



**Announcer:**

It's time for the *IHSA Safety Podcast*.

**Ken Rayner:**

Welcome to this special relaunch of IHSA's winter driving podcast. I'm your host, Ken Rayner. Our reason for relaunching this particular podcast episode is twofold. One, the guidance, tips, and information shared by IHSA's Michelle Roberts remain as important of a contributor to a season of safe winter driving as it did when we launched it in the fall of 2021.

Second, this podcast has been one of our most listened-to podcasts as it's applicable whether you drive for work or you drive for pleasure. So very happy to once again welcome back to the *IHSA Safety Podcast* Michelle Roberts. Michelle, in this podcast, you categorize your guidance into the "four Ps". What are the four P's?

**Michelle Roberts:**

Thanks for having me back, Ken. Pleasure to be here and continue to share our road safety tips. Yeah, from a category standpoint, if we can remember the four Ps as you said. First one being preparation. And high-level what we mean there is prepare your workplace now with a policy and procedure, training your workers, preparing your vehicles.

Planning, in particular route planning. So know where you're going and use key planning tools like the Ontario 511 app. And for patience, you need to be very patient in the winter road conditions. So that means really adjusting your driving speed, expect delays, and expect longer drive times. And then the fourth one is practice. And what we mean here is apply defensive driving techniques and practice safe driving.

**Ken Rayner:**

All right, thanks, Michelle. So, if you find the information shared in this podcast of value, please consider sharing it with your family and friends, as applying Michelle's guidance will help us all appreciate a winter of safe driving. Enjoy this relaunch of our winter driving podcast, as Michelle begins with the first of the four Ps: preparation.

**Michelle Roberts:**

Let's start with the first P, which is preparation. And knowing that so many of us drive for work, a portion of our workforce either maybe using their own vehicles for work or company vehicle for purposes, it's important that we prepare the workplace for the driving tasks and knowing that winter driving is different than summer driving. So we always like to start with the foundations of making sure you've got some clear policies and procedures in place. Prepare the workplace by, if you don't have a winter driving policy, then create one or review it with your team and your staff.

It doesn't have to be complicated. It can be a short statement. It could complement road safety policies or a health and safety policy that you already have in place. And the policy itself is really going to be outlining the commitment that everybody wants to have workers safe at all times, including winter driving. Lay out some of the responsibilities of the employer, the supervisor, the joint health and safety committee, and if there's any provincial legislations that need to be followed, like the *Highway Traffic Act*, could be noted in your policy.

And then, certainly, the reminders of the need to operate your vehicle safely and drive accordingly to the conditions. So that's really the foundation of preparing is the policy. And then you would also have a procedure. So typically, a procedure is where we lay out the kind of steps and the actions to take to operate safely, and that would start with pre-trip, right. So making sure that you're looking at the route where you going. Is your vehicle equipped? That type of stuff.

One of the things that we would like to encourage in that pre-trip assessment is, is there a different means of transportation? If it's unsafe for you to drive, is public transit an opportunity to avoid you driving yourself? And then looking at some of that pre-trip would be, is there a different route I can take? Do I... Can I drive at a different time? We know that there's peak road time with rush hour traffic. Can that be avoided? Preference to drive during the day versus nighttime driving certainly when we know that there could be some winter conditions.

And also part of that procedure is establishing what's the expectation for your drivers and your staff to do check-ins where they're going and what's their ETA? So many times, we drive alone, so that's like a working alone procedure or policy to go with that and establishing communication because that's important. When they're out on the road and if you're back at the office and you're not sure where they're at, that communication is certainly important.

And also part of the preparation piece is making sure that employers are reviewing what might be needed for the drivers when it comes to PPE. At minimum, we want drivers to have hi-vis vests in case something happens. They could be putting that vest on as they get out of their vehicle and increase the likelihood of them being seen. And then one of the other pieces about preparing is preparing the vehicles that your staff are using or preparing your own vehicle if you're driving your own vehicle. And some of those tips are pretty straightforward, right.

We want to almost book in for... get a winter maintenance to make sure, check-up that the vehicle's in tip-top shape. You want to make sure you pull out your snow scraper, your ice brush, all that kind of... or your snow brush, your ice scraper, topping up your windshield washer fluid with the winter fluid that's better for minus 40 degrees. That's better... different than the summer fluid. Some things like making sure you've always got fuel in your gas tank. One of the best practices is probably having... trying to run on full, keep it topped up.

So checking off those things with regards to your vehicle. And then really important is snow tires. And is it an option for you to put snow tires on your vehicle? And one of the things that you should check out if you're using your personal vehicle with snow tires is maybe your insurance company offers a discount for snow tires. It's getting a lot more popular. I know my plan does. If I submit that in, then they'll give me a discount off my seasonal driving. So that's always a bonus. And then really one of the key things you want to have extra in the vehicle is windshield washer fluid.

We know that when it's snowy and icy and sleety, and you're constantly clearing your windshield, you're going to go through a lot of fluid. And that's important to be visible and to see the hazards through your windshield. What else in the prepare section? Okay, so we want to also prepare the workers, right. So making sure that the workers themselves are... have a kit to carry with them in the truck or a vehicle, or if yourself have a little checklist and that's like extra blanket or flashlight and your cell phone is charged, a bottle of water, some non-perishable goods just in case.

And then also a couple of other things you can put in your vehicle kit. It's pretty common to have. You can buy those winter kits that come with the extra cables, and maybe they've got a shovel and some traction material, mats, or sand. Some people carry kitty litter as a way to help with traction if you get stuck. And as we mentioned, making sure you've got high visibility vests so that if something happens and you're outside of your vehicle, you can at least put that on and be seen.

And another thing under the prepare is you really have to make sure staff are comfortable or yourself as a driver are comfortable in actually driving in snowy and icy conditions. And I don't know about you, Ken, but for myself, with the COVID restrictions, I've done a lot of working from home. So, my driving has been pretty short distance. I haven't gone a lot of the long routes that it would've been on before. So it's going to take an adjustment.

It's going to take time for me to remember how my vehicle feels in snowy conditions, icy surfaces, stopping distance, adjusting my speed. So it's making sure we review some of that with our staff, and are they comfortable? And what happens when you hit the brakes and you're on ice? Well, how does your vehicle operate? And then, certainly, you want to be prepared with an emergency plan like the what-if scenario. Unfortunately, if you get stuck or stranded, we recommend you don't panic.

Stay with your vehicle if you can so that you can obviously have shelter and you're protected in your vehicle, have some warmth, use your cell phone, call 911. But another thing to be prepared with is roadside assistance plan. And that's pretty common. Many new vehicles come with a roadside assistance plan, but if you don't have one with a new vehicle lease or what have you is a lot of companies you can get the CAA and the out... external packages. So that's part of that preparation phase.

**Ken Rayner:**

Okay, so I'm pretty concerned that I haven't done much so far to prepare, and I better get my vehicle ready because you just went through an extensive laundry list of all these things that we can do to keep ourselves safe. And I can tell you that I haven't done a lot of them, so I've got some work to do before the snow flies. And so you said there's preparation, and then there's planning. What's the difference between preparation and planning?

**Michelle Roberts:**

Well, the preparation piece would be getting you all prepared before you actually need to drive, before you need to go out in the wintry conditions. When it's planning is more about, "Okay, I know I need to drive, and I need to go. And winter's upon us, so what can I do differently now that I've got to take this trip and it's going to be poor weather conditions." So those are things that you'd go through is like, "I

need to drive. I have to drive. I've already... There's no alternative route. There's no out for it." So now I need to plan ahead, meaning what time am I going to arrive?

Maybe I need to put a buffer on my arrival time so that it gives me a window to make sure that I can drive slower. I can adjust my speed. Making sure I plan where's my route and where are some of the stopping points. Perhaps I want to take more breaks when the weather isn't great, and the conditions change, where would they be along my route? So that's planning your route basically looking at those options. One of the best things I can recommend here if you haven't checked it out yet, it's a great planning tool, is the MTO [Ministry of Transportation of Ontario]'s 511 app.

So it's an app you can put on your mobile device, but you can also look at it on a desktop, and it's a total pre-trip planning tool. So what it allows you to do is access live video camera feeds. So I think they have over 500 cameras that are on the Ontario Highways, the 400 series, and you can dial in based on your route, click on that camera, and actually see what the road and the weather conditions are... look like, and it's live up-to-date. So that's a great way to plan.

You can look ahead. "Can I go for two hours? What's the conditions look like two hours down the road or 200 kilometers down the road?" The other cool thing with the 511 app is you can actually... they have a feature called Track My Plow. So you can plan your route knowing your destination and actually map it out to see, "Where is the plow on my normal route? Has the roads been cleared?" That's an important piece because then you feel safe. Have they've been sanded, salted?

They changed the colour category, but you can also see, "Is there... Am I going to be following a plow along the route?" And then the other part of planning that's important, as I said, is particularly if you're driving for work long haul drivers, commercial drivers, is knowing where there is rest stops so that if you... you can make those stops safely and get to a destination without getting stranded somewhere. So that's I would say the difference between planning is, you know got to go and what are the things you can do to make that trip safer?

**Ken Rayner:**

What just came to mind for me was I don't leave myself enough buffer time, and I know that's a challenge and something I've got to improve on this winter. So if I know it's going to snow and normally my route might take me 45 minutes, then maybe I need to leave with an hour and 50 minutes in mind because I think that for me, at least as a driver, that rolls really nicely into the next, which is patience.

Because if I don't leave myself enough of a buffer if I'm not checking those highways, then what do I start to do? Well, maybe I start to change lanes more frequently because I'm like, "Wow, the right lane's moving faster, the left lane's moving faster," and I'm not considering those other driving conditions where what's the... if I'm going to cut out in front of another lane or not cut out.

But if I'm going to make a lane change safely via the *Highway Traffic Act*, I'd just like to state that in case anybody from the OPP's listening, sorry doc... sorry Kerry Schmidt. I don't do things illegally, but the... So I'm making a lane change, but I'm not also considering the fact that maybe the braking speed, the braking distance has now changed because of the conditions of the road.

And so, now, am I creating a hazard by doing that? And I'm doing it because I'm running out of patience because I think I'm going to be late because I didn't give myself enough buffer so I can understand how this can, pardon the pun, snowball into-

**Michelle Roberts:**

Yep.

**Ken Rayner:**

...a real issue if you're not doing those first two things correctly. So let's talk about patience because that may be one of the harder things when you get into that... when you get behind the wheel, you're on your steering wheel... behind your steering wheel, and you're starting to get antsy, and you're starting to get frustrated, and you're losing patience. What are some of those things you can do to help negate that?

**Michelle Roberts:**

Yeah, like you said, Ken, patience is probably the hardest thing. That's for me when you said, "What do I find the most difficult about winter driving?" It's that patience piece and we need it even more so now with winter driving because we know that collisions, winter collisions primarily are a result of excessive speed, right. So we lose control of our vehicle, we're driving too fast. So why are we driving too fast?

Well, like you said, maybe I didn't give myself enough time to get to my destination knowing now that the traffic is behind or backed up or the roads are slippery and so you're still pushing your car to go faster than you should or your truck to go faster than you should in the conditions that are presented. So excessive speed. Following too close are leading causes of collision. And that's all about patience, right.

If you're tailgating someone, you're following too close, you're not being patient, you're not giving them suitable space, and you need that space between you and the vehicle ahead of you to brake safely. And that's one of the factors when we talk a little bit more about the practice piece. It's the practice of defensive driving. And the patience comes in knowing that a posted speed limit is really posted for the maximum in ideal road conditions.

It doesn't...it's not going to be the same speed when there's snow and ice or black ice, or you're behind a snowplow. You have to expect and be patient that the traffic flow is going to slow down. So that's important part of being a patient driver, being able to respond and adjust your speed and knowing that even though it says 80 kilometres, maybe the safe travel speed is more like 60. So giving yourself more time.

Also, as we said, giving yourself more of that stopping distance. So typically, we say if you're following another vehicle, give yourself at least four seconds between you and the vehicle ahead of you, which is normal braking distance. You got that time to react and apply the brakes, but in winter conditions, you may want to increase that space to 10 seconds or even 12 seconds.

And then, if you are like a commercial vehicle and you've got a heavy load that you're towing behind you in a trailer, you need even greater space between you because you're going to have a way longer

stopping distance. So that's important. As you said, we need to give ourselves a lot of time. We can't be rushed in winter driving. If we can, we want to plan to maybe alter the stops, right.

So instead of doing a long trip, maybe we break it up a bit so that it gives us a fresher mind to focus on the road. Letting someone else know where you're going to be and when you're going to be there. That's also part of that planning, but it also ties into the patience so people can help that if you are delayed, "I'm coming today. My meeting's supposed to be at nine, but I'm experiencing bad weather in my area, so be patient because I'm not going to push it to be there at nine if I'm going to encounter bad weather."

And then, certainly, we need to be patient and knowing that we might have to adjust. For example, what my typical route is, I'm used to cruising down on the highway, now there's a road closure up ahead, and I have to take a detour, and you need to be patient through those delays as well. Most of the time, those delays are there because something tragic may have happened or the conditions up ahead aren't safe for us to drive.

So being in that right frame of mind so that we don't get aggravated and then push the speed and push... following too close because those are all contributing factors to collisions in the winter. I would say bottom line, plan for more time. It's going to take you longer, right.

**Ken Rayner:**

Yeah, for sure. So, Michelle, you talked a little bit about practicing, and so I'm sitting here listening to you and I'm thinking, "Well, I've had my driver's license for 35 years. I've had some good practice," but you bring up a really important point in that I have in the past 20 months or so been driving less in those 35 years than ever before just because many times we're working from home or you're not going out as much or you're... So we're not... maybe there's drivers on the road that are not as ready for this winter driving as they have been in the past. And it may be something that they're not even considering because they've had their license for a long time. It's like, "Well, I've driven through lots of winters. How's this one going to be any different?" And it could be very different because we haven't been on the road nearly as much.

**Michelle Roberts:**

And just regular road conditions when you return to driving, you've got... you're sharing the road with large vehicles and being familiar with how they operate, the blind spots on different vehicles. And then you add in the factor of winter with snow whiteout conditions, and it is increased risk. And the practice piece that we want to remind everybody is the practice of safe defensive driving, right. And a true professional driver, someone who cares for others, is always going to be looking out and almost reacting in anticipation of other drivers.

So you're always want to be on the defensive when you're driving. And some of the common things a defensive driver would... you would... to demonstrate defensive driving is, firstly, slow down, right. We want you to adjust your speed because many of those collisions occur when we're driving too fast for the road conditions. As we said before, we want to give ourselves extra speed or sorry space. We want to give ourselves extra space between you and the vehicle ahead of you.

So again, dropping below the speed limit, backing away from the vehicle ahead and the road surface itself, right. You got to pay attention. As a defensive driver, you're constantly scanning. You're looking ahead, but you're looking for cues that maybe the conditions are changing. So wet-looking surfaces, assume that there's going to be black ice, which is going to be dangerous for you, knowing when you are maybe going under bridges, underpasses, or in shaded areas.

Those road conditions there are probably going to be... they're going to freeze up faster than those that are exposed. So if you're traveling along the highway and then you get underneath a sheltered underpass, that section of the underpass could be icy. So knowing and being prepared for that. Defensive driver is certainly going to remove distractions from the vehicle, right. So as much as a cell phone is a great emergency device to have, you need to put it on do not disturb mode.

Put it in drive mode so that it's not a distraction for you because you definitely want to focus your attention on the task of driving. And a couple other things is you can look for tips that the conditions outside might be changing. Whether you start to get ice built up on your vehicle, like on the hood or whatever, then chances are you're probably going to get ice build-up, slush on the road and in between lanes when there... all of those affect the traction and the control of your vehicle.

And then adjusting not only your speed but perhaps how you handle your vehicle. So if you're going into turns, you want to steer gently, not abruptly. You don't want to hard break if there's icy or wet snowy conditions. You want to avoid fast acceleration. We call that the hard braking or the abrupt acceleration because that affects the control of the vehicle itself. And again, can't emphasize enough, go slow, adjust your speed to the conditions. Another tip for defensive driving is avoiding the use of cruise control.

And sometimes people think that's a great thing, especially, "If I put it on cruise control I'm less likely to speed because slow my conditions down." But you want to avoid that particularly if there's snow or ice on the pavement because it reduces your reaction time. And we have that defensive driving collision avoidance kind of scenario where you have the perception and then a reaction time, and then the vehicle takes... puts on the brakes as you apply the brakes.

So cruise control kind of delays that response time and, therefore, could increase your likelihood of a collision. And also, we want to... a key point with a defensive driver is sharing the road with the other vehicles. So when we say that particularly in the winter, the one thing we definitely need to be aware of and watch out for is the snowplows or the highway maintenance trucks that are the salter, the sander, the gritter, right. So they're out there and we need to be aware of those and we also need to adjust how we drive around those. That's really important.

We don't want to pass snowplows. That's something we want to avoid. We want to make sure that we give them lots of space so that we're not following too close. They make a lot of wide turns. The blade of the snowplow itself can go out into the... off the road onto the shoulder. So we got to be aware of that type of stuff. And then the other point about the defensive driving is emergency vehicles. So if there's been a collision, there's probably going to be fire, ambulance, tow truck, police at the scene. And we are responsible as well as drivers to slow down and move over.

That's what the name of the legislation is. Adjust our speed if we see vehicles with flashing lights so that we're not putting that roadside situation at an increased risk. Give them lots of space if you can, and it's safe to do so. They want you to reduce your speed but also move over to the next lane to give them

more space. So those are some of the tips you would see as a defensive driver putting that lens on when we think of winter driving.

**Ken Rayner:**

So I know just sitting here shaking my head going, "Boy, did I have it wrong in the past," because now I understand when I get on the highway and I see snow plows ahead of me and I get upset going, "Ugh, great, snow plows slowing me down even further."

If I had planned ahead and given myself enough of a buffer, then maybe my reaction would be as I get on the highway going, "Oh, the snow plows are out, fantastic. They're going to be clearing the road. It's going to be that much safer." But typically, it's not my reaction because I haven't planned ahead.

**Michelle Roberts:**

Yeah.

**Ken Rayner:**

And so 100 per cent it's important to give those snow plows room to do their job. They're spreading sand and salt from the truck, they're plowing, they may need to stop, perhaps drive around a stranded or abandoned car. Is there anything else that you'd want our listeners to sort of consider as they're considering sharing the road with the snowplow?

**Michelle Roberts:**

Yeah, a couple of other things there is, as you said, is it's changing your mindset, like the snowplow is doing a job for our safety, and it's probably safer for you to be behind the snowplow because at least they're clearing that part of the road and whether they've applied the salt in the sand, but it's safer to be behind. As I said, don't try to pass because they have very big blind spots.

They are wider than a normal vehicle, so it could push you as you go to pass into the opposing lane more than you would like to be. As we said, they make wide turns, so you got to be aware of their clearance you had noted. They can see the path ahead of them much clearer. If you're really close to the back of a snowplow, your field of vision is going to be blocked, and they may have to abruptly pull out to get around, like you said, a stranded vehicle or an obstacle.

They got to move around with the plows. It extends so far out that they got to have good clearance there. And then the other thing you mentioned is what I call the convoy of the snowplows. So if you think of the 400 series, they tend to go out in a grouping, right, three or four of them along each lane staggered a little bit. So they're pushing and collecting, pushing and collecting. And definitely we want to give them the space.

They're out there to do a job and a service for the rest of us and allow them to get through the tasks sooner than later. Avoid creating hazards for them by passing them erratically and stuff. And then one of the other things about a snowplow is they when... if it's light, fresh snow, that's that powdery kind of white effect. So they'll be pushing off that dust of snow, which can create that whiteout condition.



So then your actual ability to see the road or ahead of you or beside you could be totally blocked. So that's certainly something you got to be careful of. And then knowing that as you're behind or beside a snowplow, the driver themselves of the snowplow has a lot of blind spots because of the vehicle, the extra blade, how far out it goes. So you need to be aware, and as a defensive driver, you shouldn't put yourself into a vehicle's blind spot because it'll put you at risk ultimately.

So those are some extra tips with regards to sharing the road with the snowplows. Let them do their job. Be patient. As he said earlier, use the 511 app Track My Snowplow, that will also help you route plan to know if it's been cleared or if you're going to... if they're potentially on schedule to be on that route.

**Ken Rayner:**

Michelle, you were mentioning abandoned cars, stranded cars, obviously very scary if you go off the road. You may remember we had an incident a couple of years ago that we sort of were both involved in that I had come across a car that had... that was off to the side, and it ended up being a woman trapped in the car with her baby, and she had gone off the road in a blizzard and obviously was extremely upset. And thankfully, neither one of them were hurt, but it does happen, right.

**Michelle Roberts:**

Mm-hmm.

**Ken Rayner:**

And so, any tips in the event that something happens and you do go off the road in your car in a winter storm and you're stranded, is there some things that you can do to make sure that you're going to be safe until the first responders can arrive at the scene?

**Michelle Roberts:**

Yeah, I think that's one thing we might find ourselves suddenly stuck because a blizzard, for example, those whiteout conditions can happen very fast. So one of the things is if you've either find yourself stranded or you've pulled off the side of the road because, ideally, you don't want to continue driving because it's so bad, don't leave the car. If you can avoid leaving the car, one of the best recommendations is to stay in the car. At least you're protected in the vehicle itself.

But if it's that visibly impaired with whiteout, then chances are as soon as you get out of your vehicle, it's going to be hard to see you, so other vehicles might not be able to detect you there. So definitely if you can stay in your vehicle. Many times when you buy or you have one of those winter safety roadside kits, they neither come with a bright orange flag or a sign that you can put in your window that would say, "Call for help."

So if you've got one of those, and certainly put that in your vehicle to notify other drivers that you're in distress or you need help. Running your vehicle, right. So turning the heater on occasionally to keep warm, but you don't want to run your vehicle all the time. We don't know how long you might be stranded there for. So they recommend maybe turning the vehicle off and running the engine for 10 minutes. That allows some heat to get back in the vehicle, but you're not going to be draining all the fuel and everything else.

But when you're running your vehicle, if you're stuck, as you said, maybe you're in a ditch, you've pulled off the road is you got to be aware of that carbon monoxide poisoning piece. And so, the exhaust of your vehicle needs to be kept clear, and or you want to make sure you're getting some form of fresh air into the vehicle. So maybe cracking a window slightly to hopefully get some crosswinds and fresh air.

When you're in the vehicle itself, you want to... as much as it sounds like you want to curl up into a ball and maybe stay warm, is you do want to try to make sure you're keeping your limbs and you're moving a little bit so that you can still get that blood flow in the circulation to your body. So you can do some stretches in your seat and that kind of stuff.

If you are with more than one person in the car and it looks like it's going to be a long time, maybe take turns in resting and sleeping, and then that way, someone else can start the vehicle every 10 minutes. If you can, let the other person sleep. If you're close, you could always huddle and get body warms from each other to keep warm.

Or you could get a little creative if you don't... if you didn't pack a blanket or have a winter survival kit that sometimes has those insulation blankets is maybe you need to get things like the car mats or something to help wrap you up and keep you warm. And then another tip too to be aware of is sometimes, if you're stuck, you might be tempted to get out, start shoveling, or pushing the vehicle, oftentimes if you want to try to get it out of the ditch.

But you also have to remember that creates a lot of overexertion and puts a lot of strain on your heart. So if you're not used to that kind of the physical activity, you could be creating another hazard for yourself if you're overexerting to get yourself out of that situation. And hopefully, you've also prepared for your trip and you've had some water. Take small sips of the water regularly to help keep you hydrated.

And then, that way, when rescue and emergency services come, hopefully, you'll be in good condition, and then you'll be able to get your vehicle out and be back into safe driving conditions. So those are some tips I would say if you do find yourself stranded, maybe in your vehicle during a blizzard. But ideally, I think we want to make sure we can avoid driving if the conditions are much too hazardous.

**Ken Rayner:**

There's a lot more to winter driving than just starting your vehicle and going.

**Michelle Roberts:**

Yeah.

**Ken Rayner:**

So for those Canadians and Ontarians that are going to be prepared to get out and take their vehicles out in the winter, winter driving... safe winter driving, not just winter driving, safe winter driving is a skill. It doesn't just happen. You have emphasized that going through your four Ps very succinctly. It takes planning, preparation, patience, and practice. Practice of defensive and courteous driving.

I think it's not just the practice of driving it's practice, being a defensive driver. You said that a couple of times and I can't agree more, and a courteous driver because everyone's going through the same thing you are. So let's be courteous out there and be kind. Michelle Roberts, thank you so much for joining us on the IHSA Podcast and talking about winter driving.

I have no one to blame except myself if I get caught in this situation because we've gone through this podcast together. So if I don't leave myself enough time for preparation and planning and being patient and practice, then shame on me. So thank you so much. This was a great podcast and some amazing recommendations for our listeners. Thank you so much.

**Michelle Roberts:**

No, thanks for having me.

**Ken Rayner:**

Thank you. And then be sure to subscribe and like us on your podcast channel and visit us on [ihsa.ca](http://ihsa.ca) for a wealth of health and safety resources and information.

**Announcer:**

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