

Canadian trucking companies and truck drivers have remained operational through the pandemic supporting Canada's essential domestic and international trade. These moves have been, and will remain, critical for Canadians and for the economy. Our men and women have served on the front lines to keep the supply-chain secure and functional, producing one of the nation's most secure work-loops. Through proactive measures that have been implemented by carriers and their customers, along with government run screening points (e.g. at the border), a culture of proactive risk mitigation has made the Canadian trucking industry one of the most successful industries when it comes to managing the risks posed by COVID-19. Members of the Ontario Trucking Association (OTA) and the industry at large will continue these COVID-19 prevention efforts as our industry continues to pull for all Canadians.

How Trucking is Securing its Work-loop from COVID-19

Below shows what happens on a typical trip as the driver completes their work-loop (departure, drop, and return). Through this process, our industry's guiding principles are based on the concepts of maximizing oversight and minimizing potential exposure. As provinces increase access to testing for all Canadians, trucking's work-loop and the supply-chain overall will become even more secure.



Truck Sanitization: Trucking companies have implemented some of the highest and most stringent cleaning standards based on the guidance received from Transport Canada (TC). These focus on the regular sanitization of key touch-points which include, but are not limited to: keys or FOBs, starter button on vehicles with FOBs, inside and outside door handles, inside door grab handles, pads and armrests, steering wheel, shift lever and console, dashboard, power window and power door lock switches, radio and climate control buttons, turn signal and wiper stalks, seat and seat adjuster, touch screen, and any other parts that are commonly used and that may have been touched (glove compartment, hood, trunk, van panel door handles, pick-up tailgate handle, sleeping areas, etc.).



- *Truck is fully cleaned and completely sanitized before a trip is begun.*



Screening at Carrier Facility: When the driver reports to work, they are screen by their employer. This could include self-declarations, visual observations, and temperature checks.

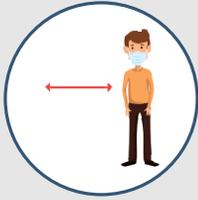
- *Temperature is taken before the trip is initiated.*

Personal Protective Equipment (PPE): After a temperature check is completed, companies issue PPE to drivers when they report for duty. This includes face coverings (required to cross the border), hand sanitizer and other cleaning products. The use of face covering and other PPE have been standard practice in the trucking industry for months and their use is far more widespread than in other work environments.



- *Before the trip, drivers are issued PPE including face covering, sanitizer, and other cleaning and disinfecting products.*

Limited Interactions and Touch Points: By its nature, truck driving is an occupation that limits social interaction. The overwhelming majority of the trip is spent in the truck cab in isolation (driving, resting/ sleeping). Drivers are often paid by the mile, which means most trips are already completed as efficiently as possible. It is not uncommon for a driver to come into contact with 2 or less outside individuals in the course of a trip. This is far less than the vast majority of all other Canadians through the regular course of their work day.

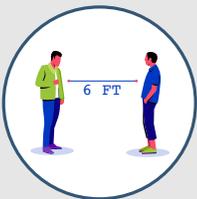


- *The majority of time is spent self-isolated in the truck cab driving and resting. If/when stops are required, drivers limit contact, touch-points, and practice social distancing.*

Arrival at Destination: It is common place for drivers to undergo screening when arriving at their final destination. In many cases, shipper and receiver facility are practicing the same precautionary measures that the carrier is practicing. This includes visual observations, self-declarations, and temperature checks before access is granted to the facility. Many shipping and receiving facilities also have contactless pick-up/ drop-off procedures in place so there is limited need for the driver to leave the cab while at their destination.



- *Temperature is taken before access to receiving facility is granted. Driver remains in truck while loading/ unloading is completed.*



Return Trip: The driver begins their return trip and again limits their interactions and maintains social distancing. Many fueling stations are also unmanned, known as 'card-lock' stations, which means it is possible for a driver to complete a trip with limited or no outside contact.

- *Interactions are further limited and drivers complete the return with limited outside contact.*

Screening by Government: Standard screening procedures by Canada Border Services Agency (CBSA) and the Public Health Agency of Canada (PHAC) remain in place for all truck drivers entering Canada. All truck drivers entering Canada wear medical masks or face coverings upon entry and maintain their use in all interactions throughout their trip.



- *At the border, CBSA officers will engage in standard screening practicing with returning drivers.*



Return to Home Terminal: The driver's temperature is checked again upon their return to their home terminal. Their truck is then thoroughly cleaned and sanitized before it is operated again.

- *Temperature is taken again when the trip is completed and the driver has returned.*

As noted, the Canadian trucking industry has among the most secure work-loops in the entire economy. This includes emphasis on cleaning, self-isolation while at work, multiple temperature checks, government screening at border crossing, and enhanced social distancing practices. Together, these actions are based on the guiding principals of maximizing oversight and minimizing exposure. These practices have made the Canadian trucking industry one of the most successful industries when it comes to managing the risks posed by COVID-19. As provinces increase access to testing for all Canadians, trucking's work-loop and the supply-chain overall will become even more secure.

Other Measures Commonly Practiced

Below is a summary of just some of the commonly implemented policies in the trucking industry. This is not meant to be an exhaustive list, rather, it is simply intended to highlight some of the most common best practices trucking companies are currently employing.

Office Staff

- Many workplaces have suspended all work related public travel (airplanes, buses, trains, etc...)
- Have limited or eliminated face-to-face contact (meetings and etc.)
- Attempted to limit casual (social) interactions that normally occur at work.
- Advise employees not to report to work if they (or) a member of their household is sick.
- Have asked non-essential staff to work from home if practical/ possible.
- Instruct staff to take staggered breaks to avoid grouping in small areas.
- Many have physically altered the workspace to further distance staff.
- Promoted the use of text messaging, mobile phones, email, etc. in place of face to face communications where possible.
- Prohibited work related group gatherings, this includes at work and off work hours.
- Instruct all employees to practice cough/sneeze etiquette (covering mouth, away from co-workers, using one's sleeve, etc.).
- Have increased signage relating to hand-washing and promoting cleanliness at workstations.
- Provide sanitized wipes to clean all contact surfaces at workstations. This includes clip boards, pens, phone, keyboards, mouse, desk, etc.
- Have implemented enhanced cleaning measures for the workplace with their cleaning staff.
- Have had management and designated staff familiarize themselves with the signs of COVID-19 to help identify signs in the workplace.
- Some have implemented available screening measures for staff, including, regular temperature checks.

Maintenance Staff

- A number of facilities have limited work shifts to dedicated teams. For example, not allowing the switching of shifts, picking up hours with another crew, or working overtime with another crew, etc.
- Some companies will only allow certain shift work on a single piece of equipment. For example, if a trailer is in the shop and the "morning shift" did not complete the work, the "afternoon" shift would work on other equipment and leave the trailer for the morning shift to complete the following day.

Driving Staff

- Drivers are instructed to limit 'touch-points'. This includes using styluses at cardlocks and on shared computer screens (for example, at refinery loading terminals for fuel shipments). And simple measures like avoiding the physical sharing of paperwork and pens.
- Consider instructing driving staff to limit the frequency of face-to-face contact during pickups and deliveries, minimum of 2-metres. Where possible, contactless pick-up and drop procedures have been established so the driver does not need to leave the truck.
- Driving staff has been instructed to avoid places where other people congregate to the best of their ability. This could include interactions at truck stops, repair shops, driver lounges, etc.
- Encourage the use of text messaging, personal mobile phones, and satellite to communicate instead of face-to-face contact with office/ maintenance staff.
- Promote the practice of cough/sneezing etiquette (always cover your mouth and nose with a tissue or coughing and sneezing into your shirt sleeve at the inside of your elbow).
- Promote the regular clearing of the cab and cargo door handles, seat belts, steering wheels, mirrors, gear shifts, control knobs, buttons, latches and handles, satellite, PPE, clip boards, and pens during their trip.
- Promote the use of hand washing and use of waterless alcohol-based sanitizing gels throughout the day.

Off-Duty Driving Staff

- Many drivers will take extra precautions while off-duty, including practising enhanced social distancing and self-isolation.
- Many drivers have also been taking extra precautions to protect their families including changing from their work clothes before entering their home (or going out in public), along with practicing distancing measure from family members while off-duty.