

RTG Proposal On RSA



September 4, 2018

2018-09-04 10:00 AM

On Tuesday September 4, 2018, OLRTC, RTG, RTM and Alstom provided a proposal to the City of Ottawa on achieving RSA. What follows on the next slide is their current status dashboard.

The City and IAT team listened to the proposal and starting on slide 4 is the team's assessment and recommendations.



Current Status

Deliverable	Comment
✓ Track installed and fit for line speed.	Completed
✓ Overhead Catenary System and Traction Power installed and fit for line speed.	Completed
■ CBTC signaling system installed, tested and with a safety certificate	Currently well advanced - forecast to complete at the end of September.
■ Above ground stations built with occupancy certificate for each	Currently well advanced - forecast to complete Occupancy certification at the beginning of Oct.
Below ground stations built with occupancy certificate for each	Lyon forecast 28 Sept, Parliament forecast 9 Oct Rideau by 31 Oct.
SIT testing finalized	SCADA release 1 week later than planned, now 7 Sept impacting SIT and training
Tunnel Vent System installed and tested	Currently 2 weeks later than planned, Rideau SAT now 12 Oct
■ Vehicles 34 no. ready for revenue service each with a safety certificate.	Current forecast shows 30 vehicles ready for Nov 2nd
■ Safety certificate for the railway as a whole	Currently on schedule to complete end Oct.

Without Prejudice

City & IAT Summary By Key Elements

Above Ground Stations:

- Generally in good shape
- Watch item are building codes issues – escalators and glass climability

Customer Station Devices:

- RTG has a solid plan for all stations. Risk is associated with underground stations

Summary By Key Elements

SAT & SITS :

- RTG has a plan. Watch item is number of tests that needs to be completed as some of the systems, such as TVS, etc., are not available for testing.

SCADA:

- SCADA is late and it is a very critical element required for operating the system.

Summary By Key Elements

TVS:

- Cabling is not in place. Ottawa Fire Service has shared early indications that they will not be supporting OLRTC's plans associated with a work around.

Underground Stations:

- Lyon
- Parliament
Some concerns but RTG has a plan to address the concerns



Summary By Key Elements

➤ Rideau

Significant work to be completed. RTG is proposing a deferred opening of this access to end of November, which is problematic in many respects.

Michael please insert narrative on underground stations that you discussed at the meeting

Summary By Key Elements

➤ Vehicles

The number of vehicles in the PA was determined to provide the level of capacity to carry the projected level of ridership, as well as provide an available spare trainset and an out of service trainset for maintenance.

The required fleet count was set at 30 vehicles, with 2 spares and 2 maintenance vehicles.

Unfortunately, the vehicles situation has worsened.

Summary By Key Elements

➤ Vehicles

OLRTC has advised the City that they can have the following vehicles ready:

- ☐ Vehicle 30 – November 2nd
- ☐ Vehicle 31 – November 9th
- ☐ Vehicle 32 – November 30th
- ☐ Vehicle 33 & 34 – will not be available until the beginning of April due to two critical units from Thales that will not be available till March

Summary By Key Elements

➤ Vehicles

Traditionally, months of extensive testing in real operating condition would be carried out to identify latent design issues. Alstom claimed they would like to see 3000 – 5000 km. This will not be possible. As such, latent design issues may be identified after start of service, which could affect the ability to run the vehicles.

Additionally, each vehicle would have been required to operate failure free (burn in) for 500 – 1000 km to identify infant mortality issues.

These issues, combined with a decrease in the starting day fleet count (e.g. no spare vehicles) will make it very difficult to maintain the required level of service.

Summary By Key Elements

RTM has advised that they do not have all the spare parts to maintain the fleet. Failure of a component not readily available makes the short fleet count issue in the risk of not making service more significant.

Alstom does not have the modified retrofit program schedule to deal with the Thales delay adding further complexity.

RTM is also proposing deferring vehicle modifications until after the start of service. Without a plan and adequate spare count, the performance of this additional retrofit program will be deferred long term.

Summary By Key Elements

Trial Running:

- OLRTC has asked for a major deviation on trial running because vehicles will not be ready.
- They are proposing to run trial running with some single cars, which is not acceptable on multiple technical customer and PA fronts.

City & IAT Recommendations

The City and the IAT team recommend against approving OLRTC's proposal base on the following:

1. Fleet availability not acceptable to enter into revenue services with what is proposed. High risk and major customer impacts.
2. Rideau – significant work to be completed. Not opening east entrance has impacts on multiple levels.
3. Undertaking pre-trial running with single car vehicles is a major deviation from the PA and does not yield true operating environment issues.,



City & IAT Recommendations (Con't)

4. With only 59 days remaining until RSA, significant volume of work remain. The plan will require perfection on every front with no float and a continued compression of pre-trial time.
5. The plan places significant operational, reputational and service risks, onto the City.
6. Based on what we heard today, the IAT assessment of Q1 2019 is being further supported and is the most realistic one.

Next Steps

- RTG CEO, Peter Launch indicated that the proposal would be that the City and RTC enter an agreement that amends the substantial completion requirements, payments and deficiency list definition.
- The General Manager of the Transportation Services Department indicated that the City Manager needed to be briefed and that the City would respond back on Wednesday September 5, 2018. The General Manager indicated major concerns with the new development with the vehicles.

Next Steps (Con't)

- City has numerous operational demands, complex Labour Relations and customer facing issues to deal with associated with the shift in the RSA date.
- Critical timelines include union consent on adjusting operator bookings.