

Canada's New West Partnership



Implementation for July 1, 2011

Updated: June 20, 2011

Area 1 - Vehicle Weights and Dimensions

Steering axle weight limits	
Changes to vehicle design and additional required equipment are causing increased steering axle weights.	It is Alberta's position, jointly agreed upon by other New West Partners, to increase the maximum allowable weight on a truck tractor steering axle to 6000 kg without exceeding 10 kg/millimetre of tire width as per regulation. This will accommodate the "Green Technologies", wildlife protection and other equipment which has increased the weight on truck tractor steering axles. This will respectively increase the vehicles total GVW by the 500 kg, but will keep the capped GVW on A, B, and C-trains as they have been set to specific gross vehicle weights to meet performance standards.
Tridem Axle Weight Limits for trailers	
Differences in weight limits for tridem trailer axle groups exist within the region.	<p>Alberta conducted a short analysis and recommends limiting the short spread tridem axle group to 21,000 kg in order to preserve bridge infrastructure until all short span bridges built before 1973 are replaced. The maximum weight for the medium spread tridem axles will remain at 24000 kg.</p> <p>The other New West Partners have agreed to harmonize their respective differences to align with Alberta and British Columbia will not restrict their allowable weight of 24000 kg on a short spread tridem trailer axle group.</p>
Tridem Drive Truck Tractors	
Differences in dimension limits for tridem drive truck tractors.	<p>Alberta sets out allowed dimensions for a tridem drive truck tractor and semi trailer combination in a permit. Alberta will continue with the tandem axle spread at 1.2 m – 1.85 m. An additional permit condition that allows for more than 9100 kg on a semi trailer with a 1.0 m < 1.2 m tandem axle spread being towed by a tridem drive truck tractor will be added. This will depend on tire size and weight rating of the tires on the semi-trailer. Using this permit or condition will align Alberta with the New West Partners on this issue.</p> <p>The other New West Partners have agreed to harmonize their respective dimension differences to align with Alberta.</p>

Weight Tolerance for Auxiliary Power Units	
Changes in vehicle design and required equipment are resulting in increased steering axle weights.	It is Alberta's position to increase the maximum allowable steering axle weight for all power units to 6,000 kg and concludes an additional allowance is not required.
Length Limits for Double Trailer Combinations	
Industry wishes to use longer wheelbase truck tractors equipped with sleeper berths with double trailer combinations.	It is Alberta's position, jointly agreed upon by other New West Partners, to increase the overall length of all double trailer combinations by 1.0 m to an overall length of 26.0 m. This will allow for the use of the longest legal wheelbase truck tractors on A, B and C-train combinations. British Columbia and Saskatchewan have agreed to the same allowance.
Pilot/Escort Vehicles	
Differences in escort vehicle requirements and specifications exist.	<u>Escort Vehicle definition</u> It is Alberta's position to continue with our current definition of an escort vehicle. The other New West Partners have agreed to harmonize their respective definitions of escort vehicles to align with Alberta.
	<u>Driver Certification</u> Harmonization is currently in place between the New West Partners. There are currently no requirements for driver certification at this time and may be explored in the future together.
	<u>Communication</u> Harmonization is currently in place between the New West Partners. All escort vehicles are required to maintain 2-way radio communication with the vehicle towing the oversize load.
	<u>Equipment required in an Escort Vehicle</u> It is Alberta's position to require escort vehicles to continue carrying specific required equipment. Alberta gives escort vehicle operators the authority to direct traffic in the <i>Use of Highway and Rules of the Road Regulation</i> (AR 304/2002 sec.60) under the <i>Traffic Safety Act</i> .
	<u>Sign Box requirements</u> It is Alberta's position, jointly agreed upon by other New West Partners, to require inside box surface to have a white reflective coating and remove requirements for specific outside box surface colour and application method Alberta proposes to continue allowing two sealed headlamps mounted at either end of the box and facing each other, by permit when operating in Alberta. <i>Commercial Vehicle Dimension and Weight Regulation</i> (AR 315/2002 sec 16(11)) requires escort vehicle signs to be kept in good repair. This would ensure box surfaces would be maintained, and in good condition. The other New West Partners have agreed to harmonize their respective requirements to align with Alberta.

	<p><u>Outboard/Inboard lamps mounted on top of sign box</u></p> <p>It is Alberta's position, jointly agreed upon by other New West Partners for inboard and outboard lamps to reference an SAE standard for design requirements.</p> <p>The other New West Partners have agreed to review their respective Outboard/Inboard lamp requirements to align with Alberta.</p>
	<p><u>D-sign for sign box</u></p> <p>Harmonization is currently in place between the New West Partners. The other New West partners will address minor differences that do not impose a trade barrier or affect harmonization.</p>
	<p><u>Wide/Long/Oversize signs for sign box and alternate Wide Load sign</u></p> <p>The New West Partners have agreed to require letters on signs to include either C series with a 20 cm height, or letters with a 4 cm stroke and 28 cm height.</p> <p>The New West Partners have agreed to require inboard lamps on all dimensional signs. This will require Wide Load signs in Alberta to be equipped with inboard lamps.</p>
	<p><u>Sign box mounting, displaying and condition</u></p> <p>Harmonization is currently in place between the New West Partners for mounting and location of the overdimensional sign box.</p>
<p>Operating Restrictions</p>	
<p>Policy differences for oversize loads.</p>	<p>No formal recommendation between the New West Partners has been made. Policies are currently under review and, it is recommended that further work be done on this issue to ensure solutions for harmonization are developed as soon as possible.</p>
<p>Holiday Restrictions</p>	
<p>Differences in policy exist when transporting overdimensional loads on specific days of the week and on statutory holidays.</p>	<p>It is Alberta's position to add a travel restriction for overdimensional loads on the August Civic Holiday to align with the restrictions set out by the other New West Partners. This would take effect in August of 2012.</p>
<p>Divisible Load Oversize Permit</p>	
<p>Differences in divisible load oversize permit policies.</p>	<p>No formal action is required for Alberta at this time. The other New West Partners are currently re-examining and redeveloping their divisible load policies using Alberta's permit conditions as a model.</p>

Turnpike Doubles	
Differences in turnpike double long combination permit conditions (weight and dimension limits, operating conditions etc)	The New West Partners are working with our Long Combination Vehicle Committees and the Provincial Trucking Associations to identify all issues. All three Provinces are continuing with comparative analysis to determine the best course of action for harmonization
Long Combination Vehicle (LCV) Driver Qualifications	
Different driver requirements when operating long combination vehicles.	It is Alberta's position to continue with our current LCV Driver qualifications. One of the other New West Partners have agreed to review their respective medical requirements to align with Alberta.

Area 2 - Safety Policy and Regulations

Distracted Driving	
There are differences in policies and regulation for the use of electronic communication devices by commercial drivers while operating a commercial vehicle.	The Distracted Driving Regulation should go forward with the proposed exemption for two-way radio communication for commercial vehicle drivers while acting within the scope of their employment. This will align legislative requirements for communication devices used by commercial drivers in British Columbia, Alberta and Saskatchewan. This would give industry the most flexibility when considering options for communication technology to effectively run their business while reducing the risk of distracted driving.

Area 3: Driver and Vehicle Licensing and Administration

Vehicle Registration Policy	
There are differences in vehicle registration policies across the three western provinces, particularly in regards to 'unusual vehicles'.	It is recommended to support Saskatchewan's adjustment of their CAVR threshold, and participate in analyzing registration issues regarding unusual vehicles including towed conveyances used to transport goods/services inter-provincially.
National Safety Code Administration	
There were differences identified in several of the National Safety Code (NSC) standards which are perceived as trade barriers from jurisdiction to jurisdiction. There are variations in approaches and data used in Standard 7: Carrier and Driver Profiles, Standard 14: Safety Ratings, and Standard 15: Facility Audits.	The recommendation is to incorporate the identified opportunities and work towards NSC administrative harmonization. Further detailed analysis will be conducted to identify jurisdictional differences.

Area 4: Monitoring and Enforcement

Consistency of Enforcement and Safety Initiatives	
There are differences in the enforcement of commercial transportation legislation and CVSA inspections within and between provinces.	The recommendation is to incorporate the identified opportunities and create a unified commercial vehicle enforcement calendar, implement uniform CVSA annual refreshers for all three provinces, hold quarterly consistency review meetings with the CVSA programs Coordinators/ Enforcement Programs Coordinators of the three provinces, and develop a Joint Enforcement agreement between the New West Partners. By adopting these recommendations Alberta, British Columbia and Saskatchewan will be closer to harmonization.
Electronic On-board Recording Device (EOBR) and Other Technologies	
On-board technologies are not being adequately analyzed for compliance from jurisdiction to jurisdiction.	Develop a regional enforcement policy to allow the definition of a 'logbook' to include other formats (electronic), as long as they meet regulatory requirements.

Areas of Negotiation for July 2012

1. Vehicle Weights and Dimensions	
<ul style="list-style-type: none"> Vehicles used to haul very heavy equipment Turnpike Doubles Rocky Mountain Doubles Tandem axle weight limits 	<ul style="list-style-type: none"> These specialized configurations will be reviewed to identify any inconsistencies in requirements and options for harmonization. Industry has identified weight limits for very heavy haul moves as being particularly problematic. Operating conditions for these specialized configurations will also be reviewed (e.g., driver medical requirements or number of pilot cars).
2. Safety Programs	
National Safety Code (NSC)	<ul style="list-style-type: none"> Provinces may adopt NSC standards with variations. Review implementation of standards to determine opportunities reconciliation (e.g., threshold, application process, collision reporting threshold).
NSC hours of service standard	<ul style="list-style-type: none"> AB and SK have not adopted the national hours of service standard (BC has adopted). Review adopting standard.
NSC daily trip inspection standard	<ul style="list-style-type: none"> AB and SK have adopted the national daily trip inspection standard. Look for opportunities for BC to harmonize with AB and SK.
NSC vehicle inspection standard	<ul style="list-style-type: none"> The provinces have differences in how they have implemented the periodic vehicle inspection standard (e.g., threshold, frequency of required inspection). Review to enhance consistency.
Threshold for reporting to inspection stations	<ul style="list-style-type: none"> The provinces have different thresholds for reporting to inspection stations. Review and determine if these can be harmonized.

3. Operating Policies	
Operating restrictions	<ul style="list-style-type: none"> Provincial policies on when very large loads can be moved vary (e.g., day vs. night). Review to determine opportunities for reconciliation.
Divisible oversize load permits	<ul style="list-style-type: none"> The provinces all have different approaches to oversize loads that can be broken down. Review policies and determine opportunities for reconciliation.
Oversize / overweight corridors	<ul style="list-style-type: none"> Review current routes for oversize and overweight loads to determine if there can be more interprovincial connections.
Access to road and construction information	<ul style="list-style-type: none"> Review how the provinces provide road and construction information, including highway geometry and clearances for planning oversize moves
4. Vehicle and Driver Licensing	
Driver licensing issues	<ul style="list-style-type: none"> Review industry concerns, including access to driver history and impacts of sanctions from another province.
Vehicle registration	<ul style="list-style-type: none"> Review how the provinces register and licence certain 'towed conveyances', such as jeeps and dollies.