



Council of Deputy Ministers Responsible for Transportation and Highway Safety

Task Force on Vehicle Weights and Dimensions Policy

Minutes

(Draft December 1, 2009)

Date: November 24, 2009
Location: Intercontinental Hotel, Montreal
Chair: John Pearson
In Attendance: (See Attachment 1)

1. Welcome and Opening Remarks

Mr. Pearson opened the meeting and welcomed participants. He noted the meeting provides an open forum for government and industry representatives to discuss issues pertaining to vehicle weight and dimension limits in Canada. He reminded participants that a report on the meeting's discussions would be provided to the Council of Deputy Ministers Responsible for Transportation and Highway Safety. He explained that in most cases, decisions on proposals for changes in standards cannot be taken by the Task Force at the meeting, and would require consideration and endorsement by each government individually and collectively by the Council before being reflected in the national Memorandum of Understanding (MOU) on interprovincial vehicle weights and dimensions.

2. Round Table Introductions and Adoption of the Agenda

Following round table introductions, Mr. Pearson drew attention to the agenda that had been circulated prior to the meeting. He invited suggestions for additional discussion topics.

Mr. Robert (Transport Robert) suggested that another item of business for the agenda should be allowances in weight limits to accommodate environmental and fuel efficient technologies without reducing payload capacity.

There were no other additions suggested and the agenda was adopted.

3. Vehicle Weight and Dimension Regulations in Canada - Update on Issues and Developments

a) Amendments to the National MOU on Vehicle Weights and Dimensions

Mr. Pearson provided a presentation (Attachment 2) summarizing the issues that were identified during the Task Force meeting held in 2008 and he provided an update on developments, noting:

- Most jurisdictions have increased weight limits on single axles fitted with wide single tires to 7700 kg; the Northwest Territories allows 6000 kg; Ontario allows 9000 kg; Quebec allows 10,000 kg by permit.
- Most jurisdictions have increased weight limits on tandem axles fitted with wide single tires to 15,400 kg; the Northwest Territories allows 12,000 kg; Ontario 18,000 kg, and Quebec allows 18,000 kg by permit.
- Following an amendment to the MOU in April 2008 to exclude rear-mounted aerodynamic devices (boat tails) up to 0.6 m long from the measurement of the length of trucks, it was proposed that the boat tail length limit be extended to 1.2 m. The issue remains under consideration pending research results and further discussion.

- The addition of “moose” bumpers on vehicles designed to operate at legal overall length limits creates an over-length problem. Some concerns exist about safety issues associated with the swept path of the vehicle. The issue remains under consideration.
- Progress has been made with respect to harmonizing guidelines within the western and eastern regions of Canada for special permit conditions for long combination vehicles (LCVs). Regional harmonization is expected to be the focus before pursuing further harmonization at a national level.

In his presentation, Mr. Pearson also reviewed changes to the national MOU that were approved by the Council of Ministers in October 2009. He noted these changes:

- Revised the definition of track width to be “the width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim.”
- Amended the applicability of minimum track width dimensions for axles fitted with wide single tires such that trailers from model year 2009 or earlier must have a minimum track width of 2.3 m and trailers from model year 2010 or later must have a minimum track width of 2.5 m.
- Added the stinger steer auto carrier configuration in a new category of specialized vehicles.

b) Provincial and Territorial Developments

In round table review the following reports were provided:

Saskatchewan

Mr. Cipywnyk reported that vehicle weight and dimension regulations in the province are being updated to reflect recent changes to the MOU. He also noted the format of the regulations had also been changed to simplify interpretation.

Mr. Cipywnyk reported that Saskatchewan and Alberta have signed a MOU for commercial vehicle operations that addresses the harmonization of special permit conditions for LCVs, oversize and overweight loads, the movement of manufactured homes, cooperative enforcement activities and a joint research project on the impact of wide single tires on thin pavement structures.

He noted that lift-axle systems will be allowed by permit and will be described in the province’s regulations.

He also noted that weight limits on tridem drive tractors will be 22,000 kg. He indicated increasing the weight limit to 23,000 kg to be consistent with Alberta could require upgrading bridge structures within the province.

Mr. Cipywnyk drew attention to the province’s two weight highway system and reported that the length of primary weight system had been expanded this year. He also reported that efforts are being made to reduce the extent of the secondary weight system.

Mr. Cipywnyk also reported that the four western provinces are working towards regional harmonization for special permit conditions for LCVs. He indicated they are nearing agreement regarding length limits and that carrier eligibility continues to be an issue under discussion.

He noted the province is working with FPInnovations and Larry Wulff on roll-coupled trailer research.

Manitoba

Ms. McKee reported that the Motor Carrier Division of Manitoba Infrastructure and Transportation had been reorganized, bringing together its enforcement, permits and development, and safety programs.

She noted that the Department is establishing a remotely-operated weigh station, which will be only the second such station in a Canadian jurisdiction.

She also noted the Department has initiated a complete review of its permitting policy and will look for opportunities to harmonize with other provinces.

Mr. Shupe (Mullen Group Inc.) inquired if consideration had been given to permitting tridem drive configurations. Ms. McKee indicated that tridem drive tractors had not been considered to date but she expected they would be included as part of the permitting policy review.

Ontario

Mr. Madill reported that Ontario's regulations have been amended to allow axles fitted with new generation wide base single tires to carry a maximum weight of 9000 kg, equivalent to that carried on axles with dual tires.

He reported that Ontario is conducting a pilot test permitting turnpike doubles. He indicated that 52 permits have been issued and that the maximum allowed 100 permits are expected to be issued by the spring. Mr. Madill also noted that 26 carriers have been issued permits; no more than two permits per carrier are allowed and it is expected that 50 carriers will have been issued permits by the spring. He reported that 21 origin-destination routes have been approved and 13 approved rest-emergency stop locations have been identified. Mr. Madill noted that operations have been limited to A-train doubles and some shorter B-trains. He indicated there were difficulties identifying rest stops for longer vehicles but he expected that situation to be rectified as service centres are re-built. Finally, Mr. Madill noted that LCV operations will be shut down for the three-month winter period from December through February and that a comprehensive review of the pilot program will be undertaken the following summer.

Mr. Madill also reported that a technical consultation paper has been issued about the fourth phase of Ontario's vehicle weights and dimensions reform project which is intended to cause a migration to safe, productive, infrastructure-friendly trucks operating on the province's highways. He indicated that new weight charts have been proposed, remarking that the weight limits are not significantly different but that axle and gross vehicle weight calculations should be less complex. Mr. Madill invited individuals interested in reading the technical paper to email ywdreforms@ontario.ca. He noted that feedback would be welcome before the end of January 2010 and that the Ministry would be prepared to meet with stakeholder groups to discuss the work.

Québec:

Mr. Janelle reported on developments, noting that:

- Requirements for truck speed limiters have been enforced since January 2009;
- Québec continues to work to harmonize LCV operations with Ontario;
- Regulations have not yet been revised but Ontario's LCV's are recognized by Québec.
- In 2010, work will be initiated to update Québec's regulations to reflect changes to the National MOU and to amend weight limits for special permits for B-trains at 62,500 kg on the secondary network and for special permits for quad-axle semitrailers issued under the 2001 agreement between Ontario and Québec.

Mr. Overing (Michelin Canada) remarked that Québec has established a subsidy to encourage the adoption of fuel efficient technologies; however he noted that wide single tires do not qualify. He recommended these be added to the list of eligible technologies. Mr. Janelle said he would convey that message to the appropriate departments in the province.

New Brunswick

Mr. Goguen reported that work is underway in New Brunswick to amend regulations to reflect changes to the national MOU.

He also reported that the Atlantic Memorandum of Understanding on special permit conditions for over-dimensional vehicles is being implemented. He noted that work continues to further harmonize permit conditions with a goal of having one regional permit recognized in all four Atlantic provinces.

He identified initiatives intended to simplify the permitting process and that a permit is now valid for a seven-day period and applies to power units only.

Mr. Goguen noted that the province now allows tractor wheelbases up to 7.2 m, provided the semitrailer wheelbase is shortened, consistent with the approach taken by Quebec on this issue.

Mr. Goguen also reported that a LCV pilot program is well underway with five carriers and nine routes. He added that efforts continue to harmonize permit conditions with neighbouring jurisdictions.

In other developments, Mr. Goguen noted that a third bridge border crossing had opened at Calais, three new bridges have been built on the Trans Canada Highway in the Moncton area, work continues to complete the twinning of Route 1, and the 511 traveller information system is being implemented in New Brunswick.

In response to a question from Mr. Wood (Canadian Trucking Alliance), Mr. Goguen indicated that raising the weight limit on axles fitted with wide single tires is not a priority in New Brunswick at this time.

Nova Scotia

Mr. Balsom reported that Nova Scotia is implementing the Atlantic MOU on special permit conditions for over-dimensional vehicles and echoed Mr. Goguen's remarks that a goal is to have a regional permit system.

He noted that vehicle weights and dimensions regulations will be updated to reflect recent changes to the MOU.

Mr. Balsom indicated that a regulation has been put forward regarding quad axle semi trailers and that if approved, it should be in place early in 2010.

He also reported that two weigh-in-motion sites are in operation in Nova Scotia and that a third will be installed by spring 2010.

Mr. Balsom said that the province has hired new training and compliance officers.

Mr. Balsom noted that the province's LCV pilot program will be reviewed in the spring.

He indicated that the province does not plan to consider increasing weight limits on axles fitted with wide single tires in the near future.

Prince Edward Island

Mr. MacEwen reported that work is underway to update the province's regulations to reflect the national MOU.

He reported that an aggressive bridge replacement program is being pursued in the province. He also noted that two roundabouts are being considered outside Charlottetown, and indicated these would facilitate commercial traffic movements in the area.

Mr. MacEwen confirmed the weight limit allowed by permit on axles fitted with wide single tires is 7700 kg.

Newfoundland and Labrador

Mr. Murray reported that the MOU amendments are being incorporated into the province's regulations.

He indicated that the province will soon be collecting data at four weigh-in-motion sites.

He said there are no intentions to increase weight limits on axles fitted with wide single tires at this time.

Northwest Territories

Mr. Beaulieu reported that the Northwest Territories 24 hour-a-day permitting centre has been opened, two new self-weigh stations have been opened near Hay River and Fort Simpson, along with a camera system on the weigh-in-motion scale.

He reported that LCV's (Rocky Mountain Doubles) up to 31 meters in length are operated under permit on the enhanced visibility highways, and that tridem drive axles to 21,000 kg are recognized under permit during the winter tolerance season. He noted that lift-axle systems will be allowed by permit.

Mr. Beaulieu indicated that plans are under way to amend the Large Vehicle Control Regulations to include more provisions of the national MOU, and that there are no plans to increase the current weight limit on axles fitted with wide single tires.

British Columbia

Mr. Pearson read notes provided by Greg Gilks (British Columbia), indicating that:

BC has formally implemented a LCV program in the Lower Mainland. The program was initiated following a two year pilot project. It allows restricts LCV's to multi-lane highways and is currently limited to Rocky Mountain Doubles operating between Burnaby and Kamloops. The current program allows for operation between March 1 and October 31 only, but a further pilot program is being launched to evaluate the winter haul. Drivers are required to check with DriveBC and record the weather information which is posted at the time of the check. This will allow an audit of the company to confirm their drivers are completing the weather checks before they enter the Coquihalla Highway portion of the route. The winter haul will be evaluated over the winter season to determine whether the company is complying with the requirements and whether the monitoring program is practical.

Industry has also indicated an interest in evaluating Turnpike Doubles, and operation of LCVs from the Lower Mainland to Kelowna. These evaluations have not been scheduled yet.

At the conclusion of the provincial and territorial updates, Mr. Robert remarked on the pressure on the industry to be more fuel efficient and reduce emissions. He emphasized that facilitating LCV operations, particularly at lower speeds, should be a top priority for all concerned.

Mr. Robert also suggested that wide single tires offer significant environmental benefits and that measures should be taken to encourage their adoption. He noted that if barriers exist to their implementation, then carriers placing orders for trailers now may not be able to take advantage of the benefits of wide single tires for several more years.

Mr. Pearson noted that engineering concerns have been raised about the impact of wide single tires on thin pavement. He referenced recent research conducted at the Université Laval that suggests the damage to thin asphalt structures caused by wide single tires may be 20% greater than conventional dual tires. He noted that research on this issue is continuing in a number of jurisdictions and it is hoped it will assist with the evaluation of increasing weight limits on axles fitted with these tires.

Mr. Overing noted that the research conducted to date has been based on a comparison with dual tires at precise pressures and matched tread depths. He suggested these are critical factors affecting performance and that fleet inspections indicate perfect pressure and tread depth are often not achieved in practice. He recommended that ongoing research comparing the impacts of wide single tires and dual tires should reflect real operating conditions to the greatest extent possible.

Mr. Wood suggested that the environmental benefits of wide single tires should be considered as an offset to the costs of potential pavement damage. He noted that Ontario and Quebec may have accounted for those benefits in allowing equivalent weights to be carried on axles fitted with single or dual tires.

4. Council of the Federation Regulatory Harmonization Initiative

Mr. Pearson provided a presentation (Attachment 3) about this initiative. He thanked contributors who had participated in the stakeholder consultation process and summarized the comments that had been received. He noted that 19 citations about national harmonization of transportation regulations had been made, of which 5 pertain to the Task Force on Vehicle Weights and Dimensions Policy, 13 pertain to the Canadian Council of Motor Transport Administrators, and one pertains to another mechanism. Mr. Pearson concluded his presentation by noting that no major revelations had been made during the consultation process and that the transportation issues raised were previously known and are being addressed. He added that a report on continuing efforts to harmonize transportation regulations would be prepared for submission to the Ministers of Internal Trade by the end of the year and that a renewed action plan for further harmonization efforts would be submitted to the Council of the Federation.

Ms. Ritchie (Owner-Operator's Business Association) inquired about the Agreement on Internal Trade and Mr. Pearson explained that the Council of Ministers Responsible for Transportation and Highway Safety is responsible for, and has ensured, issues identified in the agreement when it was established in 1994 have been resolved. He added that a mechanism exists to resolve other concerns should any arise but that no transportation-related issues have ever been raised under the agreement.

Ms. Ritchie remarked that most of the harmonization issues identified during the consultation process pertained to CCMTA, but the organization has no jurisdiction itself and she suggested other

mechanisms might be necessary to address those issues. Mr. Michaelson (FPIInnovations) concurred that his experience with the Task Force and CCMTA indicates that it can take a long time to make progress in the pursuit of harmonization.

Mr. Delaney (Petroleum Services Association of Canada) drew attention to the issue of greater municipal involvement in special permits and the burden on the industry from the additional fees imposed by municipalities. He recommended the issue be brought to the attention of the Premiers in the next report to the Council of the Federation.

5. Presentations

a) Developments on Roll Stability Control Systems

Mr. T. Bourque (Haldex) provided a presentation (Attachment 4) about developments in trailer roll stability technology.

In questions following the presentation, it was noted that:

- No devices are mounted in the cab to inform the driver that the brakes are being applied; s/he will be able to feel it.
- Work is in progress to make it possible to transfer information about electronic braking events back to dispatch.
- A training package is available to educate drivers about the technology.
- Roll stability devices are being tested on LCVs; delivering power from the tractor to the rear-most trailer can be challenging.

Mr. Bourque also presented a video to demonstrate the shorter stopping distance provided by disc brakes compared to drum brakes in both cold and hot conditions. He noted that the National Highway Traffic Safety Administration (NHTSA) has announced new stopping distance regulations for tractors which are expected to be implemented in 2011.

b) Trailer Technology Developments

Mr. Parrott (Meritor WABCO) provided a presentation (Attachment 5) about evolving technology for roll stability and lift axle valves.

Following the presentations by Mr. Bourque and Mr. Parrott, participants discussed the application of roll stability devices on A trains and B trains. Mr. Billing observed that B trains are lively in evasive manoeuvres and the two trailers tend to roll in opposite directions, effectively cancelling each other out and making it more difficult to roll the configuration.

Mr. Madill remarked that if an A train is equipped with a roll stability system then the lead trailer must be able to send the signal downstream. He added that the lead trailer cannot brake more aggressively than the second trailer can achieve. Mr. Bourque observed that the anti-lock braking system would take over if necessary.

In closing the discussion, Mr. Bourque noted that the roll stability technology will be demonstrated in Ohio on December 8th and 9th and he invited participants to attend.

c) Research on Roll Coupling of Truck Trailer Combinations

Mr. Sinnott (FPIInnovations) and Mr. Parker (FPIInnovations) provided a presentation (Attachment 6) about research on improving the dynamic performance of truck-trailer combinations through roll-coupled hitches.

At the conclusion of the presentation, Mr. Sinnett suggested that the benefits of roll-coupling for pony trailers have been proven and recommended allowing full axle group weights for roll-coupled pony trailers. He noted the preferred approach would be an amendment to the MOU and that an alternative or interim approach would be a province-based permit system. He added that a “roll-coupled” hitch should be defined as “a hitch capable of resisting vehicle roll from one unit to another; the hitch must be able to resist a minimum of 60 kN-m of roll torque in no more than 15 degrees of lash and twist, in both directions.”

In response to a question, Mr. Davis indicated that Transport Canada has no plans at this time to develop a standard for roll-coupling hitches. He suggested the researchers give consideration to working with the Canadian Standards Association to develop such a standard.

d) Tractor and Trailer Lighting

Mr. Taylor (Grote) provided a presentation (Attachment 7) about developments in lighting technology, safety considerations and the merits of LED lighting for trucks.

e) Research on Safety Implications of Longer Boat Tails

Mr. Davis provided a presentation (Attachment 8) about the safety implications of longer (greater than 2 ft) boat tails and ongoing wind tunnel testing and computer simulation. He noted that the Phase 1 research is expected to deliver results in early 2010, after which the need for additional research will be considered along with the potential need to amend regulations regarding boat tails.

Mr. Davis indicated that possible options to address the use of longer boat tails in Canada could include:

- Amending federal regulations to:
 - o Amend the rear clearance zone
 - o Provide an exemption for tails
 - o Develop a performance test to determine non-structural protrusions.
- The Task Force on Vehicle Weights and Dimensions Policy and the provinces and territories to permit longer boat tails on after-market installations
- Develop a 2 ft boat tail and have it to be included as a SmartWay-verified aerodynamic device for trailers.
- When travelling in Canada, boat tails over 2 ft must be closed.

In his presentation, Mr. Davis noted that, in the U.S., the Federal Highway Administration (FHWA) has defined requirements by which after market installations of boat tails up to 5 ft long can be exempted from overall truck length measurements. He also noted that the National Highway Traffic Safety Administration’s (NHTSA) Federal Motor Vehicle Safety Standards appear to prohibit installation of boat tails on new trailers at first retail.

Mr. Loy (FMCSA) noted the challenges posed by the involvement of different federal agencies such as the NHTSA, FHWA, the Federal Motor Carrier Safety Administration (FMCSA), and the Environmental Protection Agency. He explained that the NHTSA has been reluctant to provide guidance to the FHWA regarding after-market installations of boat tails. He also explained that manufacturers can request exemptions from federal regulations for energy-saving devices. He added that crash-testing was conducted by ATDynamics to demonstrate compliance with federal motor vehicle safety standards.

Mr. Bolduc (Transtex Composite – ATDynamics) noted that the ATDynamics Trailer Tail is SmartWay-verified and has been approved for after-market installations in the US. He suggested it

should be appropriate to have the same conditions in Canada. He reported that 2 ft boat tails have been shown to offer 2.6% savings in fuel consumption and 4 ft boat tails have been shown to offer 5% savings in fuel consumption.

Participants noted that the safety performance of the longer boat tails, particularly in winter conditions with snow and ice, may be a concern. Mr. Davis suggested that due diligence is needed and crash-testing should be conducted.

Mr. Robert noted the importance of reducing green house gas emissions, which he suggested is a responsibility shared by all stakeholders. He observed that the federal government is able to approve what is being done on engine standards in the US, and the same basis should be used to approve longer boat tails as in the US. He emphasized the willingness of the industry to invest in new technologies for environmental and economic reasons and urged governments to find solutions to facilitate implementation.

Mr. Wood remarked that retro-fitted boat tails could be handled by the Task Force and the individual provinces and territories. He inquired if Transport Canada would exempt longer boat tails if the US NHTSA indicated they were not regulated. Mr. Davis indicated that a ruling from Transport Canada would be needed.

Mr. Billing inquired if the wind tunnel testing being conducted by Transport Canada would resolve concerns over visibility in snowy conditions. Mr. Davis indicated that splash and spray characteristics would be examined later.

Mr. Madill expressed interest in seeing the results of Transport Canada's research. He added that, pending resolution of safety concerns, it may be possible to address the installation of longer boat tails at the provincial and territorial level until such time as federal regulations could be amended.

f) Load Expert Software

Mr. Lavoie provided a presentation about a free website (www.gotruckload.com) which assists the trucking industry in verifying weight regulations. He noted the site is currently only applicable to the American states but suggested it could be expanded if it were of interest in Canada.

Participants noted the need to be cautious with respect to the legal liability of providing such data and the difficulties that could be encountered with collecting the data and ensuring its timeliness and accuracy.

Mr. Madill inquired about the time necessary to establish a Canadian version of the site if the provinces and territories provided data. Mr. Lavoie indicated that if the project were supported with funding and data were provided by agencies, the website could be functional in six to eight months, but more time would be necessary if funding were not available.

6. California Air Resources Board Regulations for Trucking

Mr. Overing provided a presentation (Attachment 9) about the implications of upcoming California Air Resources Board (CARB) regulations and noted that, in California, all 2011 and newer model year tractors and trailers will need to be specified with low rolling resistance tires. He described four factors that affect rolling resistance and noted that three also affect winter traction capabilities. He suggested the only design criterion which reduces rolling resistance without decreasing winter traction is casing architecture (wide single versus dual tires).

Mr. Pearson inquired about the process to have tires verified for SmartWay eligibility. Mr. Overing noted that Michelin had submitted its tires for testing. Mr. Rennie (Bridgestone Firestone Canada) added that there are two methods to qualify; the first is to conduct drum tests for tire-to-tire comparison; the second is to conduct a road test and that manufacturers can pool tires on a vehicle in that case.

7. Trailer Wheelbase Dimensions: Double drop and low bed trailer

Mr. Dolyniuk (Manitoba Trucking Association) raised discussion of trailer wheelbase dimensions, noting that equipment being hauled is getting bigger and there is a need for both tandem and tridem double drop and low bed trailers with a well deck length in excess of 8.23 m. He indicated that a letter (Attachment 10) describing the issue had been sent to the Task Force from the Manitoba Trucking Association and that it had been discussed by all the trucking associations and had the support of the Canadian Trucking Alliance. It suggests:

- Jurisdictions allow the use, without permit, of tandem axle units with minimum wheelbase of 6.25 m and an overall length of 16.15 m. These trailers should be allowed to be used with a flip axle to re-configure the trailer into a tridem axle trailer, or as a fixed tridem axle group, or as a tridem axle group with a lift axle in the group, while not exceeding the overall maximum length of 16.15 m.
- These configurations should be allowed to operate with both over-dimensional loads (with permits as required) and reducible, non-dimensional loads at RTAC weight levels (without permits).
- If the trailer is further specialized and is wider than 2.6 m it should be allowed to haul reducible loads on a round trip basis (i.e. a low bed trailer that is 3.05 m wide should be allowed to haul a 2.44 m culvert one way and a 2.6m wide packer in return). The only time a permit should be required is when an over-dimensional load is being hauled, or if the actual trailer itself is over-dimensional (greater than 2.6 m wide, longer than 16.15 m, etc.).

Mr. Robert concurred that the industry needs this issue addressed because it can be difficult to reposition loads, which may otherwise be necessary when travelling long distances with some equipment loads. He observed that harmonization of requirements with respect to weekend movements would also be helpful.

8. Wide Based Single Tires

It was noted this issue had been addressed in earlier discussions. Mr. Pearson added that emerging research reports on the subject from the Université Laval and the Ministry of Transportation of Ontario would be made available on the Task Force's website at <http://www.comt.ca/english/programs/trucking/>.

It was noted that the October 2009 amendment to the MOU stipulates that the minimum track width on trailers from model year 2009 or earlier, with axles fitted with wide single tires, must be 2.3 m and trailers from model year 2010 or later must have a minimum track width of 2.5 m. Mr. Madill noted that the 2.5 m track width dimension cannot quite be met with axles fitted with single tires. He suggested that the Ministry of Transportation of Ontario is satisfied that the stability of trailers with axles fitted with single tires at a minimum track width of 2.45 m is effectively the same as trailers with dual tires at a track width of 2.5 m. He indicated that axles will have to be rated appropriately and, where retro-fitted, axles would have to be re-rated. He explained this is a regulatory matter in Ontario and, in the interim, permits will be made available.

It was suggested that other provinces and territories considering implementing Ontario's approach to resolve this issue in their own jurisdiction.

Ms. Lessard (Manac) noted that manufacturers are obliged to meet regulations when orders are placed for new trailers. She emphasized the urgency of resolving this issue as soon as possible so that shippers can make informed decisions about their fleets when making purchases.

9. Long Combination Vehicles

Mr. Cipywnyk reviewed western harmonization efforts with respect to special permit conditions for LCVs. He noted that work is essentially complete for turnpike doubles, although carrier eligibility has not been resolved. He indicated and that the conditions will be shared with the western trucking associations then submitted to the provincial ministers.

Mr. Balsom reported on harmonization efforts in eastern Canada. He noted that the issue of high-mounted brake lights has been challenging. He indicated that:

- Nova Scotia has not been convinced of the safety benefits of such lights.
- The addition of such lights makes the vehicle non-uniform, which should be addressed by Transport Canada and not proposed by an individual province.
- Mounting such lights is challenging and not made worthwhile by safety benefits.

Mr. Madill expressed Ontario's interest in harmonizing permit conditions in the east and eventually with New York State as well. He noted progress is being made with neighbouring provinces but suggested there is an impasse with respect to high-mounted brake lights. He noted that the province will gather experience with its pilot program before further discussing harmonization.

Mr. Mason reported that New Brunswick's pilot project in a hilly section of highway suggested there are safety benefits when using high-mounted brake lights but the province will review the issue given the feedback received from others.

Mr. Mason suggested there may be a need to improve the conspicuity of signage on the back of LCVs and Mr. Seeley echoed that suggestion.

Ms. Lessard inquired if there is someplace where the permit conditions across Canada can be found. Mr. Pearson indicated he would raise the matter with provincial and territorial members of the Task Force and post the information on the Task Force's website or provide links where the information can be found.

10. Over-dimensional and Oversize Special Permits

a) Status of special permit harmonization efforts

It was noted that progress with respect to harmonization in the east had been discussed under Agenda Item #3b). It was also noted that some preliminary discussions about harmonization in the west have occurred.

b) Escort Vehicle Operators Training

Mr. Delaney reported that the Petroleum Services Association of Canada has developed a one-day course to train escort vehicle operators. He added that the course and certification will be offered by Enform beginning in 2010. Mr. Delaney indicated the intention is to make the course mandatory for anyone operating an escort vehicle for the oil and gas industry.

Ms. Murray (Sparrow Piloting Service) reported that she had assembled the pilot car/escort vehicle requirements from jurisdictions, and she circulated a bound copy of the information. She noted that

she is currently updating the book with information from the provinces and territories and could make it available to others.

11. Other Business

Mr. Robert drew attention to the additional weight of environmental and fuel efficient technologies and reiterated his concerns that shippers and carriers who strive to protect the environment are penalized because they cannot carry as much payload. He asked that provinces and territories consider providing exemptions from weight limits for environmental technologies.

Mr. Madill inquired if the majority of the additional weight is being carried on the front axle and suggested a relaxed weight limit on that axle could provide some relief.

Mr. Kennedy (Kenworth) observed that truck technology has made remarkable advancements and that emissions have been greatly reduced. However, he noted that trucks cost more and weigh more as a result. He suggested a “green” permit concept be considered.

Mr. Park (Owner-Operator’s Business Association) concurred that the owner-operator business community would support the call for payload accommodation for environmental initiatives.

Mr. Michaelson noted that energy efficiency is lost if a given load cannot be carried in one vehicle and must be moved in additional vehicles.

Mr. Wood noted a similar request had also been made a year ago. Mr. Pearson indicated that governments have been unwilling to accommodate additional requests for weight, citing concerns about impacts on infrastructure. He also noted that the request continues to be made by industry stakeholders and suggested the Task Force would consider the matter again.

12. Next Meeting

It was agreed that the next meeting should be convened in November 2010 with the location to be determined.

13. Adjournment

There being no further business, participants were thanked for their contributions to a productive meeting.

Prepared by: Sarah Wells
Date: December 1, 2009

List of Attachments

- Attachment 1: List of Participants
- Attachment 2: Presentation – National Update
- Attachment 3: Presentation – Council of the Federation Regulatory Harmonization Initiative
- Attachment 4: Presentation – Haldex Trailer Roll Stability
- Attachment 5: Presentation – Meritor WABCO Evolving Technology
- Attachment 6: Presentation – FPInnovations Dynamic Performance of Truck-Trailer Combinations
- Attachment 7: Presentation – Grote Lighting
- Attachment 8: Presentation – Boat Tails: Regulatory Overview
- Attachment 9: Presentation – CARB Regulations for Trucking
- Attachment 10: Submission regarding Long Wheelbase Trailers (Double drop and Low bed trailers)

Attachment 1:

**Task Force on Vehicle Weights and Dimensions Policy
Meeting – November 24, 2009 Montreal**

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