



New West Partnership Agreement  
**Transportation Issues**

November 2011



## New West Partnership

- Agreement between British Columbia, Alberta and Saskatchewan
  - Launched April 30, 2010
- Commitment to collaborate:
  - strengthen and promote the region in an increasingly competitive global economy;
  - improve competitiveness and productivity;
  - attract business, investment and talent;
  - support and build capacity for innovation;
  - strengthen and diversify the economy of the region; and
  - achieve efficiencies and cost-savings by capitalizing on the combined buying strength of the three provinces.

## NWP - Transportation Objectives

- Reconcile transportation rules that inhibit the effective flow of goods and services via the movement of commercial vehicles and truck freight between jurisdictions.
- Enhance regional competitiveness by establishing a single set of standards for truck freight through western Canada, and by enhancing public safety.
- Work together as a western region to reduce the regulatory burden on business.
- Establish ongoing communication, coordination and collaboration efforts towards a harmonized regulatory framework for commercial trucking to encourage investment and innovation.

## Process

- Working group established in summer 2010
- Stakeholder consultation late fall 2010 ~ issues:
  - National Safety Code consistency
    - Hours of Service
    - Vehicle inspections
  - Vehicle Weights and Dimensions
    - Differences in regulated weight limits
    - Oversize and Overweight permits
    - Long Combination Vehicles
  - Consistency of Compliance and Enforcement
  - Information Availability and Exchange
    - Better access to information from all three provinces
    - Mechanism for government/industry dialogue on regional basis

## Transportation Issues Workplan

### Framework:

- Area 1: Vehicle Weights and Dimensions
  - Regulations
  - Oversize and Overweight Permits
  - Long Combination Vehicles
- Area 2: Safety Policy and Regulations
- Area 3: Driver and Vehicle Licensing and Administration
- Area 4: Monitoring and Enforcement

Progress: Announced June 2011

### *Vehicle Weights and Dimensions:*

- ***Steering axle weight of truck tractors:***  
Harmonized tractor steering axle weight limit at 6,000 kg to allow for equipment required to meet changes to emission standards.
- ***Steering axle weight and gross vehicle weight of straight trucks:***  
Harmonized the maximum steering axle weight limit at 7,300 kgs for trucks.
- ***Allowable length of A - , B - and C - trains:***  
Increased by 1.0 m from 25.0 to 26.0 m to allow shippers to use full - length truck tractors in these combinations. Changes to vehicle design (to meet new emission standards) have required a subsequent increase in length.
- ***Axle spread for trucks with two steering axles:***  
Harmonized the minimum spread on tandem steering axles is at 1.0 m.
- ***Tridem drive truck tractor combinations:***  
The use of tridem drive truck tractors is restricted to B - trains only.

Progress: Announced June 2011

*Oversize and Overweight Permits*

- ***Escort vehicles:***  
Harmonized definition, size and sign standards.
- ***Over-height loads:***  
The height limit for term permit loads harmonized at 5.18 m both day and night. Loads in excess of these limits are eligible for single trip permits.
- ***Over-width loads:***  
Harmonized the threshold length for annual permitting at 3.85 m.
- ***Over-length loads:***  
Harmonized length of long loads moved at night and during other restricted times at 42.0 m;  
Escort vehicle requirements for long loads moved during the day are better defined.

Progress: Announced June 2011

*Other Areas:*

- ***Joint enforcement:***  
Joint safety blitzes will be held to streamline enforcement and provide greater reach. The three provinces will hold uniform CVSA (Commercial Vehicle Safety Alliance) refresher courses for enforcement officers.
- ***Harmonizing registration reciprocity:***  
The Canadian Agreement on Vehicle Registration (CAVR) was amended to harmonize Saskatchewan's registration reciprocity with that of Alberta and British Columbia, by increasing the gross vehicle weight exemption threshold for interprovincial carriers travelling through the province to 11,794 kg or less, as well as increasing the registration exemption period for these vehicles to operate within Saskatchewan from 15 days to 90 days.



Work Continues

- Working Group remains active in addressing range of issues in transportation workplan
  - Anticipate proposing additional harmonization measures in months ahead
  - Long Combination Vehicles is high priority for VWD