

FOR IMMEDIATE RELEASE

Canadian Trucking Alliance News Release

**Media contact: Doug Switzer, Vice President Public Affairs,
(416) 249-7401 x 238, doug.switzer@ontruck.org**

**New Truck Weights & Dimensions MOU Will Provide Carriers with More
Tire Choice, Flexibility for Wide-Base Singles**

CTA welcomes announcement saying it will open door nationwide for adoption of GHG reducing tire technology, improve fleet utilization, reduce capital costs and simplify trailer spec's

(Toronto, December 21, 2009) -- Canada's national Task Force on Vehicle Weights and Dimensions Policy, which reports to the Council of Deputy Ministers Responsible for Transportation and Highway Safety, has added a new provision to the Memorandum of Understanding on Vehicle Weights and Dimensions to provide greater flexibility for carriers in choosing whether to use wide base single tires or dual tires. The new provision addresses concerns raised by the Canadian Trucking Alliance and the provincial trucking associations, who welcomed the announcement. The new generation of wide-base single tires are said to offer significant fuel efficiency improvement compared to conventional duals and therefore are a key component of the CTA's enviroTruck initiative to reduce GHG emissions.

Under the previous MOU trailer axles fitted with dual tires required a track width of no less than 2.5 m. Axles on trailers of model year 2009 or earlier, equipped with single tires were required to have a minimum track width of no less than 2.3 m, whereas the track width for all axles on trailers from model year 2010 or later were required to be no less than 2.5 m. (Track Width means the width of an axle across the outside faces of the tires measured at any point above the lowest point of the rim).

As a result, a trailer equipped with wide base single tires would require a wider axle in order to meet the minimum track width requirements than a trailer equipped with dual tires. This impeded carriers' ability to switch between single and dual tires in order to maximize payload. (This is essential since there are currently significant weight differentials in the various jurisdictions in terms of permissible axle weights for wide-base single tires).

The new provisions accommodate situations where carriers wish to retain the option of switching between dual tires and wide single tires. The minimum track width requirement for trailers built in or after 2010 that are equipped with single tires will now be no less than 2.45 m and the track width for trailers equipped with dual tires will remain at 2.5m. (There are also labelling requirements for trailers built in or after 2010 that are converted from dual to single tires).

David Bradley, CEO of CTA, applauded the announcement, “this is an important step in our campaign to reduce Canada’s GHG emissions.” He also says “the new provisions will also remove a major headache and cost for many carriers.”

However, he cautioned that all of the provinces now need to implement the change as quickly as possible. Regulatory changes are required by several provinces and territories to implement the change in track width requirement described above. However, provinces and territories are pursuing approval and means to accommodate this option as quickly as possible, possibly through issuance of special permits.

Moreover, Bradley says, “we still need many of the provinces to increase the allowable axle weights for wide-base single tires to reduce the need for carriers to have to switch between types of tire because of provincial variances.” He notes that both Quebec and Ontario currently allow axle weights of up to 9,000 kg for wide-base single tires whereas other jurisdictions are capped at 7,700 kg.

And he adds, “there needs to be more recognition on the part of the governments that the new generation of smog-free trucks and all of the add-on devices and technologies available to reduce GHG emissions, add to the weight of a vehicle; we need some flexibility to incorporate these advancements into the fleet.” He also said that “Transport Canada and the provinces need to allow the use of full boat-tails (rear trailer aerodynamics), which offer significant potential fuel efficiency benefits and are key to compliance with California’s new emissions-reduction strategy which becomes law in 2010.”

Further details can be obtained at CTA’s website: www.cantruck.ca <<http://www.cantruck.ca>>

-30-

Doug Switzer
Vice President Public Affairs
Canadian Trucking Alliance,
Ontario Trucking Association
555 Dixon Road
Toronto, ON M9W 1H8
Phone: 416.249.7401 ext. 238
Fax: 1.866.713.4188
Email: doug.switzer@ontruck.org