



Council of Deputy Ministers Responsible for Transportation and Highway Safety

Task Force on Vehicle Weights and Dimensions Policy

Minutes (Draft January 2, 2013)

Date: December 5, 2012
Location: Hotel Omni Mont-Royal, Montreal
Chair: John Pearson
In Attendance: (See Attachment 1)

1. Welcome and Opening Remarks

Mr. Pearson opened the meeting and welcomed participants.

2. Round Table Introductions and Adoption of the Agenda

Following round table introductions, Mr. Pearson drew attention to the agenda; no additions were proposed and it was adopted as circulated.

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 thanked participants for attending and recognized the commitment from governments, industry and dedicated individuals to the mechanism and the discussions. 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 the seventh amendment to the MOU had been completed in 2011. He highlighted summary information which is available through the Task Force's website at <http://www.comt.ca/english/programs/trucking/index.html>.

b) Provincial and Territorial Developments

In round table review the following reports were provided:

Yukon

Mr. Warkentin reported that Yukon had undertaken an ambitious project to update weights and dimensions regulations in the Territory. He noted that requests had been received from Alaska to revise length limits and that the matter is being reviewed.

Nunavut

Mr. Demcheson noted that Nunavut is also revising its Motor Vehicle Act and regulations and will look to have the documents through legislature next year.

Alberta

Ms. Durdle highlighted:

- Alberta's High Load Corridor consists of designated highways on which utility lines have been buried or raised; permit fees paid by users of the corridor (approximately \$1 million per year) are invested in further development of the corridor.
- Implementation of the Transportation Routing and Vehicle Information System (TRAVIS) is in progress, with expectations that it will be operational by spring 2013.
- Approval has recently been granted for permitting extra weight on LNG-powered tractors.
- Work on the New West Partnership continues between Alberta, British Columbia and Saskatchewan.
- The MOU on turnpike doubles has been resolved and changes are expected to be implemented soon.
- Results are expected in February 2013 from a hitch offset study, conducted in partnership with Saskatchewan and FP Innovations, on trailers weighing under 10,000 kg.
- The results of a study conducted at Laval University about wide base single tires are being reviewed by the Province's pavement engineers prior to considering the weight reductions on axles fitted with such tires.

Saskatchewan

Mr. Cipywnyk reported that the New West Partners are continuing to work on a number of issues and that permitting in Western Canada should be simplified as a result.

He also noted that Saskatchewan has implemented a high clearance corridor in the Province that connects with Alberta's high load corridor. He explained that the corridor currently connects east-east and a north-south expansion is being considered.

Manitoba

Ms. McKee reported that efforts to harmonize with Saskatchewan continue.

She also noted that:

- Tridem drive configurations will be permitted for general freight.
- Jurisdictions are close to signing an agreement on long combination vehicle (LCV) operations in the west.
- Permitting for the cities of Winnipeg and Brandon has been taken over by the Province.

Ontario

Mr. Lynch reported that tractor semi-trailers with tractor wheelbases up to 7.2 m are now recognized in regulation in Ontario.

He also reported that, as part of Ontario's Safe, Productive, Infrastructure-Friendly vehicles (SPIF) program, weight penalties are imposed on non-SPIF vehicles.

With respect to LCVs, Mr. Lynch noted that Ontario is working with Quebec, New Brunswick and Nova Scotia towards harmonizing operating conditions. He added that the Province is aiming to increase the number of permits for the coming year. He also said the Province is working with industry towards expanding the program in a five-year plan.

Mr. Lynch reported that there is an issue with aggregate vehicles being overweight and a census is being conducted at scales. He explained the Province plans to work with the aggregate industry to resolve the issue.

Québec:

Mr. Cayouette reported that the Province's vehicle weights and dimensions regulation had been amended and January 2013 is the target date for its adoption. He suggested it would eliminate 87% of special permits currently issued in the Province.

Mr. Cayouette also reported that a permanent consultation process has been established in Québec. He suggested that another regulatory change could be expected in two to three years.

Mr. Cayouette also reported that discussions are ongoing regarding harmonization with New Brunswick, Nova Scotia and Ontario with respect to LCVs. He indicated that new rules would be in place for operations in 2014.

New Brunswick

Mr. Goguen reported that:

- New Brunswick is reviewing its permitting fees.
- New Brunswick and Nova Scotia are working on an on-line permitting process; requirements are currently being identified.
- Consultation with enforcement and safety departments had been conducted last winter regarding weight tolerances.
- Commercial vehicle enforcement is enforcing speed limits in the province.
- A new 4-lane section of Route 1 opened in late October - Route 1 is now entirely 4-lane to the Maine border at Calais.
- Work is underway with Quebec on twinning the last section of Route 1 at Edmundston/Quebec border.
- 12 companies are operating LCVs in the province.

Prince Edward Island

Mr. MacEwen reported that the Province is pursuing projects to upgrade the TransCanada Highway, including a realignment in the Churchill area.

He noted that fee increases have been implemented for overweight and over-dimensional permits to make them more consistent with New Brunswick and Nova Scotia.

Mr. MacEwen also reported that the Province would move forward with its vehicle weights and dimension policy work in the next year.

Nova Scotia

Mr. Balsom reported that:

- Nova Scotia has issued three permits to date for roll-coupled trailers.
- A special permit process review has been conducted and the report is being finalized; it is expected that some changes to improve the process will be implemented in the coming winter.
- An update of Nova Scotia's vehicle weights and dimension regulations is underway and is expected to be delivered to Cabinet in early 2013; the initiative is part of ongoing efforts to simplify the regulations.
- A pilot project on central tire inflation technologies is being considered.
- Efforts continue to harmonize LCV operations in the east.
- A guide for truckers is anticipated in the spring 2013.

Transport Canada

Mr. Sébastien Richard informed participants about the recent appointment of a new Deputy Minister as well as other personnel changes in the federal department.

He highlighted work completed on boat tails in the last year and said that proposed amendments to the Motor Vehicle Safety Standard to allow a wider variety of rear flexible aerodynamic devices had been published in Canada Gazette Part 1 on October 6, 2012. He noted that comments would be accepted until December 19th.

Mr. Richard reported that Transport Canada is monitoring the three year pilot program about cross-border travel between the US and Mexico. He noted that participation in the pilot has been low to date and the US Department of Transportation has expressed concerns that the pilot will not provide an adequate sample to be meaningful.

Mr. Bayona (Transport Canada) reported that the proposed Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations had been published in Canada Gazette Part 1 in April 2012, and it is expected that Environment Canada will complete its work in this area in 2013. He explained the regulations would apply to companies manufacturing and importing new vehicles and engines and would apply to the whole range of full size vehicles and trucks. In response to a question, Mr. Bayona indicated the limits set in, and the timing of, the regulations would be consistent with those being implemented in the United States, although fuel economy will not be included in the Canadian regulation.

British Columbia

In the absence of a representative from British Columbia, Mr. Pearson read notes provided by Jeff Monty, as follows:

- The Province has developed and implemented a LNG tank inspection standard and permit for use of LNG-fueled vehicles in BC, including a weight allowance for LNG tanks and converter.
- Tandem steer/tridem drive picker trucks will be allowed shorter wheelbases and wider tridem axle spreads. In order to provide greater operational efficiency and align permit condition between British Columbia and Alberta, British Columbia amended Section 5.3.9 of the Commercial Transport Procedures Manual. The new tandem steer/tridem drive picker truck allowances are aligned to the information for Alberta, with the exception of the maximum legal weight on a tridem drive axle group: British Columbia allows 24 000 kg for tridem drive axle spreads without a weight permit.
- A new user-friendly mobile web site for commercial transport in western Canada is now available. Under the New West Partnership Trade Agreement, the single-window website helps interprovincial carriers easily access trucking information from British Columbia, Alberta and Saskatchewan. The new website (<http://www.th.gov.bc.ca/NewWestPartnership>) streamlines access to interprovincial travel information such as permitting, commercial transport policies, legislation, regulations and road conditions.
- A mobile application for Commercial Carriers has is available at http://www.th.gov.bc.ca/CVSE_Mobile/index.asp

4. Long Combination Vehicle Operations – Provincial and Territorial Updates

It was noted that the status of LCV operations had been addressed in many of the preceding updates.

Mr. Robert (Robert Transport) remarked that it would be helpful if LCVs could use 40' containers as the lead container, rather than restricting the lead to 53' containers. He noted that would allow greater flexibility.

Mr. Robert also remarked that there had been discussion during the last meeting about length limits for B trains to incorporate longer wheel base tractors. He asked that the Task Force consider the request and provide an update as soon as possible.

Mr. Cipywnyk (Saskatchewan Highways and Infrastructure) reported that the four western provinces had established a MOU regarding LCV operations centred on turnpike doubles. He noted that Rocky Mountain doubles would be addressed in future discussions. He reported that:

- Driver training requirements have been established.
- An overall length limit of 41 m has been established, which does not include moose bumpers or rear aerodynamic devices.
- The gross vehicle weight allowed is 63.5 tonnes.
- Weight allowance for adjacent axle groups has been developed.

Mr. Cipywnyk noted that conditions for tridem lead trailers with tandem converter dollies will be addressed in the future. He also noted that a consistent approach to defining carrier eligibility is being sought.

a) Triple 53' Trailer Operations in Saskatchewan

Mr. Cipywnyk provided a presentation (Attachment 3) about the operation of a triple 53' trailer in Saskatchewan. He explained that the vehicle is operated by Loblaws under permit and is intended to increase the efficiency of goods movement between Regina and Saskatoon.

In response to questions, Mr. Cipywnyk acknowledged that the low-speed off-tracking performance of the vehicle is a concern. He explained that on the loaded, outbound trip the vehicle follows a route with one ramp in which the full width is used for the turning manoeuvre. He emphasized that the vehicle would not be well suited to intra-city operations.

5. Environmental Initiatives and Developments

a) Transportation Working Group on Energy Efficiency: SmartWay Canada Program

Ms. Tuthill (Natural Resources Canada) provided a presentation (Attachment 4) about the SmartWay Transport Partnership in Canada. She said that SmartWay provides one standardized measurement framework for Canada and the US and partners need only register in one country to be recognized in both. Ms. Tuthill explained that SmartWay collects carrier data, quality checks it, and calculates emissions rates that shippers and carriers can use to optimize their performance and compare themselves to others in the industry.

Mr. Dolyniuk (Manitoba Trucking Association) inquired if the calculations consider different fuel types. Ms. Tuthill confirmed fuel type, including bio-diesel, is identified in the SmartWay tools. Mr. Dolyniuk suggested greater benefit could be achieved by focusing on aerodynamic technologies than bio-diesel fuel use.

b) Update on Transport Canada's ecoTECHNOLOGY for Vehicles Program

Mr. Klomp (Transport Canada) provided a presentation (Attachment 5) about Transport Canada's ecoTECHNOLOGY for Vehicles Program. He said the program coordinates testing priorities and shares results which are being used to inform the development of future vehicle environmental regulations, guide the development of safety regulations and guidelines, and support the development of industry codes that facilitate the integration of new vehicle technologies.

In closing the presentation, Mr. Klomp offered to share a detailed overview of the work plan and testing campaigns planned over the next few years.

Mr. Robert remarked that emission requirements under the Euro 6 Standard are different than those in the US and Canada and recommended that standardization around the world be sought. He indicated it would be cost-effective for the industry as European vehicles are more advanced but cannot be used in North America because of different standards and regulations. Mr. Klomp noted that Canada and US regulators are monitoring developments from a global perspective.

Mr. Cayouette remarked that it was interesting to learn about the federal program and inquired if a link has been made with existing provincial programs. Mr. Klomp indicated that Transport Canada is working with its federal colleagues and is interested in additional dialogue wherever possible.

Mr. Cayouette also reported that the Province had been asked to issue a special permit for an electric bus that is overweight, in part as a result of the number of batteries it carries. Mr. Cayouette suggested that Transport Canada consider dimensional limits when reviewing fuel efficiency technologies.

c) Results of Transport Canada’s investigation into the snow traction performance of the current generation of low rolling resistance tire

Mr. Brad Richard (Transport Canada – ecoTECHNOLOGY for Vehicles Program) introduced a testing project undertaken jointly by Transport Canada/National Research Council to assess the traction performance of low rolling resistance (LRR) tires for class-8 heavy-duty vehicles in ‘packed snow’ conditions. Mr. Richard discussed the overall rationale and objectives of the project, and noted similar testing conducted by Smithers/U.S. EPA. Mr. David Chuang (National Research Council) provided a presentation of the TC/NRC study and key results (Attachment 6), which indicate that (based on the tires/conditions tested) SmartWay-verified LRR tires offer a similar level of ‘packed snow’ traction performance as conventional tires.

d) Trailer Tail Update: Full Sized Boat Tails in the Field

Mr. Grossman (ATDynamics) provided a presentation (Attachment 7) about the fuel efficiency, field experience and safety benefits of full sized boat tails.

6. Canada/US Cooperation: “Beyond the Border” Initiative

a) Beyond the Border Working Group

Mr. MacKay (Transport Canada) reported on the Beyond the Border Action Plan (<http://actionplan.gc.ca/en/content/perimeter-security-and-economic-competitiveness>), noting that the focus in 2012 has been on implementation, with work in Canada led by the Privy Council Office. He described a variety of transportation-related initiatives within the four themes in the action plan, which are:

- Addressing threats at the earliest possible opportunity,
- Facilitating trade, economic growth and jobs,
- Building on successful cross-border law enforcement programs; and
- Enhancing cross-border critical and cyber infrastructure.

b) Regulatory Cooperation Council

Ms. Chassé (Transport Canada) provided a presentation (Attachment 8) about the Canada-US Regulatory Cooperation Council (RCC). She highlighted the objectives of the RCC and listed 11 of the 29 initiatives that relate to transportation.

Following the presentation, Mr. McAlister (ORCA Road Safety Consultants) observed that there are some policy areas where Canada has shown leadership and questioned whether harmonization with the US would necessarily be a worthwhile objective in all cases. Ms. Chassé said harmonization would be the

goal where it makes sense but noted the RCC does not have a directive to harmonize simply for the sake of harmonization.

7. Truck Size and Weight Issues in United States: Update

Mr. Nicholas (US Department of Transportation Federal Highway Administration) and Mr. Loy (US Department of Transportation Federal Motor Carrier Safety Administration) provided a presentation (Attachment 9) highlighting size and weight regulations and initiatives in the US.

8. Weight and Dimension Limits and Issues

a) Meritor 6x2 Tandem Axles for Heavy Duty Tractor-Trailer Combinations

Mr. Hicks (Meritor, Inc.) presented an overview of Meritor 6 x 2 axle systems, highlighting some benefits and issues concerning weight regulations. He noted that past concerns about traction in adverse weather have limited their use, but suggested that newer 6 x 2 axle systems have overcome those issues. He said anti-lock braking systems can detect impending low traction conditions and an automatic load transfer from non-driving axles to drive axles can be initiated for improved traction. He explained that the load shift events are short and occur infrequently relative to total operating time or distance. However, he acknowledged that the systems do not strictly comply with regulations that require the load distribution between two axles of a tandem to be within 1000 kg.

Mr. Hicks requested that the Task Force consider the benefits of 6 x 2 axle systems and encourage regulation changes that would allow use of 6 x 2 axle vehicle configurations. He suggested a modification or clarification could be made of the requirement that individual axle loads within a tandem be substantially equal to each other (within 1000 kg). He offered to provide additional information or feedback from operators using this system.

Mr. Cayouette inquired if it is possible for a driver to manually intervene with the system and to initiate a load transfer. Mr. Hicks said that can be an option at very low operating speeds but indicated it could be taken completely out of the driver's control.

Mr. Cayouette also inquired if the axle systems could be installed on coach buses and Mr. Hicks said they could.

Mr. Albrechtsen (Paul's Hauling Ltd) remarked that the axle load limits in Canada are such that there is little capacity for shifting loads. He also inquired about the impact on roll stability and Mr. Hicks indicated that no adverse effect had been observed.

Mr. Cipywnyk inquired if the weight transfer only occurs in winter conditions. Mr. Hicks said it could also occur in wet or sandy conditions. He added that the sensitivity of the system can be adjusted if too many actuations occur.

b) CTA Position on Maximum Overall B Train Length – Accommodation for tractors with emission control technologies, larger sleeper berths and moose bumpers

Mr. Wood (Canadian Trucking Alliance) reviewed submissions made in the past by the Canadian Trucking Alliance (CTA) regarding overall combination length limits for B-trains. He reported that the CTA Board had approved a new position in October 2012 whereby it is seeking allowance for B-trains up to 27.5 m in overall length (including moose bumpers) providing the tractor wheelbase does not exceed 6.2 m and the box length does not exceed 20 m. He added that CTA is also seeking allowance for 27.5 m overall length (including moose bumpers) B-trains with tractor wheelbases greater than 6.2 m, but not exceeding 7.2 m, when combined with a box length of less than 20 m.

Mr. Wood said that CTA is conducting comprehensive dynamic performance analyses which will accompany a formal request on this matter to the Task Force. He indicated the analysis is expected to be completed by early 2013 and that CTA is seeking a commitment from the Task Force to review the analyses and consider an amendment to the national MOU on this matter.

Mr. Dolyniuk observed that a national standard length for B-trains no longer exists and it is detrimental to industry to have different length limits across Canada. He urged government representatives to consider that as they deliberate on CTA's request.

Mr. Cayouette recommended that, in the future, CTA consult with governments prior to beginning performance analyses. He also inquired if the proposed length limit would include rear aerodynamic devices. Mr. Wood indicated boat tails had not been included in the CTA discussions on this matter.

c) Low Bed and Double Drop Trailers

Mr. Dolyniuk recalled discussions from previous years and the request from industry stakeholders that provinces and territories address double drop and low bed trailers. He noted that such trailers were not analyzed when the MOU was first developed and the 12.5 m wheelbase requirement has created challenges as equipment to be carried has continued to get larger. He indicated that overall lengths are the same as traditional tractor-trailer combinations with the tractor wheelbase being the only difference. He asked that the Task Force consider accommodating the combination as a special configuration within the MOU, recognizing the wheelbase exception.

d) Tridem Drive Tractors

Mr. Dolyniuk summarized allowable weights and dimensions on tridem drive tractors in Canadian provinces. He said industry would like to consider tridem drive tractors for general freight and noted they are allowed by regulation or permit from British Columbia to Ontario. He added that they are only allowed in Quebec and the Maritime provinces on heavy haul loads. He asked the Task Force to consider harmonizing weight and dimension limits of tridem drive tractors and he asked Quebec and the Atlantic Provinces to consider tridem drive tractors as a MOU vehicle.

e) Driveaway Truck Transport Innovations

Mr. Troha (JHT Holdings, Inc.) provided information about saddlemount configurations and operations in Canada and the United States. He explained that JHT Holdings Inc. is seeking approval for extended length for its three-way forward extended and four-way combination saddlemounts to be transported from the US to locations throughout Canada as well as the ability to transit from a Quebec location through and between other provinces in the event of split loads. He said JHT is seeking approval for three-way and four-way driveway combinations of up to 29.5 m.

f) Weight and Dimension Issues for LNG Powered Tractors

Mr. Robert explained that his company is operating some LNG trucks and expects additional tractors to be added to the fleet in 2013. He noted that the vehicles are more expensive but better for the environment. He also noted that LNG-powered vehicles are 2500 lbs heavier as a result of carrying two fuel tanks and additional electrical sensors. He asked the Task Force to consider making allowances for these vehicles as is the case in the US. He suggested a weight allowance of 2500 lbs and an overall length limit of 26 m on B-trains should be offered for LNG-powered vehicles.

Mr. Albrechtsen observed that British Columbia has granted a weight allowance for LNG-powered vehicles and said he did not agree with the approach. He remarked that the gross vehicle weight limit should be respected and that impacts on pavement are not mitigated by fuel type.

Mr. Laskowski (CTA) observed that there are different perspectives on the LNG issues and that stakeholders need to consider them carefully.

Mr. Pearson thanked participants for the discussion and said the Task Force would discuss the issues that had been raised.

g) “Supercube” Tractor Semitrailer Configuration

Mr. Ellis (Wal-Mart) provided a presentation (Attachment 10) about the development of a “supercube” tractor-semitrailer configuration that includes a 60.5’ trailer coupled to a cabover tractor fitted with a drome box. He reported that the configuration was developed to fit within existing provincial regulations and to meet the performance criteria established for the MOU. He noted that the trailer offers 28% more cube space than a standard 53’ trailer, and the configuration provides 40% more cube space when a drome box is included. He said the vehicle would soon be operating in Ontario and he expressed hope that it would become part of Canadian regulations so that it could be available for all transporters.

Mr. Laskowski (Ontario Trucking Association) reported that two-thirds of the association’s membership is opposed to treating this vehicle like a traditional 53’ trailer. He noted the OTA Board’s position can be found on the association website, and is supportive of a measured, controlled roll-out under specific conditions. He suggested the trailer is specialized equipment and should be subject to analysis and pilot implementation to consider potential safety, environmental and economic impacts.

In response to questions, Mr. Ellis confirmed that the vehicle had been subjected to dynamic performance testing and met the performance specifications of the MOU.

Mr. Park (OBAC) commented that if the configuration meets the performance criteria and regulated limits there would appear to be no reason to oppose its usage.

Mr. Billing (Consultant) noted that since the adoption of the MOU in 1988, it had been agreed that configurations should be governed by performance standards. He said the supercube trailer is no different than a 53’ trailer, that its performance is within the envelope of a 53’ trailer but all dimensional space is used.

Mr. Cipywnyk remarked that box length is limited to 16.2 m in Saskatchewan so the trailer would not be acceptable in the province. He questioned whether Wal-Mart had considered turnpike doubles or Rocky Mountain doubles for its operations. Mr. Ellis explained that the vehicle must be operational and able to service all of its stores and not all can accommodate double configurations.

h) Roll Coupled Hitches Update

Mr. Amlin (Wolf Trailer Company) provided a presentation (Attachment 11) reviewing research undertaken to test vehicle stability and safety performance of roll-coupled trailers. He explained that a roll-coupling standard had been developed and he offered five recommendations for the consideration of the Task Force:

- House the standard for roll-coupled vehicles in the MOU
- Add roll-coupled truck trailer categories to MOU
- Allow medium and wide spread on roll-coupled tridem pony trailers
- Allow full weights on roll-coupled pony and full trailers
- Increase hitch offsets for roll-coupled trucks to 3.0 m; over 3.0 m under permit on case-by-case basis

Mr. Pearson invited comments or questions; none were offered. He noted that the Task Force would discuss the recommendation at its upcoming meeting.

i) Anti-lock Braking Systems in the Logging Sector

Mr. Michaelson (FPInnovations) raised concerns based on anecdotal evidence about the high costs of maintenance of anti-lock braking systems on service roads in the logging sector. He inquired if others had experience or information to share in this context.

Mr. Robert concurred that anti-lock braking systems can be problematic in challenging conditions and maintenance and repair costs can be significant.

Mr. Michaelson indicated the issue would be examined and further information provided to government members as appropriate.

9. Development in the Pilot Car/Escort Vehicle Sector

Ms. Murray (Sparrow Piloting Service) provided a presentation (Attachment 12) with updates about issues and initiatives in the pilot car industry across Canada.

10. Other Business

No other business was raised.

11. Next Meeting

It was noted that the next meeting would be convened in the fall of 2013, with dates and location to be confirmed.

12. Adjournment

In closing, Mr. Pearson acknowledged the time and effort contributed by presenters and thanked all participants for their contributions to a productive meeting.

There being no further business, the meeting was adjourned.

Prepared by: Sarah Wells
Date Distributed: December 17, 2012
Revised: January 2, 2013

List of Attachments

- Attachment 1: List of Participants
- Attachment 2: Presentation – National Update
- Attachment 3: Presentation – Triple 53’ Trailer Operations in Saskatchewan
- Attachment 4: Presentation – SmartWay Transport Partnership in Canada
- Attachment 5: Presentation – Transport Canada’s ecoTECHNOLOGY for Vehicles Program
- Attachment 6: Presentation – Winter Performance of Low Rolling Resistance Tires
- Attachment 7: Presentation – Trailer Tail Update
- Attachment 8: Presentation – Canada-US Regulatory Cooperation Council
- Attachment 9: Presentation – Truck Size and Weight Issues in the US
- Attachment 10: Presentation – Supercube Trailer
- Attachment 11: Presentation – Roll-Coupled Hitches Update
- Attachment 12: Presentation – Developments in the Pilot Car/Escort Vehicle Sector