



Government
— of —
Saskatchewan

Weight Regulations and Permits

- Trucking Policy and Regulation
 - Andrew Cipywnyk, Director
- Regulations responsible for
 - The Vehicle Weight and Dimension Regulations
 - Weight and Dimension Policy
 - Commercial Vehicle Hours of Service, Security of Loads, Trip Inspection, Transportation of Dangerous Goods



Road Classification

- Public highways fall into several categories for weight classification
 - Primary Weight Highways
 - 9 month Primary Weight Highways (except April, May and June)
 - Secondary Weight Highways
 - Municipal Highways



Road Classification

- Weight Seasons
 - Regular
 - Winter
 - Spring Bans



Winter Weights

- November 15 until March 14
- Most secondary and municipal roads are allowed primary weight - Legal weight increases up to 62,500 kg on secondary weight highways and 54,500 kg on municipal highways.
- Municipalities have the ability to opt out of winter weights during the extended season.



Spring Bans

- Legal weights are restricted
 - Single steer – 5500 kg (legal secondary)
 - Tandem steer – 11000 kg (legal secondary)
 - All other tires – 6.25 kg/mm width up to 1650 kg / tire (legal is 10 kg mm, up to 3000 kg/tire)
 - Restrictions placed based on temperature/road conditions
 - Municipalities have the option of:
 - opting out of weight restrictions / spring bans
 - being included with the highway districts' restrictions



8000 kg Highways

- 8000 kg restricted highways
 - 8000 kg restrictions are placed on certain provincial highways to preserve the dust free surface
 - Restrictions by ministerial order.
 - RM's or towns given authority through a section 51 delegation - can issue permits up to secondary weights for carriers wishing to access or leave sites on route. Most direct route/shortest distance.



15 km Rule

- Appendix D, section (kk) - Maximum of 15 km on any secondary provincial highway or a maximum cumulative distance of 15 km on any number of secondary highways from the intersection of a secondary provincial highway with a primary provincial highway listed in Appendix D.
- Does not apply to RM roads.
- Does not extend to 9 month primary highways



Exemption Limits on RM Roads

- No dimension rules for RM roads.
- The dimension limits in the Vehicle Weight and Dimension Regulation, 2010 apply to provincial highways only.



Dimension Exemptions on Provincial Highways

- Dimension limits do not apply to vehicles and their loads directly crossing a provincial highway - < 1km.
- Some dimension exemptions for farm equipment operated or towed on provincial highways (non-designated highways).



Secondary to Primary

- The Municipalities Act gives RMs the authority to increase the weights within their RM from secondary to primary.
 - A municipality has the ability to allow higher weights (up to primary legal weights) by bylaw or permit. i.e CTP corridors



Permits

- RMs have been given the ability to issue permits for O/W vehicles operating on their system through a delegation by the Minister of HI (March 3, 2003)
- The fee is an administration fee of \$25 for a single trip or \$100 for a term permit as prescribed by the Minister of HI .



Weight Exemptions

- Farm equipment, when operated or towed, is exempt from weight on all public roadways.
- The weight limits in The Vehicle Weight and Dimension Regulation, 2010 do not apply to a vehicle and its load crossing a provincial highway. This was done to provide continuity to CTP corridors, field to farm or field to field crossings, etc.



Road Damage

- *The Highways and Transportation Act, 1997* holds a permittee responsible for damage caused to a public improvement.
- Charges for road damage caused by an overweight vehicle can be assessed against the vehicle owner providing it can be proven that that vehicle caused the damage.
- For general every day wear and tear, there is no accepted methods for assessing road damage for overweight loads on municipal roads.



Road Damage

- The Ministry is working on a project to assess the impact of a overweight vehicles over gravel roads.
- This work will provide the tools to assess a fee for the wear and tear caused by an overweight vehicle.



New West Partnership Trade Agreement (NWPTA)

April 30, 2010 - SK, AB, BC entered into a trade agreement to strengthen economy and competitiveness.

Transportation Related initiatives include:

- eliminate barriers;
- recognize or otherwise reconcile their existing standards and regulations;
- minimize differences in standards or regulations;
- work toward the enhancement of public safety and preservation of highway infrastructure;





Government
— of —
Saskatchewan



Government
— of —
Saskatchewan



Government
— of —
Saskatchewan



www.gov.sk.ca