

Ministry of Transportation

**Task Force on Vehicle
Weights and Dimensions
(VWD) Policy**



December, 2022

Vehicle Weights and Dimensions (VWD)

- Ontario Regulation 413/05, Vehicle Weights and Dimensions (VWD) for Safe, Productive, and Infrastructure Friendly (SPIF) Vehicles:
 - Regulatory reform and implementation using a streamlined approach, MTO drafted, tested, consulted, and implemented via a staged approach.
- Different transition schedules for various vehicles:
 - Phase 1 (2001) - non-dump tractor semitrailers (1-3 axles)
 - Phase 2 (2003) - all dump tractor semitrailers
 - Phase 3 (2006) - non-dump tractor semitrailers (4+ axles)
- all double-trailer combinations
 - Phase 4 (July 2011) - trucks, truck-trailers, buses, misc.
- Pre-SPIF vehicles grandfathered at previous gross weights and dimensions.
- All grandfathering is for limited period of time and will end at pre-established dates.
- Going forward, 2 vehicle categories – Non-Compliant/Non-SPIF **OR** SPIF Compliant based on Schedules

Regulatory Amendments Since Implementation

- Since July 2011, there have been 3 regulatory amendments to the SPIF regulation:
 - July 2012
 - SPIF Schedule 1 (Tractor Fixed-Axle Semi-Trailer) amendment to accommodate technologies required to meet air quality and Greenhouse Gas (GHG) emissions mandates and allow the adoption of alternative fuel platforms, in addition to correcting redundancies.
 - January 2014
 - SPIF Grandfathering Regime, extending existing grandfathering privileges for Phase 3 vehicles by an additional 5 years so to compensate for the economic downturn of 2008-09, which forced operators to reduce equipment use (therefore extending their usable life expectancy).
 - January 2016
 - SPIF Schedule 12 (B-Train Double Trailer) amended to accommodate technologies required to meet air quality and GHG emissions mandates and allow the adoption of alternative fuel platforms.
 - Rear mounted aerodynamic devices (boat tails) to reduce fuel consumption by up to 5% (even further when coupled with other aerodynamic devices mounted on semi-trailers).

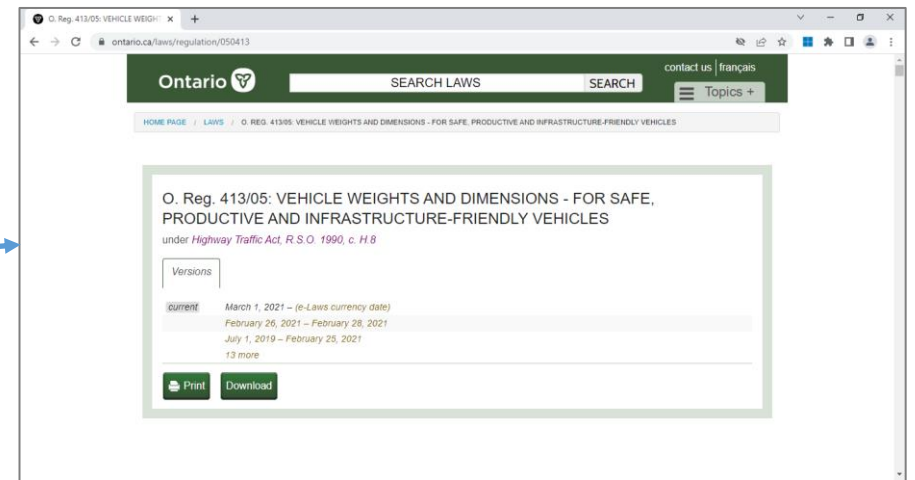
Regulatory Amendments Since Implementation

■ Since July 2011, there have been 3 regulatory amendments to the SPIF regulation:

□ July 2019

- The weight limits for wide base single tires at par weights to the dual tires that they replace;
- The loading of boats on stinger-steer auto carriers;
- The operation of long wheelbase tractors on designated tandem tractor semitrailer configurations currently not privy to such an allowance;
- Extend the overall length of designated saddlemount configurations;
- Use of smart lift axles on tandem, tridem and quadruple axles on designated tractor semi- and double-trailers; and
- Clarify the exemption allowing manual controls on designated trucks and tractors to lift a self-steering axle in emergency situations as to be designed to be activated separately and independently of the 4-way flashers.

<https://www.ontario.ca/laws/regulation/050413>



Truck Parking

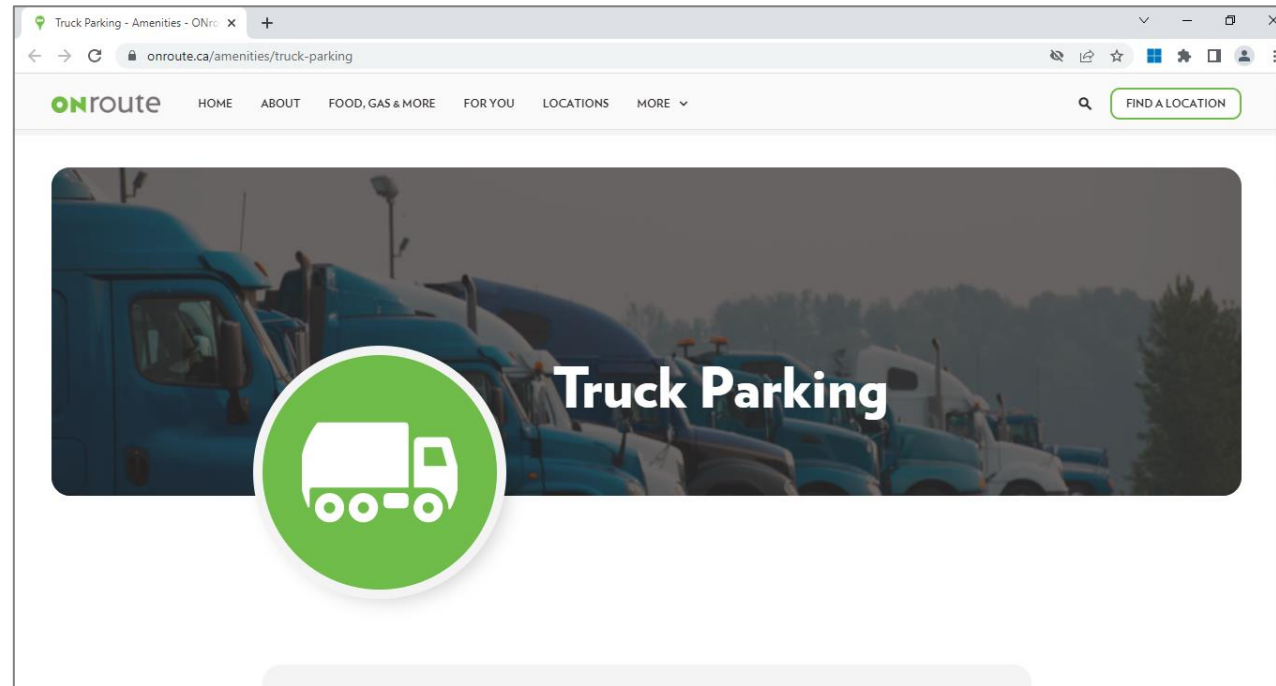
- The ministry understands that providing truckers with a place to rest is a priority and has gone well beyond studying this issue to actually building and improving truck parking.
- In January 2021, the Minister of Transportation announced a **five-year rest area expansion program** to provide truck drivers with more places to safely stop and rest while moving goods.
- This program will result in the construction of **10 new rest areas**, the **rehabilitation of 14 other rest areas** along with the **addition of approximately 178 truck parking spaces** at four ONroutes. Further improvements are also being explored.

ONroute



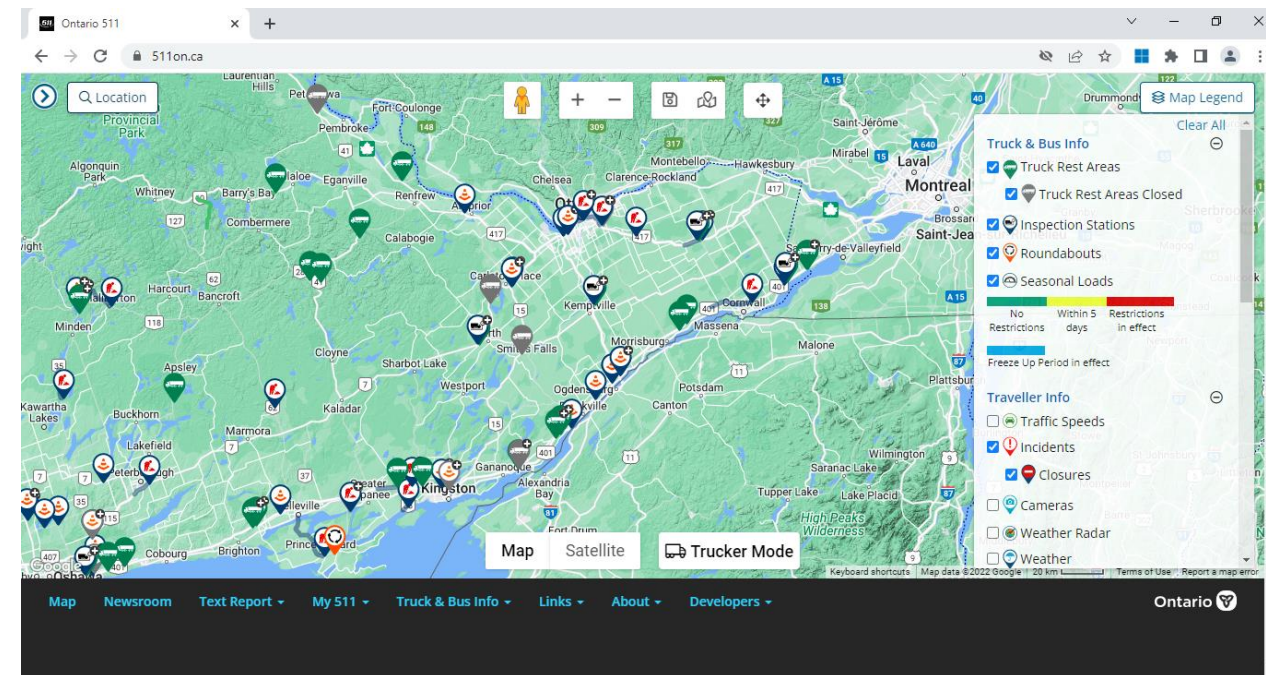
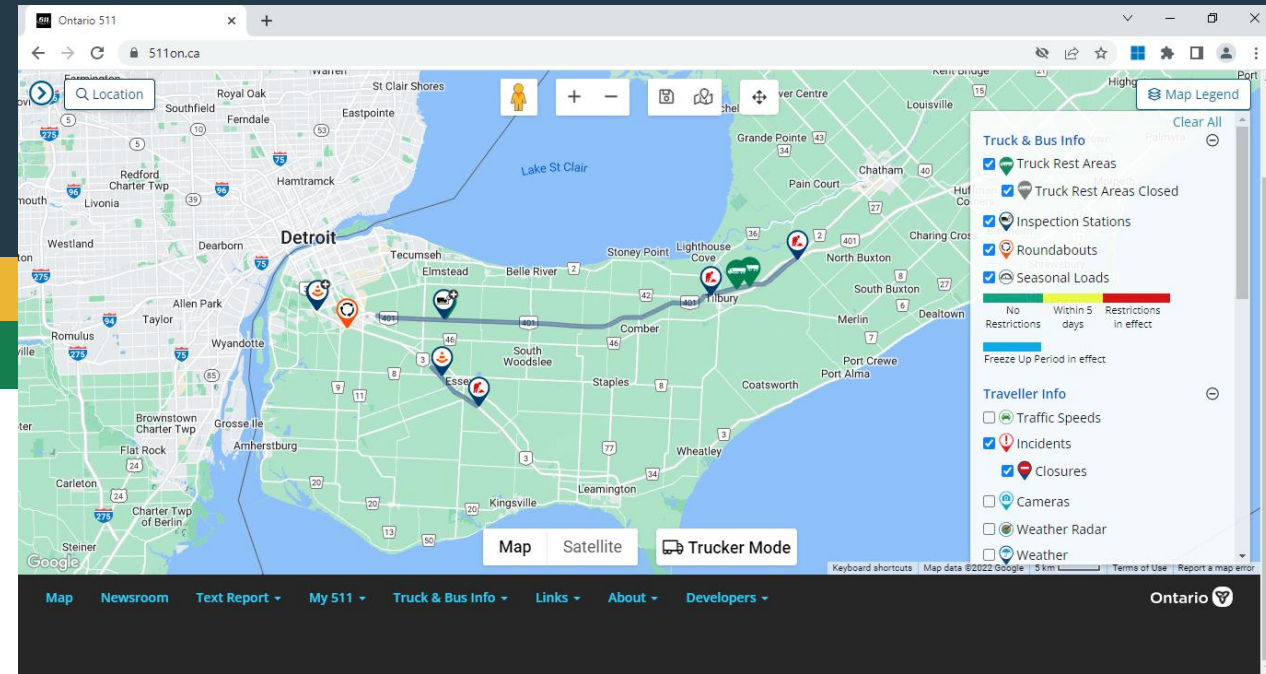
Truck Parking

- Along the highway 401 and 400 corridors alone two new truck parking facilities were opened in Southern Ontario this past summer. One facility on **Highway 402, provides parking for 14 trucks and Long Combination Vehicles (LCVs) in close proximity to the border crossing at Sarnia.** Another new truck parking facility was opened on **Highway 401, near Gananoque with an additional 29 parking spaces for trucks and LCVs.**



Truck Parking

- Typically rest stops and truck inspection stations/stops are designed to accommodate a variety of vehicle configurations. Drivers can easily find suitable parking spots using the interactive map on **Ontario 511 “trucker mode”**.
- A free 511 app was launched in early 2020, that provides truck drivers with immediate access to the information they need while delivering goods across the province.
- The Ontario 511 app includes **up-to-date highway information on construction, collisions and road closures** as well as winter features Track My Plow, Environment Canada weather warnings and reported road conditions. It also identifies **open rest areas and locations** throughout the province **that offer food and fuel**.
- The app includes an easy-to-use map view and features a drive mode that provides **hands free audio alerts**.



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