



Council of Deputy Ministers Responsible for Transportation and Highway Safety

Task Force on Vehicle Weights and Dimensions Policy

Minutes

Part 1 - Movement of Hay Bales (8:30 AM - 10:30 AM)

Date: Monday November 23, 1998
Location: Nisku Inn, Leduc, Alberta
Chair: Alvin Moroz
In Attendance: (See Attachment 1)

1. Welcome and Opening Remarks

Mr. Moroz opened the meeting and welcomed participants. He provided a brief background on the issues, noting that Alberta was reviewing its policies respecting permit conditions for movement of hay bales and expressed the hope that consistency in such conditions could be developed throughout western Canada.

He thanked participants for attending the meeting and called for round table introductions.

2. Review and Discussion of Issues

Mr. Moroz briefly reviewed the current permit conditions (allowable height, width and length) for movement of hay bales in Alberta. Mssrs. Oldridge (BC), Mr. Catteeuw (Manitoba) and Mr. Gilks (Sask) provided similar summaries of permit conditions in their jurisdictions.

Mr. Moroz then invited delegates to provide their perspectives on the current permit policies and the needs of industry. A number of presentations were provided, outlining current equipment used, loading practices and securement systems for both round and square bales.

From this discussion a number of key points and suggestions emerged:

- The use of extensions to widen the trailer bed improves the security and stability of the load
- Bulkheads and bed extensions on the front and rear of semitrailers can be very beneficial if properly engineered and maintained.
- Proper securement of bales on the vehicle is a critical issue. The integrity of the bales themselves is a major factor in security of the load.
- Regular inspection of trailers and equipment is important, and should be done before permits are issued.
- Equipment standards based on sound engineering are needed for trailers used to haul hay
- Rear-view mirrors must be extended outwards to ensure visibility with wide loads; not all operators address this issue
- Strict enforcement of equipment standards and permit conditions is very important to ensure responsible operators are not placed at disadvantage
- Regulations must have "teeth" to be effective

Mr. Moroz thanked participants for their perspectives. He noted that while the discussion had focussed on movement of hay bales, a review of regulations and permit conditions must also consider the implications for other commodities, particularly if greater uniformity in special permit conditions

is sought on a western regional basis. Mr. Gilks commented that vehicle performance criteria were considered to be very important in Saskatchewan, and that permit conditions should be developed on the basis of achieving acceptable performance in such areas as rollover stability, turning performance and cargo security.

3. Summary and Conclusion

Mr. Moroz indicated that Alberta would be developing proposed revisions to the permit conditions for movement of hay bales, in consultation with stakeholders and the other western jurisdictions. He noted that new rules, harmonized with other western provinces, could be expected in Alberta in the spring of 1999. He reported that Alberta would attempt to accommodate any existing contracts for hay bale movement in planning for introduction of revised regulations.

This section of the agenda was concluded at 10:30 AM.

Part 2 - Western Regional Harmonization Oversize/Overweight Permits

Date:	Monday November 23, 1998
Location:	Nisku Inn, Leduc, Alberta
Chair:	John Pearson
In Attendance:	(See Attachment 1)

1. Welcome and Opening Remarks

Mr. Pearson called the meeting to order, welcomed participants, and called for round table introductions.

2. Minutes of Meeting May 15, 1998 (Calgary)

The minutes of the meeting held in Calgary were **adopted by motion** (Sokil/Robertson)

3. Review of Industry Subcommittee Recommendations

Mr. Pearson drew attention to the report which had been circulated with the agenda. He expressed the appreciation of the Task Force for the work which had been done by the subcommittee under the leadership of Marlow Rushfeldt and PSAC. He then asked Mr. Rushfeldt to provide a presentation on the report and its recommendations.

Mr. Rushfeldt provided a brief overview of the work which had been done, noting that the recommendations had been developed as a result of a meeting of industry representatives held in Red Deer on May 28. He explained that an attempt had been made to prepare a table comparing the special permit conditions/requirements of the four western provinces, but that this had proven to be impossible because of the complexities of the different environments. He noted that the draft report had been distributed for comment to those who attended the Red Deer meeting, and a final version had been prepared in September.

He reported that there were twelve recommendations included in the report for consideration by the Task Force. He suggested that greater consistency in assessment of bridge capacity appeared to be a central and key issue in achieving greater uniformity in overweight permits throughout western Canada.

In discussion of the recommendations contained in the report, the concept of identifying corridors or a designated highway network for oversize/overweight movements was discussed at length. While it

was generally agreed that this approach might be helpful in expediting some interprovincial heavy haul movements, it was noted that this would not be helpful for movement of loads or equipment whose origins and destinations will not be located on the designated network. Nonetheless, it was acknowledged that the different road classifications and bridge capacities throughout western Canada would likely preclude development of a meaningful "envelope" vehicle concept for the entire road system (ie. would likely revert to the lowest common denominator).

Recommendation 1: Identify and establish a designated road network or corridor routing system for special permit movements

It was agreed that industry should assist in developing this concept further based on the needs of its various sectors. To this end, it was agreed that each participant would prepare and provide to the Secretary by the end of January 1999 map or listing of routes which should be included in a designated system/corridor network. It was further agreed that the Secretary would prepare a consolidation of proposals received on a regional map to assist in developing a network which would most effectively serve the needs of industry.

Action: All members, Secretary

While it was acknowledged that weight and dimension conditions are inextricably linked in many cases, it was agreed that the corridor/designated network concept should be developed further. However it was agreed that the order of priorities for special permit harmonization in Western Canada should be:

- overweight limit requirements
- overdimensional movement requirements
- permit conditions

With this agreement, attention was focussed on weight limit issues, with the following outcomes:

Recommendation 3: Establish standardized allowable axle weights
Recommendation 4: Establish consistent weight caps
Recommendation 7: Establish minimum standards for tandem steering axle weight allowances
Recommendation 8: Establish standard recognition of the 16 wheel axle group

In discussion, the following proposals were developed as minimum acceptable special permit weight limits for the designated route network/corridors in western Canada:

Proposed minimum permit weight limits for non-divisible loads by axle configuration:

Axle Configuration	Proposal	Motion
Steering Axle	Based on 10 kg/mm of tire width	Rushfeldt/Sokil
Tandem Axle Group	Based on 10 kg/mm of tire width All spreads: 23,000 kg cap	Barkley/McKernon
Tandem Steer	Based on 10 kg/mm of tire width	
16 Wheel Configuration	31,000 kg	Rowe/Lillemoen
Tridem Axle Groups	Based on 10 kg/mm of tire width 2.4 m Spread: 24,000 kg cap 3.1 m Spread: 29,000 kg cap	Boon/Sokil Rowe/McKernon
"Tridem Equivalent" (eg. tandem with jeep)	Based on 10 kg/mm of tire width 2.4 m Spread: 24,000 kg cap 3.1 m Spread: 29,000 kg cap	Boon/Robertson

Gross Vehicle Weight Limit:

It was moved (Loewen/Boon) that British Columbia consider removing it's 64,000 kg cap on GVW.

Recommendation 2: Establish common, minimum standards throughout the western provinces for Width, Length, and Height for the designated road network or corridor routings

It was agreed that development of specific proposals within this recommendation would be deferred until the designated highway system concept had been further developed.

Recommendation 5: Establish a consistent permit system

In discussion, it was generally agreed that this objective was a key component of any regional agreement to be developed. In this regard it was moved (Loewen/Sokil) that each province adopt a single source permit system (carried).

It was also proposed that consideration be given to issuing company specific permits, where appropriate, rather than vehicle specific permits.

Recommendation 6: Establish consistency with jurisdictions within provincial jurisdictions

It was also noted and **agreed** that any harmonization efforts must include participation of municipalities to avoid problems of conflicting permit policies within each province.

Recommendation 9: Establish standard recognition of Self-Steering Dollies

It was noted that the use of self-steering dollies is prohibited in BC for some extended length overdimensional loads. Mr. Loewen and Mr. Boon suggested that the self-steering dolly technology provides an effective and safer alternative to the manned dolly, and offered to provide additional information to BC for consideration of removal of this restriction:

**Action: Loewen
Oldridge**

Recommendation 10: Establish standard recognition of Single Steer Tri-drive Tractors

It was moved (Barclay/Sokil) that the tridem drive tractor be recognized in all jurisdictions, and provided the same permit weight limit on the tridem as would be allowed on a semitrailer (carried).

Recommendation 11: Establish recognition of Tandem Steer Tri-drive Tractor/Bed Trucks

In discussion, it was proposed by Mr. Boon that a table be developed respecting the minimum required interaxle spacing for tandem steer/tridem drive trucks. He noted that the current minimum of 5.5 metres poses problems for this configuration. It was agreed that Mr. Boon would explore this issue further and provide a proposal to the committee.

Action: Boon

Recommendation 12: Establish standard dimensions for marking of over-dimensional vehicles

It was agreed that a high priority should be placed on achieving national uniformity in requirements for marking, lighting and signing of oversize/overweight loads, or at minimum, within western Canada. Mr. Pearson noted that a draft proposal had been developed earlier by the Task Force, and agreed to provide copies to participants for review (Note: sent to attendees on November 24).

In discussion of the proposal, it was agreed that the "D" sign should be retained and required in Canada. It was proposed that the minimum size of the sign be reduced to 1.5 m, and that the requirements changed to allow it to be mounted on top of the tractor, rather than on the front bumper. It was noted that placement on top of the cab improves visibility (because of illumination by the rotating light) and prevents the sign from being obstructed by dirt.

4. Other Business

a) 20 m Box Length Limit on A Trains

Mr. Chapman noted that a recommendation had been made to the national Task Force to amend the MOU standard to 20 meters for the Box Length on A Train doubles, and that Alberta and Saskatchewan had implemented this change. He indicated that a majority of provinces had expressed support for this proposal when previously discussed in 1997.

It was agreed by motion (Chapman/Sokil) that this recommendation be raised again with the Council of Deputy Ministers, with a view to amending the national standard at the earliest opportunity.

b) MOU Dimensional Controls

Mr. Boon suggested that the general provisions of the national (RTAC) standards not apply in consideration of oversize/overweight permits, as they are not particularly relevant and pose difficulties for designing and operating specialized equipment. In this regard he explained the difficulties in dealing with such controls as maximum wheelbase limits on tractors and trailers, the prohibition on lift and pin-up axles and interaxle spacing requirements in configuring equipment for the heavy haul sector.

5. Conclusions

It was agreed that the recommendations which had been developed would be reviewed and considered by the jurisdictional representatives in the weeks ahead.

It was agreed that work should begin in developing a proposed regional permit agreement based on the framework and recommendations provided by industry, with a view to completing an agreement as quickly as possible. It was generally agreed that another meeting of the committee would be convened only if necessary, with the expectation that progress and industry participation can continue through correspondence and exchange of documentation.

6. Adjournment

Mr. Pearson thanked all participants for their assistance in a productive discussion. There being no further business, Part 2 of the meeting was adjourned at 5:30 PM.

Secretary: John Pearson

Date Distributed: December 11, 1998

Attachments

Attachment 1: Participants

Attachment 1: Participants

Part 1: Movement of Hay Bales

In Attendance:

Name		Affiliation	Phone	Fax
Ed	Baerg	Kootenay Dairy Transport	250 524-5286	250 542-4083
Wayne	Belway	Trimac	403 417-5470	403 467-0725
Ed	Boon	K-Line Trailer	604 856-7199	604 856-8399
Blair	Burton	Farm/Owner-Operator	403 556-7965	403 556-7965
Greg	Catteeuw	Manitoba Highways and Transportation	204 945-3898	204 948-2078
David	Dearing	Owner - Operator	403 352-9423	403 352-9423
Ted	Draeger	Farmer/Owner - Operator	403 352-2830	
Greg	Gilks	Saskatchewan Hwys & Transportation	306 787-4851	306 787-3963
Erick	Hansen	Twilight Oilfield Hauling	403 538-4001	403 539-1023
Alan	Johnson	Hay Broker	403 847-2624	403 847-2624
Imants	Krumins	Alberta Transportation	403 340-5189	403 340-5092
Ken	McCreadie	Pentastar Transportation	403 962-1600	403 962-1722
Alvin	Moroz	Alberta Transportation	403 340-5189	403 340-5092
Joe	Niessen	Farmer	403 337-4045	
Ron	Oldridge	Insurance Corporation of BC	250 387-6444	250 356-8986
Steve	Pinchak	Southern Interior Truckers Alliance	250 489-2409	250 489-0113
Ken	Plamondon	Owner - Operator	403 798-2164	403 798-2164
Alan	Robinson	WPTA	250 573-2150	250 573-2150
Bob	Rowe	Northern BC Truckers	250 782-3330	250 782-9300
Marlow	Rushfeldt	Speedy	403 223-2022	403 223-4006
Lawrence	Schmid	Canadian Fracmaster	403 279-8870	403 279-3225
Al	Smythe	Alberta Trucking Association	403 243-3767	403 243-4610
Cliff	Standeven	Lormac	250 962-2951	250 962-2954
Stephen	Went	Bale Bandits Inc	403 843-6502	403 843-6212

Part 2: Western Regional Harmonization Oversize/Overweight Permits

In Attendance:

Name		Affiliation	Phone	Fax
Ed	Baerg	Kootenay Dairy Transport	250 524-5286	250 542-4083
David	Barclay	Sam's General Trucking	306 773-9305	306 965-2290
Rick	Barclay	Sam's General Trucking	306 965-2703	306 965-2290
Ed	Boon	K-Line Trailer	604 856-7199	604 856-8399
Matt	Bowers	Aspen Trailer	604 533-8771	604 533-8772
Greg	Catteeuw	Manitoba Highways and Transportation	204 945-3898	204 948-2078
Don	Chapman	Canadian Freightways	403 287-4317	403 287-4343
Gary	Farnden	B.C MoTH	250 387-7728	250 387-7735
Greg	Gilks	Saskatchewan Hwys & Transportation	306 787-4851	306 787-3963
Erick	Hansen	Twilight Oilfield Hauling	403 538-4001	403 539-1023
John	Kinsey	Peerless Ltd	250 492-0408	250 492-7353
Kevin	Kostyk	Peerless Ltd	403 465-5522	403 465-8987
Imants	Krumins	Alberta Transportation	403 340-5189	403 340-5092
Lorne	Lillemoen	Pentastar Transportation Ltd	888 875-7722	403 875-4911
Hans	Loewen	Premay Equipment Ltd	604 439-1621	604 435-5998
Doug	Massing	Petroleum Services Assn of Canada	403 781-7384	403 263-7174
Ken	McCreadie	Pentastar Transportation	403 962-1600	403 962-1722
Arnold	McKernon	Freedom Oilfield Hauling	403 343-6335	403 346-8433
Alvin	Moroz	Alberta Transportation	403 340-5189	403 340-5092
Ron	Oldridge	Insurance Corporation of BC	250 387-6444	250 356-8986
Steve	Pinchak	Southern Interior Truckers Alliance	250 489-2409	250 489-0113
Kevin	Richard	Swanberg Bros	403 539-5752	403 532-8565
Alan	Robinson	WPTA	250 573-2150	250 573-2150
Bill	Rowe	Nowasco Well Service Ltd.	403 531-5187	403 236-8740
Bob	Rowe	Northern BC Truckers	250 782-3330	250 782-9300
Marlow	Rushfeldt	Speedy	403 223-2022	403 223-4006
Lawrence	Schmid	Canadian Fracmaster	403 279-8870	403 279-3225
Norm	Shupe	Mullen Transportation	403 652-8832	403 652-2362
Al	Smythe	Alberta Trucking Association	403 243-3767	403 243-4610
Bill	Sokil	Sokil Express Lines Ltd.	403 479-1955	403 474-9325
Cliff	Standeven	Lormac	250 962-2951	250 962-2954
Murray	Sunstrum	Cdn Assn Oilwell Drilling Contractors	403 264-4311	403 263-3796
Loran	Swanberg	Swanberg Bros Trucking	250 785-3113	250 787-1328
Jerry	Topilka	Alta Water Well Drilling Assn	780 386-2335	780 386-2344
Stephen	Went	Bale Bandits Inc	403 843-6502	403 843-6212
Jack	Whitehead	Alta Waterwell Drilling Assn	403 887-4282	403 887-3145
John	Zork	Aspen Trailers	403 955-2540	403 955-2533