

Task Force on Vehicle Weights and Dimensions Policy

December 2016

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

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

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 – Nine to Date

- 1991, 1994, 1997, 2004, 2008, 2009, 2011, 2014 & 2016

Implications of National Standards in MOU

- Hold no legal status
 - Regulations of provinces and territories apply
 - Amendments to MOU may not have 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 December 2015
- Information: www.comt.ca
 - Standards and regulations
 - Government contacts
 - Meetings and minutes
 - Research reports and reference materials

MOU Amendments September 2016

- Two amendments approved by the Council of Ministers Responsible for Transportation and Highway Safety On September 28, 2016
- Since 1986 the national standards have limited the wheelbase of highway tractors to a maximum of 6.2 m (244 inches)
 - Based on controlling turning performance at intersections
- The amendments provide opportunity to use longer wheelbase tractors on Tractor Semitrailer and B Train Double configurations
 - originated from proposals presented at annual meetings of the Task Force

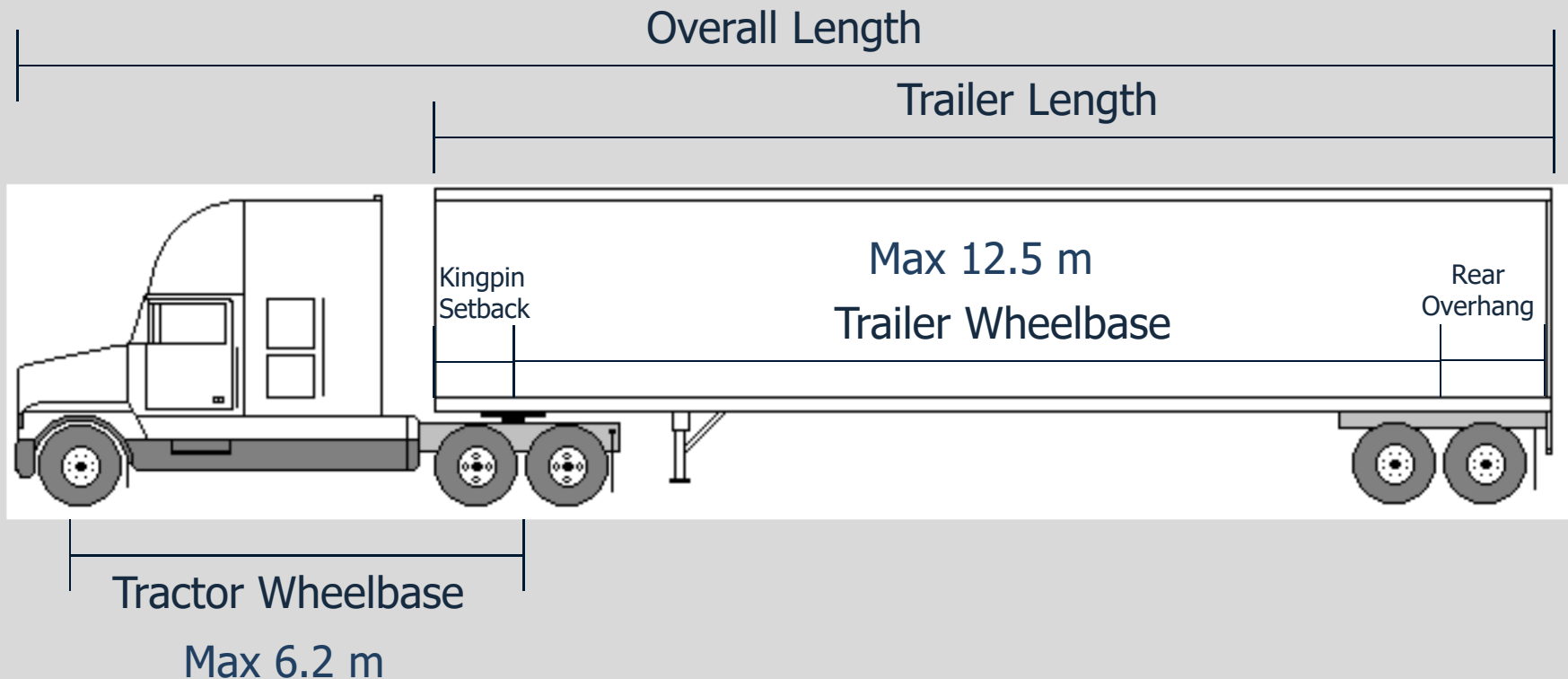
Longer Wheelbase Tractors

Trucking industry requested opportunity to use tractors with longer wheelbases:

- Improved aerodynamics
- Driver comfort (better ride)
- Larger sleeper berths
- More space needed for emissions equipment
- Larger fuel tanks for remote operations

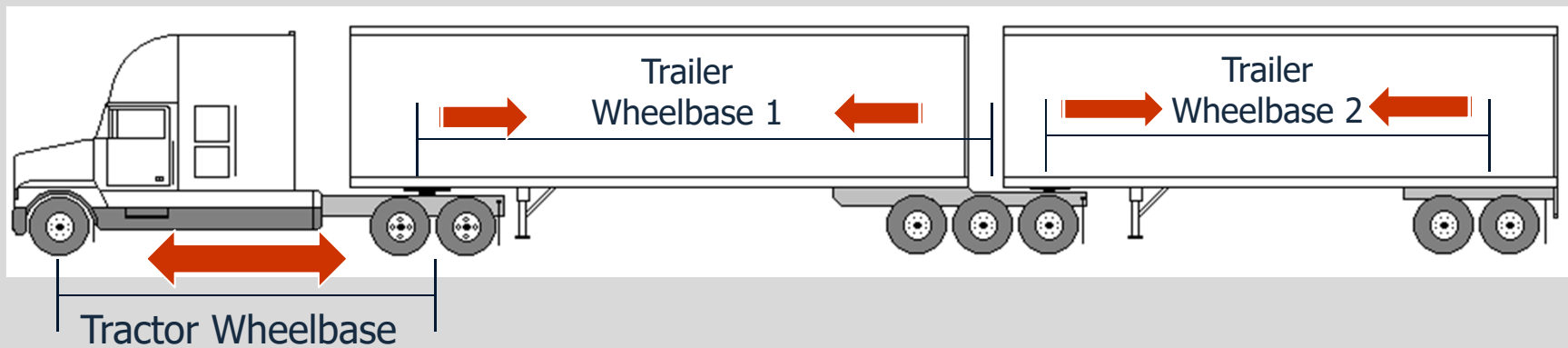


Dimension Controls

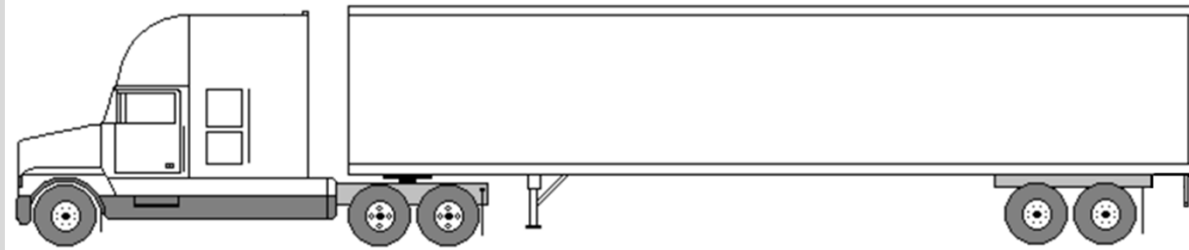


Limits on Tractor and Trailer wheelbases are required to ensure space required for turning remains within acceptable limits (eg. road geometry at intersections)

Turning Performance – Compensating for Longer Tractors



Amendment 1:
**Provision to Allow Longer Wheelbase Tractors on
Category 1: Tractor Semitrailer Configurations**

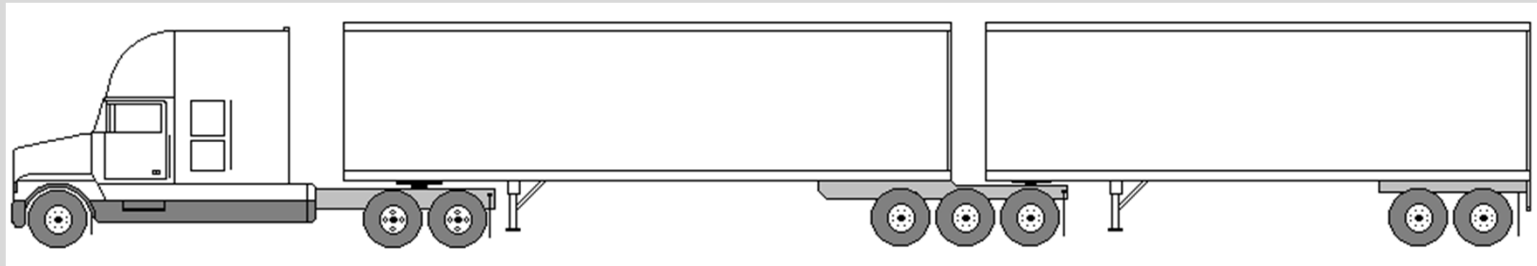


The tractor wheelbase can be up to 7.2 m (283.5 in) in a Tractor-Semitrailer configuration, provided the wheelbase of the semitrailer is reduced in accordance with the following table:

Maximum Semitrailer Wheelbase for Tractor Wheelbase > 6.2 m

Tractor Wheelbase	Maximum Semitrailer Wheelbase
6.2 m or less	≤ 12.50 m
> 6.2 m to 6.3 m	≤ 12.47 m
> 6.3 m to 6.4 m	≤ 12.40 m
> 6.4 m to 6.5 m	≤ 12.33 m
> 6.5 m to 6.6 m	≤ 12.27 m
> 6.6 m to 6.7 m	≤ 12.20 m
> 6.7 m to 6.8 m	≤ 12.13 m
> 6.8 m to 6.9 m	≤ 12.07 m
> 6.9 m to 7.0 m	≤ 12.00 m
> 7.0 m to 7.1 m	≤ 11.93 m
> 7.1 m to 7.2 m	≤ 11.87 m

**Amendment 2:
Provision to Allow Longer Wheelbase Tractors on
Category 3: B Train Double Configurations**



The tractor wheelbase can be up to 6.8 m (268 in) in a B Train Double configuration, provided the sum of the wheelbases of the semitrailers is reduced in accordance with the following table:

Maximum Sum of Semitrailer Wheelbases for Tractor Wheelbase > 6.2 m

Tractor Wheelbase	Maximum Sum of Semitrailer Wheelbases
6.2 m or less	≤ 17.00 m
> 6.2 m to 6.3 m	≤ 16.53 m
> 6.3 m to 6.4 m	≤ 16.44 m
> 6.4 m to 6.5 m	≤ 16.36 m
> 6.5 m to 6.6 m	≤ 16.27 m
> 6.6 m to 6.7 m	≤ 16.19 m
> 6.7 m to 6.8 m	≤ 16.10 m

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