

Message

From: Holder, Richard [Richard.Holder@ottawa.ca]
Sent: 8/14/2019 4:36:19 PM
To: Sidaway, Bill [Bill.Sidaway@parsons.com]
CC: Dorj, Rashid [rashid.dorj@ottawa.ca]; Burke, Samantha [Samantha.Burke@ottawa.ca]; Hulse, Jonathan [Jonathan.Hulse@parsons.com]; Holder, Richard [Richard.Holder@ottawa.ca]; Kurosky, Justin [justin.kurosky@ottawa.ca]; Johnston, Peter [peter.johnston@ottawa.ca]; Tom Fodor [tom.fodor@parsons.com]
Subject: [EXTERNAL] FW: Trial Running - Guideway Maintenance Observations Week #2 feedback
Attachments: Trial Running - August 7 - Guideway Maintenance Observations & Week #1 feedback.msg; 20190812_182528.jpg; Daily Maintenance Plan_August 14-2019_Wednesday.pdf; O-Train Line 1 - Guideway Maintenance Observations 20190811.pdf; O-Train Line 1 - TF Observations 20190810.docx; Trial Running Checksheets-Master 2019-07-29.xlsx

Bill

Here are examples the night reports from Rashid Dorj, our track inspector and Tom Fodor, our overall maintenance SME.

The Daily Maintenance Plan is what we will be measuring RTM against.

The excel master checksheet has the template for TF Observations and Guideway Maint. Observations

Rashid has provided a summary below of his overall observations. As I mentioned, we are expecting inspection reporting to be greatly improved tonight otherwise it will be mean a fail tomorrow for Trial Running.

Let me know if you need anything else..

Thanks

Richard

From: Dorj, Rashid <rashid.dorj@ottawa.ca>
Sent: August 13, 2019 4:16 PM
To: Holder, Richard <Richard.Holder@ottawa.ca>
Cc: Rocque, Stephen <Stephen.Rocque@ottawa.ca>; Freedman, Robert <Robert.Freedman@ottawa.ca>; Johnston, Peter <peter.johnston@ottawa.ca>; harrell.thomas@stvinc.com; thomas.fodor@parsons.com; Bill.Sidaway@parsons.com; Nouraeyan, Abdol <Abdol.Nouraeyan@ottawa.ca>
Subject: Trial Running - Guideway Maintenance Observations Week #2 feedback

Hi Richard,

Please see below the Week #2 feedback. The Week #1 feedback is attached for comparison.

- **SAFETY:** There isn't any change from the Week #1 feedback. Alstom personnel are obeying proper radio protocol, are always entering the RoW with correct TOPs and PPE.
- **PLANNED ACTIVITIES:** There is always a difference between the activities on the Daily Maintenance Plan and those actually being performed. Alstom Techs only

followed the plan on one day, but also performed work that same night that was not on the plan. It may be that the list is not created jointly between RTM and Alstom. This is obviously not constructive as RTM doesn't seem to know that some of the work is not carried out. The only way to address this is for RTM & Alstom to create the Daily Maintenance Plan and the Weekly Maintenance Plan together and to update the list the following day together.

- **INSPECTION SHEETS:** As reported last week, inspection sheets are not being completed. If a periodic inspection is not completed and documented, passenger train service cannot take place. I don't think that RTM and Alstom are aware of this, but this is standard industry practice in Canada. This might not be an issue for Trial Running, but this needs to be addressed for Revenue Service.

- **STAFFING:** It would appear that Alstom has revised their workforce schedule (perhaps from feedback from yourself) from two 12 hour shifts to three 8 hour shifts (see that attached photo). But the new schedule only started this week (i.e Week #3). In terms of difference between Week #1 and #2, all different disciplines were clearly under-staffed. Guideway Techs had to split their work location with either S&C or Power Techs because Alstom has a requirement that their staff be paired on site.

- **EQUIPMENT / TOOLS:** I have not noticed any difference from Week #1.

As it stands, except fixing the discrepancy of the PLANNED ACTIVITIES, RTM / Alstom will not be able to address the above mentioned issues anytime soon:

- **PLANNED ACTIVITIES:** It will be easy to create a list that is realistic to follow in the short term. But eventually, this list will have to be generated in IMIRS or Alstom's SES. This might take some time before it is implemented.

- **INSPECTION SHEETS:** The sheets need to be prepared either by hand or with their tablets. I believe that it will take a month for them to implement it correctly for the different required inspections. Given that they are not staffed sufficiently, they are unlikely to complete them in time. However they decide to complete them, the sheets need to be readily available for the City to audit.

- **STAFFING:** This is likely the most difficult to address. I believe that at least two crews of GTs are required at night to perform the required inspections and other preventative maintenance activities. They can address this in the short term by shifting day time crew to night time only, but are really 3 months away before they can be properly staffed during all shifts. Then it's winter and they will need at least two extra GTs just for snow removal.

- **EQUIPMENT / TOOLS:** I think this can be addressed within a month if RTM / Alstom accept that it is an issue.

I have daytime obligations this week with Design Management for both the Confed Stage 2 and Trillium Line extension. I unfortunately cannot attend overnights until this weekend. I leave it at your discretion to determine if it's still worthwhile to have a city staff observe the overnight activities.

Regards,

Rashid Dorj, M.Eng., P.Eng.
Senior Engineer, Track Infrastructure
Rail Construction Program
City of Ottawa

'
This e-mail originates from the City of Ottawa e-mail system. Any distribution, use or copying of this e-mail or the information it contains by other than the intended recipient(s) is unauthorized. Thank you.

Le présent courriel a été expédié par le système de courriels de la Ville d'Ottawa. Toute distribution, utilisation ou reproduction du courriel ou des renseignements qui s'y trouvent par une personne autre que son destinataire prévu est interdite. Je vous remercie de votre collaboration.

'