



# Council of Deputy Ministers Responsible for Transportation and Highway Safety

## *Task Force on Vehicle Weights and Dimensions Policy*

### **Minutes**

*(Draft December 15, 2010)*

**Date:** November 22 and 23, 2010  
**Location:** Fairmont Royal York Hotel, Toronto  
**Chair:** John Pearson  
**In Attendance:** (See Attachment 1)

#### **1. Welcome and Opening Remarks**

Mr. Pearson opened the meeting and welcomed participants.

He thanked participants for contributing to the development of the agenda and for the time and effort made to attend the meeting. He noted that the primary focus of the meeting is issues pertaining to regulatory harmonization but that some time would also be spent on new and emerging technologies that may have an impact on weights and dimensions issues.

#### **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.

Mr. Robert (Transport Robert) suggested that additional discussion items for the agenda should be:

- Status of electronic-on-board-recorder requirements
- Availability of cabover tractors
- Accommodating liquid natural gas fuel tanks on tractors

With those additions, the agenda was adopted.

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

Mr. Pearson reminded participants that the meeting provides an open forum for government and industry representatives to discuss issues pertaining to vehicle weight and dimension limits in Canada. He acknowledged the important contributions made by all participants at the table. 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 of Deputy Ministers Responsible for Transportation and Highway Safety before being reflected in the national Memorandum of Understanding (MOU) on interprovincial vehicle weights and dimensions.

##### **a) National Developments**

Mr. Pearson provided a presentation (Attachment 2) with background on the Task Force and the MOU. He noted that recent and current issues being discussed include:

- Length and weight limit allowances to accommodate environmental and fuel efficiency technologies
- Harmonization of special permit conditions for long combination vehicles

- Length allowances to accommodate “moose bumpers”
- Operational considerations such as longer wheelbase tractors, specialized tractor configurations, roll-coupled hitches and new lift axle designs.

**b) Provincial and Territorial Developments**

In round table review the following reports were provided:

*Yukon*

Mr. Warkentin reported that Yukon had updated its overweight application process. He noted that super loads over 120,000 kg require further analysis by the carrier, involving two applications.

He also reported that a review of gross vehicle weights in various categories had been completed and resulted in some increased limits.

Finally, Mr. Warkentin noted that Yukon is trying to work with Alaska on some weight and dimension issues but differences in bridge formulae are presenting challenges.

*Northwest Territories*

Mr. Beaulieu reported that LCVs (Rocky Mountain Doubles) can be operated in the Northwest Territories under permit. He also noted that lift-axle systems are allowed by permit.

He noted that construction of the Deh Cho Bridge is progressing with completion expected in November 2011. He explained the bridge will provide a permanent crossing of the Mackenzie River, near Fort Providence, replacing the current ferry operations in that location.

Mr. Beaulieu also drew attention to the 24 hour-a-day permitting centre that has been opened and two self-weigh stations that operate near Hay River and Fort Simpson.

*British Columbia*

Mr. Dennis provided an update on behalf of the Commercial Vehicle Safety and Enforcement Branch in British Columbia. He reported on the introduction of the Premium Carrier Program in the province, which is intended to enhance road safety.

He highlighted a western initiative to harmonize permitting conditions for LCVs. He noted that Turnpike Doubles are restricted to multi-lane highways and the department is working to expand opportunities for such operations.

Mr. Dennis also highlighted the Weigh2GoBC program, which enables commercial vehicles equipped with a transponder registered in BC to bypass weigh stations. He said the program currently includes 600 registered vehicles.

Mr. Monty highlighted developments in BC’s online permitting system. He noted that the province is working towards harmonizing with its neighbours as much as possible.

Mr. Shupe (Mullen Group) noted that the Weigh2GoBC program is similar to an Alberta program and he inquired if there is prospect of aligning them. Mr. Dennis indicated that discussions are underway with Alberta regarding their respective premium carrier programs.

Ms. Ritchie (Owner-operator’s Business Association) inquired about environmental incentive programs in BC. Mr. Dennis indicated that the province has a variety of initiatives, including

Weigh2GoBC. He said the BC Climate Action Secretariat drives change to achieve greenhouse gas emission reductions.

*Alberta*

Ms. Durdle reported that Alberta, British Columbia and Saskatchewan had signed an agreement for the New West Partnership, which is intended to reduce impediments to trade among the participating provinces.

She noted the Province had introduced a permit for long wheelbase tractors.

Ms. Durdle also noted that the Province is continuing to work on its permitting system. She explained the intention is that a carrier will be able to have the Province issue a permit for operations on both provincial and municipal highways. She indicated that it is hoped the program can be rolled out next year.

Ms. Durdle noted that the Province is seeing an increase in intercity transportation operations by municipal buses.

*Saskatchewan*

Mr. Cipywnyk reported that vehicle weight and dimension regulations in the province have been updated and are now consistent with the MOU. He also reported that tridem drive trucks and truck tractors have been introduced into regulation.

He indicated that drawings and tables of weights and dimensions for vehicle configurations will be included as schedules in the regulations. He explained the objective is to organize the information better to improve the clarity of the regulation and simplify its interpretation.

Mr. Cipywnyk noted that, among others, changes made to the regulations:

- allow the use of lift axles that auto-deploy
- increase the allowable weight on single axles fitted with wide based single tires to 7,700 kg and on tandem axles fitted with wide based single tires to 15,400 kg on primary highways
- allow the use of boat tails and exclude them from the determination of overall length, provided they do not protrude beyond 2 ft from the rear of the vehicle
- exclude moose bumpers from the determination of overall vehicle length
- expand the list of highways at which B-trains can operate at 63,500 kg.

Mr. Cipywnyk drew attention to the New West Partnership and noted a goal will be to establish the same or similar rules for carriers operating among the three western provinces. He also noted that changes to permitting policy are intended to reduce impediments to carriers in Saskatchewan. He indicated this includes relaxing conditions for loads that were previously restricted to daytime movement in the province.

Mr. Shupe inquired if consideration was being given to allowing tridem drive trucks and truck tractors to tow pup trailers. Mr. Cipywnyk noted there are vehicle dynamic issues associated with such configurations. He indicated that work is being done to determine if manufacturers can meet necessary performance thresholds.

### *Manitoba*

Mr. Brown reported that the Province is currently reviewing its permit policy. He noted that Saskatchewan and Manitoba have committed to harmonize and cooperate on enforcement as much as possible.

Mr. Brown also reported that the Province is conducting research into its spring load restriction program. He explained that the weight restrictions are currently based on fixed calendar dates but that it would be desirable to have an empirical basis for the restrictions that would ensure the protection of the infrastructure while recognizing carriers' needs.

Mr. Dolyniuk (Manitoba Trucking Association) inquired if consideration had been given to permitting tridem drive configurations. Mr. Brown noted that is part of the permit policy review.

Mr. Dolyniuk noted that Manitoba is currently the only province that does not allow 63,500 kg weights on B-trains. Mr. Brown indicated that engineers are assessing the limit.

### *Ontario*

Mr. Madill reported that Ontario's Open for Business bill had recently passed into law. As part of the bill, amendments had been made to the Highway Traffic Act which brought Ontario's regulations up to date with the national MOU.

Mr. Madill also reported on Ontario's vehicle weights and dimensions reform project. With respect to Phases 1 and 2, he noted that some grandfathering will come to an end this year, although non-compliant vehicles can continue to operate at reduced weights. He added that for vehicles addressed in Phase 2, permits will be available to extend some grandfathering.

Mr. Madill reported that the final fourth phase of the project, which deals with straight trucks, recreational vehicles and some specialty vehicles, will be completed in the coming weeks. He noted the effective date is July 1, 2011 and vehicles built after that date must meet the standards of the Safe, Productive, Infrastructure-Friendly vehicles (SPIF) program.

### *Québec:*

Mr. Corbin reported that, last summer, the Province reduced the cost of special permits for the use of wide-based single tires. He reminded participants that Quebec permits the operation of vehicles equipped with those tires at loads equivalent to vehicles equipped with dual tires.

Mr. Corbin also reported that ongoing work to amend the provincial regulation will be complete soon. He indicated the amendments will eliminate a number of special permits by integrating into regulation:

- B-trains;
- Quad axle semi-trailers;
- Wide-based single tires.

Mr. Corbin also noted that the amended regulation will reflect the latest changes in the national MOU and recent agreements reached between Quebec and Ontario. He suggested that regulation document would be issued for consultation purposes early in 2011 with enforcement expected before the end of that year.

### *New Brunswick*

Mr. Goguen reported that in September 2010 a number of amendments had been made to New Brunswick's regulations. He noted these amendments:

- Incorporated quad axle semi-trailer configurations
- Incorporated pony-trailer configurations
- Addressed the lengths of A-, B- and C-trains
  - o 25 m is acceptable on all roads in the Province as long as the gross vehicle weight rating is respected

Mr. Goguen noted that as a result of recent amendments, the need for 1700 permits each year would be eliminated.

Mr. Goguen indicated that permits continue to be required to operate vehicles fitted with wide base single tires.

He reported that weight limits on B-trains had been increased to 63,500 kg and the requirement for high-mounted brake lights on LCV's had been eliminated.

He also reported that New Brunswick and Nova Scotia are working towards regional permitting, that would eventually also include Prince Edward Island and Newfoundland and Labrador, for oversize loads.

In other developments, Mr. Goguen noted that work continues to complete the twinning of Route 1, and planning for twinning Routes 85 and 11 is underway.

### *Nova Scotia*

Mr. Balsom reported that Nova Scotia has amended its regulations to remove the sunset clauses on several grandfathered configurations (model year 2002 and earlier) in order to allow those configurations to continue operating. He also reported that amendments made to reflect the Atlantic MOU included the addition of wide spread tandem steer trucks and quad axle semi-trailers.

He indicated that a new weigh-in-motion site is operational outbound from Halifax.

Mr. Balsom also reported that a major rewrite of the Province's Motor Vehicle Act is under way. He explained the intention will be to modernize it and make it easier to understand.

### *Prince Edward Island*

Mr. MacEwen reported that the Province had recently proclaimed amendments to its regulations that:

- Amended four definitions to reflect modern equipment
- Removed the age limitation for front axle rating upgrades
- Removed sunset expiry dates for certain trailer configurations
- Removed A-, B-, and C-train route restrictions so these vehicles can be operated on any route in the Province
- Made allowance for long wheelbase tractors towing trailers with decreased wheelbase and included the trailer wheelbase table in the regulation
- Amended axle spread dimensions for tandem steer axles to reflect modern configurations

Mr. MacEwen reported that the Province had also implemented the allowance of self-steering quad axle trailers by permit for the conveyance of dry bulk products, liquid bulk products and specific raw

forest products. He noted this process involves special conditions, similar to the other Maritime jurisdictions.

In other developments, Mr. MacEwen noted that the Province had just completed an aggressive highway improvement project, including the construction of six roundabouts. He suggested these will improve road safety significantly at the four locations on major highways and two within the City of Charlottetown.

Finally, Mr. MacEwen reported that the Province is in the midst of a major highway re-design construction project in the Borden-Carleton area. He added that the project will include the installation of weigh-in-motion technology to monitor truck traffic with the objective of having a high percentage of trucks being allowed to pass the weigh station without stopping.

#### *Newfoundland and Labrador*

Mr. Murray reported that the Province will introduce changes to its vehicle regulations in the coming months. He indicated the changes will:

- Increase spacing on twin steer trucks from 1.85 m to 2.2 m
- Increase spacing on tridem axle pony trailers from 2.4 m to 3.7 m
- Increase wheelbase on semi-trailer configurations to 7.2 m from the current 6.2 m
- Amend the definition of “tridem equivalent axle” to allow for the liftable axle to be located at a place other than in the first axle location and to allow for more than one liftable axle

Mr. Murray also indicated the Province will consider implementing a 225 kg weight allowance on the steering axle of trucks equipped with auxiliary power units.

He indicated that the province has four operational weigh-in-motion sites; two in eastern Newfoundland and Labrador, one at the port of entry and one on Route 430, the Northern Peninsula. He added that the sites are currently being used for data gathering and to determine trends that can be used to focus enforcement efforts. He remarked that prosecution action will not be considered from WIM data at this time.

Mr. Murray reported that in October 2010 the Province’s Highway Traffic Act legislation that bans the use of cell phones was expanded to prohibit texting and the use of hand held electronic devices while driving.

Mr. Murray noted there are no plans to permit LCVs in the Province as the nature of the highway system presents some challenges with respect to the operation of such vehicles.

#### *Transport Canada*

Mr. Harbour noted that Transport Canada staff is reviewing the greenhouse gas emission regulations that are being developed by Environment Canada. He suggested the regulations will closely mirror US regulations and an assessment is being made to determine if there will be major implications for trucks in Canada. He invited stakeholders to contact him if concerns exist.

At the conclusion of the provincial and territorial updates, Mr. Sokil (Sokil Express Lines) remarked that permits should be carrier-specific rather than vehicle specific, which could eliminate the needs for thousands of permits each year.

#### **4. Long Combination Vehicle Operations – Provincial Updates**

In round table review, the following updates were provided.

##### *Nova Scotia*

Mr. Balsom reported that Nova Scotia is in the second year of its LCV program. He noted that seven carriers operate between New Brunswick and Halifax, with each carrier able to make up to three trips per day. He indicated the program had been a success so far, conditions are being reviewed and opportunities to expand the program in the future would be explored.

Mr. Balsom added that the Atlantic Provinces are working towards harmonizing LCV permit conditions.

##### *New Brunswick*

Mr. Goguen reported that New Brunswick's LCV program is open with five carriers operating on a number of routes in the province. He indicated that the requirement for high-mounted brake lights had been removed and that allowable gross vehicle weights had been increased to 63,500 kg.

##### *Québec*

Mr. Corbin noted that LCVs had been permitted in Quebec for 30 years and that the Province is awaiting the results of Ontario's LCV project to discuss harmonization.

##### *Ontario*

Mr. Madill noted that Ontario's LCV project had been launched in August 2009 and that operations are shut down through December, January and February. He reported that 39 carriers have been issued two permits each and that more than 20,000 LCV trips totaling more than 6 million km have been made. He suggested that the program conditions in place appear generally satisfactory. Mr. Madill said that LCV operations will resume on March 1, 2011 and that a decision on the scope of operations in the spring had not yet been made.

##### *Manitoba*

Mr. Brown reported that Manitoba had conducted a LCV pilot project which permitted Turnpike Doubles on the Trans Canada Highway during summer months. He noted that a report on the pilot project is expected in February 2011.

##### *Saskatchewan*

Mr. Cipywnyk reported that Saskatchewan has resolved carrier eligibility to operate Rocky Mountain Doubles and Triples. He indicated that 50 carriers are in the program, which has been a success.

Mr. Cipywnyk also reported that the Western Provinces are working together to harmonize LCV operations.

##### *Alberta*

Ms. Durdle noted that a committee of government and industry representatives has been formed that discusses LCV permit conditions in the Province.

She noted that the work was being undertaken to evaluate the implications and acceptability of a 40.7 m overall length limit on Turnpike Doubles.

*British Columbia*

Mr. Dennis noted that LCV trials had been underway in the last year to assess their feasibility in the Province. He noted that specific routes had been designated and an emphasis placed on driver certification. He suggested that questions remained about the potential uptake by carriers.

*Northwest Territories*

Mr. Beaulieu reported that Rocky Mountain Doubles up to 31 m in length with a gross vehicle weight of 63,500 kg are permitted in the Territory.

In discussion following the round table updates, Mr. Dolyniuk expressed disappointment in the slow pace at which harmonization is progressing in the west. He highlighted a number of issues of concern to the industry, including the maximum overall length of Turnpikes as well as carrier eligibility.

With respect to carrier eligibility, Mr. Dolyniuk suggested that some jurisdictions are making unilateral decisions which are not consistent with the intent of the MOU. He further suggested that Alberta's requirement that carriers hold a satisfactory NSC rating is unnecessary and prejudicial. He remarked that different jurisdictions may measure carriers' safety performance against different criteria, which he suggested is inequitable. Mr. Dolyniuk expressed support for eligibility criteria in principle but that the criteria need to be established and applied fairly and equitably by all jurisdictions.

Ms. Durdle remarked that the NSC audit is an indication of a carrier's commitment to safety. She added that staff will work with carriers on the audit and to correct deficiencies. She observed that there have been few carriers that cannot meet the requirement and that any carriers with significant concerns are welcome to discuss them with the Province.

**5. Weight Limits for Buses and Motor Coaches**

Mr. Carroll (Motor Coach Canada) provided a presentation (Attachment 3) identifying issues with weight limits for Category 8 vehicles (inter-city buses) in the MOU. He suggested that the limits have not kept pace with developments in the industry and that the addition of onboard safety and comfort devices have increased tare weights on axles such that there is little room for payload. He remarked that most fully-loaded motor coaches in Canada, and those visiting Canada from the US, exceed MOU weight limits.

Mr. Carroll suggested that the MOU should be updated in this regard and that grandfathering should be established for existing coaches. He also suggested that manufacturers would appreciate guidance about reasonable average passenger and baggage weights.

Mr. Murray inquired if manufacturers' specifications are being exceeded as well as MOU limits but Mr. Carroll suggested that is unlikely.

Mr. Goguen suggested that the use of true tandem rear axle coaches would help resolve the weight problem. He noted that excessive vehicle weights cause pavement damage and that frequent pavement rehabilitation is not environmentally friendly. Mr. Goguen also observed that under permit in New Brunswick, motor coaches could haul pony trailers to carry cargo.

Mr. Dulac (Prevost) noted that buses manufactured with tandem rear axles would have reduced wheelbase and reduced carrying capacity. He noted that manufacturers are looking for ways to balance weight and are considering the use of bigger tires.

Mr. Dolyniuk observed that commercial vehicles are not allowed to carry the weights being requested for motor coaches.

It was noted that the US exempts interstate motor coaches from weight limits.

Mr. Madill reported that Ontario is removing the 2:1 required ratio for weight distribution on the tag axle and will treat them as a two-axle group.

## **6. Environmental Initiatives and Developments**

### **a) Transportation Working Group on Energy Efficiency: Overview Presentation**

Ms. Tuthill (Natural Resources Canada) provided a presentation (Attachment 4) highlighting project work about technologies that could provide energy savings. She noted that a project is in progress to develop a platform for a labeling and consumer information program for energy-efficient heavy-duty dual truck tires. She also noted that projects on the following topics had been completed:

- Aerodynamics best practices purchasing guide,
- Idle-reduction program design guide,
- Long-combination vehicles.

Mr. Robert expressed concerns that Canadian federal agencies will adopt US approaches to environmental initiatives without adequate research and analysis. He recommended that more consideration be given to European approaches and fuel efficient vehicles.

Ms. Ritchie noted that the idle-reduction program design guide had been shared with provincial jurisdictions. She emphasized that energy, environment and transportation departments within the jurisdictions should all be in contact with the Natural Resources Canada Working Group.

Mr. Albrechsten (Paul's Hauling Ltd.) noted that truck weights increase with the addition of environmental and fuel-efficient technologies and he inquired if there would be incentives for carriers to compensate for the reduction in payload capacity that they experience as a result. Ms. Tuthill said she could not speak to issues relating to vehicle weights and dimensions limits but suggested the technologies she had discussed would not increase truck weights very much.

### **b) Research on Safety Implications of Longer Boat Tails on Trailers**

Mr. Davis (Transport Canada) provided a presentation (Attachment 5) about possible options to allow the installation and use of longer boat tails in Canada, in light of research conducted by the National Research Council.

In discussion following the presentation, Mr. Wood (Canadian Trucking Alliance) drew attention to the option of amending the rear clearance zone such that a boat tail no longer than 121 cm with more than 1,740 mm of ground clearance over the last 30 cm would be permissible. He inquired if provinces and territories would consider implementing that option or if additional research is needed before longer boat tails can be used in Canada.

Mr. Madill inquired about the feasibility of a rear clearance zone 1100 mm from the ground 1740 mm out. Mr. Smith (ATDynamics) suggested that current commercial devices would fall just outside that envelope.

Participants discussed the aerodynamic benefits, safety and enforcement considerations associated with options for longer boat tails in Canada. Mr. Pearson inquired if it is a pressing issue for industry to be able to install and use longer boat tails such that the provincial and territorial task force members should be giving it priority in their deliberations. Mr. Wood stated that it is a priority issue for carriers in Canada.

**c) On-road Safety and Fuel Efficiency Data for Commercial Boat Tail Technology**

Mr. Smith provided a presentation regarding developments in boat tail technology and recent on-road testing.

**d) Truck Fuel Efficiency Testing – Overview of Results**

Mr. Michaelsen (FPInnovations) provided a presentation (Attachment 6) about fuel efficiency research being conducted through FPInnovations' pooled fund projects. He also highlighted a proposed project that would study the relationship between road roughness, fuel consumption and vehicle maintenance and invited participants to provide feedback or to consider becoming a study partner.

Mr. Billing remarked that the National Research Council had conducted a study similar to that proposed by FPInnovations. He noted that challenges would exist in finding suitable test sites.

Mr. Robert remarked on the importance of collaboration between stakeholders and the need for encouragement in the industry to make technological advances. He observed that it takes twenty years to fully replace a fleet, which makes it very important to make good investment decisions now.

**e) Wide Base Single Tires: Updates and Development**

Mr. Beauchamp (Michelin Canada) provided a presentation (Attachment 7) reviewing the status of wide base single tires in Canada.

Mr. Albrechsten inquired about the performance of the tires with respect to winter traction and where pavement rutting exists. Mr. Beauchamp indicated there had been no issues to date and that experiences have been positive wherever the tires have been used.

Mr. Sokil inquired about weight limits allowed in the US on wide base single tires. Mr. Beauchamp reported that the US imposes no weight restriction on axles fitted with these tires.

**i. Track width requirements for axles fitted with single tires**

Mr. Pearson noted that all provinces and territories have taken steps to allow the use of wide base single tires and that track width issues have been addressed in regulation or by permit. Mr. Wood asked that a summary of track width requirements by province and territory be provided following the meeting. **Action: Secretariat**

Mr. Robert recommended that Canadian trucks using wide base single tires be allowed to carry the same weights as in the US. Mr. Pearson confirmed that is the case, except in the Northwest Territories, for single and tandem axles.

Mr. Robert also recommended that consideration be given to weights allowed on tridem axles fitted with wide base single tires. Mr. Bond (Manitoulin Transport) added that it is a problem for fleets operating in provinces where the tires are not allowed on tridem axles. Mr. Dolyniuk suggested that an advantage is being given to American competitors and that the provinces and territories should review the status of wide base single tire conditions.

**f) New technologies to reduce idling**

Mr. Smith (Climacab) provided a presentation (Attachment 8) about climate control and idle reduction technologies.

**g) Weight allowances for APUs and Emissions Equipment**

Mr. Pearson remarked that in recent years, the Task Force had received requests for weight allowances for auxiliary power units and emission-reduction equipment.

It was noted that British Columbia has granted an additional weight tolerance up to 225 kg for APUs installed on truck tractors and straight trucks.

It was also noted that the Atlantic Provinces are considering granting a similar weight allowance.

No other updates were provided.

**7. Vehicle Stability and Control Developments and Issues**

**a) Safety concerns with roll-coupled trailers**

Mr. Abel (Premier Manufacturing Company) drew attention to a report about safety concerns with roll-coupled trailers that had been circulated in advance of the meeting and he provided a summary presentation (Attachment 9).

In concluding his presentation, Mr. Abel suggested that the load transfer ratio should not be used as a non roll-coupled performance measure, that electronic roll-stability has become proven technology, that roll-coupling does not substantially improve driver feedback and that increased weight allowances should not be granted for roll-coupled vehicles.

**b) Vehicle roll-coupled pony trailers update**

Mr. Amlin (Wolf Trailer Company) provided a presentation (Attachment 10) describing safety concerns with non-roll-coupled trailer configurations and updating participants on research and development with respect to roll-coupling devices.

In concluding his presentation, Mr. Amlin suggested that roll-coupling technology makes it possible to meet the load transfer ratio performance standard while being more productive. He highlighted the ongoing collaboration with Western Provinces to develop a definition of roll-coupling such that it can be added to the reference section of the MOU. He also expressed support for initiatives to implement roll-coupling in other provincial jurisdictions.

**c) Perspectives on vehicle stability and safety performance**

Mr. Woodrooffe (University of Michigan Transportation Research Institute) provided a presentation (Attachment 11) describing the relationship between human factors, policy and technology in transport efficiency and safety. He highlighted the 1986 weights and dimensions study that had considered infrastructure, vehicle design, safety analysis and productivity to improve transport efficiency that had resulted in the first vehicle performance measures. He emphasized the importance of science-based size and weight policy in Canada and remarked that those are the controlling mechanisms through which safety and economy can be improved while minimizing environmental impacts.

In discussion following the presentations, Mr. Billing observed that the 1986 dimensional study had identified the loads at which vehicles could become unstable. He commended the study and the process which had led to the first MOU. He remarked that since then, nothing had changed the belief in the principles or the laws of physics upon which the performance based measures were developed.

#### **8. Floats and Double Drop Trailers**

Mr. Dolyniuk recalled discussions from the previous year and the request from industry stakeholders that provinces and territories address double drop and low bed trailers. Mr. Pearson noted that Task Force members had discussed the request and, although there was not consensus about addressing the issue in regulation, jurisdictions would make accommodations through permits.

#### **9. Tractor Wheelbase Limits**

Mr. Wood drew attention to a submission from the Canadian Trucking Alliance, which had been circulated in advance, requesting amendments to the national MOU as follows:

- To extend the overall combination length for B-trains in order to incorporate a tractor with a wheelbase up to 6.2 m, to accommodate a sleeper berth and other equipment.
- To extend the maximum allowable tractor wheelbase for a tractor semi-trailer configuration from the current 6.2 m to 7.2 m. The extension of the tractor wheelbase should follow provincial permitting systems for extended tractor wheelbases, whereby as the tractor wheelbase increases, the trailer wheelbase decreases.

Mr. Pearson also noted that Kenworth Canada had also provided information related to this issue that had been circulated to participants in advance of the meeting.

Mr. Cipywnyk acknowledged this has been an issue for carriers in Saskatchewan, who had asked for 12 to 24 inches in overall length to allow leeway in tractor design to accommodate second fuel tanks.

Mr. Robert noted that using liquid natural gas fuel will require carriers to have the longest tank possible to travel distances and he supported the recommendation regarding longer tractor wheelbase limits.

Mr. Pearson noted that passing requirements and striping on the highway system are based on existing length limits. He observed that longer trucks would have implications for geometric design and marking of the highway system.

Mr. Dolyniuk remarked that it may be time to review existing road design standards so that new technology can be accommodated. Mr. Billing suggested that drivers interpret striping more conservatively than designed.

Mr. Madill expressed caution about recommending longer tractor wheelbases at this time. He noted that Ontario's LCV program is in its early stages and could be undermined if politicians face requests for longer tractors. He recommended that more fulsome analysis be conducted about the impacts, enforcements considerations and costs associated with allowing longer trucks.

#### **10. Lift Axle Developments**

Mr. Muntean (Haldex Brake Products) provided a presentation about developments in lift axle technologies.

Participants discussed the impact on vehicle dimensions that can occur when axles are lifted. It was noted that other regulations must still be respected when axles are lifted as vehicles must be compliant at all times.

### **11. High Mounted Amber Signal Lights**

Mr. Ruediger (Truck-Lite Company) provided a presentation about high-mounted amber signal lights.

Mr. Seeley (Sunbury Transportation) observed that the lights are very effective and he recommended participants consider their adoption.

Mr. Robert remarked that products exist that can be installed on the rear of trucks so that drivers can determine if their rear lights are operating. He suggested that government representatives consider recognizing these as safety devices and not including them in the measurement of trailer width.

### **12. Overdimensional and Overweight Special Permits**

There was no discussion of this item.

### **13. Development in the Pilot Car/Escort Vehicle Sector**

Mr. Pearson read notes provided by Ms. Murray (Sparrow Piloting) as follows:

- Thanks to Quebec and Northwest Territories for assistance providing information on oversize regulations and pilot vehicle requirements
- Alberta continues to do well in the area of enforcement of their pilot regulations.
- Saskatchewan has been making a number of changes. As of November, several travel times have been expanded for oversize loads. Enforcement of current pilot vehicle regulations has been increasing.
- The third edition of the guide book “Canada Oversize Regulations and Pilot Car Directory” is being assembled.
- There is currently no requirement for training as a pilot operator in Canada but several courses are available

Ms. Murray posed questions to individual jurisdictions as follows:

- Is Manitoba moving to allow pilot companies registered or licensed in the province to use the “Oversize Load” inserts in their signs? Mr. Brown noted that the Province is aware of the issue. He added that permitting policy is being reviewed, including pilot cars and he is hopeful that pilot car and escort vehicle policies can be harmonized with the US.
- Will oversize load and pilot operators in Ontario be ticketed for using CB radios? Mr. Madill indicated he would follow up.
- Does BC allow pilot companies to use oversize load signs with smaller lettering? Mr. Dennis indicated that is addressed in the policy manual, and offered to follow up after the meeting.
- Does BC require a pilot to have a flagging certificate to enter the province with an oversize load? Mr. Dennis indicated he would follow up.

Mr. Robert remarked that there is confusion about escort vehicle requirements across the provinces. He urged government representatives to work together to harmonize requirements with respect to escort vehicles and pilot operator training.

Mr. Delaney (Petroleum Services Association of Canada) expressed frustration that harmonization has not been achieved. He suggested that if provinces cannot justify differences in requirements then they should resolve those differences as soon as possible.

#### **14. Logging Industry: Industry/Government Cooperative Mechanism in Alberta**

Mr. Sinnett (FPIInnovations) provided a presentation (Attachment 12) about the government/industry Transportation Committee in Alberta, its mandate and accomplishments.

#### **15. Cargo Securement Regulations**

##### **a) Amendments to NSC Standard 10**

Mr. Pearson provided a presentation (Attachment 13) about amendments to the National Safety Code Standard 10 that were approved by the Council of Ministers in late September. He explained that Provinces and Territories are preparing for regulatory changes and that an implementation plan is under development by the Canadian Council of Motor Transport Administrators (CCMTA).

As Vice Chair of the CCMTA Standing Committee on Compliance and Regulatory Affairs (CRA), Mr. MacEwen noted there has been considerable discussion regarding the enforcement of unmarked tie-downs that are used over and above required tie-downs. He said that required tie-downs must be rated and marked and suggested that tie-downs in excess of the requirements need not be marked.

Mr. Wood emphasized the need for an updated Interpretation Guide. He added that carriers need answers soon, especially with respect to bungee cords.

Mr. Dolyniuk suggested that a forum is needed, like the meetings about vehicle weights and dimensions, for discussion of cargo securement issues. Mr. Pearson noted that that public consultation is understood to be very important.

Mr. Pearson remarked that there has been an understanding with the US Federal Motor Carrier Safety Administration that meetings of the Commercial Vehicle Safety Alliance should alternate between Canada and the US. He added that efforts have been made to have the fall Task Force meeting held in conjunction with CVSA meetings.

Mr. Sokil inquired if standards require cargo be secured with two tie-downs rated at 3,000 lbs each, if it is acceptable to use instead four tie-downs rated at 2,000 lbs each. Mr. Pearson suggested that is acceptable in most cases if the aggregate strength of the tie-downs exceeds the minimum requirements. He added that, however, some commodities must be secured with tie-downs that each have a minimum strength. Mr. Pearson noted that such issues could be raised at the CCMTA CRA committee.

In closing, Mr. Pearson said that on January 1, 2011 full compliance is required with respect to the amendment about marked and rated tie-downs. He reiterated that CCMTA is developing a strategy for the implementation of the other recent amendments.

#### **16. Other Business**

Mr. Robert raised a question about the status of electronic-on-board recorders in Canada. Mr. MacEwen noted that issues related to EOBRs are addressed at the CCMTA.

**17. Next Meeting**

It was noted that the next meeting would be convened in one year at a location to be determined.

**18. Adjournment**

In closing, Mr. Pearson thanked participants for their contributions to a productive meeting. He acknowledged Mr. Seeley who had assisted greatly with the development of the agenda.

He acknowledged Mr. Madill who would be retiring before the next annual meeting. Mr. Pearson thanked Mr. Madill for his hard work and dedication to the Task Force and to vehicle weights and dimensions issues over the years.

There being no further business, the meeting was adjourned.

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**Prepared by:** Sarah Wells  
**Date:** December 9, 2010

## **List of Attachments**

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- Attachment 1: List of Participants
- Attachment 2: Presentation – National Update
- Attachment 3: Presentation – Motor Coach Canada Weight Limits for Motor Coaches
- Attachment 4: Presentation – NRCan Transportation Working Group on Energy Efficiency
- Attachment 5: Presentation – Transport Canada/NRC Boat Tail Research
- Attachment 6: Presentation – FPInnovations Fuel Efficiency Testing
- Attachment 7: Presentation – Michelin Canada Wide Base Single Tires Update
- Attachment 8: Presentation – Climacab Idle Reduction Technologies
- Attachment 9: Presentation – Premier Manufacturing Safety Concerns with Roll-Coupled Trailers
- Attachment 10: Presentation – Wolf Trailer Company Roll-Coupling Devices Update
- Attachment 11: Presentation – Perspectives on Vehicle Stability and Safety Performance
- Attachment 12: Presentation – Logging Industry/Government Cooperative Mechanism
- Attachment 13: Presentation – National Safety Code Standard 10 Amendments

**Attachment 1:**

**Task Force on Vehicle Weights and Dimensions Policy  
Meeting – November 22-23, 2010 Toronto**

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