

Ministry of Transportation

Task Force on VWD Policy Virtual Meeting 2020



December 1, 2020



Overview

- 1) Reduced Load Period under the Highway Traffic Act (HTA)
- 2) Long Combination Vehicle (LCV) Program
- 3) SPIF Phase 4 Grandfathering

Reduced Load Period

History

Background

- Reduced Load Period (RLP) can be enacted by the province on provincial roads, or by the local road authority via by-law application on their own infrastructure.
- RLP is typically in place from March 1 to June 31 during the spring thaw period and applies to lower standard, secondary and tertiary roads (primarily impacting municipal roads). RLP limits axle weights on all vehicles, while some commodities are allowed higher weights if carried on certain truck configuration types, and others are exempted all-together.
- Legislation has been in place since 1975 and municipalities across the province apply this legislation as they deem necessary, to protect road infrastructure. Industry has requested revisions to meet the changes around delivery, vehicles, and on-time demand of modern farms.

COVID-19

Response to COVID-19

- The Ministry temporarily lifted reduced load period restrictions in certain areas of southern Ontario so to allow trucks to move essential goods and agricultural products during the state of emergency. A temporary regulation was enacted, ending June 30th, 2020.
- The changes ensured that the trucking industry could continue to move essential goods including medical supplies, fuel, food and agricultural products. This also provided relief to Ontario's agricultural sector by ensuring the movement of food products and essential goods necessary for food production.
- The temporary changes were enacted based on an analysis of factors that affect RLP timing and placement across the province that supported lifting the RLP earlier than normal in certain areas of southern Ontario that were unlikely to return an RLP scenario. Considerations were given to ensure the impact of road infrastructure is minimized.

LCV Program

COVID-19

Response to COVID-19

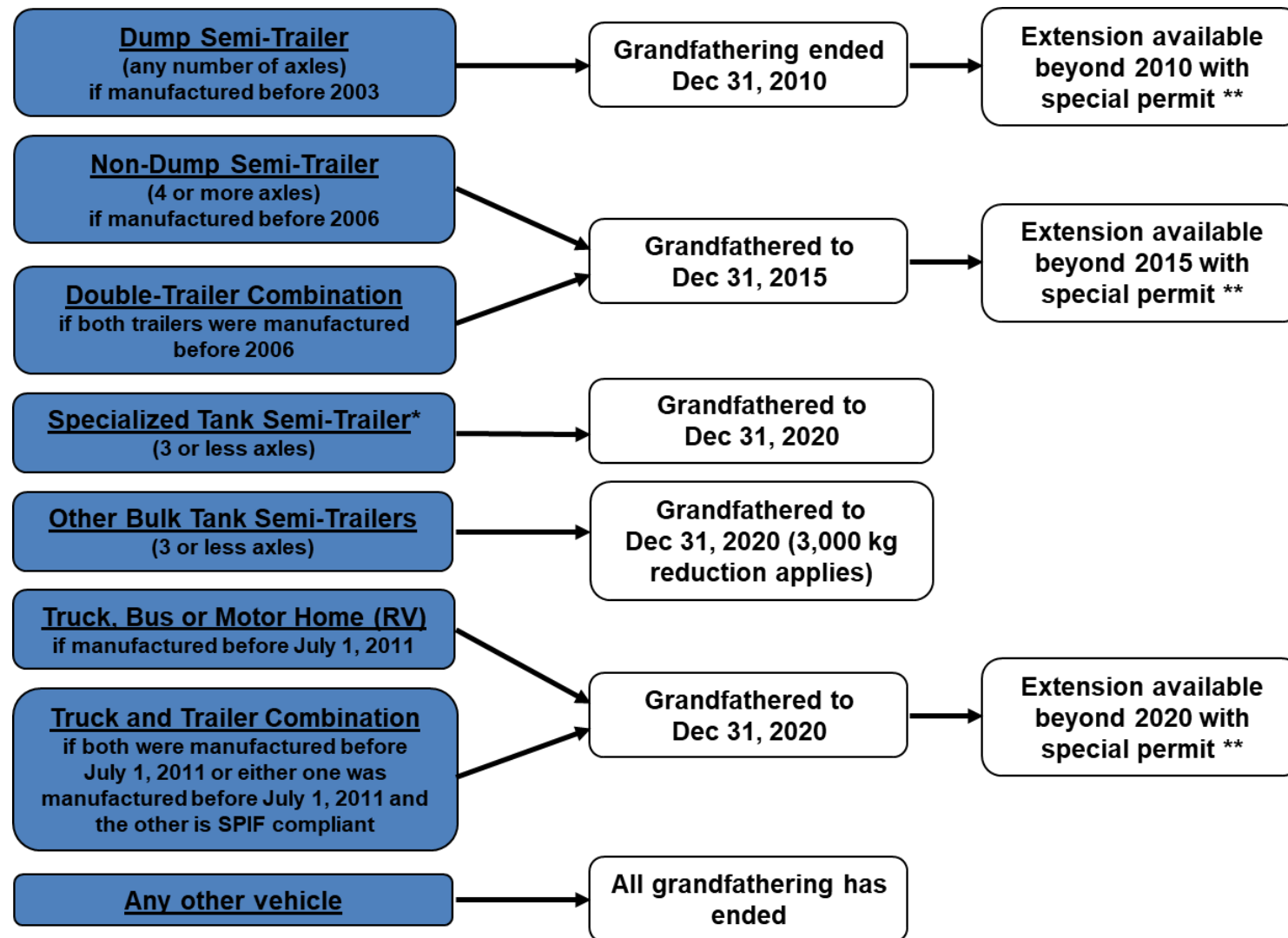
- Temporary permit addendum released to adjusted LCV Program Conditions to allow for travel during blackout periods on holiday/long weekends for the length of the pandemic.

Program Amendments Implemented in December 2019

- Effective December 2019, specific changes to Ontario's Long Combination (LCV) Vehicle Program were made, focusing on three separate policy changes/program amendments:
 - Easing the LCV Program Conditions around peak travel restrictions within the Greater Toronto Area (GTA). Suggest removal or relaxing conditions currently reflecting no travel between 7:30am and 9:00am and 4:30pm to 6:00pm across the GTA.
 - Easing the LCV Program Conditions around Cargo Restrictions related to the transport of Dangerous Goods.
 - Allowing the Parry Sound lay-by to be utilized as an Origin/Destination location where carriers can assemble/disassemble LCVs.

**Safe, Productive, and
Infrastructure-Friendly (SPIF)
Vehicles**

History



Grandfathering for SPIF Phase 4

End of initial grandfathering on December 31st, 2020:

- Grandfathering of vehicles as they correspond to when the regulation was enacted.
- Phase 4 vehicles dealt with July 1st, 2011, will have their **initial grandfathering end on December 31st, 2020.**
 - If a Phase 4 impacted vehicle was built before July 1st, 2011 it's initial grandfathering will end; if it is older than 15 years of age it will be deemed non-SPIF as grandfathering for trucks of that vintage has ended. The vehicle can either be upfitted to become SPIF, or operate as non-SPIF per Table 32.
 - After that date, if the vehicle is less than 15 years of age (*20 for a mixer*) they have the opportunity to extend grandfathering until it reaches 15 years of age (*20 for a mixer*) (the expected life of the vehicle), by way of grandfather extension permit.

Grandfathering for SPIF Phase 4

End of initial grandfathering on December 31st, 2020:

- Grandfather Extension permits on a per vehicle basis, based on VIN (thus fully transferable upon sale) for the life of the permit (no renewal required – one-time purchase), at standard permit costs (~\$440).
- If the vehicle is older than 15 years of age, 20 years for a mixer, thus out of grandfathering, it can either be upfitted to become SPIF compliant or will be deemed non-SPIF with allowable gross weights curtailed to what is set-out in Table 32 of O.Reg. 413/05.
- Phase 4 grandfathering permits are now available. All grandfathering permits are located on our permit website:
 - <http://www.mto.gov.on.ca/english/trucks/oversize-overweight-permits.shtml>
 - Look under the heading - *Special vehicle configuration permits* - and the sub-bullet - *Permits to Extend Grandfathering*

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