

TASK FORCE ON VEHICLE WEIGHTS AND DIMENSIONS POLICY

December 2020

Task Force on Vehicle Weights and Dimensions Policy

- National forum for coordination and harmonization of provincial and territorial regulations, policies and practices
 - Representatives from each of the federal, provincial and territorial transportation departments
- Advance recommendations on:
 - Regulatory harmonization needs and priorities
 - Amendments to the standards contained in the National MOU on Vehicle Weights and Dimensions

Vehicle Weights and Dimensions

- Annual open meetings to exchange information, review emerging issues, identify harmonization concerns and priorities
- Information: www.comt.ca
 - Standards and regulations
 - Government contacts
 - Meetings and minutes
 - Research reports and reference materials
- COVID-19
 - Added section on spring weight restrictions and special provisions



National Standards for Weights and Dimensions

- ***National Agreement (MOU) established in 1988***
 - founded on major research program and developed in partnership with industry
- ***Standards Evolution***
 - Task Force on Vehicle Weights and Dimensions Policy
 - Provides ongoing national forum for discussions with stakeholders on harmonization needs and priorities
 - Government/Industry consensus has resulted in expansion of, and amendments to, the MOU 10 times since 1988
 - 1991, 1994, 1997, 2001, 2004, 2009, 2011, 2014, 2016 & 2019

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

January 2019

Amendments to MOU January 2019

1. Weight Limit Parity for Wide Base Single Tires and Dual Tires



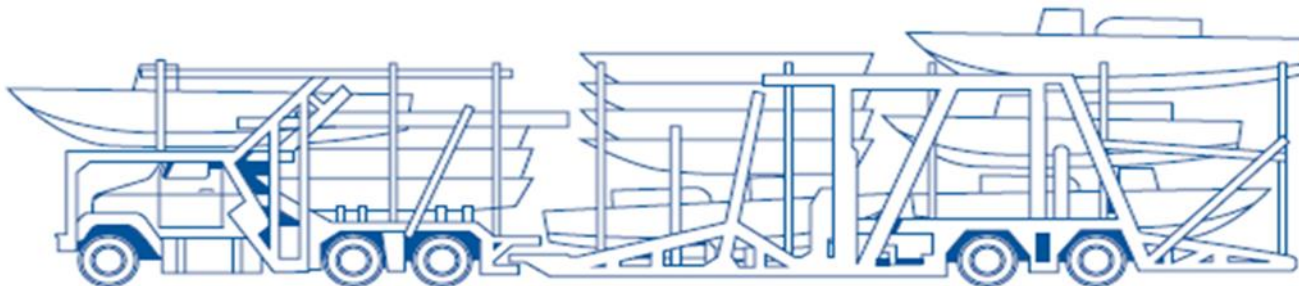
Conventional Dual Tires



Wide Base Single Tires

- The Council of Ministers approved amendments to the MOU to provide the same weight limits for WBST (with widths of 445 mm or greater) as for axles fitted with conventional dual tires.

2. Provision to Allow Boats to be Transported in Category S1 – Stinger Steer Automobile Carrier






Regional Harmonization of Weights and Dimensions

Western Region


- Long Combination Vehicles

Harmonization of Special Permit Conditions
for Operation of Turnpike Double Long
Combination Vehicles in Western Canada




December 2012

Harmonization of Special Permit Conditions
for Operation of Rocky Mountain Double Long
Combination Vehicles in Western Canada



November 2014

Harmonization of
Special Permit Conditions for Operation of
Three-way/Four-way Saddlemount
Long Combination Vehicles
in Western Canada



December 2018

- Oversize and Overweight Loads



Memorandum of Understanding
on Harmonization of Special Permit Conditions
for Oversize/Overweight Indivisible Loads

November 2002



Memorandum of Understanding Respecting
the Harmonization of Permit Conditions for
the Movement of Bales Across Manitoba,
Saskatchewan, Alberta & in the Peace River
Block in British Columbia

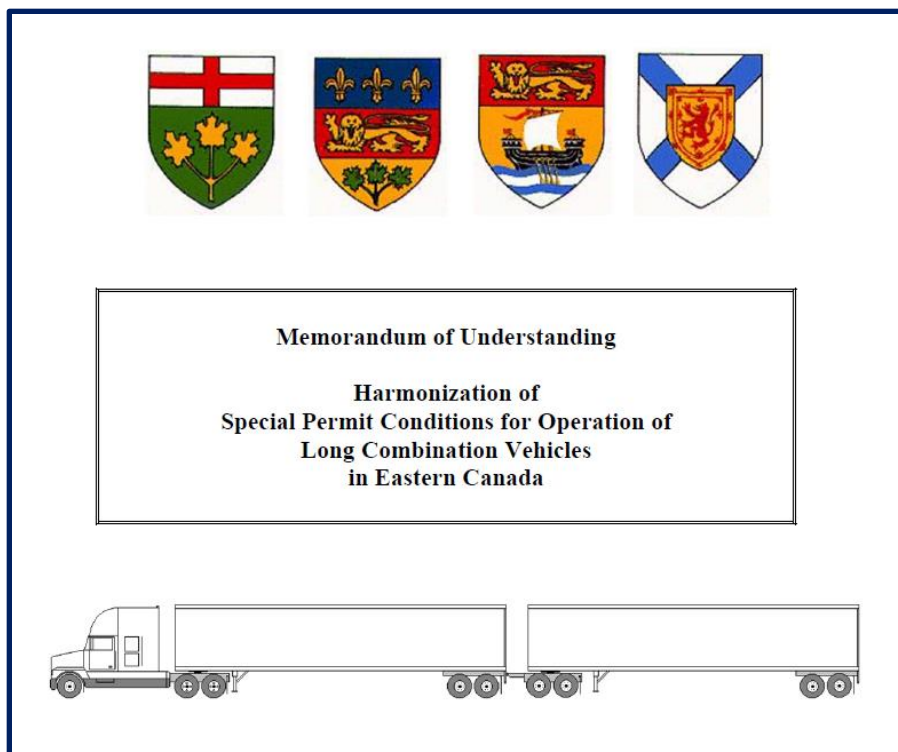
November 2002



Regional Harmonization of Weights and Dimensions

Central - Atlantic

- Long Combination Vehicles – MOU Approved 2016

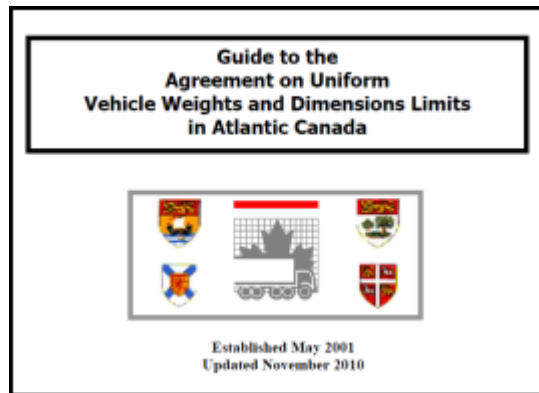




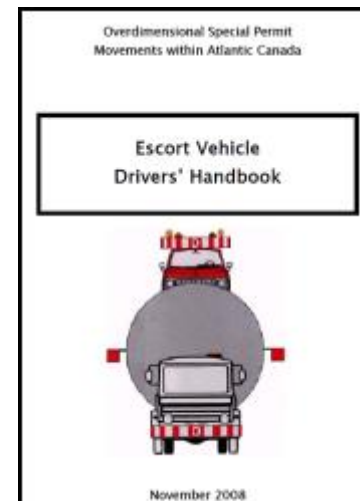
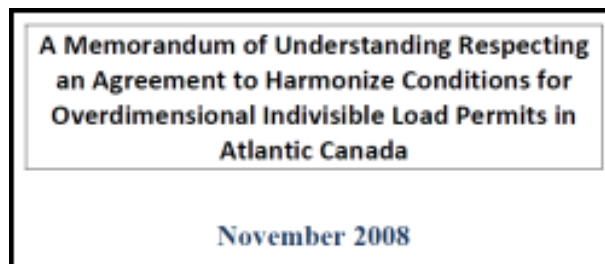
Regional Harmonization of Weights and Dimensions

Atlantic Region

- Harmonized Regulated Weight and Dimension Limits



- Oversize Loads



Dimension Limits

Dimension Limits (metres)

	MOU	YK	NT	BC	AB	SK	MB	ON	QC	NB	NS	PE	NL
Overall Height	4.15	4.2	4.2	*	*	*	*	*	*	*	*	*	*
Overall Width	2.6	*	*	*	*	*	*	*	*	*	*	*	*
Overall Length													
Straight Truck	12.5	*	*	*	*	*	*	*	*	*	*	*	*
Truck & Full Trailer	23	*	*	*	*	*	*	*	*	*	*	*	*
Truck & Pony Trailer	23	*	*	*	*	*	*	*	*	*	*	*	*
Tractor Semitrailer	23	*	25	*	*	*	*	*	*	*	*	*	*
A Train Double	25	*	26	26	26	26	*	*	*	*	*	*	*
B Train Double	27.5	*	*	*	*	*	*	*	*	*	*	*	*
C Train Double	25	*	26	26	26	26	*	*	*	*	*	*	*
Trailer Length													
Full Trailer	12.5	*	*	*	*	*	*	*	14.65	*	*	*	*
Semitrailer	16.2	*	*	*	*	*	*	*	*	*	*	*	*
Box Length													
Truck & Full or Pony Trailer	20	*	*	*	*	*	*	*	*	*	*	*	*
A Train Double	20	*	*	*	*	*	*	*	*	*	*	*	*
B Train Double	20	*	*	*	*	*	*	*	*	*	*	*	*
C Train Double	20	*	*	*	*	*	*	*	*	*	*	*	*
Effective Rear Overhang													
Straight Truck	4	*	*	*	*	*	*	*	*	*	*	*	*
Semitrailer	35% of wb	*	*	*	*	*	*	*	*	*	*	*	*
Wheelbase													
Tractor (min)	3	*	*	*	*	*	*	*	*	*	*	*	*
Tractor (max) ¹	6.2	NR	*	*	*	*	*	*	*	*	*	*	*
Full Trailer (min)	6.25	*	*	*	*	*	*	*	*	*	*	*	*
Semitrailer (max)	12.5	*	*	*	*	*	*	*	*	*	*	*	*
Semitrailer (min)	6.25	*	*	*	*	*	*	*	*	*	*	*	*

Legend: * = Same as MOU Atlantic Regional Harmonization Western Regional Harmonization

Weight Limits

Weight Limits (kilograms)

Gross Vehicle Weight	MOU	YK	NT	BC	AB	SK	MB	ON	QC	NB	NS	PE	NL
Truck - 3 axles	24,250	28,200	24,300	26,000	24,300	24,300	24,300	28,100 ¹	25,250	26,000	26,000	26,000	26,000
Tractor Semitrailer	- 3 axles	23,700	26,000	*	24,200	24,200	24,200	27,700	25,500	*	*	*	*
	- 4 axles	31,600	35,100	*	32,800	32,100	32,100	36,800	33,500	32,600	32,600	32,600	32,600
	- 5 axles	39,500	44,200	*	40,000	40,000	40,000	45,900	41,500	41,500	41,500	41,500	41,500
	- 6 axles	46,500	49,100	*	47,000	47,000	47,000	52,800	49,500	49,500	49,500	49,500	49,500
A Train	- 5 axles	41,900	45,500	*	42,400	42,400	42,400	*	45,500	*	*	*	*
	- 6 axles	49,800	53,500	*	50,300	50,300	50,300	*	53,500	50,800	50,800	50,800	50,800
	- 7 axles	53,500	*	*	*	*	*	*	*	*	*	*	*
	- 8 axles	53,500	*	*	*	*	*	*	*	*	*	*	*
B Train	- 6 axles	48,600	54,200	*	49,100	49,100	49,100	55,900	53,000	50,600	50,600	50,600	50,600
	- 7 axles	56,500	63,300	*	57,000	57,000	57,000	60,800	59,000	59,500	59,500	59,500	59,500
	- 8 axles	62,500	63,500	63,500	63,500	63,500	63,500	63,500	*	*	*	*	*
C Train	- 5 axles	41,900	45,500	*	42,400	42,400	42,400	*	45,500	*	*	*	*
	- 6 axles	49,800	54,600	*	50,300	50,300	50,300	*	53,500	50,800	50,800	50,800	50,800
	- 7 axles	54,600	60,500	*	57,700	57,700	60,500	60,500	55,500	55,600	55,600	55,600	55,600
	- 8 axles	58,500	60,500	*	60,500	60,500	60,500	60,500	*	*	*	*	*
Truck & Pony Trailer - 6 axles	45,250	52,200	48,300	47,000	45,300	45,300	45,300	54,100	49,500	47,000	47,000	47,000	47,000
Truck & Full Trailer - 5 axles	41,250	47,300	41,300	43,000	42,500	41,300	41,300	46,100	43,500	43,000	43,000	43,000	43,000
Truck & Full Trailer - 7 axles	53,500	59,200	*	57,000	55,300	55,300	55,300	63,500	55,500	*	*	*	*
Axle loads													
Steering Axle - Tractors	5,500	*	*	6,000	6,000	6,000	6,000	7,700	*	*	*	*	*
Steering Axle - Trucks	7,250	7,300	7,300	7,300	7,300	7,300	7,300	9,000	*	8,000	8,000	8,000	8,000
Single Axle - dual tires	9,100	10,000	*	*	*	*	*	10,000	10,000	*	*	*	*
Single Axle - wide single tires	7,700	*	6,000	*	*	*	9,100	9,000	10,000	*	*	*	*
Tandem Axle - dual tires	17,000	17,900	*	*	*	*	*	18,000	18,000	18,000	18,000	18,000	18,000
Tandem Axle - wide single tires	15,400	*	12,000	*	*	*	17,000	18,000	18,000	*	*	*	*
Tridem - 2.4 m spread	21,000	24,000	*	24,000	*	*	*	21,300	*	*	*	*	*
Tridem - 3.0 m spread	23,000	24,000	24,000	24,000	24,000	24,000	*	24,000	24,000	24,000	24,000	24,000	24,000
Tridem - 3.7 m spread	24,000	*	*	*	*	*	*	26,000	26,000	26,000	26,000	26,000	26,000

Legend: * = Same as MOU Atlantic Regional Harmonization Western Regional Harmonization

Developments in 2020

- **COVID-19 Preoccupation**

- Travel restrictions, quarantines, border crossing, supply chain issues
- Amazing collaboration between the trucking industry and governments to keep things moving in very difficult circumstances

- **Changing of the Guard**

- Several long serving members of the Task Force retired or moved on during the past year
- Acknowledge and thank
 - Kim Durdle, Alberta Transportation
 - Andrew Cipywynk, Saskatchewan Highways
 - Jan McKee, Manitoba Infrastructure
 - Corey White, New Brunswick Transportation

Task Force on VWD Policy

- **Ongoing pressure to reduce barriers to efficient trade within Canada**
 - Canadian Free Trade Agreement of 2017
 - Differences in vehicle weights and dimensions regulations and policies continue to be cited as barriers and impediments
 - Complex regulatory field with many governments involved
 - Much has been accomplished, but always opportunities to improve efficiency and productivity of the highway transport system
- **Report on today's issues and discussions will be provided to Council of Deputy Ministers**