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From: Lebel, Laura
Sent: Monday, March 30, 2020 10:33 AM
To: Theis, Rick; Stickney, Matt
Cc: Lamothe, Colleen
Subject: Read out from call re: PPE for transport sector federally regulated workers

Conclusion: offices work together this week to come up with messaging and/or small steps that can be taken (like hand washing stations) so we can say something to stakeholders by end of the week.

Read-out:

Labour: There are four major sectors that are federally regulated, TC and Labour share a lot of responsibility. Rail, marine shipping/airFood processing and distribution network. All heavily unionized. Under the Canada Labour Code, there are OHS requirements, workers have the right to refuse work. As a result of govts at different levels declaring these essential services, a lot of the unions have been sending in strongly worded letters and much more strongly worded phonecalls, raising concern about PPE availability and the need to receive proper cleaning of their workplaces. If something goes wrong, there is a real risk to our supply chain (if there is large scale absenteeism). The employees and their representatives feel they should be treated as essential if they're being deemed essential.

TC: Yes, this is what we're hearing from transportation workers, particularly the airline workers. Marine workers are worried about boarding ships. There have been work refusals by flight attendants, airport workers, and pilots to a lesser extent. Transport Canada finalized guidance that was with PHAC, sent on Friday to aviation authorities across Canada, on Saturday the major aviation union said procedures weren't strong enough, Air Canada employees say that Air Canada has improved its PPE provisions but they continue to be concerned about interacting with passengers. Follow up call with all airlines and airports in Canada to make sure they follow guidance, and DM will reach out to PSPC so that when we get more PPEs, we can put them high on the pecking order in terms of receiving PPE. Our authorities related to OHS are quite limited. We could force airports to create sections that are dedicated to airport crew in the terminal so they're not using the same facilities as passengers. We have to get creative in solutions, but at the same time we have seen such a dramatic drop off in air travel, our new measures of preventing people who have symptoms should help. There were some concerns that people who have symptoms enter the airport. Not many issues with rail and port workers. We are hearing from truckers that they won't be able to access food at roadside stops, but we don't have authorities there.

Labour: On the trucking side, our office has been getting the grievance on this topic due to our relationship with the Teamsters. TC is right that the major concerns today have been from the airlines, but we are trying to mitigate the problem that CLC and Teamsters are raising, it will be a major issue if there is a spread of COVID in food distribution or a port, these aren't situations that allow for social distancing,

Health: We have guidance online for all essential workers, there is a risk chart to determine what you need to protect workers in their workplace. Obviously with PPE there are some particular consideration, not everyone actually needs it, washing hands can be better than gloves. We need to make sure unions and companies have appropriate training. There is a massive shortage of PPE, doctors and hospitals are saying they don't have it themselves. We are going to have to make choices. Everybody wants it, we won't have enough to go around, we will have to support through other methods, some airlines have been able to get their own. We can't do specific guidance for every sector. The food side is going to be a challenge, a lot of them already have requirements for PPE and it's going to be an access issue, we have to figure out who we prioritize.

TC: we have been trying to delicately tell our unions there isn't enough to go around.

Health: We have to figure out how to help you message that.

TC: There is a company called Cargo Jet, the main operator in Canada, the majority of pharmaceutical products come by air, so the CEO of that company gave an indirect threat, maybe we'll stop flying in the products everyone needs.

PSPC: Cargo Jet is a big fan of empty threats. We are working on three tracks. Prioritizing the health system, we are also trying to procure for the broader system because we know P/Ts have not fully scoped this out (like LTC facilities), and the third track is for the broader needs of essential services like we've been discussing on this call. We need to figure out within the essential services how to prioritize.

Labour: Is PSPC also procuring products to clean workplaces? Some of the large warehouses are having trouble disinfecting because they are having trouble getting sterilization supplies.

PSPC: PPE, ventilators, wipes, thermometers, hand sanitizer, etc

Health: We have been putting together interim orders to allow more products to get out quickly. Like distilleries producing disinfectants. One of the interim orders we're hoping to get done today or tomorrow is companies who produce these products have to tell us when they're facing shortages (like how we do for drug shortages). That would be public so that airlines and others can see that there is a real issue that we are trying to manage.

TC: My boss is talking to airport CEOs, he can remind everyone of the guidance we put out on Friday.

Labour: How are they determining who is prioritized within essential sector?

PSPC: We are working through that and will check in with this group.