Health & Safety Report 

December 2012

**Top Three Causes:**

* Equipment - 71
* Turbulence - 72
* Situational Awareness - 83

**Top Three Types:**

* Crush - 69
* Bruise - 141
* Sprain/Strain - 198

**YTD Lost days due to injury - 3416**

**YTD Non-lost time injuries - 685**

**New processes**

There have been a few issues that have been in arbitration and the decisions have finally come out. Effective November 19th, 2012, the Cupe Health & Safety Committee was instructed to use only Air Canada emails to communicate in regards to any Air Canada reports. Although Cupe stressed that our servers are just as secure as Air Canada’s, Arbitrator Kaplan felt that the confidential information of our employees should only be exchanged through the company’s server.

Arbitrator Pichet’s decision on the full-time releases for Cupe Health & Safety has also been released. Effective January 2013, we have gone down from 11 full-time releases to just four across all bases. That means there is no longer a full-time policy committee, and in Toronto, there will only be 1.5 full-time releases.

**Noodle service delivery changes**

There was a globe Message sent out about a month ago instructing us to stop standing on bins to conduct noodle service. Although the Cupe Health & Safety committee did agree that standing on the bin was an unsafe practice, we did not agree to release this message without a suggestion or solution to the problem.

We pushed to make a recommendation to the employer, however the employer reps’ stance is that there was not enough evidence (injury reports) to support any recommendation about the problem regarding the height of the galley counters or modifications to service to mitigate body mechanics/ergonomic issues.

This is where we encourage flight attendants to take initiative and fill out the health and safety concern form indicating your concern for injury, or if there are any suggestions to modify service, and to report any and all injuries. We hope that this will urge the employer to come up with a solution.

**Air quality reports**

Air quality issues onboard are an ongoing concern. As part of the company’s hazard prevention program, they have released two reports in September about Cabin air quality. We urge you to take a look at these so you have a better idea of fume events. These can be seen as an extension of the report released January 2012 by Chris Koroneos, Air Canada’s industrial hygienist.

These are reports that the company will refer you to if you have experienced a fume event, so it’s a good starting point to familiarize yourself with and identify any specific questions you have to pose to the company.

These can be found in **ePub > About you > Hazard Prevention Program > Employee Communication Regarding Cabin Air Quality/Frequently Ask Questions about Cabin Air Quality**

One of the things we are pushing for is a binder of MSDS sheets listing all of the chemicals we are exposed to. This is something that is available in the flight deck and on the portal, but we feel as a committee that we should have one on hand so that we can ensure everything is up-to-date.

This is a right for all employees and we should be asking for these in any investigation where you may have been exposed to something that is potentially hazardous.

Please note that all Material Safety Data Sheets must be up-to-date with a shelf life of three years. If an expiry date is older than 3 years, it is no longer valid and will need to be updated by the supplier and the company.

**Safety awareness week**

In October we had a very successful Safety Awareness week. Our focus was on Defective Equipment, SOP’s for logging and tagging defective equipment fixed and removable and also modifying service in the event a piece of equipment is faulty.

We are looking to continue this initiative in the New Year.