CALL TO ORDER: 09:00 March 25th, 2009

Errors and Omissions: Nil

EDUCATION and AWARENESS:

Bulletin BCO-058/09 VIF Emergency Response Plan Update.
Bulletin BCO-043/09 K-Yard Access Point.
Bulletin BCO-042/09 Restricted Clearance E25 Lead - Newstech

REVIEW SAFETY RULE OF THE MONTH:

T-5 Coupler alignment Step 1 Revision. {Separation of equipment by 50 feet}

CUSTOMER INSPECTIONS:

CSA-006 February 26 Pipe & Piling F4 (Sean DeJersey, Fred Herbold)
CSA-007 February 26 Advance Chemical (Sean DeJersey, Fred Herbold)
CSA-008 February 26 Transpacific F1 (Sean DeJersey, Fred Herbold)
CSA-009 February 26 Esco F5 (Sean DeJersey, Fred Herbold)
CSA-010 February 26 Recochem F3 (Sean DeJersey, Fred Herbold)

WORKPLACE INSPECTION:

Coquitlam Yard February 26. F Herbold, S deJersey
Newstech S deJersey, F Herbold

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**JOINT CN/CP MEETING; Next meeting to be scheduled for April 14th 2009.
GMR,DWL to attend.**

REVIEW OF SAFETY PERFORMANCE REPORT:

FRA Injury Frequency Year – To – Date as March 18th

Frequencies gives rate of injuries per 100,000 hours worked,
FRA injuries are injuries that require medical treatment.

FRA Injury YTD Frequency %	
Vancouver Terminal	2.42
Commuter Rail	0
Cascade/Roberts Bank	0
Thompson	0

VSA Total	0.89
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<i>Frequency Target -</i>	<i>1.49</i>
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2009 COQUITLAM / ROBERTS BANK / ROAD

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
Jan	2	0	1	0	0
Feb	2	0	2	0	0
Mar	0	0	1	0	0
April					
May					
June					
July					
August					
September					
October					
November					
December					
YTD	4	0	4	0	0

2009 VANCOUVER TERMINAL INCLUDING COMMUTER RAIL

	PI NON FRA'S	PI FRA	NON FRA TA	FRA TAs	CRV'S
Jan	2	1	10	0	0
Feb	3	0	5	0	2
Mar	1	0	3	0	0
April					
May					

June					
July					
August					
September					
October					
November					
December					
YTD	6	1	18	0	2

YARD TRAIN ACCIDENTS/ INCIDENTS:

Incidents – 3
CRV - 0
SCRV - 0

- 02/28** RCLS Yard crew doubled 6 cars from WF27 over to WF24. The third car from the point derailed at divider switch. **ES Cause.**
- 03/03** Conventional Yard crew shoving 21 cars from A-Yard to C21 and derailed the 13th car at the B/C divider switch. **Cause was not determined.**
- 03/06** Grain car derailed at Cascadia while being indexed. **Third Party Cause.**

YARD INJURIES:

Lost Time Injuries (LTI) - 0
Minor Injury Reports (MIR) - 1
Medical Treatment Injuries (MTI) – 0

- 03/05** **MIR** - Conductor on Road Switcher fell from an empty Sulphur car while releasing hand brake. Hand brake platform broke off at a defective weld. Conductor sustained multiple bruising, but did not lose time or get medical treatment. **Mechanical Cause.**

ROAD TRAIN ACCIDENTS / INCIDENTS:

Incidents - 1
CRV - 0
SCRV - 0

- 03/14** Over speed coupling by a TTR crew at Roberts Bank resulting in damage to locomotive and car. **Third Party Cause.**

ROAD INJURIES:

Lost Time Injuries (LTI) - 0
Minor Injury Reports (MIR) - 0
Medical Treatment Injuries (MTI) - 0

Injury Reviews Reports:

Nil.

**March 25, 2008-9 SCR REPORT
OUTSTANDING SCR (S)**

041 Williston parking lot restricted sight lines leaving
077 Hazards entering newstech fire hazard inside the building
085 K-yard pedestrian overpass unsafe.
087 Checker truck, no canopy, belongings getting wet
092 BO seat pans 1580 1583
096 B/O seat offers no leg support
103 Swt's need regular oiling

SCRs elevated to items:065, item 2009-12-02

SCR's Outstanding elevated to the minutes 3
SCR's Outstanding over 30 days 8
SCR's Received since last meeting 8

SCRs RECEIVED IN 2008/104 2009/9
SCRs OUTSTANDING FOR YEAR: 7

INVESTIGATION OF SAFETY RELATED OCCURRENCES PROTOCOL: NIL

CANADA LABOR CODE PART II: Nil for the month

PREVIOUS BUSINESS:

2008 04 03 – Halcon N. Bend taxi; D. Letain / C. Neill
TABLED FOR FURTHER INQUIRY/ Refer to January 2009 minutes
March 2009

**Update of CLC 127.3 HRSDC were present L Pann M Davey
Address CLC 127 complaint and ergo assessment of Halcon.**

- Responsibilities of employees and employer to address unresolved safety related issues.**
- Licensing is related to the provincial licensing authority and does not fall under the authority of the HRSDC.**
- Ergo report will need to be readdressed and changed to remove the storage of bags in the passenger compartment.**
- Drivers of vans need to be informed that no passengers are to occupy the said seats.**
- Drivers of vans have also been trained of the proper procedure for loading of equipment.**
- A full disclosure if info received needs to be available to unionized H&S employees.**
- The issues at hand are secondary as opposed to the original 127.1 complaint.**
- There has been a lack of information between the employees of CP rail and the use of the Halcon vans and the drivers them selves. The onus is upon CP corporate and the contractual agreements with Halcon to inform their employees of the proper use and procedures of this equipment.**
- The resolve would be the mandatory instructing for all employees on the proper use of the seats in question**

-It is understood that all committee members involved with the Halcon complaint Item 2008-04-03 be fully involved with the disclosure and corrective action that is to be taken. C Neill, D Letain, G Ranson to approach corporate for further inspection of the governing body.

2008-05-04 Poor Work Practices and How to Address; Gerry Ranson/Brad Thiede

The poor work practices in the Terminal come from behavioral practices conducted from years of training.

This Committee requests the opportunity or the knowledge of how to address this. Expert assistance is requested and needed.

June 2008-Safety and regulatory affairs have been consulted and will participate and will await response and report.

July 08 - No update, awaiting report.

August 2008 – Have tried to obtain the input of a behaviorist. Behavior issues have been addressed in the situational awareness program, no further programs are available.

Reps feel this is not the case, it is behavior modification that we are attempting to address, s/a does not do this or provide reps with the tools to perform these types of tasks.

September 2008

No update, to be furthered for discussion, and during safety framework.

October 2008

B. Thiede will investigate if a company called BST can offer training or material relating to modifying behavior and report back to the committee at next meeting.

November 2008

Investigated BST and found its application to be unsuitable, B. Thiede will continue to look at options.

December 2008

BST no longer used by CP, still under investigation. Awaiting update from system health and safety manager.

January 2009

The system health and safety manager has been relocated and is no longer available. We will continue to pursue communications with the appropriate person or department to advise.

February 2009

Review Safestart power point program by Electrolab presented by Linda Lawrence.

March 2009

There is not anything that is currently available that is acceptable to this committee.

CLOSED

2008-08-05- Better advertisement of Safety Issues D. Letain/G. Ranson

Placing safety related items on DOBs and placing pre-departures checklists and job aids on the RIT. It was recently noted CN was doing this on their TGBO

November 2008

Safety related items may be incorporated in the RIT, this is being investigated by programming and may be incorporated in February 2009.

An information sheet is being developed to give employees current information about hazards in the work place and ES activities.

December 2008

Information sheet is still being developed and will become available in the new year.

January 2009

The pre-departure checklist booklet is being received well.

February 2009

New program that is under development and was due to be released this month but has been delayed due to issues on the DM&E, it is now scheduled for Q3 2009

March 2009

The pre-departure check list booklet will be ordered and available to employees as an option.

2008-11-04 Gap between the two bridges at Mile 6.7 Cas. Sub. W Temple/G Shannon

To be investigated by ES.

December 2008

Structure supervisor has confirmed that plywood has been installed as of December 16th.

February 2009

NOT complete

The wrong bridge was worked on. The bridge is the one at mile 6.6 it is the gap between the two bridges in the devils trip where an employee slipped into that needs to be filled in.

March 2009

ES has reported that the gap at 6.6 has been repaired , this will be verified by H&S employees.

2008-12-01 Securing equipment B Thiede W Temple

In the last 2 weeks we have been instructed twice to secure the train on the west end, in the new hand brake policy there is no provision to secure tracks in Coquitlam on the west end.

January 2009

Looking at revisions to the handbrake policy to reflect securing trains on W\E and remote train yarding.

February 2009

Update to be presented either in bulletin or next monthly meeting.

March 2009

Revision of update handbrake policy has been submitted and will go to print and bulletin # BCO-061/09 issued.

COMPLETE

2008-12-02 Cross level variation F Herbold S de Jersey

AT02 in A yard west end excessive lateral rocking. Was supposed to be elevated to the minutes as an item. Fred Herbold at the last meeting said that ES would send a tamper thru this area to complete this item it was not done.

December 2008

Confirmation has been made by ES that work was completed December 4th.

January 2009

Tamping has not yet occurred as previously reported and needs to be re-inspected.

February 2009

No update

March 2009

Defects identified, ES repairing track March 24/25. To be inspected.

2009-01-02 F Herbold

Men's locker room in Coquitlam has numerous fire and falling hazards on lockers and in drying room that need to be attended to. Signs to be issued.

February 2009

No update

March 2009

Signs are up and locker room is cleaned, except for gloves. Bulletin VSAI 05-08-09 issued.

COMPLETE

2009-01-03 F Herbold / S Mc Cartney

Catalyst {Newstech} E-25

Close clearance due to overgrown tree, employees should be reminded there is a close clearance sign on this track and the requirements of riding cars into a close clearance track

February 2009

Check to see if clearance sign is present, bulletin issued BCO-22108.

March 2009

Track inspected by Committee members and sign is in place. Tree was trimmed. Bulletin BCO-042/09 Restricted Clearance E25 Lead – Newstech issued again as a reminder.

COMPLETE

2009-01-04 C-9 Conditions C Neill B Thiede

Garbage over flowing on engines, and C-9 E/E, health and safety hazard. Engines not being serviced by shops.

February 2009

Area has been cleaned and safety inspection made by managers. Garbage dispensers will be looked at for the area.

March 2009

Brian Galloway is in contact with Waste Management to explore viable options. Truck access is a challenge. Update at April meeting.

2009-02-01

Vanterm procedure need to be reviewed S deJersey/ F Herbold

Since closing of this item at the end of last year, further instances have occurred.

March 2009

On March 10th a yard crew needed to stop as they were shoving into Vanterm West account truck moving over the tracks. Transport Canada and HRSDC met with Vanterm and reviewed procedures. Vanterm changed their internal procedures to ensure the foreman is controlling entry to the facility and not the security (see appendix XX). The Union also issued a notice to the membership to enforce the procedure. Also, the alarms were redirected and the volume increased.

Further incident have occurred and reported to management, responses have been received, but no resolve has taken place.

Feb 19th – Yard crew in Van west, had the buzzers on, crew had pulled #62 track and were about to grab #61 track when two buggies and a top end loader cut over all three tracks in order to leave, RCLS Operator just missed hitting them by two or three car lengths with one of their managers watching.

Incidents were forwarded to TC and HRSDC, investigated and Assurance Voluntary Compliance was issued to TSI from HRSDC.

“The employer will ensure that safe operating procedures are followed regarding the longshore/rail interface specifically the entry , exit and use of Rail equipment on TSI property. The employer will provide a written description of how the implementation of the procedures has been monitored to ensure effectiveness, including the supervisor in charge(above foreman level), dates, times and outcomes.

Compliance Date / Date du redressement : April 03, 2009”

New operating procedures from “International Longshore & Warehouse Union “ has been received and will hopefully improve their safety procedures.

To be monitored by train crews and video surveillance.

To be monitored for one month.

2009-02-02 Hi Vis Back packs D Letain/C Neill

Re-introduce my original idea to design a hi vis back pack for the employees.
Will check with AGO to see if anything is available.

March 2009

Information received from Kevin Sholes manager of safety programs, there is no hi-vis back packs from AGO, but, there is a distributor in London Ontario and West Van that has these certain products available and will be pursued as a product for us to use.

The question of if a back pack without hi-vis is against the hi-vis policy , it is not, even though care must be taken, they are within the parameters of the policy.

NEW BUSINESS

2009-03-01

Tripping Hazards Being Created by Engineering –Action: D Letain / G. Ranson

Time and time again we as committee have tried to address the tripping hazards and conditions left by engineering crews after they have completed work. This was supposed to be fixed for this year's track programs. Two most recent incidents: East end of C and A Yard work done on AEIs, hole and equipment left without any warning until a yard manager accidentally found them and put out the bulletin BCO-035-09. Mile 50.05 – 50 numerous boulders anywhere from 6 inches to 12 inches in diameter have been left inside and outside the rail. Why is the same thing continuing?
Cascade sub. Inspection to be made March 26th and discuss the procedures of ES.

2009-03-02 Action D Letain / G Ranson

Hoodie

Still to be decided if this will be an item but want this info in when we examine the hoodie, please have ready to display with the attached pic;

Why is the employer promoting PPE when it restricts the field of vision. There may not be a rule against hoodies, but the employer should not be supplying or promoting the use of PPE that can be a hazard in itself.

RAC Medical Guidelines 4.3;

2.2 Visual fields

The minimum extent of the uninterrupted monocular visual field in each eye without correction should be:

Horizontal meridian: 120^o

Vertical meridian: 90^o

Oblique meridians: 90^o

The monocular visual field must be continuous within these limits.

Visual Fields

Visual fields are usually assessed using the "confrontation" method which is user-friendly, practical and sufficient to detect quadrantanopias and hemianopias. These visual field losses are large enough to have a detrimental effect on individual's performance resulting in an unacceptable risk to the safety of the individual and others. The simplicity of the confrontation concept has led to a multitude of techniques for performing the test. Some techniques are better than others. The recommended procedure is "finger counting". The finger-counting procedure is primarily intended as a screening test. If a defect is found, then further testing will be necessary to diagnose the cause and quantify the functional impact of the field loss. The recommended test conditions are designed to quantify an absolute loss. The size and contrast of the targets (which have approximately equal detectability) are designed to measure the maximum extent of the visual field. Each eye should be tested. Different testing conditions may be required for diagnostic purposes.

It is possible that a person with a visual field loss might be able to compensate by making additional eye and head movements. Nevertheless these individuals may not be

suitable for certain SCP's. Operating equipment on the main track may not be a problem because the

Necessary scanning movements are mostly along the near horizontal meridian and at the instrument panel. However, someone working in a large yard or along multiple sections of track may be at greater risk because equipment could be moving on any of the closely-spaced sections of track; the loss of peripheral vision may impair his/her ability to detect moving objects in sufficient time. For these reasons, individuals with a visual field impairment should be considered on an individual basis with a practical evaluation if necessary.

SOFA: since 2004 there have been 51 SOFA related employee fatalities in the North American railway industry; from the investigation of these accident it was determines Situational Awareness played a large part. One of the main causes affecting S/A is winter clothing and how that affects field of vision.

2009-03-03

Asbestos in the workplace Action: D Letain / C Neill

Engine 1620 has been identified to have asbestos in the heating vents when all other units have had the fatal product removed, why?

It is also requested which other engines in use still have asbestos present?

2009-03-04

Safety Supplies machine Action F Herbold / C Neill

The supply vending machine on the first floor is giving out gloves that are often defective and questionable of quality and cleanliness. It will be questioned to the supplier as to these defects.

2009-03-05

AEI placement in A-yard X-yard Action: S Mc Cartney/ B Thiede

Due to there close proximity to the rail and working area, how will they be protected?. These are mid-yard track readers for checking purposes. Once complete hi-vis markings should be used to identify.

2009-03-06

Parking of trucks and debris foul of Tilbury tracks {SCR 006-09} Action: F Herbold / K Thomas

RISK ASSESSMENT: NIL

SAFETY FRAMEWORK ACTIVITY UPDATES

Updated

OPEN DISCUSSION:

Linda Lawrence-New regulation under the CLC Part 20 violence in the work place legislation policy to be introduced in the next 3-4 months.

Danny Letain Stats achieved in 2009 so far have shown great promise for a record breaking year when it comes to injuries.

The North Bend bunk house has an emergency evacuation plan and will be introduced this next quarter.

Rob Boyd is our new EFAP and wishes to attend the next meeting.

TP and E presence is out now and extra vigilance will be needed to watch walking conditions.

SOFA presentation will be available.

Craig Neill –Earth hour is March 28th from 08:30 till 21:00 please do your part and reduce your carbon foot print by turning out lights when not needed.

Gerry Ranson-The discrimination course was well received and educational but unfortunately was not well attended by RTE's.

Ken Thomas -Thanks to Martin Davey and Lisa Pann from HRSDC for attending our meeting.

Sandra Mc Cartney- Thanks to Wally Temple for his efforts on the H&S committee as he has now served his time.

I will stay on as requested until a replacement has been found.

EFAP committee is still trying to get the crystal meth presentation and CIRP

SUB-COMMITTEE REPORTS:

FATIGUE COUNTER MEASURES SUB COMMITTEE: G Ranson/D Letain

No update

WESTCOAST EXPRESS SUB COMMITTEE: W Temple/Mel Schille

No update

VIF SUB COMMITTEE: W Temple

No update

Coast Meridian Overpass Safety Sub Committee: S. de Jersey /B Zeglinski

Coast Meridian Overpass February Update

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> Safety: There were no accidents or incidents to report
> in February.

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> General:

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Presentations were given to both local management and the three safety committee reps on bridge launching and fail safe systems on bridge deck construction. The binders will be ready for circulation this week will make arrangements to get them to you.

Scaffolding on all five piers is in progress, piers 1 ,2, and 3 are completed 4, and 5 will be completed by early to mid March. KWH will require access to the top of the piers for survey work and to be present on top of piers during bridge launching. Linda Lawrence , Jon Norwood, Dar Rued, and Bob Zeglinski did a site visit to all the piers March 5th, SNC and KWH were given a small list of clean up and requirement for additional high visible markers for each site. Dar Rued to have completed by March 11th.

First Launch date will be sometime in mid to late April due to fabrication of bridge parts to be delivered.

The latest lighting requirements for the bridge for the finished project below the bridge deck have been delivered, we also informed the contractor they may have to install temporary lighting on the bridge during construction as well as discussed during the presentation.

The new radios and hard ware to operate are here the radio shop is progressing on the assembly and they are planned to be out on the property to all depts by the 3rd to 4th week of March.

That is all we have for now.

B Zeglinski

YARD MAINTENANCE SUB-COMMITTEE: S deJersey/S McCartney/F Herbold

March 2009

A preliminary inspection of the switching areas of Coquitlam yard was performed and a further in detail inspection will follow.

PRE-DEPARTURE CHECKLIST SUB-COMMITTEE D Letain/G Ranson/S McCartney

A supply of the booklet will be made available to the RTE's.

YARD ENGINE SUB-COMMITTEE C Neill-F Herbold

The retro fit and updates of seats on yards service engines are being completed.

Engines have not been updated with the engineer's side wing mirror.

The use of the "locomotive defects form" is being used and seems to be helpful in getting these defects documented and addressed.

PLANNED ACTIVITIES WP&CS FOR March 2009

Customer inspections:

March 26th Cascade sub. Action GMR , DWL

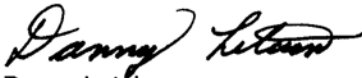
Work place inspections:

Vif-C Neill and VIF mngr Mike Kelly.

ADJOURNED:16:00

RUNNING TRADES WORKPLACE HEALTH & SAFETY COMMITTEE

Next regular meeting for the H&S Committee will be held Wednesday April 22 0900 on the 2nd floor, boardroom of the Coquitlam Yard Office.



Danny Letain
Co-chair



Gerry Ranson
Co-chair

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Inspections 2009

UPDATED March 2009

Inspect Roberts Bank terminal

D. Letain. Manager H&S
C. Neill TCRC H&S

February 2009

D Moorey. Manager Roberts Bank
Tom Winters Manager BCRC Roberts Bank
Rod MacMillan Supervisor Track and Facilities BCRC Roberts Bank

Shack:

-Truck is receiving regular maintenance and is repaired when broken. Not available to inspect.
-Used 6-volt battery bin still needs to be properly identified, confirm use as an appropriate container for dry cell batteries. **To be discussed with Ron Fortier**

Lunch Room

Fire extinguisher needs to be properly identified and placed on wall bracket. Waiting for sign

All fire extinguishers to be serviced by April 2009
Refrigerator needs hygienic cleaning and regular inspection.
Oven needs cleaning and regular inspection.
Ceiling is showing signs of coal dust accumulation. Possible air filtration system could be used to reduce dust levels.
Locker room, replace cover over furnace access.

Fire escapes:

According to the BCR MGR local fire inspection has been made and it was decided by the fire marshal that seeing the area was to be used by able bodied people there was no need for extra emergency exits.
Possible sliding or punch out window could be installed in lunchroom for an emergency exit.
There is currently no emergency exit in the Men's locker room.

Yard:

-S-4/N-4 E/E- rail lying 6 feet OTM, remove. **Done**

S-4 Numerous piles of: anchors, tie plates and rail need to be removed or relocated, 6 feet OTM.

Dumper 31 departure track rail 6 feet OTM. **Done**

N-3,4 E/E Six 10 " deep drainage rows. Tripping hazard. / re-fill with crush. **Done**
Concrete block 6 feet OTM, remove. Gate post to be removed or marked with hi-visibility tape.
Done

41B-Drop off at crew change point. / Build up ballast level

Road manager Roberts bank Dave Moorey update

We took a look at 41B again on Wednesday March 11th, the area in question the crew don't get off at that point. If you come in on a V71 stopping back at the fouling point the ballast and slope appear to be good. For the crews that get off on the main track, coal trains, when you exit out the front door it's to the North side and again there the ballast slope looks good. The truck is usually sitting up towards the crossing. Now as far as adding more ballast I think the decision was not to add to the spot you were looking at with Danny.

Williston

L-Yard, N-yard, Waterfront
S McCartney, Fred Herbold and Bruno from E/S,

L Yard: rail between L16 and CN Lead (Bruno called CN and asked when Rail would be moved as it is a tripping hazard to our employees. CN said that as that rail is not scheduled to be installed until June and that they would come and move to the north side)

CN Lead W/E Broken manhole cover still has not been replaced

CN Diamond signal entering waterfront yard (To be fixed Feb.05,09. By Dan Strong) **Done**

Waterfront yard: W/E 22-27divider switch is hard to throw (Bruno advised that new rail is going in at that switch next week February 9-14th and should fix this issue). The switch target WF 23/24 W/E does not line up properly with track it is designated for. **Done**

Tripping hazard west of WF20swt off the lead where some rail has been removed. Rail is sticking up on the north side of the lead until rail is removed in its entirety. **Done**

N-Yard: Needles off main west of Heatley diamond (By Karking)still an issue (Fred to arrange to

have needles picked up again) **Done**

SCR N20 north side general clean up required **Done**

N1/N2 SWT W/E needs adjustment **Done**

We also discussed switch I.D regarding waterfront yard. Bruno said that his crews could start painting swt stands as per our standard. It was noted that we are not allowed to mark the switches in the same manner that CN uses which is currently on those targets.

Moved as it is a tripping hazard to our employees. CN said that as that rail is not scheduled to be installed until June and that they would come and move to the north side)