

Federal Vaccination Mandate Consultation Paper – Air Passengers

Important Note: *This paper is intended to support discussions. It should not in any way be considered a commitment as to the final regulations. The Government of Canada will draft the final regulatory instruments based on consultations and feedback on this document, as well as ongoing implementation planning. There could be material changes to what is presented here.*

In addition, Transport Canada has provided general privacy tips at the end of this document for industry stakeholders (Annex A).

General Intent

While the pandemic has had a devastating impact on Canada's transportation sector, public health measures have been critical to combatting the spread of the virus. Additional measures are needed to ensure the safety and security of Canada's transportation system and facilitate the resumption of safe travel. A requirement for passengers and crew to be vaccinated in federally regulated air, rail, and marine sectors will enhance the safety of the Canadian aviation system, and help give Canadians the confidence to resume travel, while still adhering to public health measures.

Scope

The Federal Vaccine mandate would apply to all of the following passengers:

- All travellers 12 years of age and older, boarding any flight from a specified airport (Annex B) in Canada; AND
- Flying on commercial passenger aircraft (CAR subparts 701 (outbound), 703, 704 and 705) operated as per the above, including both scheduled and charter flights.

Military flights, medevac flights, aerial work (CAR subpart 702), and private operators (CAR subpart 604) would not be included.

In recognition of the special needs of certain communities, this vaccination mandate for air travellers will include specific accommodation to recognize the unique needs of travellers from small, remote communities, many of which are Indigenous communities, which rely on flights for access. This is to ensure they will be able to travel to obtain essential services in support of their medical, health, or social well-being, and return safely to their homes. This accommodation will be informed by engagement with Indigenous organizations and provinces and territories in the coming days.

Following meaningful engagement with remote and affected Indigenous communities, the application of measures for flights from and to specified communities will be adjusted. A preliminary list of remote communities has been included in Annex C. While a testing alternative (for flights to and/or from these communities), may be a possibility there may be additional challenges with such an approach. Transport Canada is welcoming comments on a modified approach for these communities.

Operational Approach

Transport Canada is considering a performance-based approach to achieve the ultimate objectives of the Federal Vaccine Mandate for air passengers. This would allow air carriers to decide how best to operationalize and achieve the requirements of the mandate to best suit their business model.

Phase I - Effective October 30, 2021

- Air carriers could be mandated to provide a notification regarding the vaccination mandate, including the requirement:
 - to be fully vaccinated or have a valid COVID-19 molecular test prior to boarding a commercial passenger flight; and
 - for passengers to provide their proof of vaccine or evidence of their molecular test, upon request, during their travel journey.
- Air carriers could be mandated to implement a passenger declaration process which would enable passengers to:
 - attest to the fact that they have been fully vaccinated per Canada's standard; or
 - attest that they will have a valid COVID-19 molecular test result for their flight;
- All passengers on eligible flights will be required to make a declaration before being allowed to board a flight, and confirm they have proof (vaccination or COVID-19 molecular test) and are willing to provide their proof upon request. The declaration could be done digitally or through paper form at any time prior to boarding (i.e. at the time of booking, in advance of or at the time of check-in (online/kiosks), etc.). Transport Canada would strongly recommend however, that the declaration process be done as early as possible to avoid issues with baggage, rebooking, etc.
- Air carriers will be required to ensure that all passengers (100%) have made a declaration. Air carriers and CATSA will be mandated to implement a random verification process of the actual proof documents (i.e. evidence provided contains the necessary data elements) for a specific percentage of passengers, whereby a proof of vaccination, or proof of a valid COVID-19 molecular test result, must be provided by the passenger prior to entry into the restricted area/the boarding of individuals.
- Targets will be established for this verification process and may vary based on 1) where and how the declaration process is taking place and 2) whether CATSA is applying random verification (ie. random verification for air terminal building vs FBO may vary).
- Types of acceptable proof of vaccination could include:
 - Paper;
 - Digital; or
 - For passengers connecting from an international to domestic flight, ArriveCan receipt with immunization status denoted.

- Types of acceptable COVID-19 vaccines in Canada, or acceptable combination of:
 - Pfizer-BioNTech Comirnaty (tozinameran, BNT162b2) – 2 doses
 - Moderna Spikevax (mRNA-1273) – 2 doses
 - AstraZeneca Vaxzevria/COVISHIELD (ChAdOx1-S, AZD1222)- 2 doses
 - Janssen/Johnson & Johnson (Ad26.COV2.S) – 1 dose

Phase II - Effective November 30, 2021

After the transition period between October 30 and November 30, the number of travellers eligible to travel using the alternative COVID-19 molecular test will be significantly reduced, and limited to special circumstances (e.g. medically unable to be vaccinated; emergency travel; religious grounds). Additional information about the categories or cohorts that will be allowed to travel without being vaccinated will be shared with the aviation industry over the coming week.

A pan-Canadian, secure, and standardized proof of vaccination for international travel was announced on August 11, 2021, developed in partnership with provinces and territories. This document, which will be available to travellers in both digital and paper formats, will be easily recognized and trusted. This credential will include a QR code and contains features to ensure the document can be both verified and validated (to ensure it is authentic).

This credential will make it easy and quick for travellers to provide transportation operators and border officials in other countries with their validated COVID-19 vaccination history needed to facilitate travel. As this pan-Canadian standard becomes available, air carriers - starting November 30, 2021 - will be expected to put in place systems to be able to both verify and validate a proof of vaccination for passengers using this pan-Canadian credential.

In Phase I, CATSA verification at the screening checkpoint has been put in place as a transition measure only. As we move into Phase II and the adoption of the pan-Canadian standard is available for travellers, air carriers will become uniquely responsible for the verification/validation of proof of vaccination as part of their processes. Air carriers should expect that the level of random verification will therefore be rapidly increased over the coming months. In order to avoid long queues and disruptive processing, larger operators (e.g., CAR subparts 701 outbound and 705) will need to incorporate this verification and validation process into their booking or on-line checking systems so that boarding passes are only issued once this verification/validation has been complete. Smaller operators will also need to plan for verification/validation tools prior to boarding passengers after November 30, 2021. The Government of Canada will provide additional material to operators on this pan-Canadian standard so they can rapidly begin looking to incorporate this into their operational models.

Transport Canada will continue to consult on the limited situations where passengers would be provided with a testing alternative for Phase II but expect there will be exemptions related to medical and religious reasons. These will be informed by the criteria outlined in Annex D.

Testing Alternative if unable to provide a proof of vaccination

All passengers 12 years of age and older must provide a proof of vaccination prior to boarding their flight, if they are unable to demonstrate a proof of vaccination they must show a COVID-19 molecular test result (consistent with international inbound type of testing). Rapid antigen would not be accepted at this time. The test result could be either negative or positive:

- If the **test result is negative**, it must be dated within 72 hours of the traveller's scheduled departure time in / from Canada. In the case of international arrivals and onward domestic flights, the pre-departure test conducted prior to arrival in Canada would remain valid until final destination;
- OR
- If the **test result is positive**, it must be dated at least 14 days before but not more than 180 days prior to the traveller's scheduled departure time (e.g., the traveller would be eligible to travel on day 15 after their test was administered, since 14 days have passed). This accounts for those that had contracted COVID-19, have recovered, but may still be testing positive due to lingering amounts of the virus in their system.

For international to domestic transiting passenger (vaccinated and non-vaccinated), whose itinerary can show continuous travel (same 24 hour period as their international inbound flight), consideration will be given to allowing the use of the ArriveCAN receipt or a boarding pass (from their inbound journey) as an alternative form of proof on the domestic leg of their journey. This is due to the fact that the traveller will have already needed to show their appropriate COVID-19 molecular test in order to fly to Canada, as well as on arrival, and undergone an arrival testing as determined by Border officials.

Regulatory Framework

Transport Canada would outline the regulatory requirements for the Federal Vaccine Mandate for air passengers within the *Interim Order Respecting Certain Requirements for Civil Aviation due to COVID-19*. The Interim Order would require that as part of Phase I of implementation that:

- 1) Air carriers operating flights from specified airports in Canada, including outbound international/transborder routes, must notify every person boarding the aircraft for the flight that they must provide information related to their COVID-19 vaccination and evidence of their COVID-19 vaccination or alternative proof of COVID-19 molecular test result prior to boarding their flight. They must also notify passengers that they may be denied boarding if they fail to comply with the proof of vaccination or alternative testing requirements.
- 2) All passengers must complete a declaration - electronic or digital - provided by the air carrier and be prepared to demonstrate a proof of vaccination or alternatively a COVID-19 molecular test result prior to boarding an aircraft, when departing on a flight from specified airports in Canada, including international / transborder destinations. Passenger must, if randomly chosen, provide a proof of vaccination or alternative COVID-19 molecular test upon request (air carrier, CATSA or TC inspector).

- 3) All passengers, unless otherwise exempted, cannot enter the sterile area of a specified airport or travel on board a commercial passenger flight operated from any of the specified airports in Canada including outbound international/transborder destinations.
- 4) At specified airports where passengers are not screening by CATSA, air carriers will be required to verify proof of vaccination or alternatively a COVID-19 molecular test result for a random sample (percentage TBD) of passengers prior to boarding. The air carriers would also have to deny boarding to individuals without a proof of vaccination or alternative test result, unless otherwise exempted.
- 5) At specified airports where passengers are screened by CATSA, CATSA will be required to verify proof of vaccination or alternatively a COVID-19 molecular test result for a random sample (percentage TBD) of passengers prior to them entering the sterile area of a specified airport. If the passenger fails to provide proof, CATSA would need to deny the individual access to the sterile area and would need to redirect the passenger back to their air carrier for further processes (per established processes with the air carriers).
- 6) Air carriers and CATSA will be required to report the instances where they had to deny entry/boarding to an individual due to lack of proof of vaccination or alternatively a COVID-19 molecular test result, as well when they have reason to believe that a person has provided evidence of a proof of vaccination that is likely to be false or misleading.
- 7) The Interim Order would allow for non-applicability for specific cohorts (e.g. children under the age of 12, international travellers transiting through Canada, medical evacuations, and exceptional circumstances).
- 8) The Interim order would also allow for specific exceptions (e.g. unvaccinated International to domestic passengers whose pre-departure COVID-19 molecular test validity period has expired, as well as those unvaccinated travellers who were exempt from a pre-departure test under the PHAC Order-in-Council).
- 9) Provisions would be designated so that individual failing to comply (e.g. providing false/misleading documents) could be fined up to \$5,000 per violation under the *Aeronautics Act*, and operators failing to comply (e.g., refusing to implement an attestation process or a random proof of vaccination verification process) could be fined up to \$25,000 per violation.
- 10) The Interim Order will include specific accommodations or exemptions for the airports identified in Annex B to recognize the unique needs of travellers from small, remote communities. These specific accommodations or exemptions will recognize the unique needs of travellers from these communities, many of which are Indigenous communities that rely on flights for access, and may be constrained by their ability to conduct COVID-19 molecular tests. The Interim Order will be informed by engagement with Indigenous organizations and provinces and territories in the coming days.

Oversight Mechanisms – Phase I

Obligations for air carriers

- Notify the passengers regarding the vaccination mandate and their main obligations.
- Implement a declaration process (digital or paper) for passengers that is suitable for their business model.
- Implement a process for random verification of proof of vaccination/ COVID-19 molecular test that is suitable for their business model, and based on minimum targets established by Transport Canada.
- Provide Transport Canada, upon request, with a copy of their established processes for proof of vaccination/ COVID-19 molecular verifications.
- Deny boarding to individuals who refuse to complete the declaration, or fail to provide their proof of vaccination or evidence of a valid COVID-19 molecular test result, when requested.
- Establish a process for CATSA to be able to re-direct passengers back to their air carrier should they fail to meet the requirements at the passenger screening check point.
- An air carrier that has reason to believe that a person has provided evidence of proof of vaccination or COVID-19 molecular test result that is likely to be false or misleading must notify the Minister as soon as feasible of the person's name and contact information and the date and number of the person's flight.
- An air carrier must make record of the instances in which they had to deny boarding to an individual due to lack of proof of vaccination or COVID-19 molecular test. The air carrier must keep a record of:
 - Date and flight number;
 - Persons name, Date of Birth; and
 - Circumstances related to the refusal to comply.
- An air carrier must retain the records for a specified amount of time and they must make said records available to the Minister on request.

Obligations for CATSA

- Establish a defined process for random verification of proof of vaccination/COVID-19 molecular test.
- Deny entry into the restricted area to individuals who fail to provide their proof of vaccination or evidence of a valid COVID-19 molecular test, when requested.
- Re-direct passengers back to their air carrier should they fail to meet the requirements at the passenger screening check point.
- CATSA must make record of the instances in which they had to deny entry to the restricted area to an individual due to lack of proof of vaccination or COVID-19 molecular test. CATSA must keep a record of:
 - Date and flight number;
 - Persons name, Date of Birth; and
 - Circumstances related to the refusal to comply.
- CATSA must retain the records for a specified amount of time and they must make said records available to the Minister on request.

Obligations passengers

- Unless otherwise exempt, passengers would be required to be fully vaccinated or have a valid pre-departure COVID-19 molecular test, and carry the required evidence with them, prior to entering the restricted area of the airport or boarding a commercial passenger flight.
- Passengers would be required to provide air carriers/CATSA, upon request, proof of their vaccination status (paper or digital format) or alternatively a COVID-19 molecular test result (paper or digital format).
- The proof of vaccination status needs to include, at a minimum:
 - Full name (family name and given names)
 - Date of birth
 - The type and manufacturer of the vaccine
 - The date they received their last dose. This date must be at least 14 full days prior to their date of travel.
 - Example: if the last dose was anytime on Thursday July 1, then Friday July 16 would be the first day that the traveller would meet the 14 day condition)
- The COVID-19 molecular test needs to include, at a minimum, the same data elements as those for international pre-departure testing.

Oversight by Transport Canada

- Transport Canada may work with air carriers and CATSA to review established processes and to ensure effectiveness of approach in meeting the overall objectives.
- Transport Canada may request for data from air carriers and CATSA regarding the number of denial of entry/boarding incidents.
- Transport Canada may conduct ad hoc oversight during the boarding process at specified airports.
- Transport Canada will be responsible for managing individual traveller non-compliance activities, either reported by the air carrier or observed during other oversight activities.
- Interim Order provisions will be designated. Passengers could be fined up to \$5,000 per violation under the Aeronautics Act, and air carriers could be fined up to \$25,000 per violation.

Critical Dates

October 30, 2021

- Air carriers would be required to conduct vaccine mandate notifications.

- Travellers would need to complete a proof of vaccination/COVID-19 molecular test declaration and carry their proof documents to be provided on request during travel (air carrier, CATSA, TC officials).
- Unvaccinated travellers and those without a valid COVID-19 molecular test, unless otherwise exempt, would be prohibited from entering the restricted area or from travelling on board commercial passenger flights operated from the specified airports in Canada, including outbound flights to international / transborder destinations.
- Performance-based regulations come into force, meaning air carriers/CATSA are now mandated to randomly verify proof of vaccination or COVID-19 molecular tests.
- Transport Canada will begin compliance promotion and oversight activities.

Other Issues for Discussion/to be Determined

- Other possible requirements or exceptions for remote communities or pertinent to Indigenous communities (e.g. Rapid Antigen Tests where the availability of molecular test could be problematic). This could include amending or adjusting the list of specified airports (Annex B and C), or changing the application of requirements in Phase II (i.e. November 30, 2021).
- Documentation needed to demonstrate proof.
- Refine the list of non-applications and exceptions for **Phase I**.

Key Questions

- 1) Are there challenges with the scope/application of the overall policy? If so, why?
- 2) Do you believe there should be additional exemptions / exceptions considered as part of the scope? If so, why?
- 3) Given the proposed scope, how do you envision operationalizing the mandate to best support your business model in the first 30 days (October 30-November 30)? What about during the second phase (November 30 and beyond)?

Annex A - Privacy Considerations – Transport Canada Engagement on Vaccination Mandates in the Transportation Sector

Companies must ensure that personal information is only created, collected, retained, used, disclosed, and disposed of in a manner that respects the provisions set out in applicable Canadian privacy legislation and other applicable legislation. As such, companies must ensure that privacy is considered at the earliest opportunity and that they implement best privacy practices in order to properly protect the personal information that will be processed.

Please note that the privacy tips below are provided solely as general privacy considerations and do not constitute legal advice. For specific advice on compliance with applicable privacy laws, please contact your legal counsel, privacy professional and/or consult with the applicable Privacy Commissioners' Office.

Privacy considerations:

- Document a defined purpose and authority for the collection and use of this personal information.
- Be transparent with employees and inform them about the reasons for collection, use, disclosure, retention and disposal of their personal information and the consequences for not providing the requested personal information, through a concise, transparent, intelligible and easily accessible privacy notice statement, as required under applicable Canadian privacy legislation.
 - Employees should also be informed and provided with a contact to request access to, and correction of, any personal information available or to make an inquiry or complaint about the handling of their personal information.
- The necessity, effectiveness, proportionality and data minimization principles should be applied so that the least amount of personal information is collected, used or disclosed, for example: unnecessary data fields within a form.
- Employee data related to vaccination status is only used for the purposes it was collected for, retained for a specific period of time and can only be accessed on a need to know basis.
- All company personnel handling personal information, including managers, are aware of their responsibilities and adhere to applicable Canadian privacy legislation and other applicable legislation.
- Consider conducting a Privacy Impact Assessment or other meaningful privacy analyses.
- Privacy breach plans and procedures are up to date.
- Personal information is appropriately protected against unauthorized access and that technical, physical and administrative safeguards are put in place and are appropriate given the sensitivity of the personal information to be collected, used or disclosed through the requirement.

ANNEX B – List of Specified Airports in Canada

The following list of airports has been added for consultation purposes and could change based on the feedback received from stakeholders. Air Carriers and their passengers departing from these airports would be subject to the Federal Vaccine Mandate requirements.

1. Abbotsford International Airport
2. Alma Airport
3. Baie-Comeau Airport
4. Bathurst Airport
5. Brandon Municipal Airport
6. Calgary International Airport
7. Campbell River-Jubilee Airport
8. Canadian Rockies International Airport (Cranbrook, British Columbia)
9. Charlottetown Airport
10. Charlo Airport
11. Chibougamau/Chapais Airport
12. Churchill Falls Airport
13. Comox Valley Airport
14. Dawson Creek Regional Airport
15. Deer Lake Regional Airport
16. Edmonton International Airport
17. Erik Nielsen Whitehorse International Airport
18. Fort McMurray International Airport
19. Fredericton International Airport
20. Gander International Airport
21. Goose Bay Airport
22. Grande Prairie Airport
23. Greater Moncton Roméo LeBlanc International Airport
24. Greater Sudbury Airport
25. Halifax Stanfield International Airport
26. Îles-de-la-Madeleine Airport
27. J.A. Douglas McCurdy Sydney Airport
28. John C. Munro Hamilton International Airport
29. Kamloops Airport
30. Kelowna International Airport
31. Kingston Airport
32. La Grande Rivière Airport
33. Lethbridge Airport
34. Lloydminster Municipal Airport
35. London International Airport
36. Lourdes-de-Blanc-Sablon Airport
37. Medicine Hat Regional Airport
38. Michel-Pouliot Gaspé Airport
39. Mont Tremblant International Airport
40. Mont-Joli Regional Airport
41. Montréal-Pierre Elliott Trudeau International Airport
42. Nanaimo Airport
43. North Bay/Jack Garland Airport
44. North Peace Regional Airport
45. Northwest Terrace Regional Airport

46. Ottawa International Airport
47. Penticton Airport
48. Prince Albert Airport
49. Prince George International Airport
50. Prince Rupert Airport
51. Québec City Jean Lesage International Airport
52. Quesnel Airport
53. Red Deer Regional Airport
54. Regina International Airport
55. Region of Waterloo Regional Airport
56. Roberval Airport
57. Rouyn-Noranda Airport
58. Saguenay-Bagotville Airport
59. Saint John Airport
60. Sarnia-Chris Hadfield Airport
61. Saskatoon John G. Diefenbaker International Airport
62. Sault Ste. Marie Airport
63. Sept-Îles Airport
64. Smithers Airport
65. St. Anthony Airport
66. St. John's International Airport
67. St. Leonard Airport
68. Stephenville Airport
69. Thompson Municipal Airport
70. Thunder Bay International Airport
71. Timmins Victor M. Power Airport
72. Toronto/Buttonville Municipal
73. Toronto Pearson International Airport
74. Toronto Billy Bishop
75. Val-d'Or Regional Airport
76. Vancouver International Airport
77. Victoria International Airport
78. Wabush-Labrador Airport
79. West Kootenay Regional Airport
80. Williams Lake Regional Airport
81. Windsor International Airport
82. Winnipeg James Armstrong Richardson International Airport
83. Yarmouth Airport
84. Yellowknife Airport

Other airports under consideration as specified airports include

- i. Edmundston Airport
- ii. Hamilton Airport
- iii. Montréal/Saint-Hubert Airport
- iv. Rivière-du-Loup Airport
- v. Sherbrooke Airport
- vi. Trois-Rivières Airport
- vii. Victoria Harbour

ANNEX C – Remote Communities

The following list of remote communities has been added for consultation purposes and could change based on the feedback received from Indigenous Peoples and stakeholders. In recognition of the special needs of these communities, the vaccination mandate for air travellers will include a specific accommodation or exemption to recognize the unique needs of travellers from small and remote communities, some of which are not accessible by road, and where the ability to conduct COVID-19 molecular tests may be extremely limited based on supply and personnel to administer them.

1. Ahousaht
2. Aklavik
3. Akulivik
4. Alert Bay
5. Arctic Bay
6. Arviat
7. Attawapiskat First Nation
8. Aupaluk
9. Baker Lake
10. Bearskin Lake First Nation
11. Beaver Creek
12. Bella Bella
13. Bella Coola
14. Berens River
15. Black Tickle
16. Brochet
17. Burwash Landing
18. Cambridge Bay
19. Camsell Portage
20. Carcross
21. Carmacks
22. Cat Lake First Nation
23. Chesterfield Inlet
24. Chevery
25. Chipewyan Lake
26. Chisasibi
27. Churchill
28. Clyde River
29. Colville Lake
30. Coral Harbour
31. Cross Lake
32. Dawson
33. Dawson's Landing
34. Dease Lake
35. Deer Lake First Nation
36. Deline

37. Eabametoong First Nation
38. Eagle Plains
39. Eastmain River
40. Echo Bay
41. Ehattesaht
42. Elk Island
43. Faro
44. Fond-du-Lac
45. Fort Albany First Nation
46. Fort Chipewyan
47. Fort Good Hope
48. Fort McPherson
49. Fort Nelson
50. Fort Selkirk
51. Fort Severn First Nation
52. Fort Simpson
53. Fort Smith
54. Fort Ware
55. Fox Lake
56. Gamèti
57. Gjoa Haven
58. God's Lake Narrows
59. God's River
60. Grise Fiord
61. Hall Beach (Sanirajak)
62. Hartley Bay
63. Hay River
64. Hopedale
65. Hot Springs Cove
66. Igloolik
67. Îles-de-la-Madeleine
68. Inukjuak
69. Inuvik
70. Iqaluit
71. Iskut
72. Island Lake
73. Ivujivik
74. Kangiqsualujjuaq
75. Kangiqsujuaq
76. Kangirsuk
77. Kasabonika Lake First Nation
78. Kashechewan First Nation
79. Keewaywin First Nation
80. Keno
81. Kimmirut
82. Kingcome Village
83. Kingfisher First Nation
84. Kinngait

85. Kitasoo
86. Kitchenuhmaykoosib Inninuwug First Nation (Big Trout Lake First Nation)
87. Kitkatla
88. Klemtu
89. Kugaaruk
90. Kugluktuk
91. Kuujjuaq
92. Kuujjuarapik
93. Kyuquot
94. La Romaine
95. La Tabatière
96. Lac Brochet
97. Little Grand Rapids
98. Lutselk'e
99. Makkovik
100. Marten Falls First Nation
101. Masset
102. Mayo
103. Minstrel Island
104. Muskrat Dam Lake First Nation
105. Nahanni Butte
106. Nain
107. Natuashish
108. Naujaat
109. Neskantaga First Nation
110. Nibinamik First Nation (Summer Beaver Band)
111. Norman Wells
112. North Caribou Lake First Nation (Round Lake First Nation)
113. North Spirit Lake First Nation
114. Norway House
115. Ocean Falls
116. Old Crow
117. Oona River
118. Oxford House
119. Pangnirtung
120. Pauingassi
121. Paulatuk
122. Peawanuck
123. Pelly Crossing
124. Pikangikum First Nation
125. Pond Inlet
126. Poplar Hill First Nation
127. Poplar River First Nation
128. Port Simpson (Lax Kw'Alaams)
129. Port-Menier
130. Postville
131. Pukatawagan
132. Puvirnituk

133. Qikiqtarjuaq
134. Quaqtac
135. Rankin Inlet
136. Red Sucker Lake
137. Resolute
138. Rigolet
139. Ross River
140. Sachigo Lake First Nation
141. Sachs Harbour
142. Saint-Augustin
143. Salluit
144. Sambaa K'e
145. Sandspit
146. Sandy Lake First Nation
147. Sanikiluaq
148. Schefferville
149. Shamattawa
150. Slate Falls First Nation
151. South Indian Lake
152. St. Theresa Point
153. Stony Rapids
154. Sullivan Bay
155. Tadoule Lake
156. Taloyoak
157. Tasiujaq
158. Telegraph Creek
159. Tête-à-La-Baleine
160. Tsay Keh
161. Tuktoyaktuk
162. Tulita
163. Uclucje / Ucluelet
164. Ulukhaktok
165. Umiujaq
166. Uranium City
167. Wapekeka First Nation
168. Waskaganish
169. Watson Lake
170. Webequie First Nation
171. Wekweeti
172. Wemindji
173. Whale Cove
174. Whatì
175. Whitehorse
176. Williams Harbour
177. Wollaston Lake
178. Wrigley
179. Wuikinuxv Village
180. Wunnumin Lake First Nation

- 181. York Factory First Nation
- 182. Yuquot

ANNEX D - Medical and Religious Exemptions for Phase II

- The Government of Canada is prepared to consider very limited exemptions (e.g. medical or religious grounds) to the vaccination requirement for travellers. The limited number of travellers who qualify for an exemption will be required to provide evidence of a valid COVID-19 molecular test within 72 hours of the travel date and time.
- In the case of all potential exemptions, Transport Canada will require an attestation from travellers which, in the case of medical exemptions would need to be authorized by a medical professional, and in the case of religious conviction would need to be sworn by the traveller.
- Transport Canada will also prepare guidance for air carriers in terms of how to address travellers who present documentation in support of exemptions on either ground.
- In terms of exemptions on medical grounds, the National Advisory Committee on Immunization has established very limited medical reasons for an individual not to become vaccinated.
- Certified medical contraindications to full vaccination against COVID-19 with an mRNA vaccine are based on recommendation of the National Advisory Committee on Immunization. The following are certified medical contraindications as of September 10, 2021:
 - A history of anaphylaxis after previous administration of an mRNA COVID-19 vaccine;
 - A confirmed allergy to polyethylene glycol (PEG) which is found in the Pfizer-BioNTech and Moderna COVID-19 vaccines (Note that if a person is allergic to tromethamine which is found in Moderna, they can receive the Pfizer-BioNTech product).
- Medical reasons for delay of full vaccination against COVID-19 as described by the National Advisory Committee on Immunization as of September 10, 2021 include:
 - A history of myocarditis/pericarditis following the first dose of an mRNA vaccine.
 - An immunocompromising condition or medication, waiting to vaccinate when immune response can be maximized (i.e., waiting to vaccinate when immunocompromised state / medication is lower).
- With respect to possible exemptions on the basis of religious conviction, major organized religions (e.g., Islam, Roman Catholicism, Judaism, Greek Orthodox, Mennonites) have made statements that they support COVID-19 vaccination for their members in the interest of public health.
- Other religions that are generally known to have theological objections to vaccinations have released public statements indicating their support for the COVID-19 vaccine (e.g., Jehovah's Witnesses, Christian Science).
- Given this context, the scope for exemptions will be very narrow.