

## Message

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**From:** Dwyer, Brian P. [Brian.Dwyer@stvinc.com]  
on behalf of Dwyer, Brian P. <Brian.Dwyer@stvinc.com> [Brian.Dwyer@stvinc.com]  
**Sent:** 4/16/2019 8:32:33 PM  
**To:** Charter, Troy [Troy.Charter@ottawa.ca]  
**CC:** Gaul, Larry [Lawrence.Gaul@stvinc.com]  
**Subject:** RE: Operational Readiness Discussion

Troy:

As usual, I like the way that Larry thinks. Realizing that at some point RTM resources are constrained – I'd like to see:

**Guideway Techs**

Launch and peak – Blair, Tunney's (E&W is fine); one mobile in the middle; one MSF.

Off peak – Minimum two – assignment in conjunction with TOCC.

**Vehicle Techs(Alstom)**

Launch and peak – one at handover platform, two roving on line.

Off peak – one roving on line (I am assuming by schedule they are always in the area of MSF).

**Power Techs**

Peak – minimum two on the line.

Off peak – minimum one roving.

It should be noted that all of the above should:

- Have duties and responsibilities assigned – so all are clear on role.
- Check in with TOCC on air when swinging on, and keep in contact via radio (respond and check in).
- Do not end their tour of duty without clearing with TOCC.

We should ensure that any field supervisory staffing is also well known to TOCC – list kept there – they are covering zones/set duties and responsibilities/areas.

Thanks Gents.

B

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**From:** Gaul, Larry  
**Sent:** Tuesday, April 16, 2019 5:03 PM  
**To:** Dwyer, Brian P. <Brian.Dwyer@stvinc.com>  
**Cc:** Charter, Troy <Troy.Charter@ottawa.ca>  
**Subject:** Re: Operational Readiness Discussion

Guys. My position would be at a minimum,

Launch and peak periods - 2 guideway techs (one east and one west). And, a guideway tech near the MSF. 1 vehicle tech at the handover platform during launch and two on the line (veh tech should be at the handover platform during all launch periods)

Offpeak, MINIMUM of 1 guideway and 1 vehicle tech on the line at all times

Larry

Sent from my iPhone

On Apr 16, 2019, at 4:45 PM, Dwyer, Brian P. <[Brian.Dwyer@stvinc.com](mailto:Brian.Dwyer@stvinc.com)> wrote:

Troy

We can throw numbers at it - but for my purposes, a little out of context as I am unsure what they have dedicated to inspections etc.

I think Larry and I are both of the opinion that for the start of rev service and perhaps longer, you need dedicated if not mobile staff from all Maint. Disciplines out on the system - predeployed - ready to respond.

Let me send something to you and Larry for consideration - he can adjust or modify as he sees fit - and then it goes to you.

That work?

Thanks.

B

On Apr 16, 2019, at 4:24 PM, Charter, Troy <[Troy.Charter@ottawa.ca](mailto:Troy.Charter@ottawa.ca)> wrote:

**\*\*This e-mail is from outside STV\*\***

This may include the overnight crew on the line. Verifying.

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**From:** Charter, Troy

**Sent:** April 16, 2019 4:16 PM

**To:** 'Dwyer, Brian P.' <[Brian.Dwyer@stvinc.com](mailto:Brian.Dwyer@stvinc.com)>; 'Gaul, Larry' <[Lawrence.Gaul@stvinc.com](mailto:Lawrence.Gaul@stvinc.com)>

**Subject:** Operational Readiness Discussion

Brian / Larry,

I anticipate that one of the discussion points tomorrow will be recommendations or direction we want to provide to RTM with respect to staffing levels at launch or at other times. I have not been able to obtain all the information from Claude but here is what I have so far.

The day shift (5am to 5pm) :4 guideway tech

The night shift (5pm to 5 am) : 4 guideway tech

The day shift (7am to 3pm):2 power tech

The evening shift (3pm to 11pm) : 2 power tech

The night shift (11pm to 7am) : 2 power tech

What is missing in this is the number of Alstom Warranty techs (vehicle). In discussions with Claude he indicated that the staffing levels above are Monday to Friday with on-call or overtime on weekends. Come revenue service and the shift to 7 days a week, the number of techs working will vary between 3 and 5 at all times. This would be in addition to the Alstom Warranty techs and night crew.

Troy Charter

Director | Directeur

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