



**Council of Deputy Ministers Responsible for  
Transportation and Highway Safety**

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

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***Alaska/Western Canada Regional Meeting***

March 3/4, 2005

Vancouver, British Columbia

**Draft Agenda**

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- 1) Welcome and Opening Remarks**
- 2) Round table Introductions**
- 3) Review and Adoption of Agenda**
- 4) Compatibility of Vehicle Size and Weight Regulations**
  - a) Canadian context and perspectives
  - b) Alaska context and perspectives
- 5) Potential Harmonization Initiatives \_ Open Discussion**

**Alaska Proposals**

a) Tandem Axle Weights:

It is proposed that harmonizing maximum allowable vehicle weights for axle groups on tandems axles in Canada to the weights permitted in Alaska from the current allowable weight in Alberta of 37,400 lbs (17,000 kgs) to the maximum allowable weight in Alaska of 38,000 lbs (17,240 kgs) along the CANAMEX Trade Corridor

b) Tridem Axle Weights:

Weight allowances for tridem axles groups should be increased from the current limit of 42,000 lbs to the allowable Canadian weights of 52,900 lbs.

c) B Train Weights:

Allowable gross vehicle weights for Super 'B' train combinations should be increased from the current level of 113,000 lbs to 129,000 lbs (58,500 kgs) for an 8-axle combination (this is the maximum weight permitted by the US bridge formula).

d) Bridge Formula:

Bridge formulas in Alaska should be adjusted to reduce the restrictions imposed on commercial vehicle's total length and the number of axles they require to operate over bridges. This restricts the maximum configuration size that carriers can operate. Vehicle weight and dimension limits on the highways should be the same as those allowed over bridges.

e) Overall Length Limit: Rocky Mountain Doubles

It is proposed that the total allowable length for vehicles be increased to 102 feet from its current limit of 95 feet. This would permit the use of Rocky Mountain Double trailer configurations.

f) Escort Vehicles:

The Yukon Territory remove its requirement for escort vehicles for commercial loads up to 102 feet in length.

g) Weather & Road Condition Reporting:

Utilize the CARS reporting system for weather and road condition reporting

h) Overall Length Limit: A train Doubles

It is proposed that the Yukon Territory increase its' A train LCV length limit from 82" to 85'.

i) Overall Height Limit:

It is proposed that the western provinces and Yukon increase the legal vehicle height from 13'6" to 14'.

j) Tractor Wheelbase Limits:

It is proposed that the western provinces and Yukon consider eliminating or reducing the current Canada limitations on tractor wheelbase and axle spreads

**Other Proposals**

**6) Other Business**

**7) Next Steps and Actions Required**

**8) Adjournment**