Council of the Federation

Harmonization of Transportation Regulations

November 2008

Background

- In August 2007, the provincial and territorial Premiers (Council of the Federation) agreed to harmonize transportation regulatory codes,
  - eliminate those standards and regulations that are unjustifiable barriers to trade in the transportation sector
- Council of Ministers Responsible for Transportation and Highway Safety directed to report in July 2008

Report Outline

- mechanisms and support structure used for intergovernmental collaboration and for consensus building
- the progress which has been achieved in harmonization of transportation regulations since the 1980's
- the processes and mechanisms which are in place to
  - Address ongoing harmonization needs and
  - Maintain close working relationships between governments and stakeholders
- current harmonization issues and priorities, and the mechanisms being used to address them, including outstanding issues which pose major challenges

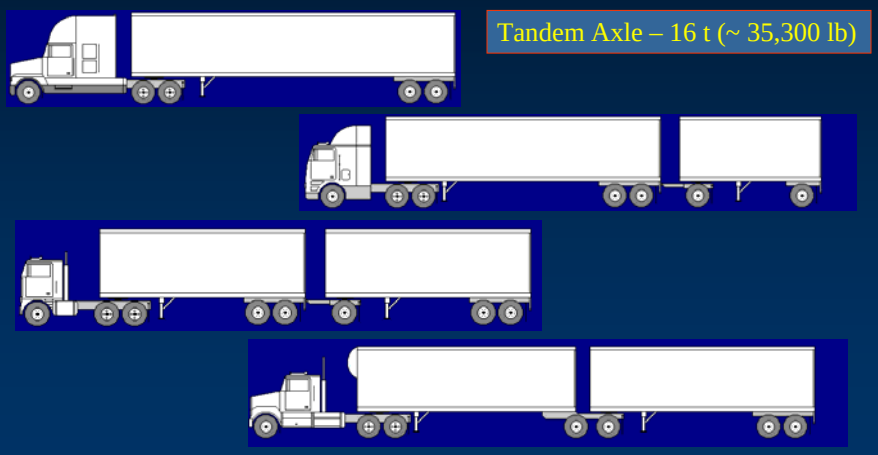
Agreements and MOU's: Motor Carriers (since 1987)

- National: 12
  - Including
    - MOU on Vehicle Weights and Dimensions
    - National Safety Code
- Regional: 7
  - Including harmonization of special permits west, central and east

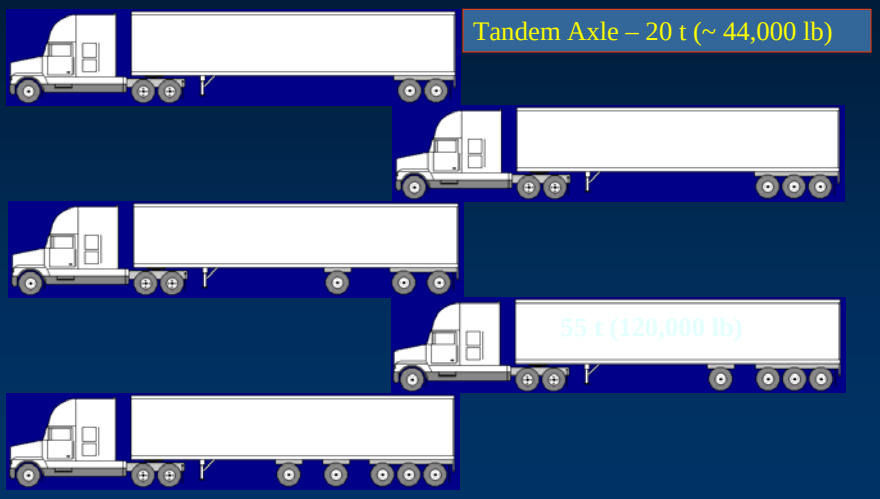
Evolution of Vehicle Weight and Dimension Limits

- Until early 1970's Canada and US had similar size and weight limits:
  - 73,280 - 80,000 lb
  - 65 - 70 ft vehicle length limit
- Quest for greater productivity in Canada resulted in changes through 1970's
  - Longer vehicles (including doubles and LCV's)
  - New Bridge Formula; higher axle and vehicle weights

Evolution of Higher Payloads: Western Canada - Longer Vehicles



Evolution of Higher Payloads: Eastern Canada – New "Bridge Formula"



National Harmonization of Truck Size and Weight Limits

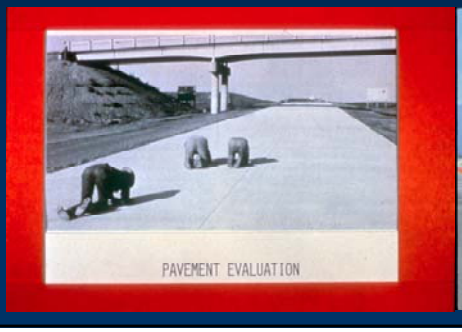
- **Early 1980's – growing concerns growing with lack of uniformity in regulations across Canada**
  - Cited as barriers to trade between provinces
- **Challenge: Why do limits differ from one jurisdiction to the next?**
- **Resolution:**
  - **major research effort to address technical concerns**
  - **government/industry partnership**

Stability and Control Research

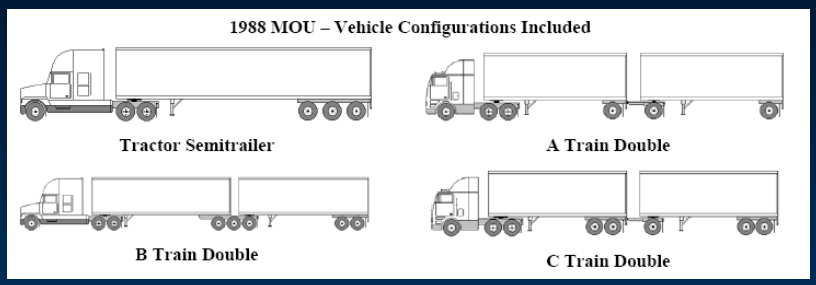
- Examination of impacts of changing weights and dimensions
  - Tractor Semitrailers
  - Double Trailer Combinations
  - Longer Combination Vehicles

Pavement Impacts Research

- What are impacts of increased axle weights on different pavement designs?
  - Single, tandem and tridem groups
- What are impacts of different axle configurations?
  - Single tires vs dual tires
  - Close and wide spaced tandems
  - Close and wide spaced tridems
- 13 instrumented test sites on highways across Canada



MOU on Vehicle Weights and Dimensions – 1988

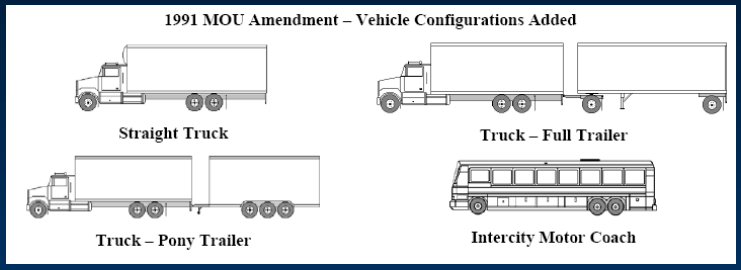


Commitments:

- Vehicles which comply with weight and dimensions limits in MOU can travel freely across Canada
- Provinces can retain more liberal weight and/or dimension limits for travel within their jurisdiction

MOU on Vehicle Weights and Dimensions: 1991 Amendment

- 4 additional configurations added



National MOU Evolution

- 1994:
  - Semitrailer length limit increased to 16.2 m (53 ft)
  - Overall length limit for double trailer combinations increased to 25 metres (82 ft)
- 1997
  - Increased box length limit for Truck-Trailer combinations to 20 m
  - Increased hitch offset limit to 1.8 m
  - Increased straight truck steering axle weight limit to 7250 kg
  - Reduced minimum trailer wheelbase to 6.25 m
  - Removed weight limit caps on second trailer in doubles
  - Accepted vehicles with liftable axles, “invisible” when lifted
- 2004
  - Increased box length limit on A Train Doubles to 20 m
  - Added recreational vehicles to Intercity Bus category

National MOU Evolution

- 2008
  - Increased weight limits on new generation single tires
  - Exempted aerodynamic devices on rear of trucks and trailers from length measurement
  - Standardized width limit allowances for auxiliary equipment and rear view mirrors

Conclusion

- Significant progress on nationally compatible weight and dimension limits in past 20 years;
  - benefits to shippers, carriers and consumers
- Ongoing efforts to identify concerns and resolve impediments to interprovincial trade
  - MOU has not been stagnant, updated 5 times
  - Significant regional agreements also implemented – west, central & east
- Comment – MOU is 20 years old; time for review and renewal?
- Are there issues not being addressed?
  - Long Combination Vehicles
  - Oversize and Overweight permits
  - Others