

National Joint Health & Safety Committee Meeting Minutes

November 21, 2019

In attendance:

CPC

Ian Kerr
Corey Pelow

CUPW

Marc Roussel
Sylvain Sicotte

Advisor

Kim Gould

Guests

Chris Roach
Paul Rivet
Virginie Tremblay
Carlos Simoes
Terry Kelly
Ian Stephenson
JP Lefebvre
Evelyne Ricard
Hannah Keating
Luis Angues Lopez
Shari Nurse
Teresa Yu

Standing Items

1. Opening Remarks

Chris Roach introduced himself to the committee. Jay Davis has left Canada Post, CPC will organize a replacement for the next meeting.

During his introduction, Chris Roach made it clear that his goal is to reduce the rate of workplace incidents within the company. CUPW welcomes this initiative and agrees with the goal. On the other hand, CUPW mentioned that it is against the current method that CPC uses to achieve this. CUPW indicated that local management offers to temporarily accommodate injured workers, if they do not report a workplace incidents or injuries. CUPW indicated that this practice is illegal. CPC agreed and stated that all work related injuries or incidents must be reported and added that if such a practice brought to his attention with supporting evidence, local managers or supervisors practicing this method would be disciplined up to including dismissal.

CUPW expressed disagreement with the way city wide LJHSC meetings are being conducted. These meetings are being scheduled for two days. This committee previously set up guidelines for LJHSC city wide one day meetings, as part of a discussion in April 2017. CUPW expressed concerns that these guidelines are not being respected. CUPW also indicated that the travel policy for meals was

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part of the agreement, meals should not be provided by CPC. Employees should use the per diem for meals. Some members would like to take their meals separately therefore the meetings must be in a neutral place close to restaurants and not out of town. CUPW stated that if a new format for these meetings is necessary, it must be discussed within the NJHSC.

CUPW expressed frustration with health and safety incidents not being reported in some local areas. CUPW is recommending that CPC put together a communication to remind employees to report all incidents immediately to the team leader and the process for incident investigation and reporting to ESDC must occur as required by CMS – 1605.29 – Incident Investigation Data Collection. CPC indicated that all incidents, including near miss must be reported and documented as per the CMS.

Action Items:

1. CPC to consider drafting a communication to management regarding the guidelines for regional LJHSC Learning days.
2. CPC to consider drafting a SBN outlining the requirements for reporting, investigation and documenting all incidents including near miss.

2. Health and Safety Statistics – Hazard Prevention Program

Overview:

This is a standing item providing both parties an opportunity to discuss health and safety statistics, including workplace violence statistics. The committee has identified five areas of focus to reduce injuries and improve compliance to health and safety legislation and regulations.

Discussion:

The committee reviewed the presentation. CUPW stated that the structure of this program will be too difficult to support on top of the existing structure in place and therefore do not want to participate in these projects. CPC proposed that they would work on these topics and bring updates from these sub committees to the NJHSC. This will stay as a standing item on the agenda.

The 5 project topics stand:

1. Facility Risk Reduction

A high number of AVCs show opportunity to improve facility safety.

Potential Topics: Management of Hazardous materials, Emergency Equipment & Signage, minor repairs and resolution of safety items.

These were the areas of concern raised for consideration: The Committee may investigate if there are injuries being sustained because of the areas of non-compliance that are identified by ESDC in AVCs

2. Third Party Workplace Violence Risk Reduction

Highest and fastest growing segment of Violence in the workplace is third party workplace violence.

Potential Topics: Internal & External Communications campaigns, employee training, risk mitigation opportunities for high risk areas

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These were the areas of concern raised for consideration: Health & Safety will lead this team with members from Communications, Retail and other identified stakeholders. The Committee discussed the possibility of a publicity campaign directed to the non-commercial customer.

3. Material Handling of Parcel Risk Reduction

MSI incidents are the highest and fastest growing segment of Plant incidents.

This may be driven by increase in parcel volume and increased physical handling.

Potential Topics: an end-to-end review on the handling risks, opportunities to improve ergonomics in the short-medium and long term.

Engineering will lead a team to review this problem.

4. RMB Mailbox Height Ergonomic Risk Reduction

The positioning of the rural mail box is important to minimize ergonomic risk. The RMB needs to be maintained in a required range. This means of measuring correctly is important. RMB are intended to be inspected annually. (Excluding conversion or removal of RMB).

Potential Topics: Improvement to the process for auditing, improvement in customer facing communications.

Delivery team will lead this project.

5. Slips-Trips-Falls (STF) Winter Risk Reduction

To narrow the focus within the STF topic, the proposed focus will be winter conditions. Especially given the increasing ice event risks from climate change.

Potential Topics: footwear, de-icing practice, bad weather protocols.

Health and Safety will lead this project.

3. Fleet Updates

Guests: Paul Rivet

Overview:

This is a standing item providing both parties an opportunity to discuss issues related to fleet vehicles.

Discussion:

New hybrid Full size cargo vans (FSCV)

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There are about 800 planned hybrid for the fleet and most have been received. CPC indicated that there was no new requirements for the pre-trip inspection with this vehicle. These vehicles will be deployed into the fleet where there is a requirement of a replacement vehicle. The committee reviewed a sample vehicle that was brought to the Head Office campus.

5 Ton Trucks

CPC met with Cummins the 5 Ton Truck manufacturer. Cummins indicated that they were not able to duplicate the problem, where the floor of the vehicle get hot and releases heat to the cabin under the driver's seat. Cummins indicated that this may have been extra fuel being burnt off in the system. Cummins stated that this can happen due to the vehicle design. The vehicle will burn off extra fuel this way and it is safe. That is the way the engine purges itself. CUPW inquired what testing was done to draw these conclusion. CUPW requested a copy of the report from the investigation.

The committee inquired if this issue was occurring in the flat nose or long nose version of the 5 ton truck. CPC to check on a report from Cummins. CUPW is requesting that a counter design to the 5 ton trucks to deal with the heat. CUPW is stating that the fan on the dash is not a good solution to reduce heat in the cab. Without lowering the temperature inside the cabin the fan simply pushes hot wind towards the driver which could distract him. CUPW is recommending that air conditioning is put into these trucks. CPC will come back and let the committee know if there are plans for air conditioning.

New Light Delivery Vehicle (NLDV)

CPC reports that 5 prototypes will be built for various tests, including collision testing and that the first 500 units will be delivered by the fourth quarter of 2020 these units may be used to replace old Grumman LDV at end of life. The current plan shows an additional 600 units in 2021, with a total of 2000 vehicles over three years. CUPW has requested the first vehicle to be brought to the committee for review.

There will be change management plan created for the introduction of these vehicles. Operational trials will be set when the first vehicles arrive. CPC to seek employee participation on the development of new safe work procedures. The committee agreed that a new training program will need to be developed for this vehicle.

Transit Connect Sliding Door Issue

Ford investigated a sliding door issue on the Transit Connects. Ford recognized that there was a problem and implemented a solution. CPC concluded the campaign to review all the vehicle sliding doors in October 2019 to ensure doors were functioning properly.

Fire in the RHD

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CPC shared investigation results of the fire in Port Elgin, the findings showed that the lower bolt for the alternator broke off and caused the alternator pulley to run off square which seized the alternator and broke the drive belt. The broken belt caused a lack of coolant flow which caused the engine to overheat. CUPW inquired if there was a campaign to ensure that the bolts are secured and if there is PM done on these bolts. CUPW requested the preventive maintenance report for this vehicle.

Pro-master Vans

CUPW shared a photo of the Dodge Promaster that was owned by Telus. CUPW asked CPC to investigate if this type of step could be installed onto the Promaster and on the Transit. CUPW will provide a copy of the photo showing the Telus Van Step.

New Cargo Vans for RSMCs

CUPW raised concern that new LHD vans are being planned for release in Sept 2020 for RSMC routes. LHD vehicles may not be acceptable with the use of the reaching device. CPC will investigate the details of cargo vans deployed for rural routes.

Recommendation / Action Item:

1. CPC to share a copy of the investigation report from Cummins on the 5 ton truck.
2. CPC to come to the February meeting with the modified reaching device.
3. CPC to consult on which location and who will participate on this project.
4. CPC will request the report for the Cummins investigation of the flash heating of the floor in the 5 Ton trucks.
5. CPC will consider implementing a PM on the bolt of the Grumman RHD vehicles.
6. CUPW will share the photo of the Telus Dodge Promaster van with the step.
7. Based on the photo from CUPW, CPC will investigate if the step can be installed on the Ford Transit.
8. CPC will investigate if new cargo vans will be implemented for rural routes.

MMHE Peak Season Rentals (2018-12-11)

Guest: Paul Rivet

Overview:

During peak season CPC rents equipment to process increased product volumes. CUPW raised concerns that the number of MMHE rentals are high during peak. CUPW raised concerns that the rental ergo lifts and pallet jacks are not standard CPC equipment. Some pallet jacks are not equipped with a parking brake.

Discussion:

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CUPW stated they were concerned that CPC lowered safety standards for rental equipment (pallet jacks) used for peak. CPC stated that they could not rent “customized” equipment. In industry, pallet jacks with brakes are not the norm. CPC stated that they would maintain their safety standard for new purchased equipment. CPC proposed in 2020, the committee look at where these brakes are required and determine if there are environments where brakes not required. CPC did sent out a notice in October 2019, to let employees know if they don’t feel safe using the pallet trucks without brakes to notify their supervisor and not use the rented equipment.

Recommendations / Action Items:

1. CPC will send CUPW the list of where the rental equipment was deployed.

4. Appendix DD Training

Overview:

This is a standing item providing both parties an opportunity to discuss Appendix DD and other safety training activities.

Discussion:

CUPW and CPC will set up a meeting to discuss a strategy for training employees that have not received their Appendix DD training session(s).

Recommendation / Action Item:

1. CPC to set up a meeting with CUPW to discuss a strategy for training of employees who have not received their Appendix DD training session(s).

5. Life Safety – Docks (09-10-2019)

Guest: Virginie Tremblay

Overview:

CPC continues to improve communication around Life Safety topics. Dock Safety is one of the Life Safety topics in the Make It Safe Make It Home communication program.

Discussion:

CPC shared that recently information sessions on dock safety were held with operations. LJHSC members were invited to attend, as well. There were about 400 participants and 55 had their LJHSC in attendance. The sessions provided an overview the dock safety job aids and the new Life Safety Assessment Checklist for docks. A question was raised from the sessions about broken ICC bars and the inability to use the dock lock system in this circumstance. CPC responded that if the trailer is empty and has a broken ICC bar then don’t load it, red-tag and send it away for a replacement. For full trailers, the use of the by-pass process may be suitable but the trailer must be

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red-tagged afterward to prevent the issue from reoccurring at another location.

6. Life Safety – Conveyors (11-21-2019)

Guest: Virginie Tremblay

Overview:

CPC continues to improve communication around Life Safety topics. Conveyor Safety is one of the Life Safety topics in the Make It Safe Make It Home communication program.

Discussion:

CPC presented conveyor related incidents that occurred in 2019. Results from investigations showed the following causes: conveyor gap designs were wide, a gap was unprotected, and an employee working in an area that was not considered the work space. The committee also discussed a HV Vest that was caught in a conveyor. The committee agreed to participate in a risk assessment to determine if the design of the HV Vest should be changed to tear-away. CUPW requested that HV T-shirt replace the HV Vest. CPC stated that for CUPW Group 3 and 4 represented employees could not wear just the HV T-shirt due to the materials of HV T-shirt and risks of burns from arc flash when performing live electrical troubleshooting. CUPW raised concerns that operators are being asked to clear jams on MLOCs and conveyors. The committee agreed to do an SBN to remind management and workers not to clear jams when equipment is running.

The committee discussed the use of the Hierarchy of Controls when resolving these types of incidents. CPC has improved on engineering controls, by adding fencing to restrict access to conveyor transition points. CPC indicated plans for an audit of safeguarding on conveyors to determine if guarding will be installed on other equipment. CUPW inquired if the LJHSC will be included in the assessments process.

CPC presented the development of a new style of safety video that will demonstrate to employees what happens when long hair, loose gloves or loose clothing gets entangled in conveyors. This video would be an enhancement of existing conveyor training. CPC will send the preliminary version of the video to CUPW for review.

CPC presented the use of the “sécurimètre” (conveyor gap measurement stick) tool for technicians to verify gap size as part of routine maintenance checks. This tool will improve the current method to assess conveyor gaps. CUPW requested that the LJHSCs receive the tool and can be included as part of the monthly inspection. CPC indicated that they will focus on the deployment for technicians first and look at future opportunities to deploy further within LJHSC in sites with mechanized conveyors.

CPC presented current state of gloves used for Personal Protective Equipment (PPE) in plants. Currently, there are over 200 available glove types in use. Only 25, are considered suitable (tight

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fitting & tear away). CPC proposed a pilot to introduce new gloves that would be suitable such as a HyFlex, tight-fitting, tear-away glove. The material of this glove is designed for handling product with all-day comfort and are reusable. These gloves would typically last 4 days to a week. The committee agreed the pilot should include PPC and Leo Blanchette. CPC is planning the pilot in January 2020 and will send material for review by email.

Action Items:

1. The committee will participate in a risk assessment on the current HV Vest.
2. CPC will consider developing an SBN outlining the proper protocol for rectifying product jams on conveyors and MLOCR machines.
3. CPC will consider including LJHSC in the assessments for conveyor guarding.
4. CPC will send a preliminary version of the conveyor video to CUPW for review and comment.
5. CPC will send the glove pilot proposed material including list of sites, pilot presentation and draft employee survey for feedback

7. Communications

Overview:

The Communications department is working on new safety communications.

Discussion:

CPC sent a proposed topic of a video where an employee shared their experience of a workplace injury. CUPW was not comfortable proceeding with story. CUPW prefers the use of actors in these videos instead of having members being on video. CUPW expressed concern having the video produced by Canada Post would mean that the member would not have control over the video in the event they change their mind about participating in the video in the future.

CPC will create a safety video not using a CUPW member. CPC will share the video with CUPW for review and comment.

Recommendations / Action Items:

1. CPC to prepare an example safety store outline and share with the committee for review and comment.

8. Driver Safety Updates

Overview:

Introduction of an updated Daily Vehicle Inspection Report (DVIR) form.

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Discussion:

CPC's current Daily Vehicle Inspection Report (DVIR) is out of compliance with provincial regulatory requirements and has been decommissioned. CPC is replacing it with an updated version of the report that is in compliance with provincial regulatory requirements (HTA). Beginning in January 2020 new Driver Vehicle Inspection Report (DVIR) will need to be completed for the commercial vehicles (vehicle over 4500 kg – This includes tractor trailers, medium straight body trucks(5 ton) and the E450 full size cargo van). The DVIR are still with the printer and when they arrive we will share a copy with NJHSC.

Recommendation / Action Item:

1. CPC to send a copy of the updated form to CUPW for review.

9. ESDC Assignments

Guest: Kim Gould

Overview:

This is a standing item providing both parties an opportunity to discuss Employment and Social Development Canada (ESDC) assignments.

Discussion:

CPC presented an update on ESDC assignments up to the end of Period 10. There was discussion on progress made in decreasing the number of AVCs received related to sections 125 and 134 of the Canadian Labour Code, as well as, a reduction in AVCs from the COSH Regulations Part 2 Permanent Structures, Part 8 Electrical Safety and Part 14 Materials Handling. There has been an increase in AVCs for Part 10 Hazardous Substances and Part 16 First Aid. The committee agreed the introduction of our more comprehensive monthly inspection form has increased local focus on these items.

Recommendation / Action Item:

1. CPC to implement the plan to improve compliance and reduce the number of AVCs.

10. Snow and Ice Clearing

Guests: Carlos Simoes

Overview:

This is a standing item providing both parties an opportunity to discuss snow and ice clearing, both at CPC facilities (managed by Real Estate) and at street furniture (managed by Addressing and Delivery).

Discussion:

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Facilities: (Carlos Simoes)

CPC presented results of some of the Clean Sweep test sites. SCLPP finished a test and the result was positive. CUPW stated that they heard concerns from Calgary Plant. Calgary has already had a lot of snow this year. There are concerns that there are not enough parking locations available to do the clean sweep. At Gateway, employees may have to park on the road and employees may get parking tickets. CPUW asked if CPC would pay for parking tickets and CPC did not respond. CPC indicated that there may be some inconvenience with this program, for example parking on the road after the snow fall event. During the snowfall event employees will be able to park in the lots. Clean Sweep will be implemented after the snow event.

CPC started to use calcium on road ways and one parking lots. This will create a barrier and not allow the snow to get packed and build up on the parking lot surface. Salt will be used on top of calcium base.

Action Items:

1. CPC to consider conducting an analysis on the number of cars and the number stalls, to see how closing part of the parking lot will affect employees parking.
2. CPC to consider developing guidance notes for plant on how this process would be triggered and what activities they would need to do to assist in this process.
3. CPC to consider developing a map of the parking lots at each facility to help with the communication with employees to visually notify the staff on the snow clearing.
4. CPC to share the results of the Clean Sweep pilot with CUPW. How each pilot went and what was the outcome and are we proceeding to apply it to these locations this winter.
5. CPC will follow up with the parking situation in Calgary for employees.

Street Furniture Snow Clearance

Guest: Terry Kelly

CPC reviewed the snow clearing plans for 2019-2020 winters. There are no changes to snow clearance requirements. Sites must always be safe and accessible. Most GMBs have been replaced with CMBs. Snow clearance for all of these sites are done under the SNC Lavelin contract. There have been some changes in contractors in Northern Ontario. There are now two contractors one for the west part of Northern Ontario and one in Ste. Marie will do the eastern part of Northern Ontario. There was also a change to a contractor in west Ottawa. LJHSC have been participating in the meetings with the snow removal contractor meetings.

CPC confirmed that pathways to CMBs, that are not located adjacent to road ways, will be cleared. Pathways to parks, where CMB are located will also be cleared. CPC indicated the maximum distance for a delivery person (urban or rural) to walk without a cut through is about 100 feet or less, as long as there is an inference like a driveway. CUPW issued a right of reservation regarding the application of this procedure for RSMCs.

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CPC commented that as soon as there is an accumulation of 5cm of snow or ice, the snow removal service must leave within two hours of the fall or at 6 a.m. The accumulation of 5 cm of snow is also considered when the snow plow pushes snow on the side of the street

Agenda Items

11. Safety Leadership Program (2019-11-21)

Guest: Ian Stephenson

Overview:

This program has been created to improve safety leadership for team leaders.

Discussion:

CPC presented the Safety Leadership program for Managers, Superintendents and Supervisors. In 2019, in Atlantic Canada CPC tested module one, which included tools and processes related to safety. The tools include legal requirements and delivering good quality safety talks. In fall of 2019, CPC has trained around 200 leadership employees.

The committee agreed that the intent of the program is right, improving safety messaging with employees is important. CUPW expressed that Team Leaders started delivering the training outcomes immediately and at this time of year it causes stress for the front line employees. Front line employees are working to process their work loads and do not have extra time to participate in these extra activities associated with this new training. CUPW indicated that playing games on the work floor is not appropriate for their members. CUPW is hearing concerns from members on the length of time it adds to their work day. CPC agreed that the intent is not to pressure employees to do these activities right away. There is another Leadership session planned in Atlantic with team leaders in April 2020. This will be a pulse check on lessons learned on the program. CUPW indicated that they are against the format of this program and will not support its application.

Recommendations/Action Items:

1. CPC to come back at the April meeting to share learnings and what the future plan is for the program.

12. C45a Carts (09-15-2015)

Guest: Hannah Keating and JP Lefebvre

Overview:

At the September 17, 2015 meeting, CPC presented a proposal for a new cart to help assist the delivery agents with movement of mail from the vehicle to CMBs. Since that time, several prototype carts have

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been fabricated and tested by employees during the past two winter seasons.

Discussion:

CPC discussed that currently there are no light delivery carts to be used with vehicles in the Standard Equipment Catalogue. C45 is no longer in the catalogue. CPC is proposing this C45a cart be added to the standard equipment catalogue as optional equipment.

The CUPW proposed that this cart should be submitted to the AA Committee for evaluation.

Action Items:

1. CPC will follow up with LR on the Appendix AA process to see if this is required.

13. C52 Depot Cart (06-05-2019)

Guest: Evelyn Ricard, Hannah Keating, JP Lefebvre

Overview

As the number of parcels increase it creates health and safety risks in the depots, employees are looking for ways to handle the extra parcel volumes.

Discussion

CPC proposed that moving the cart shelf is optional. CPC presented options to deal with high parcel volumes and health and safety risks that come with over filled carts. The shelf can be lifted or they can add the bin in the bottom of the cart, under the shelf. These options can be easily adjusted in the event that relief or temp employees have different cart preferences. CPC will issue an SBN to all depots outlining these options, this will be sent out after peak.

CUPW stated that the survey was inconclusive. CPC is going to launch the cart options and then survey some employees after a couple of months to verify these options. CUPW does not recommend employees use these options until a second survey is completed.

Action Items:

1. CPC will send for the first release of SBNs in 2020.
2. CPC to send a draft survey to employees.

14. Neighbourhood Mail (NM) Sorting (11-21-2019)

Guest: Luis Angues Lopez

Overview:

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CPC is testing a proof of concept for new equipment to assist in sorting NM.

Discussion:

CPC proposed testing a system that will help employees prepare NM. This test will investigate the use of a machine that will collate the sets of NM for Delivery Agents. This equipment is expected to collate every type of NM except for catalogues. A phase 1 test will occur at HO to develop a draft procedure and assess the safety of the process. Any issues found from this assessment will be corrected prior to going to the equipment going to OMPP (Standford Fleming).

CUPW inquired if this project will be a pilot. If it is deployed it would have to go through as a technology change. CUPW would like to view the machine set up at HO to watch it process test mail. CUPW inquired about the noise levels coming from the machine

Action Items:

1. CPC to invite CUPW to come and observe the machine running at HO.

15. PDT Update (03-06-2019)

Guest: Teresa Yu

Overview:

CPC is exploring replacement PDTs for employees. The current PDT is reaching end of sale. CPC conducted a survey of different devices with employees to help identify hardware requirements for the new device.

Discussion:

CPC presented that risk assessments for the devices were conducted locally at OMPP with the LJHSC. The overall results of the employee surveys were presented. Some employees preferred a pistol grip/trigger attachment to hold the device for long periods of time. CPC explained the selection process will be through an RFP. The timeline for deployment of the new PDT will start sometime in 2021. CPC expects that the final version of the device will be selected in Q3, 2020.

Action Items:

1. CPC to consider doing a winter test.
2. CPC to give an update in April or May
3. CPC to provide a spec sheet of the selected device to share with the committee.

16. Suspicious Powder Containment Technology (09-10-2019)

Ian Kerr

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Overview:

CPC sent over information to CUPW on a new Suspicious Powder Containment Technology. This could assist with the cleanup of powder spills.

Discussion:

CPC presented a new Suspicious Powder Containment Technology for cleaning up spills.

Miscellaneous Items

17. Shovels in the Vehicles (11-21-2019)

Marc Roussel

Overview:

CPC prepared a winter readiness package to help employees for the winter season.

Discussion:

CUPW raised concern that having shovel in a vehicle may lead to injuries. If an employee is stuck they should call the towing company. If the CMB required snow clearance they should report the conditions to their supervisor to have the contractor come and clear the snow. CUPW asked that this item be removed from the winter readiness checklist.

Action Items:

1. CPC to consider removing this shovel from urban and rural reinforce with delivery personnel to call towing to get it unstuck.

18. Automated Guided Vehicles (AGVs) (03-06-2019)

Ian Kerr

Overview:

As part of a pilot of AGVs there has been training. CPC has sent over the AGV training to CUPW for review and comment.

Discussion:

CPC regrets that the training material was not sent earlier. CPC requests that if CUPW has any issues with the training content to bring it forward for resolution.

19. Snowflake Boots (11-21-2019)

Marc Roussel

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Overview:

There is a memorandum of agreement between CPC and CUPW regarding the promotion of Snowflake Boots.

Discussion:

CUPW presented that there is an agreement between CPC and CUPW to promote Snowflake Boots. These Snowflake rated boots are accessible and will be promoted, but remain optional for employees to buy. Snowflake Boots are not mandatory. Employees should refer to the letter sent to their home.

20. Lanyard Proposal (10-02-2017)

Marc Roussel

Overview:

With the introduction of the new E200 series community mail boxes a type of lock was installed that requires the key to be kept in the lock while the delivery personnel is putting product into the box. Employees are raising health and safety concerns about being attached to the community mail box during this delivery period.

Discussion:

CUPW is proposing that CPC consider looking at a new break-away lanyard. Logistics has a lanyard with a cord magnet that will tear away. CUPW proposed if an employee had to move suddenly out of the way of a vehicle or a dog, the lanyard would break away.

CPC indicated that this topic was discussed in previous minutes. The change was implemented to ensure that CMBs were closed when the Delivery Agent left the site.

Action Item:

1. CPC to consider looking into this new break-away lanyard.

Differed Items

AED Program
CMB E200 – Lanyards
Stop Light Program

Closed Items

Radon Testing

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MSI Review Calgary

PDT Pilot

Provisions under the Collective Agreement (CA) of Tech Change

Ring Scanner

Fire Extinguishers

Montreal Packet Sorter

Meetings Held in 2019:

March 16 & 22	April 17	June 5	September 10	November 21
(X)	(X)	(X)	(X)	(X)