

INFORMATION BULLETIN

TEAMSTERS CANADA RAIL CONFERENCE



002-16

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We Need Your Help!

Railroad workers have been fighting fatigue in the rail industry for decades but the problem persists. To continue this fight we need your help. We are asking you to document the problem.

How can you help?

Have you been forced to go to work tired based on misleading information provided by the railways? Have you been intimidated into reporting to work fatigued? Please let us know.

We have created a website so you can easily report these situations and provide us with the data to continue the fight.

www.railfatigue.ca

TIRED OF(FROM) WAITING...

TCRC OPERATING EMPLOYEES FATIGUE REPORTING WEBSITE – WWW.RAILFATIGUE.CA

Fatigue is a significant hazard in the rail industry. Every day Canadian train crews are being put into situations where they are compelled to report to work tired. Rail crews do all they can to be rested but the railways are making this difficult. This is a dangerous trend that needs to change.

A SLOW MOVING TRAIN

NEW GOVERNMENT SHOWS SOME POSITIVE SIGNS THAT POLITICAL WILL MAY BE GAINING TRACTION TO ADDRESS FATIGUE IN THE RAIL INDUSTRY

Why after numerous studies, advancements in fatigue science and regulations in the other modes of transportation is operator fatigue still an issue on the railway?

30 years after the Foisy Commission highlighted operator fatigue as a causal factor in one of the country's deadliest train accidents and 20 years following the all but ignored CANALERT study fatigue in the rail industry continues to be a major concern.

Industry's unwillingness to put safety ahead of profit and the lack of political will are two of the major reasons. At the last Advisory Council on Rail Safety meeting, Transport Canada dissolved the working group on fatigue and announced it would address the issue internally. That was March 2015, no action taken and the next meeting of ACRS pushed back to the fall of 2016.

The political environment has changed and some positive conversations have taken place. We will continue to lobby the government to force the bureaucracy that regulates rail safety to abandon its direction of allowing industry to self regulate and make meaningful change for the protection of workers and the Canadian public.

ASKING THE QUESTIONS

LINDA DUNCAN MP - EDMONTON STRATHCONA IS A CHAMPION IN THE HOUSE ON ADVOCATING FOR RAIL SAFETY



Linda Duncan MP - Edmonton Strathcona addresses the House on the anniversary of the Hinton Disaster

"Mr. Speaker, 2016 marks the 30th anniversary of the Hinton, Alberta rail disaster where 26 people died and another 95 people were injured. Engineer fatigue was identified as one cause of that tragedy. Thirty years later, worker fatigue is still a major factor in derailments, including at Lac-Mégantic.

The Minister of Transport is mandated to improve rail safety, yet communities along rail lines are left waiting for government action. How many more disasters will there be before the minister finally takes action on engineer fatigue?"

Ms. Duncan also sits as the Vice-Chair on the Standing Committee on Transport, Infrastructure and Communities asking the tough questions to ensure a safer rail system for all Canadians.

AN UPDATE ON RAIL SAFETY

ON JUNE 16, 2016 THE STANDING COMMITTEE ON TRANSPORT, INFRASTRUCTURE AND COMMUNITIES PRESENTED THEIR REPORT TITLED **REPORT 6 - AN UPDATE ON RAIL SAFETY TO THE HOUSE OF COMMONS**

Committees examine, in small groups, selected matters in greater depth than is possible in the House of Commons. They report conclusions of those examinations, and recommendations, to the House. Committees are comprised of sitting members of the House of Commons representing all parties elected.

The Standing Committee on Transport, Infrastructure and Communities primarily studies the legislation, policies and programs, and other issues of national importance related to transportation, infrastructure, and Canadian cities and communities as well as the operations of Transport Canada and Infrastructure Canada.

The Committee held a series of meetings beginning last March. They heard from 40 witnesses and received numerous briefs submitted from stakeholders regarding rail safety. TCRC National Legislative Director Don Ashley and Teamsters Canada Lobbyist Phil Benson both appeared before the committee and provided briefs on several of the topics discussed including Locomotive Video and Voice Recorders, Railway Operating Crew Fatigue and Remote Control devices for Locomotives.

The Committee finalized their report and presented it to the House of Commons on June 16, 2016. The final report contained 19 recommendations and requested the Government to table a comprehensive response to this report.

Highlights of some of the recommendations include;

LOCOMOTIVE VIDEO AND VOICE RECORDERS

That Transport Canada immediately develop legislative and regulatory structures to mandate the use of locomotive voice and video recorders by railway companies, and that effective rules be put in place to ensure recordings are used exclusively by the appropriate government authorities during Transportation Safety Board accident investigations or in subsequent criminal investigations to which they directly relate.

REMOTE CONTROL DEVICES FOR LOCOMOTIVES

That Transport Canada (1) conduct a comparative study on the rules for remote control locomotive operations in Canada and the United States; and (2) take measures that lead to the harmonization and adoption of rules governing more aspects of remote control locomotive operations, including rules concerning the tonnage of a train, the length of remote control movements and the training requirements for operators of the technology.

RAILWAY OPERATING CREW FATIGUE

That Transport Canada, in cooperation with the federal departments responsible for health and labour, take immediate action through a working group to develop options to improve the management of railway crew fatigue, including (but not limited to) (1) enhancing work/rest rules in safety management systems (SMS); (2) removing work/rest provisions from collective bargaining processes; (3) introducing guidelines or a regulatory framework in place of SMS-based fatigue management; and (4) ensuring that fatigue rules are science-based. The working group's report must be tabled in Parliament by 1 January 2018.

To read the full report visit our website. www.teamstersrail.ca

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