

TASK FORCE ON TRUCKING HARMONIZATION

Task Force on Vehicle Weights and
Dimension Policy Forum

November 28, 2018

Establishment of the Task Force

- ▶ Though significant advancements towards harmonizing trucking standards across Canada have been made, concerns about regulatory differences continue to be raised by stakeholders.
- ▶ In response, in September 2016, the Council of Ministers of Transportation and Highway Safety agreed to establish a new federal/provincial/territorial task force to study interprovincial truck-related regulations.

Task Force Work: Phase 1

- ▶ Formed in January 2017, the Task Force is co-chaired by Transport Canada and Saskatchewan.
- ▶ The work of the Task Force was divided into two phases.
- ▶ Phase 1 included:
 - ▶ A survey to identify key issues perceived to be irritants or barriers to the trucking industry.
 - ▶ A *What we Heard Report* presenting the issues raised (April 2018).

Issues Identified Through Stakeholder Consultations

1. Lack of harmonization between jurisdictions on legal vehicle weight and dimensions.
2. Varying vehicle equipment registration and requirements/regulations.
3. Slow adoption of recent Memorandum of Understanding on Vehicle Weights and Dimensions amendments across jurisdictions.
4. Adoption of National Safety Code rules vary, it is difficult for drivers and carriers to remain compliant given varying rules across Provinces.
5. Harmonization of Spring Road Bans/Restrictions.
6. Lack of harmonization in permit processes for Oversize/Overweight loads across jurisdictions.
7. Lack of designated national Oversize/Overweight corridor.
8. Varying vehicle requirements, weight limits, permit conditions, driver qualifications and training for long combination vehicles.
9. Weight allowances based on tire size differ.
10. Lack of mutual recognition and cost impacts of varying fuel and sales tax rates across jurisdictions.
11. Inconsistent enforcement and policing of trucking regulations.
12. Pilot car operations (i.e., enforcement and training) vary across jurisdictions.
13. Lack of mandatory drug and alcohol testing for commercial truck drivers.
14. Lack of standardized mandatory entry level training for commercial vehicle drivers across Canada.
15. Lack of National Safe Rest Areas strategy

Task Force Work: Phase 2

- ▶ In April 2018 Ministers of Transportation and Highway Safety agreed to expedite the Task Force's work to have a final report ready by Winter 2019.
- ▶ Phase 2 examined the issues identified, documented why differences exist between jurisdictions, and explored what can be done to address them.
- ▶ A final report is currently being drafted and will be presented to Ministers in January 2019.