

Ministry of
Transportation

Office of the Minister

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Ministère des
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September 23, 2016

M2016-5235

To: Aggregate producers and haulers
Other industry representatives

Today, my senior officials met with representatives of the aggregate producers, and aggregate haulers, to discuss the issues raised with respect to enforcement of Regulation 413/05, Vehicle Weights and Dimensions for Safe, Productive, and Infrastructure-Friendly (SPIF) Vehicles.

Staff have shared the proposal you have put forward. I have instructed them to work with you on that proposal, but no work on any proposal, include a return to Phase 1 enforcement, will take place until all blockages have been removed at both private-sector quarries and MTO sites.

In the short-term, effective today, the ministry will conditionally return to the enforcement regime that was in place prior to August 1, 2016. This includes enforcement of allowable gross weight limits beyond pre-set tolerances and thresholds, and the detention of vehicles found to be grossly overloaded. Vehicles will not be permitted to operate above manufacturers' Gross Axle Weight Ratings (GAWR), Gross Vehicle Weight Ratings (GVWR), or Tire Load Limits. That return to Phase 1 will continue until discussions have finalized with the various groups involved and that industry and government have reached a joint solution.

Additionally, I will be meeting representatives of all organizations, in my capacity as Minister, to hear more about your specific issues and to ensure we hear the full range of opinions and views on this moving forward.

As the Minister of Transportation, my first concern is the safety of those using our highways. The laws we have in place are designed to ensure that our roads are safe.

I am also conscious the construction industry is a key economic driver, and that the jobs it creates and supports are critical for success in Ontario. I know it is essential materials get delivered to construction sites, and any interference with those deliveries has an immediate impact on the provincial economy.

The responsibility for proper weight on trucks is shared between the driver, the trucking company, and the shipper or consignee. Adherence to the vehicle weights and dimensions regime, and the adequate distribution of loads, is essential to ensuring the safety of road users and the protection of Ontario's road and bridge infrastructure.

The additional costs to repair infrastructure damaged by overweight vehicles is a cost borne by taxpayers, and as Minister, I have committed to spending these tax dollars carefully and responsibly. That's why finding a long-term solution is so critical, and why all parties involved will jointly be asked to assume responsibility.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Steven Del Duca', with a stylized, cursive script.

Steven Del Duca
Minister