

**MISSISSAUGA TRANSIT
JOINT HEALTH & SAFETY COMMITTEE MEETING
CENTRAL PARKWAY**

Thursday, December 10, 2009
10:00 a.m., Maintenance Boardroom, CPY

Members: R. Lake, Co-Chairperson, R. Stratton, S. Shamahamad, L. Mazuryk, T. Cafaro, A. Hosein, I. Jaff, B. MacMillan, MT. Gigante, M. Parial-Sgambelluri, J. Jackson, J. McKee - Recorder
Invitees: R. Qu – Health and Safety Specialist, S. Haywood
Guests: Paul McDonald from Coffey

Employees are reminded to speak to their Supervisor first about a health and safety concern. If corrective action is not taken, then the employee is to report matter to their Health and Safety representative.

1. ADOPTION OF PREVIOUS MINUTES

The minutes of November 18th were approved as written.

Management Co-Chair provided updates on the following items:

Light Cords:

- Management Co-Chair provided an update that the Transit Facilities Planning Project Leader and the Building Maintenance Co-ordinator are obtaining a couple of quotes and awaiting one more quote.

Neederman System:

- Management Co-Chair spoke with a representative from Century; they have agreed to move them all to the back part of the garage.

Slippery Floor in the New Storage Area:

- A representative from Coffey joined the Committee meeting this morning to discuss the test results of the slippery floor in the new storage area that were performed on November 17th.
- The test was completed to determine the surface of the concrete on the old/new garage under various conditions such as water, soap, oil etc. Most of the results came out very close except the oil, this was very low.
- The worst condition was getting a better friction value; the representative from Coffey suggested we shot blast the surface of the concrete because it leaves a much rougher surface. The rougher the surface the higher the friction involved.
- Sand blasting takes the cement paste between the coarse aggregate material and leaves the coarse aggregate exposed, which will give you a higher friction value. This generally takes off about 2-3 mm of the surface of the existing concrete, removes the smoothness, and leaves you with a rough surface. One of the advantages of the rough surface is things such as water, slush, etc. goes down into the voids between the depressions and the coarse aggregate, so you are not riding on a film of water which would reduce the friction value.
- The floor must be swept to remove any of the particles that were loosened from the shot blasting operation. Once this is completed, this will stop the buses from sliding and relieve the problem. The water should be going into the depression between the coarser aggregates, lowering the hydroplaning and the puddles of water significantly.
- The Transit Facilities Planning Project Leader stated from the report, except for the oil in the new garage, the friction coefficient is well above the required standards. A recommendation was given on how to make the surface even rougher. The Director will in turn give us a recommendation, and we will proceed with that recommendation to make the surface even rougher.
- Worker Co-Chair stated the real problem is the hydroplaning, as we had three collisions in the garage on December 9th.

Slippery Floor in the New Storage Area Cont'd:

- The Transit Facilities Planning Project Leader stated if this problem isn't happening in the old garage, what this means is if we obtain that friction level, then it should be fine here. We want to achieve a surface that is equal to or better than the existing garage; which should happen within the next couple of days, certainly by the middle of next week. He has been given direction to shot blast the entire garage.
- Worker Co-Chair responded by saying once the shot blasting is completed, can we test the buses and test the surface after the floor has been shot blasted.
- Management Co-Chair stated once sand was applied to the floor, there was a difference between night and day.

3. SUMMARY OF RECOMMENDATIONS

None.

4. WHMIS

None.

5. TRAINING

None.

6. ITEMS CARRIED FORWARD (see attached Items Carried Forward list)

7. AGENDA ITEMS

None.

8. WORKPLACE INSPECTIONS

Terminal inspections need to be conducted two weeks prior to the meeting date and forwarded to the Committee in time for the scheduled meeting.

Central Parkway

LOCATION	HAZARD OBSERVED	ACTION
Gas Pump	Above Light Out	Replaced
CX East Wall	Third Light Out (Outside)	Replaced
Garage	Door #43 Outside, Light Out	Replaced
Transformer at Compressor	Outside Wall Light Out	Replaced
Parking Lot	One Light Along Central Parkway Out	Service Call Placed
Wash Bay and Interior Bay	Lights Out	Ballast Gone
Mechanical Room	Clean Pigeon Droppings	Cleaned
Rebuild Shop	Lights Out	Replaced
Electrical Room Garage	Lights Out	Repaired
Door #25, Garage	Number Sign Falling Off	Repaired

LOCATION	HAZARD OBSERVED	ACTION
Paint Storage B/Shop	Move Masking Paper	Removed
B/S Prep and Paint Rooms	Lights Out	Replaced
Paint Room B/Shop	Seal Gap Between Door and Booth and the East Side	Sealed
Body Shop Stock Room	Sweep Floor	Cleaned
Body Shop	Oil Interceptor Not Working	Email sent to A. Steele
Body Shop Handicap Washroom	Install Curtains	Installed
Body Shop Electrical Room	Clean	Cleaned
GSP Hallway	Handicap Door Not Working	Service Call Placed

Terminal Inspections Report

LOCATION	HAZARD OBSERVED	ACTION
South Common	Pot Hole Near South Entrance	Repair

3484 Semenyk Court

LOCATION	HAZARD OBSERVED	ACTION
Baseboard Heater HR – Second Floor	Loose, off the wall	Reported to Service Desk
Wall Plate Cover – HR	Uncovered	Reported to Service Desk
Training File Room	Hole in wall	Reported to Service Desk

9. MSDS REVIEW

-The individual who was working on the MSDS has injured himself and is now off until the New Year; the MSDS binders will be completed in the New Year.

10. VEHICLE ACCIDENT SUMMARY – November 16, 2009

Accidents	Onboards	Incidents	Internals	Shelters	Total	Non Preventable Accidents	Preventable Accidents
11	10	15	4	0	40	0	0

11. WSIB (Workplace Safety Insurance Board) Summary

- 22 Reports in November 09; which included 6 lost times, 5 medical aids, 0 first aids, 6 injuries, 5 incidents, 18 of the 22 accidents are from CPY - 5 lost times, 4 medical aids, 5 injuries (no first aid), 4 incidents (no injury).

-The most frequent accident types this month were Slip/Fall (4) Assault (3), Other and Inhalation/Exposure (3) followed by Contact by/With (2) and Struck By/With/Against (2).

- Under the Causes heading the two main headings were Other (11) and Failure of Equipment (3).

12. HAZARD INFORMATION REPORTS

None.

13. NEW BUSINESS

A) Cameras at the Terminals: Worker Co-Chair reported we are still waiting for a response from the October minutes to be notified from Transit Enforcement when the cameras break down, and when they are repaired.

ACTION: Health and Safety Specialist will follow up next month.

B) Stop at Erin Mills Parkway: Worker Co-Chair would like to “move” the stop at Winston Churchill Boulevard, north of Dundas, on the east side. If you need to stop to service the bus, you occupy two lanes.

ACTION: Planning Technician to investigate, complete.

C) Update on Air Vents on the Artics: Maintenance Worker Rep. reported they have blocked the old vent below the light, behind their heads, next to the wheel well to prevent any further cold air blowing on them.

E) Water dripping at CCTT Info Booth: Customer Service Rep. reported water dripping from the ceiling onto her computer.

ACTION: Customer Service Rep. notified her Team Leader and a tarp was brought in to temporarily alleviate the problem. The Service Desk was called to report the problem and to determine where the leak is coming from.

F) Erin Mills/Dundas: Supervisor of Transit Operations received a reply from Acting Manager of Service Development regarding the stop; at this point they see no reason to reroute the stop (Route 110).

G) No Heat in the Lunchroom: Worker Rep. reported there was no heat in the Maintenance Lunchroom.

14. ADJOURNMENT

Meeting adjourned at 11:00 pm.

**Next Meeting: Health and Safety Meeting
Wednesday, January 20, 2010 at 10:00 a.m.
Location: Maintenance Boardroom**

A.T.U. Local 1572 Signature

Date

Transit Department Signature

Date