
Task Force on Vehicle Weights and Dimensions Policy

Ontario Ministry of Transportation Regulatory Update



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Overview

- Reduced Load Period (Spring Thaw).
- Review of O.Reg 413/05, Vehicle Weights and Dimensions (VWD) for Safe, Productive, and Infrastructure-Friendly (SPIF) vehicles.
- Regulatory Update
 - Overview of Safe, Productive, and Infrastructure-Friendly (SPIF) Vehicles regulation
 - Special Vehicle Configuration (SVC) permits available in advance of regulatory amendments

Red Tape/Burden Reduction

- Since spring 2016, the province has been engaged industry through the Red Tape Challenge. Ontario intended to cut unnecessary red tape to save businesses time and money and had engaged industry to understand where the province could improve regulations to better protect consumers, employees and the environment.
- The 'new' government administration intends to continue this work (albeit in a slightly different manner), whereby feedback obtained will help Ontario modernize business regulations so that they are outcome-focused and evidence-based.
- Highway Traffic Act (HTA) Section 122, Reduced Load Periods:
 - Initial part of the review focused on spring load restrictions for seed transportation trucks
 - Continued review expanded toward fuels, livestock, with a focus on the change in business since this section of the HTA was last revisited.

Reduced Load Period/Spring Weight Restrictions

- What we heard
 - Reduced Load Period/Spring Weight Restrictions for trucks makes it difficult for farm products, fuels, and other rural deliveries as business has changed since the last time Section 122 of the HTA was reviewed.

- Our plan
 - The Ministry of Transportation (MTO) will continue consulting with the trucking industry toward streamlining the Reduced Load Period process with other jurisdictions, and clarify which road authority is responsible for reduced loads in areas.

 - The ministry will also review the HTA to identify opportunities to refine spring load restrictions based on modern truck configurations.

SPIF Review

- The main objective of the SPIF Review is to determine how the introduction of the SPIF regulation impacted the operations of the aggregate and excavation hauling sector in Ontario compared to other trucking sectors operating in the province.

- The study is determining the impacts on:
 - Road safety comparing the initial expectations on improvement in dynamic performance, and reviewing enforcement statistics related to safety and compliance with weight laws, and of collision statistics of heavy trucks.

 - Infrastructure including the evaluation on damage to pavement structures and estimated reduced/increased life of bridges coming from the differential use of vehicle configurations before and after the modified regime.

 - The economic and productivity performance of the carriers and the industry as a whole, including modification of operational practices, difficulties coping with the new technology and weight compliance, as well as the additional costs involved with the new technology.

Red Tape/Burden Reduction

- Industry input
 - Based on a Reduced Load Period Questionnaire supplied to stakeholders, an engineering consultant has completed analysis around potential pavement impacts and likely economic impacts around several scenarios:
 - Expanding the list of exempted products/goods
 - Increasing allowable weight thresholds (beyond 5000kg/axle)
 - Dividing Section 122 into categories around goods versus weight thresholds

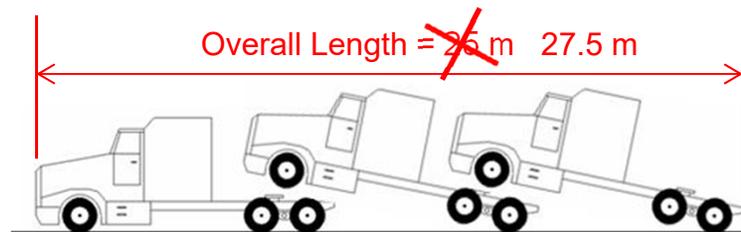
- Status
 - MTO is currently working internally at potential options to move forward.

SVC Permit Programs

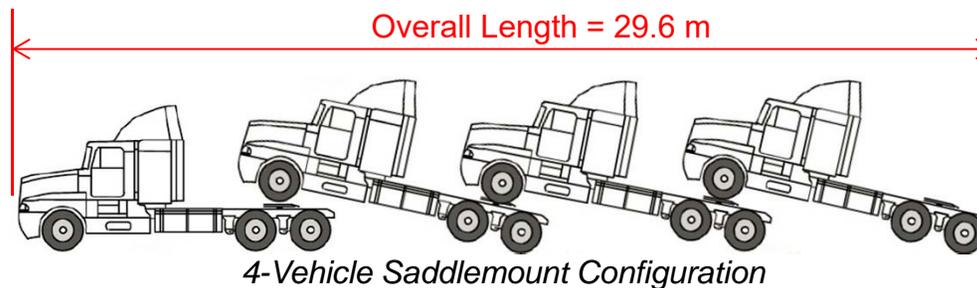
- ❑ Three- and Four-Vehicle Saddle-mount Configurations
- ❑ Smart Lift Axles on Tractor Semi- and Double-Trailers
- ❑ Long Wheelbase Tractors on Tractor Self-Steer Semitrailers

3- and 4-Vehicle Saddlemounts

- MTO regulations currently allow for a maximum overall length of 25 m for a vehicle configuration.
- In October 2016, JHT Holdings, Inc.(JHT) submitted a dynamic performance report that met MTO's safety related requirements, requesting that:
 - 3-vehicle Saddlemounts up to 27.5 m in overall length to operate within regulation.
 - 4-vehicle Saddlemounts up to 29.6 m in overall length be operated with a 90 km/h speed restriction, under SVC permit, harmonized with the Quebec regime.

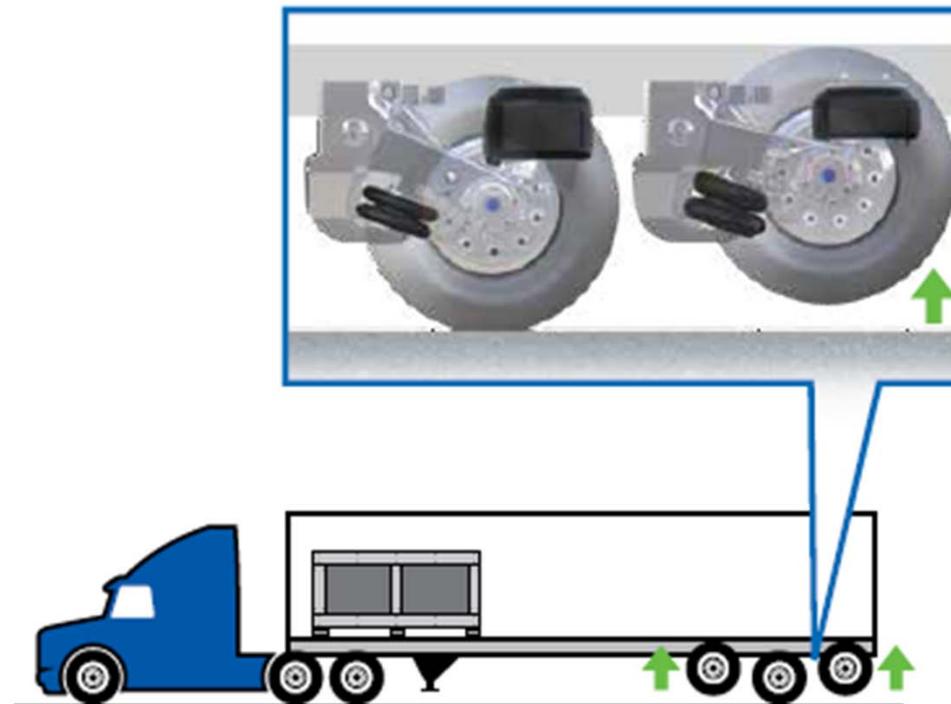


3-Vehicle Saddlemount Configuration under Reg 413/05 Vehicle Weights and Dimensions (VWD) for Safe, Productive, and Infrastructure-Friendly (SPIF) Vehicles, Schedule 31.



Smart Lift Axles (SLAs)

- In February 2017, OTA submitted a report addressing the technical, operational, economic and environmental aspects of allowing SLA technologies on semitrailers. The report followed MTO's guidelines for business cases requesting new vehicle configurations.

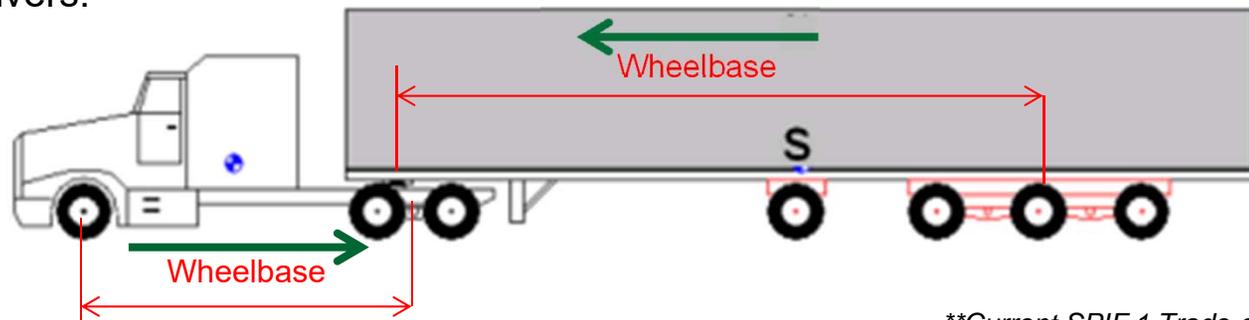


As the trailer load is reduced, the Meritor WABCO Trailer Lift Axle Control System will automatically raise the lift axle to reduce unnecessary tire wear and rolling resistance, thereby improving fuel economy and reducing costs.

SmartTrac Automatic Trailer Lift Axle Control System, C/O Meritor Wabco

Long Wheelbase Tractors

- Since 2012, MTO has worked with the OTA toward allowing wheelbase limits on tractors that are longer than currently allowed in regulation. MTO is currently reviewing all SPIF compliant tandem drive tractor self-steer multi-axle semitrailers (SPIF 2 through SPIF 7).
- Longer wheelbase tractors help facilitate the accommodation of technologies required to meet air quality and GHG emissions mandates, alternative fuel platforms that require more on-board infrastructure (fuel tanks, batteries, etc.) than diesel platforms, and more comfortable sleeper berths for drivers.



***Current SPIF 1 Trade-off Table*

Tractor	Feature	Dimensional Limit
Semi-Trailer	Wheelbase	Max 6.8m
	Wheelbase If tractor wheelbase is:	
	i. 6.2m or less	6.25m to 12.50m
	ii. >6.2m to 6.3m	6.25m to 12.47m
	iii. >6.3m to 6.4m	6.25m to 12.40m
	iv. >6.4m to 6.5m	6.25m to 12.33m
	v. >6.5m to 6.6m	6.25m to 12.27m
	vi. >6.6m to 6.7m	6.25m to 12.20m
	vii. >6.7m to 6.8m	6.25m to 12.13m

Thank you

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