

RTE WORK/REST RULES

In order to clarify any possible misconceptions concerning RTE work/rest rules, the following outlines some of the requirements in relation to hours of service. It must be noted that there are some complexities in relation to certain items of the RTE collective agreements and regulatory requirements. Should the RTC be unsure of how to handle, they must consult the Operations Manager for clarification.

10 Hours

Whenever a RTE provides the RTC of notice within 5 hours of going on duty that they desire to be in and off within 10 hours, the RTC is required to record this information on the appropriate section of the RTC planning sheet. The collective agreement requirement in these cases is to have the crew into the objective terminal and off duty prior to the expiration of the 10 hour clock. A crew that is on duty beyond 10 hours may be entitled to a penalty payment and, as such, it is not necessarily the most cost effective handling, in addition to being a direct violation of the collective agreement.

12 Hours

The maximum continuous on-duty time permitted by the Work/Rest Rules for RTEs in other than work train service is 12 hours. Should this not be possible, it must be recognized that the RTE cannot operate the train or perform any other duties of an operating employee after the expiration of the 12 hour clock. If the RTE remains on the train after 12 hours, the train must be stopped and secured prior to the 12 hour mark.

12 Hours in Turnaround Combination Service (TCS)

When a crew is called in TCS, the requirement is for the crew to be off duty within 12 hours. All crews ordered in TCS must have the 12 hour clock time recorded on the RTC Planning Sheet. Under no circumstances can a crew operate a train beyond this time. While a crew in TCS may complete a deadhead portion beyond 12 hours, it must be noted that we incur high non-productive wages by way of penalty payment.

18 Hours in a 24 Hour period

Any crew that has less than 12 hours left on their 18 hour clock will be indicated with ">>>" in the subject line of the Call Sheet:

>>> CALL SHEET 102-13 OF 040314 2305 EX 06325

When you open the call sheet to look at the details you will find how much time the crew has left on their clock. See highlighted portion in red below.

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CALL SHEET STRAIGHAWAY TO MOOSE STATION: 06325 04/03/15 00:16
TRAIN: 102-13 OF 04/03/14 2305 HRS 06300
ENGINEER LARSON, B.J. (BRIAN) ESB 2305 0915 MXHR: 0845 LEFT
CONDUCTOR UTLEY, D.W. (DARREN) PC2 2305 0915 MXHR: 0845 LEFT
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Nexus will indicate the time that the crew must cease performing operating duties, this time must be recorded on the RTC Planning Sheet. As with handling the 12 hour clock, it must be recognized that the crew cannot operate the train or perform any other duties of an operating employee after the expiration of the 18 hour clock. Any violation of the maximum time on duty

permitted by the Work/Rest Rules must be reported to the Operations Manager to ensure we meet our reporting requirements.

Off and On Calls at the Away From Home Terminal (AFHT)

When RTE are being considered for off and on calls at the AFHT, the RTC/OM must check with the CD to determine how much time the RTE has left on their clock in CMA. If sufficient time is left on their clock, the RTE may then be called for the train. If a CD is aware that RTE are being called off and on, they should advise the RTC/OM on how much time the RTE have left on their clock.

Tracking Crew Hours

RTC are responsible to track crew hours. When a train crew needs to be relieved for crew hours the RTC is responsible to confer with the applicable OM to devise a plan for a relief crew and/or taxi. Every possible effort should be made to have the crew in and off *within* their hours of duty.