



Private Motor Truck Council of Canada
Association Canadienne du Camionnage d'Entreprise



November 14, 2025

To: Mr. John Pearson, Executive Director, Council of Deputy Ministers

Subject: PMTC Comments and requests for updates to the National MOU and & LCV MOU's

The Private Motor Truck Council of Canada (PMTCC) is Canada's only National Association that represents the views and interest of Canada's Private and Dedicated Fleet operators, founded in 1977. PMTC's members collectively operate over 20,000 trucks, employ over 20,000 drivers, and operated over 1.4 billion km's in 2024.

The PMTC and it's members appreciate the work that has been done through the years to bring forward an MOU that allows carriers to operate across the country with several different vehicle configurations. While we appreciate this work, our membership would like to see an expansion of the categories in the MOU to allow for greater use of vehicles that currently are operating regionally in different regions of the country.

Request: Addition to category 1. Tractor-Single Trailer: Currently the MOU only allows for the use of a tractor that is single, tandem or tridem drive axle, and a trailer that is also either a single, tandem or tridem axle. Many trailers are in use in different regions of the country that have 4 or 5 axles on the trailer, with 1 or 2 of these axles being self steer axles. These trailers have been tested by engineers and verified to be safe, infrastructure friendly vehicles. Our request is to consider adding a category 1b and 1c. 1b would be a tandem drive axle tractor, and a tridem axle trailer with a 4th axle in front of the tridem that is a self steer. 1c would be the same tractor configuration, with a tridem axle trailer, with 2 other axles in front, both being self steer axles.

Request: Category 3, B-Trains: The MOU allows for a weight of 62,500kg's. The majority of jurisdictions allow this configuration to have a Gross Vehicle Weight rating of 63,500. To help improve competitiveness & efficiency, we request that the few remaining jurisdictions that do not allow the max weight of 63,500 to consider raising it to that level so the MOU weight can be moved upwards.

Request: addition to category 5. Straight truck. Currently the MOU only allows for a 3-axle straight truck with a front steer axle and a rear tandem axle, severely limiting the types of straight trucks that can be used across jurisdictions, and limiting efficiency. Many of our members have 4 axle straight trucks, with a self steer axle in between the steer axle and the rear tandem, that they operate regionally to gain the efficiencies that come with them, and to stay competitive with their competitors. We request a category 5a be added as per the description mentioned above.



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We also request a 5b be added, which is a 4-axle straight truck with a tri drive axle configuration. This style of unit is used by many propane and fuel distributors in several jurisdictions. (B.C., Alberta, Saskatchewan, Manitoba & Ontario)

For the requests mentioned above, as a result of the different restrictions in place, our members are forced to purchase and operate several different vehicle configurations limited to operating regionally. This adds significant cost to their operations, also resulting in additional green house gas contributions from the required extra trips associated with the inefficiencies.

Additional comments: Category S1: We were glad to hear that in October of this year the taskforce had increased the length limit for the Stinger steer to 80.5 feet when empty to coincide with the increase of size in the US regulations and already used in some Canadian Jurisdictions. This was a move that was required for competitiveness and to ensure Canadian Auto Carriers could still compete and obtain the equipment they need. The addition to the MOU is a positive step. We are requesting an update from jurisdictions on how quickly they will make the changes in their regions to legally allow these configurations to operate in their jurisdictions.

In addition to the above requests, I have also attached PMTC's request from 2024 for updates to Eastern and Western LCV MOU's. To our knowledge, no updates have yet to be made to either one of the MOU's, and as such or requests still stand for consideration.

Thank you for your consideration. The PMTC looks forward to meeting in person in Montreal on December 2nd and 3rd to discuss these matters, as well as updates on jurisdictional harmonization on Oversize and Overweight Special Permits.

Yours Respectively

Mike Millian
President, Private Motor Truck Council of Canada
Cell# 519-932-0902