



Alberta Motor
Transport Association

THE VOICE THE STANDARD THE RESOURCE

Task Force on Vehicle Weights and Dimensions Policy
Meeting

December 2, 2025



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PMTc

Alberta-First: Fixing Interprovincial Trucking Barriers

Subtitle: Why unequal rules hurt Alberta carriers and what must change

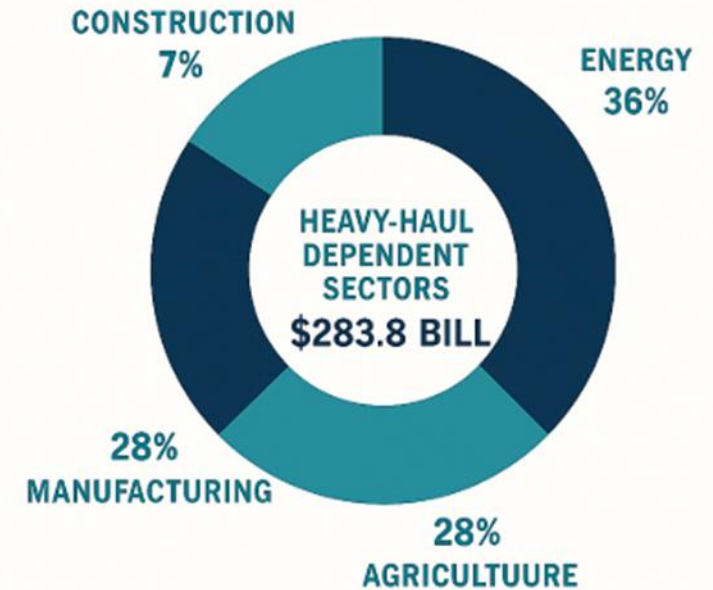
Why unequal rules hurt Alberta carriers and what must change



| Why This Matters for Alberta

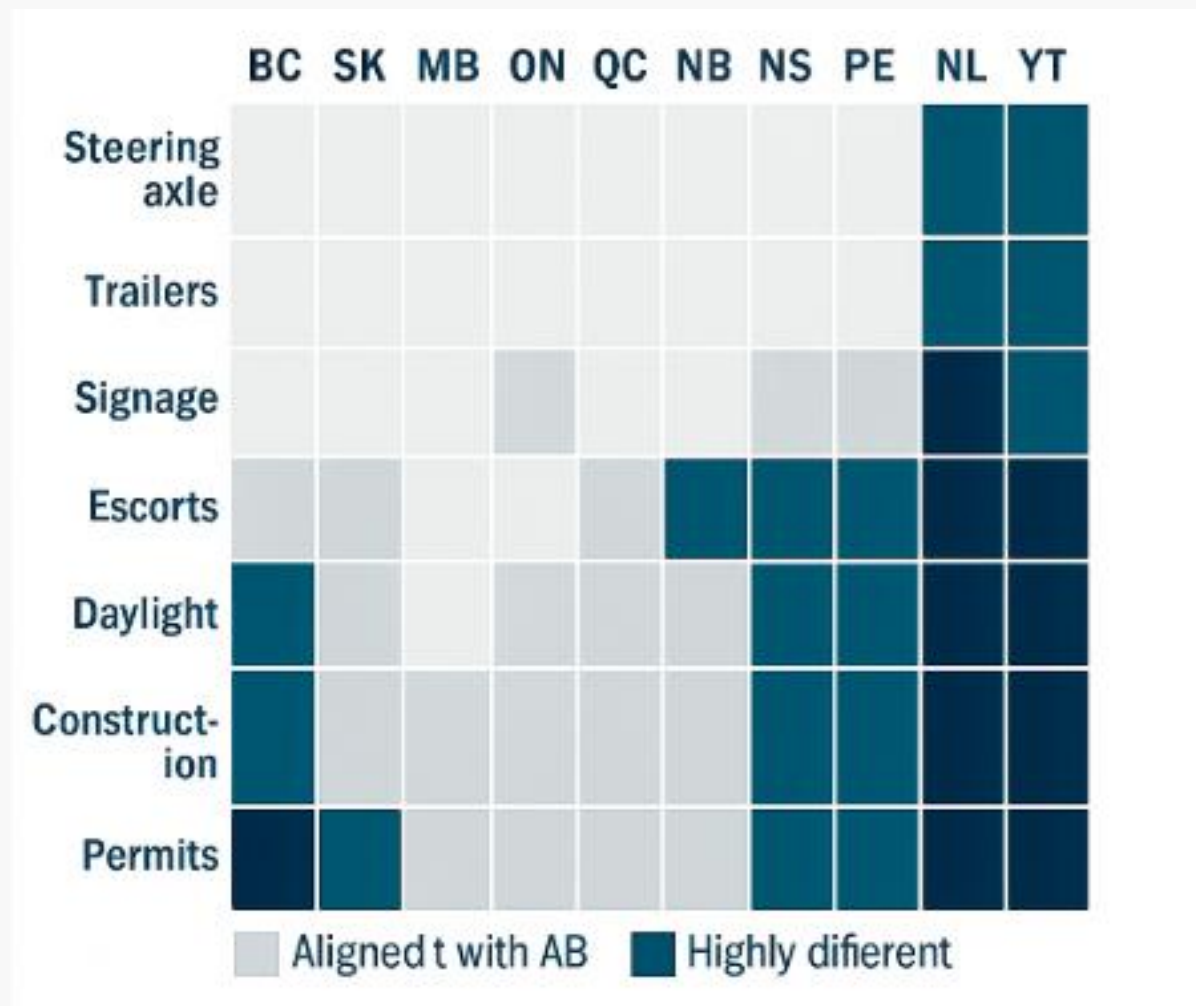


- Heavy haul drives oil & gas, renewables, farming and manufacturing
- Cross-Canada supply chains hinge on interprovincial road links
- Costs and delays hit Alberta businesses first—and hardest



The Patchwork Problem

- Each province sets its own rules for oversize/overweight loads
- Road, bridge and climate differences create legitimate variation
- Lack of coordination forces carriers into a maze of requirements



I Steering-Axle Weights

- Alberta: 6 000 kg single steer, up to 7 000 kg tandem steer
- BC: 6 000 kg, with lower limits on some mountain routes
- SK, MB, QC & Atlantic: 5 500–6 000 kg; permits sometimes higher
- Yukon/NWT/Nunavut: 7 000 kg caps; special permits for overloads



| 60-ft Trailer Guideline



- Alberta: permits issued for 60 ft trailers; moving toward “by right”
- BC: 60’6” guideline in place; permit required on many routes
- SK & MB: 53 ft by right; 60 ft allowed on limited corridors
- ON & QC: mostly 53 ft; rare permits for longer trailers
- NL: special permits on Trans-Labrador; territories shorter

I Signage, Lighting & Flags

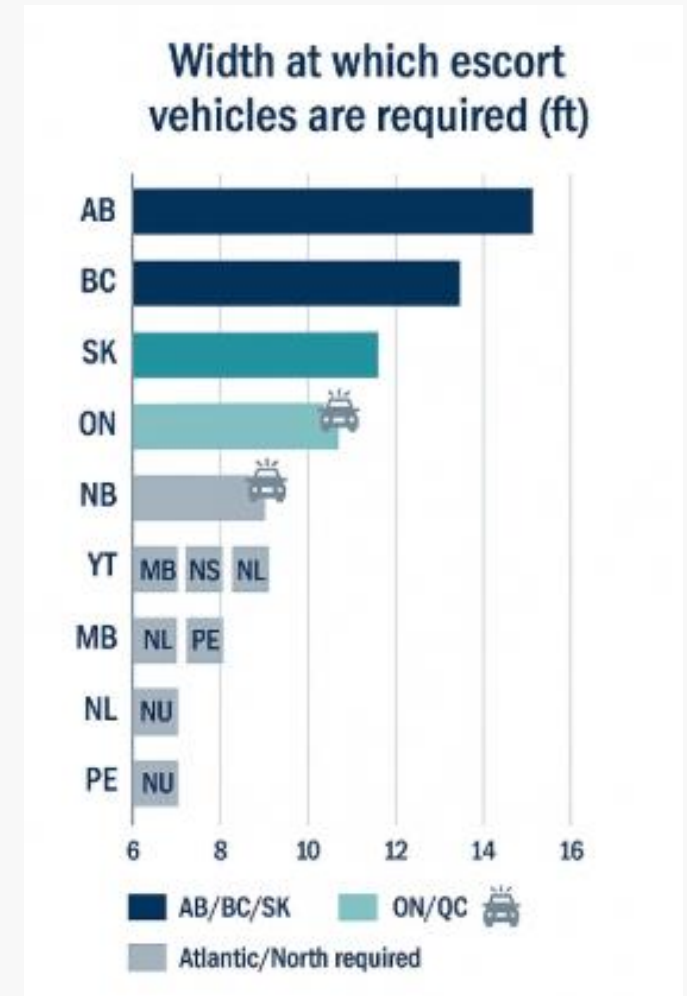
- Western provinces: yellow “Oversize Load” or “D Oversize” with red flags
- BC & SK: may require dual beacons or white signs on certain roads
- ON & MB: bilingual signs, white/orange background, amber lights front & rear
- QC: French “Convoi Exceptionnel”, strict retroreflective spec
- Atlantic & North: mix of white, black, or bilingual signs; multiple beacons



Escort Qualifications & Triggers|

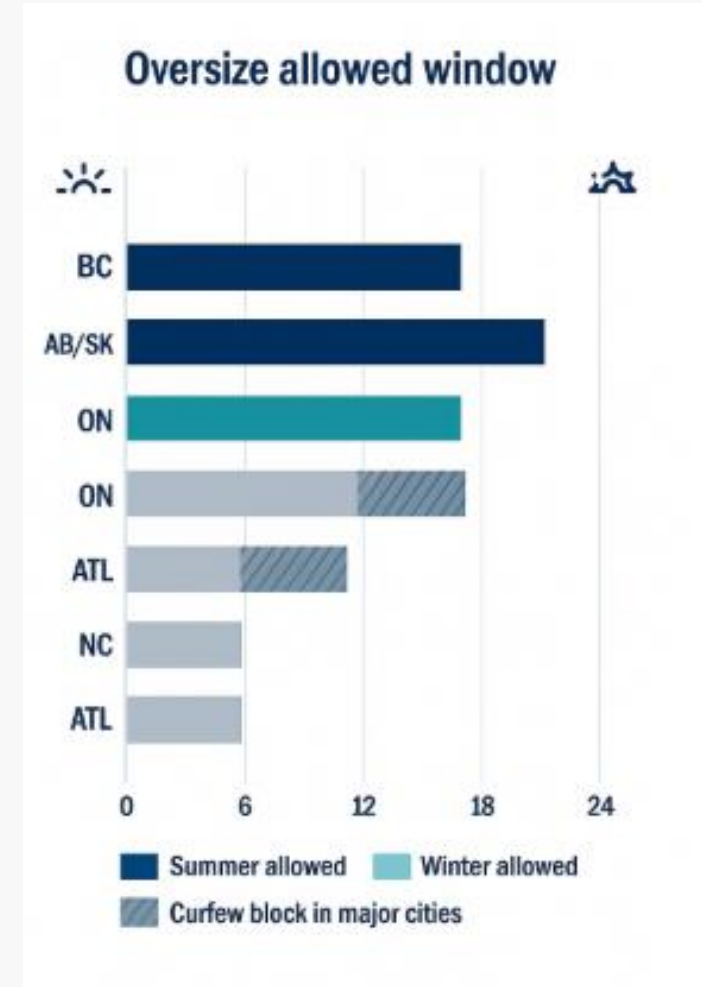


- Alberta: escorts required at 3.5 m width or 27.5 m length; basic driver training
- BC: similar width trigger; two escorts on mountain roads; equipment spec
- SK & MB: sliding scale; police escorts in cities; certification varies
- ON & QC: escorts at ~3.7 m width; driver must be certified; equipment mandatory
- Atlantic & North: widths 3.2–3.65 m; differing vehicle standards



Daylight vs Night Rules

- Alberta: sunrise to sunset; 1-hour extension for loads under 3.5 m
- BC: sunrise to sunset plus evening hour; mountain roads restricted at night
- SK: civil twilight (about 30 min before sunrise to 30 min after sunset)
- MB: sunrise to sunset; no night travel
- ON & QC: sunrise to sunset; urban curfews in Toronto, Montreal & Quebec City
- Atlantic & North: sunrise to sunset, with small extensions; NL allows overnight with escorts



Construction-Zone Clearances

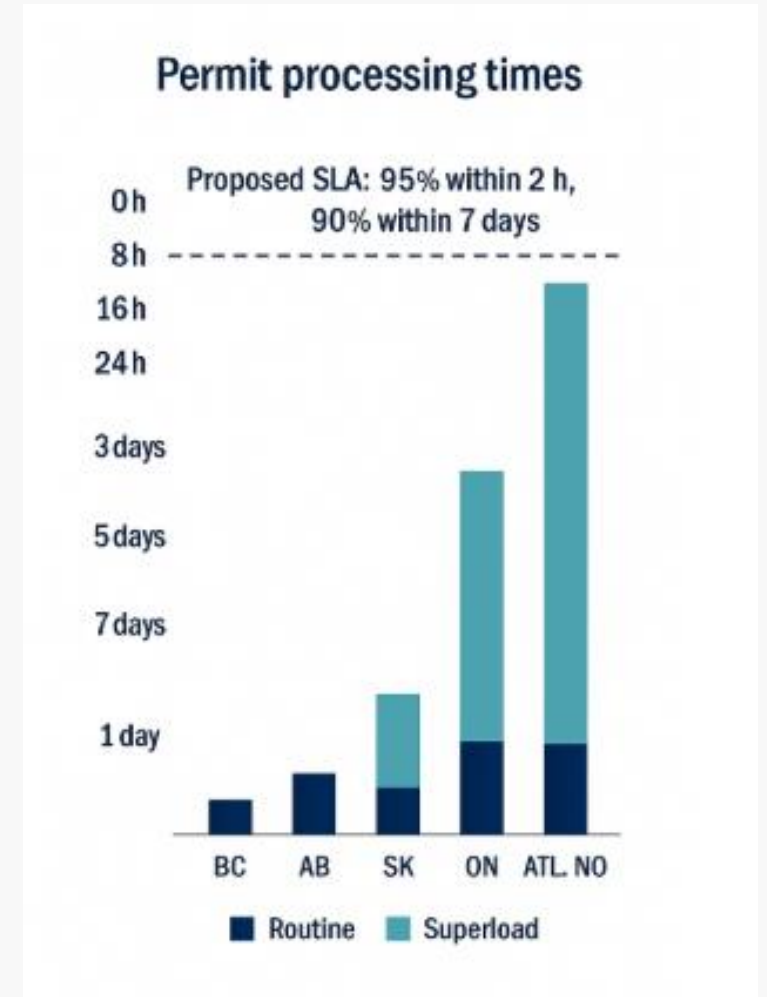
- AB/BC/SK: recommend 3.5 m lanes; temporary ramps/escort to widen lanes
- BC & SK may reduce to 3.35 m or 3.3 m on low-volume roads
- MB & ON: 3.5 m nominal; lane closures and pilot cars used
- QC: police escorts may be mandatory in work zones
- Atlantic & North: contractor discretion; often no published minimum



Permit Processes & SLAs



- AB: online routine permits in hours; extraordinary permits within ~2 days
- BC & SK: routine in hours to 1 day; superloads up to a week
- MB: routine 1–2 days; superloads 5–10 business days
- ON & QC: routine 1–2 days; superloads 2 weeks; email applications
- Atlantic & North: phone/email permits; variable lead times and office hours



I Long-Combination Vehicles (LCVs)

- Canada requires third-party certified ELDs
- U.S. still self-certified → creates compliance headaches
- CVSA pushing for reciprocity between Canada/U.S.
- Goal: one reliable standard across borders



Case Study | Corridor Case: Lower Mainland ↔ Calgary.



- Stumbling blocks: signage swaps, dual escorts, permit office hours, 60 ft trailer uncertainty
- Typical extra cost: \$1 500–\$4 000 per trip
- Harmonisation saves \$2 000 and 8 hours per trip



— Designated LCV route
— Not allowed



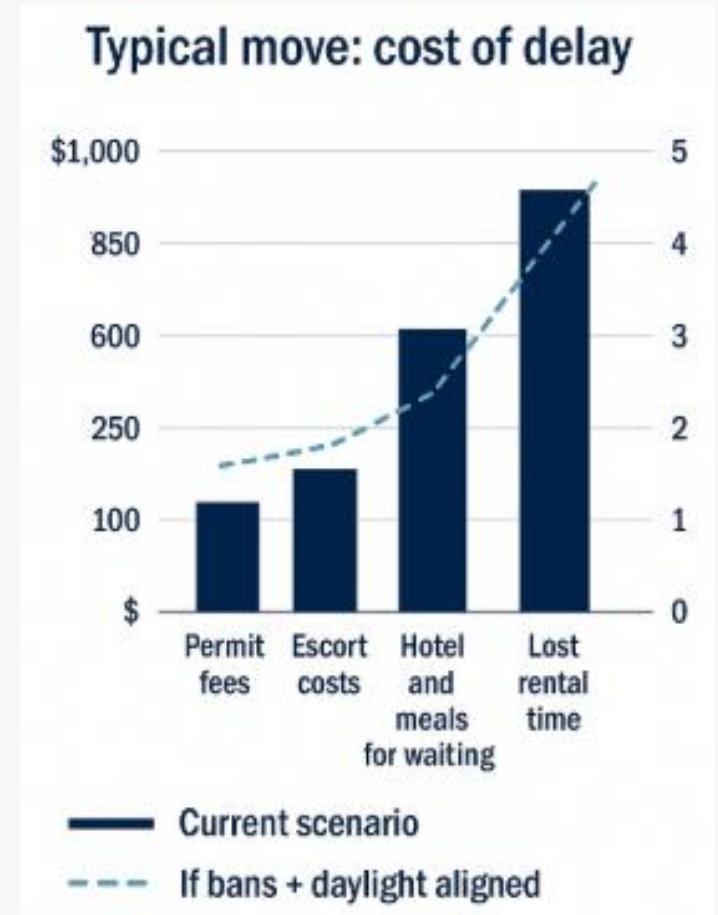
Case Study | Corridor Case: Edmonton ↔ Yellowknife

- Spring bans misaligned; NWT bans often last weeks longer than Alberta
- Escorts triggered at 3.2 m width in NWT; limited providers
- Winter daylight short; NWT rules require daylight only
- Costs: \$200–\$300 per overnight wait; tens of thousands for project delay

Case Study Corridor Case: Winnipeg ↔ Regina



- Surveys & bridge analyses required for superloads in MB; SK faster
- Escort triggers differ; SK may require police escort in Regina
- Permit SLAs: MB superloads 5–10 days; SK 2–5 days
- Harmonised processes reduce admin duplication and wait times





Case Study I Corridor Case: GTA ↔ Québec City

- Signage differences: bilingual “Wide Load” vs “Convoy Exceptional”
- Permit process: ON digital; QC email/municipal approvals
- Curfews in Toronto, Montreal & Quebec City lengthen trips
- Language & process complexity adds risk of rejection or fines





Case Study I Gateway Carriers: Why “Small” Rules Aren’t Small

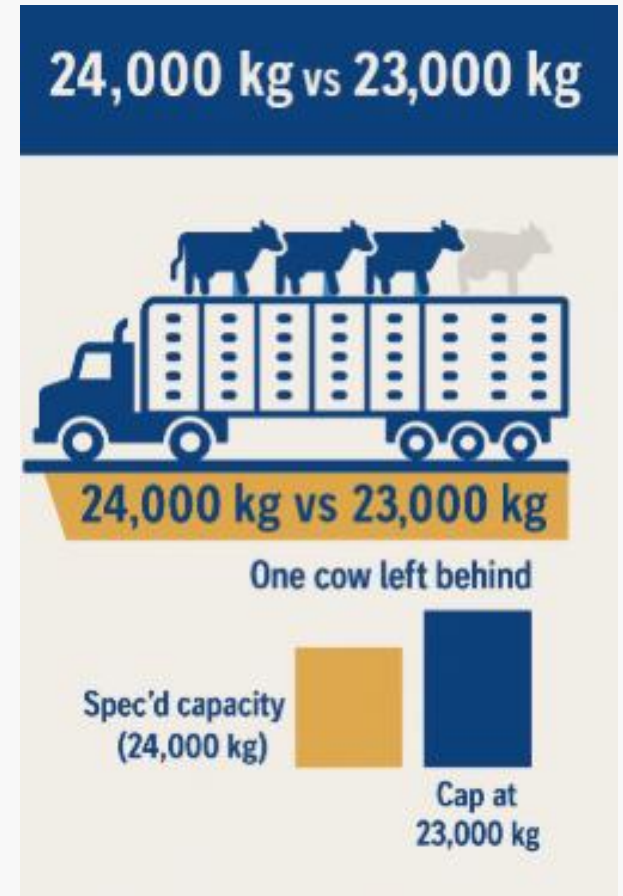
- Southern Alberta livestock carrier based in Taber – hauling hogs and cattle across Western Canada on standard RTAC equipment
- Not ONLY 300-tonne modules – everyday food animals headed to Canadian grocery shelves
- “Small” differences in axle limits, spring road bans, and legal heights quietly strip payload, add miles, and burn dispatch time
- Cleaning up these “everyday” rules matters just as much as fixing the big oversize/overweight files





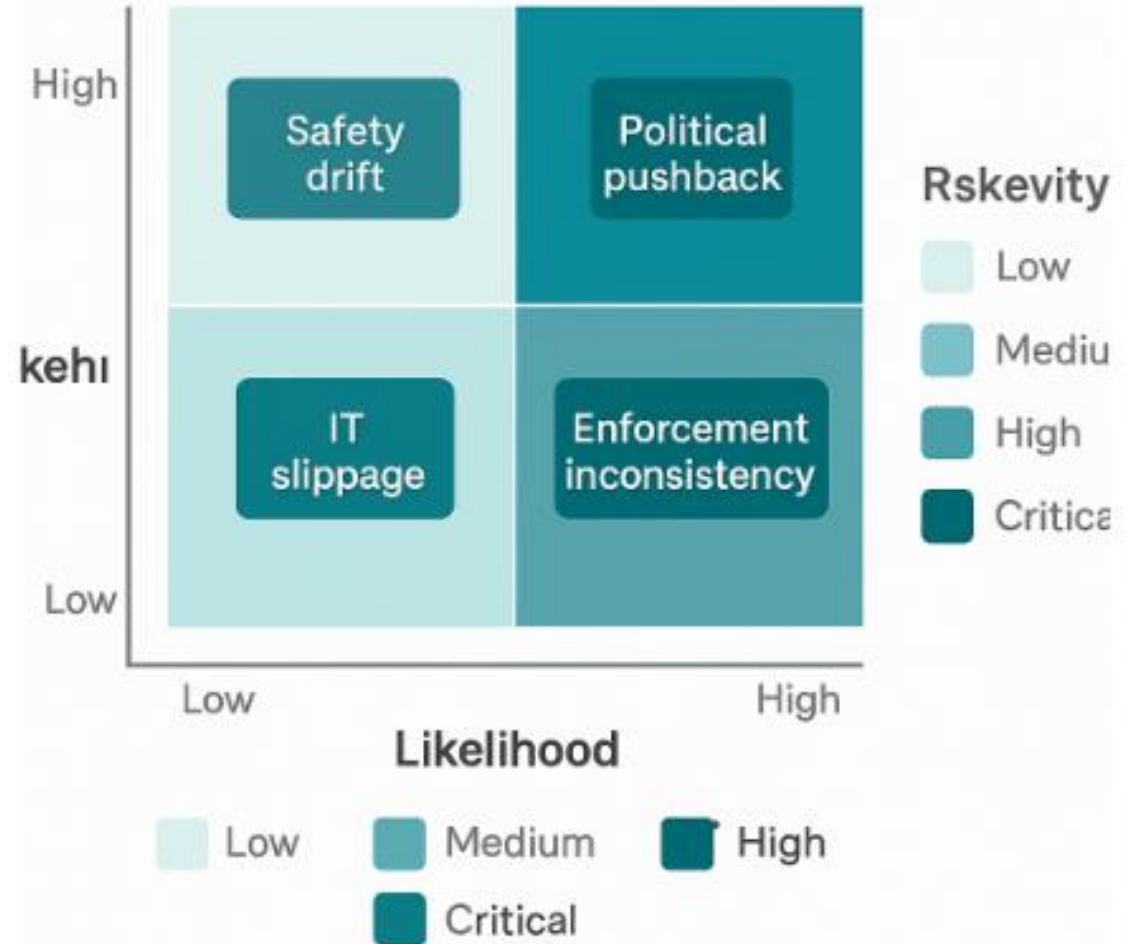
Case Study I Gateway Carriers: Why “Small” Rules Aren’t Small

- National MOU sets 24,000 kg for full-spread tridems on RTAC routes
- Some provinces/equipment combinations cap certain livestock tridems closer to 23,000 kg
- On a cattle pot, that 1,000 kg “rounding error” = roughly one finished animal or 4–5 feeder calves off every load
- Same truck, same driver, same road wear – just less food moved and higher delivered cost per animal



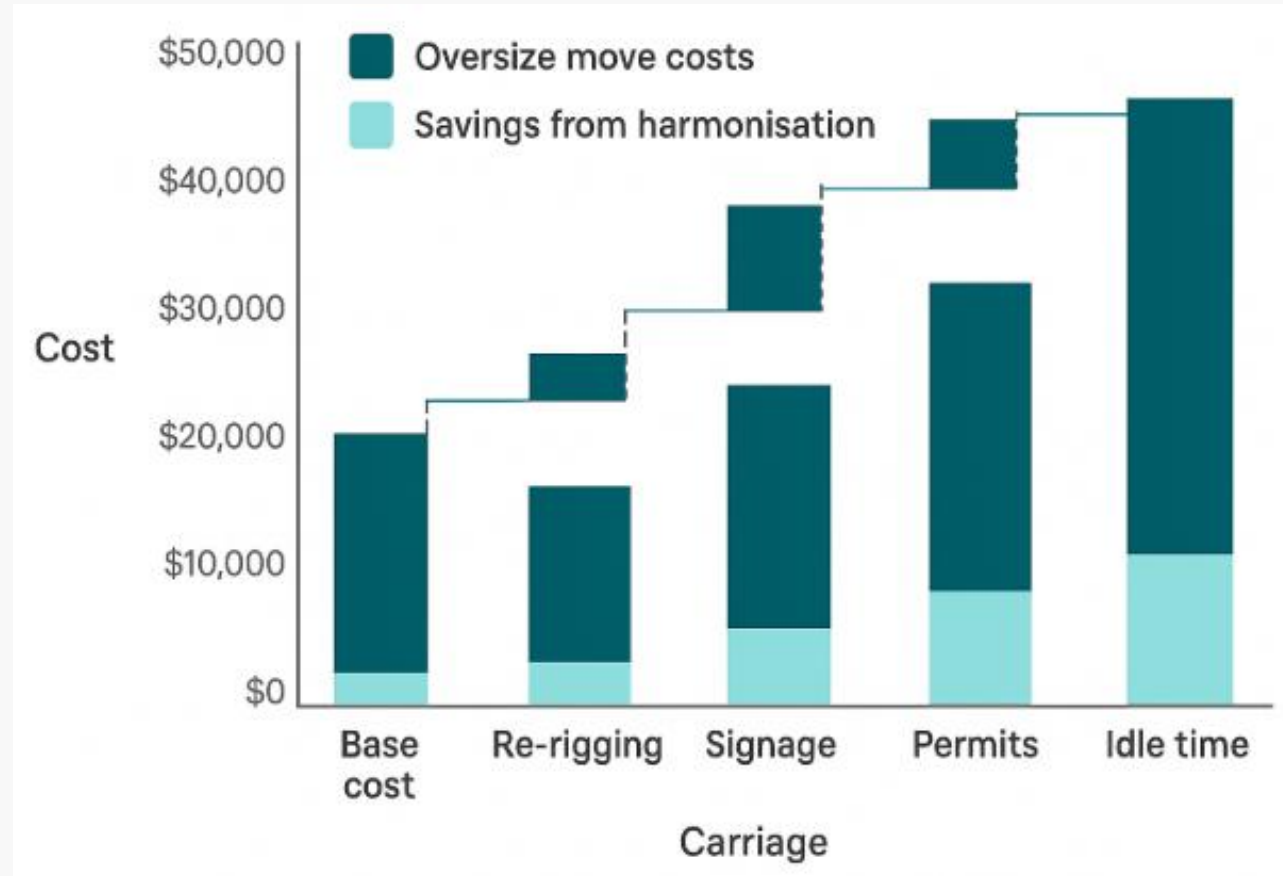
Risks & Mitigations

- Safety drift if standards relax → need joint training and audits
- IT slippage on portal build → prioritise minimum viable portal
- Political pushback on uniform rules → keep provincial flexibility
- Enforcement inconsistency → publish matrix and pocket guides



Costs & Business Impacts

- Each re-rig (tire or axle swap) costs \$1 000–\$2 500 per tractor
- Permit & escort costs can add \$1 500–\$4 000 per trip on key corridors
- Idle time (hotel, wages, rentals) adds \$200–\$300 per night
- Lost opportunities: higher prices, delayed projects, investment flight



What We Need from Officials

- Publish and enforce permit service standards (95 % routine ≤ 2 h; 90 % superloads ≤ 7 days)
- Adopt a national signage and escort standard (size, colour, message, triggers)
- Harmonise steering-axle limits and 60 ft trailer guideline across Canada
- Build a bilingual national permit portal with single carrier profile
- Recognise LCV training certificates and expand LCV routes
- Align daylight definitions, curfews & construction-zone lane widths
- Coordinate spring bans, escorts & detours; publish route maps

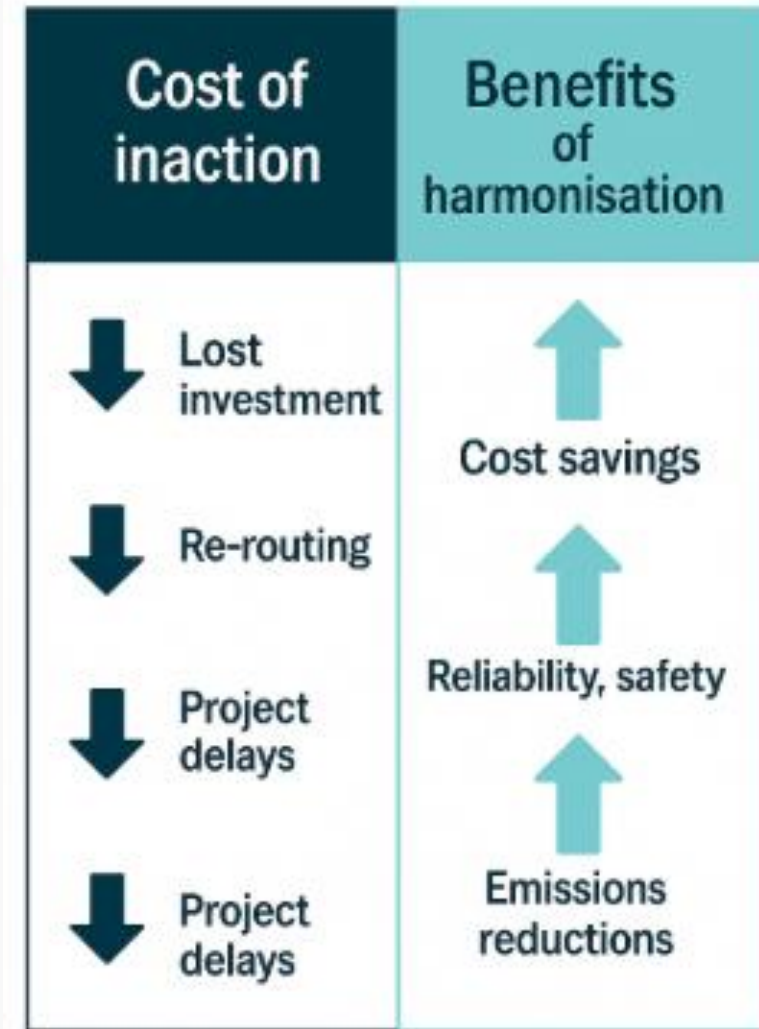
Regulatory improvements

- ☒ Permit SLA drafts
- ☐ Trailer easements
- ☐ Escort harmonisation
- ☐ Overnight bans
- ☐ Load widths
- ☐ Oversize processes
- ☐ Driver training

Federal/provincial committees should lead each action.

Cost of Inaction & Why Act Now

- Carriers may re-route through the U.S. or leave the market
- Alberta projects face higher bids and schedule risk
- Lost investment & competitiveness for Canada
- Harmonisation drives safety, reliability and environmental benefits& detours; publish route maps



Conclusion & Call to Action |



- Alberta is ready to lead a harmonisation effort
- A fair, national approach lowers costs and lifts safety
- Collaboration beats patchwork: let's fix this together

One permit, one sign,
one rulebook.

