2017 Region 1 AAMVA Conference

Motor Carrier and IRP Updates Session
July 11, 2017
• Motor carrier initiatives underway in Canada and Ontario
  ✓ Status of Electronic Logging Devices
  ✓ Canada Task Force on Trucking Harmonization
  ✓ Canada/U.S. cargo securement governance
  ✓ Special vehicle configurations in Ontario
  ✓ Ontario’s Speed Limiter Evaluation Results
But First... A Word about the Regulatory Process in Canada

- Idea or Need
- Research & Development
- Comments
- Draft Standard
- Final Standard
- Legislation
- Federal, provincial, territories

- Industry
- Regulators
- Legislators

CCMTA
• CCMTA publishes draft EOBR Standard in 2013
• Federal Minister of Transport announces support for federally mandated ELDs consistent with the United States in 2015
• CCMTA approves draft ELD standard in 2017
• Transport Canada begins drafting ELD regulation in 2016
• Canada Gazette Part 1 expected summer 2017
• Regulation will reference new CCMTA standard
• 60 day comment period
• Final federal regulation expected December 2017
• Review and comment on federal regulation
• Development of enforcement protocols
• Two year phase in period
• Provinces and territories will need to consider whether to adopt regulation for intra-provincial carriers
• The National Safety Code is “neither national or codified” – Canadian Trucking Alliance

✓ A national task force created to examine trucking regulations and standards perceived to be different or causing impediments to interprovincial trade

✓ Examine and document why differences exist, and what can be done to resolve them
• Examples of perceived barriers:
  ✓ Permitting of overweight and oversize loads
  ✓ Permit conditions for long combination vehicles
  ✓ Configuration and type of escort vehicles allowed and the number of escort vehicles required for oversize loads
  ✓ Maximum axle weight allowed for wide-based single tires
  ✓ Hours of service regulations
  ✓ Spring weight restrictions
  ✓ Driver training requirements
  ✓ Speed limiters
• Regulatory Committee
  • Two meetings/year
  • Regulatory requirements and interpretations
  • Update Model Regulation

• CVSA Public Forum
  • Twice yearly
  • CVSA Workshop in U.S.
  • Canada in Fall
There are always requests or changes on both sides of the border that have unintended consequences: Increase length for auto haulers permitted by FAST Act

Permits increased overhangs front and rear

Forces Ontario to consider a permit program to allow these vehicles to operate
Super Cube Trailer

SUPERCUBE TRAILER

OLD TRUCK

NEW TRUCK

16.20m (53’)

23m (75’6’’)

18.44m (60.6’’)

Add 10% additional cubic capacity

Shorter front

Fuel-saving resistance tires
**Good news**

- Fewer speeding large truck drivers in collisions since implementation of large truck speed limiter legislation

- Restriction of large truck speed did not inadvertently cause an increase in other types of collisions

**Ongoing Challenges**

- Usage compliance is an issue as speeding truck drivers artificially set their speed limiters to the legal speed limit
• Large truck drivers produced fewer at-fault speed collisions relative to all at-fault driver actions, post 2009.

Speeding drivers on 100 km/h highways

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<tr>
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<th>2006-2008</th>
<th>2010-2012</th>
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<tbody>
<tr>
<td>Large Truck Drivers</td>
<td>1.1%</td>
<td>0.3%</td>
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<tr>
<td>Drivers of Other Vehicles</td>
<td>3.7%</td>
<td>2.6%</td>
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73%* decrease in large truck drivers, 30%* decrease in drivers of other vehicles.
We all want the same outcomes:

• Safe, Productive and Infrastructure Friendly Vehicles

• Collaborative Approach
  • AAMVA, CCMTA
  IRP, CVSA

• Eliminating Barriers
  • Cargo Securement
  • CVSA Inspections
  • ELDs
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