

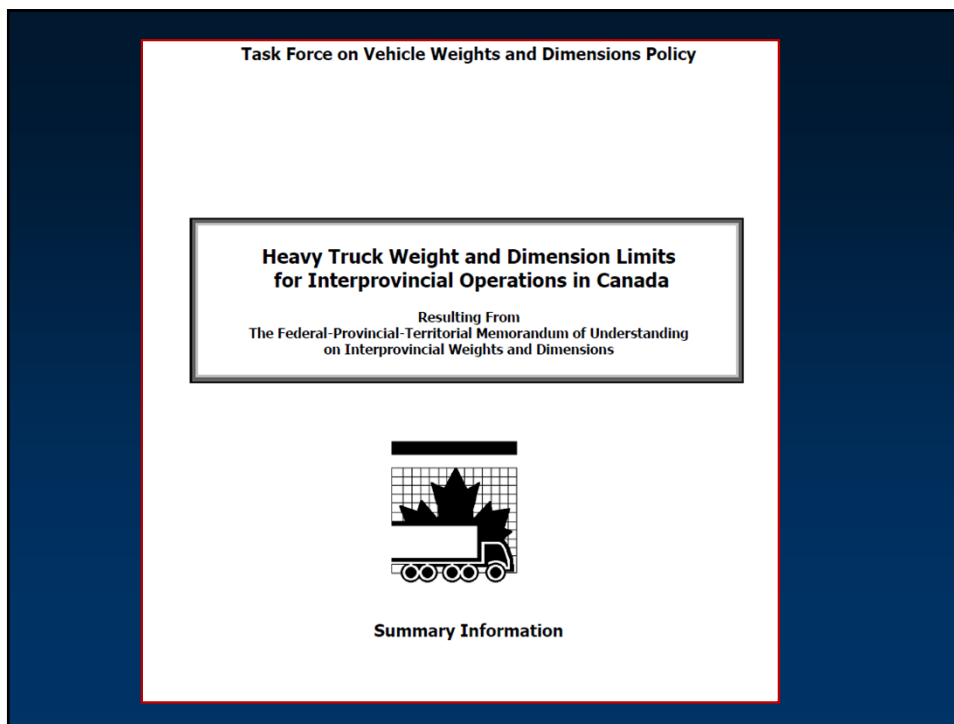
## Task Force on Vehicle Weights and Dimensions Policy

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*December 2015*

### Vehicle Weights and Dimensions

- Task Force on Vehicle Weights and Dimensions Policy
  - National focus for coordination and harmonization of provincial and territorial regulations, policies and practices
  - Representatives from each of the federal, provincial and territorial transportation departments
  - Report to the Council of Deputy Ministers Responsible for Transportation and Highway Safety
  - Advance recommendations on:
    - Regulatory harmonization priorities
    - Amendments to the standards contained in the National MOU on Vehicle Weights and Dimensions



## Highway Transportation in Canada

- Federal government has responsibility for
  - safety standards for the manufacturing of new vehicles,
  - transportation of dangerous goods,
  - international border crossings,
  - air quality, including standards for engine emissions and fuel
- Highways fall primarily under provincial and territorial jurisdiction:
  - Provinces and territories have primary responsibility for construction, maintenance and regulation of highways
  - Legislation, policies and regulations for:
    - The safe operation of the public highway network,
    - Protection and management of the use of highway infrastructure

## MOU – National Standards for Vehicle Weights and Dimensions

### 1988 – First Established

- Included Tractor Semitrailer, and A, B and C Train Doubles

### Amendments and Expansions – Eight to Date

- 1991, 1994, 1997, 2004, 2008, 2009, 2011 & 2014

### Implications of National Standards in MOU

- Hold no legal status
  - Regulations of provinces and territories apply
  - Amendments to MOU have no immediate effect; implementation may require time for regulatory or policy changes to be made in each province and territory
- Commitment by jurisdictions to ensure that vehicles which comply with the national standards will be allowed to travel on designated highway network

## Vehicle Weights and Dimensions

- Annual meetings to exchange information, review emerging issues, identify harmonization concerns and priorities
- Last meeting held in Montreal in November 2014
- Information: [www.comt.ca](http://www.comt.ca)
  - Standards and regulations
  - Government contacts
  - Meetings and minutes
  - Research reports and reference materials

### MOU Amendments October 2014

- Three amendments approved by the Council of Ministers Responsible for Transportation and Highway Safety On October 1, 2014
- Each of the amendments originated from proposals presented at annual meetings of the Task Force
- Consensus is required from all jurisdictions for an amendment to be advanced for approval by Ministers

### Amendments to MOU – October 2014

- Addition of Tridem Drive Tractor – Semitrailer Configuration as new category



Overall Length – Maximum 23.5 m  
Maximum GVW – 52,300 kg

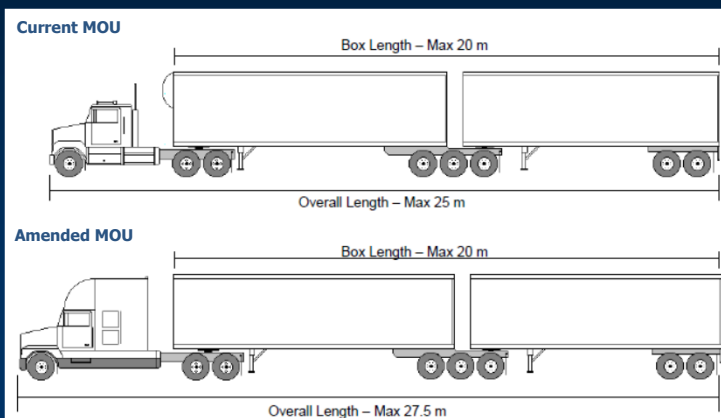
### Amendments to MOU – October 2014

- Increase in the Allowable Size of Aerodynamic Devices on Rear of Trucks and Trailers to 1.52 m (5 ft):
  - Current limit is 0.9 m (2 ft) based on CTA proposal approved in 2008



### Amendments to MOU – October 2014

- Increase in the Overall Length Limit for B Trains from 25 m to 27.5 m
  - Accommodate the use of longer tractors
  - Allows space for moose bumpers



### Task Force on VWD Policy

- Forum for discussion of national regulatory harmonization needs and priorities for heavy vehicle weights and dimensions
  - Responsible for the evolution of national standards in Canada and the changes which have been introduced since 1988
  - Strong and ongoing commitment from governments, industry and dedicated individuals to the mechanism and to these discussions
  - Complex regulatory field with many governments involved - patience is required
  
- Report on today's issues and discussions will be provided to Council of Deputy Ministers