

# THE VOICE THE STANDARD THE RESOURCE

Transitional Period - Additional Weights  
Needed on Zero Emission Vehicles  
DATE



# TABLE OF CONTENTS

## Part I | H2 and BEV Additional weights

- Review of additional weights of these vehicles
- Real world Study of how this affects Fleets

## Part II | Going Forward / Ask

- Average Axle weight Study & Road Impact
- Transition Period Ask

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# ZEV Weights & Real World Study

# Average Weights of ZEV Vehicles

Manufacturer	Model	Tare	Freightliner Daycab	Additional Weight
<b>Battery Electric</b>				
Lion	Straight Truck	9,997	8,675	1,322
Lion	EV 5 Battery	10,727	8,700	2,027
Lion	EV 6 Battery	11,339	8,700	2,639
Lion	EV 7 Battery	11,952	8,700	3,252
Lion	EV 8 Battery	12,564	8,700	3,864
Lion	EV 9 Battery	13,179	8,700	4,479
Volvo	EV VNR	11,113	8,700	2,413
Peterbilt	579 BEV Day Cab	11,375	8,700	2,675
Navistar	BEV (eMV607)	14,682	8,700	5,982
Nikola	EV	13,800	8,700	5,100
		Average		<b>3,375</b>
<b>Hydrogen Fuel Cell</b>				
Hyzon	Fcell	9,933	8,700	1,233
Nikola	Fcell	12,200	8,700	3,500
	Future Fcell development Estimate			3,000
		Average		<b>3,500</b>
<b>Hydrogen Fuel Injection</b>		Weight of system only		
Hydra	H2/Hydrogen		8,700	680
DTI	Hydrogen Fuel Injection		8,700	680
		Average		<b>680</b>

# Real World Study | Lafarge



Current Fleet  
600



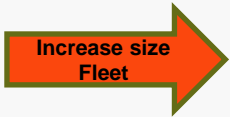
Internal Company Mandate  
30% ZEV's or equivalent  
by 2030

Federal Target 35%



2030 Fleet size 678  
**Internal Targets will be achieved**

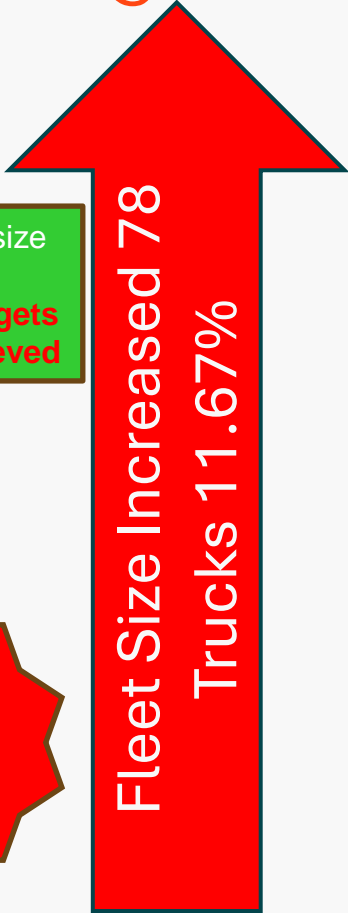
3000Kg more weight  
= <1.5 m cubed  
Results in 30% fleet size increase



678 Trucks now by 2030 to haul same amount of Product



Manufacturing 78 units produces ~ 3,276,000 kg of CO2 & Increases Road Wear

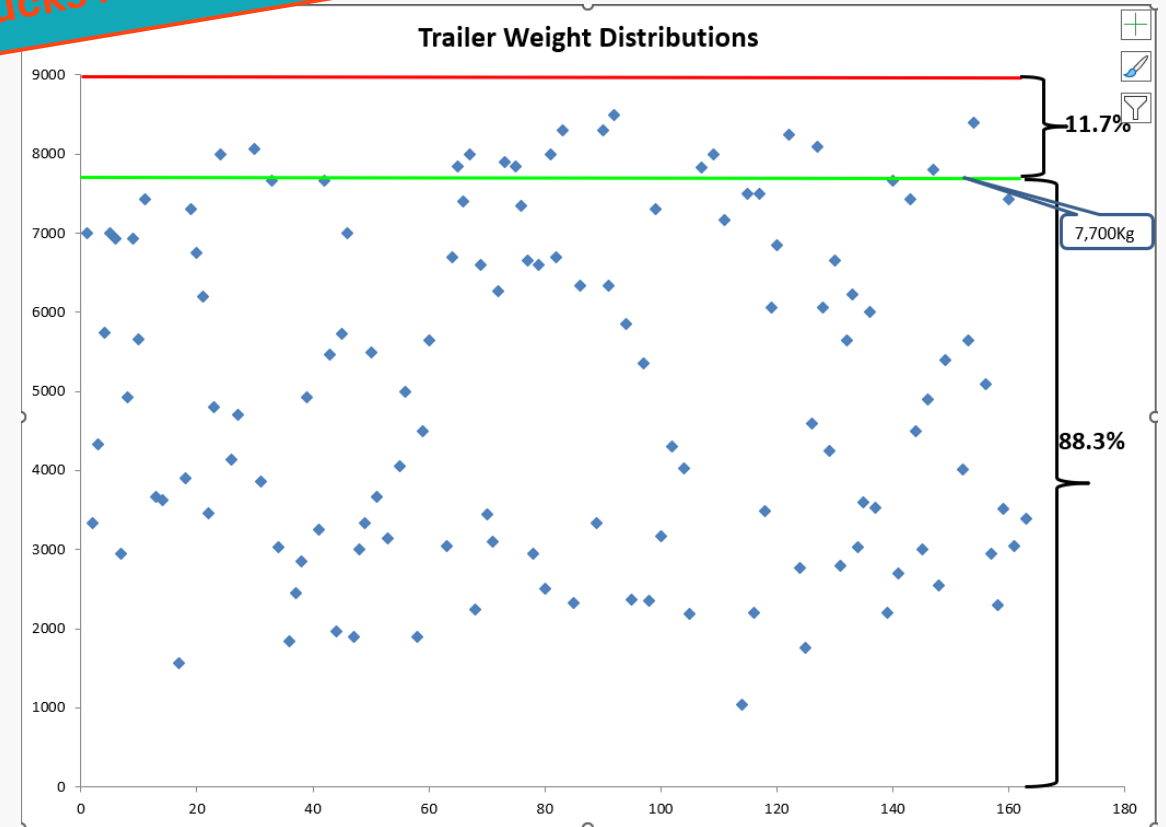
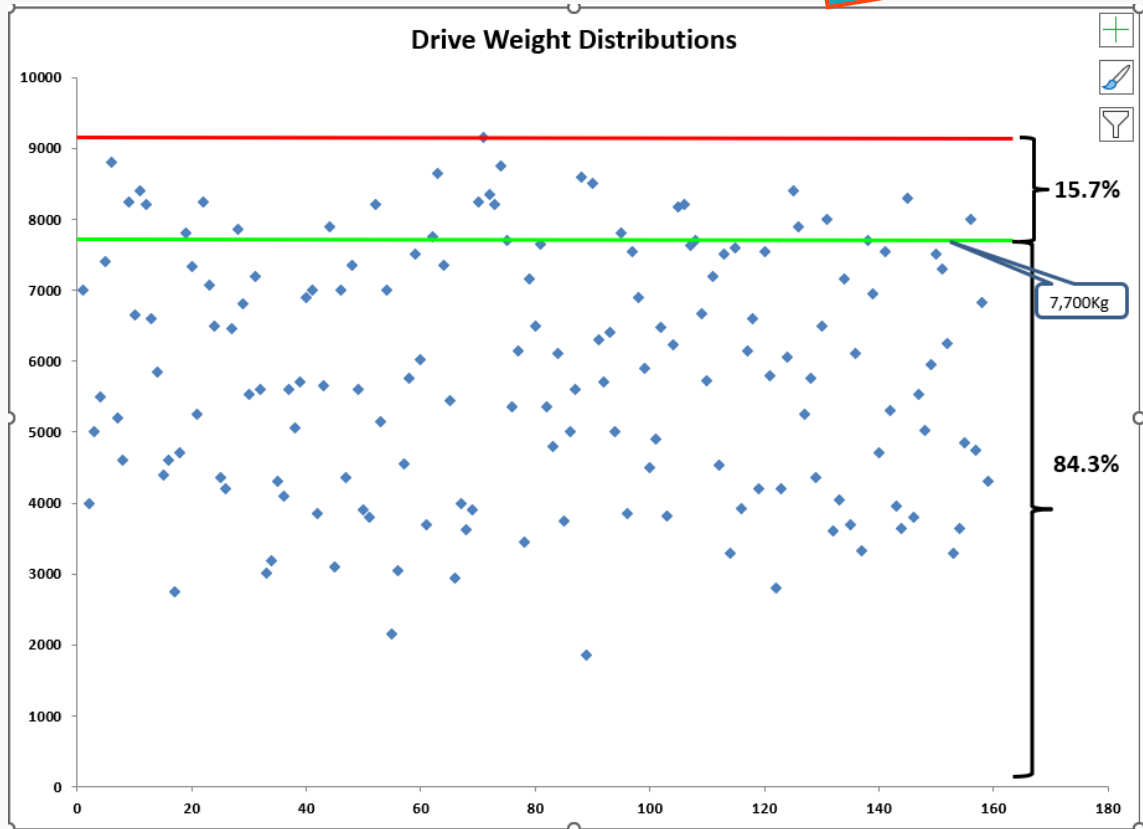


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# Average Axle Weights Study

# Michelin Axle Weights Study

13.7% Trucks run over 7700kgs per axle



## Conclusion | ZEVs



The adoption of ZEVs, supported by a modest GVW increase, is crucial for achieving emission reduction targets and supporting a sustainable transportation sector in Alberta and Canada. While the impact on infrastructure must not be overlooked, careful analysis suggests the proposed weight allowance is manageable and less impactful than deploying additional vehicles to compensate for current payload limitations.

Further research and collaboration with industry stakeholders will ensure a balanced approach that protects infrastructure while fostering environmental and economic progress.



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# Recommendations

# Recommendation for a Transitional Weight Allowance (Proposed as “Exemption Period”)

Transitional Weight Allowance - This allowance would permit an increase of up to 3,500 kilograms above the standard diesel TARE weight. The additional weight allowance, capped at 3,500 kilograms through 2040, would help ZEVs achieve payload capacities comparable to diesel trucks.



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# Thank you