

BORDER ISSUES

- CTA works with industry, Canada Border Services Agency (CBSA) and Public Health Agency of Canada (PHAC) on the directive that CBSA implement a policy all essential workers crossing the border to wear a mask or face covering.
- CTA works with CBP officials to implement new protocols to mitigate the interactions between officers and drivers, and between drivers themselves in an effort to promote physical and social distancing at the ports of entry.
- CTA works with CBSA towards expanded use of email and fax, in lieu of paper submissions of commercial documentation due to COVID.
- CTA achieves essential service designation for truck drivers, exempting them from the 14-day self-isolation protocols.
- CTA works with CBSA to further clarify misinformation regarding self-isolation protocols for cross-border truck drivers and self-quarantining.
- As the Biden Administration prepares to open land border points of entry to vaccinated travelers, CTA asks Washington and Ottawa to work with the industry to re-examine appropriate mandate timelines for cross border truck drivers while developing a seamless, mutual system of identification for drivers to limit potential border delays when presenting vaccination status at the border.
- Working with CTA, the Government of Canada announces a new ArriveCAN feature which allows exempt/essential workers, including truck drivers, the ability to save time by entering their information once and using the ArriveCAN receipt for each entry.
- Working with CTA, CBSA and US Customs and Border Protection (CBP) jointly announce Secure Trade (FAST) enrollment event at the Fort Erie enrollment centre, and later, the Aldergrove port of entry in BC.
- CTA works with industry and Government top discuss the need to avoid labour disruptions at the border.



- Canada announced that all travellers, including truck drivers, would be required to use ArriveCAN as part of the re-entry process. To facilitate a smooth transition, as well as recognizing that upwards of 20% of commercial drivers do not have access to smart phones, CTA worked with government on a transition period, allowing commercial drivers to make an oral declaration instead of an electronic submission.
- CTA worked with Ottawa to make truck drivers exempt from requiring all non-essential travellers entering Canada to prove negative COVID-19 test before arrival.
- CTA works with CBSA and CBP on the extension of FAST cards during the virus outbreak.
- An international COVID-19 travel pilot involving the Government of Canada, the Province of Alberta and the essential service trucking sector, provides commercial drivers and other essential workers with voluntary access to COVID-19 testing.

COVID ASSISTANCE

- While public support and appreciation for truck drivers during the COVID-19 is unprecedentedly high,

- CTA survey shows that federal aid is now required to provide much needed relief to trucking companies whose operations were severely strained by pandemic.



- CTA champions message in Ottawa that the trucking industry would like to see changes to the Canada Emergency Wage Subsidy (CEWS) program that would allow stability to the program (i.e assisting companies below 30% revenue drops but not at 100%). This concept eventually became a key component to the CEWS program.
- Working with OTA, ONroute extends free coffee for truck drivers and 24/7 access to fuel, washrooms, truck parking, and food and beverages via take-out, drive-through, and grab-and-go options.
- CTA created a document for all carriers on current plans for reopening provincial economies as the country attempts the slow process of recovering from the COVID-19 pandemic.

- CTA releases multiple COVID-19 tip sheets, resource documents, for carriers and their drivers.
- OTA works with the Town of Whitby to open a temporary truck driver rest stop to support drivers who have been impacted by the closure of facilities due to COVID-19.
- CTA and the provincial associations draft a national report demonstrating where shortages of food and rest areas remain; as well as locations-facilities that have maintained or established services accommodating truck drivers.
- CTA stood up for independent trucking operators by directly engaging the insurance industry to ensure the owner-operator community is covered for medical benefits while operating in the U.S.
- The Government of Canada's required vaccination for the federal public service and all federally regulated sectors excluded trucking.
- As positive COVID-19 cases surged across Canada, CTA states unequivocally, and promotes message nationally that trucking – and truck drivers in particular – are not responsible for the spread.
- To support the unimpeded streamlined movement of goods across Canada by truck, CTA issued a letter that identifies trucking companies' workers as essential and signals to authorities their ability to move freely.
- The Ontario government introduces legislation to require businesses to provide washroom facilities where drivers are delivering or picking up loads. Government consultations industry concerns that couriers, truck drivers, and other transportation workers are often denied the use washrooms at businesses they serve.



- Peel Public Health confirms the region would be updating Section 22 Order (proof of vaccination requirements) on workplaces not to include trucking, while City of Toronto recognizes sensitivities around issuing section 22's to the trucking industry.

- Following advice from Ontario's Chief Medical Officer of Health, Ontario updates the list of essential businesses that can remain open. The trucking industry is deemed essential as are many of its supporting businesses. OTA provided significant input into this process for all its carrier and allied trades members.
- OTA stepped in and clarified and improved access for drivers when some in the medical community began refusing visitation to truck drivers due to COVID-19 concerns.
- To keep the drivers rolling, and delivering essential products and supplies Canadians desperately need, drivers need a place to park, rest and to eat. CTA worked with governments and the restaurant industry to assist in access to food, drink and washrooms during the crisis.
- CTA in collaboration with all provincial associations, created a vaccination passport snapshot which outlines proof of vaccination requirements currently in place in each province, including washroom and restaurant access.
- Peel and other regions work with OTA to provide weekend and after hour vaccinations to accommodate the trucking industry.
- The Ontario government expands eligibility for the targeted emergency childcare program to additional workers, including truck drivers, who are performing critical roles in their communities.
- OTA works with Province of Ontario to implement voluntary COVID testing at roadside.

ENFORCEMENT – LEVEL PLAYING FIELD

- ESDC officials launch a significant enforcement campaign in Ontario to end the illegal practice of Driver Inc.
- The Facility Association (FA) revamped their rating and commercial underwriting rules to improve alignment with the regular insurance market to ensure fraud was not committed by Driver Inc companies.



- The Ontario's Workplace Safety and Insurance Board's (WSIB) targeted audit and enforcement efforts evolves as special tip-line for Driver Inc is established.
- The Ontario government introduces legislation that would require temporary help agencies (THAs) and recruiters to have a licence to operate in the province. This measure will target Driver Inc agencies.
- Third Party ELD mandate is set in motion with enforcement slated for June 2022.
- Ontario making changes to the LCV Program to cut red tape, improve safety and level playing field for carriers participating in the program. The changes require LCV program participants to provide upfront and ongoing proof of Workplace Safety WSIB coverage and Transportation of Dangerous Goods training for drivers if moving approved products.
- ECCC informs CTA an Interim Order will be published with the purpose of suspending the implementation of the GHG emission standards for trailers in Canada until May 3, 2022.
- OTA applauds Government of Ontario for a proposal which tackles the issue of climate change and emissions tampering by modernizing vehicle inspections and integrating emissions testing for commercial vehicles.
- CTA restated its position against the introduction of carbon pricing because the policy is limited in leading to any meaningful environmental changes for the trucking industry, among other concerns, like the national push toward biodiesel mandates.

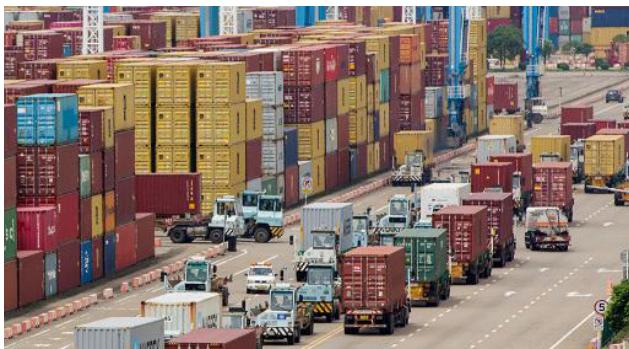


ENVIRONMENT

- CTA is working with Environment Climate Change Canada (ECCC) as they are considering a regulatory proposal to require vapour control on a national scale for specific petroleum liquid storage and loading operations where set volume thresholds are exceeded.
- CTA wrote to multiple federal Ministers about current and future environmental policies impacting our industry, including the collection and distribution of federal carbon pricing revenues, and the upcoming Clean Fuel Standard (CFS) regulations.

INFRASTRUCTURE

- Ontario announces several measures that would help the Ontario trucking industry improve its efficiency, enhance highway and driver safety and protect fleets from unscrupulous tow truck operators.
- CTA discusses supports the Government of Canada's position that the railway blockades need to end peacefully and quickly and echoes the government's sentiments that such activities must respect court decisions and the law.
- CTA and OTA engage media and government on recent supply chain disruptions and related driver shortage issues.



- OTA educates the public on fuel surcharges and how many trucking companies, namely smaller ones, would likely not be able to withstand the rising cost of diesel fuel.
- OTA makes submissions in support of GTA West.
- OPP plan to phase in a province-wide towing program, which will be operational Jan. 1, 2022. This in responses in part to OTA's request to deal with unscrupulous towing operators.
- OTA applauded the introduction of the Towing and Storage Safety and Enforcement Act, to strengthen provincial oversight of the towing and storage sectors to reduce crime and fraud, promote road user and tow operator safety, improve customer protections, and create a level playing field for tow operators – in addition to the dedicated Tow Zone Pilot on GTA highways.
- OTA writes the transportation critics of the provincial Liberal and NDP parties to clarify the issue of SPIF compliance in the dump truck sector. OTA also issue statements around the rolling blockades involved in this matter.
- OTA supports off-peak delivery in City of Toronto.
- The Insurance Bureau of Canada released a report highlighting several safety, insurability and marketplace issues related to commercial insurance. CTA provided significant input into this process and will be a part of a working group.

- CTA welcomes a temporary policy change to the Temporary Foreign Workers Program which will assist fleets that are currently using the program and help transition from TFW to permanent resident/citizenship.
- CTA issues brochure imploring shippers and receivers of the supply chain to keep in mind the 'cost of compliance' when choosing transportation providers and ensure freight carriers aren't cheating on taxes, cutting corners on safety and polluting the environment.
- Transport Canada confirms no restrictions for brake-activated pulsating lamps, provided they do not impair the effectiveness of the required lighting standards.
- OTA applauds MTO announcement committing to upgrade truck parking in several areas across the province, improving 14 existing rest areas, building 10 new rest areas, and adding 178 new truck parking spaces at four existing ONroute travel plazas.
- WSIB announces that the average premium rate for Ontario businesses will be reduced by 5.1% for 2022, from \$1.37 to \$1.30, while the trucking rate will be \$4.03, down 5.6% from \$4.27 the past two years.
- To continue to help reduce the financial burden on businesses during COVID-19, WSIB announced that repayment of deferred WSIB premiums as part of our financial relief package

LICENSING & REGISTRATION

TAXES & FEES

- As part of the MTO's efforts to stop the spread of COVID-19, the ministry extended the validity of the following driver, vehicle and carrier products: (i) Ontario commercial drivers' licences; (ii) IRP Cab Cards (iii) Ontario licence plate validation stickers (iv) Online purchase receipts of validation stickers (v) CVOR certificates (vi) Annual and semi-annual inspections.
- OTA welcomes the MTO's announcement to reopen DriveTest facilities and gradually phase-in licence applications and road tests across all locations throughout the summer.
- To assist drivers facing increased costs associated with COVID-19, Ottawa introduced an increase in the meal allowance from \$17 to \$23 per meal.