

From: harpreet singh

Sent: Sunday, September 20, 2020 11:22 PM

To: CLK-CityClerks <CityClerks@winnipeg.ca>

Subject: Submission to the Executive Policy Committee for meeting scheduled for September 20, 2020



Thank you to the Members of the Executive Policy Committee for considering the following comments/concerns regarding the REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS DATED SEPTEMBER 16, 2020: ITEM 2 - Scheduling for Transit Plus Drivers. The motion put forward by Councillor Nason which was seconded by Councillor Klein was received as information by the IRPW committee.

My name is Harpreet Singh and I have been a Winnipeg Transit Plus Driver for 4 years. I stand before you today with some concerns about Transit Plus scheduling systems. I am aware that the City has contractors to provide the Transit Plus services, however, the trips are scheduled by the City. As a driver, our most important duty is to drive the customers to their medical appointments, to school, to grocery stores safely. However, the safety of drivers is usually overlooked by the city. We work for 8-12 hours but do not have any scheduled breaks which is clearly against the provincial labor law. We are not provided any breaks so we can use the bathroom. We are not provided any breaks so we can have some food during the long shift.

Sometimes, there are cancellations of the trips which may or may not give a small amount of time to quickly run to the bathroom. This does not take away from the fact that there are no scheduled breaks. Winnipeg Transit Plus scheduling system is fully electronic and has the capability to provide scheduled breaks. The recent Administrative Report about the Trip Priority System states "Trips on the wait list will schedule as resources become available from the utilization of cancels and no shows". This means that the City purposely tries to use the electronic scheduling system to make sure that the drivers are not provided any breaks during their long shifts.

City not providing scheduled breaks has directly impacted my personal life. My license was terminated in March due to taking a break. I had appealed my termination and agreed to the city's terms that I would not take a break during the shift even if it is unsafe for me. Even after agreeing to their terms, my appeal was denied. I would like to point out that this termination was right before the lockdown so finding any other employment has been extremely difficult. I was also unable to apply for CERB because my job was not impacted by COVID but the policies by this city.

The motion being received as information suggests that the City of Winnipeg does not care about how the contractors are treating their drivers. Who should be held accountable?

Sincerely,
Harpreet Singh