Examples From Other Jurisdictions

Peak Hours Returning Safely to Transit during COVID-19

Coronavirus In Denmark: Face Masks Required On All Public Transit

- ❏ All public transit users in Denmark aged over 12 will be required to wear a face mask or covering
- ❏ The requirement for a face covering also applies at stations and stops, not just on the buses and trains.

Norway recommends face masks on some public transport

- ❏ Norway recommended that passengers on public transport in and around Oslo (capital) use masks during rush hour to curb the spread of COVID-19
- ❏ The recommendation, issued by the country's health agency, was limited to situations when travellers could not "maintain one metre's distance," and is not mandatory
- ❏ Face masks would also be recommended for people travelling from the airport after returning from trips to countries that require self-isolation in Norway

New EU-funded applications CO-APS aims to reduce spread of COVID-10 in public transport

- ❏ New EU-project that gathers 8 partners to develop a mobile application that helps reduce the spread of COVID-19 by managing density in public transport and public spaces
- ❏ CO-APS is funded by EIT Urban Mobility, an initiative of the European Institute of Innovation and Technology (EIT)
- ❏ CO-APS constantly gathers data (from occupancy sensors, cameras, ticket validation, etc.) to determine the density in a specific station, vehicle or area
- ❏ By providing passengers with this information, they can make an informed decision about their journey
- ❏ But, CO-APS is not only developed for passengers, it is also developed by passengers
- ❏ It gathers additional data by asking public transport users to provide information on crowds
- ❏ Through in-app challenges and games, travellers are asked questions that should help creating a full and real-time picture of the situation
- ❏ By participating in challenges, travellers gather points, which they can exchange for discounts, tickets, or other services
- ❏ CO-APS will be tested in four pilot cities in Europe: Istanbul, Sofia, Barcelona and Karditsa.

Mask Up and Shut Up

- ❏ Compared with yelling, quiet talking reduces aerosols by a factor of five; being completely silent reduces them by a factor of about 50

- ❏ Without any close-contact communication, it would be difficult for this virus to continue moving between people
- ❏ Much of Japan's COVID cases reduction credit has gone to its crystal-clear public guidance to avoid the three C's: Closed spaces, Crowded places, and Close-contact settings, including "close-range conversations"
- ❏ Places where the three C's overlap pose the most risk — not necessarily just trains full of chatting passengers but also, to take an example cited by Japan's public health advice, sports changing rooms where players congregate after a game
- ❏ So while New York City spends $15 million a month blasting its subways with antimicrobial sprays, the Japanese keep their trains safe with a cheaper tactic: masking up and shutting up
- ❏ Every time you walked into a school, a medical clinic, a drug store, a barbershop, an office, an airplane, a train, or a government building, you should see a sign that read: hush for your health; or make good choices, lower your voices!; or keep quiet and carry on.
- ❏ In terms of the science, I am convinced that something like this library rule would reduce all modes of viral transmission.

COVID-19: How to travel safely on the bus, train and subway

- ❏ Noisy environments, where people must lean in and shout to be heard, are higher risk than quieter spaces.
- ❏ It's thought to be one of the reasons why nightclubs, bars or meat-packing plants have experienced high levels of contagion

Two metres or one: what is the evidence for physical distancing in covid-19?

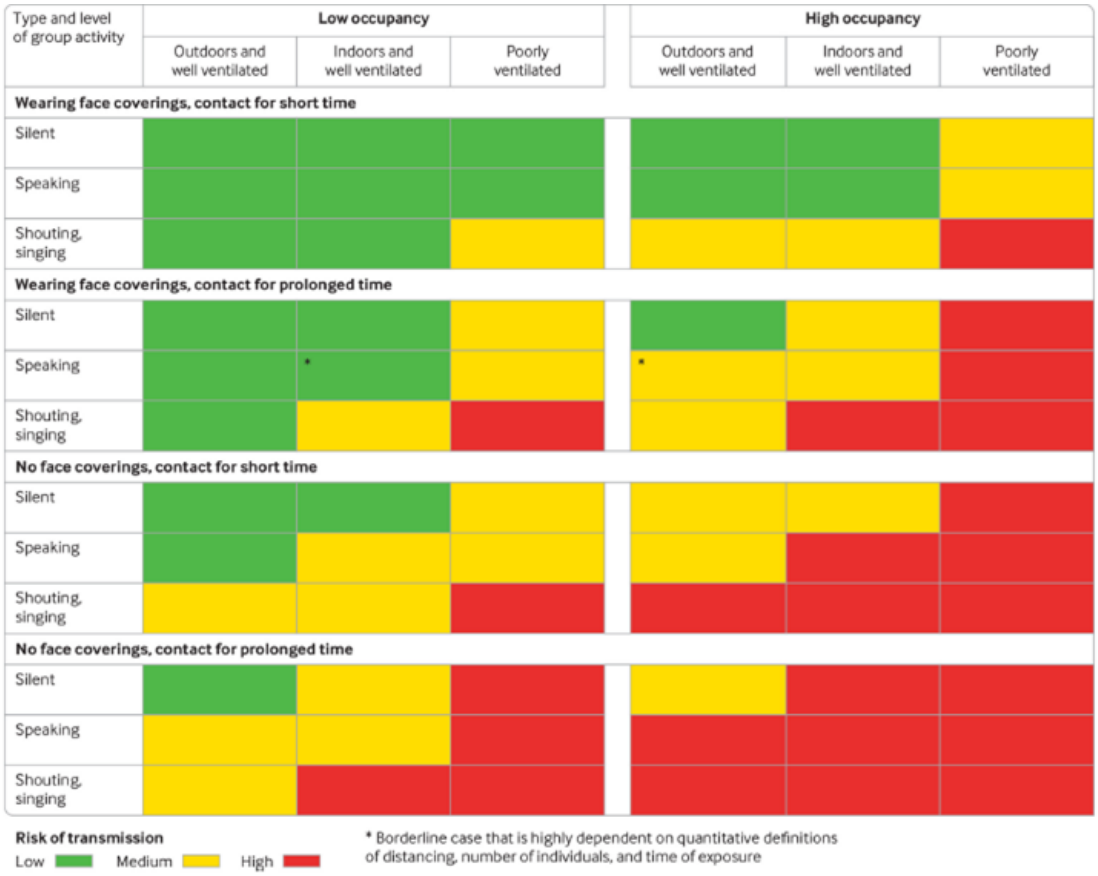

Fig 3 | Risk of SARS-CoV-2 transmission from asymptomatic people in different settings and for different occupation times, venting, and crowding levels (ignoring variation in susceptibility and viral shedding rates). Face covering refers to those for the general population and not high grade respirators. The grades are indicative of qualitative relative risk and do not represent a quantitative measure. Other factors not presented in these tables may also need to be taken into account when considering transmission risk, including viral load of an infected person and people's susceptibility to infection. Coughing or sneezing, even if these are due to irritation or allergies while asymptomatic, would exacerbate risk of exposure across an indoor space, regardless of ventilation

The risk of COVID-19 transmission in train passengers: an epidemiological and modelling study

- This study was done on train passengers and how the location as well as the duration of travel have impact on transmission
- Higher distance = Less transmission
- Lower duration = Less transmission
- After two hours, a distance of less than 2.5m, without a mask, was insufficient to prevent transmission
- Using the same seat previously held by a coronavirus carrier did not significantly increase risk of catching the virus