

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

**FEDERAL-PROVINCIAL-TERRITORIAL
MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL
TRUCKING**

March 2026

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING (“MOU”)

Between

The governments of Alberta, British Columbia, Canada, Manitoba, His Majesty the King in Right of the Province of New Brunswick, His Majesty in Right of Newfoundland and Labrador, Northwest Territories, His Majesty the King in Right of the Province of Nova Scotia, Nunavut, Ontario, Prince Edward Island, Québec, Saskatchewan, and Yukon

(in this MOU, collectively, the “Parties” or, individually, as a “Party”)

Whereas the Committee on Internal Trade (“CIT”) and the Council of Ministers for Transportation and Highway Safety (“COMT”) agreed to collaborate on a project to better align trucking sector regulations to improve supply chain efficiencies and affordability while maintaining safety standards;

And whereas, in March 2025, the First Ministers endorsed the CIT and COMT’s recommendation to align trucking rules across Canada to increase supply chain efficiencies and foster internal trade;

And whereas the Parties recognize the role of the Canadian Council of Motor Transport Administrators (“CCMTA”) and the Task Force on Vehicle Weights and Dimensions Policy (“TF-VWD”), which reports to COMT, in scoping the measures included in this MOU;

And whereas this MOU is part of the ongoing trucking harmonization efforts undertaken by the Parties¹, which notably include the Memorandum of Understanding respecting a federal-provincial-territorial agreement on the adoption of a National Safety Code in 1987 and the Memorandum of Understanding Concerning a Federal-Provincial-Territorial Agreement on the Vehicle Weights and Dimensions in 1988 (collectively, the “1987 and 1988 MOUs”);

And whereas the Parties recognize as primary goals the need to foster the efficiency of the transportation industry, maintain a high standard of road safety while ensuring the protection of road networks and ensure the public interest while respecting locally unique needs and circumstances;

And whereas the Parties agree to, where appropriate, leverage harmonization or other measures to reduce and eliminate barriers to interprovincial trucking and labour mobility in the trucking sector, which may involve potential modifications to existing agreements or regional initiatives;

¹ Further to the 1987 and 1998 MOUs, the governments of New Brunswick, Newfoundland and Labrador, Nova Scotia and Prince Edward Island signed, in May 2001, the Agreement on Uniform Vehicle Weights and Dimensions Limits in Atlantic Canada, updated in November 2010, to harmonize vehicle configurations and regulatory limits across the region. In November 2002, the governments of British Columbia, Alberta, Saskatchewan, and Manitoba adopted a regional MOU to harmonize special permit conditions for oversize and overweight indivisible loads, followed by further agreements in 2012 and 2014 to harmonize Long Combination Vehicle (LCV) operations. In 2016, the governments of Ontario, Quebec, New Brunswick, and Nova Scotia established a regional MOU to harmonize special permit conditions for Turnpike Double LCVs on multi-lane highways in Eastern Canada. The objectives of all these agreements are consistent with those of this MOU.

And whereas the Parties will work to advance this MOU while respecting the individual legislative authorities of their respective governments;

And whereas the Parties agree to be ambitious in building upon this MOU to enable the conditions necessary to improve truck-based internal trade across Canada, without duplicating the efforts undertaken through other agreements or regional initiatives;

NOW THEREFORE the Parties to this MOU make the following commitments:

A. SCOPE

1. The Parties agree that trucking rules, regulatory requirements, training standards, rules or processes to enable the movement of trucks and truck drivers across provinces and territories may fall within the scope of this MOU as described by the commitments provided in each Annex to Schedule A. This may include, but is not limited to, any internal trade barriers or irritants within the National Safety Code or related to the movement of oversized or overweight vehicles.
2. For certainty, any activities under this MOU do not pre-empt the harmonization processes established and institutionalized under other federal-provincial-territorial agreements such as the 1987 and 1988 MOUs.

B. COMMITMENTS

1. The Parties will work toward implementing the commitments set out in each Annex to Schedule A, with reference to the implementation timelines and measures identified therein.
2. With a priority on continued efforts to improve internal trade by facilitating the movement of goods and trucks in Canada and to be transparent with regards to actions being taken to that end, the Parties agree that:
 - (a) additional Annexes may be appended to Schedule A of this MOU with the unanimous approval of the COMT as evidenced in writing.
 - (b) each Party shall ensure that the contact person listed in Schedule B to this MOU is the Party's representative for this MOU; and
 - (c) each Party shall ensure that its specific content contained in Schedules A and B is current, including the provision of updated information related to Party-specific commitments that will emerge once current forward-looking tasks are negotiated.
3. The Parties shall assign the appropriate working group or designate appropriate human resources to follow up on the commitments or tasks listed in each Annex to Schedule A.

C. EXTRAORDINARY EVENTS

1. An "extraordinary event" means an emergency or an unforeseen event that, by its occurrence, has or may result in a Party being unable to uphold its commitment, in whole or in part, as stated in an Annex to Schedule A of this MOU.

2. A Party may unilaterally suspend a commitment in an Annex to Schedule A, in whole or in part, if it believes, in response to an extraordinary event, that a commitment referred to in an Annex to Schedule A to this MOU is no longer appropriate for any of the following reasons:
 - (a) national security;
 - (b) public security, safety and order;
 - (c) protection of human, animal or plant life or health;
 - (d) protection of the environment;
 - (e) extreme weather events;
 - (f) consumer protection;
 - (g) protection of the health, safety and well-being of workers; or
 - (h) infrastructure damage.

D. ACCESSION, MODIFICATION, WITHDRAWAL AND TERMINATION

1. Any federal, provincial or territorial government within Canada that is not a Party to this MOU may accede to this MOU by accepting its terms and signing this MOU.
2. The Parties may modify this MOU, including Schedule A, upon unanimous written consent of the COMT, on the recommendation of the Council of Deputy Ministers Responsible for Transportation and Highway Safety, and subject to the required written authorizations of each Party.
3. Notwithstanding paragraph 2, in regard to clauses B.2(b)(c), each Party may amend its own Party-specific information contained in Schedule A or Schedule B by providing notice of the amendment in writing to the other Parties and the COMT Secretariat.
4. A Party may withdraw from this MOU by providing to the other Parties written notice that includes the reasons the Party intends to withdraw and the date the withdrawal comes into effect, which shall in no case be less than ninety (90) calendar days from the day the notice is delivered.
5. If a Party withdraws from this MOU, the MOU will remain in effect for all other Parties.
6. This MOU may be terminated upon mutual written agreement of all Parties.

E. CONFIDENTIAL INFORMATION

1. The Parties acknowledge that information gathered in carrying out this MOU may constitute confidential information and is subject to applicable federal, provincial, and territorial legislation regarding access to information and privacy.
2. No Party shall disclose confidential information unless:
 - (a) disclosure of that confidential information is required by law; or
 - (b) written consent to disclose has been provided by the Party or Parties with an interest in the confidential information.

3. When a Party intends to disclose confidential information to a third party, that Party shall, as soon as reasonably practicable, notify in writing any Party with an interest in the confidential information before disclosing that confidential information.
4. This Section shall survive the expiry or termination of this MOU or the withdrawal of a Party from this MOU.

F. NOTICE

1. Any notices made in connection with this MOU shall be delivered to each of the individuals listed in Schedule B, with a copy provided to the COMT Secretariat and the CCMTA or TF-VWD as appropriate.
2. Upon receiving any notices issued pursuant to paragraph F.1, the COMT Secretariat shall update the MOU to reflect the content of such notices and distribute this updated document to Parties within three business days.
3. Each Party commits to sharing this MOU and any updates to it and notices delivered pursuant to it with its respective transportation officials, as well as its representatives to each of the CCMTA and TF-VWD. The Parties agree to make this MOU publicly available by publishing it on the COMT website. Each Party is also encouraged to publish this MOU, or a weblink to it, on any website it deems relevant, to promote awareness of its existence and foster its effective implementation.

G. COSTS

1. Any costs and expenses of a Party in relation to its respective commitments taken in this MOU shall be borne by that Party unless otherwise agreed to in writing by all Parties.
2. This MOU does not amend, repeal or otherwise modify any existing or future arrangements between one or more Parties respecting cost sharing or funding of any Party.

H. LANGUAGE

1. This MOU has been made and executed in English and French, with both versions being equally authoritative.
2. Any amendments made to this MOU shall be made in English and French.

I. COUNTERPART

1. This MOU may be executed electronically and in counterpart, in which case, the counterparts together shall constitute one MOU.

J. ENTRY INTO FORCE

1. This MOU shall enter into force on the first business day following the date that at least two Parties signed the MOU (the “Effective Date”).
2. For a Party that signs this MOU after the Effective Date, this MOU enters into force immediately on the date that Party signs this MOU.
3. This MOU sets out the understanding of the Parties with respect to their cooperation but is not legally binding and does not create any legal, equitable or financial rights, obligations or liabilities for any of the Parties. Nothing in this MOU is construed so as to affect the jurisdictional responsibility of each Party.

As the duly authorized representative of:

The Government of Alberta

Party

I hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



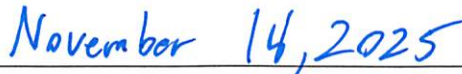
Signature

Hon. Devin Dreeshen

Name

Minister of Transportation and Economic Corridors

Title



Date

As the duly authorized representative of:

the Government of British Columbia

Party

I hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Hon. Mike Farnworth

Name

Minister of Transportation and Transit

Title

November 12, 2025

Date

As the duly authorized representatives of:

The Government of Canada

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING

Signature

Hon. Steven MacKinnon, P.C., M.P.

Name

Minister of Transport and Leader of
the Government in the House of
Commons

Title

Date



Signature

Hon. Dominic LeBlanc, P.C., K.C.,
M.P.

Name

President of the King's Privy
Council for Canada and Minister
responsible for Canada-U.S. Trade,
Intergovernmental Affairs, Internal
Trade and One Canadian Economy

Title

November 15, 2025

Date

As the duly authorized representatives of:

The Government of Canada

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Hon. Steven MacKinnon, P.C., M.P.

Name

Minister of Transport and Leader of
the Government in the House of
Commons

Title

November 18, 2025

Date

Signature

Hon. Dominic LeBlanc, P.C., K.C.,
M.P.

Name

President of the King's Privy
Council for Canada and Minister
responsible for Canada-U.S. Trade,
Intergovernmental Affairs, Internal
Trade and One Canadian Economy

Title

Date

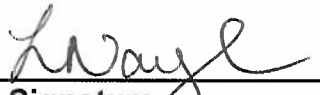
As the duly authorized representative of:

The Government of Manitoba

Party

I hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Hon. Lisa Naylor

Name

Minister of Transportation and Infrastructure

Title

NOV 12 2025

Date

As the duly authorized representatives of:

The Government of New Brunswick

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Hon. Chuck Chiasson

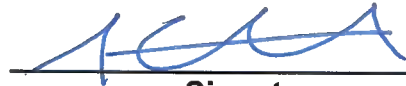
Name

Minister of Transportation and
Infrastructure

Title

November 12, 2025

Date



Signature

Hon. Jean-Claude D' Amours

Name

Minister of Intergovernmental
Affairs

Title

November 12, 2025

Date

As the duly authorized representatives of:
The Government of Newfoundland and Labrador

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Premier Tony Wakeman

Name

**Minister for Intergovernmental
Affairs**

Title

Nov 18, 25

Date



Signature

Hon. Mike Goosney

Name

Minister of Government Services

Title

November 18/2025

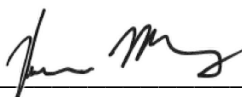
Date

**As the duly authorized representative of:
The Government of the Northwest Territories**

Party

I hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Hon. Vince McKay

Name

Minister of Infrastructure

Title

November 12, 2025

Date

As the duly authorized representatives of:

The Government of Nova Scotia

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

The Honourable Tim Houston

Name

Premier
Minister of Trade

Title

November 14, 2025

Date



Signature

The Honourable Fred Tilley

Name

Minister of Public Works

Title

November 13, 2025

Date

As the duly authorized representative of:

The Government of Nunavut

Party

I hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Minister Craig Simailak

Name

Minister responsible for Trade

Title

March 17, 2026

Date

As the duly authorized representatives of:

The Government of Ontario

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING

<hr/> Signature	<hr/> Signature
Hon. Prabmeet Sarkaria	Hon. Victor Fedeli
<hr/> Name	<hr/> Name
Minister of Transportation	Minister of Economic Development, Job Creation and Trade
<hr/> Title	<hr/> Title
11-13-2025	11-12-2025
<hr/> Date	<hr/> Date

As the duly authorized representatives of:

The Government of Prince Edward Island

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Hon. Ernie Hudson

Name

Minister of Transportation and
Infrastructure

Title

Nov 19, 2025

Date



Signature

Hon. Darlene Compton

Name

Minister of Economic
Development, Innovation and
Trade

Title

November 19, 2025

Date

As the duly authorized representatives of:

The Government of Québec

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING

Signature

JONATAN JULIEN

Name

Ministre des Transports et de la
Mobilité durable

Title

Date

Signature

CHRISTINE FRÉCHETTE

Name

Ministre de l'Économie, de
l'Innovation et de l'Énergie

Title

Date

Signature

SAMUEL POLLIN

Name

Ministre délégué à l'Économie et
aux Petites et Moyennes
Entreprises

Title

Date

Signature

SIMON JOLIN-BARRETTE

Name

Ministre responsable des Relations
canadiennes

Title

Date

As the duly authorized representatives of:

The Government of Saskatchewan

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



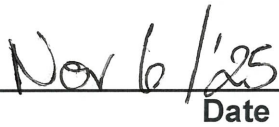
Signature

Hon. David Marit

Name

Minister of Highways

Title



Date



Signature

Hon. Warren Kaeding

Name

Minister of Trade and Export
Development

Title

NOV 06 2025

Date

As the duly authorized representatives of:

The Government of Yukon

Party

We hereby sign the:

MEMORANDUM OF UNDERSTANDING ON INTERPROVINCIAL TRUCKING



Signature

Hon. Minister Linda Benoit

Minister of Highways and Public Works



Date



Signature

Hon. Minister Jen Gehmair

Minister of Economic Development



Date

SCHEDULE A - COMMITMENTS

ANNEX 1 – Steering Axle Weights

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Steering axle weights are limited to avoid damage to infrastructure. Although provinces and territories had a harmonized standard for steering axle weight limits of at least 5500 kg and some already exceed this, increasing this limit will support increased productivity. A national minimum standard would help avoid unintended emerging impediments to interprovincial/territorial trade.

Transportation Table responsible for this annex: Task Force on Vehicle Weights and Dimensions Policy (TF-VWD)

Description of the commitment: The provinces and territories listed above agree to amend the Memorandum of Understanding Respecting a Federal-Provincial-Territorial Agreement on Vehicle Weights and Dimensions (VWD MOU) to increase the steering axle weight limit permitted in all provinces and territories from 5500 kg to 6000 kg.

Implementation Approach

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
British Columbia	N/A	N/A	Completed
Alberta	Commercial Vehicle Dimension and Weight Regulation	N/A	Completed
Saskatchewan	The Vehicle Weights and Dimensions Regulations, 2010	N/A	Completed
Manitoba	N/A	N/A	Completed
Ontario	N/A	N/A	Completed
Quebec	N/A	N/A	Completed
New Brunswick	<i>Motor Vehicle Act:</i> Reg 2001/67 NB	MOU work underway	Regulatory amendment will be scheduled for late fall or winter 2026

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Prince Edward Island	<p><i>Roads Act, Vehicle Weights and Dimensions Regulations</i></p> <p>2001 Atlantic Canada Agreement</p>	N/A	2026. To note, the timeline is an estimation. However, work to amend the Regulations and Agreement is underway.
Nova Scotia	N/A	N/A	Completed
Newfoundland and Labrador	N/A	N/A	Completed
Yukon	N/A	N/A	Completed
Northwest Territories	Large Vehicle Control Regulations	<p>Schedules B, F, G - K already comply. NWT can effect an immediate, temporary, change by relying on provisions in s. 24(1) which allows the Registrar to effect a change to the weights in Schedules A-K.</p> <p>Ideally a minor regulatory amendment would follow to Schedules A, C, D and E.</p>	Temporarily, this could be immediate, regulatory amendment would take 3-6 months and ideally be packaged with other amendments which may be an outcome of this process.
Nunavut	N/A	N/A	N/A

ANNEX 2 – National Guideline for 60ft. 6 in. Trailers

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: 60 ft. 6 in. (18.45 m) trailers are not uniformly accepted across all provinces and territories, in part due to infrastructure limitations. A national guideline for extra-long 60 ft. 6 in. trailers for provinces and territories that choose to permit them will minimize the potential for divergent regulatory approaches.

Transportation Table responsible for this annex: TF-VWD

Description of the commitment: Provinces and territories that plan to allow 60 ft. 6 in. (18.45 m) trailers in the future will adhere to the national guideline in the VWD MOU.

ANNEX 3 – Signage, Lighting, Flags, etc. for Oversized Vehicles

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Establishing a national guideline for signage, lighting, flags, etc. required to enhance visibility of oversized vehicles. Jurisdictions currently have similar, but different, general requirements related to signage, lighting and flags for oversized vehicles.

Transportation Table responsible for this annex: TF-VWD

Description of the commitment: The provinces and territories listed above are committed to develop a minimum standard for signage, lighting, flags etc. for oversized vehicles to remove barriers to internal trade while allowing provinces and territories flexibility as necessary, in consultation with industry, by March 31, 2026. The TF-VWD Policy Committee will undertake this work.

When a minimum standard has been completed, this schedule and VWD MOU will be updated to include it.

ANNEX 4 – Escort Vehicle Qualifications

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Oversized and overweight vehicles often require escort vehicles to help maintain safety, such as by driving ahead to check for obstructions or driving behind and identifying cars and other obstacles the driver may not see. Some provinces require police escorts, while others allow commercial escort operators. Training guidelines are being developed for people involved in road escorts by different provinces that could lead to practical, if not regulated, obstacles. There is also no single standard for escort vehicle marking and signage.

A minimum standard for escort vehicle/pilot car marking and signage and operator training would establish clear and consistent requirements critical to safe operation of escort vehicles across Canada.

Transportation Table responsible for this annex: TF-VWD

Description of the commitment: The provinces and territories listed above are committed to develop a minimum standard for signage and lights for escort vehicle equipment to remove barriers to internal trade while allowing provinces and territories flexibility as necessary, in consultation with industry, by March 31, 2026. Additionally, they will include vehicle size requirements in their industry consultations and establish a minimum standard for those requirements to remove barriers to internal trade while allowing provinces and territories flexibility as necessary by March 31, 2026. The TF-VWD Policy Committee will undertake this work, and the VWD MOU will be amended to reflect the changes.

The TF-VWD Policy Committee along with the CCMTA will examine the issues associated with escort vehicle driver training and certification, and escort vehicle operations in the medium-term.

When a minimum standard has been completed, this schedule and VWD MOU will be updated to include it.

ANNEX 5 – Daylight and Night-Time Definitions

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Certain oversized vehicles can only move during the day or at night. Others may move at any time but must be outfitted with appropriate signage or lighting depending on whether it is “daylight” or “nighttime”. Provinces and territories take a variety of approaches to defining when these periods begin and end, with some using specific definitions (e.g., AB defines daytime as the period that starts one hour before sunrise and ends one hour after the following sunset, while Ontario’s definition refers to 30 minutes before sunrise or after sunset). Industry has noted that these differences can be an impediment to internal trade.

Transportation Table responsible for this annex: TF - VWD

Description of the commitment: The provinces and territories listed above agree to establish a common approach to signage and lighting requirements as it relates to daytime and nighttime travel periods for oversized vehicles, in order to alleviate internal trade barriers. TF-VWD is to consult with industry and develop a minimum standard for signage and lighting requirements as it relates to daytime and nighttime travel periods for oversized vehicles to remove barriers to internal trade while allowing provinces and territories flexibility as necessary, by March 31, 2026.

ANNEX 6 – Construction Zone Clearances

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Construction activities, including on road infrastructure and nearby structures, can impede roads and traffic. Lanes are frequently made available for vehicles, with provincial and territorial regulations setting out minimum lane widths. However, the provincial and territorial regulations differ, ranging from 3.0 m to 3.7 m as minimum lane widths. This can impede oversized vehicles travelling across multiple provinces on special permits.

Recognition of a national minimum standard would help avoid unintended impediments to interprovincial/territorial trade.

Transportation Table responsible for this annex: TF-VWD

Description of the commitment : Lanes on freeways or with regular truck traffic in constructions zones are required to maintain a minimum width of 3.5 m as per the national guidelines for road work-zone safety defined by the Transportation Association of Canada. This standard is not to be applied in situations where the required minimum is physically impractical or raises safety concerns based on existing infrastructure, geography or other factors.

When a common standard is completed, this schedule and VWD MOU will be updated to include it.

Implementation Approach

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
British Columbia	N/A	N/A	Completed
Alberta	Traffic Accommodation Guidelines (policy)	Updates may be required to Alberta’s Traffic Accommodation Guidelines, depending on the standard.	One year from clarification of the standard

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Saskatchewan	<p><i>Highways and Transportation Act</i>, Standard 8400</p> <p>Traffic Accommodation Devices Manual for Work Zones</p>	<p>Industry consultation</p> <p>Incorporation in contracts</p>	March 2026
Manitoba	N/A	N/A	Completed
Ontario	N/A	N/A	Completed
Quebec	N/A	N/A	N/A
New Brunswick	Not regulated	<p>This item should be removed and confirmed by TAC guidelines. – this is a significant safety item and trucks are routed to avoid this situation whenever possible</p>	N/A
Prince Edward Island	N/A	<p>-Even with 3.5 m wide construction zone lanes, oversized vehicles in PEI will need to find alternate routes in conjunction with local authorities.</p> <p>-PEI does not have any divided highways.</p> <p>-Entrance and exit to/from PEI requires</p>	N/A

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
		<p>usage of the Confederation Bridge or Wood Islands Ferry.</p> <p>-Oversized shipment are currently required to provide prior notification to enter/exit the province. This would allow Transport Officials to determine a safe corridor during times of road construction.</p>	
Nova Scotia	Traffic Control Manual	N/A	Completed
Newfoundland and Labrador	N/A	N/A	Completed
Yukon	N/A	N/A	Completed
Northwest Territories	N/A	There may be implementation considerations for any other agreement beyond the width.	Completed
Nunavut	N/A	N/A	N/A

ANNEX 7 – Oversized and Overweight Vehicles - Processes to Obtain Special Permits

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: To safeguard safety and manage impacts to infrastructure while enabling movements of vehicles that exceed permitted vehicle weights and dimensions, provinces and territories have processes for companies to request special permits. These special permits apply for designated periods of time, such as up to a year for more simple movements or for as little as a day for highly complex movements.

While provinces and territories are uniquely placed to assess requests for special permits in their respective territory, companies seeking approval for interjurisdictional movements sometimes encounter challenges with a province or territory taking significantly longer to issue a permit, designated time periods not aligning or simply the added complexity of navigating multiple permit processes.

Transportation Table responsible for this annex: TF-VWD

Description of the commitment: To support the safe and efficient operation of oversized and overweight vehicles across provincial/territorial boundaries:

1. Each province or territory listed above commits to develop permit service standards that are publicly communicated by March 31, 2026.
2. TF-VWD will identify a common set of information required for permit applications by March 31, 2026.

Nothing described in this section would abrogate or limit a province or territory's ability to make special permit decisions to safeguard safety and infrastructure, to require any information necessary to make a special permit decision, or to place any conditions on oversized or overweight vehicle operators.

Implementation Approach

All Parties will carry out the agreed actions as noted in the section "Description of the commitment".

ANNEX 8 – Long Combination Vehicle Training and Certification

P/T: AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Training to operate Long Combination Vehicles (LCV), defined as a single tractor pulling two trailers, is largely harmonized on a regional basis, with eastern provinces (ON, QC, NB and NS) and western provinces and territories (NWT, BC, AB, SK and MB) pursuing shared approaches appropriate to regional needs.

Stakeholders support this regional approach, noting a national approach is not needed at this time due to LCVs being unable to cross between the two regions due to a significant infrastructure gap in northern ON, but would be if cross-country LCV travel becomes possible.

This infrastructure gap is unlikely to be addressed in the near-term in a way that would permit coast to coast LCV traffic, though discussions on a longer-term approach are underway. In the meantime, provinces and territories continue to work to refine regional harmonization of LCV training and certification approaches.

Transportation Table responsible for this annex: TF-VWD

Description of the commitment: To support the safe and efficient operation of LCVs, all governments listed above agree that all provinces and territories connected to a contiguous LCV route network would align driver qualifications and certification requirements.

Implementation Approach

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
British Columbia	Commercial Transport Manual	N/A	BC is aligned with western provinces and actively working to update the Western Provinces MOU by year-end to ensure full LCV harmonization. Can be implemented within 6 months

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
			of COMT approval.
Alberta	Western LCV MOU	Western MOU amendments will reflect this.	Spring 2026
Saskatchewan	Permit Policy	N/A	Immediate once the Western LCV MOU is finalized.
Manitoba	N/A	By Permit	Completed
Ontario	N/A	Ontario will work on further harmonization on other items with Eastern provinces through the Eastern LCV MOU.	Completed
Quebec	Amendment to the Highway Safety Code. Regulation respecting the special permit to operate a road train (chapter C-24.2, r. 36)	N/A	To be determined
New Brunswick	LCV guidelines.	Requires agreement with ON, QC, NB and NS Most condition already harmonized, just need to review in consideration of evolution situation on certification.	Within 3 months of agreement

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Prince Edward Island	To be determined	<p>-PEI is not connected to a contiguous LCV route.</p> <p>-At present, PEI does not see LCVs primarily due to infrastructure limitations and related safety factors. LCVs are typically used on divided highways, which PEI does not have. - Transport Canada may need to assess the impacts on Confederation Bridge and Wood Islands Ferry. -If PEI becomes connected to a contiguous LCV route network, PEI will consider alignment with agreed upon driver qualifications and certification requirements.</p>	To be determined
Nova Scotia	Regional MOU Forthcoming TSA regulations include LCV certification/endorsement	N/A	Post TSA Proclamation – Spring '26
Newfoundland and Labrador	N/A	N/A	N/A
Yukon	N/A	Yukon's infrastructure does not support unescorted LCVs	N/A
Northwest Territories	Drivers License Regulations	<p>N/A.</p> <p>-As indicated this is a longer term issue due</p>	Dependent on committee work.

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
		<p>to significant infrastructure limitations in the east.</p> <p>-For reference: The DLR already provides for an Extended Length Vehicle Endorsement. Which consists of a letter from the carrier/company attesting to the clients ability to operate the LCV, type and length of training.</p> <p>-The NWT does not have a training standard, this could require</p>	<p>The NWT is already planning to make a change that would require drivers to keep their educational certificate on them which is the norm in most provinces.</p>
Nunavut	N/A	N/A	N/A

ANNEX 9 – Transporting Dangerous Goods Not Requiring an Emergency Response Assistance Plan in Long-Combination Vehicles

P/T: NB, NS, ON, QC

Description: Long-combination vehicles (LCVs) are some of the most efficient and productive truck configurations on Canadian roads. However, in all provinces and territories, there are some limitations on what LCVs can transport. For example, they are restricted from transporting bulk liquids due to dynamic stability concerns. A key regulatory difference in the eastern LCV network is that while ON allows transportation of dangerous goods that do not require an Emergency Response Assistance Plan (lower risk dangerous goods like paint), QC, NS and NB do not.

Transportation Table responsible for this annex: TF-VWD

Description of the commitment : QC, NS and NB will review ON’s approach and assess the relevance of updating the MOU on Harmonization of Special Permit Conditions for Operation of Long Combination Vehicles in Eastern Canada as appropriate to enable alignment by December 31, 2025.

Once the assessment is complete, an implementation approach can be defined and the MOU on Harmonization of Special Permit Conditions for Operation of Long Combination Vehicles in Eastern Canada will be updated to include it, if applicable.

Implementation Approach

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Ontario	N/A	N/A	Completed
Quebec	Règlement sur le transport de matières dangereuses	N/A	To be determined
New Brunswick	LCV guidelines	Requires agreement with ON, QC, NB and NS. Most conditions already harmonized, just need to review in consideration of Dangerous good legislation.	Within 3 months of agreement

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Nova Scotia	LCV Program - Guidelines document	N/A	Guidelines document to be updated by calendar year end 2025

ANNEX 10 – Entry Level Training

P/T: AB, BC, SK, MB, NB, NL, NS, NU, ON, PEI, QC, SK, YK

Description: On February 20, 2020, the Council of Ministers Responsible for Transportation and Highway Safety (CoMT) approved National Safety Code (NSC) Standard 16 – Entry Level Training. NSC-16 was developed by CCMTA members in conjunction with the motor carrier industry. To facilitate its implementation, at the direction of the CoMT, the CCMTA negotiated a Reconciliation Agreement that outlines provincial and territorial commitments to implement NSC-16. The Reconciliation Agreement entered into force in September 2022 and was signed by provinces and territories with various implementation deadlines. This annex seeks to reaffirm the Reconciliation Agreement and update the implementation deadline where applicable.

Transportation Table responsible for this annex: CCMTA (Note: a Reconciliation Agreement exists)

Description of the commitment: NSC-16 sets out minimum standards for commercial truck driver entry level training across Canada to support national reciprocity and road safety. Implementation of NSC-16 by all provinces and territories will avoid divergences in requirements for the licensing of commercial drivers that may impair trade, investment, or labour mobility within Canada and support a nationally consistent training approach.

Provinces and territories commit to signing the agreement and updating the implementation deadlines in the Regulatory Reconciliation and Cooperation Table by December 31, 2025.

Provinces and territories that do not have Entry Level Training in place consistent with NSC 16 commit to implement this by December 31, 2027.

CCMTA will develop oversight best-practices of the application of NSC 16 by December 31, 2026.

Implementation Approach

As a Reconciliation Agreement already exists under CCMTA processes, implementation approaches will be reflected in that document. For greater certainty, this Annex does not modify the rights or obligations of the parties to the Reconciliation Agreement.

ANNEX 11 – Personal Use Exemption for Electric Vehicles over 4500 kg

P/T: AB, BC, MB, NB, NL, NS, NU, NWT, ON, PEI, QC, SK, YK

Description: Specific Electric Vehicle (EV) models now surpass the threshold of 4500 kg Gross Vehicle Weight (GVW) categorizing them as heavy vehicles under the NSC. This may have implications for personal EVs coming under the regulations and requirements of a heavy vehicle. On this file, the CCMTA Board endorsed the following approach:

1. Short-Term:

- CCMTA Board of Directors endorses a pan Canadian approach that sees Provinces and territories put in place an exemption, if necessary, for personal use to be applied for EV vehicles that exceed 4500 kg.

2. Long-Term:

- CCMTA to conduct Weight Threshold Data-Driven Study. This study will assess the effects of adjusting weight thresholds on safety, compliance, and regulatory burdens. This study is currently in CCMTA’s operational plan to begin in Q3 of 2025.

Transportation Table responsible for this annex: CCMTA

Description of the commitment: To ensure that owners of EVs that exceed 4500 kg GVW, but are intended strictly for personal use, are not subject to more onerous requirements normally applied to heavy vehicles, each province and territory that participate in this measure will put in place an exemption for this situation, and this exemption will be mutually recognized by other governments.

Implementation Approach

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
British Columbia	N/A	N/A	Completed
Alberta	N/A	No regulatory amendment required. In Alberta, vehicles registered for personal use are not registered for weight. N/A	Completed

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Saskatchewan	Vehicle Classification and Registration Regulations	N/A	Completed
Manitoba	Highway Traffic (General) Regulation Regulated Vehicles Regulation	N/A	2026-2027
Ontario	<i>The Highway Traffic Act</i> Ontario Regulation 424/97: Commercial Motor Vehicle Operators Information	Regulatory amendment in future once the approach is landed.	Ongoing: Once the National Safety Code (NSC) has been amended (through CCMTA engagement), Ontario will seek a regulatory amendment for personal-use, EVbased exemption in line with updated standard. Note: Next CCMTA meeting is Fall 2025, agenda items are TBD.
Québec	Code de la sécurité routière (C-24.2) Règlement sur la signalisation routière (C-24.2, r. 41) Règlement sur les normes de sécurité des véhicules routiers (C-24.2, r. 32)	Regulatory amendment in future once the approach is landed.	Ongoing: Once the National Safety Code (NSC) has been amended (through CCMTA engagement), Québec will seek a regulatory amendment for personal-use, EVbased exemption in

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
			<p>line with updated standard.</p> <p>Note: Until the NSC is amended, Quebec will not recognize any exemptions granted by other governments.</p>
New Brunswick	N/A	N/A	N/A
Prince Edward Island	<i>Highway Traffic Act</i> Fee Regulations	-PEI is prepared to put in place an exemption for EVs that exceed 4500kg GVW but are intended strictly for personal use.	2026
Nova Scotia	TSA regulations	N/A	Post proclamation, Summer 2026.
Newfoundland and Labrador	Official Inspection Station Regulations under the <i>Highway Traffic Act</i>	N/A	NL already has an allowance in Regulation for exemptions to the National Safety Code for individuals or vehicles. However there is currently no allowance to exempt vehicles registered in excess of 4500 kg from the requirement to have a motor vehicle inspection completed annually.
Yukon	N/A	N/A	Completed

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Northwest Territories	Large Vehicle Control Regulations	<p>Not Applicable</p> <p>No special permitting or registration required for any personally plated vehicle over 4,500kgs, including electric vehicles.</p>	N/A
Nunavut	N/A	N/A	N/A

ANNEX 12 – Comprehensive review of National Safety Code (NSC) Standards to identify opportunities for mutual recognition, greater harmonization and accelerated implementation

F/P/T: CA, AB, BC, MB, NB, NT, NS, NL, ON, QC, SK, YK, PE, NU

Description: Commercial vehicle safety is a shared responsibility among all orders of government, and industry partners. To advance a consistent, national approach to commercial motor vehicle safety, all federal, provincial and territorial (FPT) governments work through the CCMTA to strengthen commercial vehicle safety. This includes administration, oversight and maintenance of the National Safety Code (NSC) for Motor Carriers, which sets out 16 operational safety standards for commercial vehicles. The NSC is the cornerstone for FPT commercial vehicle regulatory framework, and each FPT government has the responsibility for accelerated implementation of these standards through their own legislation, regulation, and policy frameworks.

Transportation Table responsible for this annex: CCMTA

Description of the commitment: All governments agree:

1. To conduct a comprehensive review of how FPT governments have implemented NSC Standards to identify opportunities for mutual recognition, greater harmonization and accelerated implementation. This review will be completed by September 2025.¹ For greater alignment across Canada, within six months of the comprehensive review being completed, FPT governments will provide implementation timelines for actioning the findings of the review.
2. Recognizing that the CCMTA is already working on updates to NSC 7, 14, 15, FPT governments will aim to achieve implementation within two years of approval by CoMT. Updates to NSC 7 and 15 are targeted for approval in February 2026 and the update to NSC 14 is targeted for approval in Fall of 2026.
3. FPT governments will continue to seek opportunities to improve consistency in how NSC standards are operationalized, building on the safety fitness certificate review.
4. CCMTA will establish a working group by September 2025² to explore ways to respond to driver misclassification.

This work requires all governments to collaborate through the CCMTA on the review and will support national consistency in implementation.

¹ Completed.

² Completed.

Note: NSC 16 is excluded from the above as it is already addressed separately under Annex 10.

Implementation Approach

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
British Columbia	N/A	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Alberta	<i>Traffic Safety Act</i>	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Saskatchewan	N/A	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Manitoba	<p><i>Highway Traffic Act</i></p> <p><i>Drivers and Vehicles Act</i></p>	<p>COMT approval</p> <p>Significant IT changes required to implement (resources and funding).</p>	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Ontario	N/A	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2</p>

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
			<p>years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Quebec	<p>Several laws and regulations may need to be amended as well as policies, including <i>le Code de la sécurité routière, le Règlement sur les permis, le Règlement relatif à la santé des conducteurs, Règlement sur les heures de conduite et de repos des conducteurs de véhicules lourds, le Règlement sur les normes de sécurité des véhicules routiers, etc.</i></p>	COMT approval	Quebec will continue to contribute to the work without any possible commitment on a possible schedule.
New Brunswick	N/A	COMT approval	Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
			Implementation of NSC 7, 14, 15 within 2 years of COMT approval
Prince Edward Island	N/A	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Nova Scotia	<i>Traffic Safety Act (TSA) and Policy</i>	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Newfoundland and Labrador	<i>Carrier Safety Regulations under the Highway Traffic Act</i>	COMT approval	Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
			<p>review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Yukon	N/A	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Northwest Territories	N/A	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>

Party	Regulatory Measure Being Changed	Conditions for Implementation – if needed	Targeted Implementation Timeline
Nunavut	N/A	COMT approval	<p>Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval</p> <p>Implementation of NSC 7, 14, 15 within 2 years of COMT approval</p>
Canada*	<p>Commercial Vehicle Drivers Hours of Service Regulations</p> <p>*Only NSC 9 applies</p>	COMT approval	Opportunities for greater harmonization and/or mutual recognition as a result of the comprehensive review to be implemented within 2 years of COMT approval

ANNEX 13 – Statement on Infrastructure

F/P/T: CA, AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Highway and road infrastructure standards (e.g., weight limits, overpass heights), maintenance (e.g., snow removal) and operations (e.g., restrictions on certain vehicles) can vary between FPT governments, inadvertently creating impediments to internal trade. Differences are often the result of local factors that cannot be addressed, or at least not without significant effort and resources.

Transportation Table responsible for this annex: CoMT

Description of the commitment: As per the existing the Memorandum of Understanding on Interprovincial Weights and Dimensions, a truck can be configured to move across Canada without barriers. Harmonization has been achieved.

All FPT governments recognize that further work could be undertaken regarding:

- Winter maintenance practices:
 - Based on work underway by Transportation Association of Canada (TAC); to be completed by October 31, 2025. Deputy Ministers will develop recommendations for winter road maintenance practices.
- Rest Stops:
 - All provinces and territories have endorsed the following standard under the Council of Ministers: Public or private rest areas should optimally be available or provided at one to two hour driving intervals along the interjurisdictional highway system.
 - TAC will undertake a survey of the status of Canada’s current rest-stop network and provide the findings to the Council of Deputy Ministers by October 31, 2025.

Implementation Approach

TAC to carry out agreed upon actions.

ANNEX 14 – Single Data Hub and Application Portal

F/P/T: CA, AB, BC, MB, NB, NL, NWT, NS, NU, ON, PEI, QC, SK, YK

Description: Alberta has developed a model web portal – the Canadian Trucking Regulations Hub – to assist in end-to-end route planning, provide real-time updates of road conditions and restrictions and obtain all required permits in one place. To move forward, AB requires the collaboration of all provinces and territories and the federal government, including to ensure the Hub contains accurate information.

Transportation Table responsible for this annex: FPT Steering Committee (to be convened)

Description of the commitment: All FPT governments commit to contributing to an inter-jurisdictional trucking hub, building on the model developed by Alberta, that will be the most comprehensive source of regulatory and other information for the trucking sector. Targeting a minimum viable product by November 15, 2025, with a public launch in both English and French, by March 31, 2026.

Building on the initial hub, FPT governments commit to explore the feasibility of a single, oversize and overweight permit application portal in the medium-term, enabled by a common data standard.

Implementation Approach

Implementation will be guided through the FPT Steering Committee.