

# New West Partnership Deliverables

## July 2011/2012 Reporting

### Area 1 - Vehicle Weights and Dimensions

<b>Steering Axle Weight Limits – July 2011</b>	
<p>Changes to vehicle design and additional required equipment are causing increased steering axle weights.</p>	<p>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.</p>
<b>Tridem Axle Weight Limits for Trailers – July 2011</b>	
<p>Differences in weight limits for tridem trailer axle groups exist within the region.</p>	<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>
<b>Tridem Drive Truck Tractors – July 2011</b>	
<p>Differences in dimension limits for tridem drive truck tractors.</p>	<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 &lt; 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>
<b>Weight Tolerance for Auxiliary Power Units – July 2011</b>	
<p>Changes in vehicle design and required equipment are resulting in increased steering axle weights.</p>	<p>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.</p>
<b>Length Limits for Double Trailer Combinations – July 2011</b>	
<p>Industry wishes to use longer wheelbase truck tractors equipped with sleeper berths with double trailer combinations.</p>	<p>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.</p>

# New West Partnership Deliverables

## July 2011/2012 Reporting

Pilot/Escort Vehicles – July 2011	
Differences in escort vehicle requirements and specifications exist.	<p><u>Escort Vehicle definition</u> It is Alberta's position to continue with our current definition of an escort vehicle.</p> <p>The other New West Partners have agreed to harmonize their respective definitions of escort vehicles to align with Alberta.</p>
	<p><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.</p>
	<p><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.</p>
	<p><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 (AR 304/2002 sec.60)</i> under the <i>Traffic Safety Act</i>.</p>
	<p><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</p> <p>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.</p> <p><i>Commercial Vehicle Dimension and Weight Regulation (AR 315/2002 sec 16(11))</i> requires escort vehicle signs to be kept in good repair. This would ensure box surfaces would be maintained, and in good condition.</p> <p>The other New West Partners have agreed to harmonize their respective requirements to align with Alberta.</p>
	<p><u>Outboard/Inboard lamps mounted on top of sign box</u> 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>

# New West Partnership Deliverables

## July 2011/2012 Reporting

	<p><u>D-sign for sign box</u> 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> 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> Harmonization is currently in place between the New West Partners for mounting and location of the overdimensional sign box.</p>
<b>Pilot/Escort Vehicles – July 2012</b>	
Differences in conditions when pilot cars are required and pilot car operator training requirements.	Initiated discussion with the Western Canadian Pilot Car Association regarding pilot car training and when pilot cars are required.
<b>Operating Restrictions – July 2011</b>	
Policy differences for oversize loads.	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.
<b>Holiday Restrictions – July 2011</b>	
Differences in policy exist when transporting overdimensional loads on specific days of the week and on statutory holidays.	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.
<b>Divisible Load Oversize Permit – July 2011</b>	
Differences in divisible load oversize permit policies.	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.
<b>Turnpike Doubles – July 2011</b>	
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.

# New West Partnership Deliverables

## July 2011/2012 Reporting

Long Combination Vehicle (LCV) Driver Qualifications – July 2011	
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.
Long Combination Vehicle (LCV) – Turnpike Doubles – 2012	
Differences in permit conditions (weight and dimension limits, operating conditions, etc.) when moving oversize loads.	A revised draft of a Memorandum of Understanding (MOU) has been circulated to industry for review.
Oversize and Overweight Special Permits - 2012	
Differences in permit conditions when moving oversize loads.	Potential areas for harmonization of requirements for the movement of oversize loads have been identified, ie. Warning signs, flags, lights.
Oversize and Overweight Special Permits – 2012	
Differences in policies for vehicle configuration weights and dimensions for common heavy haul equipment.	Gap analysis completed for common heavy haul equipment.
Regulatory Information Website - 2012	
Create a regulatory information website.	A joint website linking transportation websites has been developed.
Rocky Mountain Doubles – post 2012	
Differences in permit conditions (weight, dimension, operating conditions, etc.)	
Oversize/Overweight Corridor – post 2012	
Majority of large and heavy loads move on small number of routes.	
Carrier Eligibility for Long Combination Vehicle (LCV) – post 2012	
Differences in requirements for carriers to be eligible to operate LCV.	
Tandem Axle Weights – post 2012	
Eastern Canada weight limits are higher than in western region.	
Tridem Drive Trucks – post 2012	
Differences in dimension limits for tridem drive trucks.	

### Area 2 - Safety Policy and Regulations

Distracted Driving- July 2011	
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

# New West Partnership Deliverables

## July 2011/2012 Reporting

	the most flexibility when considering options for communication technology to effectively run their business while reducing the risk of distracted driving.
<b>Daily Trip Inspections- July 2012 ongoing</b>	
There are differences in daily trip inspection requirements between the provinces. BC and SK have not yet adopted NSC Standard 13.	British Columbia is moving towards adopting Standard 13, in parts, in the fall of 2012. Saskatchewan is moving towards adopting Standard 13 fully in the fall of 2012. No action is required by Alberta.
<b>Cargo Securement- Deferred to post 2012</b>	
There are differences in the applicability and exemptions for cargo securement between the jurisdictions.	Alberta still needs to adopt the remainder of this standard through regulation changes to be consistent with the national standard. This regulation change is expected to be completed by July 2013.
<b>Applicability and Thresholds- Post 2012</b>	
There are differences in criteria for the application of the NSC safety standards from jurisdiction to jurisdiction.	The analysis required to compare each jurisdictions' NSC applicability thresholds for NSC is very comprehensive. This analysis continues and the Working Group is looking at ways to harmonize these areas. Due to the large amount of work required this deliverable will be worked on past July 2012.
<b>Hours of Service- Post 2012</b>	
There are inconsistencies with the applicability of Hours of Service.	This area needs further review and political approval to move forward. This will most definitely be differed into 2013/14.
<b>Vehicle Inspections- Post 2012</b>	
Differences in application and frequency of PMVI/CVIP inspections.	Further work required. This is included in the full NSC analysis.
<b>Collision Reporting Threshold- Post 2012</b>	
Differences in collision reporting thresholds between the jurisdictions.	This is included in the full NSC analysis.
<b>Fatigue Management- Post 2012</b>	
Fatigue Management is being looked at as a supplement to hours of service.	The Working Group is waiting for the finalized version of the North American Fatigue Management Program.

### Area 3: Driver and Vehicle Licensing and Administration

<b>Vehicle Registration Policy- ongoing</b>	
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. This analysis is very comprehensive. Work is ongoing.

# New West Partnership Deliverables

## July 2011/2012 Reporting

<b>National Safety Code Administration- ongoing</b>	
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.
<b>Information on Commercial Driver Records- differed to post 2012</b>	
Carriers need access to complete driver history when drivers move to different provinces.	This work is currently underway
<b>Canadian Driver Licence Agreement- ongoing</b>	
Differences in sanctions imposed by provinces impacts out of province drivers.	This item is being worked on by a National Committee. This committee will report occasionally back to the NWP Working Group.
<b>Ignition Interlock Program- differed to post 2012</b>	
Differences in conditions imposed by provinces.	BC is looking at a reciprocal agreement to recognize AB's ignition interlock and impaired driver education and assessment programs. SK is looking at areas for harmonization. This work is ongoing.
<b>Carrier Excellence Programs- Post 2012</b>	
There are differences in program entry and member benefits for carrier excellence programs.	Further work required

### Area 4: Monitoring and Enforcement

<b>Consistency of Enforcement and Safety Initiatives</b>	
There are differences in the enforcement of commercial transportation legislation and CVSA inspections within and between provinces.	A unified commercial vehicle enforcement calendar was implemented, uniform CVSA annual refreshers for all three provinces have been agreed to. Regular consistency review meetings with the CVSA programs Coordinators/ Enforcement Programs Coordinators of the three provinces is suggested, and a Joint Enforcement agreement has been established and agreed to. This agreement still requires signatures from each jurisdiction.
<b>Electronic On-board Recording Device (EOBR) and Other Technologies</b>	
On-board technologies are not being adequately analyzed for compliance from jurisdiction to jurisdiction.	A joint enforcement policy to allow the definition of a 'logbook' to include other formats (electronic), as long as they meet regulatory requirements has been developed and adopted. All 3 jurisdictions

# New West Partnership Deliverables

## July 2011/2012 Reporting

---

	are supporting the National committee working on EOBRs for Canada.
<b>Inspection Stations- Post 2012</b>	
Differences in requirements to report.	This has been added to the full NSC analysis. Work to continue.
<b>Intercity Motor Coach Services- Post 2012</b>	
Economic regulation and industry viability is driving this issue. Differences in requirements.	AB has modernized its busing industry in 2011. No further work is required in AB. Further work required by BC and SK.