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PLEASE POST

COVID – 19 UPDATE 46

You can scan this QR Code and be taken to the full document from your cell phone or laptop.



Dear Brothers and Sisters,

Due to the rapidly changing circumstances surrounding COVID-19 and its impact on workers, program support criteria are subject to change. Be sure to visit www.unifor.org/covid19 to download updated versions of the fact sheets available to our members and their families.

All the information contained is from various sources it is not Local 114 Policy or Local 114 Statements.

<https://www.unifor.org/campaigns/all-campaigns/covid-19-information-resources>

Want to stay connected to what Unifor members are doing across the country? Then you're in the right place! Keep up to date on the latest Unifor news and events across Canada by signing up for our weekly newsletter. <https://www.unifor.org/node/9508>

Check out Unifor Nationals new website <https://www.unifor.org/>

For specific requests and support, contact covid@unifor.org

Local 114 website <http://www.unifor114.com/>

All the information contained is from various sources it is not Local 114 Policy or Local 114 statements.

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<https://vancouversun.com/news/local-news/b-c-set-to-update-covid-19-situation-with-focus-on-restrictions>

COVID-19: Province drops mask rule for most public places – Vancouver Sun Article



The province is also restoring long-term care visitation and lifting capacity limits at faith gatherings and a ban on overnight child and youth camps, effective tomorrow.

Provincial officials announced Thursday a schedule for the lifting of remaining COVID-19 restrictions, drawing concern from a teachers group but support from an independent science group.

As of 12:01 a.m. Friday, British Columbians are allowed to go mask-free in most public places and attend religious gatherings with no limits.

They are the first in a series of public health orders that will be rescinded in the coming weeks. The B.C. vaccine card requirement ends on April 8 and visits to long-term care homes open up starting March 18.

“Our goal has always been to have the minimal number of restrictions in place and together, we’ve done what is right at the right time, and now we are in a place where we can once again adjust our approach,” the provincial health officer said Thursday.

Dr. Bonnie Henry said falling hospital admissions and a high level of vaccination mean the risk from COVID-19 is decreasing.

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But groups like the B.C. Teachers Federation said they were “surprised and disappointed” by what they believe is an abrupt change that leaves younger students vulnerable.

President Teri Mooring said she’s concerned students in K-12 will not have to wear masks in classrooms when they return from March break.

“This will cause confusion and put schools in a really difficult position,” said Mooring. “The community mask mandate ends on Friday but half of the schools in B.C. will not start their March break until the end of next week and I don’t understand why public health would not align their dates to keep the mask requirement until the end of all March breaks in B.C.”

Mooring said teachers are also “very concerned” about the risks that remain for younger children.

Fewer than 30 per cent of children between the ages of 5 and 11 in B.C. are fully vaccinated. It’s 17 per cent in the Northern Health region and 11 per cent in Interior Health.

“We need a targeted program to vaccinate these children,” said Mooring. “We need an education program for parents to understand why it is important to have their children vaccinated and we need greater access to get the vaccine and, so far, what the province is doing is not working.”

Henry said it is important for children to get back to normal but acknowledged the risk continues for the youngest children, who are in child-care settings. She said rules for child cares are being revised in consultation with early childhood teachers and child cares.

“They will be updated to reflect the different risk levels and the use of masks,” she said.

Henry said masks will continue to be mandatory in health care settings, physicians’ offices and patient contact areas. People visiting care homes will still have to be fully vaccinated and wear a mask in public areas in those facilities.

While masks are no longer needed on ferries and transit buses and SkyTrain, mask orders for airports and aircraft remain as they are under federal jurisdiction. B.C. courts also continue to require masks.

Henry said the vaccine card requirement will continue until April 8 because it remains necessary in high risk settings.

“If we think about a bar, a restaurant, a nightclub, an event, are settings where, at least some of the time, we don’t wear masks. We need to mitigate the risk of transmission in those settings while we still have reasonably high transmission in our communities right now,” Henry said.

On April 8, businesses will also transition from COVID-specific safety plans to less-onerous communicable disease plans that are specific to each industry and business. At the same time, post-secondary students who live on campus will not longer have to be fully vaccinated.

Henry said restrictions like mask orders could resume if community transmission rates jump or a more dangerous COVID variant emerges.

She said several surveillance methods will be used to monitor the virus, but there will be no more weekly in-person briefings for the media.

“We look at outbreaks in long-term care. We look at what’s happening in our hospitals. We have testing for workers in certain situations that we continue to monitor,” she said.

“We have sentinel physicians reporting for influenza and para-influenza and RSV and COVID. So those are the things that we have in place for other respiratory illnesses that will continue to allow us to monitor in a systematic way what we are seeing for SARS CoV-2 as well.”

Daniel Coombs, a math professor at UBC and member of the independent COVID-19 modelling group, said he agrees with Henry’s approach, despite B.C. collecting less data than in any previous period during the pandemic.

“I have faith they will be able to rapidly pick up on signs of increased hospitalizations and there will be signals from elsewhere in the world that they would look at,” he said. “So I am not uncomfortable with this and realistically, it is hard to see us maintaining the level of testing we had into the future.”

Coombs said along with public health, the B.C. COVID-19 modelling group will not be offering regular reports in the future.

“We will have at least one more report and we will continue reporting when we have something to say,” he explained. “We have these sub-variants of the Omicron strain and we want to watch that strain because it’s difficult to say yet whether it is growing.”

lcordasco@postmedia.com

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Whistler/Squamish/Pemberton Transit Update – Our members are still on strike!

<https://www.unifor.org/news/all-news/whistler-transit-negotiations-break-down>

Members on Strike in Local 114

Whistler Transit and Squamish Transit (Diversified)



Squamish Transit Members Local 114 on Strike



Local 114 President Gordon McGrath Speaking at the Rally

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Rally in Whistler Village



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Unifor Western Regional Director Gavin McGarrigle Speaking at the Rally

More Photos at <https://www.facebook.com/media/set/?set=a.275133844704342&type=3>

FAIRNESS *FOR* TRANSIT WORKERS

BACKGROUND

Unionized transit operators and mechanics in Whistler, Squamish, and Pemberton have been negotiating a new contract for more than a year. Without a fair offer from management, these workers might be forced to strike.

ABOUT US

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Unifor Local 114 represents more than 80 transit workers across the three municipalities. We are proud to provide transit service in our communities.

WHAT'S AT STAKE

Like you, we're finding it difficult to make ends meet with the region's high cost of living and the red-hot housing/rental market. We're asking the employer to increase wages and introduce a pension plan to close the gap with transit workers in Metro Vancouver.

To make matters worse, 38% of our workforce isn't eligible for health benefits. We are fighting to fix that and increase the amount of job security for the bus drivers laid off seasonally.

HOW YOU CAN HELP

Visit unifor.org/transit to send a message to BC Transit and your MLA that you support transit operators and mechanics.

Thank you for supporting this region's transit workers!

Take a Day Trip and visit our Picket Lines (7 days a week 7:00 am – 5:00 pm).

Picket Line Sites:

Squamish Site - 38928 Production Way, Squamish BC

Whistler Site - 8025 Nesters Road, Whistler BC

Transit workers in Whistler, Squamish, and Pemberton on strike. Unifor Local 114 represents more than 80 transit workers at Whistler Transit who voted to strike in August 2021. Negotiations failed to produce a satisfactory offer from the employer, says Unifor. Wages, a lack of benefits coverage for nearly 40% of the unit, pension, and job security remain sticking points for the union. Strike took effect on Saturday January 29th, 2022.

https://www.piquenewsmagazine.com/local-news/parties-in-sea-to-sky-transit-strike-havent-met-with-mediator-in-weeks-5143564?utm_source=Email_Share&utm_medium=Email_Share&utm_campaign=Email_Share

PIQUE
NEWSMAGAZINE



[Brandon Barrett](#) about 24 hours ago

Parties in Sea to Sky transit strike haven't met with mediator in weeks

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With Vancouver transit workers voting to ratify deal this week, wage gap with local transit workers widens even further



Sea to Sky transit workers at a rally in Whistler Village on Feb. 18. Photo by Braden Dupuis

The parties involved in stalled Sea to Sky transit talks haven't engaged a mediator brought in by B.C.'s Labour Relations Board in weeks, confirmed the provincial labour ministry.

Earlier this week, [CBC reported](#) that B.C. labour minister Harry Bains had appointed a mediator in the ongoing dispute, but a ministry spokesperson confirmed mediator Dave Schaub was first brought in back in September. While employer Pacific Western Transportation (PWT), which is contracted by BC Transit to deliver transit in the corridor, said it has been in contact with Schaub regularly throughout the negotiations, including as recently as this week, neither party has met with him since Jan. 11. Bains also contacted both parties this week to encourage them to get back to the bargaining table.

But the reality is the province has few mechanisms to force the issue at this point, said Liberal MLA for the Sea to Sky Jordan Sturdy.

"He doesn't have the levers to force them to a mediator," Sturdy said of the labour minister. "He can't force them to meet. He can't force them to agree."

Negotiations between Unifor, the union representing striking transit workers in Whistler, Pemberton and Squamish, and PWT [sputtered to a halt](#) Feb. 25 just one day after [talks resumed](#) for the first time since the job action began Jan. 29.

The day prior, PWT had proposed a settlement offer that included a wage increase for all employees in each year of the agreement and retroactive pay increases back to 2020, as well as full benefits for all

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employees. Unifor did not put the offer to its membership for a vote, nor did it present a counter proposal.

“We remain committed to achieving a fair and reasonable agreement,” said a spokesperson for PWT in an email this week. “We encourage the Union to reconsider their position and return to the table, where we can have an earnest discussion that will bring employees back to work and resume transit operations for the Sea-to-Sky communities.”

The union said it was “disappointed” with PWT’s offer, contending the proposed wage increase did not cover the rising cost of inflation and the proposed benefit package “didn’t reach what we needed to see in terms of getting benefits for employees in a fair manner,” Gavin McGarrigle, Unifor’s western regional director, told *Pique* last month, declining to get into specifics.

Sticking points

The main sticking points for the union concern wages, benefits and job security, particularly in light of the high cost of living in the corridor. Unifor has continually said that drivers make anywhere from \$3 to \$5 less than their counterparts in Vancouver and Victoria, although PWT has pushed back on that point, noting the high variability in wage scale depending on experience. PWT has also taken issue with the union’s claims that 38 per cent of the bargaining unit are currently without benefits. Although it wouldn’t say what percentage of employees aren’t currently covered, PWT told *Pique* it offers a group RRSP pension plan and full extended health and disability benefits to all year-round, unionized employees, in addition to a “good portion” of seasonal staff.

Unifor has consistently called for wage parity with transit workers in the Lower Mainland, and with a vote this week to ratify a one-year contract extension for [Coast Mountain Bus Company](#) workers in Vancouver that included a three-per-cent wage hike for all operators and a five-per-cent hike for skilled tradespeople, the gap has been widened even further.

“The settlement has gotten farther away because this employer will just not acknowledge that this is a very tough market to hire operators, to hire skilled trades, and when you’re talking about regional transit, finding a roadmap to get some parity of conditions between here and just down the road is not an unreasonable request,” McGarrigle said.

Now Unifor is calling for PWT to step aside so the union can negotiate directly with BC Transit, as it does in Victoria, where the Crown agency employs roughly 700 staff to operate the provincial capital’s transit system itself. Part of the motivation for that, McGarrigle said, is it would give a clearer window into the corridor transit system’s funding breakdown.

“Pacific Western Transportation isn’t on the stock market anywhere; they don’t have to file public reports, so we don’t know how much they are taking out of dollars that have already been allocated [by BC Transit],” he said. “We just simply don’t know if it’s the contractor that is taking its slice of the profit or is it underfunded by BC Transit? I’ve said this from Day 1 of the dispute that it is a question for BC Transit to solve and a question for these mayors to solve as to who’s on first here.”

A representative for BC Transit declined to comment, other than to issue the same statement it had previously during negotiations saying it is hopeful the parties will resume talks in the near future.

Budgetary blocks

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With a number of public-sector labour contracts up for renewal in B.C. this year, you can be sure the NDP is keeping a close eye on how negotiations play out in the Sea to Sky.

Considering the rising cost of living in the corridor, escalating fuel prices and Consumer Price Index (CPI) rates, Sturdy believes the kind of wage bump local transit workers are looking for—and in the MLA's opinion, deserve—could be difficult to achieve.

“It feeds into the future. You give people [a five-per-cent wage increase]; well, I tell you: that's going to hurt a lot of people, not the least of which is the public purse,” he said.

Sturdy also pointed to this year's provincial budget as another potential barrier to funding. It's his understanding that much of the funding allocated to BC Transit specifically for operational increases in the Sea to Sky are for increases that have already taken place.

“So that money is already spoken for. That means the NDP has not budgeted any money for transit in the Sea to Sky over and above its existing service, which doesn't bode well for [regional transit service](#), obviously,” he said. “But it also creates a real squeeze on what BC Transit and their contractor is able to offer in a wage settlement going forward.”

There is an estimated \$178 million earmarked in this year's budget for BC Transit. The provincial agency is responsible for 47 per cent of the cost of transit in communities where it operates, with local governments covering the remainder.

In Whistler, the RMOW is saving an estimated \$2,000 a day in transit expenses every day of the strike, but it is anticipating “a significant loss against the forecasted revenue for transit this year,” according to a municipal spokesperson. “This is due to pass refunds that will need to be provided as well as reduced ridership as a result of the strike. It should be noted that February and March are normally two of the highest months for transit revenue as they are among the highest transit ridership months in Whistler.”

The RMOW is also anticipating commuting patterns could change coming out of the strike, said Whistler Mayor Jack Crompton, with more members of the public opting to walk or bike after growing accustomed to a prolonged transit shutdown.

A ‘dangerous’ situation

Now more than 40 days into the job action, Whistler's mayor is fed up.

“I'm frustrated. I'm upset,” Crompton said.

But beyond the obvious impacts of a transit strike on a community so reliant on a young, seasonal workforce is a couple of troubling knock-on effects: more pedestrians on the highway and more drunk drivers on the road, according to the RCMP.

“This is a dangerous situation for our residents,” Crompton added. “Transit is critical to this community's health and safety and it is unacceptable to me that the parties aren't talking to each other.”

With the parties not likely to close the gap anytime soon, there is one idea that has been floated as an absolute last resort: legislating striking transit staff back to work, a move you can assume the labour-friendly NDP would be reluctant to make.

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“It’s a pretty big hammer. It’s a last resort. It was implied that we are not near that spot yet,” Sturdy said following his discussions with the labour minister this week.

“This is a critical service for all four communities, when you add Mount Currie to it. We need to be back up and running as soon as possible and in a fair and equitable way.”

<https://www.ctvnews.ca/health/coronavirus>



THE COVID-19 BRIEF

CORONAVIRUS UPDATE

Your resource for cutting through fear and misinformation. Check your email for trusted reporting and analysis to help differentiate between fact and fiction.

Follow [the latest updates](#) and read [full coverage](#)

The outbreak [by the numbers](#) (as of 12:30 p.m. EST Monday, March 7, 2022):

- **Canada:** 3,325,337 cases | 108,534 active | 36,996 deaths
- **Globally:** 446,909,694 cases | 6,001,907 deaths

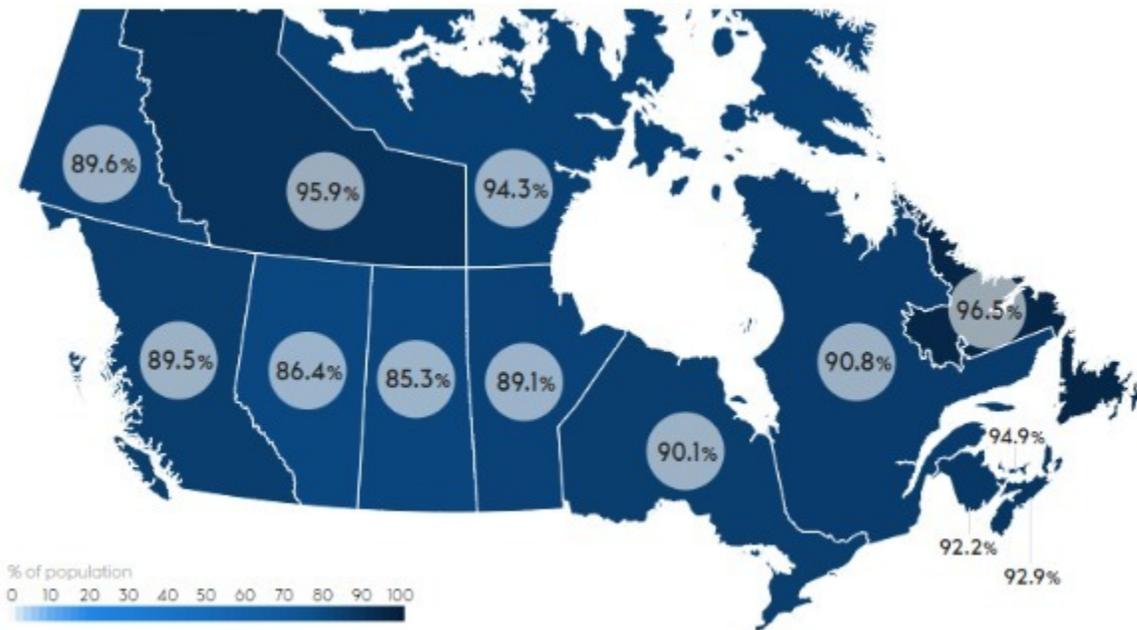
Hospitalizations [by the numbers](#) (as of 12:30 p.m. EST Monday, March 7, 2022):

- **Canada:** 4,158 hospitalizations | 543 ICU admissions

Map shows percentage of *eligible* population (5+) vaccinated with at least one dose; percentages below are for *total* population.

Eligible population (5+) in Canada: 88.5% first dose | 85.2% fully vaccinated

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Vaccinations by the numbers (as of 12:30 p.m. EST Monday, March 7, 2022):

- **World:** 10,881,334,881 doses given | 63.3% one dose | 56.1% at least two doses
- **Canada:** 84.16% one dose | 80.99% at least two doses

** Percentages have been adjusted to reflect updated population figures and third doses in some provinces*



Here's what's been happening in Canada

Wearing a mask is a "personal" choice. As COVID-19 restrictions ease across several provinces, one of Canada's top public health officials now says that wearing a mask [is a "personal choice."](#) Federal Deputy Chief Public Health Officer Dr. Howard Njoo said during a press conference on March 4 that, while mask-wearing is a "tried and true personal protective practice," the decision to wear one is personal and should be based on individual risk assessment. This represents a significant shift in tone towards masking.

Also speaking at the conference, Dr. Theresa Tam, Canada's top doctor, said that the risk of another massive wave of [Omicron infections is low](#). Still, masks should continue to be used as a first line of defence against the virus, she said. For more on COVID-19 restrictions, vaccination rates and case counts, click below:

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- [Infectious disease expert concerned COVID-19 cases will rise if masking left behind](#)
- [Canadians' COVID-19 concerns waning as provinces remove restrictions: Nanos](#)
- **Interactive Graphics:** [COVID-19 vaccination rates in Canada and the world](#)
- **Interactive Graphics:** [Tracking COVID-19 variants across Canada](#)

Canada rebooks rapid test shipment from Russia. Sanctions slapped against Russia for its invasion of Ukraine are not only impacting [Canada's gas prices](#), but shipments of COVID-19 rapid tests as well. The federal government is rescheduling [11 planeloads of tests](#) that were expected to be delivered through Russian cargo jets in March. This comes after the federal government announced Canada was [closing its airspace to all Russian aircraft](#). For more coverage on the impact of Russia's attack on Ukraine, see below:

- [Russia-Ukraine crisis replaces COVID-19 as top risk to global supply chains: Moody's](#)

Snapshot across Canada. The country's [seven-day average of daily new COVID-19 cases](#) seems to have stabilized over the past several weeks, as the number of patients in hospitals across Canada is on a steady decline. **Ontario** health officials reported [693 hospitalizations](#) and 249 ICU admissions on March 7. While both numbers represent a slight rise compared to the day before, this is the [second day in a row](#) where hospital and ICU cases are less than 700 and 250, respectively. Residents of **Quebec** saw their numbers behave similarly. While the province has reported an overall drop in the number of hospital and ICU patients since late January, [1,175 COVID-19-related hospitalizations](#) were logged on March 7, an increase of 13 compared to the day before. Quebec health officials also recorded an additional three ICU admissions for a total of 79.

Canada's Maritime provinces, however, are all reporting a rise in their seven-day average of daily new cases. Both **New Brunswick** and **Newfoundland and Labrador** are also [seeing jumps](#) in COVID-19-related hospitalizations. For a closer look at how the provinces and territories are doing, check out our interactive [COVID-19 tracking map](#), and [see how we rank](#) against the U.S. Click below for the latest stories on COVID-19 case numbers and public health restrictions across Canada:

- [Alberta calls for an end to 'pointless' federal COVID-19 travel restrictions](#)
- [Sask. COVID-19 policy makes its residents 'almost like guinea pigs'](#)
- [Manitoba to end mandatory isolation for COVID-19 positive tests March 15](#)
- [Quebec elementary, high school students no longer need to wear masks in class](#)
- [N.S. to ease COVID-19 restrictions, change isolation requirements](#)



[The latest headlines...](#)

In research, reports and data. A study involving more than 150,000 people in Denmark shows that nearly one third of people reported [at least one ongoing symptom of COVID-19](#) between six and 12 months after infection. The questionnaire-based study points to fatigue, as well as changes in taste and smell, as the most commonly reported long-term symptoms, and was conducted before the Omicron variant first emerged. For more headlines

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on vaccines, COVID-19 therapeutics, and related research and reports, click below:

- [Moderna to set up mRNA vaccine manufacturing facility in Kenya](#)
- [Why aren't there more COVID-19 surface transmissions?](#)
- [WHO recommends Merck's COVID pill for high-risk patients](#)

Around the world. With the COVID-19 pandemic now in its third year, the world has hit another grim milestone. According to Johns Hopkins University, the official global death toll from the virus [surpassed six million people](#) as of March 7.

Death rates remain high in countries such as **Poland, Hungary** and **Romania** as Eastern Europe sees more than 1.5 million refugees fleeing war-torn **Ukraine**, a country with low vaccine coverage and high death rates itself. **Hong Kong** is also seeing COVID-19-related deaths soar while case numbers in mainland **China** shoot upwards despite its "zero tolerance" approach to dealing with virus outbreaks. On March 7, Chinese health officials reported [214 new infections](#) over the span of 24 hours, one of the highest daily case counts since COVID-19 first broke out in late 2019. The **United States**, however, continues to have the largest death toll in the world at about 958,600 COVID-19-related deaths so far, although numbers have been trending downwards since February. For a detailed breakdown of how COVID-19 is spreading across the world, take a look at our [Global Tracker](#). Click below for more international COVID-19 stories:

- [Belgium scraps almost all COVID-19 measures as crisis eases](#)
- [Queen meets Trudeau in first in-person meeting since catching COVID-19](#)
- [Life in South Asia returns to normal as COVID-19 cases decline](#)
- [New vaccine rules could allow Djokovic to play French Open](#)

Your questions answered

As we continue to receive a number of Omicron-related questions from viewers, we'll take some time each week to answer them. This one comes to us from Rachel:

"If Pfizer is currently making a vaccine that is specific for Omicron, then why are millions being told to get a booster that doesn't work for it? Also, if people already got boosted, what happens when the new vaccine comes out, do they inject themselves with that?"

Even with the prospect of an Omicron-specific vaccine, those who have yet to be boosted should get their third dose as soon as possible, said Dr. Lisa Barrett, an infectious disease specialist and professor at Dalhousie University in Halifax.

"People who are eligible for third doses...particularly those who are vulnerable, who work and reside in high-risk settings, [and] those who are around vulnerable people, I would not recommend waiting," she told CTVNews.ca in a phone interview on Wednesday. "It does still have benefits for that person and their immediate circle."

The reason lies in high levels of COVID-19 transmission that persist in different parts of the country, Barrett said. Additionally, studies show that current vaccines still offer [solid protection against the Omicron variant](#), she said, particularly in preventing hospitalization and death. As a result, Barrett advises Canadians who have yet to get their third jab to schedule an appointment. The same goes for those who have yet to receive any COVID-19 vaccine doses.

"There's a lot of virus around in our communities right now... a lot more virus than these case numbers suggest," she said. "So it still makes sense to me to go and get the extra dose of the vaccine."

[Read the entire story here.](#)

Do you have a question about COVID-19 you'd like us to answer? [Let us know here.](#)

Thank you for reading and have a great week,

Jennifer Ferreira, CTVNews.ca writer

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Unifor's website is constantly being updated as new information is provided. Unifor has many websites to direct you to for assistance.

Resources:

Unifor COVID-19 Information and Resources: <https://www.unifor.org/covid19>
<https://www.unifor.org/campaigns/all-campaigns/covid-19-information-resources>

Government of Canada Outbreak Update: <https://www.canada.ca/en/public-health/services/diseases/2019-novel-coronavirus-infection.html>

Government of Canada Income Supports for Workers/Individuals:
<https://www.canada.ca/en/department-finance/economic-response-plan.html>

Please also check the websites of your respective provinces for any additional provincial supports or resources that may be available to you.

BCCDC website for Health info about COVID-19: www.bccdc.ca

British Columbia Centre for Disease Control (BCCDC) website: <http://covid-19.bccdc.ca/>

Health Issues: Dial 811 and follow your Provincial Protocols

Mental Health Issues: Dial 211 or access your EAP benefits:

Other useful websites with information

Federal Government Financial Support Resources:

Government of Canada COVID-19 Financial Assistance for Canadians Outside of Canada: <https://travel.gc.ca/assistance/emergency-info/financial-assistance/covid-19-financial-help>

Government of Canada Economic Plan & How to Apply for Support: <https://www.canada.ca/en/department-finance/news/2020/03/canadas-covid-19-economic-response-plan-support-for-canadians-and-businesses.html>

COVID - 19 Employment and Social Development Canada Information Guide: <https://www.canada.ca/en/employment-social-development/corporate/notices/coronavirus.html>

Canada Revenue Agency COVID-19: <https://www.canada.ca/en/revenue-agency/services/covid-19-employee-info.html>

Provincial Government Financial Support Resources:

BC Preparedness Response: <https://www2.gov.bc.ca/gov/content/safety/emergency-preparedness-response-recovery/covid-19-provincial-support>

Income Assistance: <https://www2.gov.bc.ca/gov/content/family-social-supports/income-assistance>

Income Assistance Offices in the Lower Mainland: <https://www2.gov.bc.ca/gov/content/family-social-supports/income-assistance/access-services#lowermainland>

Health & Preparation Resources:

COVID-19: Being prepared: <https://www.canada.ca/en/public-health/services/diseases/2019-novel-coronavirus-infection/being-prepared.html>

Government of Canada Symptoms & Treatments: <https://www.canada.ca/en/public-health/services/diseases/2019-novel-coronavirus-infection/symptoms.html>

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BC COVID-19 Symptom Self-Assessment

Tool: <https://covid19.thrive.health/?fbclid=IwAR1NzQXV3eUgFa5bSimQ2wiRpXVVMZc1LPbpg5fUNIDFIK1Sc7yjhcc4aB>

Health Link BC & 811: <https://www.healthlinkbc.ca/services-and-resources/about-8-1-1>

Other Useful Links:

World Health Organization Myth Busters: <https://www.who.int/emergencies/diseases/novel-coronavirus-2019/advice-for-public/myth-busters>

World Health Organization Public Advice: <https://www.who.int/emergencies/diseases/novel-coronavirus-2019/advice-for-public>
Government of Canada, Community-based Measures: <https://www.canada.ca/en/public-health/services/diseases/2019-novel-coronavirus-infection/health-professionals/public-health-measures-mitigate-covid-19.html>

If you have any questions, please contact your Local Union Representative.

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Follow phone directory to get to your Local Rep and if not available leave a message you will get a call back.

Employment Insurance questions or EFAP: Barbie Zipp Cell # 1.250.881.3515

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All the information contained is from various sources it is not Local 114 Policy or Local 114 Statements.
