



# Task Force on Vehicle Weights and Dimension Policy - Roundtable Updates

*December 10, 2024 - Montreal*



# Decarbonization of Medium and Heavy-Duty Vehicles (MHDVs)

- The federal strategy to reduce emissions from medium and heavy-duty vehicles includes -
- **Environment and Climate Change Canada:** Amend current regulations to increase the stringency of Canada's GHG and air pollutant emission standards by aligning with the most stringent performance-based standards in North America.
- **Natural Resources Canada:** Supporting the adoption of fuel-saving retrofits by fleets, engine repowers and logistical best practice projects, through the Green Freight Program.
- **Natural Resources Canada:** Investing in ZEV charging and refuelling infrastructure through the Zero-Emission Vehicle Infrastructure Program.
- **Natural Resources Canada:** Awareness programming with a stream dedicated to MHZEVs.
- **Transport Canada:** Launching zero-emission trucking demonstration and readiness projects through the Zero-Emission Trucking Program.
- **Transport Canada:** Reducing the upfront cost of medium- and heavy-duty zero-emission vehicles for Canadian businesses by offering point-of-sale purchase incentives through the iMHZEV Program.

# Incentives for Medium and Heavy-Duty Zero-Emission Vehicles (iMHZEV) Program Update

- Since the launch of the iMHZEV Program in July 2022, over 4,100 incentives have been requested (worth approximately \$91M).
- The list of eligible vehicles includes 96 different models from over 42 different manufacturers.
- In April 2024, Class 2B electric pickup trucks started being incentivized and quickly became the second most popular vehicle type after cargo vans. Over 50% of incentive expenditures have been for Class 2B & 3 vehicles.
- As of mid-November 2024, 23% of incentive expenditures have gone to Class 8 vehicles (\$21.4M).
- The zero-emission Class 8 tractors that have been incentivized include:
  - 55 Freightliner eCascadia
  - 33 Volvo VNRE
  - 11 Peterbilt 579EV
  - 7 Kenworth T680E
  - 2 Nikola Tre FCEV

# The National Supply Chain Office

- The **National Supply Chain Office** was established in December 2023.
- The **mandate** of the Office is to help make goods movement through Canada's multi-modal transport and logistics supply chains more efficient and fluid, and resilient and reliable.
- The Office is **focusing on**:
  1. **Providing** overarching leadership, coordination, and external outreach as it examines domestic and international supply chain issues.
  2. **Driving** data sharing and digitalization to enable goods to move faster and cheaper, as well as to **support** smarter policy, regulatory, investment and operational decisions by governments and industry.
  3. **Developing** and **implementing** a National Supply Chain Strategy.
  4. **Supporting** the federal government's efforts in responding to significant supply chain disruptions, such as those related to extreme weather and labour disputes.

# The National Transportation Supply Chain Strategy

- Currently **developing** Canada's first National Transportation Supply Chain Strategy.
- The Strategy will **establish** a framework for the long-term future and is focused on four areas of work:
  1. **Enhancing** the capacity and resilience of Canada's supply chains.
  2. **Bolstering** supply chain visibility and driving investments in the digital landscape.
  3. **Supporting** fluidity across international and internal borders.
  4. **Modernizing** legislative and regulatory frameworks.
- Serves as a framework for **collaboration** and **engagement**
- **We will need you** as the Strategy moves towards implementation.

Questions about The National Supply Chain Office?

Contact: [SCOffice-BureauCA@tc.gc.ca](mailto:SCOffice-BureauCA@tc.gc.ca)

# TC - Zero Emission Trucking Program (ZETP) Updates



Since our last update, the ZETP has:

- Launched an **Innovative Solutions Canada *Trailer of the Future Challenge*** to encourage Canadian innovators to develop the next generation of trailer aerodynamic treatments, such as active aerodynamic technologies. Phase I applications are currently being evaluated.
- Initiated the next round of **medium and heavy-duty vehicle sound testing**. This year's campaign includes sound measurement on (i) a delivery truck (ii) two heavy-duty trucks, and (iii) an electric transit bus.
- Testing will be completed in the next month with results to be published and shared widely.
- Advanced construction on the **Commercial Vehicle Lab (CVL)** to support research and testing on large / heavy-duty vehicles by government, academic and industry research organizations. The CVL is expected to open in 2027.
- **Advanced additional clean truck deployments** with the goals of:
  - gathering real world Canadian commercial freight haul data;
  - supporting clean trucking corridor development;
  - bringing stakeholders together to share best practices; and,
  - evaluating clean truck performance and cost of operations.



# ZETP Zero Emission Trucking Deployments:



## QUEBEC TESTBED:

+100,000 kms of on-road performance data captured on Class 8 Battery Electric Vehicles (BEVs) in commercial operations.

### *Initial observations:*

- Significantly lower operating costs (fuel cost savings).
- Fleets are choosing to assign shorter routes to BEVs.
- Fleets are experiencing longer BEV downtime due to availability of certified technicians, parts availability, time required to diagnose problems.



## BC / WASHINGTON and AB TESTBEDS:

Several stakeholder engagement workshops were recently held in Vancouver & Edmonton to share research test plans and to engage provincial and municipal safety regulations and enforcement personnel in advance of beginning on-road deployments in early 2025.

- Edmonton to Calgary – Fuel Cell Electric Vehicle (FCEV)
- Surrey to Mt. Vernon – (BEV)
- Port of Prince-Rupert drayage and inland route to Terrace - BC (FCEV and BEV)



### *Initial Vehicle Weight and Dimensions Observations:*

- **Availability of Canadian Configurations:** With limited FCEV availability, there have been challenges acquiring vehicles with axle configurations that meet Canadian requirements (axle weights, 6x2). Efforts from provincial staff to help find solutions to meet requirements have been greatly appreciated.
- **Payload Challenges:** Additionally, some participant operations will be limited by the reduced payload capacity of the FCEVs due to the heavier weight and/or position of powertrain components.



# ecoTECHNOLOGY for Vehicles Program

## Commercial Vehicle In-cab Visibility

- TC is undertaking a research project to adapt methods used globally to evaluate drivers' in-cab visibility/line-of-sight. The goal is to develop a measurement framework to assess potential safety risks to other road users, due to limited in-cab visibility.

## Multi-Year On-Road Aerodynamic Testing

- Traditional vehicle aerodynamic testing is done in a wind tunnel, absent the influence of weather, road conditions, and the presence of other vehicular traffic. This can lead to an over- or underestimation of the aerodynamic performance of a vehicle or technology.
- TC is working with the NRC to develop a comprehensive model to assess the aerodynamic performance of a vehicle/component -- including accounting for real world operating conditions.

## Particulate Matter for Non-Combustion Sources

- With increasing ZEV market penetration, particulate matter emissions from non-combustion sources is becoming predominant.
- eTV is conducting experimental road and lab testing to measure PM emissions from these sources. Results will inform the development of global test methodologies (UN-ECE).





# Mutual recognition pilot project – Trucking sector

- On September 26, 2024, the **Committee on Internal Trade Ministers** announced the launch of pilot project to **mutually recognize regulatory requirements** in the trucking sector. 12 provinces and territories and the federal government will be participating
- The **objective** is to allow trucks and the goods they carry to move across Canada more effectively, without compromising safety and security measures.
- The pilot project will be **co-chaired** by Minister LeBlanc and Premier Furey, and will identify areas to mutually recognize regulatory requirements, even where differences exist.
- This is the first pilot of its kind on this scale within Canada.
- The **First step** will be **scoping regulatory barriers** that will be addressed by this pilot.
  - Ex.: Signage and lighting requirements for oversize trucks.
- Industry and associations **views are welcome**.
- **Consultations are planned** in the coming months and views can also be communicated through the online form on [Canada's internal trade portal](#).

## ***For more information:***

### **News Releases:**

[Ministers LeBlanc and Anand announce trucking pilot to improve movement of goods - Canada.ca](#)  
[Ministers Meet to Drive Progress on Internal Trades](#)