



Northwest Territories – Jurisdictional Update

Task Force on Vehicle Weights and Dimensions Policy

December 3, 2025



Overview

Today's Update Will Cover:

- MOU implementation status in the NWT
- National Guideline adoption status
- General NWT operational updates
- Looking ahead: next steps and considerations



MOU Status: Steering Axle Weights

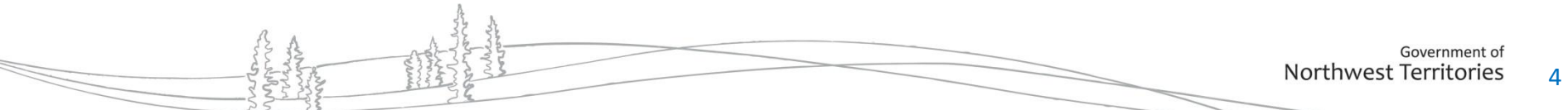
Steering Axle Weight Increase (5500 kg → 6000 kg)

- Status: Already permitted in the NWT
- NWT has allowed up to 6,000 kg on steering axles for several years (configuration dependent)
- Registrar authority allows issuance of special permits if required – no delay in aligning with MOU
- Minor regulatory change for the long term



MOU Status: Stinger Steer Dimension Changes

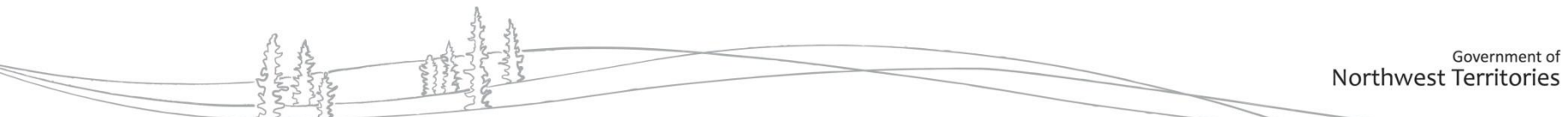
- Status: Permissible through existing special permit processes
- Movements accommodated on a case-by-case basis
- Review underway to determine whether regulatory updates would support full harmonization



National Guidelines Update

Tractor with Extended Length Semitrailer (>16.2 m)

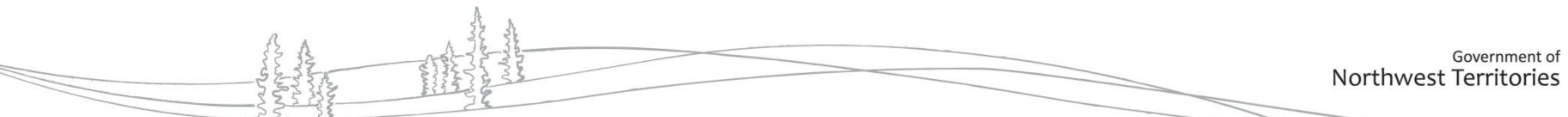
- Status: Permitted through special permit
- Infrastructure and route suitability reviewed for each application



National Guidelines Update

Extended Length Stinger Steer (Up to 27.43 m)

- Status: Permitted via special permit (up to 31 m)
- Route-specific considerations: infrastructure constraints & regional realities



NWT Update – Interjurisdictional Operations

Cross-Border Operations

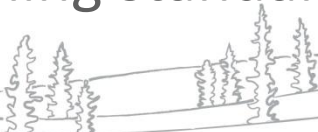
- NWT carriers regularly travel into AB, SK, BC, and beyond
- Differing rules create administrative and operational pressures
- National alignment expected to reduce duplication and improve clarity



NWT Update – Entry Level Training

ELT Status in the NWT

- ELT adopted and required since 2022
- Three approved training providers now operating, up from two
- Industry interest in improved accessibility and training flexibility
- GNWT monitoring national discussions on Red Seal and training standardization



NWT Update – Industry Engagement

Engagement Session Highlights

- Recent GNWT–industry harmonization session completed
- Industry expressed interest in reviving an NWT trucking association
- Strong support for early communication throughout implementation
- Feedback will support alignment and operational planning



Looking Ahead

Next Steps for the NWT

- Evaluating opportunities to align permitting while maintaining northern flexibility
- Key point: NWT's primary barriers to trade relate to infrastructure, not regulatory frameworks
- As a destination (not a corridor) jurisdiction, NWT operational needs differ, but do not create barriers
- Ongoing participation in national working groups





Thank you Questions?

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