



Teamsters Canada Rail Conference

General Committees of Adjustment
Canadian Pacific Railway

Dave Able
Benoit Brunet
General Chairmen
Locomotive Engineers

Shelly Brownlee
General Chair
RCTC

Dave Olson
Bruce Hiller
General Chairmen
Conductors, Trainmen, Yardmen

Bulletin No. 24

December 19, 2012

All TCRC Local Chairs
CPR Eastern and Western Regions:

Attached is the award of Arbitrator Kaplan with respect to our recent arbitration hearing. As you can see the award contains only the items the arbitrator chose to provide a ruling on and not all matters that were argued by the Union or the Company at the hearing. In addition, the arbitrator's award does not contain the issues that were resolved during bargaining and through the mediation process. We are attaching a synopsis of those agreed upon issues. We will continue to meet with the Company in the next few weeks to organize a final document that will take into consideration all these items that will be incorporated into our respective collective agreements.

You will note the arbitrator has remained seized on all matters until the new collective agreements have been executed and this process finalized.

When finalized we will send the finished document for your use.

Once again we would like to thank everyone who assisted through this process so as to arrive at these articles that will be contained within all our collective agreements.

In Solidarity,

Dave Able
General Chairman, LE West

Shelly Brownlee
General Chair, RTC

Dave Olson
General Chairman, CTY West

Benoit Brunet
General Chairman, LE East

Bruce Hiller
General Chairman, CTY East

IN THE MATTER OF AN INTEREST ARBITRATION, PURSUANT TO THE
RESTORING RAIL SERVICE ACT, 2012

BETWEEN:

Canadian Pacific Railway Company

and

**Teamsters Canada Rail Conference, on behalf of Running Trade Employees
and Rail Traffic Controllers**

Before:

William Kaplan
Arbitrator

Appearances

For the Employer:

Marc Shannon, counsel
Katherine Bilson, counsel
Peter Edwards, VP IR & HR
Rick Wilson, AVP IR
Dave Freeborn
Kathie Brown
Wes Peters
Mark Rickerby
John Bairaktaris
Nick Crook, Towers Perrin

For the Union:

Michael Church - Counsel
Douglas Finson - Vice President, TCRC
Susan Chortyk - Professional Consultant
John O'Grady - Professional Consultant
Shelly Brownlee - General Chair, TCRC-RCTC

Kari Essary - National Officer, TCRC-RCTC
Dave Olson - General Chair, TCRC-CTY West
Dave Fulton - Vice General Chair, TCRC-CTY West
Benoit Brunet - General Chair, TCRC-LE East
Mark Hamel - Vice General Chair, TCRC-LE East
Bruce Hiller - General Chair, TCRC-CTY East
Wayne Apsey - Vice General Chair, TCRC-CTY East
Dave Able - General Chair, TCRC-LE West
Greg Edwards - Vice General Chair, TCRC-LE West
Harvey Makoski - Vice General Chair, TCRC-LE West
Guests / Potential Witnesses:
Rex Beatty - President, TCRC (former General Chair, CN-CTY)
Roland Hackl - General Chair, TCRC-CTY West CN
Guy Scarrow - Retired former General Chairman/
Vice President CN / Chief Union Negotiator

The issues in dispute proceeded to a mediation in Calgary on July 26, 27 & 28, 2012 and Toronto on September 1, 2012. A hearing was held in Calgary on December 8 & 9, 2012.

Introduction

This arbitration arises by mandate of Parliament pursuant to the proclamation of the *Restoring Rail Service Act, 2012* (hereafter “the Act”). The Act was passed because Canadian Pacific Railways (hereafter “the employer” or “CP”) and the Teamsters Canada Rail Conference (hereafter “the union”) were unable to reach a negotiated settlement upon expiry of their collective agreements. Under section 8 of the Act, the arbitrator is required to “decide all matters relating to the amendment or revision of the collective agreement that, at the time of the appointment, are in dispute between the parties.”

At the request of the parties, a mediation was held in Calgary on July 26, 27 & 28, 2012 and then in Toronto on September 1, 2012. That mediation was useful in identifying and confirming the agreed upon items and more sharply focusing the issues remaining in dispute. A hearing on these outstanding issues was held in Calgary on December 8 & 9, 2012. It should be noted that in view of these mediation efforts it proved impossible to meet the deadline imposed by the Act. Accordingly, on September 8, 2012, with the consent of the parties, I wrote the Minister, the Hon. Lisa Raitt, to request an extension. At that time, I expressed my appreciation, and that of both the employer and the union, for the assistance that the Minister and her officials had provided the parties over the course of the dispute. The Minister granted an extension that permitted the completion of the case with only a short delay.

Background to the Dispute

This is a long and mature collective bargaining relationship. The last labour dispute occurred in 1987 as part of a national strike involving all rail unions. Since that time, the parties have successfully negotiated and ratified six collective agreements. There are only two exceptions to this: the first was the 1995 interest arbitration process mandated by federal return to work legislation (even though the parties were actively bargaining and had nothing to do with the labour dispute that precipitated that legislation), and the second was the 2003 Rail Traffic Controllers legal strike.

The current collective bargaining round began in October 2011 and continued into 2012. Conciliation was initiated on February 17, 2012. Conciliators were assigned in early March 2012. Conciliation took place in Calgary March 5-9, 2012 in Calgary. Further conciliation was held on March 27-31, 2012 in Montreal, April 16-27, 2012 in Vancouver, May 7-11, 2012 in Toronto, May 15-20, 2012 in Calgary and May 21-27 in Ottawa. On May 23, 2012 a nine-day national strike began. Legislation ending the strike and referring the outstanding issues to arbitration was proclaimed on May 31, 2012 and came into effect the following day.

General Overview

The union is comprised of Rail Traffic Controllers (RTC) and Locomotive Engineers and Conductors, Trainmen and Yardmen (“the running trades” or “RTE”). There are approximately 5000 members of the bargaining units. They employer operates 24 hours a day, every day of the year.

Criteria

It is well-established, and this was addressed in detail by both parties in their written submissions and at the hearing, that the four criteria that inform interest arbitration awards are replication, comparability, ability to pay and general economic and contextual factors. Of all of these criteria, replication, that is attempting to replicate in an award outcomes from free collective bargaining, is the most important.

Other Matters

A number of issues in dispute were resolved by the parties during bargaining and at mediation. At the request of the parties, I direct that the new collective agreement consist of the agreed-upon items, the un-amended portions of the expired collective agreements and this award disposing of the remaining items in dispute. Unless directly dealt with in this award, all outstanding employer and union proposals are dismissed. All awarded items come into effect date of award unless otherwise indicated.

Award

1. Wages:

January 1, 2012, 3% lump sum for the RTC, 0 for RTE.

2. Subdivision Run Times:

Resolved as per agreement of the parties reached at the hearing.

3. Fatigue Management:

Add new Article to 3 collective agreements that apply to the Locomotive Engineers in the Eastern Regions, and the Conductors, Trainmen and Yardmen in the Eastern and Western Regions; and add to existing article

32.01 of the collective agreement that applies to the Locomotive Engineers in the western region, to reflect the following;

xx.xx An employee being physically unfit for duty will report same to the crew management centre, so that the employee may not be called. The employee will not be disciplined for "booking unfit".

4. Union Security:

Replace current articles in Collective Agreements with the following:

- (1) Employees holding permanent, Company supervisory positions on or before July 14, 1995, who also hold seniority rights in any craft represented by the Union will continue to accumulate bargaining unit(s) seniority to July 14, 1996, after which time their seniority will no longer accrue.
- (2) Any employee appointed to a Company supervisory position on or subsequent to July 14, 1995, who also holds seniority rights in any craft represented by the Union will become frozen immediately.
- (3) For the purposes of this Article, the following positions are deemed not to be supervisory positions:
 - Positions of Referral Agent with the Employee and Family Assistance Program.
 - Any other such position that may be mutually agreed upon, from time to time, by the parties to this collective agreement.
- (4) After an individual appointed to a Company supervisory position under the provisions of 1) or 2) above is no longer accruing seniority pursuant to the provisions of this Article, their name will be immediately removed from the seniority list(s), and placed in a separate column on such list and shown as "Seniority Frozen on." followed by the date on which the individuals seniority has been frozen.
- (5) An individual whose seniority has been thus frozen pursuant to this Article, who chooses to return to their former position in the bargaining unit, will, on the day they return to the bargaining unit, have their name placed back on the seniority list(s) in the position, relative to the amount of seniority they accumulated up to the point of having their seniority frozen. They will be notified, in writing, of what their new seniority number is and where they stand on the seniority list(s) relative to other individuals on such list(s), the date of their return to the bargaining unit as well as the date of their entry into service and the date their seniority was frozen, copies of which will be provided to the Union and posted in bulletin books over the entire seniority district(s). They will immediately begin to accrue seniority from the date of their return to the bargaining unit and continue to do so in accordance with existing seniority rules.

(6) To enable affected employees the opportunity to make an informed career decision, these provisions shall take effect 60 days after the coming into force of the Collective Agreement.

5. Length of train/length of run allowance:

Effective January 1, 2014, change the grandparenting date in Section IB(j) of the RTE Memorandum of Settlement dated December 5, 2007 by replacing "January 1, 2008" with "January 1, 2014".

6. Pension:

New Article in Collective Agreements

Past Service: (service prior to "change date") cap of \$2,200.00 per year of service: provided that if the member's pension for service prior to the effective date of the change, based on his Highest Plan Earnings and Average YMPE at that date is greater than the revised pension limit in effect at his date of retirement, termination or death, then the member's benefit will not be reduced to the revised pension limit in effect at his date of retirement, termination or death.

Future Service: Cap of \$2,200.00 per year of service on and after "change date".

Benefit Formula: No change

Contribution Rates: 0.5% reduction for RTE contributions below and above YMPE

Effective January 1, 2013, new employees will be subject to pensionable service capped at \$1,715 per year of service.

Benefit Formula: 1.7% / 2.0%.

Contribution Rates set at 4.3% up to YMPE and 6.3% above YMPE.

Commutated value for employees determined to be terminally ill with a life expectancy of one year or less based on the medical decision of the Chief Medical Officer. Details to be jointly worked out.

The "change date" will be the date when the pension cap in this Plan for non union members is lowered to \$2200.00 or less.

Note: It is further understood that non-union members of the DB Plan have been given notice that their ability to receive unreduced commuted value when qualifying for early retirement (55 years old and 85 points) is being discontinued.

Notwithstanding any provision of the Pension Plan, or of the Collective Agreements, the Union and the Company are directed to ensure that their representatives on the Pension Committee vote in accordance with the provisions of this Article. The Company is further directed to ensure that its Board of Directors not make decisions that are inconsistent with this article.

Notwithstanding any other provisions of the Collective Agreements, it is agreed and understood that this Article can be renegotiated by the parties without limitation.

Conclusion

At the request of the parties, I remain seized of all matters until new Collective Agreements have been executed by the parties.

DATED at Toronto this 19th day of December 2012.

“William Kaplan”

William Kaplan, Arbitrator

SYNOPSIS – AGREED UPON ITEMS.

1. TERM OF CONTRACT

- a. Three years commencing January 1st, 2012.

2. WAGES

- a) Effective January 1st, 2013, an increase of 3% on all basic hourly, daily, weekly and mileage rates of pay.
- b) Effective January 1st, 2014, an increase of 3% on all basic hourly, daily, weekly and mileage rates of pay.

3. BENEFITS

A. Life Insurance

Effective first of the month following the CBA coming into force	\$46,000.00
Effective January 1, 2013	\$47,000.00
Effective January 1, 2014	\$48,000.00

TCRC-RTE represented employees who are in receipt of a Disability Pension or who become eligible to receive a Disability Pension will be entitled to a \$7,000.00 life insurance policy, fully paid up by the Company.

B. Disability Benefits

- a) Effective the first of the month following the CBA coming into force, the maximum benefit will be increased to \$650.
- b) Effective January 1, 2013, the maximum benefit will be increased to \$660.
- c) Effective January 1, 2014 the maximum benefit will be increased to \$680.
- d) Effective January 1, 2013, extend the continuation of coverage for extended health care, dental and basic life insurance up to 41 weeks provided the employee is receiving short-term disability benefits.

C. Dental Plan

- a) Effective the first of the month following the CBA coming into force, with treatment which commenced on or after the effective date, covered expenses will be defined as the amounts in effect on the day of such treatment, as specified in the relevant provincial Dental Association Fee Guides for the year 2012.
- b) Effective with treatment which commenced on or after January 1, 2013 covered expenses will be defined as the amounts in effect on the day of such treatment, as specified in the relevant provincial Dental Association Fee Guides for the year 2013.
- c) Effective with treatment which commenced on or after January 1, 2014 covered expenses will be defined as the amounts in effect on the day of such treatment, as specified in the relevant provincial Dental Association Fee Guides for the year 2014.
- d) For the Province of Alberta, the Fee Guide stated above shall be the Alberta Representative Guide and will be made available to the TCRC Membership as published yearly by the Company.
- e) Effective January 1, 2013, increase the annual maximum from \$1,525 to \$1,625.
- f) Effective January 1, 2014, increase the annual maximum from \$1,625 to \$1,725.
- g) On the first month following the CBA coming into force, new employees shall become eligible for dental benefits on the first day of service.

D. Extended Health & Vision Care Plan

- a) Effective January 1, 2013, the maximum amount for chargeable expenses for vision care will be increased from \$250.00 to \$275.00 in any 12 month period for persons under the age of 18 and in any 24 month period for persons age 18 and over.
- b) Effective the first month following the collective agreement coming into force, employees shall become eligible for extended health & vision care benefits on the first day of service.

4. MEDICAL REPORTS

The cost of all medical examinations, tests or reports, required by the Company's OHS department and/or the Company's insurance carrier shall be paid by the Company, when such examinations, tests, or reports are not paid for under a provincial health plan.

5. AUTOMOBILE ALLOWANCE

a) Effective January 1, 2014 increase the automobile mileage allowance to \$0.37/km.

6. REST AFTER AV, OFF FOR MILES AND INSTRUCTION CLASSES OTHER THAN RQ

a) Provide employees the ability to book rest upon their return from Annual Vacation.

- i. An employee may, at his/her discretion, choose to book rest after annual vacation. Booking rest must be made to the CMC no later than 15:00, prior to the end of AV. When rest after AV is booked it will be applied until 0400. The employee will be subject to a standard call upon expiration of rest.
- ii. Should an employee choose not to book rest after annual vacation, the employee will be placed on the board subject to call for duty with the standard calling time for the home terminal of the employee.

b) Provide employees the ability to book rest upon their return from being off for miles.

- i. An employee may, at his/her discretion, choose to book rest after returning from being off for miles. This request must be received by the CMC no later than 15:00, the day prior to the commencement of the following miles period. When rest is booked it will be applied until 0400 of the first day of the new mileage period. The Employee will be subject to a standard call upon expiration of rest.
- ii. Should an employee choose not to book rest when returning from being off for miles, the employee will be subject to call for duty with the standard calling time for the home terminal of the employee.

c) Provide employees with the ability to book rest after other than RQ training.

- i. Recognizing employees are expected to attend instruction sessions for other than RQ during their off duty hours, to ensure they are rested for work, employees will be entitled to book between one and ten hours rest at the conclusion of the instruction session.

7. END OF YEAR ANNUAL VACATION

For the purpose of scheduling annual vacation, the week containing December 31, will be considered as the last full week in which to schedule vacation within that calendar year.

Employees who are awarded the last full week of the year are obligated to take any General Holidays at the conclusion of the A V period. This week is exempt from the flatlining of AV. The number of available AV slots will be no less than half of the slots available during non-peak week, with a minimum of one slot per craft list.

8. CANCELLING CARRY OVER

Employees who commence work at the Home terminal prior to attaining the maximum mileage and subsequently have exceeded the maximum mileage upon their return to the Home Terminal will have the option to make all over miles non chargeable. In such cases, the over miles will not be carried forward.

Employees will have this window of opportunity once they have booked off-duty and must make their mileage adjustment immediately in CMA. Employees who elect not to do this reduction of their carry over at the time will no longer have the ability to do so. Any employee found canceling their carry over after said time will be subject to a mileage penalty in a following mileage period equal to double the excess mileage obtained . A written message indicating the same must be sent to the Crew Management Center in this regard.

Employees will not be able to cancel their carry over when there are laid off employees at their terminal.

9. KAWARTHA LAKES RAILROAD

Mr. B. Brunet
General Chair- Engineers East
Teamsters Canada Rail Conference

Mr. B. Hiller
General Chair- Trainmen East
Teamsters Canada Rail Conference

Dear Sirs,

This has reference to various discussions during this round of negotiations concerning the need to address issues unique to the Kawartha Lakes Railroad.

It was agreed to renew the Collective Agreement between Canadian Pacific Limited and the Teamsters Canada Rail Conference on behalf of the Trainpersons and Locomotive Engineers employed on the Havelock/Nephton Internal Shortline.

The following amendments will apply:

1. Article 3 pensions and benefits amended establishing increases under the terms of the National Agreement, dated Month, Day.
2. Article 5, clause 5.4 will be amended to increase wages under the terms of the National Agreement, dated Month, Day.
3. Article 25, clause 25.1, duration of Agreement will be amended to reflect renewed for a period of three years commencing January 1, 2012.

It is understood that, should this property be sold or discontinued during the term of the contract, the parties will serve a notice of Material Change.

If you are agreeable with the foregoing, please indicate your concurrence below.

10. HELD OUT OF SERVICE – LETTER - CTY EAST

This refers to our discussions regarding your concerns pertaining to employees being held out of service for an extended period of time both prior to and pending an investigation.

Although it was recognized that the Company has the right to hold employees out of service for an investigation according to the terms of the agreement, in order to address your concerns, the following was agreed:

The pilot program which was implemented in 2007 will continue for Trainpersons East of Thunder Bay.

The feature of this pilot program, involves the situation of when an employee has been suspended for an investigation for more than 10 calendar days due solely to the Company, the employee will be paid lost wages for the time in excess of 10 calendar days, whatever the decision may be. This period may be extended upon mutual agreement.

This pilot will continue for the duration of the contract and may be modified or cancelled upon mutual agreement.

If you are agreeable with the foregoing, could you please indicate your concurrence below.