



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

Task Force on Vehicle Weights and Dimensions Policy

**Government/Industry Meeting – Oversize/Overweight Special Permits
Minutes (Draft)**

Date: December 2, 2025
Location: Omni Mont Royal Hotel, Montreal
Chair: John Pearson
In Attendance: 61 participants, see Attachment 1

1. Welcome And Opening

Mr. Pearson opened the meeting and welcomed participants. Roundtable introductions were made.

2. Adoption of Agenda

Mr. Pearson drew attention to the agenda, noting it had been developed based on topics proposed by participants. He invited comments or additions; none were suggested and the agenda was adopted by consensus.

3. Special Permits for Oversize/Overweight Loads

a) Context and Overview

Mr. Pearson provided a brief overview of the Task Force on Vehicle Weights and Dimensions Policy and drew attention to its website and reference material available there.

He also drew attention to the Memorandum of Understanding on Interprovincial Weights and Dimensions (MOU). He said the MOU has been amended 12 times, including most recently in October 2025.

Mr. Pearson explained that the MOU identifies legal dimension and weight limits for vehicles and loads across the country and said that anything exceeding those limits would be considered oversize or overweight. He said that jurisdictions can issue special permits for the movement of such loads, with specified conditions intended to protect safety and/or infrastructure.

Mr. Pearson observed this is a focussed meeting on oversize and overweight special permits, preceding the traditional annual meeting of industry and government representatives on vehicle weights and dimensions issues.

4. Presentations

a) Bridge Formula Research Project – Initial Findings

Mr. Elgammal (University of Alberta) provided a [presentation](#) about research into the development of a new/modified bridge formula to address issues with respect to the movement of all-terrain cranes in Canada.

b) Western Canada Mobile Crane Harmonization

Ms. Belanger-Parker (Canadian Crane Rental Association, CCRA) provided a [presentation](#) about harmonizing all-terrain crane policies and regulations in Canada. She was joined by colleagues Messrs Connell and Verdeijen; together, they spoke of the benefits experienced in British Columbia, Alberta and Saskatchewan.

In discussion, Mr. White acknowledged the importance of making progress on this issue but observed that the load-rating is not known for all structures in most jurisdictions. He suggested a load-rating program would help expedite permitting processes but would be a major project for jurisdictions.

Mr. Lynch emphasized that agencies are seeing increased damage on structures as a result of increasing gross vehicle weights. He also noted that municipalities own some of the structures and a lack of data in those cases complicates the situation.

Dr. Abtahi (University of Alberta) acknowledged that heavy loads accelerate structural damage. She said the objective is to identify which bridges are unsafe and whether there are cases where the bridge formula is overly conservative.

c) Aligning Oversize Weights and Dimensions Critical for Alberta and Canada Success

Mr. Barnes (Alberta Motor Transport Association, AMTA) provided a [presentation](#) with perspectives on the importance of aligning oversize weights and dimensions for the benefit of Alberta and Canada.

d) What's Next for OS/OW; Real-time Sensing, Route Discipline, Cross Jurisdictional Data

Mr. Prince (SolTec Innovation) shared a video and spoke about the potential for new technologies and artificial intelligence to improve the safety and efficiency of oversize and overweight movements.

Following the remarks, members asked questions about the real-time analyses, detection sensitivity, and live updates provided to drivers.

e) Specialized Carrier and Rigging Association Update

Mr. C. Smith provided a [presentation](#) on behalf of the Specialized Carriers and Rigging Association.

f) Pilot Car Industry Update

Ms. Murray (Sparrow Piloting Services) provided a [presentation](#) with updates from the pilot car industry.

g) A Rationale for Development of a Competency-based Pilot Training Program

Representing Canadian Pilot Truck Training Ltd., Mr. Saueracker and Mr. Roemmich provided a [presentation](#) about competency-based pilot training.

5. Internal Trade – Movement of Oversize/Overweight Loads

a) MOU on Interprovincial Trucking

Mr. Pearson referenced the ongoing development of a new MOU on interprovincial trucking and the assignments to the Task Force, including:

- Tractor Steering Axle Weight Limit Increase
- National Guideline for 60 ft 6 in. Trailers
- Warning Signage, Lighting and Flags for Oversized Vehicles
- Escort Vehicle – Specifications & Driver Training
- Daylight and Night-Time Definitions
- Construction Zone Clearances
- Oversize and Overweight Vehicles – Processes to Obtain Special Permits
- Long Combination Vehicles - Driver Training and Certification
- Long Combination Vehicles - Transporting Products Not Requiring an Emergency Response Assistance Plan in Long-Combination Vehicles

He noted progress or completion had been achieved on most items with work continuing on others.

b) Oversize and Overweight Loads – Draft Proposals for Minimum National Standards

i. Signage, Lighting, Flags, etc. for Oversized Vehicles

Mr. Pearson reviewed the draft proposal for discussion (Attachment 2).

With respect to signage, participants commented:

- Retro-reflectivity requirements impact safety but may also impact longevity of the equipment
- Rigidity of signs may be problematic
- The highest standard should be adopted in the interest of harmonization
- Different requirements are in place in the US so harmonizing across Canada may not resolve issues for carriers that travel across the border

With respect to lighting, participants commented:

- Mounting height currently varies from 1m to 1.5m or 4 ft in the US
- Need to cross-reference with Technical Standards Document 108 to ensure there is no conflict or misinterpretation.

Mr. Pearson acknowledged the strong interest in harmonization on this issue and encouraged participants to provide additional comments if needed following the meeting.

ii. Escort Vehicles – Specification, signing and lighting

Mr. Pearson reviewed the draft proposal for discussion.

With respect to communications, participants commented:

- Stipulating communication by radio may not be necessary as long as some means of communication is provided
- Using cell phones for communications may contravene some distracted driving laws

With respect to safety equipment, participants commented:

- There are differences with respect to requirements, what can or cannot be used in different jurisdictions, and certification that may be required to control traffic
- The size/type of fire extinguishers may need to be specified

- Specifying extra light bulbs may not be necessary if the carrier's vehicle is in good working order
- Safety equipment is required in the carrier's vehicle so may not need to be also available in the escort vehicle

With respect to signage, participants commented:

- The width of the D-Sign on escort vehicles should be corrected to 180 mm.
- Use of the D-Sign on escort vehicles is not permitted in Quebec, nor are flags

iii. Escort Vehicles – Driver Qualifications

The draft proposed minimum standard was noted:

The Escort Vehicle must be operated by a person at least 18 years of age with at least two years' experience and in possession of a full (unrestricted) driver's license.

c) Other Issues

- Escort Vehicle Driver Training/Certification**
- Daylight vs Night-time Operations**
- Construction Zones – Minimum Lane Width**
- Permit Delivery Service Standards**
- Permit Application Information Required**

Mr. Pearson noted other issues identified in the new MOU include escort vehicle driver training/certification, daylight versus night-time operations, minimum lane widths for construction zones, permit delivery service standards, and required permit application information.

With respect to daylight and night-time operations, the following comments were offered:

- Sunset and sunrise are defined by the National Research Council
- There is variation in the buffer allowed around sunrise and sunset but +/- 30 minutes is typical
- There is variation in loads that may be allowed to move at night
- Need to consider oversize versus supersize loads
- Signage and lighting requirements for night-time operations differ among jurisdictions which can create delays for drivers crossing interprovincial borders

In general discussion, participants asked how the proposals were developed and what further consultation is planned. Mr. Pearson said the assignments to the Task Force had been made in the summer and the proposals had been circulated to all the trucking associations and also made available as supporting material for the meeting. It was noted that, while the meeting is part of the consultation process, it will not replace consultation that governments will undertake with their own stakeholders if regulation or policy changes are contemplated.

6. Internal Trade and Long Combination Vehicle Operations

a. Eastern Provinces (ON, QC, NB, NS)

i. Transporting products not requiring an Emergency Response Assistance Plan

Mr. Lynch reported that discussions continue among the eastern provinces regarding harmonization on Ontario's approach to the movement by LCV of dangerous goods that do not require an Emergency Response Assistance Plan.

Mr. Millian (Private Motor Truck Council, PMTC) asked if there was an update from Quebec about non-ERAP movements. Mr. Janelle reported that the prohibition on transporting certain dangerous goods falls under the Transportation of Dangerous Substances Regulations, which will need to be amended to allow Non-ERAP commodities in LCV's. He noted that amendments are planned for 2026.

b. Western Provinces (BC, AB, SK, MB)

i. Driver Qualifications and Certification

Mr. Nguyen reported that the western provinces are working to update both LCV MOUs in the region.

7. Other Business

No other business items were raised.

8. Adjournment

Mr. Pearson thanked participants for attending and acknowledged the speakers who had contributed to the agenda.

The meeting was adjourned.

Prepared by: Dr. Sarah Wells

Date Distributed: December 15, 2025

Attachments:

1. List of Participants
2. OSOW Proposals for Minimum Standards



Council of Deputy Ministers Responsible for Transportation and Highway Safety

Task Force on Vehicle Weights and Dimensions Policy

Attachment 1:

Task Force on Vehicle Weights and Dimensions Policy Oversize and Overweight Loads Meeting – December 2, 2025 Montreal

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Task Force on Vehicle Weights and Dimensions Policy

Memorandum of Understanding on Interprovincial Trucking

Draft Minimum Standards:

- 1. Signage, Lighting and Flags for Oversized Vehicles**
- 2. Escort Vehicles**
- 3. Applications for Oversize and/or Overweight Permits – Data Elements**
- 4. Definition of day and night (for OS/OW permits)**
- 5. Construction Zone Clearances**
- 6. Oversized and Overweight Vehicles - Processes to Obtain Special Permits**
- 7. Applications for Oversize and/or Overweight Permits – Common Data Elements**



December 2025

1. Signage, Lighting and Flags for Oversized Vehicles

D – Sign

Dimensions	<p>Over dimensional Vehicle</p> <p style="text-align: center;">Section Widths (cm)</p> <p style="text-align: center;">240 - 245 cm</p> <p style="text-align: center;">■ - Red □ - White</p>
Colour	White level II reflectance and stop sign red
Material	Level 1, high intensity retro-reflective material (CGSB 62-GP-11M)
Position	Mounted on a rigid surface in a clearly visible position from the rear and front of the overdimensional vehicle or load; visible for a distance of at least 150 metres.

Lighting:

360° Amber Warning Light¹	
a. Visibility	Minimum 300 m in all directions
b. Flashing Rate	60 to 90 flashes per minute
c. Mounting height from roadway	Minimum 1.5 m
Solid Amber Light²	
a. Visibility	Minimum 150 metres from the front of the vehicle
b. Mounting Position	At extremity of the vehicle or load (width or length)
Solid Red Light	
a. Application	For nighttime travel <u>only</u> on loads which overhang the rear of the vehicle by 1.5 m or greater
b. Visibility	Minimum 150 metres from the rear of the vehicle
c. Mounting Position	At extremity of the overhanging load (width or length)

Flags:

Square Flags	
Color	Red fluorescent or orange fluorescent
Dimensions	Minimum 40 cm on each side
Mounting	Fastened by two consecutive corners
Material	Fabric or flexible plastic
Visibility	The flag(s) must be kept in good and clean condition.
Position - Over width Vehicle:	At each corner of the load, and where applicable, at each corner of a protrusion
Rear Overhang:	At the rearmost point of the vehicle or load.
Front Projection:	At the foremost point of the load.

¹ All 360° warning lamp(s) shall conform to SAE J845 or SAE J1318 of class 1 or 2 standard

² Solid amber lamp(s) shall conform to SAE Code P2 or P3 with markings to appear on lamp(s).

2. Escort Vehicles: Vehicle Specification, Signage and Lighting

Vehicle Specifications

Vehicle	Must be large enough and have sufficient load carrying capacity to carry the required equipment and signage and lighting.
	No. of axles - Max 2
	Wheelbase - Minimum 2.65 m

Communications

Communications	The escort vehicle(s) and towing vehicle(s) shall be equipped with a means to support continuous direct communication between the vehicles.
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Safety Equipment and Warning Signals

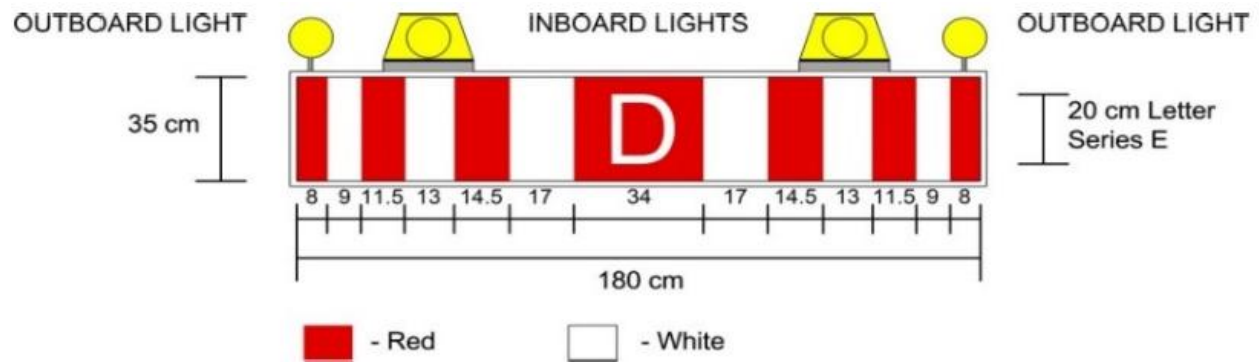
Safety Equipment & Warning Signals	<ul style="list-style-type: none"> • A fire extinguisher in effective working order • Six 45 cm traffic cones and/or portable reflectors (triangular shape), • Flare and portable lanterns visible up to a distance of 300 meters • Reflective safety vest • Stop/slow paddle • Pagaie STOP / LENTE • Extra light bulbs as normally required for commercial vehicles
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Escort Vehicle – Signage and Lighting: (Option 1)

D-Sign	<p style="text-align: center;">Section Widths (cm)</p> <p style="text-align: center;">180 cm</p> <p style="text-align: center;">■ - Red □ - White</p> <ul style="list-style-type: none"> • Mounted on a rigid surface and clearly visible for a distance of at least 150 metres from the front and rear of the escort vehicle. • White level II reflectance and stop sign red • The sign shall be removed or covered when not in use.
Lighting	<ul style="list-style-type: none"> • Two amber inboard rotating or flashing amber lights that are at least 200 mm in diameter and visible on a 360-degree basis from the vehicle (SAE J845 or J1318 Class 1 or 2)

Minimum National Standards

Escort Vehicle – Signage and Lighting: (Option 2): Lighted Sign Box with Integrated D-Sign



Design	It has 2 positions: upright when in use and folded flat on the carrier when not in use.
Box	<p>The box is designed to be mounted on a vehicle top, carriers or an equivalent surface and must:</p> <ul style="list-style-type: none"> • have two positions: <ul style="list-style-type: none"> (i) upright, displaying the symbol or sign when escorting a load; and (ii) folded flat, when not escorting a load be constructed of durable material suitable for use of the sign in all weather and highway conditions. • be 180 cm by 35 cm in dimension • be self-illuminated to provide uniform lighting of the sign message to ensure the sign is visible from a distance of 300 metres under clear conditions at night • shelter all wire connectors, switches and flashers • protect and seal its interior from the elements
Sign	Must be at least 3 mm thick with a white plexiglass background with red bars painted with transparent red paint. The letter “D” must be white in colour and 20 cm high, Series E
Outboard Lights	Must have two 175 mm flashing amber outboard lights (SAE J595).
Inboard Lights	Must have two amber inboard rotating or flashing amber lights that are at least 200 mm in diameter and visible on a 360-degree basis from the vehicle (SAE J845 or J1318 Class 1 or 2).

3. Escort Vehicle – Driver Qualifications

Driver Qualifications

Must be operated by a person at least 18 years of age with at least two years' experience and in possession of a full (unrestricted) driver's license.

4. Definition of Daylight and Nighttime (for OS/OW Permits)

Definition of Daytime and Nighttime

For the purposes of movement of oversize and/or overweight loads which are subject to time-of-day restrictions:

- daylight will begin 30 minutes before sunrise
- nighttime will begin 30 minutes after sunset.

Sunset and sunrise times will be those established by the National Research Council of Canada for the location of the vehicle

5. Construction Zone Clearances

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. Maintaining this minimum lane width may not possible in situations where there are physical barriers or due to safety concerns based on existing infrastructure, geography or other factors.

6. Oversized and Overweight Vehicles - Processes to Obtain Special Permits

To support the safe and efficient operation of oversized and overweight vehicles across provincial/territorial boundaries each province and territory will develop and publish permit service standards by March 31, 2026.

7. Applications for Oversize and/or Overweight Permits – Common Data Elements

Start Date and Time:	End Date and Time:
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Applicant information

CVOR/NSC/NIR Number
 Plate Number:
 Jurisdiction:
 Permit Type:
 Registered Owner:
 Requestor Name:
 Email Address:
 Address:
 Phone:

Vehicle Information

Plate number
 Base jurisdiction
 Has IFTA: Y/N
 Trailer Registration:
 Year:
 Make/Model:
 Vin:
 Registered GVW

Movement Information

Origin:
 Destination:
 Return Trip:

Commodity:

Multiple Object: Y/N
 Load Style:
 Divisible Load?

Weight and Dimensions of Load

Weight of Load (kg)
 Width of Load (meters)
 Height of Load (meters)
 This load will be:

- Carried (on a trailer or straight truck)?
- Towed (load has own wheels attached)?
- Self-propelled (being driven)? (provide Make, Model, VIN/Serial Number)

Vehicle Weights

Registered GVW:
 Actual GVW:
 Axles, Tire size, Number of Tires per axle, Axle Weight, Axle Spacing, Axle Spread, Axle Width:

Vehicle Dimensions

Overall Width: Overall Length: Overall Height: Base Width: Trailer WB:	Front Overhang: Rear Overhang: Effective Rear Overhang: Box Length: Kingpin Setback: Hitch Offset
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