



USW LOCAL 9346 Your monthly news & updates

Welcome to our NEW newsletter format. If you are not receiving these by email please call the Union Hall at 250-425-0131 or email admin@usw9346.ca to get on the list. If you wish to unsubscribe, please do so using the unsubscribe link at the bottom of this email. Please note that if you unsubscribe, you will not receive any emails from USW Local 9346 in the future, unless you call us to re-subscribe.

Visit our Website

SUNLIFE COVID-19 FORMS are on our homepage of our website for you to download if needed.

Upcoming Events

General Membership Meeting - Tuesday, April 21, 2020 at 5:30pm at the Union Hall. Please note that this may be cancelled depending on the COVID-19 situation at the time.

Safety Rep School - CANCELLED at this time

Shop Steward Meeting - May 26, 2020 at 4:30pm at the Hall

Women of Steel Meeting - CANCELLED at this time



Retiree's

Len Kaus - Started on the claim on May 17, 1989 as a Truck Driver. He started back with Elkview on May 17, 1993. He worked 11 years on the Road Crew and retired on February 27, 2020.



Scholarships

We are pleased to announce that USW9346 will be offering another scholarship this year to a son or daughter of one of our members who is

graduating grade 12 this year. It is a \$1000 scholarship and is awarded to the applicant that has the highest GPA and is enrolling into Post Secondary School this coming September. Please click the link for the form.

[USW9346 Scholarship 2020](#)

Also, our National Steelworkers offer some scholarships as well. The Post Secondary Scholarship is \$1000 and the David Ellis is \$500. There is also an opportunity for graduation children to work with the Steelworkers over the summer as a paid internship. Please go to www.usw.ca/members/scholarships for more information on these.



Any questions please email Sarah at the Union Hall at admin@usw9346.ca

Messages from Your Local Union Executive

President's Message

With the outbreak of COVID-19 spreading and news of how Canadians are responding changing every day, it can be hard to keep track of the latest information. Correctly washing your hands and maintaining social distance by avoiding large gatherings and close contact with people are two of the easiest ways to prevent the spread of COVID-19 health officials say. Wash your hands often, keep social distance by avoiding close contact, avoid touching your face - including eyes, nose and mouth - cover your cough or sneeze, stay home if you are sick.

We have all heard these do's and don'ts for quite some time now but now it is time to start looking out for yourself. Please utilize the 811 number if you are feeling unwell to speak to a professional and please take their advise. If they recommend that you self quarantine please do so.

But what if I don't feel sick? If it is recommended that you stay home do it. Just because you don't feel sick doesn't mean that you're not. You could be spreading COVID - 19.

If you need supplies, call your neighbour or family and see if they can pick stuff up for you. Everyone needs to do their part to keep the amount of human contact to a minimum.

On site they have really stepped up on cleaning and disinfecting all common areas of the dry. They have added extra busing and limiting the buses to 30 people. The Company has been asking everyone not to gather in groups so when waiting at the bus shack please stay in your vehicle until the bus arrives. The Company is asking us to do these things because it is for our own safety. I think it is time we start to listen. The Company will be having smaller safety meetings most likely broken up over your set.

Both myself and VP Nick Howard are attending daily meetings via Skype with Teck Vancouver and EVO Senior staff at 7:30am and 2:30pm to discuss issues brought forward by members regarding COVID-19 and how the Company will handle the situations that arise from the ever changing requirements and precautions set out by the Health Minister.

Right now more than ever, we need to stick together and make sure our brothers and sisters come thru this pandemic on top and with our health.

If you have any concerns on how this is being handled please call:

The Union Hall - 250-425-0131

My Cell - 250-425-4147

Nick Howard - 250-430-7621

Scott Liddle
President
USW Local 9346

Safety Message

Safety Stats Declining at EVO:

The most recent stats are out for injuries to workers at EVO and there is a sharp increase in the number of non-severe injuries. The majority have been slips and falls in winter conditions. Please take your time

in and around heavy equipment tracks and other areas that ice up including around the shops. If you see something that needs to be addressed, then get on the horn and make a request from the supervisor in that area to rectify the problem. If you can't get a supervisor to help maintain a safe work area then let your crew safety rep know about the issue, date, time of request, and supervisor's name to pass on to me so I can discuss it with their supervisor. The warehouse stocks various models of ice cleats and boot chains. If you don't have any then get some. I find the chains to be quite comfortable all day as well as less slippery when transitioning from ice to metal or concrete. We've all had slips and falls in life, but it sucks even more when it affects your paycheque.

LV Versus HV Special Warning:

There have been four major interactions between light and heavy vehicles in the Valley. Three at Fording and one at Line Creek. These are potentially fatal occurrences. Investigations are ongoing so we don't know the root causes yet. Regardless of cause LV/HV interactions are the main cause of fatalities in surface mining.

The chance for LV/HV interaction rises during spring break-up which seems to be coming early at EVO this year. Light vehicles cannot go as fast through massive potholes as the frost and crush turn to soup. Haul trucks can rapidly appear out of nowhere. Mud can spray on the windows of LV's making it hard to see. Mud can also obscure headlights, taillights, and other indicators making it hard for HV operators to see LV's. Take the time to clean windows and lights on both LV's and HV's to minimize blind spots. If you drive LV's then plan extra time to arrive at destinations. If you catch any flak from a supervisor for taking extra time to clean travel or windows and lights, feel free to pass them my contact information for further discussion.

Autonomous Update:

As your JOHSEC Co-Chair I have spent two weeks with the Autonomous Haul Truck group going through Komatsu's Proof of Concept Testing and partial Commissioning Testing prior to Limited Winter Slip Ramp Testing. The Company had committed to being fully transparent and allowing myself and JOHSEC Maintenance Rep Dan Gawryluk unfettered access to whatever we wanted to examine. I had hundreds of questions and a dozen or so Komatsu, SMS, Frontrunner, and Teck engineers, trainers, UX designers from all over the world were all on hand to answer any question and help myself and Dan understand the physical and virtual infrastructure along with their respective capabilities. When I suggested we video document the testing to share with the workforce they agreed and provided the gear necessary to document the process. Those videos are being rolled out to the crews.

In terms of performance the system operates as advertised by Komatsu. The course correction and independent front/rear service brake applications in emergency stop mode is notable. The Collision Detection System is also quite effective. Trucks warn you on your LV computer screen if they feel you are on a course that is in conflict with an AHT – from quite a distance away. Being able to see a truck's intended course one hundred plus meters in advance is quite helpful when operating a LV in the pit.

The Ministry of Mines had only allowed a minimum number of tests to get it to skid ramp testing in winter conditions. The Ministry Inspector leading the approval process was also on hand for two days to see the ramp testing. Since then the Chief Inspector of Mines has approved the current plan to automate. There are many more tests to go and more trucks to outfit before the system goes live this spring. Driving one truck in a test area is one thing. Integrating the shovels, dozers, utility, graders, patrollers, Breaker Station, fueling and the rest of the mining environment is a whole different ball game. People must work collaboratively with each other and the Central Controller through computer screens and radio communications to run the system, while at the same time continue to do their assigned jobs in a proactive manner. This will take a change in mindset for all those involved to go from individual/reactive to collective/proactive mining.

Although there will be many challenges ahead for the AHS program and I will reserve final JOHSEC Co-Chair judgement for when all the pieces are in place, I can currently say there is nothing that raises any major safety issues for the workforce. The testing will continue with JOHSEC approval.

Alex Hanson
JOHSEC Co-Chair
USW9346 OH&S Chair
USW9346 EVO Unit Chair