

**Canada Labour Code Specific Duties of Employers 125 (1) (z.08) cooperate with the policy and work place committees or the health and safety representative in the execution of their duties under this Part;**

## Medicine Hat Cross-Functional Health & Safety Committee

**April 12, 2018**

### Old Business Review:

2	Other	In reference to SHR dated 18-Aug-17 Dunmore Yard (Green Vest Manager) All Managers under a year of service should be wearing green vest and not orange vest. 13-Feb-18 Need update 12-Apr-18 <b>Green vest should be worn even if it is a manager.</b>	TM Isaac Neibert		2018-02-13
3	Other	GOI section, Item 3.1 Crews is not being provided with documents when dangerous goods are being handled from Medicine Hat to Dunmore and or Brier Park. Item 3.1 reads "when not in custody or control of the crew or on a train, documents or electronic copies must be readily accessible if required." This is intended for switching in a yard and not transfer dangerous goods between yards. Definition of readily accessible: Capable of being reached quickly for operation, renewal, or inspections without requiring those to whom ready access is requisite to climb over or remove obstacles or resort to portable ladders, chairs, etc. GOI section 7, item 2.3 On August 24, 2017, a safety hazard was submitted regarding trains departing Moose Jaw over 10 000ft(excluding locomotives). The Moose Jaw crew was advised from the Moose Jaw Trainmaster they were "ok to go" this was passed onto Medicine Hat crew in the personal transfer and documented on the crew to crew. Who can overrule/nullify items in the GOI? Sections of the GOI are circumvented to move trains from Alyth to Shepard, Medicine Hat to Dunmore and vice versa, crews are advised to follow transfer rules to the next terminal. Can a train be a transfer movement to circumvent the GOI at initial or intermediate terminals? 12-Apr-18 <b>Paperwork required. Needs to be in compliance with GOI.</b> Leave on one more month. Remove at next H&S meeting	Supt Gary Delaney	Tabled	2018-04-30

**December 13, 2018**

**New Business Review:**

1	H & S Committee members	<p><b>Crews running on Aldersyde sub at Alyth.</b> Medicine hat crews are not familiar with subdivision.</p> <p>As per Kyle Leafloor – <b>Request Pilot.</b></p>	Kyle Leafloor	Closed
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**April 11, 2019**

**Safety Hazard / Unsafe Condition Reports**

2	2019-01-12	T&E	Green/Class B	<p>SHR#6733 – <b>Shepard, Conventional train with train length 10340ft(excluding units). Fit all train parameters and provided paperwork. Instructed to leave shepard and operate as transfer to Alyth.</b> I advised Shane(shepard Co-coordinator) of violation of section 7 item 2.3(GOI). He said he checked with Teminal Trainmaster in Alyth and they needed the cars. I followed the home safe parameters and two company officers ignored the violation and violated the corporate safety policy. Forwarded to General Supt. Operations Calgary Corey Wolak on march 14.</p> <p><b>Response; When called as a train for tour of duty, GOI rules governing operations for trains must be followed for entire tour of duty. Exemption being dangerous good marshalling that will be corrected at next station and/or brake test requirements if transfer test requirements are met to move the train to a location for an air brake test. Trains can not be made into transfer movements to accommodate GOI restrictions unless scenarios previously stated. Superintendent Bob Milne to have follow up conversation with Calgary terminal.</b> Remove next month.</p>
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**New Business Review:**

1	H & S Committee members	<p><b>System Bulletin (GOI Sec. 1, item 34.7 replacement) Clarification.</b></p> <p>Clarification from Brad Thiede; <b>If 20psi</b> is used to control train speed(<b>other Than stopping-while moving</b>)turn into RTC.</p>	Jamie Smithson	April 11, 2019
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**October 17, 2019**

**Old Business Review**

4	H&S Committee Members	Section 4 GOI – Securing equipment while switching, release and test requirements. <b>Update</b> employee to determine requirements as required by GOI section 4.	Ryan Leblanc  Bob Milne	Complete	Sept. 12  Oct. 10
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**February 6, 2020**

**Safety Hazard / Unsafe Condition Reports**

closed	28-Dec-19 Received on 10-Jan-20)	T&E	Green / Class C	SHR 10627 Medicine Hat to Swift Current – <b>Diesel fumes on tail end remote deadheaded</b> to Swift Current 100-26. Remote facing west ward. Action recommended: Stop deadheading on remotes.  reply.  Diesel exhaust is considered an hazardous situation and the employee should be removed from the situation.- policy committee Informed February 6 2020  <b>Ryan Leblanc</b> the Unit should be booked following the proper process so the protocol can be put in place <b>with unit being removed from Deadhead service and employee removed from the hazardous situation</b>
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**March 11, 2020**

**Old Business Review:**

1	Safety Hazard Rpt. (12-Oct-19)	SHR 0879 and 0888 <b>Dead heading on Tail end remotes,</b> removed from November 2018 minutes will revisit if problems arise as crews where not being dead headed on tail end units. In minutes from November 2017 to November 2018. <b>Maple Creek sub</b> is subject to very rough impacts on tail end units. Risk of possible injury to employees needs to be addressed. Update: Jason Heard and Patrick Nahmiash to ride Tail end and report to Committee. Update September 12: Ryan Leblanc and Patrick Nahmiash to have completed before October meeting. Update: Colin Sehn and Patrick Nahmiash to complete by November 1st . Update: Derick Edwards and Patrick Nahmiash scheduled to complete on October 29th canceled by Jamie Smithson, he will reschedule.  SHR 1359- Maple Creek sub, deadheaded on tail end remote, 4-5 awful run ins in several different spots on sub.	Jamie Smithson	closed	2020-01-31
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		<p>Reply: Jamie Smithson will ride tail end and will be completed by December 20, 2019</p> <p>Update: Will be completed by the end of January 2020</p> <p>Update: February 6 2020 Rob McNulty to ride t/e. Kyle Mulligan to run simulations on trouble areas</p> <p><b>All westbound T/E deadheading to stop along with eastbound T/E remotes on coal trains. Ryan Leblanc and John Bell March 11 2020</b></p>			
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**August 13, 2020**

**New Business Review:**

4 August 13, 2020	H&S Com. Member	<p>Injured employee - IM#1001282598, re-enactment is a contravention of the Medicine Hat terms of reference and Canada Labour Code. Privacy violation, pictures were taken during the re-enactment without the individuals knowledge (individual realized pictures were being taken half way through the approximate 9 pictures). Individual was not advised of his right to have a union committee member at the re-enactment). Individual was advised to be at station for re-enactment after tour of duty, commute from Swift Current to Medicine Hat and hospital stay. Re-enactment should be scheduled with labour committee member when individual is fit.</p> <p><b>NO pictures will be taken going forward of any injury, and Health and Safety will be present at all future re-enactments where an injury occurred- Ryan Leblanc August 13, 2020</b></p>		Closed	August 13, 2020
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**September 10, 2020**

**Old Business Review:**

6 July 29, 2020	SHR# 700000002751	<p>Required to <b>deadhead on tail end</b> locomotive travelling eastward(locomotive facing westward). Carcinogenic diesel fumes continuously entered the cab regardless of window position. I was exposed for 60 plus minutes to carcinogenic fumes. This is a step 1 of a 127.1, 1. I should not be placed in this situation, exposed to Carcinogenic fumes for deadheading purposes. 2. Deadheading on pusher units that take in outside air from the lead engine or tail end units traveling in reverse position. 3. Study and Determine requirements and parameters that I'm required to occupy locomotives other than lead, that jeopardize my immediate and long term health. Advised RTC, he stated he talked to director</p> <p>Jason Inglis: The locomotive was turned into the shops and was inspected with no leaks found. Once the crew turned the hazard</p>			
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		<p>into the RTC, the field team immediately called a taxi and the crew was removed from the train. July 31, 2020</p> <p>August 13 - 127.1(3) joint investigation</p> <p>NO JOINT INVESTIGATION REQUIRED AS RESOLVE at the supervisor level - September 10 2020</p> <p><b>If windows are going to be required to be open for temperature control(no air Conditioning) while deadheading on locomotives and employees are going to be exposed to fumes. Notify the OC and they will remove employees from situation- Jason Inglis September 10, 2020</b></p>
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## SWIFT CURRENT CHANGE OFF

Procedures below;

**From:** Jason Inglis Jason\_Inglis@cpr.ca  
**Subject:** RE: Old Business item #5  
**Date:** September 10, 2020 at 1:27 PM  
**To:** TCRC Patrick Nahmiash lr322@shaw.ca  
**Cc:** Ryan Leblanc Ryan\_Leblanc@cpr.ca, Thomas Stehr alrc322@outlook.com



Thank you Patrick.

I will get this over to the OC right away so we can avoid blocking the crossing and close off this item in the minutes.

Thanks,  
Jason

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**From:** TCRC Patrick Nahmiash <lr322@shaw.ca>  
**Sent:** Thursday, September 10, 2020 1:23 PM  
**To:** Jason Inglis <Jason\_Inglis@cpr.ca>  
**Cc:** Ryan Leblanc <Ryan\_Leblanc@cpr.ca>; Thomas Stehr <alrc322@outlook.com>  
**Subject:** Old Business item #5

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

Jason,

As requested during todays meeting,

### **Procedures For change off at Swift Current**

West bound trains options;

- Changing off east of the station at Aikins (HWY #4), there is 12500' to the next crossing - to clear controlled location there is only 11900'.
- Changing off east of the station at Aikins (Range Road at mile 104.28), there is 22550' to the next crossing - 20350' is required to clear the controlled location at Waldeck.
- Changing off west of station at Lister, there is 11600' to the next crossing.
- Changing off west of station at Range Road 144, there is 10300' to clear crossing and controlled location.

East bound trains options:

- Changing off east of station at lister, there is 10200' to the next crossing.
- Changing off at station, there is 8500' of room to clear Lister/crossing.
- Changing off east of the station at Aikins, there is 11900' of room to clear highway #4.
- Changing off east of the station at west end of Waldeck, there is 20200' of room.
- Changing off at Swift Current signal, there is 11600'.

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**November 19, 2020****New Business Review**

2	H&S committee member	<p>Injured employees privacy – photos taken IM#1001349587(November minutes), injured employee Alyth photos taken of injured knee(November 7).</p> <p>Copied from August 2020 minutes</p> <p><i>Injured employee - IM#1001282598, re-enactment is a contravention of the Medicine Hat terms of reference and Canada Labour Code. Privacy violation, pictures were taken during the re-enactment without the individuals knowledge (individual realized pictures were being taken half way through the approximate 9 pictures). Individual was not advised of his right to have a union committee member at the re-enactment). Individual was advised to be at station for re-enactment after tour of duty, commute from Swift Current to Medicine Hat and hospital stay. Re-enactment should be scheduled with labour committee member when individual is fit.</i></p> <p><b>NO pictures will be taken going forward of any injury, and Health and Safety will be present at all future re-enactments where an injury occurred- Ryan Leblanc August 13, 2020</b></p> <p><b>Photos not to be taken of Injured employees all team members are aware- Jason Inglis November 19, 2020</b></p>	Closed
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**February 18, 2021****Escalated Item:**

1 2017-12-12	H&S Com. Member	<p>Railway Safety Management System Regulations, 2015 SOR/2015-26 Process with Respect to Scheduling Principles of fatigue science</p> <p>28 (1) A railway company must apply the principles of fatigue science when scheduling the work of the employees referred to in subsection (2), including the principles (a) that human fatigue is governed by physiology; (b) that human alertness is affected by circadian rhythms; (c) that human performance degrades in relation to hours of wakefulness and accumulated sleep debt; and (d) that humans have baseline minimum physiological sleep needs.</p> <p>Method (2) The railway company must include, in its safety management system, a method for applying the principles of fatigue science when scheduling the work of an employee who is required to work</p>	Escalate to Policy Committee	Closed	2019-12-20
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		<p>according to a schedule that (a) is not communicated to the employee at least 72 hours in advance; (b) requires the employee to work beyond his or her normal work schedule; or (c) requires he employee to work between midnight and 6:00 a.m. Communication (3) The railway company must communicate, to any employees who are required by the railway company to work according to a schedule referred to in subsection (2), how the principles of fatigue science have been taken into account when requiring them to work according to that schedule. April 11 □ Superintendent and train masters to work with Directors to improve line ups. New RAC rules to hopefully resolve by following fatigue science requirements. Update: Minister of Transport Annex A Requirements due November 1, 2019 Update: September 1 Canada labour code requirements changes - 96 hours written notice of work schedule. - 24 hours written notice of shift change. - 8 hours rest periods between work periods or shifts. - 30 minute break within every five hours of work</p> <p>Update December 5<sup>th</sup>, Line ups are getting worse – Deadheads and TCS continually appear and disappear, ESB's held in with no scheduling. Employees are fatigued due to noncompliance. Escalated to the policy committee –February 6 2020 Patrick Nahmiash to contact Policy committee co-chair on Progress-March 11 2020 update; sent policy Committee May 12, 2020</p> <p>February 17, 2021</p> <p>Policy Committee Response:</p> <p>Medicine Hat Workplace Health and Safety Committee,</p> <p>I am writing you on behalf of the Policy Committee. We have reviewed the line up accuracy for the Fort Steele terminal and the data shows that the line up is accurate the vast majority of time.</p> <p>Our goal is that in a 12 hour window prior to commencing work Medicine Hat employees will be called for work within 99.6% accuracy of the original time forecast in that 12 hour window. The employee may not get the exact train symbol they may have been projected</p>			
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		<p>for but they will be called for a train in that projected slot. However there are factors that are not predictive in nature that can result in an employee going to work earlier or later than forecasted than the original window, such factors include mainline disruptions like derailments, weather events, mechanical or engineering issues where re-crews may have to be called to protect regulatory rules as well as our obligations to protect 10 and 12 hour tours of duty. At times forecasted times from foreign railways may not be accurate as they may have also experienced some of the events above that cause variances in the lineup. These events are the exception and not the normal course of our operation.</p> <p>Based on the above explanation we believe the committee’s time would be best spent drilling into the exceptions where the “line up” was not accurate. Each WHSC Co Chair should have access to the Line Up accuracy dashboard and this will allow the committee to better understand the issues and implement corrective actions. As stated previously, exceptions will happen but what the committee can do is identify corrective actions and mitigate future issues. <b>CP does not ever want a running trades employee to work when they have not had the proper rest and there are provisions that as a last resort can be exercised to ensure this doesn’t happen.</b> However as we noted previously, the committee can play and incredibly important role in identify and mitigating exceptions.</p>			
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		<p>It is important to note that we are regulated under Transport Canada regulations to follow existing work/rest regulations and we have been part of a committee working with the regulator and labour to implement updated work/rest requirements.</p> <p>I hope this explanation provides some confidence that CP is making great efforts to maintain the train line up in as accurate manner as possible. Thank you, Greg Squires, Tom Doherty</p>			
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**October 14, 2021**

**Escalated Item:**

Item Number:    Item Origin:                      Escalated Item:                                      Responsible Person(s):                                      Status:                      Review Date:

1	<p>Committee members</p> <p>November 19, 2020</p>	<p>Enhanced <b>FTO</b> safety concerns;          1.Attention of engineer is taken away from required tasks and is required on monitoring FTO. System Bulletin issued November 18, 2020 - closed</p> <p><b>Reply: Monitoring FTO is part of regular operation of trains utilizing enhanced locomotive software, it goes along with monitoring gauges, speed &amp; train operation as part of a locomotive engineers job duties. An LE unable to perform these duties can request assistance/coaching and will be observed and coached accordingly on his/her job duties.</b></p> <p>2. Training inadequate. Trip Optimizer Supplemental Operator Training job aid provided, Road Manager available for further education.</p> <p>November 18 2020-closed.</p> <p>3. GOI violations are continuous, GOI is implemented for the safety of the crew, safety of the public, and safe train operations.</p> <p>Examples of GOI violations,</p> <p><b>Reply: FTO does not take over full responsibility of the train, the locomotive engineer must intervene</b></p>	<p>Tabled for review after Alyth Hazard</p> <p>assessment, planned for December 17, 2020</p>	closed	14-Oct-21
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		<p><b>and ensure train handling requirements and practices are met.</b></p> <p>a)FTO instructs Engineer to make minimum application with no plan of the 10psi reduction Section 1 36.0 Minimizing Sticking brakes C- The total brake pipe reduction should be 10 psi or more before the release is made.</p> <p>An overall reduction of less than 10 psi should therefore be increased to 10 psi or more before releasing. Brake pipe exhaust must be stopped for at least 20 seconds before releasing.</p> <p>Reply: GOI Section 1, Item 36.1 indicates it is acceptable for a LE to release the automatic brake from a minimum reduction, provided that an appropriate reduction (10 psi or greater) and release is made to “clean up” the train brakes prior to passing the next HBD.</p> <p>If in the judgement of the LE that a “clean up” is required (HBD coming up or not) then by all means. Our FTO instructions do not prevent an LE from making this decision, nor will this force manual control or impact available auto mille utilization.</p> <p>If prompted to release the brake prior to the brake pipe exhaust ceasing for at least 20 seconds, FTO does not prevent the LE from waiting the 20 seconds prior to releasing – wait the remainder of the 20 seconds and then release. If the additional waiting period is greater than 15 seconds from the time of the prompt, it will just require manual control. If this happens, resume auto control when practical.</p> <p>LE’s can review the TO Supplemental Operating Training book issued in July 2020, pages 8-10, which shows instructions on releasing from a minimum.</p> <p>Furthermore, the reason TO prompts a release following a minimum is because CP is the only Class I in NA that requires a 10 psi automatic brake reduction prior to passing the next HBD. The other six railways release from a minimum. The TO logic is interoperable with all seven Class I’s and the Human Machine Interface (HMI) is the same.</p>			
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		<p>b) FTO transitions with GOI requirements Section 1 38.2</p> <p>When changing from motoring to DB when the train is in motion, pause for ten seconds with the throttle in IDLE.</p> <p>c)38.6 Dynamic Brake (DB) Limitation</p> <p><b>Reply: When transitioning from Motoring to DB, FTO software will wait the required time to prevent damage to equipment. Any exceptions can be reported following the FTO exception reporting process.</b></p> <p>C - When governed by a Temporary Speed Restriction: the DB effort MUST NOT exceed 40 Klbs on AC locomotives</p> <p>Conventional: one half mile prior to the temporary speed restriction, and until the locomotive(s) are no longer on the temporary speed restriction.</p> <p>Distributed Power: one half mile prior to the temporary speed restriction, and until the entire movement has passed over the temporary speed restriction.</p> <p><b>Reply: FTO will always use dynamic brake as the primary method of controlling speed. Slow orders should appear on the FTO system, each locomotive consist approaching a slow order is limited to 160 klbs of tractive effort (40 klbs per consist). It will use dynamic brake up until the point that airbrake is required. If the Locomotive Engineer determines necessity of air brake application – make it – and report the incident.</b></p> <p>d)FTO uses independent motoring, violates</p> <p>Section 2 b) Remote</p> <p>Locomotive Operating Restrictions – Mixed Locotrol Trains ONLY (as defined in Section 7, item 2.3) Independent Motoring (Back Group)</p> <p>i)When the remote locomotive(s) is in independent motoring (back group), use the same throttle position as the</p>			
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		<p>lead locomotive consist, or a lower throttle position than the lead locomotive consist.</p> <p>ii) When the lead consist is in dynamic brake, do not use the remote locomotive(s) in throttle position.</p> <p>System Bulletin issued November 18, 2020</p> <p>Reply: As per CPSB-129-20 Operation in Enhanced Auto Independent mode is not governed by GOI Section 2 Item 2.0 paragraph b) i) and b) ii).</p> <p>What violations is the engineer required to overlook? How is the engineer supposed to plan train control without knowing when he will be required to intervene? - Open</p> <p>New bulletin issued- Jason Inglis November 19, 2020</p> <p><b>Reply: FTO does not take over full responsibility of the train, the locomotive engineer must intervene and ensure train handling requirements and practices are met.</b></p> <p>Refer to current bulletins on any GOI exemptions applicable while operating in FTO. Anything else requiring the locomotive engineer to intervene should be reported as per the proper FTO exception reporting process to ensure ongoing updates to the software can correct the exceptions.</p> <p>Update December 10, 2020</p> <ol style="list-style-type: none"> <li>1. Item was closed, bulletin has proven to be inadequate. Information from Alyth hazard assessment needs to be reviewed.</li> <li>2. Locomotive should automatically follow suit. In an emergency/critical situation distributed power locomotives need to work in unison, multiple steps should not be required for this.</li> </ol> <p>Reply: The system is designed that way – the operators should understand this and, when in doubt, allow enough time to execute transition safely and efficiently. This process is used by all other Class 1 RR's in NA and has been</p>			
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		<p>validated via Policy Committees and RA's.</p> <p>Review is needed of the Alyth hazard assessment to determine implication on Brooks and Maple Creek subdivision.</p> <p>Reply: RA was completed and all actions were reviewed and confirmed complete by the Alyth HSC as of May 2021.</p> <p>Risk Assessment completed, Waiting for information to be reviewed by committee- Jason Inglis January 21, 2021</p> <p>Email sent to Mark Clarstrom, Mgr Operating Practices, and March 18 – to provide update with use of Alyth Hazard Assessment.</p> <p>Update – Jonathan Morris is the new Mgr Operating Practices. Update will be provided by next H&amp;S meeting.</p>			
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**November 18, 2021**

**Old Business Review:**

3	T&E	<p><b>WCB Policy part II</b> is not being followed. Appropriate safe full return to pre-injured duties may be impaired, and further damage to injury. Injured individuals are being provided information that does not follow WCB Policy part II. CP is creating a return to work plan without medical information (question 14), no functional abilities form (question 5), and no options are being provided to the injured individual (question 5).</p> <p>WCB Policy: 04-05 part II, question 14. What is "suitable work"? The answer, Suitable work is work that the worker is medically able to do, does not make the injury worse, and will provide benefits to both the worker and the employer.</p> <p>WCB Policy: 04-05 part II, question 5. What are the cooperation provisions for employers and workers? The answer, Employers must: attempt to provide suitable employment that is available and consistent with the worker's functional abilities and that, when possible, restores the worker's earnings to the level paid on the date of the accident;</p> <p>WCB Policy: 04-05 part II, question 5. Another example is that a case manager may ask the worker and employer to identify alternative or suitable work options that will meet the worker's anticipated restrictions, involving the union where required.</p> <p><b>Reply:</b></p> <p><b>WCB Policy part II</b> is not being followed. Appropriate safe full return to pre-injured duties may be impaired, and further damage to injury. Injured individuals are being provided information that does not follow WCB Policy part II. CP is creating a return to work plan without medical information (question 14), no functional abilities form (question 5), and no options are being provided to the injured individual (question 5).</p> <p>WCB Policy: 04-05 part II, question 14. What is "suitable work"? The answer, Suitable work is work that the worker is medically able to do, does not make the injury worse, and will provide</p>	Jason Inglis	closed	14-Oct-21
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		<p><i>benefits to both the worker and the employer.</i></p> <p>In the absence of a FAF, Disability Management can, and will when available, offer non-safety sensitive sedentary work. In the absence of a FAF, <b>initial</b> modified work duties do not require a sign off from the doctor.</p> <p><i>WCB Policy: 04-05 part II, question 5. What are the cooperation provisions for employers and workers? The answer, Employers must: attempt to provide suitable employment that is available and consistent with the worker's functional abilities and that, when possible, restores the worker's earnings to the level paid on the date of the accident;</i></p> <p>Employees will be <b>offered</b> non-sedentary duties until a Functionality form has been filled out and provided to OHS for review.</p> <p><i>5. Another example is that a case manager may ask the worker and employer to identify alternative or suitable work options that will meet the worker's anticipated restrictions, involving the union where required.</i></p> <p>Employers have a duty to accommodate under the WCB Act, Canada Labour Code and Human Rights. By not accommodating, CP is in direct violation of those obligations to which financial penalties can be levied at us. Workers have an obligation to participate in the return to work planning but they are not necessarily required to identify alternative or suitable work options. Each is a case by case basis and we will also ensure to utilize the RTW committee if/when required.</p>			
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**May 18, 2023**

**Safety Hazard / Unsafe Condition Reports:**

Closed	23-Apr-23 Entered into app 25-Apr-23	T&E	Class B	<p>SHR 700000005542 Swift Current Bunkhouse</p> <p>This SHR is to deal with the <b>terrible lineups</b> in Swift current. I tied up Sunday April 23 at 0710. I went to sleep as soon as I got in to be rested for the train I was supposed to be getting around 1600-1800. I woke up around 1300, rested. The lineup still showed us going at 1800. I occupied my time watching TV, a little exercise and went out for a bite to eat. I got back to the hotel around 1600 expecting a call but checked and C05 was bumped back to 1900. No big deal. The clock hit 1700 still no call and now it was bumped back to 2100. I am not tired as I was expecting to go to work so I just wait for the call. It continues to get pushed back 3 more times and I eventually get called for 2330. I booked yellow on the call and rightfully so. I did</p>
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				<p>not get any sleep before the call because I base my sleep like everyone else on the lineup. That's all we have to work with. FYI we were on duty for 2'30" before our power was even ready. It's 2023 and it's embarrassing how bad our lineups are. It's like some of us don't even try or care to be better. Are we not trying to limit the fatigue on the railway? Hence the implementation of fatigue management. When dropping back the times on a lifter lets bump it back a minimum number of hours like 5-6 so an employee has a chance of getting some more rest as a result.</p> <p>Reply: <b>If you are not rested as per CPKC's Fatigue Management policy and procedures, you are required to book red therefore avoiding a hazardous situation.</b> Ensuring the line ups are accurate has been discussed with local management and the OC and everyone will make every effort to try to adjust the line ups appropriately to allow crews to be properly rested, but in the event that there are unforeseen delays to grain lifters due to loading or other various reasons, employees have the ability to book unfit or are required to book red if not fit and properly rested for duty to eliminate the hazard.</p>
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**November 15, 2022**

**New Business Review:**

7	T&E	<p><b>CMC refusing to change the off duty time.</b> Crews are reporting tying up at Swift Current station as required, taxiing to the rest facility and waiting in excess of 30 minutes for rooms. CMC is offering to change rest booked, but not the off duty time.</p> <p>Chris Gingras to take this on and send email to CMC and follow with a phone call on November 15, 2022.</p>	Chris Gingras	Closed	8-Dec-22
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**September 14, 2023**

Completed	23-Jul-23	T&E	Class B	<p>70000005682 Bennet, Alberta Brooks Sub</p> <p>While watching 148 go by, trailing car derailed causing major damage and flying ballast. Conductor and I were lucky not to get injured/ killed. Got fortunate that a crossing at grade was accessible for both of us to be further from tracks than what the fence line would have allowed us to be. Unless a crossing is accessible for increased distance from tracks, allow for pull by's to be performed from protection of inside unit/ engine.</p> <p>Reply: Employee discussion was had day of and follow up the next day about pull by inspections It has been discussed that pull by inspections are a regulatory requirement and that locomotive engineer s being positioned behind a locomotive offer great protection. Other employees such as conductors and brakeman can position themselves at a safe distance in order to perform the pull bud in a safe manner</p>
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**January 25, 2024****Old Business Review:**

12 10-Dec-23	Committee member	<p><b>Clarification of requirement to comply with rule 411 &amp; 421 CPKC Rule Book for T&amp;E Employees</b></p> <p>Evan Deadlock to clarify wording on the rule.</p> <p>Reply: Clarification has been done with the Rules Dept. and as listed in Rule 411 – <b>The requirement must be begin (commence to reduce speed prior to passing the signal. It is not required to be at 30 in passing the signal.) Use good Train Handling as per GOI Section 1.</b></p>	Evan Deadlock	Completed	11-Jan-24
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