



Task Force on Vehicle Weights and Dimension Policy - Roundtable Updates (Federal)

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Covid-19 and the Trucking Industry

- The COVID-19 posed unprecedented challenges for the trucking industry. GoC recognizes the essential work by this sector in providing critical goods and services.
- TC established regular engagement with all levels of government and industry stakeholders to identify emerging issues and mitigate disruptions.
- As pandemic circumstances evolve, TC remains committed to regular engagement and ongoing collaboration.
- COVID-19 border measures have been lifted for all those seeking entry to Canada.
 - The U.S. continues to require non-U.S. travelers entering the U.S. via land and ferry terminals at the U.S.-Mexico and U.S.-Canada borders to be fully vaccinated against COVID-19 and provide proof upon request.
 - Dialogue with the U.S. continues in this regard.

ELDs / Hours of Service (HoS) Regulations

- On June 12, 2019, TC mandated certified ELDs for federally-regulated truck and bus motor carriers and drivers who are currently required to maintain a paper daily log.
 - The coming into force date was June 2021. CCMTA continues to support a progressive enforcement period by provincial/territorial (PT) jurisdictions, with no penalties until January 2023.
- Considerable progress has been made towards implementation of the ELD mandate: accreditation/certification is firmly in place; 57 certified devices posted on the TC website; certification bodies conducting yearly surveillance activities for devices certified for over a year.
- To further support PT enforcement, TC is proposing to designate certain provisions of the HoS Regulations as contraventions. This would allow enforcement officers to issue tickets to those who contravene HoS Regulations. Consultation closed on Dec 1, 2022 (<https://letstalktransportation.ca/iecvcs>)

ELDs / Hours of Service (HoS) Regulations

- Proposed three-tiered approach based on severity of contravention, with a doubling of fines for motor carriers compared to drivers:

Minor	Moderate	Severe
<ul style="list-style-type: none"> administrative minor recordkeeping contravention 	<ul style="list-style-type: none"> on-duty/drive limitations off-duty requirements more serious recordkeeping contraventions that increase risk contraventions that hamper compliance monitoring by the motor carrier or effective enforcement 	<ul style="list-style-type: none"> tampering falsification or obstruction contraventions most serious recordkeeping contraventions that prevent effective enforcement most serious on-duty/drive limitations and rest requirement contraventions

- Proposed driver fines range \$300-\$1,000, and proposed motor carriers fines range \$600-\$2,000.

Truck Driver Shortages

- Trucking industry faces acute and growing labour and skills shortages due to structural issues – 1st quarter estimates are between 25K to 30K vacancies for truck drivers, significant costs to Canadian supply chains and economy.
- The Supply Chain Task Force's (SCTF) final report (Oct 2022) recommends:
 - to address labour needs across the transportation supply chain, and
 - in collaboration with P/Ts, implement programs and policies that encourage the attraction and retention of truck drivers
- Collaborative actions across levels of government and industry partners aim to help address truck driver and skills shortages and support SCTF recommendations:
 - ESDC - Sectoral Workforce Solutions Program (\$2B over 3 years) supports trucking and transportation amongst key targeted sectors;
 - IRCC - Changes to the National Occupation Classification codes - truck driving eligible as of Nov 2022 for key immigration programs, including Express Entry;
 - TC - engaging transport departments in P & T to identify opportunities to support transportation related occupations.

2030 Emissions Reduction Plan

- The GoC released its 2030 Emissions Reduction Plan in March of this year, including:
 - a number of actions to tackle climate change and achieve greenhouse gas reduction targets, including with respect to medium and heavy-duty vehicles (MHDV).
 - plans to develop a Zero Emissions Vehicles (ZEV) regulation requiring 100% MHDV sales to be ZEVs by 2040 for a subset of vehicle types based on feasibility, with interim 2030 sales requirements.
 - Investments in ZEV charging & refuelling infrastructure
 - ZEV purchase incentives – covered in a separate presentation
 - Incentives for Medium and Heavy-Duty Zero-Emission Vehicles - **(iMHZEV)** program.
 - ZEV trucking demonstration and readiness projects, and
 - an enhanced green freight program to support the retrofit of existing trucks.

Zero Emission Trucking Program (ZETP)

- The ZETP was one of a suite of measures announced in the March 2022 Emissions Reduction Plan with a mandate to accelerate the safe deployment of medium- and heavy-duty zero-emission vehicles on Canadian roads. A separate presentation on ZETP later today.

Hydrogen in Trucking Workshops

- Transport Canada and industry representatives are co-chairing a series of 3 workshops to support the establishment of the Hydrogen in Trucking Working Group as part of Canada's Hydrogen Strategy.
- These online workshops are bringing stakeholders together to discuss critical gaps to address and next steps to advance readiness for zero emission trucking in Canada.
- First workshop was held on Sept 26 to discuss Technology Readiness. Second on Operational Readiness is scheduled for Dec 15. The third on Infrastructure Readiness will be held in Winter 2023.
- Contact for information/participation: martha.christenson@tc.gc.ca

Cooperative Truck Platooning Systems

- Cooperative Truck Platooning Systems (CTPS) make use of onboard sensors and software that are essential to the development of higher levels of automation by creating an electronic hitch to form a “road train” in real life situations.
- Transport Canada and the Alberta Motor Transport Association conducted a pilot to collaborate with industry, provincial authorities and regulatory partners to evaluate ‘real-world’ platooning benefits in Canada.
- The pilot was completed in fall 2022, with the publication of two reports outlining experiences and data gained from over 23,000 km of on-road commercial trucking operations:
 - First, focused on human factors (monitoring driver fatigue and vigilance)
 - Second, focused on vehicle analytics (fuel consumption, traffic interactions, platoon system disengagement events).
- The results will be used to advance national platooning guidance, best practices and standards for Canada, in order to promote alignment across jurisdictions and to avoid a patchwork of regulations that could inhibit the deployment of this promising technology.

Supply Chain Task Force (SCTF) - Context

- Global supply chains continue to be under pressure from the COVID-19 pandemic, growing impacts of climate change and the fallout from the geopolitical events, among other issues.
- Canada depends on a well-functioning supply chain enabling trade and supporting economic growth. Ensuring that Canadian supply chains are resilient and fluid is a priority.
- Therefore, in March 2022 the Minister of Transport established an independent National Supply Chain Task Force to examine key pressures affecting the transportation supply chain operations and provide advice to strengthen them.
- The final report of the Task Force, *Action Collaboration Transformation* was received and released on October 6, 2022

Action. Collaboration. Transformation.

Final Report of the National Supply Chain Task Force 2022



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Supply Chain Task Force (SCTF) Report - Overview

- The report provides interesting ideas on how the Government of Canada can strengthen the transportation supply chain and can be found online:
https://tc.canada.ca/sites/default/files/2022-10/supply-chain-task-force-report_2022.pdf
- 21 recommendations
 - 13 immediate response actions and 8 long-term strategic actions, including the one that is of relevance to VWD task force.

Supply Chain Task Force (SCTF) – Next Steps

- The government is reviewing the Report, which will inform the National Supply Chain Strategy (as referenced in Budget 2022). Further details will be announced in Budget 2023.
- In the meantime, the government is taking immediate actions that align with the Task Force's findings, including:
 - improving data reporting and monitoring
 - investing in critical transportation infrastructure
 - advancing proposed amendments to the freight rail data regulations
 - launch of a supply chain regulatory review

For additional info/questions:

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