Foreword

Several government organizations are responsible for various trucking programs and certain responsibilities may overlap among them.

This guide is published to make it easier to understand which organizations are responsible for the information you need. Areas of interest are listed in the table of contents according to an organization’s responsibility. In a case where an overlap of duties exists, this guide will suggest other areas that should also be read.

This guide is current up to and including its publication date, but procedures and policies are subject to change. For the most current information, please visit the following websites at www.highways.gov.sk.ca or www.sgi.sk.ca. You may also call the appropriate telephone numbers listed throughout this guide.

Please note that this guide contains interpretations and guidance that may not apply in all cases. If you have any doubt, please seek guidance specific to the vehicle concerned.

If there’s any uncertainty about the information provided in this guide, please refer to the following official reference sources.

Provincial legislations and regulations can be found online at www.qp.gov.sk.ca or by contacting:

Queen’s Printer for Saskatchewan
Walter Scott Building
B-19 3085 Albert St
Regina, SK S4S 0B1
Toll free: 1-800-226-7302
Phone: 306-787-6894
Fax: 306-798-0835

Federal legislation and regulations can be found online at http://laws-lois.justice.gc.ca/eng/ or by contacting:

Dept of Justice Canada
Communications Branch
Public Affairs Division
284 Wellington St.
Ottawa, ON K1A 0H8
Phone: 613-957-4222
Fax: 613-954-0811
Email: webadmin@justice.gc.ca
A Safety Message:

It's the law!

Drivers must slow to 60 km/h when encountering emergency vehicles (ambulances, fire trucks, and police vehicles), in highway construction or orange zones, tow trucks stopped on the roadside and around snow plows in winter.

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>National Safety Code (NSC)</td>
</tr>
<tr>
<td>2</td>
<td>Certificate of Safety Fitness</td>
</tr>
<tr>
<td>3</td>
<td>Carrier Profile</td>
</tr>
<tr>
<td>4</td>
<td>Compliance Review Program (CRP)</td>
</tr>
<tr>
<td>5</td>
<td>Conditions of Carriage/Bills of Lading</td>
</tr>
<tr>
<td>6</td>
<td>Facility Audits</td>
</tr>
<tr>
<td>7</td>
<td>Record-Keeping Requirements</td>
</tr>
<tr>
<td>8</td>
<td>Licensing</td>
</tr>
<tr>
<td>9</td>
<td>International Registration Plan (IRP)</td>
</tr>
<tr>
<td>10</td>
<td>Inter-jurisdictional Operation</td>
</tr>
<tr>
<td>11</td>
<td>Commercial Periodic Medical Reporting</td>
</tr>
<tr>
<td>12</td>
<td>Drug and Alcohol Testing (Travelling to the U.S.)</td>
</tr>
<tr>
<td>13</td>
<td>Allowed Uses of Commercial Vehicles</td>
</tr>
<tr>
<td>14</td>
<td>Insurance Requirements</td>
</tr>
<tr>
<td>15</td>
<td>Periodic Motor Vehicle Inspection (PMVI) Program</td>
</tr>
<tr>
<td>16</td>
<td>Permits</td>
</tr>
<tr>
<td>17</td>
<td>Federal Hours of Service</td>
</tr>
<tr>
<td>18</td>
<td>Provincial Hours of Service</td>
</tr>
<tr>
<td>19</td>
<td>Trip Inspection</td>
</tr>
<tr>
<td>20</td>
<td>Commercial Vehicle Safety Alliance (CVSA) Inspections</td>
</tr>
<tr>
<td>21</td>
<td>Load Security</td>
</tr>
<tr>
<td>22</td>
<td>Dangerous Goods</td>
</tr>
<tr>
<td>23</td>
<td>TDG Guidelines for Training Criteria</td>
</tr>
<tr>
<td>24</td>
<td>Weigh Scales and Enforcement</td>
</tr>
<tr>
<td>25</td>
<td>Gross Weight Chart</td>
</tr>
<tr>
<td>26</td>
<td>Saskatchewan Vehicle Weights and Dimensions</td>
</tr>
<tr>
<td>27</td>
<td>Permit Condition Guidelines for Provincial Highways</td>
</tr>
<tr>
<td>28</td>
<td>Provincial Sales Tax</td>
</tr>
<tr>
<td>29</td>
<td>Fuel Tax</td>
</tr>
<tr>
<td>30</td>
<td>Contacts</td>
</tr>
<tr>
<td>31</td>
<td>Weights Map</td>
</tr>
<tr>
<td>32</td>
<td>Dimension Reference Chart</td>
</tr>
</tbody>
</table>
1 National Safety Code (NSC)

The NSC is a code of minimum performance standards for the safe operation of commercial vehicles, agreed to by all jurisdictions in Canada. The NSC applies to all people responsible for the operation of commercial vehicles on the road (these vehicles include trucks, buses, power units and trailers).

In Saskatchewan, a National Safety Code Number is issued to:

- all commercially registered vehicles in Class A, C, D and LV with a registered gross vehicle weight of 5,000 kg or more traveling to other jurisdictions (extra-provincial)
- all commercially registered vehicles in Class A, C, D and LV with a gross vehicle weight of 11,794 kg or more traveling within Saskatchewan only (intra-provincial)
- all vehicles registered in Class PS, PB and PC with a seating capacity of more than 10 persons including the driver
- all vehicles registered in Class F with a registered gross vehicle weight of 5,000 kg or more if travelling to other jurisdictions.

Note: In Saskatchewan, some exemptions apply.

2 Certificate of Safety Fitness

A Certificate of Safety Fitness contains the NSC number, which is the unique identifier for each commercial operator. As well, each Certificate of Safety Fitness has one of the following safety ratings:

- satisfactory-audited; satisfactory-unaudited; conditional; or unsatisfactory.

The certificate is required to licence the following commercial vehicles in Saskatchewan:

- Commercial Class A, C, D and LV with a registered GVW of 11,794 kg or more if traveling in Saskatchewan only (intra-provincial)
- Commercial Class A, C, D and LV, as well as Class F, with a registered GVW of 5,000 kg or more if traveling to other jurisdictions (extra-provincial)
- Class PS, PB and PC with a seating capacity of more than 10 persons including the driver.

Application for a Certificate of Safety Fitness

If operating within Saskatchewan only (intra-provincial) or travel outside Saskatchewan on permit, first-time registrants in the aforementioned classes can obtain a Certificate of Safety Fitness from a motor licence issuer for $125.00 (as of Jan 1, 2017).

If prorating for travel outside Saskatchewan under the IRP, first-time registrants in Class A can obtain a Certificate of Safety Fitness from SGI - Branch Issuing Services – IRP (306-751-1250). All commercial operators prorating for travel outside Saskatchewan are required to fill out an application before a certificate is issued or vehicles are registered.

A replacement of an original Certificate of Safety Fitness may be obtained at any SGI motor licence issuer for a fee of $15.00. In mid 2017, a NSC renewal process will be implemented. Once this process is in place the annual renewal fee for the Certificate of Safety Fitness will be $50.00.

Note: The Traffic Safety Act requires that you carry a photocopy of this certificate in each vehicle that falls under the NSC program as Commercial Vehicle Enforcement Officers or other enforcement officers may ask to see it if they stop you roadside. Please keep your original in your office records.
To obtain a Certificate of Safety Fitness the operator must:

1. have a principal place of business in Saskatchewan
2. register a commercial vehicle as described
3. provide proof of the required liability and cargo insurance
4. provide all background information relating to the applicant’s previous commercial operations.

The NSC number contained on the Certificate of Safety Fitness must be provided to the motor licence issuer or SGI - Branch Issuing Services – IRP any time a new or additional commercial vehicle is registered by the certificate holder.

For more information, call SGI – Branch Issuing Services – IRP at 306-751-1250 or SGI - Carrier & Vehicle Safety Services at 306-775-6630.

3 Carrier Profile

The Carrier Profile system collects data on accidents, convictions, roadside inspections and facility audit results for Saskatchewan commercially licensed vehicles. This information is recorded in the Carrier Profile system under the NSC number of the appropriate carrier.

The Carrier Profile Program monitors the performance of each carrier. Each infraction is given a point rating based on the severity of the infraction. If the total number of points reaches or exceeds a threshold level, the carrier’s file will be moved into the Compliance Review Program (CRP). The carrier may be subjected to a facility audit by SGI – Carrier & Vehicle Safety Services.

Information on the Carrier Profile Program and access to the Carrier Profile via the Internet can be obtained from SGI at 306-751-1344 or toll free 1-800-667-8015, Ext: 1344.

4 Compliance Review Program (CRP)

The CRP is designed to improve carrier performance by providing operators with advice, training and information on proper trucking safety practices, and by using gradually increasing sanctions. The CRP operates on the principles of:

- fairness, in that the system applies to all commercial vehicles
- a graduated series of counselling sessions and increasingly severe warnings or sanctions
- an opportunity for carriers to discuss violations, detentions, accidents and audit results
- the opportunity for carriers to demonstrate they are willing to improve their safety/compliance levels after being advised of less than satisfactory performance
- further action will be taken to ensure compliance for carriers unwilling or unable to demonstrate improvement.

If a carrier progresses through the various levels without a satisfactory resolution and the safety performance deteriorates to the
point where the carrier may not be safe to continue to operate, a review will be conducted to determine if a carrier should be given an “unsatisfactory” NSC rating. An “unsatisfactory” rating will result in cancellation of the Certificate of Safety Fitness and the commercial certificates of registration, with the result being that the certificate holder can no longer operate commercial vehicles. Note: Appeals may be directed to the Highway Traffic Board: 306-775-6672.

Information on the National Safety Code, the Certificate of Safety Fitness and Compliance Review Program can be obtained from SGI - Carrier & Vehicle Safety Services, 306-775-6630.

5 Conditions of Carriage/ Bills of Lading

Commercial operators providing a for-hire transportation service with Class A, C, D, LV or PB plated vehicles must comply with specific conditions of carriage. These regulations protect both carriers and shippers and contain provisions such as proper packaging, marking of freight and provisions for transporting and storage of food products.

Class A carriers must also use bills of lading which must include:

- name of the carrier
- shipper
- origin
- consignee
- destination
- contents and weight.

For information on the regulations, contact Saskatchewan Ministry of Highways and Infrastructure, Commercial Vehicle Enforcement Branch Inquiry Line: in Saskatchewan toll-free 1-866-933-5290; outside Saskatchewan 306-933-5290.

6 Facility Audits

The Facility Audit Program is part of the National Safety Code. Carrier Safety Representatives examine the records of commercial carriers to ensure compliance with the law and to check if necessary safety programs are in place.

An audit may be performed randomly or as a result of a poor safety record (i.e. too many accidents, convictions or Commercial Vehicle Safety Alliance [CVSA] inspections placed out of service).

CVSA inspections may be conducted as part of the facility audit process if the carrier does not have the minimum required level 1, or five inspections within the current two-year period.

Facility Audit Program

In an effort to reduce confusion about safety requirements, Canadian jurisdictions have agreed to a uniform standard of safety regulations. These standards are known as the National Safety Code (NSC).

SGI – Carrier & Vehicle Safety Services is responsible for conducting NSC facility audits for Saskatchewan based carriers.
The NSC applies to Class PB, PC and PS buses (more than 10 persons including the driver), Class TS trailers, and Class A, C, D and LV vehicles being used for a commercial purpose that:

- are registered with a gross vehicle weight (GVW) over 11,793 kg and travel within Saskatchewan
- are registered with a GVW of 5,000 kg or more when prorated or travelling outside of Saskatchewan.

Under the NSC, carriers with a poor safety record will be selected for facility audits. The Saskatchewan Carrier Profile system will identify carriers for audits. Random audits will also be completed.

Note: If the officer needs to remove documents from the site, a receipt will be provided. Documents are returned at the end of the audit process.

Note: Class F, PV and LV (personal use) vehicles are not subject to a facility audit.

### Record-Keeping Requirements

Those commercial carriers to whom NSC standards apply must maintain specific records. All records are to be kept at the carrier's office in Saskatchewan for the current plus 4 additional years. The following records will be required for a facility audit:

1. **Driver Profile**
   - copy of a valid driver's licence
   - driving record issued within last 12 months
   - record of traffic and criminal driving convictions, while operating the employer's commercial vehicle
   - a driver must report and supply to the employer copies of any convictions, accidents, on-road or terminal inspections at least once every 14 days.

2. **Hours of Service** (See Section 17 & 18)

3. **Vehicle Maintenance Standards**
   - copy of all on-road and terminal inspection reports
   - copy of all periodic motor vehicle inspection certificates
   - copy of inspections performed in another jurisdiction
   - copy of all trip inspections
   - copy of monthly reports of regular and continuous inspections and maintenance for all of the carrier's commercial vehicles
   - copy of defects received from any manufacturer of a commercial vehicle and records showing that the defect has been corrected.

4. **Accident Reports**
   - copies of all accidents involving the carrier's commercial vehicle. These records must identify the driver, date and circumstances of the accident, nature and amount of damage and information identifying the commercial vehicle involved.

5. **Dangerous Goods**
   - copies of all shipping documents and manifests prepared under the Dangerous Goods Regulations for a period of two years
   - copy of any dangerous goods training provided to a driver
• for transportation of dangerous goods
  information phone: 306-787-5307 or see Section 22.

Note: Dangerous goods training certificates expire
every three years and are valid only when working
for the employer listed on the training certificate.
Copies of training certificates must be kept by the
employer for five years from date of issue.

6. Insurance (See Section 14)
Every carrier must maintain a written record
of their existing public liability coverage.

7. CVSA Inspections
• inspections may be completed at a
carrier’s facility.

8. Trip Inspection Reports
(See Section 19)
Keep reports on file for 6 months.
A commercial carrier shall have a system
for maintaining, reviewing and updating
all of these records.

For information or assistance with
establishing a record-keeping system,
contact SGI - Carrier & Vehicle Safety
Services, 1-800-667-8015 ext: 6630 or
visit our website at www.sgi.sk.ca.

B Licensing

• Full Saskatchewan Class A
  registrations are available at all local
  motor licence issuing offices.

• Certificates of Safety Fitness are also
  available at issuing offices (see Sec 2,
  Certificate of Safety Fitness for details).
  As of January 1, 2017, the cost for
  a new certificate[first-time registrant
  under the National Safety Code (NSC)
  Program in Saskatchewan] is $125.00.
  A replacement of an original certificate
  will cost $15.00. In mid 2017, a NSC
  renewal process will be implemented. 
  Once this process is in place the
  annual renewal fee for the safety fitness
  certificate will be $50.00.

Note: The Traffic Safety Act requires that you carry
a photocopy of this certificate in each vehicle that
falls under the NSC program as Commercial Vehicle
Enforcement Officers or other enforcement officers
may ask to see it if they stop you roadside. Please
keep your original in your office records.

• Application for prorate under the
  International Registration Plan (IRP)
  must be made through SGI – Branch
  Certificates of Safety Fitness for prorated
  vehicles must be applied for through this
department.

• The IRP Carrier Information Manual is
  available by contacting 306-751-1250.

• Light trucks (11 793 kg GVW and less)
  see CAVR page 9.

A truck or power unit registered as a
public service vehicle in plate class A is to
display identification on each side of the
vehicle showing:

a) in clear and easily read letters that
  are not less than 5 cm in height,
  the name and address of the holder
  of the certificate of registration for
  that vehicle;

b) in a clear manner and not less than
  15 cm in height, the registered
  trademark of the holder of the
  certificate of registration for that
  vehicle; or

c) lettering or logo that may be allowed
  by the board.
International Registration Plan (IRP)

The International Registration Plan (IRP) is an optional program for licensing commercial vehicles travelling in two or more IRP jurisdictions. A jurisdiction may be a province or state listed below. The following jurisdictions are IRP members.

Canadian
- Alberta AB
- British Columbia BC
- Manitoba MB
- New Brunswick NB
- Newfoundland and Labrador NL
- Nova Scotia NS
- Ontario ON
- Prince Edward Island PEI
- Quebec QC
- Saskatchewan SK

United States
- Alabama AL
- Arizona AZ
- Arkansas AR
- California CA
- Colorado CO
- Connecticut CT
- Delaware DE
- Dist. of Columbia DC
- Florida FL
- Georgia GA
- Idaho ID
- Illinois IL
- Indiana IN
- Iowa IA
- Kansas KS
- Kentucky KY
- Louisiana LA
- Maine ME
- Maryland MD
- Massachusetts MA
- Michigan MI
- Minnesota MN
- Mississippi MS
- Missouri MO
- Montana MT
- Nebraska NE
- Nevada NV
- New Hampshire NH
- New Jersey NJ
- New Mexico NM
- New York NY
- North Carolina NC
- North Dakota ND
- Ohio OH
- Oklahoma OK
- Oregon OR
- Pennsylvania PA
- Rhode Island RI
- South Carolina SC
- South Dakota SD
- Tennessee TN
- Texas TX
- Utah UT
- Vermont VT
- Virginia VA
- Washington WA
- West Virginia WV
- Wisconsin WI
- Wyoming WY

Who Should Obtain Apportioned Registration?

You may proportionally register your vehicle(s) if you are based in Saskatchewan and travel in at least one other IRP jurisdiction and the vehicle is used, maintained or designed primarily for the transportation of merchandise or for the transportation of passengers for compensation.

As of January 1, 2016 charter buses must apportion or permit when operating in another province or jurisdiction.

Apportioned Registration

To obtain an Apportioned Registration in Saskatchewan, the registrant must:

1. complete a National Safety Code Safety Fitness Certificate Application
2. have an Established Place of Business in the province of Saskatchewan.
3. have a company incorporated in the province of Saskatchewan
4. complete and submit an apportioned Saskatchewan application
5. submit a copy of the bill of sale, lease agreement, new vehicle information statement (NVIS) or Vehicle Import Form when required
6. pay statement of account in full. All payments over $10,000 must be made by cash, certified cheque or money order.

Payments must be:

Fees payable in Canadian Funds
Plates and cab cards are forwarded after all registration requirements have been met and full payment has been received. Plate(s) and cab card(s) will be forwarded by SGI – Branch Issuing Services – IRP using the method specified by the carrier.

Note: It is the responsibility of the carrier to meet all the requirements for each IRP jurisdiction in which they will be operating, which could include taxes, operating authorities and/or other requirements.

To obtain a Federal Motor Carrier Safety Administration Motor Carrier Operating Authority number (formerly called Interstate Commerce Commission) call 1-800-832-5660.

The fees you pay to your base jurisdiction for the apportioned plate(s) and cab card(s) are the licence plate and registration fees required for the jurisdictions printed on your cab card.

IRP fees do not include the following:

i. motor fuel taxes or fuel permit fees
ii. permits to exceed the maximum length, width, height or axle limitations
iii. Operating Authorities issued by any state or province
iv. registration or licence fees of states or provinces that are not IRP members
v. adequate insurance coverage
vi. single State registration fees/weight distance tax.

Restricted Vehicle
Restricted vehicles are not allowed to be apportioned. A restricted vehicle is a vehicle that:

i. is registered for a period of time that is limited to less than a registration year
ii. has a specific geographic area or distance restriction as a condition to the issuance of vehicle registration
iii. has a commodity restriction as a condition to the issuance of vehicle registration or
iv. is registered to the Government of Canada.

International Registration Plan (IRP) Base Plating Requirements
The IRP agreement requires carriers to maintain an Established Place of Business or reside in the jurisdiction where they base plate. These requirements are itemized in the IRP agreement.

Definitions

Base Jurisdiction
Three specific requirements a carrier must adhere to:

• maintain an Established Place of Business
• distance is accrued by the fleet
• availability and maintenance of operational records.

Established Place of Business
A physical structure within the base jurisdiction that is owned, rented or leased by the applicant or registrant. It must be open during normal business hours and staffed by one or more persons on a permanent basis.

Using an independent contractor’s office or registration consultant does not qualify for Established Place of Business. For the
purpose of the applicant’s or registrant’s trucking related business, credentialing, distance and fuel reporting, and answering telephone inquiries does not qualify as trucking related business. Some examples of making essential business decisions are booking loads, shipping/receiving and maintaining vehicles.

The majority of the carrier’s essential business decisions must be conducted at the Saskatchewan location to demonstrate that the company is maintaining a meaningful presence in the province.

Saskatchewan Residents
Residents who do not meet all the Established Place of Business requirements are to register in the jurisdiction in which they reside. They must meet a minimum of three of the following to determine if they are a resident of Saskatchewan:

• if an individual driver’s licence is issued by Saskatchewan, # (customer number);
• income tax returns have been filed from an address in Saskatchewan;
• applicant has paid personal income taxes to Saskatchewan;

What Is CAVR?
The Canadian Agreement on Vehicle Registration (CAVR) is an agreement between all the Canadian provinces, which provides for reciprocity benefits that are not included under IRP.

The following jurisdictions are members of CAVR:
Alberta Nova Scotia
British Columbia Ontario
Manitoba Prince Edward Island
New Brunswick Quebec
Newfoundland Saskatchewan
and Labrador

A) Inter-jurisdictional reciprocity:
Full and free registration reciprocity is granted to all the following Category “B” vehicles for inter-jurisdictional operations travelling into or through Saskatchewan.

Category B vehicles include:

a) a truck or truck-trailer combination having a registered vehicle weight of less than 11,794 kg, used or maintained for the transportation of property;
b) a farm or fishing industry vehicle of any weight;
c) any vehicle that is travelling unladen;
d) a private bus;
e) a recreational motor vehicle;
f) a truck of any weight that is registered to the federal government or to a provincial, municipal or regional government; or
g) a trailer, semi-trailer, converter dolly or container chassis or their equivalent.

B) Intra-jurisdictional reciprocity:
Saskatchewan allows the “intra” operation of Category B vehicles (i.e. from point to point in the province) for up to 90 cumulative days per calendar year (January to December). Commercial vehicles operating intra for more than 90 days in a calendar year
in Saskatchewan require a single trip registration permit, full Saskatchewan plates, or a pro-rated IRP registration.

Contact each Canadian jurisdiction for information on their requirements for Category B vehicles conducting intra-operations.

**Maximum Gross Weights by Jurisdiction**

For the most recent Maximum Gross Weights, drivers should refer to the section titled “Maximum gross weight by jurisdiction” in the *IRP Carrier Information Manual* at the following website address: www.sgi.sk.ca/businesses/irp/index.html

Note: The maximum GVW’s shown may be subject to change according to each jurisdiction regulations. Please check with each jurisdiction as needed.

Weights shown for Canadian jurisdictions are in kilograms and in pounds for American jurisdictions.

(*To convert pounds to kilograms, divide by 2.2046.)*

Note: Before you decide to register for a weight exceeding 80,000 lbs, check the maximum weights allowed on the Interstate highways. In a number of U.S. states, special permits are required for vehicles exceeding 80,000 lbs.

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**TABLE 1.0 Maximum GVW by Jurisdiction**

Please note: Maximum Gross Vehicle Weight (GVW) shown to be valid at the time of printing this manual may be subject to change according to each jurisdiction’s individual regulations. Weights are shown in kilograms (kg) for Canadian jurisdictions and pounds (lbs) for U.S. jurisdictions.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Max. Operating Weight</th>
<th>Max. Cab Card Weight</th>
<th>Exceptions/Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>*80,000 lbs</td>
<td>80,000 lbs</td>
<td>*80,000 lbs (four-axle combination)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>*84,000 lbs (five-axle combination)</td>
</tr>
<tr>
<td>Alaska</td>
<td>*Not IRP</td>
<td>Not IRP</td>
<td></td>
</tr>
<tr>
<td>Alberta</td>
<td>63,500 kg</td>
<td>63,500 kg</td>
<td></td>
</tr>
<tr>
<td>Arizona</td>
<td>*80,000 lbs</td>
<td>*80,000 lbs</td>
<td>*Overweight permit over 80,000 lbs</td>
</tr>
<tr>
<td>Arkansas</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>British Columbia</td>
<td>63,500 kg</td>
<td>63,500 kg</td>
<td></td>
</tr>
<tr>
<td>California</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td>*Without overweight permit</td>
</tr>
<tr>
<td>Colorado</td>
<td>*85,000 lbs</td>
<td>80,000 lbs</td>
<td>*Without overweight permit</td>
</tr>
<tr>
<td>Connecticut</td>
<td>*None</td>
<td>None</td>
<td>*80,000 lbs with overweight permit</td>
</tr>
<tr>
<td>Delaware</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>District of Columbia</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Florida</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Georgia</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Idaho</td>
<td>*129,000 lbs</td>
<td>130,000 lbs</td>
<td>*80,000 lbs through 106,000 lbs with permit. 106,000 lbs through 130,000 lbs with special route permit. Registrants are cautioned to check with Idaho before requesting weight over 106,000 lbs.</td>
</tr>
<tr>
<td></td>
<td>(Weight is shown in even 2,000 lb increments.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illinois</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Indiana</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Iowa</td>
<td>None</td>
<td>None</td>
<td>*Special permit over 80,000 lbs</td>
</tr>
<tr>
<td>Kansas</td>
<td>*85,500 lbs</td>
<td>*85,500 lbs</td>
<td>*Max. 80,000 lbs on KS Interstate System</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Max. Operating Weight</td>
<td>Max. Cab Card Weight</td>
<td>Exceptions/Conditions</td>
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<td>----------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Kentucky</td>
<td>*80,000 lbs</td>
<td>*80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Louisiana</td>
<td>88,000 lbs</td>
<td>88,000 lbs</td>
<td>*83,400 lbs – Interstate</td>
</tr>
<tr>
<td>Maine</td>
<td>100,000 lbs</td>
<td>100,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Manitoba</td>
<td>63,500 kg</td>
<td>63,500 kg</td>
<td></td>
</tr>
<tr>
<td>Maryland</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Massachusetts</td>
<td>*None</td>
<td>None</td>
<td>Over 80,000 lbs with overweight permit</td>
</tr>
<tr>
<td>Michigan</td>
<td>160,001 lbs</td>
<td>160,001 lbs</td>
<td></td>
</tr>
<tr>
<td>Minnesota</td>
<td>*80,000 lbs</td>
<td>Unlimited</td>
<td>*Overweight permit over 80,000 lbs</td>
</tr>
<tr>
<td>Mississippi</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Missouri</td>
<td>*80,000 lbs</td>
<td>80,000 lbs</td>
<td>*Overweight permit over 80,000 lbs</td>
</tr>
<tr>
<td>Montana</td>
<td>*138,000 lbs</td>
<td>*138,000 lbs</td>
<td>* Permit required</td>
</tr>
<tr>
<td>Nebraska</td>
<td>94,000 lbs</td>
<td>94,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Nevada</td>
<td>129,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>New Brunswick</td>
<td>62,500 kg</td>
<td>62,500 kg</td>
<td></td>
</tr>
<tr>
<td>Newfoundland and Labrador</td>
<td>62,500 kg</td>
<td>62,500 kg</td>
<td></td>
</tr>
<tr>
<td>New Hampshire</td>
<td>*80,000 lbs</td>
<td>80,000 lbs</td>
<td>*Overweight permit over 80,000 lbs</td>
</tr>
<tr>
<td>New Jersey</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>New Mexico</td>
<td>86,400 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>New York</td>
<td>*None</td>
<td>None</td>
<td>*Overweight permit over 80,000 lbs</td>
</tr>
<tr>
<td>North Carolina</td>
<td>*80,000 lbs</td>
<td>80,000 lbs</td>
<td>*Overweight permit over 80,000 lbs</td>
</tr>
<tr>
<td>North Dakota</td>
<td>105,500 lbs</td>
<td>105,500 lbs</td>
<td></td>
</tr>
<tr>
<td>Nova Scotia</td>
<td>62,500 kg</td>
<td>62,500 kg</td>
<td></td>
</tr>
<tr>
<td>Ohio</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
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<tr>
<th>Jurisdiction</th>
<th>Max. Operating Weight</th>
<th>Max. Cab Card Weight</th>
<th>Exceptions/Conditions</th>
</tr>
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<tbody>
<tr>
<td>Oklahoma</td>
<td>*90,000 lbs</td>
<td>90,000 lbs</td>
<td>*Annual permit required over 80,000 lbs</td>
</tr>
<tr>
<td>Ontario</td>
<td>63,500 kg</td>
<td>63,500 kg</td>
<td></td>
</tr>
<tr>
<td>Oregon</td>
<td>*105,500 lbs</td>
<td>105,500 lbs</td>
<td>*Special permit over 80,000 lbs</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>PEI</td>
<td>62,500 kg</td>
<td>62,500 kg</td>
<td></td>
</tr>
<tr>
<td>Quebec</td>
<td>*8 axles</td>
<td>8 axles</td>
<td>*Overweight permit needed over 62,500 kg (137,500 lbs)</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Saskatchewan</td>
<td>63,500 kg</td>
<td>63,500 kg</td>
<td></td>
</tr>
<tr>
<td>South Carolina</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>South Dakota</td>
<td>*None</td>
<td>None</td>
<td>*Must meet SD bridge weight laws. Overweight permit required over 80,000 lbs on Interstate.</td>
</tr>
<tr>
<td>Tennessee</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Texas</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Utah</td>
<td>*129,000 lbs</td>
<td>80,000 lbs</td>
<td>*On divisible loads with overweight permit</td>
</tr>
<tr>
<td></td>
<td>*None</td>
<td>80,000 lbs</td>
<td>*On non-divisible loads with overweight permit</td>
</tr>
<tr>
<td>Vermont</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Virginia</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
</tr>
<tr>
<td>Washington</td>
<td>105,500 lbs</td>
<td>105,500 lbs</td>
<td></td>
</tr>
<tr>
<td>West Virginia</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
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<tr>
<td>Wisconsin</td>
<td>80,000 lbs</td>
<td>80,000 lbs</td>
<td></td>
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<tr>
<td>Wyoming</td>
<td>*117,000 lbs</td>
<td>117,000 lbs</td>
<td>*Overweight permit over 117,000 lbs</td>
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</tbody>
</table>

*For vehicle weights and dimensions information in Saskatchewan, contact the Ministry of Highways and Infrastructure at 306-787-4801 or 306-787-8540.*
10 Inter-jurisdictional Operation

Saskatchewan Trucks Operating Out of Province

Anyone operating a commercial vehicle in another jurisdiction may require registration in that jurisdiction.

• Individuals should contact other jurisdictions for registration and/or permit requirements before starting the trip.

• For United States destinations, individuals should also check with Canada and US Customs for further information.

• To obtain telephone numbers for permit offices in other Canadian or American jurisdictions, refer to Section 30 of this guide.

Registration Requirements for Out of Province Trucks

Generally speaking, vehicles that are registered in another jurisdiction and are being used in Saskatchewan for commercial purposes are required to have either Saskatchewan registration or registration permits when travelling on Saskatchewan roads. Reciprocity agreements and exceptions provide registration exemptions for certain vehicles and are discussed in this section.

Registration Exemptions for Commercial Trucks

Canadian Agreement on Vehicle Registration

The following exemptions apply to trucks that are registered in a jurisdiction that is a member of the Canadian Agreement on Vehicle Registration (CAVR). More information on CAVR is available in Section 9.

CAVR 11 794 kg Exemption

Vehicles that are registered in another Canadian jurisdiction with both a registered weight and an actual gross vehicle weight$^1$ of less than 11,794 kilograms are exempt from the requirement to obtain Saskatchewan registration or permits when travelling:

• Inter-jurisdictionally (travel into and/or out of, or straight through the province)

• Intra-jurisdictionally (travel from point to point within the province, providing the vehicle is not in the province for more than 90 cumulative days within a calendar year)

Vehicles that exceed the above registered or actual gross vehicle weight limits or that are operating inter-provincially for more than 90 days in a calendar year are subject to Saskatchewan registration requirements.

CAVR Farm Vehicles

Vehicles that are registered in another Canadian Province, that are being used to transport goods into or out of Saskatchewan in the operation of the registered owners out of province farm are exempt from Saskatchewan registration. Transporting goods point to point within Saskatchewan or for the operation of a farm located in Saskatchewan would require the vehicle to have Saskatchewan registration or permits.

Note: Permits may be necessary for vehicles that exceed legal weight and dimension requirements, regardless of whether the vehicle qualifies for a registration exemption. Call the SGI Permit Office at 306-775-6969 (Toll free inside Saskatchewan – 1-800-667-7575) or for more information visit our website at www.sgi.sk.ca/businesses/permits.

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$^1$ actual gross vehicle weight is the sum of the weight of a truck and its load or a truck, trailer and its load

$^2$ not being used for the transportation of goods, equipment, tools or equipped with permanently mounted equipment
Registration Options for Out of Province Trucks

Full Saskatchewan Registration
Non-resident companies may be eligible to purchase full Saskatchewan plates. Vehicles that are registered with full Saskatchewan plates are required to be located in and primarily used in Saskatchewan. For more information on qualifying for full Saskatchewan registration please call SGI’s Customer Service Center at 1-800-667-9868.

Non-resident Dual Registration
Non-resident companies that are working in more than one jurisdiction may be eligible for a Saskatchewan licence plate to be used in addition to the licence plate from their home jurisdiction. In order to be eligible for dual registration you must provide proof of valid registration and insurance from your home province.

While dual registration provides full registration permission for travel in Saskatchewan, it does not provide the same insurance coverage that is included with a full Saskatchewan plate. The dual registration option only provides basic third party liability coverage as a secondary provider.

Vehicles registering with full Saskatchewan plates or the non-resident dual registration options may be subject to Saskatchewan “First Time Registered” inspection. It should also be noted that Saskatchewan’s Ministry of Finance requires sales tax to be paid on the value of the vehicle at the time of registration.

For information regarding inspection requirements, please contact SGI - Carrier & Vehicle Safety Services at 1-800-667-8015 ext: 6188.

For information regarding sales tax requirements, please contact the Customer Service Centre at 1-800-667-9868 or the Ministry of Finance at 1-800-667-6102 ext. 6686 or 306-787-6645.

Pro-rated Vehicle Plates
A vehicle that is pro-rated for Saskatchewan through the International Registration Plan (IRP) is considered fully registered to operate in Saskatchewan. IRP registration can be obtained through the vehicles’ home jurisdiction and is a good option for vehicles that continually operate in more than one jurisdiction. Contact the IRP office in your home jurisdiction for more information on the process.

Single Trip Registration Permits
Single trip registration permits are issued to vehicles that are travelling from one identified point to another, along a specific route. Single trip permits are a good option for vehicles that make occasional trips into or through Saskatchewan or that are in the province on a short-term basis.

40 km Radius Permits
Radius permits for registration are available to vehicles that satisfy the following requirements:

• The vehicle is operating within 40 km of the point where they are loading in Saskatchewan; and

• Is staying within the borders of Saskatchewan.

For more information on permits, call the SGI Permit Office at 306-775-6969 (1-800-667-7575 inside Saskatchewan).
11 Commercial Periodic Medical Reporting

To obtain a Class 1, 2, 3 or 4 licence or an Endorsement 1, 2, 3, 4, G (heavy trailer) or S (school bus), drivers must submit a medical report that meets the requirements for a commercial licence before booking the written and road tests.

After obtaining a commercial licence, drivers are required to provide periodic medical reports to maintain commercial driving privileges and the medical authorization to operate vehicles across Canada and in the United States.

If you have one of the following medical conditions you are prohibited from operating in the United States and a W restriction will be added to your driver’s licence:
1. Drivers with insulin dependent diabetes.
2. Drivers with an established medical history or clinical diagnosis of epilepsy.
3. Drivers who do not meet the minimum hearing requirements to transport dangerous goods.
4. Drivers currently operating under a medical waiver.

Medical reports are required:
- every five years for drivers 18 to 45 years of age
- every three years for drivers 46 to 65 years of age
- every year for drivers 66 years of age or older.

Medical reports are requested prior to the expiry of the driver’s licence. The commercial licence can be renewed if the medical meets the requirements.

If a medical report indicates a condition that could affect the safe operation of a commercial vehicle, more medical information may be requested and the driver’s licence could be restricted, changed to a Class 5 or suspended.

If a medical report is not returned on time, the driver’s licence will be renewed only as a Class 5 until a satisfactory medical report is received.

Note: If you do not get your commercial licence reinstated within 5 years, you will be required to complete commercial testing again (written, vision and road exams).

Medical forms can be completed by your Family Physician, Nurse Practitioner or Occupational Health and Safety Nurse.

All medical information is considered confidential under The Health Information Protection Act.

For further information, or a copy of the medical report form, visit www.sgi.sk.ca (Drivers/Medical Conditions and Driving Privileges) or contact SGI’s Medical Review Unit:

Telephone: 306-775-6176 in Regina, or toll free at 1-800-667-8015 ext. 6176
Fax: 306-347-2577 in Regina, or toll free at 1-866-274-4417
E-mail: mruinquiries@sgi.sk.ca
All Canadian and Mexican motor carriers—truck and bus—who operate in the United States are subject to U.S. drug and alcohol testing rules. Large motor carriers, with 50 or more drivers, have been subject to these U.S. rules since July 1, 1996.

It is important to note that under the U.S. drug and alcohol testing regulations, a motor carrier including an owner-operator, is responsible to ensure that its drivers meet the requirements of the regulations. An owner-operator who is operating under a lease agreement to a motor carrier may seek an arrangement with the motor carrier to participate in the driver testing established by the motor carrier. Independent owner-operators are considered motor carriers under the regulations and therefore must assume the corresponding responsibilities.

It is strongly recommended that carriers thoroughly familiarize themselves with their obligations under these rules, as well as the Canadian legal implications of adopting testing programs, before substance use polices are adopted in the workplace. Carriers should also be aware that penalties for non-compliance range from $500 to $10,000 per violation.

For further information concerning the application of these rules, please contact your provincial or regional truck/bus association or the nearest office of the U.S. Federal Highway Administration.

For testing/collection facilities, contact:

Wellpoint Health
201 Robin Crescent
Saskatoon, SK S7L 6M8
Phone: 306-374-9079
Fax: 306-374-7246
or
#30 - 395 Park Street
Regina, SK S4N 5B2
Phone: 306-586-0537
Fax: 306-586-6270
or
Or Toll Free: 1-877-374-9079
or
Booking Email: cccbooking@wellpoint.ca
Gen Email: info@wellpoint.ca
Website: https://wellpointhealth.ca/drug-alcohol-testing/

ASSOCIATIONS
Canadian Trucking Association
416-249-7401
Atlantic Provinces Trucking Association
506-855-2782
L’Association du camionnage du Québec
514-932-0377
Manitoba Trucking Association
204-632-6600
Saskatchewan Trucking Association
306-569-9696
Alberta Motor Transport Association
403-243-4161
British Columbia Trucking Association
604-888-5319
Private Motor Truck Council of Canada
905-827-0587
L’Association des propriétaires d’autobus du Québec
418-522-7131
Ontario Motor Coach Association
416-229-6622
Owner-Operator Independent Drivers Association
816-229-5791
Motor Coach Canada
416-229-9305
13. **Allowed Uses of Commercial Vehicles**

The following lists the allowed uses for the A, C, D, LV, PS, PB, and PC plate classes:

**Class A:**
1. as a personal conveyance
2. for the transportation of:
   i. passengers without compensation
   ii. any commodity
   iii. the registered owner of the vehicle and other employees of the employer of the registered owner for the purposes of the business of the employer

Can be operated outside Saskatchewan as long as the vehicle is being operated within the allowed uses of the plate class. May require a permit from the jurisdiction the vehicle is being operated in. May be eligible for registration through IRP.

*Note: Eligible body styles are trucks and vans rated greater than one ton, and power units.*

**Class C:**
1. as a personal conveyance
2. for the transportation of:
   i. passengers without compensation
   ii. goods owned by the registered owner of the vehicle within an area having a radius of 55 km from the corporate limits of the city, town, village or hamlet shown in certificate of registration for the vehicle as the address of the registered owner
   iii. Group I Exempt Commodities
   iv. Group II Exempt Commodities
   v. goods owned by the registered owner of the vehicle, where that owner is a farmer and the goods are used in the operation of a farm that is owned or leased by the farmer or is being purchased by him or her under an agreement for sale.
vi. road construction machinery and equipment and repair parts for that machinery and equipment where the owner of the machinery or equipment is:
   a) the registered owner of the vehicle; and
   b) a road construction contractor

vii. brush-breaking or land-clearing equipment owned by the registered owner of the vehicle where that owner is a brush-breaking or land-clearing contractor

viii. any commodity within the corporate limits of, and within an area having a radius of 10 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner

ix. recreational equipment, where that transportation is not in connection with any business, employment or commercial enterprise

x. crude oil within an area having a radius of 55 km from the oil well at which the crude oil is loaded

xi. household effects, without compensation, to and from a private residence where the transportation is undertaken with a motor vehicle registered with a gross vehicle weight of 5,000 kg or less and the transportation is not in the course of any employment or business undertaking

3. for the towing of damaged or disabled vehicles.

Can be operated outside Saskatchewan as long as the vehicle is being operated within the allowed uses of the plate class. May require a permit from the jurisdiction the vehicle is being operated in. Is not eligible for registration through IRP.

Note: Eligible body styles are trucks and vans rated greater than one ton, and power units.

Class D:

1. as a personal conveyance

2. for the transportation of:

   i. Group I Exempt Commodities and Group II Exempt Commodities

   ii. goods owned by the registered owner of the vehicle

   iii. passengers without compensation

   iv. crude oil from an oil well

   v. any commodity within the corporate limits of, and within an area having a radius of 10 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner

   vi. recreational equipment, where that transportation is not in connection with any business, employment or commercial enterprise

   vii. goods owned by a lessee of the vehicle where the vehicle:
      a) is a two-axle truck
      b) is leased from the registered owner of the vehicle pursuant to a written agreement for the exclusive use by the lessee of the vehicle
c) during the term of the lease [mentioned in paragraph b)] and pursuant to that lease the vehicle is not operated by the registered owner or any employee of that owner.

viii. the registered owner of the vehicle and other employees of the employer of the registered owner for the purposes of the business of the employer

3. for the towing of damaged or disabled vehicles

4. for the towing of motor vehicles that may be registered pursuant to The Traffic Safety Act

5. for the hauling of one motor vehicle that may be registered pursuant to The Traffic Safety Act

Can be operated outside Saskatchewan as long as the vehicle is being operated within the allowed uses of the plate class. May require a permit from the jurisdiction the vehicle is being operated in. Is not eligible for registration through IRP.

Note: Eligible body styles are trucks and vans rated greater than one ton, and power units.

Class LV:

1. hauling any commodities

2. a personal conveyance or for carrying passengers without compensation

3. for transporting the registered owner and other employees of the employer of the registered owner for the purposes of the employer’s business

4. for transporting passengers involved in a private car pool arrangement under which the participants agree to use one or more of their vehicles for the purpose of travelling to and from their place of learning, employment or other common destination and who also contribute to or share in the expense of providing the transportation

5. for transporting no more than 8 students to or from the school or school related activities where the vehicle is operated by:

a) an employee of a school board, or the parent or guardian of a student who has been approved by the principal of the school or by any other responsible person approved by the Ministry of Education

b) to transport passengers, on a volunteer basis, for a purpose approved by a home care board, special care home, board or senior citizen activity centre board.

Phone the SGI Customer Service Centre for detailed information at 1-800-667-9868.

A registered owner of a Class LV vehicle with a seating capacity of more than 15 passengers cannot rent or lease the vehicle out to another person.

Note: Eligible body styles are vehicles that are rated one ton or less such as trucks (¼ ton, ½ ton, ¾ ton, 1 ton), vans, sport utility vehicles and cars.

Note: Class LV vehicles that are operating with a combined weight of 5 000 kg or more must declare the gross vehicle weight on the registration certificate and are subject to the NSC requirements listed on page 2.

Class TS:

Trailers used for Commercial purposes must be registered in Class TS. A Class TS trailer can haul commodities allowed under the towing vehicles plate class. For example, a trailer towed behind a Class C plated vehicle is authorized to carry any goods within the allowed uses of the Class C licence plate.
Perpetual Trailer Plates:
Semi-trailers or trailers that are part of a train combination pulled by a power unit have the option of registering with a Class TS perpetual licence plate. Perpetual plates can be purchased for a one-time fee of $100 and are valid as long as you own the trailer. Insurance coverage is not provided with a perpetual plate.

Exempt Commodities

Group I Exempt Commodities means:
• Coal, earth, fodder, garbage, potatoes, grain, gravel, livestock, sand, septic tank sewage, *wood, clay, sod, water, machinery and equipment permanently mounted on a vehicle, chemicals used for pest and weed control, manufactured livestock food when transported to a farm, manure, materials used in the construction and maintenance of a road or bridge and Impex rail containers (empty).

*Note: Wood includes wood chips and cut trees including firewood, but does not include any rough or planed lumbar or any manufactured products.

Group II Exempt Commodities means:
• ashes, brick, briquettes, cement, cinder blocks, coke, concrete blocks, rags, rigid composition sheeting for buildings, scrap metal, slabs, stone or wooden fence posts
• blankets, chairs, clothing, drapes, rugs or furs when being transported for the purposes of dry cleaning
• buildings in transit
• Christmas trees
• currency, liability items or related banking items
• egg crates or eggs
• fox or mink feed
• fresh or frozen fish
• Her Majesty’s mail
• ice
• lime, lumber, ore concentrate or peat moss
• machinery and equipment required to be repaired when transported by a garage owner, machine shop owner or implement dealer to and from the customer’s residence or place of business
• milk being transported to a cheese factory for the purpose of manufacturing it into cheese
• newspapers
• power line poles, telephone poles or railway ties
• pregnant mare’s urine
• primary products of the farm, forest, sea or lake in the initial movement from the farm, forest, sea or lake, excluding milk or cream
• raw honey.

Passenger Carriers

Class PS (School Bus)
A school bus may be used for:
  a) a personal conveyance.
  b) To transport students to and from school
  c) Transporting students, teachers, employees or any other person supervising the students, to an academic, social or athletic event.
  d) Any persons authorized by the school board where the transportation is provided without compensation and where no more
than four of those persons are passengers in the bus at any time. (i.e. A bus operator may transport their spouse along the bus route to town with the school board’s permission.)

e) Transporting an ill or injured person where no other transportation is available.

f) Emergency forest fire fighters when the registered owner has an agreement for such transport with the Ministry of Environment and Resource Management

g) Goods owned by the registered owner.

h) her Majesty’s mail

This class of licence is only issued to school boards or persons under contract with a school board to transport 8 or more students to and from school. Any school bus used to transport more than 8 passengers is required to be painted National chrome yellow and be equipped with the appropriate signs and signals to meet the Canadian Safety Association Standards.

Upon registration the applicant must present a valid copy of the commercial auto policy either blanket or showing the specific vehicles being licensed. The commercial auto policy must be presented on each new application, renewal, or transfer. The policy must show the third party liability insurance amounts. $1,000,000 for 15 passengers and less. $3,000,000 for 16 or more passengers.

Class PB

Vehicles registered in this class are used for the transportation of passengers or passengers and express, subject to the conditions and restrictions of the Operating Authority Certificate. Vehicles in this class include passenger vehicles such as cars, trucks, vans, buses, etc. Vehicles in this class can be licensed to individuals, co-owners, and companies providing the registration requirements are met.

In Saskatchewan, any person, partnership, or corporation operating a class PB vehicle is required to hold a Certificate of Safety Fitness regardless of GVW with a seating capacity greater than 10 (including the driver) and travelling outside Saskatchewan (extra-provincially) or within the borders of Saskatchewan (intraprovincially).

Note: Vehicles with a seating capacity less than 10 (including the driver), do not require a Certificate of Safety Fitness.

PB Class applicants must meet the following requirements:

1. Applicant must present a valid copy of the commercial auto policy either blanket or showing the specific vehicles being licensed and issued in the same name as the vehicle registration. The commercial auto policy must be presented on each new application, renewal or transfer. The policy must show the third party liability insurance amounts. $1,000,000 for 15 passengers and less. $3,000,000 for 16 or more passengers.

2. Applicant must present a valid copy of the Operating Authority Certificate in the same name as the vehicle registration and commercial auto policy. Note: The registration expiry date cannot exceed the expiry date of the operating authority or the registration will be refused.

3. Registrant must hold a valid vehicle inspection(s) as required by Saskatchewan regulations.
Note: Operating Authority Certificates can be obtained from the Highway Traffic Board. Contact 306-775-6672 or visit their web site at www.highwaytrafficboard.sk.ca

Class PC

Vehicles registered in PC Class can include passenger vehicles that are buses, vans, etc. and can be licensed to individuals, co-owners, and companies.

1. Class PC vehicles are used for the transportation of passengers for compensation:
   a) within corporate limits of, and within an area having 25 km from the corporate limits of, the city, town, village, or hamlet shown as the address of the registered owner of the vehicle, or
   b) provincially where the vehicle is used to transport passengers with disabilities as part of a transportation program being funded under the Municipal Transit for the Disabled Assistance Regulations, or
   c) where the passengers are residents of a “special care home” as defined by the Housing and Special Care Homes Act when such special care homes are owned and operated by a provincial Health Care District or when primarily funded by a provincial Health Care District.

2. A vehicle that has a seating capacity of fewer than 10 passengers may not be registered in Class PC unless used to transport people with disabilities as part of a transportation program being funded under the Municipal Transit for the Disabled Assistance Regulations.

3. Applicant must present a valid copy of the commercial auto policy (blanket or showing the specific vehicles being licensed) in the same name as the vehicle registration. The commercial auto policy must be presented on each new application, renewal, or transfer and the policy must show the third party liability insurance amounts of $1,000,000 for 15 passengers or less and $3,000,000 for 16 passengers or more.

4. Applicant must present the “original” valid Certificate(s) of Approval for each vehicle being registered. The certificate must cover the full term of the vehicle registration or a new Certificate of Approval must be completed and signed by the authorized person in the community where the vehicle is being operated (e.g. city/town clerk, administrator, or Band Chief if on Indian Reserve).

Note: A Certificate of Approval is “not required” if the registration is issued in the name of the city/town/village/hamlet.

5. Registrant must always display a valid vehicle inspection(s) sticker (PMVI) where required by the municipality to operate. For further information regarding vehicle inspections, contact SGI - Carrier & Vehicle Safety Services at 306-775-6188 or T/F 1-800-667-8015 Ext: 6188.

For more registration information contact SGI, Registration Policy and Permit Services, 306-775-6332.
Insurance Requirements

All individuals or companies holding a Certificate of Safety Fitness are required to maintain extension insurance. Third party liability insurance and cargo insurance is required before registering commercial vehicles in Saskatchewan.

Operators will be asked to supply a Certificate of Insurance to SGI. If the Certificate of Insurance is not provided, cancelled or not renewed, SGI – Carrier & Vehicle Safety Services may suspend the Certificate of Safety Fitness and prevent any further commercial transactions from being conducted until it is received and verified. The Certificate of Insurance must be provided annually upon renewal of your Commercial Auto Pak policy verifying 3rd party liability and cargo (if required).

Contact SGI - Carrier & Vehicle Safety Services, 306-775-6630. Certificates of Insurance may be faxed to 306-775-6222 or emailed to nscapp@sgi.sk.ca

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<th>Class</th>
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<tr>
<td>Class A – Only A Plated Vehicles Can Register Under IRP for Out-of-Province Travel</td>
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<td></td>
<td>* Exempt from Cargo Insurance if Hauling Low Value or Owner’s Own Goods</td>
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<tr>
<td>5,000 kg – 11,793 kg</td>
<td>Yes*</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>11,794 kg &amp; Greater</td>
<td>Yes*</td>
<td>Yes</td>
<td>* Exempt from Cargo Insurance if Hauling Low Value or Owner’s Own Goods</td>
</tr>
<tr>
<td>Class C &amp; D – Cannot Register Under IRP But Can Leave the Province on Single Trip Permits</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5,000 kg – 11,793 kg</td>
<td>No</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>11,794 kg &amp; Greater</td>
<td>Yes*</td>
<td>Yes</td>
<td>* Exempt from Cargo Insurance if Hauling Low Value or Owner’s Own Goods</td>
</tr>
<tr>
<td>Class LV – If Registered as Commercial or Business Purposes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5,000 kg – 11,793 kg</td>
<td>No</td>
<td>Yes*</td>
<td>* Exempt from Third Party Liability Liability Insurance if Operating in Sask.</td>
</tr>
<tr>
<td>11,794 kg &amp; Greater</td>
<td>Yes*</td>
<td>Yes</td>
<td>* Exempt from Cargo Insurance if Hauling Low Value or Owner’s Own Goods</td>
</tr>
<tr>
<td>Class F</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Class PB</td>
<td>No</td>
<td>Yes</td>
<td>* Only if More than 10 passengers Including the Driver</td>
</tr>
<tr>
<td>Class PC</td>
<td>No</td>
<td>Yes</td>
<td>* Only if More than 10 passengers Including the Driver</td>
</tr>
<tr>
<td>Class PS</td>
<td>No</td>
<td>Yes*</td>
<td>* Only if More than 10 passengers Including the Driver</td>
</tr>
</tbody>
</table>

* Cargo Exemption: Low value goods are exclusively coal, earth, fodder, manure, garbage, sand, gravel, sewage, clay, sod, water, stone or logs.
Minimum Insurance Coverage

Third Party Liability Coverage:
- $1,000,000 – All carriers transporting freight except dangerous goods
- $2,000,000 – All carriers transporting dangerous goods

Cargo Liability
Cargo amounts for all vehicles not exceeding the following weight categories:
- 12,700 kg $15,000
- 21,000 kg $20,000
- 37,000 kg $27,000
- over 37,000 kg $32,000

Buses
Public Liability Coverage:
- 15 or less $1,000,000
- 16 or more $3,000,000

if they were registered in Saskatchewan, require inspection annually if operated solely within Saskatchewan, and semi-annually if operated inter-provincially. Any vehicle with a seating capacity of 15 or more passengers, regardless of the class it is registered in, requires inspection annually.

Periodic Motor Vehicle Inspection (PMVI) Program
The Saskatchewan Periodic Motor Vehicle Inspection Program (PMVI) is based on National Safety Code (NSC) Standard 11B - Periodic Motor Vehicle Inspection. The Vehicle Inspection Regulations specify which vehicle classes require inspection under the PMVI Program, and The Vehicle Inspection Procedure Regulations specify the frequency of inspections completed as a part of the PMVI program.

Trucks and power units with a registered gross vehicle weight (GVW) at or above 22,000 kg that are registered in commercial classes A, C or D are subject to periodic inspection. Trucks and power units with a registered GVW at or above 11,794 kg that operate inter-provincially and are registered for commercial use classes A, C, D or LV, or would be registered in Class A, C, D or LV if they were registered in Saskatchewan, are also subject to periodic inspection. Power units require inspection semi-annually; and, trucks require inspection annually.

PMVI’s completed on power units under Saskatchewan Preventive Maintenance Inspection Program (PMP) are valid for one year.
Vehicles registered in PB, PC or PS, or would be registered in class PB, PC or PS

No person or owner shall operate a registered vehicle or allow a vehicle to be operated that requires inspection which is not inspected and issued a valid inspection certificate.

It is the operator’s or owner’s responsibility to keep track of inspection certificate expiry dates and ensure vehicles are inspected before expiry.

For more information on inspection requirements (including other vehicles), vehicle standards and equipment and inspection stations, contact Carrier & Vehicle Safety Services at 306-775-6188 or 1-800-667-8015 ext: 6188.
<table>
<thead>
<tr>
<th>Description</th>
<th>Validation Term</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi (PT)</td>
<td>Municipal Bylaw</td>
<td>No inspection unless required by municipal law</td>
</tr>
<tr>
<td>Bus / Van registered in a commercial class (PC, PB and PS), operating within Saskatchewan only</td>
<td>12 Months</td>
<td></td>
</tr>
<tr>
<td>Bus / Van registered in a commercial class (PC, PB and PS), operating extra-provincially</td>
<td>6 Months</td>
<td></td>
</tr>
<tr>
<td>Any vehicle with a seating capacity of 15 or more including driver</td>
<td>12 Months</td>
<td>If travelling extra-provincially, please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance</td>
</tr>
<tr>
<td>Power Units registered in a commercial class (A, C or D) at or above 22,000 kg, operating within Saskatchewan only</td>
<td>6 Months</td>
<td>If operated under 25,000 km (15,500 miles), owner can apply for an annual inspection exemption through VS&amp;I</td>
</tr>
<tr>
<td>Trucks registered in a commercial class (A, C or D) at or above 22,000 kg, operating within Saskatchewan only</td>
<td>12 Months</td>
<td></td>
</tr>
<tr>
<td>Power Units registered in a commercial class (A, C, D or LV) at or above 11,794 kg and operating extra-provincially</td>
<td>6 Months</td>
<td>Please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance</td>
</tr>
<tr>
<td>Trucks registered in a commercial class (A, C, D or LV) at or above 11,794 kg and operating extra-provincially</td>
<td>12 Months</td>
<td>Please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance</td>
</tr>
<tr>
<td>Trailers registered in a commercial class (TS), dollies, jeeps and boosters equipped with air brakes</td>
<td>12 Months</td>
<td>If travelling extra-provincially, please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance</td>
</tr>
<tr>
<td>Total Loss Vehicles (TLV)</td>
<td>No expiry unless it becomes a Total Loss Vehicle again</td>
<td></td>
</tr>
<tr>
<td>First Time Registered Vehicles (FTR)</td>
<td>No expiry unless the vehicle is registered outside of Sask.</td>
<td></td>
</tr>
<tr>
<td>Liquefied Petroleum Gas (LPG), Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG)</td>
<td>5 Years</td>
<td>Fuel storage cylinders and tanks may be subject to separate inspection requirements, please check with SaskPower Gas Inspections and the Technical Safety Authority of Saskatchewan</td>
</tr>
</tbody>
</table>
Permits

All permits are valid in Saskatchewan only. Permits are available for a number of purposes such as:

- over dimensional loads (generally available for non-divisible loads and subject to certain conditions)
- overweight loads (restricted to non-divisible loads and some permanently mounted equipment, subject to certain conditions)
- single trip commercial vehicle registration
- single trip upgrade or change of registration class.

Over-dimension, Overweight & Registration Permits are available from:
The Permit Office
Saskatchewan Government Insurance
5104 Donnelly Crs, PO Box 1580
Regina Sk S4P 3C4

Permit Office
(6 am - 10 pm) daily; except Christmas Day, Boxing Day and New Year’s Day
1-800-667-7575
(Toll free in Saskatchewan)
306-775-6969
(Regina and outside Saskatchewan)
306-775-6909
(Fax)
Email:
sgipermitoffice@sgi.sk.ca
Website:
www.sgi.sk.ca/businesses/permits

For information on the vehicle weights and dimension regulations or permit policy contact:
Saskatchewan Ministry of Highways and Infrastructure
Trucking Policy and Regulation Unit
9th Floor, 1855 Victoria Avenue
Regina, Saskatchewan S4P 3T2
306-787-4801 or 306-798-0172 (Fax)
www.highways.gov.sk.ca/trucking

HIGHWAY HOTLINE

Get information on highway conditions, road closures, construction zones, ferries and border crossings. Maps and information are updated 3-4 times per day or as conditions require.

Road Restriction/Condition Information:
Saskatoon Area . . . . . . . 306-933-8333
Regina Area . . . . . . . . . . . 306-787-7623
Toll-Free in Canada . . . 1-888-335-7623

On the Sasktel cell Network, dial *ROAD (*7623)

Highway Hotline website:
www.saskatchewan.ca/residents/transportation/highways/highway-hotline
Transportation Partnership Program:
Transportation Partnership Programs allow shippers or receivers in Saskatchewan to increase productivity through reduced transportation costs by using vehicles which safely exceed current regulated weights and/or dimensions. In exchange for this privilege, partners pay for any incremental damage to provincial infrastructure.

Trucking Partnership Agreements (TPA):
A Trucking Partnership Agreement (TPA) is an agreement between the Ministry and a shipper (origin) or receiver (destination) to allow the movement of goods by trucks that:

- a) Carry Divisible Loads
- b) Exceed regulated weights and/or dimensions
- c) Make multiple trips and
- d) Are on defined routes

Trucking Partnership Programs (TPP) are industry specific; there are specific criteria and conditions for partnership agreements based on the industry involved. The following are programs within the Transportation Partnership Program:

1. **Bulk Haul Program** - for the movement of bulk products at weights exceeding regulations.
2. **Timber Program** - for the movement of raw and finished timber products to and from the processing facility.
3. **Over-Dimensional Vehicle Program** - For multiple piece loads that exceed regulation length or width that are not covered by SGI Permit office.
4. **Container Transfer Programs** - for efficient transport of loaded and empty containers.
5. **Value Added Agricultural Products Program** - To bridge the gap to the primary weight system for specific Agricultural Products.

For further information, please contact your nearest Trucking Partnership Program region office:

- **Northern Region (Prince Albert):** . . . . . . . . . . . . . . .306-953-3666
- **Central Region (Saskatoon):** . . . . . . . . . . . . . . . 306-933-6136
- **Southern Region (Regina):** . . . . . . . . . . . . . . . .306-787-9468

For further information, please visit: highways.gov.sk.ca/trucking-programs
Federal Hours of Service

What Are Hours Of Service Regulations?
Drivers of commercial vehicles are limited in the number of hours they can drive. Federal regulations apply to carriers (and their drivers) whose business takes them across provincial or international boundaries.

What Is A Commercial Vehicle?
A commercial vehicle under the federal regulations is any truck, power unit, semi-trailer or trailer with a gross vehicle weight of more than 4,500 kg, or a bus with a designated seating capacity of more than 10 passengers, including the driver. Under provincial regulations a commercial vehicle is defined as a truck, power unit, semi-trailer or trailer or any combination of the above with a registered gross vehicle weight of more than 5,000 kg, or a bus with a designated seating capacity of more than 10 passengers, including the driver.

Exemptions
There are a number of vehicle types and classes of vehicles that are exempt from the hours of service regulations. These are:
- emergency vehicles
- vehicles providing disaster relief
- two and three axle trucks transporting primary products of a forest, farm, sea or lake, and their return trip if empty, or loaded with goods to be used in the operation of the forest, farm, sea or lake.

What Is The Difference Between A Day And A Shift?
A day is the 24-hour period that starts at a time determined by the carrier. It will usually be midnight to midnight and will determine what hours are contained within the log sheet. A driver requires 10 hours of off-duty time each day (without deferral).

A shift (when you start work) commences at the end of at least 8 consecutive hours of off-duty time and stops at the beginning of the next 8 hours of off-duty time.

How Many Hours Can I Drive?
The regulations limit the hours a driver can drive in a day to:
- 13 hours driving in a day
- no driving after 14 hours of on-duty time in a day.

They also limit the hours to be driven in any shift to:
- 13 hours after having eight consecutive hours off-duty, or in addition to the above, a driver cannot drive a commercial vehicle after they have been on duty for 14 hours or more (until he/she has taken 8 consecutive hours off duty). On-duty time includes driving time.
- no driving after the accumulation of the 16 hours in a shift (this includes all off-duty time less than 8 consecutive hours).
Cycles
The regulations further limit the number of hours that a driver can drive after having been on duty for two possible cycles (more commonly known as the weekly caps). These are:
- 70 hours in seven days
- 120 hours in 14 days.*
*If using the 120/14 cycle the driver must take 24 consecutive hours off before completing 70 hours of on-duty time under the cycle.
The carrier/driver can select whichever cycle they wish their drivers to operate under, but the cycle must be declared on the driver’s daily log. The cycle cannot be changed until the driver takes at least the equivalent of the reset provision:
- 36 hours consecutive if switching from cycle 1 to cycle 2
- 72 hours consecutive if switching from cycle 2 to cycle 1.

Adverse Driving Conditions
A driver may exceed his/her on-duty time by not more than two hours when encountering unexpected or unplanned adverse weather. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

Emergencies
A driver may exceed driving and on-duty time to reach a destination that would provide safety for commercial vehicle occupants and for other users of the road or security for the commercial vehicle and its load. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

When Am I “On-Duty”? 
On-duty time is time that begins when a driver starts work or is required by the carrier to be available to work and ends when the driver stops work or is relieved of responsibility by the carrier. Some typical examples of on-duty time are:
- inspecting, servicing, repairing, or starting a commercial vehicle
- driving time
- loading and unloading commercial vehicles
- inspecting or checking a load
- vehicle or load inspection at a weigh scale or customs office
- waiting at an enroute point due to an accident or other occurrence
- performing any other work in the capacity of a carrier or driver who is employed or otherwise engaged by a carrier.

Do I Need A Daily Log?
The regulations require the use of daily logs by commercial vehicle drivers (other than those who are generally exempted from the regulations).
The daily log must contain the following information:
- the date
- name of driver (printed)
- the odometer reading at the beginning of the day and the end of the day
- total distance driven during day
- co-driver name (printed), if any
- license plate or unit #
• starting time of the log sheet, if not 12:00 midnight
• home terminal name and address of the motor carrier
• name and address of the principal place of business of the motor carrier, if not the home terminal
• total hours spent in each duty status period, shown to the right of the graph grid
• driver’s signature (at end of day)
• name of municipality or location on a highway and the name of the province or state where any change of duty status occurs
• the cycle that the driver is operating under
• an indication in the remarks section that the driver is using the deferral option and which day the driver is operating under of the deferral.

“Supporting Documents” includes but is not limited to: bills of lading, shipping documents, fuel and accommodations receipts for expenses incurred en route.

Driver Possession of Daily Logs
Under the regulations, the driver is required to have in his/her possession the daily log for the current day and duplicate copies of their daily logs for the preceding 14 consecutive days. Within 20 days of completing the daily log, a driver must forward the original log sheet, along with supporting documents, to the home terminal of the motor carrier.

Log Book Exemption
A driver is exempt from maintaining a log while operating within a 160 km radius of his/her home terminal providing he/she returns to the home terminal and is released from work to begin 8 hours off duty. The 160km radius includes crossing Provincial boundaries. As well, the carrier must maintain accurate and legible records showing, for each day, the driver’s duty status and elected cycle, the hour at which each duty status begins and ends, and the total number of hours spent in each status. The carrier must keep these records for a minimum period of 6 months after the day on which they were recorded. Driver is also exempt if not driving under a permit issued under the Federal Hours of Service Regulations.

Are There any Exceptions to the Off-Duty Time Required by the Regulations?
There are two exceptions to the off-duty requirements:
1. Sleeper Berth Option (Useful option especially for team drivers)
You can accumulate the equivalent to the 10 hours of off-duty time required in a day and the 8 consecutive hours of off-duty time required to start and stop a shift by taking two periods of rest in the sleeper berth, where:

Team Driver
• neither of the rest periods is less than 4 hours
• the two rest periods equal or exceed 8 hours
• the total of the two periods of driving time immediately before and after either of the rest periods does not exceed 13 hours and there is no driving after the 14th hour of on-duty time before and after either of rest periods
• there is no driving after the 16th hour in the shift
• off duty time is in sleeper berth.
Single Driver
• off duty is spent in sleeper berth
• neither of the rest periods is less than two hours
• the two rest periods equal or exceed 10 hours
• the total of the two periods of driving time immediately before and after either of the rest periods does not exceed 13 hours and there is no driving after the 14th hour of on-duty time before and after either of the rest periods
• there is no driving after the 16th hour in the shift.

2. Reduction in Off-Duty Daily Hours
A driver may defer the two extra hours in the 10 hours of off-duty time normally required, every second day by the two extra hours, provided:
• the total driving time in the two days does not exceed 26 hours
• the total off-duty time in the two days is at least 20 hours
• the driver adds the deferred time to the next off-duty period of eight hours wholly within the second day
• the driver is not using the split sleeper berth option
• the deferral is recorded in the remarks section of the daily log stating that the driver is deferring off-duty time and indicates either day one or day two
• shift rules must be maintained
• the off-duty time deferred is not part of the 8 consecutive hours off-duty.

For questions regarding Hours of Service, contact: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290.

The Canadian Council of Transport Administrators (CCMTA) has produced an “Application Guide” for the Hours of Service Regulations. This document is available on their website at www.ccmta.ca.

Electronic Log Devices
Despite the requirements of Subsection 83 (b), electronic daily logs will be accepted and treated as conventional daily logs when required by the Commercial Vehicle Drivers Hours of Service Regulation or the Commercial Vehicle Hours of Service Regulation. An electronic daily log produced by a driver or co driver must contain the same information in the same format that is required by regulation for a handwritten daily log. This includes the duty status graph grid.

18 Provincial Hours of Service

What Are Hours Of Service Regulations?
Drivers of commercial vehicles are limited in the number of hours they can drive. Saskatchewan has provincial hours of service regulations. These regulations apply to carriers (and their drivers) whose business is totally within the province.

What Is A Commercial Vehicle?
Under provincial regulations a commercial vehicle is defined as a truck and trailer or truck and semi-trailer combination with a registered gross vehicle weight of more than 5,000 kg, or a vehicle with a designated seating capacity of more than 10 passengers.

Exemptions
There are a number of vehicle types and classes of vehicles that are exempt from the hours of service regulations. These are:
• emergency vehicles
• city buses
• vehicles providing disaster relief
• two and three axle trucks
• vehicles registered in class ‘F’
How Many Hours Can I Drive?
The regulations limit the hours a driver can drive in a day to:
• 13 hours driving in a day
• no driving after 15 hours of on-duty time in a day. On-duty time includes driving time.

Adverse Driving Conditions
A driver may exceed his/her on-duty time by not more than two hours when encountering unexpected or unplanned adverse weather. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

Emergencies
A driver may exceed driving and on-duty time to reach a destination that would provide safety for commercial vehicle occupants and for other users of the road or security for the commercial vehicle and its load. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

When Am I “On-Duty”?
On-duty time is time that begins when a driver starts work or is required by the carrier to be available to work and ends when the driver stops work or is relieved of responsibility by the carrier. Some typical examples of on-duty time are:
• inspecting, servicing, repairing, or starting a commercial vehicle
• driving time
• loading and unloading commercial vehicles
• inspecting or checking a load
• vehicle or load inspection at a weigh scale or customs office
• waiting at an enroute point due to an accident or other occurrence
• performing any other work in the capacity of a carrier or driver who is employed or otherwise engaged by a carrier

Do I Need A Daily Log?
The regulations require the use of daily logs by commercial vehicle drivers (other than those who are generally exempted from the regulations).

The daily log must contain the following information:
• the date
• name of driver (printed)
• the odometer reading at the beginning of the day and the end of the day
• total distance driven during the day
• co-driver name (printed), if any
• license plate or unit #
• starting time of the log sheet, if not 12:00 midnight
• home terminal name and address of the motor carrier
• name and address of the principal place of business of the motor carrier, if not the home terminal
• total hours spent in each duty status period, shown to the right of the graph grid
• driver’s signature
• name of municipality or location on a highway and the name of the province or state where any change of duty status occurs
“Supporting Documents” includes but is not limited to: bills of lading, shipping documents, fuel and accommodations receipts for expenses incurred en route.

**Driver Possession of Daily Logs**
Under the regulations the driver is required to have in his/her possession the daily log for the current day. Within 20 days of completing the daily log, a driver must forward the original log sheet, along with supporting documents, to the home terminal of the motor carrier.

**Log Book Exemption**
A driver is exempt from maintaining a log while operating within a 160 km radius of his/her home terminal providing he/she returns to the home terminal, and does not exceed 15 hours on-duty time. As well, the carrier must maintain accurate and legible records showing all on-duty time of the driver. The carrier must keep these records for a minimum period of 6 months after the day on which they were recorded.

**Are There any Exceptions to the Eight Hours Consecutive Off-Duty Time Required by the Regulations?**
There are two exceptions to the off-duty requirements:

1. **Sleeper Berth Option**
   A driver who is driving a commercial vehicle that is equipped with a sleeper berth may accumulate the eight consecutive hours of off-duty time required by having one period of rest in the sleeper berth immediately preceding the on-duty time and one period of rest in the sleeper berth immediately following that on-duty time, where:
   - neither of those rest periods is less than two hours; and
   - the total of the hours of driving time immediately preceding and immediately following each rest period does not exceed 13 hours.

2. **Weekly Exception**
   Subject to the eight consecutive hours of off-duty time required in a day, a driver may, once in any period of seven consecutive days, reduce their off-duty time by up to 4 hours if:
   - the driver’s immediately preceding on-duty time did not exceed 15 hours in the period; and
   - the driver’s off-duty time prior to the beginning of the next period of driving is not less than the total of eight hours and the number of hours by which the driver’s required hours of off-duty time were reduced. This exception does not apply when a reduction in the number of hours of off-duty time jeopardizes or is likely to jeopardize the safety or health of a driver or the public.
Trip Inspection

All commercial vehicles registered at or over 11,794 kg and buses with a seating capacity of more than 10 people must be inspected by the driver or a qualified person every 24 hours that they are used. The carrier must supply a list of inspection items to the person doing the inspection in the form of Schedule I of the Regulations. This Schedule must be carried by the driver and produced on demand.

Items that must be inspected are as follows:
- air brake system
- cab
- load security
- coupling devices
- dangerous goods (if any)
- driver controls
- driver seat
- electric brake system (if applicable)
- emergency brake system & safety devices
- exhaust system
- frame and cargo body
- fuel system
- general defects
- glass and mirrors
- heater/defroster
- horn
- hydraulic brake system (if applicable)
- lamps and reflectors
- steering
- suspension system
- tires
- wheels, hubs & fasteners
- windshield wiper/washer

The inspection shall be recorded on an inspection report, either on paper or electronically, that must be carried in the vehicle and produced for inspection on request of a peace officer. When defects are detected, they must be noted on the inspection report and reported to the motor carrier forthwith. Minor defects must be repaired before the next trip inspection. If major defects are encountered the commercial vehicle must not be driven until the defects are repaired.

Drivers are required to forward copies of their trip inspection reports to the carrier every 20 days and carriers are required to keep the reports on file for 6 months.

The report form is not prescribed in regulation; however, it must contain the following information:
- licence plate or unit number of the vehicle
- carrier’s name
- date and time of inspection
- city, town, village or highway location where the inspection was performed
- the person conducting the inspection must sign a declaration that the vehicle has been inspected in accordance with the applicable requirements
- the legibly printed name of the person conducting the inspection
- odometer reading (if equipped)

Note: There are exemptions to the regulations. Two and three axle farm trucks when used in farming operations, emergency vehicles, urban transit buses, recreational vehicles and vehicles responding to natural disasters are exempt from these regulations.
## Schedule 1.0 – Truck, Tractor and Trailer

### Application

This schedule applies to trucks, tractors and trailers or combinations thereof exceeding a registered gross vehicle weight of 11,794 kg.

<table>
<thead>
<tr>
<th>Inspection</th>
<th>Defect(s)</th>
<th>Major Defect(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Brake System</td>
<td>- Audible air leak</td>
<td>- Pushrod stroke of any brake exceeds the adjustment limit</td>
</tr>
<tr>
<td></td>
<td>- Slow air pressure build-up rate</td>
<td>- Air loss rate exceeds prescribed limit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Inoperative towing vehicle (tractor) protection system</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Low air warning system fails or system is activated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Inoperative service, parking or emergency brake</td>
</tr>
<tr>
<td>Cab</td>
<td>- Occupant compartment door fails to open</td>
<td>- Any door fails to close securely</td>
</tr>
<tr>
<td>Cargo Securement</td>
<td>- Insecure or improper load covering</td>
<td>- Insecure cargo</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Absence, failure, malfunction or deterioration of required cargo securement</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Device or load covering</td>
</tr>
<tr>
<td>Coupling Devices</td>
<td>- Coupler or mounting has loose or missing fastener</td>
<td>- Coupler is insecure or movement exceeds prescribed limit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Coupling or locking mechanism is damaged or fails to lock</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Defective, incorrect or missing safety chain/cable</td>
</tr>
<tr>
<td>Dangerous Goods</td>
<td></td>
<td>- Dangerous goods requirements not met</td>
</tr>
<tr>
<td>Driver Controls</td>
<td>- Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly</td>
<td></td>
</tr>
<tr>
<td>Driver Seat</td>
<td>- Seat damaged or fails to remain in set position</td>
<td>- Seatbelt or tether belt is insecure, missing or malfunctions</td>
</tr>
<tr>
<td>Electric Brake System</td>
<td>- Loose or insecure wiring or electrical connection</td>
<td>- Inoperative breakaway device</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Inoperative brake</td>
</tr>
<tr>
<td>Emergency Equipment and Safety Devices</td>
<td>- Emergency equipment is missing, damaged or defective</td>
<td></td>
</tr>
<tr>
<td>Exhaust System</td>
<td>- Exhaust leak</td>
<td>- Leak that causes exhaust gas to enter the occupant compartment</td>
</tr>
<tr>
<td>Frame and Cargo Body</td>
<td>- Damaged frame or cargo body</td>
<td>- Visibly shifted, cracked, collapsing or sagging frame member(s)</td>
</tr>
<tr>
<td>Fuel System</td>
<td>- Missing fuel tank cap</td>
<td>- Insecure fuel tank</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Dripping fuel leak</td>
</tr>
<tr>
<td>Inspection</td>
<td>Defect(s)</td>
<td>Major Defect(s)</td>
</tr>
<tr>
<td>-------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>General</td>
<td>- Serious damage or deterioration that is noticable and may affect the</td>
<td>vehicle’s safe operation</td>
</tr>
<tr>
<td>Glass and Mirrors</td>
<td>- Required mirror or window glass fails to provide the required view to</td>
<td>- Defroster fails to provide unobstructed view through the windshield</td>
</tr>
<tr>
<td></td>
<td>the driver as a result of being cracked, broken, damaged, missing or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>maladjusted</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Required mirror or glass has broken or damaged attachments onto vehicle</td>
<td></td>
</tr>
<tr>
<td></td>
<td>body</td>
<td></td>
</tr>
<tr>
<td>Heater/Defroster</td>
<td>- Control or system failure</td>
<td></td>
</tr>
<tr>
<td>Horn</td>
<td>- Vehicle has no operative horn</td>
<td></td>
</tr>
<tr>
<td>Hydraulic Brake System</td>
<td>- Brake fluid level is below indicated minimum level</td>
<td>- Brake boost or power assist is not operative</td>
</tr>
<tr>
<td></td>
<td>- Parking brake is inoperative</td>
<td>- Brake fluid leak</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Brake pedal fade or insufficient brake pedal reserve</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Activated (other than ABS) warning device</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Brake fluid reservoir is less than 1/4 full</td>
</tr>
<tr>
<td>Lamps and Reflectors</td>
<td>- Required lamp does not function as intended</td>
<td>- Failure of both low-beam headlamps</td>
</tr>
<tr>
<td></td>
<td>- Required reflector is missing or partially missing</td>
<td>- Failure of both rearmost tail lamps</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Failure of a rearmost turn-indicator lamp</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Failure of both rearmost brake lamps</td>
</tr>
<tr>
<td>Steering</td>
<td>- Steering wheel lash (free-play) is greater than normal</td>
<td>- Steering wheel is insecure, or does not respond normally</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Steering wheel lash (free-play) exceeds required limit</td>
</tr>
<tr>
<td>Suspension System</td>
<td>- Air leak in air suspension system</td>
<td>- Damaged, deflated air bag</td>
</tr>
<tr>
<td></td>
<td>- Broken spring leaf</td>
<td>- Cracked or broken main spring leaf or more than one broken spring leaf</td>
</tr>
<tr>
<td></td>
<td>- Suspension fastener is loose, missing or broken</td>
<td>- Part of spring leaf or suspension is missing, shifted out of place or is in</td>
</tr>
<tr>
<td></td>
<td></td>
<td>contact with another vehicle component</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Loose U-bolt</td>
</tr>
<tr>
<td>Tires</td>
<td>- Damaged tread or sidewall of tire</td>
<td>- Flat tire</td>
</tr>
<tr>
<td></td>
<td>- Tire leaking</td>
<td>- Tire tread depth is less than wear limit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Tire is in contact with another tire or any vehicle component other than</td>
</tr>
<tr>
<td></td>
<td></td>
<td>mud-flap</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Tire is marked “Not for highway use”</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Tire has exposed cords in the tread or outer side wall area</td>
</tr>
</tbody>
</table>
### Inspection Defect(s) Major Defect(s)

| Wheels, Hubs and Fasteners | - Hub oil below minimum level (when fitted with sight glass) - Leaking wheel seal | - Wheel has loose, missing or ineffective fastener - Damaged, cracked or broken wheel, rim or attaching part - Evidence of imminent wheel, hub or bearing failure |
| Windshield Wiper/Washer | - Control or system malfunction - Wiper blade damaged, missing or fails to adequately clear driver’s field of vision | When necessary for prevailing weather conditions: - Wiper or washer fails to adequately clear driver’s field of vision in area swept by driver’s side wiper |

### SCHEDULE 2.0 – Bus

**Application**

This schedule applies to buses designed, constructed and used for the transportation of passengers with a designated seating capacity of more than 10, including the driver, but excluding the operation for personal use, and also applies to any trailer towed by a bus.

<p>| Accessibility Devices | Accessibility device may not be used if: - Alarm fails to operate - Equipment malfunctions - Interlock system malfunctions | - Vehicle fails to return to normal level after “kneeling” - Extendable lift, ramp or other passenger-loading device fails to retract |
| Air Brake System | - Audible air leak - Slow air pressure build-up rate | - Pushrod stroke of any brake exceeds the adjustment limit - Air loss rate exceeds prescribed limit - Inoperative towing vehicle (tractor) protection system - Low air warning system fails or system is activated - Inoperative service, parking or emergency brake |
| Cargo Securement | - Insecure or improper load covering | - Insecure cargo - Absence, failure, malfunction or deterioration of required cargo securement device or load covering |
| Coupling Devices | - Coupler or mounting has loose or missing fastener | - Coupler is insecure or movement exceeds prescribed limit - Coupling or locking mechanism is damaged or fails to lock - Defective, incorrect or missing safety chain/cable |
| Dangerous Goods | - Dangerous goods requirements not met | |
| Doors and Emergency Exits | - Door, window or hatch fails to open or close securely - Alarm inoperative | Passengers may not be carried. - Required emergency exit fails to function as intended |</p>
<table>
<thead>
<tr>
<th>Inspection</th>
<th>Defect(s)</th>
<th>Major Defect(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver Controls</td>
<td>- Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly</td>
<td>- Accelerator sticking and engine fails to return to idle</td>
</tr>
<tr>
<td>- Driver Seat</td>
<td>- Seat damaged or fails to remain in set position</td>
<td>- Seatbelt or tether belt is insecure, missing or malfunctions</td>
</tr>
<tr>
<td>Electric Brake System</td>
<td>- Loose or insecure wiring or electrical connection</td>
<td>- Inoperative breakaway device</td>
</tr>
<tr>
<td>- Emergency Equipment and Safety Devices</td>
<td>- Emergency equipment is missing, damaged or defective</td>
<td>- Inoperative brake</td>
</tr>
<tr>
<td>Exhaust System</td>
<td>- Exhaust leak</td>
<td>- Leak that causes exhaust gas to enter the occupant compartment</td>
</tr>
<tr>
<td>- Exterior Body and Frame</td>
<td>- Insecure or missing body parts</td>
<td>- Insecure or missing compartment door</td>
</tr>
<tr>
<td>- Fuel System</td>
<td>- Missing fuel tank cap</td>
<td>- Insecure fuel tank</td>
</tr>
<tr>
<td>- General</td>
<td>- Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation</td>
<td>- Dripping fuel leak</td>
</tr>
<tr>
<td>- Glass and Mirrors</td>
<td>- Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted</td>
<td>Passengers may not be carried. Driver's view of the road is obstructed in the area swept by the windshield wipers</td>
</tr>
<tr>
<td>- Heater/Defroster</td>
<td>- Control or system failure</td>
<td>- Defroster fails to provide unobstructed view through the windshield</td>
</tr>
<tr>
<td>- Horn</td>
<td>- Vehicle has no operative horn</td>
<td></td>
</tr>
<tr>
<td>- Hydraulic Brake System</td>
<td>- Brake fluid level is below indicated minimum level</td>
<td>- Brake boost or power assist is not operative</td>
</tr>
<tr>
<td>- Parking brake is inoperative</td>
<td>- Parking brake is inoperative</td>
<td>- Brake fluid leak</td>
</tr>
<tr>
<td>- Brake pedal fade or insufficient brake pedal reserve</td>
<td></td>
<td>- Brake pedal fade or insufficient brake pedal reserve</td>
</tr>
<tr>
<td>- Activated (other than ABS) warning device</td>
<td></td>
<td>- Activated (other than ABS) warning device</td>
</tr>
<tr>
<td>- Brake fluid reservoir is less than 1/4 full</td>
<td></td>
<td>- Brake fluid reservoir is less than 1/4 full</td>
</tr>
<tr>
<td>Inspection</td>
<td>Defect(s)</td>
<td>Major Defect(s)</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Lamps and Reflectors</td>
<td>- Required interior lamp does not function as intended</td>
<td>When lamps are required:</td>
</tr>
<tr>
<td></td>
<td>- Required reflector is missing or partially missing</td>
<td>- Failure of both low-beam headlamps</td>
</tr>
<tr>
<td></td>
<td>- Passenger safety or access lamp does not function</td>
<td>- Failure of both rearmost tail lamps</td>
</tr>
<tr>
<td></td>
<td>At all times:</td>
<td>- Failure of a rearmost turn-indicator lamp</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Failure of both rearmost brake lamps</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Compartment</td>
<td>- Stanchion padding is damaged</td>
<td>When affected position is occupied:</td>
</tr>
<tr>
<td></td>
<td>- Damaged steps or floor</td>
<td>- Malfunction or absence of required passenger or mobility device restraints</td>
</tr>
<tr>
<td></td>
<td>- Insecure or damaged overhead luggage rack or compartment</td>
<td>- Passenger seat is insecure</td>
</tr>
<tr>
<td></td>
<td>- Malfunction or absence of required passenger or mobility device restraints</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Passenger seat is insecure</td>
<td></td>
</tr>
<tr>
<td>Steering</td>
<td>- Steering wheel lash (free-play) is greater than normal</td>
<td>- Steering wheel is insecure, or does not respond normally</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Steering wheel lash (free-play) exceeds required limit</td>
</tr>
<tr>
<td>Suspension System</td>
<td>- Air leak in air suspension system</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- Broken spring leaf</td>
<td>- Damaged, deflated air bag</td>
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<td></td>
<td>- Suspension fastener is loose, missing or broken</td>
<td>- Cracked or broken main spring leaf or more than one broken spring leaf</td>
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<tr>
<td></td>
<td></td>
<td>- Part of spring leaf or suspension is missing, shifted out of place or is in</td>
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<td></td>
<td></td>
<td>- Tire has exposed cords in the tread or outer side wall area</td>
</tr>
<tr>
<td>Wheels, Hubs and Fasteners</td>
<td>- Hub oil below minimum level (when fitted with sight glass)</td>
<td>- Wheel has loose, missing or ineffective fastener</td>
</tr>
<tr>
<td></td>
<td>- Leaking wheel seal</td>
<td>- Damaged, cracked or broken wheel, rim or attaching part</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Evidence of imminent wheel, hub or bearing failure</td>
</tr>
<tr>
<td>Windshield Wiper/Washer</td>
<td>- Control or system malfunction</td>
<td>When necessary for prevailing weather conditions:</td>
</tr>
<tr>
<td></td>
<td>- Wiper blade damaged, missing or fails to adequately clear driver’s field of vision</td>
<td>- Wiper or washer fails to adequately clear driver’s field of vision in area</td>
</tr>
<tr>
<td></td>
<td></td>
<td>swept by driver’s side wiper</td>
</tr>
</tbody>
</table>

NOTE: Motor Coach operators please refer to the Trip Inspection Regulation For Schedule 3 (Motor Coach – Daily) & Schedule 4 (Motor Coach - 30 days or 12 000km).
Trip Inspection Report (sample)

Date _____________________________ Time _____________________________ Location of Inspection _____________________________

Name __________________________________________________________ Carrier Name ______________________________________________

Print name of person performing inspection

Licence Plate and/or Unit No: Truck/Tractor __________ Trailer(s) __________ Odometer Reading (if equipped) ______

Results of Inspection: ☐ No defects found ☐ The following defects were found:

__________________________________________________________________________________________________________
__________________________________________________________________________________________________________

I declare that the vehicle(s) shown above has (have) been inspected in accordance with the applicable requirements.

____________________________________________________  ______________________________________________________
Signature of person conducting inspection  Signature of driver (if different than person conducting inspection)

The above noted defects were repaired.

____________________________________________________  ______________________________________________________
Authorized signature  Date

NOTE: This sample is provided for reference only. It is not a prescribed form in regulation and carriers/drivers are free to use this form, or develop their own form or use any other form available (eg. one’s that are pre-printed on the back of some log book pages), provided it contains all of the necessary information. The form can contain an inspection item checklist but is not required to. If in electronic form a check box can be used for declaration and an electronic signature is accepted.
20 Commercial Vehicle Safety Alliance (CVSA) Inspections

The CVSA is a set of safety standards for North America for the on-road inspection of heavy vehicles by enforcement officers. Inspections consist of five levels:

1. North America standard, both the driver and vehicle are checked for safety fitness
2. walk-around inspection
3. driver only (licence, log book, etc.)
4. special survey
5. vehicle only.

If a vehicle passes the level one or level five inspection, a decal is issued that is valid for the rest of the current month plus two more and is recognized by other jurisdictions.

Mechanical defects could result in a requirement to repair and report minor deficiencies. Mechanical defects could also result in delays or an out-of-service order, which requires the vehicle to be repaired before it can be moved.

Further information on CVSA inspections can be obtained from Commercial Vehicle Enforcement, at 306-787-0703 or from the Commercial Vehicle Enforcement Inquiry line: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290.

21 Load Security

PART I: General Securement Requirements

What?
Cargo being transported on the highway must remain secured on or within the transporting vehicle.

When?
The cargo must remain secured on or in the transporting vehicle:

• under all conditions that could reasonably be expected to occur in normal driving
• when a driver is responding in all emergency situations, EXCEPT when there is a crash.

Why?
An improperly secured load can result in:

• loss of life
• loss of load
• damage to the cargo
• damage to the vehicle
• a crash
• issuance of citations/fines to driver/carrier
• the vehicle being placed Out-of-Service.

The cargo or any other object must not:

• obscure the driver’s view ahead or to the right or left sides (except for drivers of self-steer dollies)
• interfere with the free movement of the driver’s arms or legs
• prevent the driver’s free and ready access to accessories required for emergencies, OR
• prevent the free and ready exit of any person from the commercial motor vehicle’s cab or driver’s compartment.
The following conditions must exist before a driver can operate a commercial motor vehicle and a carrier can require or permit a driver to operate a commercial motor vehicle:

- **the commercial motor vehicle’s cargo must be properly distributed and adequately secured**
- **the commercial motor vehicle’s structure and equipment must be secured:**
  - tailgate
  - doors
  - tarpaulins
  - spare tire
  - other equipment used in the vehicle’s operation
  - cargo securing equipment.

### Three ways to transport cargo

All types of cargo must meet one of three conditions:

#### Condition 1: Cargo is **fully contained** by structures of adequate strength.
- cargo cannot shift or tip
- cargo is restrained against horizontal movement by vehicle structure or by other cargo.

Horizontal movement includes forward, rearward and side to side.

#### Condition 2: Cargo is **immobilized by structures** of adequate strength – a combination of structure, blocking and bracing to prevent shifting or tipping.

- blocking
- bracing
- friction mats
- other cargo
- void fillers
- combination of these.

#### Condition 3: To prevent shifting or tipping, cargo is **immobilized or secured on or within** a vehicle by tie-downs along with:
- blocking
- bracing
- friction mats
- other cargo
- void fillers
- combination of these.

### General requirements for tie-downs are as follows:

1. **Tie-downs and components of tie-downs must be marked by the manufacturer with its Working Load Limit**
2. The Aggregate Working Load Limit of all tie-down assemblies being used must equal at least 50% of the weight of the article being secured
3. For articles that are not blocked or immobilized by front end structures, bulkhead or other immobilized cargo:
   - 1 tie-down where the article is 1.52 metres (5 ft) or shorter and weighs not more than 500 kg,
   - 2 tie-downs where the article is longer than 1.52 metres (5 ft), but not longer than 3.04 metres (10 ft) regardless of weight,
   - 1 tie-down where the article is not longer than 3.04 metres (10 ft) and weighs not more than 500 kg

### a) For articles that are blocked or immobilized by front end structures, bulkhead or other immobilized cargo:
   - 1 tie-down where article is not longer than 3.04 metres (10 ft) and weighs not more than 500 kg
   - 2 tie-downs where the article is longer than 3.04 metres (10 ft)

4. For articles that are blocked or immobilized by front end structures, bulkhead or other immobilized cargo:
   - 1 tie-down for the first 3.04 metres (10 ft) of length; and
   - 1 extra tie-down for each additional 3.04 metres (10 ft) or fraction of 3.04 metres (10 ft)

5. For articles that are blocked or immobilized by front end structures, bulkhead or other immobilized cargo:
   - 1 tie-down for the first 3.04 metres (10 ft) of length; and
   - 1 extra tie-down for each additional 3.04 metres (10 ft) or fraction of 3.04 metres (10 ft)
5. For machinery or fabricated structural items that are secured by special methods, the special methods shall:
   a) secure adequately any article of cargo
   b) be properly used in accordance with the manufacturer's instructions.

Note: There are a number of cargo types (logs, metal coils, dressed lumber, crushed cars, etc.) that have specific requirements for securement in the regulations. These specific requirements take precedence over the general requirements wherever there is a conflict between the two. They can be obtained in one of two ways:

1. Review the Security of Loads and Trip Inspection Regulations on the Queen's Printer site: www.qp.gov.sk.ca; or

PART II: Aggregate Working Load Limits

Tie-down assemblies used to secure loads shall have an aggregate working load limit equal to 50% of the weight of the article or articles being secured.

i.e. The working load limits of all the tie-down assemblies added together must equal at least 1/2 the weight of the object being secured.

Example: The object weighs 4,000 kg. Four tie-down assemblies with an individual working load limit of 500 kg each would be required.

\[ 500 \text{ kg} \times 4 = 2,000 \text{ kg} \]

The working load limit of a tie-down assembly shall be rated at the working load limit of the weakest component of that assembly.

Tie-down assemblies, other than those that are permanently crimped, must be capable of being tightened in transit.

When determining aggregate working load limits, each tension portion of the tie-down assembly that is attached to an anchor point on the vehicle and then passes over, through or around to the load, and is again attached to an anchor point on the vehicle shall be considered as a separate tie-down.

A tie-down that is attached to an anchor point on a vehicle at one end and attached to an anchor point on the load itself is also considered one tie-down.

Aggregate Working Load Limit

**Tie-Down Methods A & B**

1. A chain with a working load limit of 2,500 kg that is attached to the side and over the load and attached to the other side, is counted as one separate tie-down when determining aggregate working load limits.

   The aggregate working load limit of this tie-down method is 2,500 kg.

2. Two chains with individual working load limits of 2,500 kg that are attached to the side and re-attached to the load are two separate tie-downs when determining aggregate working load limits.

   The aggregate working load limit of this tie-down method is 5,000 kg.

Note: A tie-down that passes over, through or around a load more than once will only be counted as one tie-down.

If the example tie-down had a working load limit of 2,500 kg, the aggregate working load limit of this tie-down method would be 2,500 kg.
PART III: Tie-Down Devices

Chain

Chain links are stamp marked with a grade identification. This identification consists of a letter(s) or a number(s) or a combination of both on the link’s face or side.

Over-the-Centre Tie-Down

If an “over-the-centre” type of tie-down tensioner is used, the handle shall be locked in place and secured by some means to prevent its accidental release.

Chain Grade Identification

Samples of typical chain markings:

- **PC, 3 or 30** for Proof coil (Grade 3 chain)
- **M, PH, HT; 4, 43, 430** for High test (Grade 4 chain)
- **7, 70, 700** for Transport 7 (Grade 7 chain)
- **A, T; 8, 80, 800** for Alloy (Grade 8 chain)

Chain is generally marked every 0.9 m (3 ft) or less.

<table>
<thead>
<tr>
<th>Chain Size</th>
<th>Proof Coil Grade 3</th>
<th>High Test Grade 4</th>
<th>Transport 7</th>
<th>Alloy Grade 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>(in)</td>
<td>(mm)</td>
<td>(lbs)</td>
<td>(kg)</td>
<td>(lbs)</td>
</tr>
<tr>
<td>1/4</td>
<td>7</td>
<td>1,300</td>
<td>2,600</td>
<td>3,150</td>
</tr>
<tr>
<td>5/16</td>
<td>8</td>
<td>1,900</td>
<td>3,900</td>
<td>4,700</td>
</tr>
<tr>
<td>3/8</td>
<td>10</td>
<td>2,650</td>
<td>5,400</td>
<td>6,600</td>
</tr>
<tr>
<td>7/16</td>
<td>11</td>
<td>3,700</td>
<td>7,200</td>
<td>8,750</td>
</tr>
<tr>
<td>1/2</td>
<td>13</td>
<td>4,500</td>
<td>9,200</td>
<td>11,300</td>
</tr>
<tr>
<td>5/8</td>
<td>16</td>
<td>6,900</td>
<td>13,000</td>
<td>15,800</td>
</tr>
</tbody>
</table>
Defective Chain
Chains, fittings and attachments that are loose or have the following defects will not be counted as part of a tie-down system.

Examples of Defective Chains
1. components that are:
   a. broken or cracked
   b. significantly gouged, twisted, bent, or visibly stretched
2. chain that is knotted
3. obvious reduction in section through wear or corrosion
4. hooks that are opened in the throat beyond the original throat opening
5. repair welding or distortion from heat
6. load binders that are distorted or stretched.

Note: Other types of defects may also apply.

Defective Webbing
Webbing that is loose or contains the following defects will not be counted as part of a tie-down system.

Separated Lap Portion Stitches
1. 25% or more of the lap portion stitches, used to secure a web to a fitting, are separated
2. webbing that is knotted, spliced, contains damaged loop ends, severely worn or has been repaired
3. damage such as cuts, burns, abrasions, holes or crushed areas through the webbing that total more than:

Determining the Total Width of Damage
It is important to remember the following when adding together the individual widths of damaged areas.

The width of a specific area of damage is only counted once for the entire length of the web.

Synthetic Webbing
Nylon or Polyester Webbing
Web tie-down assemblies are commonly labelled within 46 cm (18") from one end of the assembly. The labels generally contain the working load limits. Some webbing have the working load limit stamped on the surface of the webbing itself.
The total width that is affected by damage is 50mm (2"

**TABLE 4.0  Defect Classification Table (Total Defect Size)**

<table>
<thead>
<tr>
<th>Web Size</th>
<th>Out-of-Service Range</th>
<th>Web Size</th>
<th>Out-of-Service Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>(in)</td>
<td>(mm)</td>
<td>(in)</td>
<td>(mm)</td>
</tr>
<tr>
<td>4</td>
<td>100</td>
<td>Larger than 3/4</td>
<td>19</td>
</tr>
<tr>
<td>3</td>
<td>75</td>
<td>5/8</td>
<td>16</td>
</tr>
<tr>
<td>2</td>
<td>50</td>
<td>3/8</td>
<td>10</td>
</tr>
<tr>
<td>1.75</td>
<td>45</td>
<td>3/8</td>
<td>10</td>
</tr>
</tbody>
</table>

Web tie-down fittings, attachments, tensioning devices or hardware that are loose or have the following defects will not be counted as part of a tie-down system.

1. broken, sprung, bent, twisted, visibly cracked, non-functioning or significantly gouged
2. obvious reduction of section through wear or corrosion
3. repair welded or distorted from heat.

Note: Other types of defects may also apply. Some web winches are designed to be welded to the vehicle.

**Cable**

Where cable is used for tie-downs, it should be protected against damage. The following precautions and procedures should be observed:

1. The use of thimbles is advised where cable is attached to hooks, chains, clevises, eyes or similar devices.
2. When “U” bolt type clamps (clips) are used, the “U” bolt must bear against the unloaded end of the cable.
3. All cable sizes up to and including 11 mm (7/16”) diameter must use at least two clamps. Cables 13 mm (1/2”) in diameter must have three clamps of the “U” bolt type or two clamps of the double base (fist grip) type.
4. Where cable is used on a winch designed for webbing, the cable must be protected against cutting and be anchored securely to the drum.
5. The cable must be protected where it contacts load edges that are sharp enough to cause damage to the tie-down.

Web Winch

Chain Anchor

Flat Hook

Web Tensioner
Cable Elements and Measurement

- **Strand**
- **Wire**
- **Core**

Correct

Incorrect

Measuring Cable

**Thimble**

**Load Position**

**Unload Position**

**Standard Clamp**

**Double Base Clamp**

**Web Winch**

**Defective Cable**

Cable that is loose or contains the following defects will not be counted as part of a tie-down system:

1. kinks, bird caging or popped cores, knots

2. discoloration from excessive heat or electric arc

3. corrosion with pitting of the external or internal wires

4. more than 11 broken wires in 6 diameters of length; for example, with 1/2 (13 mm) wire rope, over 11 broken wires in (6 x 1/2) 3 inches of length of (6 x 13) 78 mm

5. more than three broken wires in any one strand
6. more than two broken wires at an end connection or fitting

Steel Strapping
Defective Strapping
Strapping that is loose or contains the following defects will not be counted as part of a tie-down system
1. visibly cracked, or significantly gouged; and
2. has obvious reduction of section through wear.

Strap fittings, attachments or hardware that are loose or have the following defects will not be counted as part of a tie-down system:
1. broken, sprung, bent, twisted, visibly cracked or significantly gouged;
2. has obvious reduction of section through wear; and
3. the strapping joint does not have the required number of seals, crimps or notches for the strap’s width and thickness.

Rope
Defective Rope
Rope that is loose or contains the following defects will not be counted as part of a tie-down system
1. burned or melted fibres except on heat-sealed ends;
2. a 20% reduction in diameter;
3. repairs, other than proper splices; and
4. knots at other than fastening points.

Note: Other types of defects may also apply.

Tie-Down Anchor Points
Load bearing anchor points and supports that are loose or have the following defects will not be counted as part of a tie-down system:
1. broken, cracked, bent, distorted or loose components (pockets, rails, or supports)
2. rails, bent or distorted where hooks or fillings attach
3. floor rings that are nicked, gouged, twisted, bent, stretched, excessively worn or have broken welds.

Note: Other types of defects may also apply.
All hooks, bolts, welds and other connectors used to attach a tie-down assembly to a vehicle and the tie-down anchor point itself shall have a working load limit equal to the aggregate working load limit of all the tie-down assemblies attached to it, when loaded in any direction, or shall itself be the limit.

Part IV: Securement of Round Hay Bales

The Security of Loads Regulations, 2013, created a new requirements for hauling round or rectangular bales. Vehicles hauling hay or straw bales do not need to comply with the NSC Standard 10 (Cargo Securement) or requirements under regulations if the following criteria is met:

1. bales must be hauled within 50 km of the load's place of origin
2. vehicle must be operated by or for a farmer
3. does not exceed the lower of
   • the posted speed limit; and
   • 80 kilometres per hour; and
4. is not operated on any of the following provincial highways except to cross the highway
   • Prov. Hwy. No. 1;
   • Prov. Hwy. No. 3, from Tisdale to its junction with Prov. Hwy. No. 40;
   • Prov. Hwy. No. 4, from North Battleford to its junction with Prov. Hwy. No. 26;
   • Prov. Hwy. No. 3, from Tisdale to its junction with Prov. Hwy. No. 40;
   • Prov. Hwy. No. 5, from Watson to Saskatoon;
   • Prov. Hwy. No. 6, from Corinne to Southey; Prov. Hwy. No. 7;
   • Prov. Hwy. No. 9, from Yorkton to Canora;
   • Prov. Hwy. No.10;
   • Prov. Hwy. No. 11;
   • Prov. Hwy. No. 12. from Saskatoon to Asquith;
   • Prov. Hwy. No. 16;
   • Prov. Hwy. No. 33, from Kronau to Regina;
   • Prov. Hwy. No. 39, from International Boundary to Corrine;
   • Prov. Hwy. No.41, from its junction with Pro. Hwy. No. 5 to its junction with Prov. Hwy. No. 27;
   • Prov. Hwy. No. 46.
In the case of round bales loaded pipestone style:
1. by loading one bale over two bales or two bales side by side loaded parallel to the length of the vehicle, with one tie-down assembly across each bale
2. where the round bales are securely made and the vehicle is equipped with an attached framework blocking that is 45.7 centimetres in width that runs the full length of the vehicle on both sides and each framework is raised at a 45 degree angle to prevent lateral movement, the load must be secured with a minimum of three tie-down assemblies, one across the top bales at the front of the load and two across the top bales at the rear of the load.

In the case of round bales loaded perpendicular style:
1. by loading one bale over two bales, two bales over two bales or only two bales crossways on the vehicle, one tie-down assembly across each top bale and one tie-down assembly running the length of the load over each top bale
2. where the round bales are securely made and the vehicle is equipped with blocking that is 45.7 centimetres high running across the full width of the vehicle deck at the front and rear of the vehicle to prevent forward and rearward movement of the load, the load must be secured with a tie-down assembly across each top bale.

The regulations also prohibit the carrying of a single load on more than one vehicle unless the vehicle combination includes a pony trailer with a compensating reach; or is supported at an articulation point by a fifth wheel coupler and kingpin, a pintle hook and lunette eye assembly, or a turntable; or by some other way that prevents the load from falling.

Regulations set provisions that commercial vehicles must meet in terms of equipment, load security devices, lashing procedures and over-hanging loads to ensure all loads are properly secured during transportation.

Copies of the Regulation are available from the Queen’s Printer at www_qp.gov_sk.ca.
Part V: Specific Securement Requirements by Cargo Type

The NSC Standard 10 - Cargo Securement Standard sets out specific requirements that are required for certain types of cargo when transported on the highway. The requirements are in addition to the general requirements. There are 10 specific cargo types that have specific securement requirements listed. They are as follows:

- Logs
- Dressed Lumber
- Metal Coils
- Paper Rolls
- Concrete Pipe
- Intermodal Containers
- Vehicles as Cargo
- Roll-on/Roll-off and Hook Lift
- Containers
- Boulders

If you require more information please visit The Canadian Council of Transport Administrators (CCMTA) website at www.ccmta.ca.

22 Dangerous Goods

Federal and provincial legislation exists to promote public safety when transporting dangerous goods.

Anyone who handles, offers for transport, or transports any dangerous goods has specific responsibilities, including training of employees.

For detailed information on classes of dangerous goods, placards, training, documentation and safe transportation of dangerous goods, contact 306-975-5105.

Transportation of Dangerous Goods by Road Vehicles

Saskatchewan adopts the Federal regulations for the Transportation of Dangerous Goods (TDG) in the spirit on national harmony.

The Federal TDG Regulations may be viewed on the website at www.tc.gc.ca/tdg.

Some commonly asked questions regarding the Transportation of Dangerous Goods are:

Q. Where does staff obtain training for the handling, offering and transportation of dangerous goods as it relates to their assigned duties?

A. An employer must train all staff, who are required to handle, offer for transport or transport dangerous goods as part of their assigned duties. Training on the basic concepts of TDG requirements is available for a fee by organizations like the Saskatchewan Trucking Association, Saskatchewan Safety Council and community colleges. The employer may send their staff to a course of this nature and later provide training on the specific TDG products being dealt with on the job.

Q. Who is responsible for issuing a Dangerous Goods Training Certificate to an employee?

A. The employer is responsible for providing their staff with TDG training related to their assigned duties and for issuing a training certificate required for the handling, offering for transport and transporting of Dangerous Goods. The training certificate is valid for 3 years but only while working with the...
same employer. The employer must retain a copy on file for 2 years.

Q. What type of safety marks do I need for transporting Dangerous Goods?
A. The safety marks (placards and labels) must correspond to the class of Dangerous Goods being transported at the time. (See pages 50-54 for the 9 classes of dangerous goods safety marks.)

Q. When transporting Dangerous goods in highway tank trailers, what TDG requirements must be met for the vehicle?
A. The tank trailer is a large means of containment and requires the appropriate safety marks to be displayed on the vehicle. The dangerous goods being transported must be in the appropriate standard means of containment for that product. The tank trailer must be a certified means of containment and display a specification plate to that effect. As well highway tanks require periodic testing which must be displayed on the tank.

Q. Who is responsible for classifying a product as being dangerous goods?
A. The manufacturer or shipper of the product is responsible for determining products that are Dangerous Goods based on the criteria set out in the TDG regulations.

Q. When transporting waste dangerous goods what dangerous goods transportation requirements must be met?
A. You may need TDG shipping documents, safety marks and training certificate. Certain waste requires a movement document from Environment Canada.

Q. Are there exemptions in the TDG regulations for “Limited Commodities/Quantities”?
A. When limited quantities are transported and meet the criteria for consumer commodities as set out in the TDG regulations as they are partially exempt from regulation requirements.

Q. Where do I report a spill of dangerous good products?
A. You must call CANUTEC, at 1-888-CANUTEC (1-888-226-8832) or 613-996-6666; the Saskatchewan Ministry of Environment, Spill Control Centre at 1-800-667-7525 or cellular number *666 and your nearest Police.

Q. Where can information for the Transportation of Dangerous Goods be obtained?
A. Information may be obtained by contacting Transport Canada at 306-975-5105.

Q. Where do you report an accident involving a transport unit carrying dangerous goods?
A. The local police.

Q. Where can information on TDG storage facilities be obtained?
A. Information may be obtained by contacting Saskatchewan Ministry of Environment, Environmental Protection Branch in Saskatoon at 306-933-7940 or Transport Canada at 306-975-5105.
Labels and Placards Effective July 14, 2014

**CLASS 1 – Explosives**

1.1 - A substance or article with a mass explosion hazard.
1.2 - A substance or article with a fragment projection hazard, but not a mass explosion hazard.
1.3 - A substance or article that has a fire hazard along with either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard.
1.4 - A substance or article that presents no significant hazard; explosion effects are largely confined to the package and no projection or fragments of appreciable size or range are to be expected.
1.5 - A very insensitive substance that nevertheless has a mass explosion hazard like those substances in 1.1.
1.6 - An extremely insensitive substance that does not have a mass explosion hazard.  
*Commonly used in mining and construction operations (example: blasting agents).*

**CLASS 2 – Gases**

2.1 - Flammable Gas.  
*Commonly used as fuel (example: propane).*
2.2 - Non-Flammable, Non-Toxic Gas.  
*Commonly used in food refrigeration (example: nitrogen).*
2.3 - Toxic Gas.  
*Commonly used in pulp bleaching (example: sulphur dioxide).*
2.2 (5.1) - Oxygen and oxidizing gases.

**CLASS 3 – Flammable Liquids**

A liquid which has a closed-cup flash point not greater than 60.5°C.  
*Commonly used as fuel (example: gasoline, ethanol, fuel oil [diesel]).*
Labels and Placards Effective July 14, 2014

CLASS 4 – Flammable Solids, Substances liable to spontaneous combustion; Substances that on contact with water emit flammable gases (water-reactive substances)

4.1 - A solid that under normal conditions of transport is readily combustible, or would cause or contribute to fire through friction or from heat retained from manufacturing or processing, or is a self-reactive substance that is liable to undergo a strongly exothermic reaction, or is a desensitized explosive that is liable to explode if they are not diluted sufficiently to suppress their explosive properties.

*Commonly used in lacquers (example: nitrocellulose).*

4.2 - A substance liable to spontaneous combustion, under normal conditions of transport, or when in contact with air, liable to spontaneous heating to the point where it ignites.

*Commonly used in rocket fuel (example: diethylzinc).*

4.3 - A substance that, on contact with water, emits dangerous quantities of flammable gases or becomes spontaneously combustible on contact with water or water vapour.

*Commonly used in heat exchangers (valves) (example: sodium).*

CLASS 5 – Oxidizing Substances and Organic Peroxides

5.1 - A substance that causes or contributes to the combustion of other material by yielding oxygen or other oxidizing substances whether or not the substance itself is combustible.

*Commonly used in fertilizers (example: ammonium nitrate).*

5.2 - An organic compound that contains the bivalent “-O-O-” structure which is a strong oxidizing agent and may be liable to explosive decomposition, be sensitive to heat, shock or friction, react dangerously with other dangerous goods or may cause damage to the eyes.

*Commonly used in automobile body shops as body filler (example: dibenzoyl peroxide).*
Labels and Placards Effective July 14, 2014

CLASS 6 - Toxic Substances and Infectious Substances

6.1 - A solid or liquid that is toxic through inhalation, by skin contact or by ingestion. *Commonly used as a germicide or general disinfectant (example: phenol).*

6.2 - Micro-organisms that are infectious or that are reasonably believed to be infectious to humans or animals. *Commonly used in disease research (example: rabies).*

CLASS 7 - Radioactive Materials

Radioactive materials within the meaning of the Nuclear Safety and Control Act with activity greater than 70 kBq/kg. *Commonly used in nuclear fuel rods (example: radioactive material - LSA [yellow cake]).*

There are three categories that indicate the surface radiation level for a package, with Category I being the lowest level and Category III the highest.

CLASS 8 - Corrosives

A substance that causes destruction of skin or corrodes steel or non-clad aluminum. *Commonly used in batteries and industrial cleaners (example: sulphuric acid and sodium hydroxide).*

CLASS 9 - Miscellaneous Products, Substances or Organisms

A substance that does not meet the criteria for inclusion in Classes 1 to 8. This includes genetically modified micro-organisms, marine pollutants, elevated temperature materials and environmentally hazardous substances. *Commonly used in brake shoes (example: asbestos), and in dry cell batteries (example: ammonium chloride).*
In Case of Emergency

CANUTEC

(Call Collect 24 hours)

(613) 996-6666

*666 or cellular phones
(in Canada only)

Mark for Category B infectious substances, UN3373

Orange Panel

Mixed Load Shipment

Marine Pollutant Mark

Elevated Temperature Sign

Excepted Quantities Mark

Fumigation Sign

Small Means of Containment

UN1203

or

1203

Large Means of Containment

or

1203

Limited Quantities Mark

Limited Quantities Mark

(ICAO Technical Instructions)
TDG Guidelines for Training Criteria

The following guidelines are meant to help understand the training requirements in Part 6 of the Transportation of Dangerous Goods Regulations and not replace them. These guidelines recognize that it is the employer who must determine if training is required in order for an employee to be a trained person. The guidelines indicate what parts of the regulations should be included in a person’s specific training. Employers must give a Training Certificate to employees who are adequately trained. An example of a Training Certificate can be found at the end of this section.

Self-employed individuals must also determine if they are adequately trained and issue themselves a training certificate.

Things to Remember

Employees who are not trained can handle, offer for transport and transport dangerous goods as long as they are doing so under the direct supervision of a trained person.

Some employees may only need training in the aspects of the regulations that are directly related to their work. A tank truck driver who only transports Class 3 products, for example, may only need specific training in relation to the transportation of Class 3 dangerous goods. In this situation, it is the employers’ responsibility to determine what constitutes adequate training for their employees.

There may be some job functions that do not fall into any of the specific categories for which training has been identified as being required, yet some training may still be necessary. For example, the employee may not handle the classification of a company’s goods and products, offer for transport or transport dangerous goods, but merely works with hard data that has been gathered on dangerous goods. Training on classification would be required in this case.

How to train employees is not mentioned in the regulations. Training may be done through a combination of formal “in-class” training, on-the-job training and extensive work experience. It is up to the employer to decide. A list of organizations offering Transportation of Dangerous Goods training is available on the TDG website at wwwapps.tc.gc.ca/saf-sec-sur/3/train-form/search-eng.aspx.

Using the Guidelines

The guidelines are identified as A, B, C and D. The training guidelines for all persons involved in the handling, offering for transport and/or transporting of dangerous goods are described in Guideline “A”. This basic training is needed before moving on to the other specific groups as described in Guidelines “B”, “C” and “D”.
GUIDELINE “A”: Training for all persons involved in the handling, offering for transport and/or transporting of dangerous goods.

**Training Required:**
1. definition of the nine classes of dangerous goods and their associated hazards
2. shipping names, classes, UN numbers and packing groups for the dangerous goods that are normally encountered on the job
3. safety marks such as labels and placards that are used to identify the different classes of dangerous goods that are normally encountered on the job
4. knowledge of the information that must be on a shipping document
5. the requirements regarding mixed loads and the need for segregation of incompatible dangerous goods
6. how to choose the proper means of containment for dangerous goods
7. what to do if the shipping documents, placards, labels, other safety marks or means of containment seem inadequate or incorrect
8. what constitutes an accidental release and the reporting requirements if an accident happens
9. proper use of all equipment that is used in the handling, offering for transport and/or transportation of dangerous goods
10. dangerous goods requiring Emergency Response Assistance Plans (ERAP).

GUIDELINE “B”: Additional training for all persons involved in the handling of dangerous goods.

**Handling Means:**
Loading, unloading, packing or unpacking dangerous goods in a means of containment or transport for the purposes of, in the course of or following transportation, and includes storing them in the course of transportation.

**Examples of a Person Handling Dangerous Goods:**
- Cargo Handler
- Lift Truck Operator
- Shipper
- Dock Worker
- Loader/Unloader
- Warehouse Operator
- Receiver/Shipper
- Tow motor Operator
- Freight Handler

**Training Required:**
1. types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them
2. a thorough knowledge of the control and emergency features for all handling equipment used in the day-to-day activities of the job
3. safe practices on the loading and storage of dangerous goods
4. when to remove placards, UN numbers and other safety marks
5. the proper selection and use of means of containment for the dangerous goods.
GUIDELINE “C”: Additional training for all persons involved in the offering for transport of dangerous goods.

Offering for Transport means:
For dangerous goods not in transport, to select or to allow the selection of a carrier to transport dangerous goods; to prepare or allow the preparation of dangerous goods so that a carrier can take possession of them for transport.

Examples of Those Who Offer for Transport:
- Dispatcher
- Clerical personnel (i.e. preparation of documents)
- Shipper
- Freight Forwarder
- Biller

Training Required:
1. all of the requirements required for documentation except for the location and the rail consist
2. how to communicate the special instructions and precautions for the handling and/or transporting of specific dangerous goods while on the job
3. types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them
4. the proper selection and use of means of containment for the dangerous goods
5. the Emergency Response Assistance Plan requirements, if a plan is required.

GUIDELINE “D”: Additional training for all persons involved in the transporting of dangerous goods.

A Person Who is Transporting Dangerous Goods means:
The person who has possession of the dangerous goods while they are in transport.

Training Required:
1. types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them
2. the location of the shipping documents and the importance of keeping them accurate
3. all parking or load and vehicle inspection regulations which may apply.

This section provides a general outline of the training requirements. For specific information, the Act and Regulations must be consulted.
Example of a Training Certificate:
Front:

Certificate of Training
Transportation of Dangerous Goods

Name of Employer
Employer's Business Address

Name of EMPLOYEE
City, Province, Postal Code

This certificate certifies that the employee named above has completed the training described on the reverse, in accordance with the requirements of the Transportation of Dangerous Goods Act and Regulations.

Certificate Expires on:  Employer's Signature  Employee's Signature

Back:

Trained in the (Choose as applicable √) handling/offering for transport/transporting:
Specific training in (Check the appropriate items):

___ Classification
___ Shipping Names
___ The Use of Schedules 1, 2, & 3
___ Documentation
___ Dangerous Goods Safety Marks
___ Means of Containment
___ Emergency Response Assistance Plans
___ Accidental Release and Imminent Accidental Release Report Requirements
___ Safe Handling and Transportation Practices, and the Characteristics of the Dangerous Goods
___ The Proper Use of Equipment Used to Handle or Transport the Dangerous Goods
___ Emergency Measures to Take to Reduce or Eliminate Danger to the Public
___ Air Transportation of Dangerous Goods (ICAO)
___ Marine Transportation of Dangerous Goods (IMDG)
**24 Weigh Scales and Enforcement**

Commercial Vehicle Enforcement Officers are based at 9 weigh scales and 5 patrol detachments throughout the province.

It is an offence not to report to the weigh scale when requested by a traffic officer or directed by a sign erected within 2 km of the scale. The weight threshold to report to a weigh scale is 10,000 kg (combined gross vehicle weight (GVW) when weigh scale lights are flashing. Scales are available for weighing of vehicles, even if the scale is not staffed.

Commercial Vehicle Enforcement Branch Offices/Regional Offices and General Enforcement Contacts are located at the end of this guide.

If vehicles are found to be overweight, drivers/carriers can be charged for the overweight violation. Overweight charges can be very large fines and driver/carriers need to be aware of the consequences for hauling overweight. The Highways and Transportation Act outlines the consequences (fines) for being found in an overweight situation. Overweight fines are based on the amount of weight vehicles are over the legal limits.

**25 Gross Weight Chart**

(Subject to maximum tire loading, adequate axle spacing and proper tire size)

<table>
<thead>
<tr>
<th>Weight Class</th>
<th>Axle Group Weights</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight truck 2 axles</td>
<td>7,300 + 9,100</td>
<td>16,400</td>
</tr>
<tr>
<td></td>
<td>5,500 + 8,200</td>
<td>13,700</td>
</tr>
<tr>
<td></td>
<td>7,300 + 10,000</td>
<td>17,300</td>
</tr>
<tr>
<td></td>
<td>5,500 + 10,000</td>
<td>15,500</td>
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</table>

<table>
<thead>
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<th>Weight Class</th>
<th>Axle Group Weights</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight truck 3 axles</td>
<td>7,300 + 17,000</td>
<td>24,300</td>
</tr>
<tr>
<td></td>
<td>5,500 + 14,500</td>
<td>20,000</td>
</tr>
<tr>
<td></td>
<td>7,300 + 18,000</td>
<td>25,300</td>
</tr>
<tr>
<td></td>
<td>5,500 + 18,000</td>
<td>23,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Weight Class</th>
<th>Axle Group Weights</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tridem Drive truck 4 axles</td>
<td>7,300 + 22,000</td>
<td>29,300</td>
</tr>
<tr>
<td></td>
<td>7,300 + 20,000</td>
<td>27,300</td>
</tr>
<tr>
<td></td>
<td>7,300 + 21,000</td>
<td>28,300</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Weight Class</th>
<th>Axle Group Weights</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck and tandem pony trailer</td>
<td>7,300 + 17,000</td>
<td>41,300</td>
</tr>
<tr>
<td></td>
<td>5,500 + 14,500</td>
<td>34,500</td>
</tr>
<tr>
<td></td>
<td>7,300 + 18,000</td>
<td>43,300</td>
</tr>
<tr>
<td></td>
<td>5,500 + 18,000</td>
<td>41,500</td>
</tr>
</tbody>
</table>

*Steering axle weights are subject to tire size (10 kg per millimetre width of tire maximum)*

*Axle group weights vary according to axle spread (Wide spread tandems are limited to 9,100 kg primary, 8,200 Kg secondary/municipal and 10,000 kg during winter weight season)
The maximum allowable weight of a full trailer is restricted. See Regulations.

Steering axle weights are subject to tire size (10 kg per millimetre width of tire maximum)
### Tandem steer tandem drive straight truck

<table>
<thead>
<tr>
<th>Weight (kg)</th>
<th>Primary</th>
<th>Secondary</th>
<th>Winter Primary</th>
<th>Winter (S)* (M)</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>11,000</td>
<td>14,500</td>
<td>18,000</td>
<td>18,000</td>
<td>18,000</td>
<td>25,500</td>
</tr>
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<td>13,600</td>
<td>17,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>30,600</td>
</tr>
<tr>
<td>13,600*</td>
<td>17,000</td>
<td>23,000</td>
<td>23,000</td>
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<td>30,600</td>
</tr>
<tr>
<td>13,600*</td>
<td>17,000</td>
<td>23,000</td>
<td>23,000</td>
<td>23,000</td>
<td>36,600</td>
</tr>
</tbody>
</table>

### Tandem steer tridem drive straight truck

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<thead>
<tr>
<th>Weight (kg)</th>
<th>Primary</th>
<th>Secondary</th>
<th>Winter Primary</th>
<th>Winter (S)* (M)</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>13,600</td>
<td>23,000</td>
<td>23,000</td>
<td>23,000</td>
<td>23,000</td>
<td>33,000</td>
</tr>
<tr>
<td>11,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>20,000</td>
<td>31,000</td>
</tr>
<tr>
<td>13,600*</td>
<td>23,000</td>
<td>23,000</td>
<td>23,000</td>
<td>23,000</td>
<td>34,000</td>
</tr>
</tbody>
</table>

### Tractor & semi-trailer 4 axles

<table>
<thead>
<tr>
<th>Weight (kg)</th>
<th>Primary</th>
<th>Secondary</th>
<th>Winter Primary</th>
<th>Winter (S)* (M)</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,000*</td>
<td>9,100</td>
<td>17,000</td>
<td>17,000</td>
<td>17,000</td>
<td>22,000</td>
</tr>
<tr>
<td>6,000</td>
<td>8,200</td>
<td>14,500</td>
<td>14,500</td>
<td>14,500</td>
<td>20,000</td>
</tr>
<tr>
<td>6,000*</td>
<td>10,000</td>
<td>18,000</td>
<td>18,000</td>
<td>18,000</td>
<td>22,000</td>
</tr>
</tbody>
</table>

### Tractor & semi-trailer 5 axles

<table>
<thead>
<tr>
<th>Weight (kg)</th>
<th>Primary</th>
<th>Secondary</th>
<th>Winter Primary</th>
<th>Winter (S)* (M)</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,000*</td>
<td>17,000</td>
<td>17,000</td>
<td>17,000</td>
<td>17,000</td>
<td>22,000</td>
</tr>
<tr>
<td>6,000</td>
<td>14,500</td>
<td>14,500</td>
<td>14,500</td>
<td>14,500</td>
<td>20,000</td>
</tr>
<tr>
<td>6,000*</td>
<td>18,000</td>
<td>18,000</td>
<td>18,000</td>
<td>18,000</td>
<td>22,000</td>
</tr>
</tbody>
</table>

*Steering axle weights are subject to tire size (10 kg per millimetre width of tire maximum)
### Two-trailer setup

<table>
<thead>
<tr>
<th>Axle Weight (kg)</th>
<th>Weight (lbs)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>8,200*</td>
<td>18,000</td>
<td><strong>Wide spread tandem</strong></td>
</tr>
<tr>
<td>8,200</td>
<td>14,500</td>
<td>10,000</td>
</tr>
<tr>
<td>8,200</td>
<td>18,000</td>
<td>10,000</td>
</tr>
<tr>
<td>10,000*</td>
<td>22,000</td>
<td>23,000**</td>
</tr>
<tr>
<td>10,000</td>
<td>22,000</td>
<td>23,000**</td>
</tr>
<tr>
<td>10,000</td>
<td>21,000</td>
<td>23,000**</td>
</tr>
</tbody>
</table>

*Steering axle weights are subject to tire size (10 kg per millimetre width of tire maximum)

**See axle spread specifications for tridem axle configurations on page 67**
Steering axle weights are subject to tire size (10 kg per millimetre width of tire maximum)

**See axle spread specifications for tridem axle configurations on page 67

***See page 93 for a list of highways on which 8 axle B Trains can operate at 63,500 kg

*Steering axle weights are subject to tire size (10 kg per millimetre width of tire maximum)

**See axle spread specifications for tridem axle configurations on page 67

***See page 93 for a list of highways on which 8 axle B Trains can operate at 63,500 kg

NOTE: Please refer to the Weight and Dimension Regulations regarding 9 axle B-Trains and Reverse B-Trains.
### SCHEDULE 5.0 Maximum “Axle Weights” Allowed – Spring Weight Restriction (Does not apply to Steering Axles)

<table>
<thead>
<tr>
<th>TIRE SIZE</th>
<th>SINGLE AXLE – 2 TIRES</th>
<th>SINGLE AXLE – 4 TIRES</th>
<th>TANDEM AXLE – 8 TIRES</th>
<th>TRIDEM AXLE – 12 TIRES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>inches</td>
<td>mm</td>
<td>kgs</td>
<td>lbs</td>
</tr>
<tr>
<td>7</td>
<td>177.8</td>
<td>2,223</td>
<td>4,900</td>
<td>4,445</td>
</tr>
<tr>
<td>7.25</td>
<td>184.2</td>
<td>2,302</td>
<td>5,074</td>
<td>4,604</td>
</tr>
<tr>
<td>7.5</td>
<td>190.5</td>
<td>2,381</td>
<td>5,249</td>
<td>4,763</td>
</tr>
<tr>
<td>8.25</td>
<td>209.6</td>
<td>2,619</td>
<td>5,774</td>
<td>5,239</td>
</tr>
<tr>
<td>8.5</td>
<td>215.9</td>
<td>2,699</td>
<td>5,949</td>
<td>5,398</td>
</tr>
<tr>
<td>9</td>
<td>228.6</td>
<td>2,858</td>
<td>6,299</td>
<td>5,715</td>
</tr>
<tr>
<td>10</td>
<td>254.0</td>
<td>3,175</td>
<td>6,999</td>
<td>6,350</td>
</tr>
<tr>
<td>* 11</td>
<td>279.4</td>
<td>3,300</td>
<td>7,275</td>
<td>6,600</td>
</tr>
<tr>
<td>* 12</td>
<td>304.8</td>
<td>3,300</td>
<td>7,275</td>
<td>6,600</td>
</tr>
</tbody>
</table>

**Steering Axle**
- 10.0 kg per mm (560 pounds per inch) width of tire (manufacturer’s stamped dimension) to a maximum of
  - 5,000 kg on the steering axle for a truck equipped with a single steering axle.
  - 11,000 kg on the steering axle group for a truck equipped with a tandem axle steering group

**Other Axles**
- 6.25 kg per mm (350 pounds per inch) width of tire (manufacturer’s stamped dimension) to a maximum of 1,650 kg (3,638 pounds) per tire.

The Spring Weight Restriction orders do not permit the weight on any axle, axle group or vehicle from exceeding the maximum weight prescribed in the “The Vehicle Weight and Dimension Regulations, 2010” for that axle, axle group or vehicle.

*Note: Max Weight allowed on 11” & 12” tires are restricted to 1,650 kg per tire.*
## SCHEDULE 6.0 Maximum “Gross Weight” (if all tires are the same size*) – Spring Weight Restriction

<table>
<thead>
<tr>
<th>gross kg</th>
<th>gross lb</th>
<th>total # tires</th>
<th>tire size (in.)</th>
<th>configuration</th>
<th>steering axle</th>
<th>total kg for other axle(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8,573</td>
<td>18,899</td>
<td>6</td>
<td>7.5</td>
<td>2 axle</td>
<td>3,810</td>
<td>4,763</td>
</tr>
<tr>
<td>9,430</td>
<td>20,789</td>
<td>6</td>
<td>8.25</td>
<td>2 axle</td>
<td>4,191</td>
<td>5,239</td>
</tr>
<tr>
<td>10,287</td>
<td>22,679</td>
<td>6</td>
<td>9</td>
<td>2 axle</td>
<td>4,572</td>
<td>5,715</td>
</tr>
<tr>
<td>11,430</td>
<td>25,199</td>
<td>6</td>
<td>10</td>
<td>2 axle</td>
<td>5,080</td>
<td>6,350</td>
</tr>
<tr>
<td>12,100</td>
<td>26,676</td>
<td>6</td>
<td>11</td>
<td>2 axle</td>
<td>5,500</td>
<td>6,600 Max. this Configuration</td>
</tr>
<tr>
<td>16,002</td>
<td>35,278</td>
<td>10</td>
<td>9</td>
<td>3 axle</td>
<td>4,572</td>
<td>11,430</td>
</tr>
<tr>
<td>17,780</td>
<td>39,198</td>
<td>10</td>
<td>10</td>
<td>3 axle</td>
<td>5,080</td>
<td>12,700</td>
</tr>
<tr>
<td>18,700</td>
<td>41,226</td>
<td>10</td>
<td>11</td>
<td>3 axle</td>
<td>5,500</td>
<td>13,200 Max. this Configuration</td>
</tr>
<tr>
<td>27,432</td>
<td>60,477</td>
<td>18</td>
<td>9</td>
<td>5 axle</td>
<td>4,572</td>
<td>22,860</td>
</tr>
<tr>
<td>30,480</td>
<td>67,196</td>
<td>18</td>
<td>10</td>
<td>5 axle</td>
<td>5,080</td>
<td>25,400</td>
</tr>
<tr>
<td>31,900</td>
<td>70,327</td>
<td>18</td>
<td>11</td>
<td>5 axle</td>
<td>5,500</td>
<td>26,400 Max. this Configuration</td>
</tr>
<tr>
<td>33,147</td>
<td>73,076</td>
<td>22</td>
<td>9</td>
<td>6 axle</td>
<td>4,572</td>
<td>28,575</td>
</tr>
<tr>
<td>36,830</td>
<td>81,195</td>
<td>22</td>
<td>10</td>
<td>6 axle</td>
<td>5,080</td>
<td>31,750</td>
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<tr>
<td>38,500</td>
<td>84,877</td>
<td>22</td>
<td>11</td>
<td>6 axle</td>
<td>5,500</td>
<td>33,000 Max. this Configuration</td>
</tr>
<tr>
<td>38,862</td>
<td>85,675</td>
<td>26</td>
<td>9</td>
<td>7 axle</td>
<td>4,572</td>
<td>34,290</td>
</tr>
<tr>
<td>43,180</td>
<td>95,195</td>
<td>26</td>
<td>10</td>
<td>7 axle</td>
<td>5,080</td>
<td>38,100</td>
</tr>
<tr>
<td>45,100</td>
<td>99,427</td>
<td>26</td>
<td>11</td>
<td>7 axle</td>
<td>5,500</td>
<td>39,600 Max. this Configuration</td>
</tr>
<tr>
<td>44,577</td>
<td>98,274</td>
<td>30</td>
<td>9</td>
<td>8 axle-B</td>
<td>4,572</td>
<td>40,005</td>
</tr>
<tr>
<td>49,530</td>
<td>109,194</td>
<td>30</td>
<td>10</td>
<td>8 axle-B</td>
<td>5,080</td>
<td>44,450</td>
</tr>
<tr>
<td>51,700</td>
<td>113,978</td>
<td>30</td>
<td>11</td>
<td>8 axle-B</td>
<td>5,500</td>
<td>46,200 Max. this Configuration</td>
</tr>
<tr>
<td>44,577</td>
<td>98,274</td>
<td>30</td>
<td>9</td>
<td>8 axle A-C</td>
<td>4,572</td>
<td>40,005</td>
</tr>
<tr>
<td>49,000</td>
<td>108,025</td>
<td>30</td>
<td>10</td>
<td>8 axle A-C</td>
<td>5,080</td>
<td>44,450</td>
</tr>
<tr>
<td>49,000</td>
<td>108,025</td>
<td>30</td>
<td>11</td>
<td>8 axle A-C</td>
<td>5,500</td>
<td>46,200 Max. this Configuration</td>
</tr>
</tbody>
</table>

*Note: A vehicle must still comply with 1,650 kg per tire limit.
26 Saskatchewan Vehicle Weights and Dimensions

Weight and Dimension Regulations
Under the authority of maximum vehicle weights and dimensions regulations are established for the following reasons:

1. Maximum gross vehicle weights are necessary for the protection of bridges.
2. Maximum weights on axles or axle groups are necessary for the protection of bridges and pavements.
3. Maximum tire weights are necessary for the protection of pavements and roadbeds.
4. Maximum dimensions are necessary for the protection of bridges, overpasses, etc. and to protect the other users of highways by allowing the safe travel of the general public.
5. Internal dimension limits are necessary to ensure that vehicles are designed to achieve desired levels of stability.

Weight Limits
For weight enforcement purposes only, all public highways are classified as follows:

Primary Highways:
The primary highways are shown on the map. Most of these are allowed primary weights year round. The highways that are defined as primary highways can be found in the Weight and Dimensions Regulations, 2010, Appendix D.

Primary weights extend down the first 15 km along a secondary provincial highway or combination of secondary highways and provincial roads (Community Access Roads) from the intersection with a primary highway.* For more details on the 15km rule, please go to the Weight and Dimensions Regulation, 2010, Appendix D Section (kk) & (ll).

Secondary Highways:
Includes all provincial highways and provincial roads that are not listed in the Weight and Dimensions Regulation, 2010, Appendix D as primary highways.

Municipal Highways:
This includes public highways other than provincial highways and provincial roads, but excludes public highways within urban limits. Generally, this includes all roads maintained by Saskatchewan’s rural municipalities including the 600 and 700 series roads that are shown on the Official Road Map.

Year-round Weight Restricted Highways:
Certain highways have maximum gross weights regardless of their classification, the vehicle configuration or the time of year. Weight restricted secondary highways are limited to 41,500 kg, unless otherwise noted.

Axle Group Loadings
Tire loading is 10 kg per millimetre (560 lb per inch) width of tire, as stamped by the manufacturer, to a maximum of 3,000 kg (6,600 lbs) per tire and subject to axle regulation weights.

Note: Wide base tires (Super Singles) allowed 3,850 kg on Primary Highways (3,000 kg on Secondary)

Tridem Drive Axle Group Weights (**)

<table>
<thead>
<tr>
<th>Axle Spread</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.7 m - 2.8 m (8’10” - 9’02”)</td>
<td>22,000 kg</td>
</tr>
<tr>
<td>2.4 m - 2.69 m (7’08” - 8’10”)</td>
<td>21,000 kg</td>
</tr>
</tbody>
</table>

Secondary/Municipal 20,000 kg

*Does not apply to 9 month primary highways.
Tridem Axle Group Weights (**) for Trailers

Axle Spread  Weight
3.61 m - 3.7 m (11’8" - 12’1")  24,000 kg
3.01 m - 3.6 m (9’8" - 11’8")  23,000 kg*
2.4 m - 3.0 m (7’8" - 9’8")  21,000 kg
Secondary/Municipal  20,000 kg

Combination Axle Weight

Maximum allowable weight for axle units may depend on the following minimum distance requirements between axles.

- For two single axles, 3.0 metres (9’10”)
- For a single axle and a tandem axle group, 3.0 metres (9’10”)
- For a single axle and tridem axle group, 5.0 metres (16’4”)
- For two tandem axle groups, 5.0 metres (16’4”)
- For a tandem axle group and tridem axle group, 5.5 metres (18’1”)
- For two tridem axle groups, 6.0 metres (19’6”)
- For a multiple axle group and a single, tandem or tridem axle group, 5.5 metres (18’1”)

*24,000kg on Specific Highways, check Appendix E of the Weight and Dimension Regulations.

Winter Weight Season Exceptions

Winter weights do not apply on provincial highways and roads listed under “Winter Weights Not Allowed” on the map legend located on pg. 93.

Exemptions

Weight regulations do not apply to:

1. A public highway, other than a provincial highway, within an Urban Municipality, that has a population of 1,000 or more.
2. Farm equipment being operated or towed for a purpose directly related to farming.

Dimension regulations apply only on provincial highways and provincial roads. Local bylaws may govern vehicle weights and dimensions in urban municipalities with a population of more than 1,000.

Municipal Weight Limits

Weight limits on municipal highways are the same as those for secondary highways, including the winter season; except 8 axle B trains and unless otherwise allowed by the local municipality.

“Winter Weight Season” is the period from November 16 in one year up to and including March 14 in the following year.

For every 10 cm less than the minimum distance requirements listed above, the combined weight is reduced by 500 kg.

For tandem and tandem End Dump Trailers, the following combined axle group weights apply:

- Manufactured before January 1, 1989

<table>
<thead>
<tr>
<th>Axle Spread</th>
<th>Weight</th>
<th>Winter Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;5 m - 3.4 m</td>
<td>32,000 kg</td>
<td>35,000 kg</td>
</tr>
<tr>
<td>&lt;4.5 m - 3 m</td>
<td>30,000 kg</td>
<td></td>
</tr>
</tbody>
</table>

- Manufactured on or after January 1, 1989

<table>
<thead>
<tr>
<th>Axle Spread</th>
<th>Weight</th>
<th>Winter Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;5 m - 4.5 m</td>
<td>32,000 kg</td>
<td>35,000 kg</td>
</tr>
<tr>
<td>&lt;4.5 m - 3 m</td>
<td>30,000 kg</td>
<td></td>
</tr>
</tbody>
</table>

Measurements may be required to determine if combined axle weights apply to your vehicle.

Except for a full trailer (which has two axle groups), Saskatchewan regulations do not recognize more than one axle or axle group on a semi-trailer.

Note

For weight limits on municipal roads, contact the local urban or rural municipality office.
year, unless the Winter Weight Season is restricted by a Minister’s Order during this period.

**Registered Gross Vehicle Weights**
Weights allowed on public highways are separate from the registered gross weight of a vehicle.

Vehicle registration relates specifically to **The Traffic Safety Act**. A heavy vehicle is usually registered to a specific weight determined by its business and the maximum weight it will generally carry. A registration fee is collected to reflect the relative damage to the highway system for operating at that registered weight. Despite gross weights allowed on a given highway, an operator cannot exceed the registered weight, which otherwise may result in a fine under **The Traffic Safety Act**.

Different classes of highways have different gross weight limits to reflect their design and the amount of pavement deterioration that can be accepted. Therefore, no vehicle may exceed weights specified for specific highways regardless of the registered weight of the vehicle. Exceeding any maximum allowable weight (or dimension) may result in a fine under **The Highways and Transportation Act, 1997** or regulations.

**Permit Condition Guidelines for Provincial Highways**
This is a basic guide for permits that are required for the movement of loads exceeding the legal limits. The information provided is subject to **The Highways and Transportation Act, 1997** and “The Vehicle Weight and Dimension Regulation, 2010”. Where conflicts may arise, this information will be superseded by the appropriate legislation.

The prime concerns when issuing permits are the safety, convenience of the public and protection of the province’s highways and structures. Special precautions are required when vehicles are allowed to travel while exceeding legal weights and dimensions. Permits are issued for non-divisible loads based upon bridge and highway capacities. Permits for overweight are issued at 10 kg per mm width of tire on the steering axle and at 9 kg per mm on all other axles. Loads in excess of 120,000 kg require a minimum of two weeks notice when obtaining a permit. Operators requiring permits for extremely heavy loads should apply for these permits well in advance to avoid delay, as time is required to review structural capacities along the desired/ requested routes.

**Travel Restrictions**
Unless otherwise specified on the Permit:

1. no travel when exceeding 3.05 m (10’) wide and/or exceeding 25 m long when visibility is reduced to less than 1,000 m or when highways are slippery

2. direct crossing of a Provincial Highway is allowed on Sundays and Public Holidays if a flag person is in attendance during the crossing

3. travel for overdimension loads is subject to structural clearance on provincial highways

**Saskatchewan Travel Time Restrictions**

**Fridays**
- **Friday restrictions apply** from the Friday prior to Victoria Day (May) until Labour Day (Sept)
- No restrictions before 3:00 p.m.
- 3.85m maximum width and/or 42 m maximum length after 3:00 p.m.
- Rear effective overhang cannot exceed 9 m

**Sundays**
- **Sunday restrictions apply** all year
- No restrictions before 12:00 p.m.
• 3.85 m (12.63 ft.) maximum width and/or 42 m maximum length after 12:00 p.m.
• Rear effective overhang cannot exceed 9 m

Public holidays including December 24, 27 and 31
• No restrictions before 12:00 p.m.
• 3.85 m maximum width and/or 42 m maximum length after 12:00 p.m.
• Rear effective overhang cannot exceed 9 m

The day prior to a public holiday
• If a public holiday falls on a day other than Monday, travel is restricted on the day prior to a public holiday as follows:
  • No restrictions before 3:00 p.m.
  • 3.85 m maximum width and/or 42 m maximum length after 3:00 p.m.
• If a holiday falls on a Monday, Sunday restrictions apply

When a public holiday falls on Saturday, Sunday or Monday
• Travel is restricted on the Friday prior to a public holiday
• No restrictions before 3:00 p.m.
• 3.85 m maximum width and/or 42 m maximum length after 3:00 p.m.

Night travel (sunset to sunrise)
• 4.45 m (14.60 ft.) maximum width and/or 42 m maximum length
• Loads over 3.85 m require both a lead and trail escort vehicle on all highways
• 5.18 m maximum height

Legal Dimensions
(See Dimensions Reference Chart on fold-out)

Width (Maximum)
• Any vehicle, building or object, 2.6 m (8’6”)
• House trailers during daylight hours only, 3.05 m (10’)
• Mirrors may extend on each side of the vehicle an additional 30 cm (12”)
• Auxiliary equipment or load securing devices may extend on each side of the vehicle 10 cm (4”) on either side or end of vehicle

Height (Maximum)
• Any vehicle, building or object, 4.15 m (13’6”)
• For overheight and high clearance loads please refer to Section 23.5 of the Vehicle Weight and Dimension Regulations or http://www.saskatchewan.ca/business/transportation-and-road-construction/information-for-truckers-and-commercial-trucking-companies/regulations-and-road-restrictions
• Length (Maximum)
  • Truck, pony trailers or single vehicle, 12.5 m (41’)
  • Tandem steer tridrive, 14.0 m (45’9”)
  • Bus, 14.0 m (45’9”)
  • Semi-trailer or full trailer, 16.2 m (53’)
  • Box length A, B or C train, 20 m (65’7”)
  • Box length on a truck and full trailer, 20 m (65’7”)
  • Tractor and semi-trailer or any other combination of vehicles, 23 m (75’5”)
  • Tridrive truck tractor semi-trailer combination, 23.5 m (77’)
  • A train or C train with a tridrive truck tractor, 26 m (85’4”)
  • A train or C train, 26 m (85’4”)
  • B train, 27.5 m (90’2”)
  • Drawbar length on a C train, 2.0 m (6’6”)
  • Aerodynamic devices are not included in an overall measurement of vehicle(s) (Maximum 1.52 m)
  • Front heavy duty bumpers are not included in the overall measurement of vehicle(s) (Maximum 30 cm).
Internal Dimensions

Maximum

• Wheelbase for a truck tractor manufactured after June 1988, 6.2 m (20’4”)
• Wheelbase for semi-trailers, 12.5 m (41’)
• Wheelbase sum of both B train trailers, 17 m (55’9”)
• Tridem axle spread for a B train, 3.1 m (10’2”)
• Tridem axle spread for a pony trailer, 2.5 m (8’2”)
• Effective overhang (including the load) for a semi-trailer is limited to 35% of its wheelbase
• Effective overhang (including the load) on any truck or other trailer is limited to 4.0 m (13’1”) when GVW exceeds 4 500 kg
• Kingpin setback (measured anywhere in an arc around the kingpin and includes the load) may not be more than 2.0 m (6’6”)
• Hitch offset in an A or C train, truck or trailer towing another trailer is 1.8 m (5’9”).

Minimum

• Wheelbase for a tridem drive truck, 6.6 m (21’6”)
• Wheelbase for a semi-trailer, full trailer or pony trailer, 6.25 m (20’6”)
• Track width for a tridem axle group on a semi-trailer manufactured after June 1998, 2.5 m (8’2”)
• Track width for tandem axle group on a semi-trailer manufactured after December 1991, 2.5 m (8’2”)
• Wheelbase for the real trailer of a B train manufactured after June 1988, 6.25 m (20’6”)

Overdimension & Overweight Permits are available from:
The Permit Office
Saskatchewan Government Insurance
5104 Donnelly Crs, PO Box 1580
Regina Sk S4P 3C4
Permit Office (6 am - 10 pm) daily; except Christmas Day, Boxing Day and New Year’s Day
1-800-667-7575 (Toll free in Saskatchewan)
306-775-6969 (Regina and outside Saskatchewan)
306-775-6909 (Fax)

Email: sgipermitoffice@sgi.sk.ca
Website: www.sgi.sk.ca/businesses/permits

For information on the regulations contact:
Saskatchewan Ministry of Highways and Infrastructure Commercial Vehicle Enforcement Inquiry Line
Toll Free 1-866-933-5290 or 306-933-5290
www.highways.gov.sk.ca/cve
Saskatchewan Ministry of Highways and Infrastructure
Trucking Policy and Regulations Unit
9th Floor, 1855 Victoria Avenue
Regina, Saskatchewan S4P 3T2
306-787-4801 or 306-798-0172 (Fax)
www.highways.gov.sk.ca/trucking

Local Highway Transport Patrol Offices:
Regina ........ 306-787-7481 or 7480
Saskatoon ........ 306-933-6777
Swift Current ....... 306-778-8314
Prince Albert ........ 306-953-3680
Yorkton ............. 306-786-1366

Road Restriction Information:
Saskatoon Area ........ 306-933-5228
Regina Area .......... 306-787-7623
All Other Sask. Areas . 1-888-335-7623
### TABLE 7.0 General Permit Conditions Reference Guide

Meant as a reference only. Specific limits may differ according to policy. For additional information, please contact the SGI Permit Office.

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**NOTE:** For Escort Vehicle Definition and Requirements please go to the Vehicle Weight and Dimension Regulations, 2010.
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**NOTE:** For Escort Vehicle Definition and Requirements please go the the Vehicle Weight and Dimension Regulations, 2010.
## OVERWIDTH

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*If amber beacons on the towing vehicle are not visible from the rear, then an additional beacon will be placed in the center of the rear.
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<td></td>
<td>Night</td>
<td>All</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X X X X</td>
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<tr>
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<td>All</td>
<td>All</td>
<td>Adverse Conditions</td>
<td></td>
<td></td>
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</tbody>
</table>

**NOTE:** For Escort Vehicle Definition and Requirements please go the [Vehicle Weight and Dimension Regulations, 2010](#).
### OVERLENGTH

<table>
<thead>
<tr>
<th>Size</th>
<th>Time</th>
<th>Hwy</th>
<th>Situation</th>
<th>No Travel</th>
<th>Flags</th>
<th>Lights</th>
<th>Escort Vehicle</th>
<th>Beacon</th>
<th>&quot;D&quot; Signs</th>
<th>Illuminated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Front</td>
<td>Rear</td>
<td>Extra</td>
<td>Amber*</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Length: 38.01 m - 42.0 m

|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |

#### Length: 42.01 m - 52.0 m

|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |

#### Length: Over 52.0 m

|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |
|      |      |     |           |           |       |        |       |      |       |        |       |      |        |

*If amber beacons on the towing vehicle are not visible from the rear, then an additional beacon will be placed in the center of the rear.

**NOTE:** For Escort Vehicle Definition and Requirements please go the the Vehicle Weight and Dimension Regulations, 2010.
**General Overhanging Load Requirements:**

The regulations require all operators of vehicles to provide warning to other drivers when transporting loads that overhang the rear of a vehicle by 1 m (39") or any side by 30 cm (12"), at the extreme end or ends of the overhanging load.

During the daytime (between sunrise and sunset) and when visibility is good, operators must display a red or orange flag of at least 30 cm (12") by 30 cm (12")

During night time (between sunset and sunrise) or when visibility is poor, a red lamp that can be seen from 200 m (660 ft) for loads overhanging the rear of the vehicle; and an amber lamp that can be seen from 200 m (660 ft) for loads overhanging either side of the vehicle, must be displayed.

<table>
<thead>
<tr>
<th>Size</th>
<th>Time</th>
<th>Hwy</th>
<th>Situation</th>
<th>No Travel</th>
<th>Flags</th>
<th>Lights</th>
<th>Escort Vehicle</th>
<th>Beacon</th>
<th>“D” Signs</th>
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</thead>
<tbody>
<tr>
<td>Side overhang:</td>
<td>Day</td>
<td>All</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 300 mm</td>
<td>Night</td>
<td>All</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear overhang:</td>
<td>Day</td>
<td>All</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.0 m - 6.49 m</td>
<td>Night</td>
<td>All</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear overhang:</td>
<td>Day</td>
<td>All</td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.5 m - 9.0 m</td>
<td>Night</td>
<td>All</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rear overhang:</td>
<td>Day</td>
<td>All</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>over 9.0 m</td>
<td>Night</td>
<td>All</td>
<td></td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*If amber beacons on the towing vehicle are not visible from the rear, then an additional beacon will be placed in the center of the rear.

**NOTE:** Rear overhang permit limits are 6.0 m for annual permits and over 7.0 m for single trip.
## LOADS ON HWY 102 & 905 NORTH OF LA RONGE (subject to conditions outlined below)

<table>
<thead>
<tr>
<th>Size</th>
<th>Time</th>
<th>Hwy</th>
<th>Situation</th>
<th>Flags</th>
<th>Lights</th>
<th>Escort Vehicle</th>
<th>Beacon</th>
<th>&quot;D&quot; Signs</th>
<th>Illuminated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width: 3.0 m</td>
<td></td>
<td></td>
<td>Passing lane reduced to &lt;3.05 m</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 4.0 m</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Width: Over</td>
<td></td>
<td></td>
<td>Passing lane reduced to &lt;3.05 m</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.0 m</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*If amber beacons on the towing vehicle are not visible from the rear, then an additional beacon will be placed in the center of the rear.

**NOTE:** All escort vehicles must be equipped with VHF radios.

30 km north of La Ronge to junction of Provincial Road 905 & 915, and Provincial Roads 905 and 915 have a 70 km/h speed limit.

All drivers must broadcast their location and direction on the common VHF radio channel when passing numerical markers.

When loaded trucks are overtaking the vehicle, all empty trucks are to slow and move to the right to allow loaded trucks to pass.

## OVERHEIGHT

<table>
<thead>
<tr>
<th>Size</th>
<th>Time</th>
<th>Hwy</th>
<th>Situation</th>
<th>No Travel</th>
<th>Flags</th>
<th>Lights</th>
<th>Escort Vehicle</th>
<th>Beacon</th>
<th>&quot;D&quot; Signs</th>
<th>Illuminated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height: 4.15 m</td>
<td>All</td>
<td>All</td>
<td>Subject to Clearance Tables</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- 5.18 m</td>
<td>All</td>
<td>All</td>
<td>Subject to Clearance Tables</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Height: Over</td>
<td>All</td>
<td>All</td>
<td>Approval required from</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5.18 m</td>
<td>All</td>
<td>All</td>
<td>SaskPower, SaskTel, CN, CP, etc</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*If amber beacons on the towing vehicle are not visible from the rear, then an additional beacon will be placed in the center of the rear.
Carriers registering inter-jurisdictional vehicles must pay sales tax at the time of registration based on the distance travelled. Sales tax is charged for all affected jurisdictions at the prorated vehicle registration office (SGI Branch Issuing Services – IRP). The Saskatchewan sales tax collected in this manner is called the Prorated Vehicle Tax (PVT).

The PVT allows for the payment of tax by all registrants of an inter-jurisdictional vehicle, based on their proportionate travel in Saskatchewan. Under the PVT, individuals who hold a valid apportioned cab card, issued by any jurisdiction in North America and displaying Saskatchewan (SK) as a registered jurisdiction, may purchase or lease their inter-jurisdictional vehicles, trailers and most repair parts and labour, exempt of tax.

The PVT is calculated according to the following formula:

\[
\text{Tax Payable} = TV \times R \times SDR \times T
\]

TV = the taxable value of the vehicle

R = the tax rate for the applicable calendar year

SDR = the ratio of Saskatchewan distance to total qualifying distance based on the preceding July 1 to June 30 distance year

T = the number of whole months or partial calendar months left in the vehicle period at the time that the vehicle is licensed, divided by 12

TV (Taxable Value)

If purchased, the value is the purchase price before any trade-in allowance.

If leased, the value is the greater of:

\begin{itemize}
  \item the purchase price as described in the lease agreement
  \item the fair market value at the start of the lease.
\end{itemize}

R (Rate of tax)

The tax rate is based on the number of calendar years since the current owner of the vehicle acquired the vehicle. The truck rates vary from 2.353 to 1.095 per cent. Lower rates have been established for buses.

The vehicle registration office will collect the PVT on the first registration and all subsequent renewals.

Early cancellation of a Saskatchewan registration will result in a PVT credit that may be applied against other PVT payable.

Motor vehicles and trailers that operate solely in Saskatchewan are not subject to the PVT. Therefore, these vehicles and their associated repair parts and repair services are subject to the Provincial Sales Tax on the purchase or lease price.

For additional information regarding the PVT, please contact Saskatchewan Ministry of Finance at 1-800-667-6102 ext. 0837 or visit the website for Ministry of Finance at www.finance.gov.sk.ca.

NOTE: All non-resident contractors carrying on business in Saskatchewan are also required to register with the Revenue Division for the purpose of reporting Provincial Sales Tax payable on materials, supplies, equipment, vehicles & tools used in Saskatchewan.
Fuel Tax reporting is required from all carriers who bring taxable fuel into Saskatchewan in the fuel tank of a commercial motor vehicle that has a gross vehicle weight exceeding 11,797 kg. The current tax rates are 15¢ per litre for gasoline and diesel fuel and 9¢ per litre for propane.

Inter-jurisdictional carriers may satisfy their fuel tax obligations by either acquiring a single trip permit and paying a Fuel Tax fee or becoming an IFTA registrant and filing regular Fuel Tax returns.

In Saskatchewan, the Fuel Tax fee is included in the cost of a single trip permit. The amount of the Fuel Tax fee is the greater of $10 or 6¢ per kilometre, travelled in Saskatchewan. Fuel Tax paid under a single trip permit is non-refundable and cannot be offset against fuel purchased in Saskatchewan during the course of the trip.

**International Fuel Tax Agreement (IFTA)**

The International Fuel Tax Agreement (IFTA) is an agreement among jurisdictions in Canada and the United States that simplifies the reporting of Fuel Taxes by commercial inter-jurisdictional carriers. Under IFTA, the carrier files one consolidated Fuel Tax report with their base jurisdiction and tax is re-distributed based on the consumption in other jurisdictions travelled.

**1. Eligibility**

A carrier may register under IFTA in Saskatchewan providing:

- the carrier has vehicles with a registered gross vehicle weight exceeding 11,797 kg that are based in Saskatchewan for registration purposes
- the carrier keeps the operational control and records for the vehicles in Saskatchewan or will make the records available for audit in Saskatchewan (if auditors must travel outside of Saskatchewan to conduct an audit, the carrier is required to pay a portion of the costs associated with conducting the audit)
- the carrier operates in Saskatchewan and in one or more other jurisdictions.

**2. Benefits**

- A single fuel tax license (and decals) that allows your vehicles to travel in all member jurisdictions
- a single fuel tax report that details your operations in each of the member jurisdictions
- ability to credit the fuel tax overpayment of one jurisdiction against the liability of another jurisdiction
- ability to remit one cheque or receive one refund from your base jurisdiction
- fewer audits, usually conducted by the auditors from your base jurisdiction.

**3. Requirements**

- Completion of licence application form, payment of annual registration fee and purchase of truck decals
- filing quarterly returns by the due date. (late returns are subject to penalty and interest)
- payment of your fuel tax liability in full on a quarterly basis
- trip and distance reports that show a pattern of continuous movement must be maintained for audit purposes for each vehicle
• all trip reports must include:
  - date of trip (starting and ending dates)
  - trip origin and destination
  - routes of travel (list the highway used when leaving and entering a jurisdiction)
  - total trip distance (beginning and ending odometer readings)
  - distance by jurisdiction (odometer readings at each jurisdiction line)
  - power unit number or Vehicle Identification Number (VIN)
  - fleet number
  - registrant’s name

• original fuel purchase invoices or receipts must show the following:
  - date of fuel purchase
  - seller’s name and address
  - number of litres purchased
  - fuel tax paid on number of litres
  - fuel type
  - price per litre or total amount of fuel sale
  - unit number

• if bulk fuel is used in your inter-jurisdictional units, detailed records must be maintained for all fuel disbursements to intra-jurisdictional units, inter-jurisdictional units, and construction equipment. Copies of delivery tickets or receipts and inventory reconciliations for fuel issued from bulk storage must be retained for audit purposes.

Carriers who submit incorrect or false reports and/or fail to maintain adequate records for four years from the date of filing, will be assessed tax, penalty and interest. This may also result in suspension of prorate licensing privileges and revocation of IFTA credentials.
## Contacts

### Commercial Vehicle Enforcement Branch - Weight Scales

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estevan Weigh Scale</td>
<td>No. 39 – Highway W</td>
<td>306-637-4522</td>
</tr>
<tr>
<td>Kindersley Weigh Scale</td>
<td>No. 7 – Highway W</td>
<td>306-463-5455</td>
</tr>
<tr>
<td>Langham Weigh Scale</td>
<td>No. 16 – Highway S</td>
<td>306-933-6777</td>
</tr>
<tr>
<td>Lloydminster Weigh Scale</td>
<td>No. 16 – Highway E</td>
<td>306-387-5670</td>
</tr>
<tr>
<td>Melfort Weigh Scale</td>
<td>No. 6 – Highway S</td>
<td>306-752-6275</td>
</tr>
<tr>
<td>Moosomin Weigh Scale</td>
<td>No. 1 – Highway E</td>
<td>306-435-4520</td>
</tr>
<tr>
<td>Regina Weigh Scale</td>
<td>No. 11 – Highway N</td>
<td>306-787-7480</td>
</tr>
<tr>
<td>Swift Current Weigh Scale</td>
<td>No. 1 – Highway W</td>
<td>306-778-8314</td>
</tr>
<tr>
<td>Yorkton Weigh Scale</td>
<td>No. 10 – Highway S</td>
<td>306-786-1366</td>
</tr>
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</table>

### Commercial Vehicle Enforcement Branch - Patrol Offices

<table>
<thead>
<tr>
<th>Location</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hudson Bay Patrol</td>
<td>306-865-4515</td>
</tr>
<tr>
<td>Meadow Lake Patrol</td>
<td>306-236-7595</td>
</tr>
<tr>
<td>Moose Jaw Patrol</td>
<td>306-694-3742</td>
</tr>
<tr>
<td>Prince Albert Patrol</td>
<td>306-953-3680</td>
</tr>
<tr>
<td>Wynyard Patrol</td>
<td>306-554-5459</td>
</tr>
</tbody>
</table>

### Commercial Vehicle Enforcement Branch Regional Offices

<table>
<thead>
<tr>
<th>Location</th>
<th>Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Regional Office</td>
<td>306-933-5370</td>
</tr>
<tr>
<td>South Regional Office</td>
<td>306-787-5642</td>
</tr>
</tbody>
</table>
## Transport Investigations, Complaints and General Inquiries

Saskatoon  (Monday to Friday, 8:30 to 4:30)  
In Saskatchewan toll free 1-866-933-5290  
Outside Saskatchewan 306-933-5290

### Canadian Directory:

<table>
<thead>
<tr>
<th>Province</th>
<th>IRP Office</th>
<th>Fuel Tax</th>
<th>Authority/NSC</th>
<th>Permits</th>
<th>Sales Tax</th>
<th>Government Web Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manitoba</td>
<td>204-985-8770 Ext: 7748</td>
<td>204-945-3194 or 800-564-9789</td>
<td>204-945-5322</td>
<td>204-945-3961 or 877-812-0009</td>
<td>800-782-0318 or 204-945-5603</td>
<td><a href="http://www.mpi.mb.ca">www.mpi.mb.ca</a></td>
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</table>
### Territories Directory (*Not IRP Member):

<table>
<thead>
<tr>
<th>Territory</th>
<th>Registry Office</th>
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<th>Authority/NSC</th>
<th>Permits</th>
<th>Sales Tax</th>
<th>Government Web Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Northwest Territories</em></td>
<td>844-368-4698</td>
<td>867-767-9244</td>
<td>867-767-9088</td>
<td>Hay River 867-984-3341 or (24 hr line) 877-737-7786</td>
<td>Not Required</td>
<td><a href="http://www.gov.nt.ca/">www.gov.nt.ca/</a></td>
</tr>
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</table>

### United States Directory: (*Not IRP Member)

<table>
<thead>
<tr>
<th>State</th>
<th>IRP Office</th>
<th>Fuel Tax</th>
<th>Authority/UCR**</th>
<th>Permits</th>
<th>Government Web Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alabama</td>
<td>334-242-9880</td>
<td>334-242-2999</td>
<td>UCR# 888-505-9047</td>
<td>1-800-499-2782</td>
<td><a href="http://www.dot.state.al.us">www.dot.state.al.us</a></td>
</tr>
<tr>
<td>California</td>
<td>916-657-7971</td>
<td>800-400-7115</td>
<td>UCR# 916-657-8153</td>
<td>916-322-1297</td>
<td><a href="http://www.dot.ca.gov/trafficops/trucks/">http://www.dot.ca.gov/trafficops/trucks/</a></td>
</tr>
<tr>
<td>Georgia</td>
<td>855-406-5221</td>
<td>877-423-6711</td>
<td>UCR# 844-238-8097</td>
<td>888-262-8306</td>
<td><a href="https://www.cvisn.dor.ga.gov/">https://www.cvisn.dor.ga.gov/</a></td>
</tr>
<tr>
<td>State</td>
<td>IRP Office</td>
<td>Fuel Tax</td>
<td>Authority/UCR**</td>
<td>Permits</td>
<td>Government Web Sites</td>
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<tr>
<td>Indiana</td>
<td>317-615-7340</td>
<td>317-615-7345</td>
<td>UCR# 317-615-7350</td>
<td>317-615-7320</td>
<td><a href="http://www.in.gov/indot/">http://www.in.gov/indot/</a></td>
</tr>
<tr>
<td>New Jersey</td>
<td>609-292-4570</td>
<td>609-633-7324</td>
<td>UCR# 609-275-2604</td>
<td>609-530-6089</td>
<td><a href="http://www.state.nj.us/transportation/freight/trucking/">http://www.state.nj.us/transportation/freight/trucking/</a></td>
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<td>IRP Office</td>
<td>Fuel Tax</td>
<td>Authority/UCR**</td>
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<tr>
<td>North Dakota</td>
<td>701-328-2581</td>
<td>701-328-2928</td>
<td>UCR# 701-328-1287</td>
<td>701-328-2621</td>
<td><a href="https://www.dot.nd.gov/divisions/mv/vehicle">https://www.dot.nd.gov/divisions/mv/vehicle</a>. html#motor-carrier-services</td>
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<tr>
<td>Oklahoma</td>
<td>405-521-3036</td>
<td>405-522-8772</td>
<td>UCR# 405-521-2251</td>
<td>877-425-2390</td>
<td><a href="http://www.okidadot.state.ok.us">www.okidadot.state.ok.us</a></td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>717-346-0608</td>
<td>717-783-1563</td>
<td>UCR# 717-783-5934</td>
<td>717-787-4680</td>
<td><a href="http://www.dmv.state.pa.us/">www.dmv.state.pa.us/</a></td>
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<tr>
<td>Rhode Island</td>
<td>401-946-0090</td>
<td>401-574-8788</td>
<td>UCR# 401-780-2158</td>
<td>401-946-0090</td>
<td><a href="http://www.dmv.ri.gov/services/">http://www.dmv.ri.gov/services/</a></td>
</tr>
<tr>
<td>South Carolina</td>
<td>803-896-3870</td>
<td>803-896-3870</td>
<td>UCR# 803-896-3870</td>
<td>877-349-7190</td>
<td><a href="http://www.dot.state.sc.us/">http://www.dot.state.sc.us/</a></td>
</tr>
<tr>
<td>West Virginia</td>
<td>304-926-0799</td>
<td>304-926-0799</td>
<td>UCR# 304-340-0346</td>
<td>304-558-0384</td>
<td><a href="http://www.transportation.wv.gov/Pages/default.aspx">http://www.transportation.wv.gov/Pages/default.aspx</a></td>
</tr>
<tr>
<td>Wisconsin</td>
<td>608-266-9900</td>
<td>608-266-9900</td>
<td>UCR# 608-266-9900</td>
<td>608-266-7320</td>
<td><a href="http://wisconsindot.gov/Pages/dmv/com-drv-vehls/">http://wisconsindot.gov/Pages/dmv/com-drv-vehls/</a> mtr-car-trkr/default.aspx</td>
</tr>
</tbody>
</table>

Federal Highway Administration (FHWA): 202-366-4000

Contact Surface Transportation Board (STB): 202-245-0245 or Federal Motor Carrier Safety Administration (FMCSA): 1-800-832-5660 for STB Requirements

Note: STB replaced what used to be Interstate Commerce Commission (ICC)

**UCR - Unified Carrier Registration
SASKATCHEWAN TRUCKERS’ GUIDE

Medical Review Unit
Commercial Medical Reporting
Phone: 306-775-6176
Toll Free: 1-800-667-8015 Ext. 6176
Fax: 306-347-2577 (in Regina)

Permit Office
Phone: 306-775-6969
Toll Free (in SK only): 800-667-7575
Fax: 306-775-6909
Email: sgipermitoffice@sgi.sk.ca

Vehicle Registration Policy
Phone: 306-775-6332
Fax: 306-775-6909
www.sgi.sk.ca/individuals/registration/index.html

SASKATCHEWAN MINISTRY OF HIGHWAYS AND INFRASTRUCTURE
http://www.saskatchewan.ca/business/transportation-and-road-construction

Highway Hotline – Road Conditions
Saskatoon and area: 306-933-8333
Regina and area: 306-787-7623
SaskTel cell network: *ROAD
Toll-free across Canada: 888-335-7623
Handheld devices:
http://roadinfo.telenium.ca/mobile.html
(You must pull over and stop before using your handheld in Saskatchewan.)
http://www.saskatchewan.ca/residents/transportation/highways/highway-hotline

Transport Investigations & Inquiry Line
Bay 18, 3603 Millar Avenue
Saskatoon, SK S7P 0B2
In Saskatchewan toll free: 866-933-5290
Outside Saskatchewan: 306-933-5290
Fax: 306-933-5276
Email: cveinquiryline@gov.sk.ca

Vehicle Weights & Dimensions
9th Floor, 1855 Victoria Ave
Regina, SK S4P 3T2
Phone: 306-787-4801
Fax: 306-798-0172

Structural Clearance

TRANSPORT CANADA
Canadian Transport Emergency Centre (CANUTEC)
Emergency (24 hours): 613-996-6666 (call collect)
Cell (Canada Only): *666
Non-Emergency (24 hours): 613-992-4624 (call collect)
Fax: 613-954-5101
www.tc.gc.ca/eng/canutec/menu.htm

Transportation of Dangerous Goods
Prairie & Northern Region
Transport Canada
344 Edmonton Street
Winnipeg, MB R3C 0P6
Phone: 204-983-3152 or 888-463-0521
Fax: 204-983-7339
www.tc.gc.ca/eng/prairieandnorthern/menu.htm
Email: pnrweb@tc.gc.ca

TDG Training in Saskatchewan
Phone: 306-975-5105

TRUCKING ASSOCIATIONS
Alberta Motor Transport Association (AMTA)
#1 – 285005 Wrangler Way
Rocky View, AB T1X 0K3
Phone: 800-267-1003 or 403-243-4161
Fax: 403-243-4610
www.amta.ca

Atlantic Provinces Trucking Association (APTA)
105 Englehart Street, Suite 800
Dieppe, NB E1A 8K2
Phone: 866-866-1679 or 506-855-2782
Fax: 506-853-7424
www.apta.ca
American Trucking Association (ATA)
950 North Glebe Road, Suite 210
Arlington, VA 22203-4181
Phone: 703-838-1700
www.trucking.org

British Columbia Trucking Association
(BCTA)
#100 – 20111 93A Avenue
Langley, BC V1M 4A9
Phone: 604-888-5319
Fax: 604-888-2941
www.bcetrucking.com

Trucking Human Resources Canada
202 – 16 Beechwood Avenue
Ottawa, Ontario K1L 8L9
Phone: 613-244-4800
Fax: 613-244-4535
Email: info@truckinghr.com
www.truckinghr.com

Manitoba Trucking Association (MTA)
25 Bunting Street
Winnipeg, MB R2X 2P5
Phone: 204-632-6600
Fax: 204-694-7134
www.trucking.mb.ca

Ontario Trucking Association
555 Dixon Road
Toronto, ON M9W 1H8

Phone: 416-249-7401
Fax: 1-866-713-4188
www.ontruck.org

Saskatchewan Trucking Association
(STA)
103 Hodsjman Road
Regina, SK S4N 5W5
Phone: 306-569-9696
Toll Free: 1-800-563-7623
Email: info@sasketrucking.com
www.sasketrucking.com

The Canadian Trucking Alliance (CTA)
555 Dixon Road
Toronto, ON M9W 1H8
Phone: 416-249-7401
Fax: 1-866-713-4188
www.cantruck.ca

Trucking Association of Quebec, Inc.
Suite 200, 6450 rue Notre-Dame West
Montreal, PQ H4C 1V4
Phone: 514-932-0377
Fax: 514-932-1358
www.carrefour-acq.org

INDUSTRY RELATED CONTACTS

Canadian Automobile Association
(CAA) – Saskatchewan
555 Dixon Road
Toronto, ON M9W 1H8

Roadside Assistance: 1-800-222-4357
www.caask.ca

Canadian Council of Motor Transport Administrators (CCMTA)
2323 St. Laurent Boulevard
Ottawa, ON K1G 4J8
Phone: 613-736-1003
Fax: 613-736-1395
www.ccmta.ca

Commercial Vehicle Safety Alliance
(CVSA)
6303 Ivy Lane, Suite 310
Greenbelt, MD 20770-6319
Phone: 301-830-6143
Fax: 301-830-6144
www.cvsa.org

National Highway Traffic Safety Administration (NHTSA)
(8:00AM to 10:00PM ET Monday-Friday)
Phone: 1-888-327-4236
Fax: 202-366-1767
www.nhtsa.gov/

The Saskatchewan Heavy Construction Association
1939 Elphinstone Street
Regina, SK S4T 3N3
Phone: 306-586-1805
Fax: 306-585-3750
www.saskheavy.ca
INDUSTRY RELATED WEBSITES

CANADIAN CUSTOMS CARRIER SELF ASSESSMENT
www.cbsa-asfc.gc.ca/prog/csa-pad/menu-eng.html

CANADIAN CUSTOMS COMMERCIAL DRIVER REGISTRATION
www.cbsa-asfc.gc.ca/prog/cdrp-picsc/menu-eng.html

CANADIAN ROAD CONDITIONS
http://weather.gc.ca/canada_e.html

CURRENT WEATHER CONDITIONS FOR CANADA
http://weather.noaa.gov/weather/CA_cc.html

FLEETSMART PROGRAM
http://fleetsmart.nrcan.gc.ca/

MAP QUEST
www.mapquest.com

ROUTES INTERNATIONAL
www.routesinternational.com

THE WEATHER NETWORK
www.theweathernetwork.com

TRUCK NEWS
www.trucknews.com

TRUCK SAFETY COALITION
www.trucksafety.org

U.S. FEDERAL HIGHWAYS ADMINISTRATION (FHWA)
www.fhwa.dot.gov

U.S. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)
www.fmcsa.dot.gov

YAHOO MAPS
http://maps.yahoo.com/
Driver fatigue

Don’t put yourself and others at risk.

Driver fatigue is a very serious traffic safety concern.

If you’re overtired, your driving ability may be impaired. Like alcohol, fatigue affects your ability to drive by slowing reaction time, decreasing awareness and impairing judgment.

The result is an increased risk of a collision.

Recognize the symptoms of driver fatigue

- Difficulty maintaining your speed
- Drifting out of your lane
- Missing road signs, such as speed zone changes
- Forgetting the last few kilometres you’ve driven
- Not noticing vehicles until they pass
- Wandering, disconnected thoughts

www.sgi.sk.ca

Take care out there.
Please respect the safety of our workers.

**Slow down to 60km/hr** in the Work Zone when passing highway workers and equipment.

*saskatchewan.ca/highways*

Sometimes the line between life and death is marked with pylons.

Don’t take this personally, but we need our space.

*Snowplows create ‘mini-blizzards’ behind the trucks when clearing roads.*

Let them lead the way and stay back until they pull over – about every 10 km. It’s illegal to pass a snowplow at more than 60 km/hr.

**KNOW BEFORE YOU GO!** Check road conditions by calling toll-free at 1-888-335-7623 or SaskTel cellular users dial *ROAD.

*saskatchewan.ca/highways*
Dimension Reference Chart

Provincial Highways or Portions of Provincial Highways on Which B-trains Can Operate at 63,500 kg

(a) Provincial Highway No. 1; (b) Provincial Highway No. 2, from Assiniboia to La Ronge; (c) Provincial Highway No. 3, from Hudson Bay to its junction with Provincial Highway No. 40; (d) Provincial Highway No. 4, from its junction with Provincial Highway No. 1 to Meadow Lake; (e) Provincial Highway No. 5, from Saskatoon to Canora; (f) Provincial Highway No. 6, from its junction with Provincial Highway No. 39 to Melfort; (g) Provincial Highway No. 7; (h) Provincial Highway No. 8 from its junction with Provincial Highway No. 1 to its intersection with Grid Road No. 719; (i) Provincial Highway No. 9, from its junction with Provincial Highway No. 13 to Canora; (j) Provincial Highway No. 9, from the International Boundary to its junction with Provincial Highway No. 18; (k) Provincial Highway No. 10; (l) Provincial Highway No. 11; (m) Provincial Highway No. 12, from Saskatoon to its junction with Provincial Highway No. 312; (n) Provincial Highway No. 13 from the Manitoba Boundary to its junction with Provincial Highway No. 39; (o) Provincial Highway No. 14, from Saskatoon to the Alberta Boundary; (p) Provincial Highway No. 15, from its junction with Provincial Highway No. 4 to its junction with Provincial Highway No. 11; (q) Provincial Highway No. 16; (r) Provincial Highway No. 17; (s) Provincial Highway No. 18 from the Manitoba Boundary to its junction with Provincial Highway No. 39; (t) Provincial Highway No. 22, from the Esterhazy Potash Mine access to Stockholm; (u) Provincial Highway No. 29; (v) Provincial Highway No. 35, from its junction with Provincial Highway No. 16 to its junction with Provincial Highway 55 at Nipawin; (w) Provincial Highway No. 39, from North Portal to its junction with Provincial Highway No. 1; (x) Provincial Highway No. 40, from its junction with Provincial Highway No. 3 to its junction with Provincial Highway No. 29; (y) Provincial Highway No. 41, from its junction with Provincial Highway No. 5 to its junction with Provincial Highway No. 6; (z) Provincial Highway No. 41A, from its junction with Provincial Highway No. 41 to its junction with Provincial Highway No. 3; (aa) Provincial Highway No. 55, from its junction with Provincial Highway No. 3 to Big River; (bb) Provincial Highway No. 55 from its junction with Provincial Highway No. 155 to its junction with Provincial Highway No. 4; (cc) Provincial Highway No. 316; (dd) Provincial Highway No. 397; (ee) the Belle Plaine potash mine access road from Provincial Highway No. 1 to the southwest corner of the southeast quarter of Section 14, Township 17, Range 24, West of the Second Meridian; (ff) the Rocanville potash mine access road from Provincial Highway No. 8 to Section 21, Township 17, Range 30 West of the First Meridian; (gg) the Cory potash mine access road from Provincial Highway No. 7 to Section 18, in Township 36, in Range 6, West of the Third Meridian; (hh) the Vanscoy potash mine access road from Provincial Highway No. 7 to Section 16, in Township 35, in Range 8, West of the Third Meridian; (ii) the Esterhazy potash mine access road from Provincial Highway No. 22 to Section 24, in Township 20, in Range 33, West of the First Meridian; (jj) the Lanigan potash mine access road from Provincial Highway No. 16 to Section 28, in Township 33, in Range 23, West of the Second Meridian; (kk) the Patience Lake potash mine access road from Provincial Highway No. 316 to Section 16, in Township 36, in Range 3, West of the Third Meridian; (ll) Provincial Road 903 from its junction with Provincial Highway No. 55 to 1.52 km north.