

Task Force on Vehicle Weights and Dimensions Policy

November 2013

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

Task Force on Vehicle Weights and Dimensions Policy

**Heavy Truck Weight and Dimension Limits
for Interprovincial Operations in Canada**

Resulting From
The Federal-Provincial-Territorial Memorandum of Understanding
on Interprovincial Weights and Dimensions



Summary Information

December 2011

MOU – National Standards for Vehicle Weights and Dimensions

1988 – First Established

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

1991 – First Amendment

- Expanded to include Straight Trucks, Truck – Trailer Configurations and Intercity Buses

1994 – Second Amendment

- Increased semitrailer length to 16.2 m (53') and overall length of doubles to 25 m

1997 – Third Amendment

- Adjustments to internal dimension controls (minimum wheelbases, hitch offsets)
- Increased Box Length limit for truck trailer configurations to 20 m
- Adjustments to weight limits on truck steering axles and double trailer combinations

2004 – Fourth Amendment

- Increased box length limit on A trains to 20 m

MOU – National Standards for Vehicle Weights and Dimensions

2008 – Fifth Amendment

- Recognized new wide base single tires (> 445 mm in width)
- Adjusted track width requirement for single tires
- Added rear aerodynamic device on trucks and trailers
- Standardized approach to measurement of overall width

2009 – Sixth Amendment

- Standardized definition for Track Width
- Revised Minimum Track Width for Trailer Axles Fitted with Single Tires

2011 – Seventh Amendment

- Revised weight limit provisions for Intercity Bus Category
- Weight allowance for Auxiliary Power Units on Tractor Semitrailers
- Revised minimum track width requirements for wide-base single tires

Vehicle Weights and Dimensions

- Annual meetings to exchange information, review emerging issues, identify harmonization concerns and priorities
- Last meeting held in Montreal in December 2012
- Information: www.comt.ca
 - Standards and regulations
 - Government contacts
 - Meetings and minutes
 - Research reports and reference materials

Issues & Proposals 2012

- Use of 6 x 2 Tractors with “Smart” Suspensions
 - Possible conflict with tandem axle load equalization requirements in National Standards

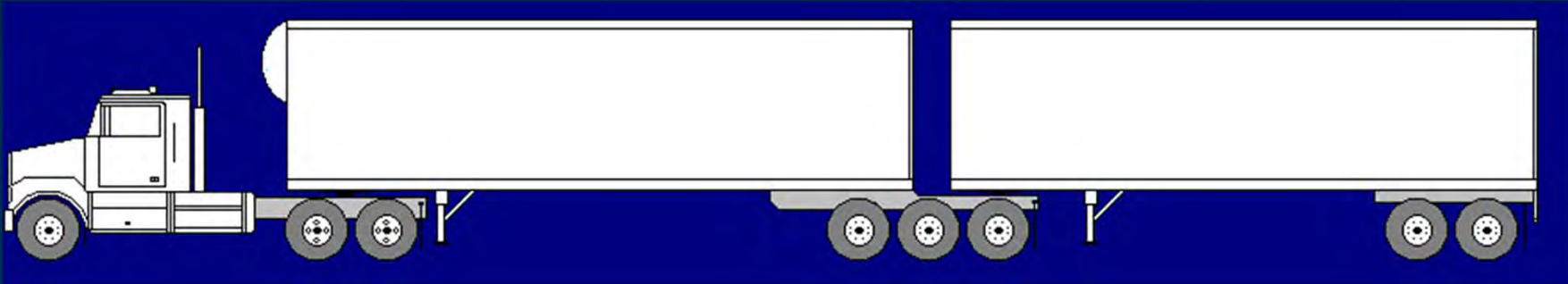


Status:

Discussions ongoing – update presentation on current agenda.

Issues & Proposals 2012

- Overall Length Limit on B Train Doubles
 - Current National "Standard" – 25 m
 - CTA Proposal – Increase to 27.5 m



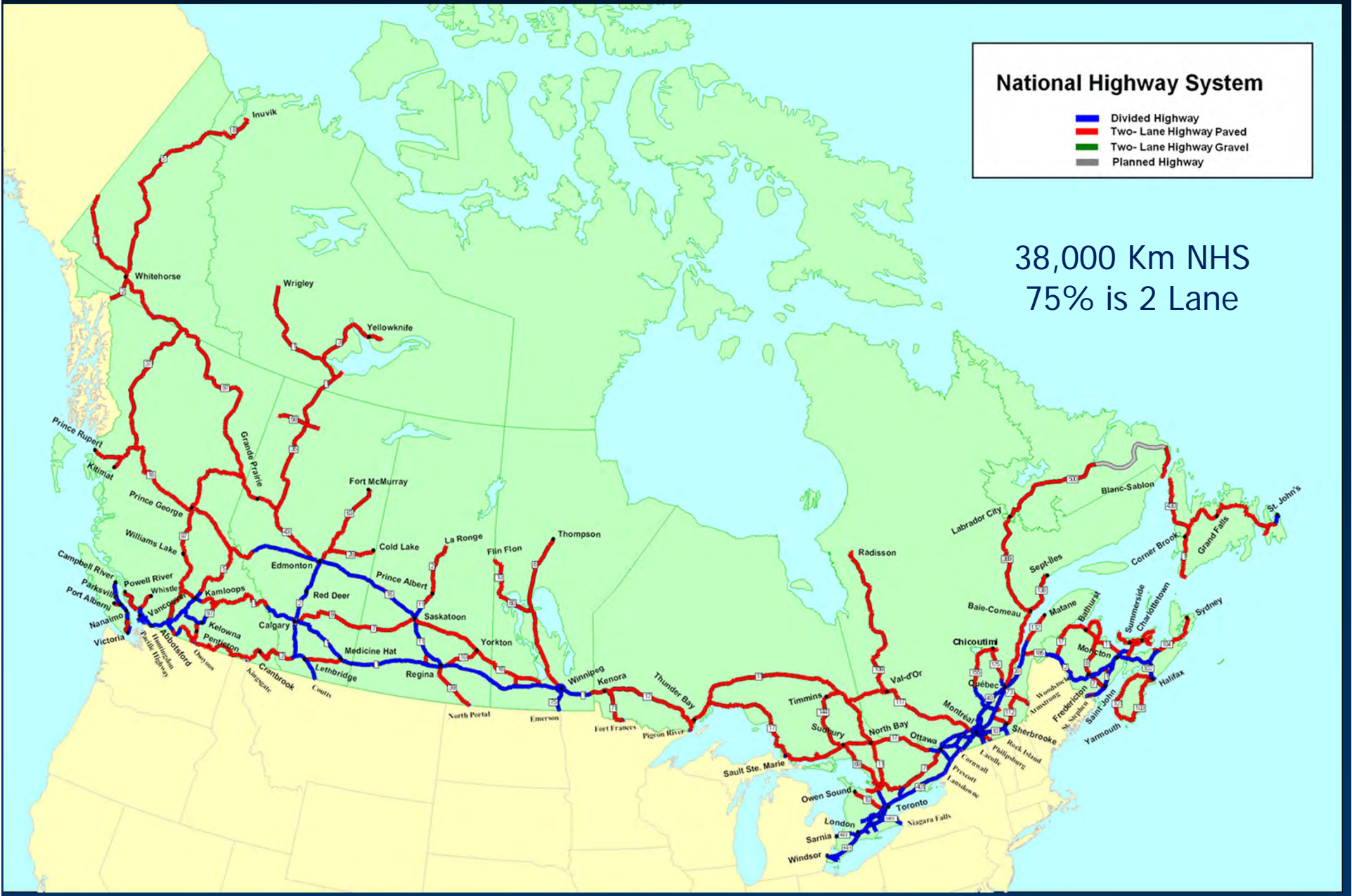
Status:

- Proposal is under review; implications for passing operations on two lane roads being assessed by Engineering & Research Support Committee

National Highway System

- Blue line: Divided Highway
- Red line: Two-Lane Highway Paved
- Green line: Two-Lane Highway Gravel
- Grey line: Planned Highway

38,000 Km NHS
75% is 2 Lane



Issues and Proposals 2012

- Inclusion of Low Bed and Double Drop Semitrailers in National MOU as Special Configuration
 - Proposal to remove wheelbase limit on semitrailer to improve national consistency



Status:

- Configuration usually operates under special permit – provinces/territories working to address concerns through harmonization of permit conditions

Issues and Proposals 2012

- Inclusion of Tridem Drive Tractors in National MOU
 - Growing use of tridem drive tractors, particularly in western Canada



Status:

- Proposal from CTA to be presented on current agenda

Issues & Proposals 2012

- Use of Saddlemount Configurations
 - Not included in National Standards – Special Permits



Status:

- Discussions have been occurring with provinces with respect to policies and special permit conditions

Issues and Proposals 2012

- Weight Allowances for LNG Powered Tractors
 - LNG related equipment imposes weight penalty, steering axle weight limit conflicts

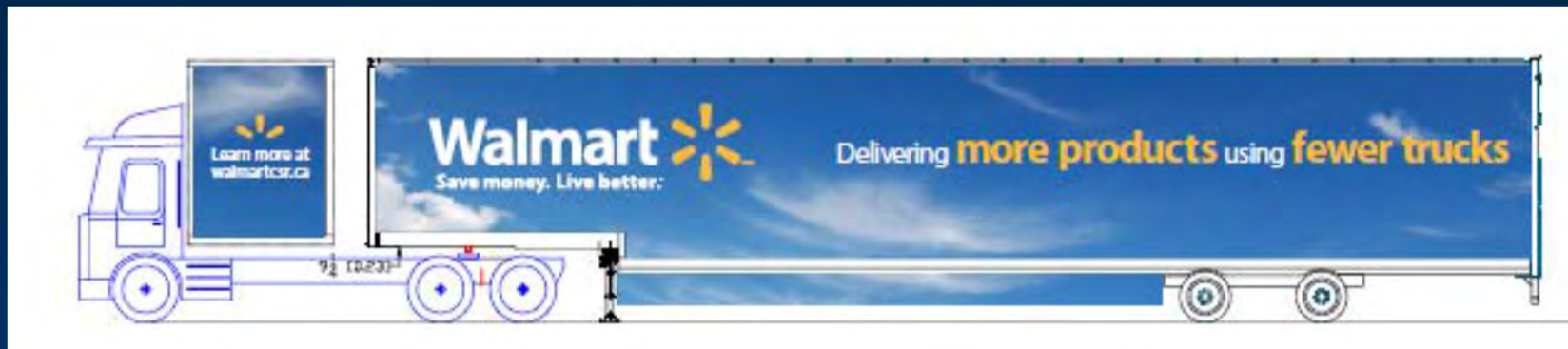


Status:

- Additional weight allowance provided in BC (1500 kg).
- Steering axle weight limits increased in western provinces and Quebec.

Issues and Proposals 2012

- Use of Supercube Configuration with 60' Semitrailer
 - Conflicts with semitrailer length limit in National Standards



Status:

- Pilot program launched in Ontario in early 2013.

Issues and Proposals 2012

- Use of Roll Coupled Hitches on Pony Trailers
 - Not addressed by National Standards



Status:

- Pilot program launched in Nova Scotia; six truck-trailers are active.

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 in early 2014