

## CTA SNAPSHOT OF NATIONAL DRIVER REST AREA/SERVICE FACILITY SUPPORT DURING COVID-19 PANDEMIC

(AS OF APRIL 7, 2020)

The Canadian Trucking Alliance (CTA) and the provincial associations are working hard with provincial governments and the Government of Canada to keep rest stops open, clean, with washrooms accessible and food provided for truck drivers during the COVID-19 crisis. CTA and its provincial association members appreciate this support.

Private companies are also stepping up – CTA is working with Restaurants Canada to find workarounds to drive-thru access policies so truck drivers can receive food service. So far, McDonalds, A&W, Tim Hortons and Swiss Chalet have stepped up. However, despite the gracious efforts by these great corporate citizens, CTA is continuously receiving reports of very poor treatment of drivers at shipper/receiver facilities like inadequate or non-existent social distance policies; lack of bathroom access; or no access to food and even a place to rest, just to name a few examples. Support in the form of public messaging and moral persuasion may be required by all levels of government to remind such companies that their behaviour towards drivers should reflect a more “McDonalds” and “A&W” approach.

Regarding public rest area facilities for trucks, it was clear that prior to COVID-19 we had a shortage of locations; however, the situation has been exacerbated by the COVID-19 crisis. CTA appreciates all the efforts of the federal and provincial governments on this issue; however, based on reports from members across the country, we collectively have more work to do. Various solutions are currently being explored that involve private and public sector cooperation. CTA has highlighted specific actions and needs by province below, but overall what the industry needs is:

- More access to food/drinks/bathrooms for drivers across Canada;
- The repurposing of public properties in-close proximity to highways as rest areas for truck drivers;
- The use of food trucks and other methods (see Alberta recommendations), to create food options available 24/7 for truck drivers at these makeshift rest areas during the COVID-19 crisis;
- Assistance/enforcement for current private/public rest areas experiencing poor hygiene practices by facility users;
- Installation of portable clean washrooms along the provincial/territorial truck inspection station network, along with access to food trucks/food/beverages amenities.

The following is a snapshot report of actions/needs by jurisdiction (for a more complete list contact CTA or the provincial association):

### **British Columbia**

The British Columbia Trucking Association (BCTA) is working with the province and Chevron (Parkland) to deploy food trucks to their commercial fuel card locks throughout the province. BCTA is working with the food truck association to identify both members and best practices in order to come up with a model to ensure this is done safely (both from a card lock traffic perspective and from a COVID-19 perspective).

BCTA hopes to launch in Kamloops this week and then, once the model is sorted, roll it out further. This could be a model the federal government might deploy in remote locations across Canada where rest areas are needed because of a lack of truck stops. Install portable washrooms, have cleaning staff assigned and contract out food truck for 24-hour food/beverage service.

Some areas in need of attention in B.C. include: Kamloops; Abbotsford; Vancouver Island hump to Port Abernie; Between Nanaimo & Campbell River.

## **Alberta**

The Alberta Motor Transport Association (AMTA) is working with the Alberta Government to identify areas where portable, heated restrooms could be located. These locations would include commercial vehicle inspection stations adding to the reopened 27 rest locations on provincial highways to support the trucking industry.

In addition to provincial rest areas which are supported by the Alberta Government, the AMTA continues to identify locations still requiring services for drivers throughout Alberta. The AMTA has built a rest area database for commercial drivers. The database is continually updated for restaurants, truck stops, rest areas and hotels in north, south and central Alberta, and other provinces. To view the database, [click here](#).

For information regarding rest areas, please email [covid19@amta.ca](mailto:covid19@amta.ca).

## **Saskatchewan**

The following areas that have been highlighted as requiring more rest areas/bathroom facilities/ food service for truck drivers:

- Piapot SK on South side on #1 in need of a rest area.
- Between Gull Lake & Medicine Hat.
- Chamberlain SK.
- Yorton, SK was identified as an area in need of facilities.
- Moosomin scale.

## **Manitoba**

Some existing locations are open but not maintaining their places. Plus, some locations are closing at night.

- Certain truck stops are putting up shields and things to protect/isolate their workers but garbage is overflowing, toilets are dirty, and showers still only cleaned sometimes. Customers, specifically truck drivers, need to be protected as well as truck stop employees.
- Certain truck stops in the US are the gold standard; continuous sanitation of pumps and bathrooms. Also, interesting to note these gold standard facilities are serving free coffee to truck drivers.
- Perhaps governments should mandate a health standard during this crisis for cleanliness of facilities and include hefty fines for failing to meet standards to protect truck drivers.

The following areas have been identified in need of fully serviced rest areas for truck drivers: Brandon, Virden scale, Hwy 6 MB North of St. Mart

## **Ontario**

The Ontario Trucking Association (OTA) is working with the Province of Ontario to explore the of the following areas to be used as rest stops:

- Hwy 11: Hearst to Nipigon - following options east to west could be explored: Intersections of Hwy 11 & 631 (MTO salt/sand facility just to west or private lot on southeast corner); Just east of the town of Longlac (MTO salt/sand facility or small rest area already that trucks use on North side of highway, but washrooms at this location); Intersections of Hwy 11 & 584 (MTO salt/sand facility just to east or private lot on south-east corner); In the town of Jellicoe close to Intersection of Hwy 11 and Noble Lake Road (Private lot with direct access to the highway); In the town of Beardmore intersection of Hwy 11 & 580 (MTO salt/sand facility or community centre).
  - Create a full-service facility in the Old Driftwood location on Hwy 11 outside Cochrane ON;
  - Hwy 17: Sault Ste Marie to Nipigon - following options east to west could be explored; Batchewan Bay Provincial Park - parking lot; Alona Bay Scenic Lookout; Agaway Bay MTO salt/sand facility or Lake Superior Provincial Park Visitor Centre; Intersection Hwy 17 / 519 - MTO salt/sand facility Intersection of Hwy 17 / 614 - Truck pullout to west or Manitouwadge Town Information Office; Rest area just to east of Prairie River Mouth Provincial park entrance - parking,
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but needs washrooms; Rest area just to east of Terrace Bay Airport (north side of highway); MTO salt/sand facility to east of Rosspoint, ON; Kama Bay Lookout (west side of highway, parking but no washrooms);

- Dryden and Kenora have also been flagged as areas with truck parking and driver facilities issues.
- OTA is exploring with OnRoute facilities along the 400 series highways if they can they suspend the “No Parking” on the off ramps;
- Kingston area was also identified as an area of need for more rest areas;
- All food locations in Northern Ontario need to stay/open 24/7 or need alternatives like food trucks;
- OTA members are exploring with private/public seasonal event centres for use of their parking lots;
- Ontario became first province to install bathrooms at all 32 scale locations.

### **Quebec**

Areas in need of more full service rest areas: Montreal West Island, Mtl laurier; Amos; Sherbrooke; Highway 20; outside of Québec City; Highway 40; Rive South and North Montreal; les cèdres; 1 à l'étape au Saguenay; Beaupré; Malbaie; traverse Tadoussac serait un bon moment; Forestville; 7iles; rivière du loup; and Rimouski; Bas St-Laurent: St-Jean-Port-Jolie, Petro Pass on highway 20; North shore (côte nord); Forestville, Ultramar on provincial road 138; Louvicourt, the truck stop on provincial road 117; Val d'Or, 3rd avenue, the truck stop Vic, close to the 117; Lac St-Jean: Chicoutimi, Talbot St, close to the provincial road 175; Trois-Rivières: Mauricie Petro Pass, des Récollets blvd, close to 55/40 highways intersection; Half way between Montreal-Quebec, on highway 20, exit 253.

### **Maritimes**

CTA have been receiving a number of reports from members regarding Marine Atlantic's approach to truck parking. It is CTA's understanding this issue has been addressed by Marine Atlantic.

### **Canadian Trucking Alliance**

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