



# Council of Deputy Ministers Responsible for Transportation and Highway Safety

## *Task Force on Vehicle Weights and Dimensions Policy*

### Minutes

(Draft December 13, 2011)

**Date:** November 30, 2011  
**Location:** Hotel Nelligan, Montreal  
**Chair:** John Pearson  
**In Attendance:** (See Attachment 1)

#### **1. Welcome and Opening Remarks**

Mr. Pearson opened the meeting and welcomed participants.

#### **2. Round Table Introductions and Adoption of the Agenda**

Following round table introductions, Mr. Pearson drew attention to the agenda; no amendments were proposed and it was adopted as circulated.

#### **3. Vehicle Weight and Dimension Regulations in Canada - Update on Issues and Developments**

Mr. Pearson reminded participants that the meeting provides an open forum for government and industry representatives to discuss issues pertaining to vehicle weight and dimension limits in Canada. He recognized the strong and ongoing commitment from governments, industry and dedicated individuals to the mechanism and the discussions. He explained that, in most cases, decisions on proposals for changes in standards cannot be taken by the Task Force at the meeting and would require consideration and endorsement by each government individually and collectively by the Council of Deputy Ministers Responsible for Transportation and Highway Safety before being reflected in the national Memorandum of Understanding (MOU) on interprovincial vehicle weights and dimensions.

##### **a) National Developments**

Mr. Pearson provided a presentation (Attachment 2) with background on the Task Force and the MOU. He noted that the seventh amendment to the MOU had been endorsed by the Council of Deputy Ministers in April 2011 for review and approval by Ministers and it included three proposals, relating to:

- Intercity buses
- Weight limit accommodation for tractor-semitrailer configurations equipped with auxiliary power units
- Minimum track width requirements for axles fitted with wide single tires

Mr. Pearson highlighted recent and current issues being discussed which include:

- Length and weight limit allowances to accommodate environmental and fuel efficiency technologies
- Harmonization of special permit conditions for long combination vehicles
- Length allowances to accommodate “moose bumpers”
- Operational considerations such as longer wheelbase tractors, specialized tractor configurations, roll-coupled hitches and new lift axle designs.

## **b) New West Partnership: VWD Harmonization Initiative**

Mr. Cipywnyk (Saskatchewan Highways and Infrastructure) provided a presentation (Attachment 3) about the New West Partnership Agreement between British Columbia, Alberta and Saskatchewan and highlighted progress made with respect to transportation objectives.

Following the presentation, Mr. Dolyniuk (Manitoba Trucking Association) sought clarification about interaxle group spacings on certain vehicle combinations. He noted that the MOU is intended, in principle, to establish minimum standards and he enquired if decisions made under the New West Partnership would respect those standards. Mr. Cipywnyk confirmed that minimum spacing requirements still respect the MOU standards. He added that the Partnership had aimed to address an industry request and determined that 30 tons would be allowable on tandem axle pairs on turnpike doubles with a spread between 3 and 5 m. He noted that no weight restrictions are imposed on spreads over 5 m.

Mr. Dolyniuk also asked if the New West Partners had established a common overall length for long combination vehicles (LCVs). Mr. Cipywnyk noted that all four western provinces are working towards agreement on a maximum length for turnpike doubles. He explained that engineering analysis is being completed.

Mr. Robert (Transport Robert) observed that LCVs are the most efficient vehicle on the road and suggested they provide optimized weight distribution for the bridge formula. He recommended that consideration be given to increasing the allowable gross vehicle weight, currently at 63 500 kg, for LCVs.

Ms. Ritchie (Owner-operator's Business Association) inquired about tractor wheel base limits. Mr. Cipywnyk confirmed that longer tractor wheelbases are permitted, following the formula whereby trailer wheelbase decreases as tractor wheelbase increases.

## **c) Provincial and Territorial Developments**

In round table review the following reports were provided:

### *Yukon*

Mr. Warkentin reported that Yukon had completed its work to update gross vehicle weights in various categories and that limits now meet or exceed those identified in the national MOU.

### *Northwest Territories*

Mr. Beaulieu reported that work is in progress to align large vehicle control regulations with the national MOU. He noted that a few areas of difference remain, particularly with respect to weight limits on axles fitted with wide single tires and length limits for A, B and C trains.

He noted that construction of the Deh Cho Bridge is progressing with completion expected in the fall 2012.

Mr. Beaulieu also noted that development of a self-weigh station in Yellowknife had been put on hold.

He reported that Alberta's Partners in Compliance program is being extended into the Northwest Territories.

### *British Columbia*

Mr. Monty noted that British Columbia is part of the New West Partnership and efforts towards harmonization, as described by Mr. Cipywnyk, are ongoing in that context.

In other developments, he reported that:

- Planned trailer weight reductions had been deferred until the end of December 2012, pending an internal review.
- The Commercial Transport Procedures Manual has been updated and is available at [www.cvse.ca](http://www.cvse.ca).
- The extraordinary load approval process has been streamlined.
- An online permitting process has been created.
- Opportunities are being explored to automate routing in the permitting process, akin to Alberta's system.
- The Province is working with Wolf Trailer Company with respect to roll-coupling devices.
- A permit approval process for all terrain cranes has been established.
- Draft technical specifications for standards for vehicles using LNG have been completed.
- Capacity to accommodate LNG vehicles is being developed.
- The Province is working with the forest industry and will permit the use of non-compliant lift axles on resource roads only.

#### *Alberta*

Ms. Durdle noted that a status report regarding the New West Partnership is available on Alberta Transportation's website.

On other matters, she highlighted:

- The Transportation Routing and Vehicle Information System (TRAVIS) is an online permitting service provided by the Province.
- Work continues to enable a carrier to have the Province issue a permit for operations on both provincial and municipal highways; it is hoped the program will be launched in the spring.
- Work has begun to rewrite the Province's regulations to address MOU amendments; it is hoped the work will be complete within a year.
- The Province is considering the weight reductions on axles fitted with wide single tires and is awaiting the results of a study being conducted at Laval University.
- Alberta's High Load Corridor consists of designated highways on which overhead utility lines have been raised; permit fees paid by users of the corridor are invested in further development of the corridor.

Ms. Ritchie inquired about progress towards having a simple weights and dimensions guide, with diagrams, on the Province's website. Ms. Durdle noted that the weight calculator and diagrams of the main configurations are on the site now. She added that the regulation, when rewritten, will use those diagrams.

#### *Saskatchewan*

In addition to the information provided in his presentation about the New West Partnership, Mr. Cipywnyk reported that:

- Saskatchewan recently implemented a high clearance corridor in the Province that connects with Alberta's high load corridor.
- Conditions have been revised to allow 4.45 m loads to be moved at night.

#### *Manitoba*

Ms. McKee reported that work continues on a MOU between Manitoba and Saskatchewan to harmonize and cooperate on enforcement as much as possible.

She noted that:

- The gross vehicle weight allowed on B trains had been increased to 63 500 kg; the Province is continuing to analyze routes to assess the capacity for further increases and Winnipeg is considering its roads as well.
- 24 hour operation of LCVs is now permitted on specific routes.
- Tridem drive configurations have been introduced under permit.

#### *Ontario*

Mr. Lynch reported that the fourth phase of Ontario's Safe, Productive, and Infrastructure-Friendly vehicles (SPIF) program had begun July 1, 2011. He explained this phase addresses trucks and truck-trailer combinations, buses, and specialty combinations.

With respect to load equalization of self-steer axles, Mr. Lynch reported that the Province is currently informing drivers at weigh scales if there are issues with their axles failing to load equalize. All SPIF vehicles are still expected to be designed to load equalize, however enforcement of load equalization has been deferred for a period of time. He advised that the load equalization requirements will be hard enforced as of April 1, 2012 on all SPIF vehicles.

Ms. Ritchie observed that Ontario is currently the only jurisdiction that does not allow longer tractor wheelbases. Mr. Lynch noted this issue is being reviewed and discussed internally.

#### *Québec:*

Mr. Cayouette reported that there is new management for the trucking division in Quebec and that new directions are being taken with several files.

He noted that the Province's vehicle weights and dimensions regulation is being rewritten rather than amended; December 31, 2012 is the target date for its adoption. In response to a question, Mr. Cayouette explained that major changes to configurations contained in the regulation are not expected but that the document should be more easily understood.

Mr. Cayouette also reported that the Province's Special Permit Regulation is being rebuilt and that a new IT system is being developed to deliver special over size and overweight permits. He noted that the work will not integrate spatial aspects and will focus on offering online purchasing of special permits. He suggested automated routing could be considered as a subsequent phase of development.

Mr. Cayouette highlighted the success of last winter's LCV pilot project, and reported that a demonstration project is planned for the 2011/12 winter. He suggested that if it is successful, year round LCV operations could be included in the regulation by 2012/13.

Mr. Cayouette also reported that discussions are ongoing regarding harmonization with New Brunswick and Nova Scotia and with Ontario, particularly with respect to LCVs.

Mr. Robert inquired of both Ontario and Quebec if consideration would be given to increasing the overall allowable length of B-trains to 26 m. He observed that B-trains cannot currently be pulled by LNG tractors because of the longer wheelbases that would be required. Mr. Pertulla explained that highway design and enforcement must be considered but it is being discussed in Ontario. Mr. Cayouette added that Quebec is considering the increase and will be supportive if it can be justified through science and engineering.

### *New Brunswick*

Mr. Goguen reported that work is underway in New Brunswick to update regulations to incorporate the latest amendments to the MOU. He said that the Province is looking at including vehicles fitted with wide base single tires as well as car carriers. He noted that such initiatives reduce the number of special permits issued each year.

Mr. Goguen also reported that:

- quad axle semi-trailer configurations without a self-steer axle will be grandfathered until 2015.
- New Brunswick and Nova Scotia are working towards regional permitting.
- LCV guidelines are being updated.
- Commercial vehicle enforcement will soon begin enforcing speed limits in the province.

### *Prince Edward Island*

Mr. MacEwen reported that the Province is amending its regulations to address vehicles fitted with wide base single tires and quad axle semi trailers, which are currently handled through permits.

He also reported that weigh-in-motion technology has been installed at the foot of the Confederation Bridge to monitor truck traffic with the objective of having a high percentage of trucks being allowed to pass the weigh station without stopping.

### *Nova Scotia*

Mr. Balsom reported that Nova Scotia is rewriting its Motor Vehicle Act and that associated regulations will be forthcoming. He added that changes in the regulation would be primarily administrative in nature with the objective of modernizing it and making it easier to understand.

Mr. Balsom also reported that Nova Scotia is working on a non-conforming vehicle permit to address, for example, roll-coupled trailers and central tire inflation technologies.

Finally, Mr. Balsom mentioned that a guide for truckers would be released early in 2012.

### *Newfoundland and Labrador*

Mr. Murray confirmed that the Province supports the amendments proposed to the national MOU and the Atlantic MOU and anticipates the necessary regulatory amendments will be introduced shortly.

Mr. Murray noted there is no LCV program in the Province; the majority of the highway system is secondary, two-lane roads and only a small portion of the TransCanada Highway in the Province is divided.

With respect to weight allowances on axles fitted with wide single tires and quad axle semi-trailers, Mr. Murray noted that changes are not being considered at this time. He explained that a two-year pavement study is in progress and the intention is to introduce no new traffic variables in the midst of the study.

### *Transport Canada*

Mr. MacKay informed participants about the upcoming retirement of Bill Harbour and Joe Greenough.

He reported that the federal government is committed to develop a new long-term infrastructure plan as a successor to Building Canada.

Mr. Richard noted that Transport Canada is monitoring, and has been in contact with the Department of Foreign Affairs and International Trade about, NAFTA trucking issues.

He also noted that the department is reviewing greenhouse gas emission regulations being developed by Environment Canada and considering the implications they may have on safety and economics.

Mr. Richard also mentioned that Transport Canada has provided background information to the Red Tape Reduction Commission on vehicle weights and dimensions matters. He noted that, although some issues had been identified, they were not being pursued because of provincial jurisdiction with respect to those regulations.

Mr. Robert observed that trucks available in Europe could be used to advantage in Canada but current regulations prevent their import and use here. He expressed concern about the approach taken to implement US EPA type regulations in Canada and suggested the issue should be reviewed by the federal government and steps taken to facilitate the import of European technology.

#### **4. Long Combination Vehicle Operations – Provincial and Territorial Updates**

It was noted that the status of LCV operations had been addressed in many of the preceding updates. Additional comments were provided as follows.

##### *Nova Scotia*

Mr. Balsom reported that Nova Scotia is moving from a pilot to a full LCV program. In doing so, he indicated that the permit process would be streamlined, the limit on the number of trips per day would be eliminated, and operations would be permitted on all four-lane highways in the province.

##### *New Brunswick*

Mr. Goguen reported that changes had been made to the Province's LCV permit guidelines to accommodate tridem axle groups on LCV's at tridem weights. He added that the LCV permit is issued for the power unit only.

##### *Ontario*

Mr. Pertulla noted that Ontario's LCV program is no longer considered a pilot and had been expanded to include 80 carriers, each of which is issued two permits. He added that the Province is reviewing its processes to ensure the systems are in place to manage the program. He also noted that system capacity, including rest stops and emergency stations, must be adequate.

#### **5. Canada/US Cooperation: "Beyond the Border" Initiative**

Mr. MacKay drew attention to the Perimeter Security and Economic Competitiveness initiative and the declaration made by Prime Minister Harper and President Obama that Canada and the United States have agreed to implement action plans to address perimeter security and regulatory cooperation. He noted that a report of the consultation process undertaken by the Beyond the Border Working Group is available online at <http://www.borderactionplan-plandactionfrontalier.gc.ca/psec-scep/>

With respect to perimeter security, Mr. MacKay reported that Transport Canada was active throughout the Beyond the Border Working Group process. He noted that a number of initiatives had been identified, including measures with respect to border infrastructure, technology, and transportation security, to facilitate movement back and forth across the border. He explained that the action plan would be released publicly and observed that while it does not directly relate to trucking, it should have a positive impact on the industry.

With respect to regulatory cooperation, Mr. Richard reported that a Canada-US Regulatory Cooperation Council had been announced in February 2011. He explained the main objective is to better align

regulatory issues between the two countries and that transportation is one of five focus areas for the Council. He noted that vehicle weights and dimensions issues had been raised by some stakeholders but are not expected to be part of the first Action Plan because they are primarily under provincial and territorial jurisdiction. He added that the first Action Plan is expected to focus on matters under federal jurisdiction.

Mr. Neuheimer (Forest Products Association) acknowledged that the reports would be released publicly but suggested it would be helpful to have a few points that could be shared with members of various associations prior to that release.

Ms. Ritchie inquired about work being done by Transport Canada on the cost of border security to the trucking industry and how that fits into discussions about perimeter security. Mr. MacKay indicated that work is a separate but complementary and important initiative that has helped inform the development of the Action Plan.

Ms. Ritchie also noted that some of the same issues had been raised with the Red Tape Reduction Commission and the Regulatory Cooperation Council and inquired how those would be coordinated. Mr. Richard explained that the next step is the release the Action Plan and reiterated that it is not expected to address vehicle weights and dimension issues in this phase.

Mr. Pearson inquired if alignment of regulations with respect to boat tails is mentioned in the Regulatory Cooperation Council Report. Mr. MacKay noted it is included in the consultation report but will not necessarily be in the Action Plan. He reiterated that the scope of this plan will be matters under federal jurisdiction.

## **6. Truck Size and Weight Issues in United States: Update**

Mr. Loy (US Department of Transportation Federal Motor Carrier Safety Administration) provided a presentation (Attachment 4) highlighting size and weight program initiatives of the Federal Highway Administration, including:

- Maine / Vermont heavy truck pilot study status
- Overweight safety research
- Pavement damage assessment tool
- Multi-state permit harmonization.

Mr. Billing (Consultant) inquired if the reauthorization of the surface transportation bill in the US would include a 90 000 lb tridem configuration and if it would have dimensions consistent with the tridem configuration in the MOU. Mr. Loy indicated that is a political question at the moment and could not provide any insights.

## **7. Environmental Initiatives and Developments**

### **a) Transportation Working Group on Energy Efficiency: SmartWay Canada Program**

Ms. Tuthill (Natural Resources Canada) provided a presentation (Attachment 5) about SmartWay Canada, which she described as the Canadian version of the US Environmental Protection Agency's SmartWay Program. She highlighted the truck FLEET tool and said it is a performance-based scoring system that uses fuel, payload and kilometers travelled to estimate emissions of carbon dioxides, nitrogen oxides and particulate matter. Ms. Tuthill explained that information would be used to rank carriers and benchmark them against each other.

Mr. Robert expressed concerns that some key factors that affect fuel efficiency are missing in the SmartWay evaluations. He noted that average fuel used by a fleet varies depending on the configurations in the fleet. He added that companies retain data themselves about the mileage travelled, freight weights carried, the routes used, and the fuel used. He remarked that it takes a long time to build a representative database. Ms. Tuthill thanked him for his remarks and reiterated that the FLEET tool will benchmark fleets against comparable fleets. She observed that the US program is being brought into Canada but that lessons can be learned from the US experience.

#### **b) Operational and Safety Experience with 4ft Trailer Boat Tails**

Mr. Pearson conveyed the regrets of Andrew Smith from ATDynamics who was unable to attend the meeting. He said that Mr. Smith intended to provide a presentation that would be circulated to participants following the meeting.

#### **c) Planned Environmental and Safety Investigations of Advanced Heavy Duty Vehicle Technologies**

Mr. Klomp (Transport Canada) provided a presentation (Attachment 6) about Transport Canada's program to evaluate the environmental and safety performance of heavy duty vehicle technologies. He highlighted a number of technology priorities and noted that, over the next several months Transport Canada will complete consultations, finalize the five-year technology prioritization plan and complete phase one testing on advance tires, electric vehicles and aerodynamic devices.

In closing the presentation, Mr. Pearson inquired if anything is needed from the Task Force. Mr. Klomp expressed appreciation for the opportunity to present and learn from the discussions and indicated he would be pleased to provide updates at future meetings.

#### **d) Heavy Duty Vehicle Greenhouse Gas Emission Regulations**

Mr. Couroux (Environment Canada) provided a presentation (Attachment 7) about proposed regulations to limit greenhouse gas emissions from new on-road heavy-duty vehicles.

Mr. Dolyniuk noted that the plan does not include incentives for the industry to take up new technologies, which are more expensive. Mr. Couroux explained that the regulation addresses the manufacturing industry rather than the trucking industry.

Mr. Michaelson inquired if the regulation includes an enforcement plan. Mr. Couroux said that violation of the Act is a criminal offense and that every offense is treated in accordance with the seriousness of the offense.

### **8. Weight and Dimension Limits and Issues**

#### **a) Truck Mounted Equipment**

Mr. Stuart (HIAB-Quebec) observed that technology is evolving and stronger cranes with greater reach are being demanded, and trucks must be able to support those cranes. He questioned whether a tandem front axle tractor would be recognized as an acceptable configuration for moving truck-mounted cranes.

Provincial and territorial representatives acknowledged that new vehicle configurations emerge from time to time and must be evaluated but that safety and preservation of the infrastructure must also be considered. They suggested that specifications of proposed new configurations be provided for review and consideration.

Mr. Billing observed that the performance standards upon which the national MOU is based relate to the performance of the trailer, not the power unit. He noted that the addition of an axle to the power unit will



reduce weight on the trailer, which may degrade the rollover stability, depending on the centre of gravity of the unit. He also indicated there may be issues with turning.

**It was agreed** that Mr. Stuart would provide drawings and specifications of the proposed configuration to Mr. Pearson, for sharing with provincial and territorial members of the Task Force. **It was further agreed** that a response regarding the current acceptability of the configuration in each jurisdiction would be provided and that consideration would be given to whether and how it could be accommodated in the future.

Mr. Stuart also raised a question about how different jurisdictions calculate the overall length of a truck-mounted forklift. He identified the federal rule that the overhang on a trailer should not exceed 35% but observed there are different accommodations made in Quebec and Ontario, which is a challenge to vehicles travelling between the two provinces.

#### **b) Tractor Wheelbase Limits for B Train Doubles**

Mr. Dolyniuk drew attention to a submission made in 2010 by the Canadian Trucking Alliance, requesting an amendment to the national MOU to extend the overall combination length for B-trains in order to incorporate a tractor with a wheelbase up to 6.2 m. He noted that third party validation of the low-speed off-tracking performance of such configurations had been undertaken and had confirmed that it is within the acceptable limits.

Mr. Dolyniuk drew attention to the decision made by the New West Partnership to increase the length of B-trains to 26 m. He commended the increase but questioned the decision to increase to 26 m since it does not address the request made by industry and will not accommodate a RTAC tractor hauling a 20 m trailer. Mr. Dolyniuk remarked that harmonization on this configuration is very important to the industry and he expressed hope that the Task Force would revisit and adopt the CTA proposal.

Mr. Pearson asked if the proposal from CTA is to eliminate the overall length limit. Mr. Dolyniuk suggested that a length of 27.12 m would accommodate a 6.2 m tractor and 20 m box length trailer.

Mr. Cayouette noted that the configuration succeeded in NAFTA testing but not always in RTAC testing. Mr. Monty remarked that off-tracking went from 6.1 to 6.9 m, and expressed concern with that increase. Mr. Dolyniuk observed that the standard RTAC tractor with a 53 ft trailer does not meet the standard but is on the road today. He emphasized that the CTA proposed configuration performs better and is well within the NAFTA criteria.

#### **c) Low Bed and Double Drop Trailers**

Mr. Dolyniuk recalled discussions from previous years and the request from industry stakeholders that provinces and territories address double drop and low bed trailers. He acknowledged that accommodation had been made through permits. Mr. Dolyniuk suggested that permits are not a viable long-term solution and that permit conditions vary across the country. He reiterated the request that such trailers be addressed in the MOU. Failing that, he urged jurisdictions to harmonize permit conditions and consider issuing annual fleet permits for 24 hour operations. In response to a question, Mr. Dolyniuk suggested annual permits should be applicable for legal loads and that over dimensional loads would need special permits.

#### **d) Weight Issues for LNG Powered Tractors**

Mr. Robert explained that his company started operating some LNG trucks in the last six months and introduced Mr. Maurais (Transport Robert) who provided a presentation (Attachment 8) on the subject.

Mr. Maurais highlighted some of the benefits of LNG fueled vehicles and noted some challenges exist because of technical issues and greater weights associated with LNG tanks. He suggested that new regulations are needed to allow for easier integration of LNG trucks into fleets. In particular, he said more weight allowance is needed for LNG trucks, particularly on the front axle which could carry weights up to 6350 kg.

Following the discussion, members also discussed safety analysis and associated considerations regarding the operation of LNG trucks.

#### **e) Wide Base Single Tires: Updates and Development**

Mr. Maurais provided a presentation (Attachment 9) reviewing the approaches taken by provinces and territories with respect to weight limits and permits for vehicles fitted with wide base single tires. He highlighted the economic and environmental benefits and said that harmonization across Canada is needed urgently in order to facilitate the introduction of the technology.

Mr. Pearson invited comments or questions; none were offered. He noted that the use of wide base single tires continues to be an issue under discussion by the Task Force.

#### **9. Development of Roll Coupled Truck and Trailer Configurations and A Converter Dollies**

Mr. Amlin (Wolf Trailer Company) provided a presentation (Attachment 10) about research undertaken to test vehicle stability and safety performance of roll-coupled trailers. He explained that a roll-coupling standard had been submitted and he asked that the Task Force embed this standard in the national MOU. He further recommended that the MOU be amended to exclude roll-coupled vehicles from reduced weight caps for pony and full trailers.

Mr. Pearson invited comments or questions; none were offered. He noted that the Task Force would discuss the recommendation at its upcoming meeting.

#### **10. Hub Alert – Wheel End Temperature Sensing**

Mr. Malion (Spectra Products Inc) provided a presentation (Attachment 11) about heat sensing labels that can identify above-normal wheel end operating temperatures to allow preventive maintenance to be undertaken before problems arise.

#### **11. Development in the Pilot Car/Escort Vehicle Sector**

Ms. Murray (Sparrow Piloting Service) provided a presentation (Attachment 12) with updates about issues and initiatives in the pilot car industry across Canada.

#### **12. Other Business**

Mr. Park (OBAC) suggested that consideration be given to allowing 10'2" spread trailers into the western provinces with at least 7700 kgs as that would give parity with the US.

Mr. Michaelsen reported that FPInnovations is considering organizing the International Heavy Vehicle Technology Forum in Canada, in the west, in 2014. He invited participants to contact him if they are interested in providing financial or in-kind support for the initiative.

Mr. Pearson acknowledged Mr. Church (Forest Products Association of Canada) and Mr. Tschirhart (Canadian Transport Equipment Association) who had been long-standing regular participants at the forum and would retire in the coming months. He extended thanks and best wishes to them both.

### **13. Next Meeting**

It was noted that the next meeting would be convened in the fall of 2012, with dates and location to be confirmed.

### **14. Adjournment**

In closing, Mr. Pearson acknowledged the time and effort contributed by presenters and thanked all participants for their contributions to a productive meeting.

There being no further business, the meeting was adjourned.

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**Prepared by:** Sarah Wells  
**Date:** December 15, 2011

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### **List of Attachments**

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- Attachment 1: List of Participants
- Attachment 2: Presentation – National Update
- Attachment 3: Presentation – New West Partnership Transportation Issues
- Attachment 4: Presentation – FHWA Truck Size and Weight Program
- Attachment 5: Presentation – SmartWay Canada
- Attachment 6: Presentation – Transport Canada Environmental and Safety Investigations
- Attachment 7: Presentation – Heavy Duty Vehicle Greenhouse Gas Emission Regulations
- Attachment 8: Presentation – Weight Issues with LNG Trucks
- Attachment 9: Presentation – Single Wide Tires
- Attachment 10: Presentation – Wolf Trailer Company Roll-Coupling Devices Update
- Attachment 11: Presentation – Spectra Products Hub Alert
- Attachment 12: Presentation – The World of Oversize Loads

**Attachment 1:**

**Task Force on Vehicle Weights and Dimensions Policy  
Meeting – November 30, 2011 Montreal**

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