



Task Force on Vehicle Weights and Dimension Policy - Roundtable Updates

Transport Canada
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Covid Measures and the Trucking Industry

- The COVID-19 pandemic posed unprecedented challenges for the trucking industry. GoC recognizes the essential work by this sector in continuing to provide critical goods and services helping Canadians during this difficult time.
- Regular engagement with all levels of government and industry stakeholders, including the CTA and the PMTC, to identify emerging issues and mitigate disruptions.
 - Ongoing collaboration between all levels of government and industry for COVID-19 response and recovery efforts.
 - Quick and decisive action to minimize the risks; sharing information on best practices and lessons learned; and ensuring access to personal protective equipment.
 - Guidance material on *Use of Masks, Face Coverings and Gloves* as well as *Federal Safety Guidance to Protect Drivers and Limit the Spread of COVID-19 in Commercial Vehicle Operations*.

ELDs / Hours of Service Regs.

- A progressive enforcement period with no penalties was announced by TC (March 2021) and the CCMTA (May 2021) until June 2022.
- Testing and certification regime for ELDs is supported by extensive technical specs in the CCMTA Technical Standard and TC test procedures.
- ELDs have to be tested and certified by accredited certification bodies (CBs).
- Currently there are 3 accredited Certification Bodies and 8 certified devices (subject to change). Work is ongoing to support the certification bodies and ELD providers to facilitate certification.
- Most P/Ts are pursuing their own ELD mandates and consultations (for example ON, MB published their regulations in Gazette 1).
- Amendments to the federal HoS Regulations mandating ELDs went in effect on June 12, 2021.

Task Force on HDV Retrofits

- Phase 1 Report of the Task Force on Heavy-Duty Vehicle (HDV) Retrofits concluded. Task Force was created to explore options for retrofitting heavy-duty vehicles to reduce GHGs. Based on C/B of retrofits and climate targets for 2030, retrofits can play a role in reducing emissions of the existing fleet as an interim step to other measures such as fuel switching and the adoption of ZEVs
- Phase 2 work advancing to explore policy options to support the adoption of retrofits. Objective is to provide jurisdictions with a document that will be useful to inform their own policy and program development processes.

Decarbonization and ZE MHDVs

- February 2021, TC and the U.S. DoT committed to work toward a ZEVs future through ambitious vehicle standards to improve fuel efficiency and reduce GHGs from HD vehicles.
- In **COP26** conference in Glasgow, Canada signed on to the **MOU on Zero Emission Medium- and Heavy-Duty Vehicles**, to work with key nations to enable 100% ZE new truck and bus sales by 2040 with an interim goal of 30% ZE vehicle sales by 2030.
- Working with OGD for a **whole-of-government approach to ZE medium- and heavy-duty vehicles**. Government beginning to engage stakeholders on accelerating the supply of, and demand for, ZE medium and heavy-duty vehicles and other activities to reduce emissions. A discussion paper released by Environment and Climate Change Canada.

Truck Driver Shortages

- We are aware that the trucking industry is facing a growing and significant labour shortage, affecting supply chains in Canada.
- Shortages may re-emerge/increase during economic recovery and beyond, particularly impacting the trucking sector.
- Collaboration with other federal departments and key stakeholders to address skills issue in transportation sector, including trucking.
- Engaged with federal partners - ESDC, ISED, and IRCC, as well as industry stakeholders, to ensure the prioritization of transportation interests.
- E.g. ESDC Sectoral Workforce Solutions Program designed to support skills training and recognizes transportation as one of 7 key sectors

Other TC initiatives of interest

- Update on TC's Cooperative Truck Platoon Trial – Marc Belzile, Transport Canada

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