

Backgrounder - Changes to take effect July 1, 2011 in Saskatchewan

Steering axle weight of truck tractors - increase the steering axle weight operating on all highways by 500 kg to 6,000 kg to allow for equipment required to meet changes to emission standards.

Increase the allowable length of A-, B- and C-trains - by 1.0 m from 25.0 to 26.0 m to allow shippers to use full-length truck tractors in these combinations. Changes to vehicle design (to meet new emission standards) have required a subsequent increase in length.

Escort vehicles - all three provinces now use the same definition, size and sign standards. Saskatchewan example: Saskatoon-based Sparrow Piloting Service provides escort vehicles for over-dimension loads moving between all three provinces. Owner Heather Murray says the changes will increase their business as they can freely move loads without dealing with red tape at provincial borders. Sparrow Piloting recently accompanied several loads of large beams (135-160 ft in length) on their way from Edmonton to Saskatoon for construction of the new south bridge.

Steering axle weight and gross vehicle weight of straight trucks – Saskatchewan will harmonize the maximum steering axle weight limit to 7,300 kgs for trucks, as in Alberta and B.C. The change is only being applied to primary weight highways.

Axle spread for trucks with two steering axles - The minimum spread on tandem steering axles is being decreased by 0.2 m to 1.0 m. This change does not impact vehicles currently operating in Saskatchewan.

Tridem drive truck tractor combinations - The use of tridem drive truck tractors is restricted to B-trains only. Tridem drive truck tractors have been allowed in Saskatchewan since November 2010.

Over-height loads - The height limit for term permit loads is increased to 5.18 m both day and night, from 4.9 m previously. Loads in excess of these limits are eligible for single trip permits.

Over-width loads - The threshold length for annual permitting would change from 3.7 m to 3.85 m. This will potentially reduce the number of permits.

Over-length loads - Long loads moved at night and during other restricted times increase from 31.0 m to 42.0 m; escort vehicle requirements for long loads moved during the day are better defined.

Joint enforcement – Joint safety blitzes will be held to streamline enforcement and provide greater reach. The three provinces will hold uniform CVSA (Commercial Vehicle Safety Alliance) refresher courses for enforcement officers.

Harmonizing registration reciprocity - The Canadian Agreement on Vehicle Registration (CAVR) was amended to harmonize Saskatchewan's registration reciprocity with that of Alberta and British Columbia, by increasing the gross vehicle weight exemption threshold for interprovincial carriers travelling through the province to 11,794 kg or less, as well as increasing the registration exemption period for these vehicles to operate within Saskatchewan from 15 days to 90 days.