

Ministry of Transportation

Task Force on VWD Policy Annual Meeting



December 2021

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.

MTO's Actions

Additional Improvements

- The Ministry has undertaken the following action to address gaps in data on municipal roads
 - MTO shared its instrumentation and operational approach at Ontario Good Roads Association in October 2018.
 - Load restriction dates determined based on measured weather and road conditions including subsurface measurements
 - Start date can be as early as mid-February and end date as early as late March based on actual conditions
 - Industry is notified five days in advance and directed to specific information on Ontario 511 website
 - Workshops were provided for municipalities in an effort to inform municipalities of MTO's approach to determine dates for restricted loads.
 - MTO can provide technical support to jurisdictions interested in moving forward with instrumentation, modelling and monitoring.

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.

Review and Consultation

Industry/Municipal Consultation

- The Ministry is currently reviewing the future of Reduced Load Period in Ontario while considering that currently, municipalities are facing extraordinary financial difficulties, whereby any changes to the reduced load period regime will impact their local road infrastructure during the spring thaw period.
- Discussions and consultations with municipalities will take place over the coming months, as the Ministry sets a path-forward toward aiding municipalities in their application of RLP across Ontario.

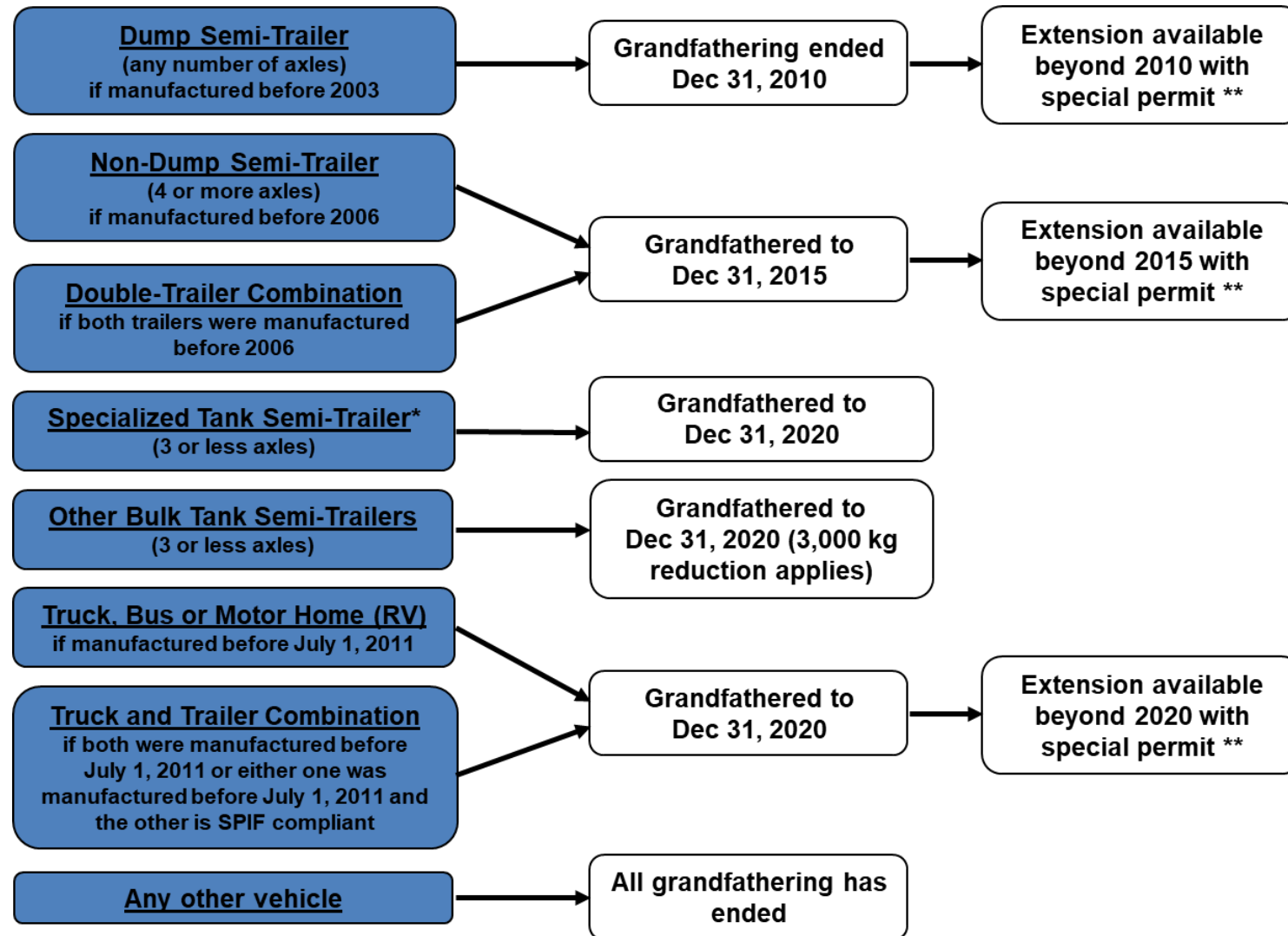
LCV Program

LCV Program Amendments

- The changes focus on separate policy changes/program amendments:
 1. Modifications to language around OTA's delivery of Driver Training/Certification.
 2. Proof of Workplace Safety & Insurance Board (WSIB)/Workers' Compensation Board (WCB) coverage by carriers on an annual basis.
 - Declaration of valid WSIB/WCB coverage for the carrier to remain active in the program.
 3. Proof of Dangerous Goods Training for carriers and drivers.
 - Toward maintaining on-road safety oversight mechanisms in relation to transporting small amounts of non-explosive and non-volatile dangerous goods on LCVs.
 4. Amend vehicle weights and dimensions regime toward allowing tandem axles on lead semitrailers in B-Train LCV Double-Trailer configuration.
 - Toward increased productivity across the LCV Program.
 5. Minor corrections related to compliance with federal manufacturing safety standards (no impact on current or future operations).

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

History



Grandfathering for SPIF Phase 4

Phase 4 pre-SPIF Grandfathering ended December 31st, 2020:

- Grandfathering has been in-place since the regulation was enacted.
 - If a Phase 4 impacted vehicle was built before July 1st, 2011 it's initial grandfathering has ended; if it is older than 15 years of age it is deemed non-SPIF as grandfathering for trucks of that vintage has ended. The vehicle can either be upfitted to become SPIF, or continue operate as non-SPIF per Table 32 or O.Reg 413/05.
 - If the vehicle is less than 15 years of age the opportunity to extend grandfathering until the vehicle reaches 15 years of age (the expected life of the vehicle), is available by way of grandfather extension permit:
 - <http://www.mto.gov.on.ca/english/trucks/pdfs/extended-permitting-application-for-phase-4-vehicles-en.pdf>

Grandfathering for SPIF Phase 4

Permits to Extend Grandfathering:

- Permits have been available since late-Fall 2020.
- Grandfather Extension permits are distributed 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).
- Grandfathering permits are located on our permit website – both Phase 3 and 4 permit applications:
 - <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*

Emergency Lift Axle Override

Emergency Lift Axle Override:

- SPIF trucks and tractor built on or after January 1, 2020 may be equipped with emergency lift axle override controls that allow the driver to raise, or reduce the weight on, the truck's self-steer axle or the most forward self-steer axle on the trailer. The intend is similar to the regular override controls, but intended for any emergency situation and would not active unless:
 - Vehicle speed is less than 60 kph;
 - It activates the 4-way flasher, but it is separate and independent from such flasher;
 - The words "Emergency Lift Axle Override" is clearly display adjacent to the control;
 - It begins the lifting or altering of weight immediately upon activation; and
 - It fully deploys the self-steering axle or forced-steer auxiliary pusher axle immediately upon stopping the vehicle, turning off the tractor power, and within three minutes after the lifting or altering occurred.

Emergency Lift Axle Override

Emergency Lift Axle Override:

- **The modification to the lift axle controls was introduced on July 1, 2019, with an effective date of January 1, 2020.**
- In response to the CTEA member concerns, the ministry implemented a deferral of enforcement of the regulations governing the in-cab emergency override controls, as required by the regulation, until November 1st, 2020.
- Due to the COVID-19 pandemic, the ministry enacted a further deferral of enforcement until November 1st, 2021 so to facilitate a final solution.
- The Ministry recently announced a further deferral of enforcement, extending the current enforcement deferral from November 1, 2021 to January 1, 2023 (*one year*).

CONTACT:

Joe Lynch, P.Eng.

Senior Vehicle Standards Engineer

Ministry of Transportation

125 Sir William Hearst Ave, 3rd Floor,

Toronto, ON

M3M 0B5

Telephone: 416-389-8308

Email: joe.lynch@ontario.ca