



Railway Association
of Canada

SAFETY AWARDS 2020

NOMINATION FORM

IDENTIFICATION:

Name of the Railway company proposing the initiative:

Coordinates of the person that came up with the initiative, if it originates or has been implemented by an employee, a customer, a supplier or by any other stakeholder:

Name of the **Initiative leader**

If **another name** should be used on the award, please specify:

CATEGORY

1. North American Class 1 freight
2. Non-Class 1 freight
3. Passenger (intercity, tourist, commuter)

DESCRIPTION

Describe briefly the initiative and indicate how it meets the criteria. (Use a separate sheet if needed)

Employee Incidents

Third party Incidents

You may include picture, diagrams, newspaper articles or any other relevant documents or information.

SAFETY AWARDS 2020

NOMINATION FORM

CRITERIA

Indicate N/A if a criterion does not apply or N/I if further information is not available at the time of the nomination.

Numbers in brackets next to a criterion indicate the unofficial weighting assigned to this criterion in its category, which can be changed by the Review Committee.

Explain how the following criteria are met:

Unique or original:

The initiative is unique or original and stands out because of its uniqueness, i.e., it is not based on anything done previously, is new, and represents a true breakthrough.

The initiative is introducing something new in:

- The safety domain (5)
- The rail industry in general (4)
- The rail industry in Canada (3)
- A region, niche market or the company (2)

Or is

- Already existing (1)

Innovative:

The initiative is innovative because its design or application breaks away from the traditional approach. Its design is fresh (revolutionary, new and creative) and is not secondary, derivative or imitative of an existing design. The initiative is:

- Unique, uncommon, inventive and revolutionary design and producing unique results (without a like or equal) (3)
- Derivation, adaptation (existing like or equal, but adapted to the company) (2)
- Imitation (existing like or equal) (1)

SAFETY AWARDS 2020

NOMINATION FORM

Preventative or corrective:

An initiative designed or implemented at the planning stage of a project is preventive; an initiative designed or implemented to correct a situation arising from a project or its execution (i.e., made in response to an unforeseen situation) is corrective. Preventive initiatives are preferable to corrective ones.

The initiative is:

- preventive (2)
- corrective (1)

Cost effective:

An initiative is cost effective if it brings a return on invested capital or effort to the company, its employees, its customers, its partners, the environment or rail safety. The invested capital or effort of the initiative should not be disproportionate to the benefits (qualitative or quantitative) taking into consideration the ecological footprint (impact of the initiative on the environment) or contribution to rail safety.

The initiative brings:

- Significant internal and external benefits to environment or rail safety, company, employees, customers, partners, public and shareholders (5)
- Significant internal or external benefits to environment or rail safety, company, employees, customers, partners, public and shareholders (4)
- Modest internal and external benefits to environment or rail safety, company, employees, customers, partners, public and shareholders (3)
- Modest internal or external benefits to environment or rail safety, company, employees, customers, partners, public and shareholders (2)
- No benefits (status quo) (1)
- Negative (less than the value invested) (0)

SAFETY AWARDS 2020

NOMINATION FORM

Exportable:

The initiative is exportable when it can be implemented, adopted, adapted or used by the industry, another company, its clients, or its partners with or without any major constraints (cost, time, technology, administration, resources, training, etc.).

The initiative can, even if unique, be easily adopted with:

- No constraints or modifications required (4)
- Minimum constraints or modifications required (3)
- Reasonable constraints or modification required (2)
- Major constraints or modifications required (1)
- Not exportable (0)

Popular support:

The initiative is widely endorsed by employees, the management team, customers, partners, public or other stakeholders.

The initiative:

- Received external and internal support (2)
- Received internal support only (1)
- No support received (0)

SAFETY AWARDS 2020

NOMINATION FORM

Official recognition:

The initiative has received official recognition/acknowledgement (i.e. reported in the papers, mentioned by CTA, TC, TSB).

The initiative:

- Received external recognition / acknowledgement in the form of an award (2)
- Received external recognition / acknowledgement in the form of a publication (1)
- Have not received recognition / acknowledgement (0)

Date:

Signature:

Email:

Telephone:

Please send your completed nomination form to:

Kim Buffone
Railway Association of Canada
kbuffone@railcan.ca

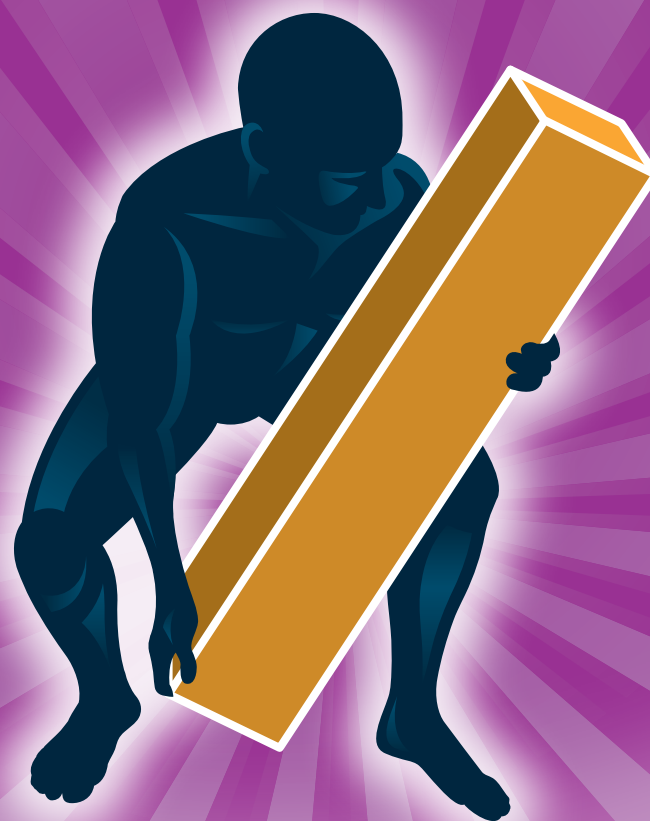
Thank you.

There is no Superhero secret to lifting, *just use...*

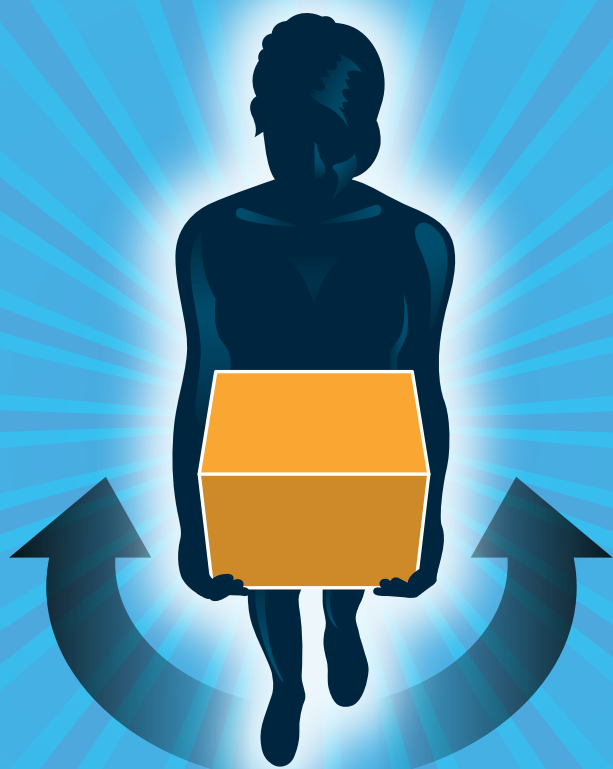
INSIDE BASE



BIG ENGINES



TURN NOT TWIST



DIP'N'DRIVE



**USE THE
ESSENTIAL 4**



**ALWAYS LOOK
IN THE DIRECTION
OF TRAVEL**



**AVOID
DISTRACTIONS**



**LOOK DOWN
BEFORE YOU
STEP DOWN**



**SORT IT OR
REPORT IT**



SEE IT! EYES MOVE
BEFORE YOU MOVE





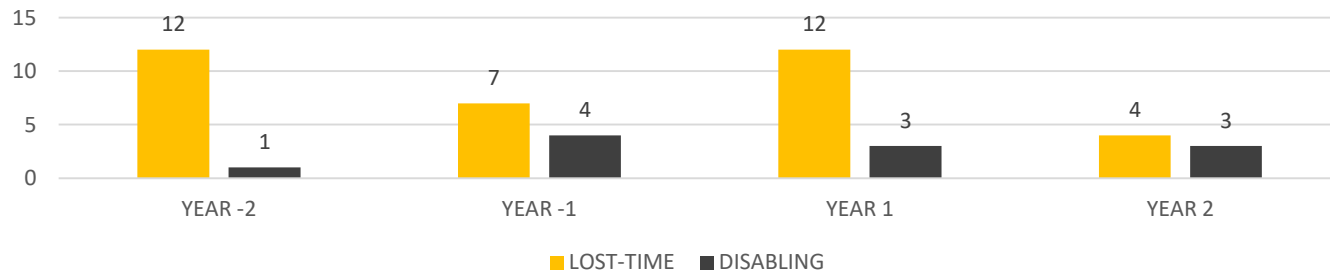
UPDATE ON PRISTINE CONDITION INITIATIVE. END OF YEAR 2

Data as of June 29, 2020

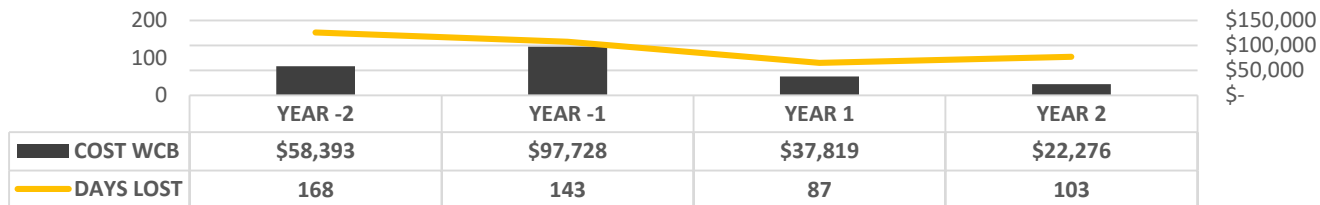


WORKPLACE ACCIDENTS. Back injuries

Number of Lost Time & Disabling Accidents (before & after Pristine Implementation)



Number of Days Lost & Cost of WCB files (before & after Pristine Implementation)



DATA SELECTED:

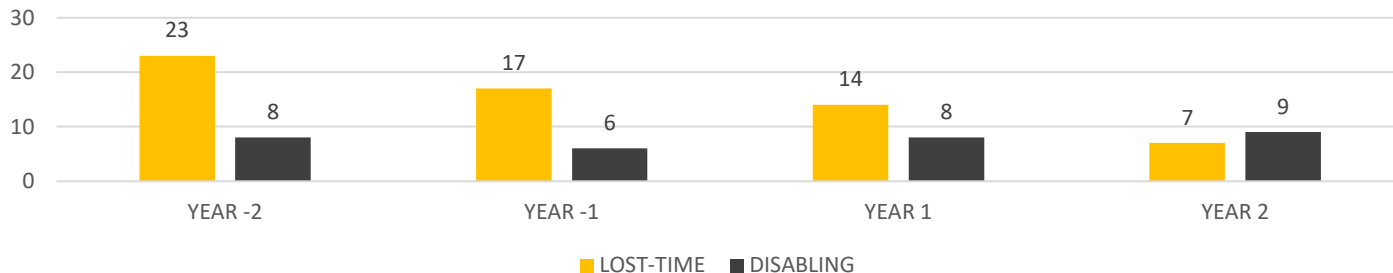
COST WCB DAYS LOST

- **BODY PART:** Back
- **CAUSE:** Bending, Dangerous Movements, Lifting Heavy Object, Move/Push/Pull Heavy Obj, Move/Push/Pull Object, Movement, Position, Removing/Placing Cables, Repetitive Movements, Throwing Switch
- **INCLUDES:** Stores & Building Maintenance

* Year 2: 11 months (August-June)

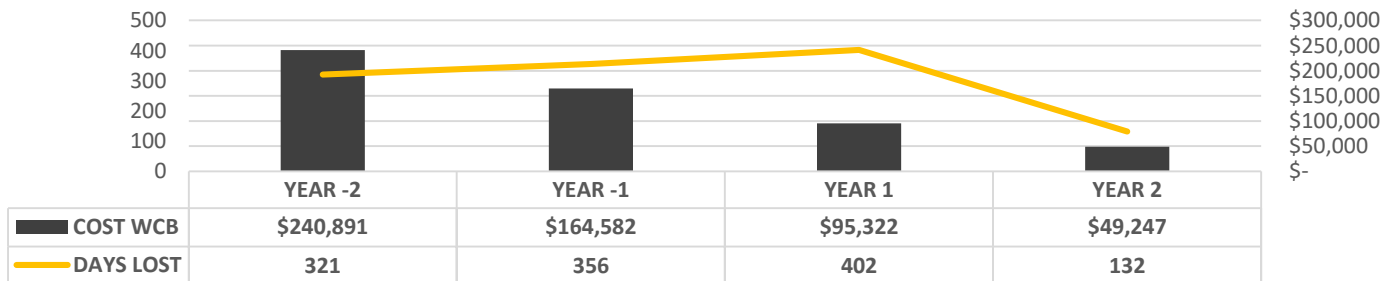
WORKPLACE ACCIDENTS. Slips, Trips & Falls

Number of Lost Time & Disabling Accidents (before & after Pristine Implementation)



3

Number of Days Lost & Cost of WCB files (before & after Pristine Implementation)



DATA SELECTED:

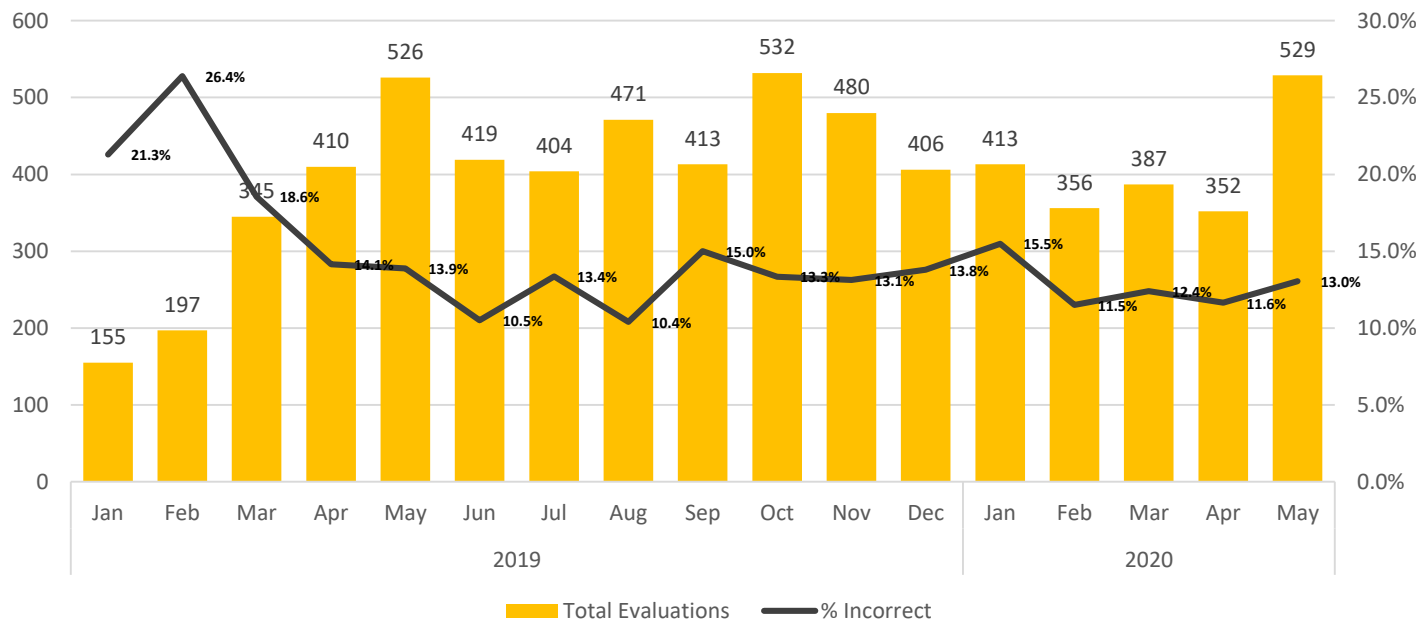
■ COST WCB — DAYS LOST

- CAUSE: Distraction, Impact Against Object, Object Fell, Slipped, Tripped
- INCLUDES: Stores & Building Maintenance

* Year 2: 11 months (August-June)

TRACA OBSERVATIONS

Number of TRACA Evaluations vs. % Incorrect Evaluations



T – TRAINING
R – RISK
A – ASSESSMENT
C – CORRECTIVE
A – ACTION

- 6,795 observations performed as of May 30, 2020
- 942 corrective coaching activities