



SASKATCHEWAN TRUCKERS' GUIDE 2019

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 is any uncertainty with information provided in this guide or conflicting information with the legislation, the relevant acts and regulations will supersede the information in this guide.

Provincial legislations and regulations can be found online at **www.publications.gov.sk.ca/freelaw** or by contacting:

Publications 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; in highway construction or orange zones; when a tow truck is stopped on the roadside with its amber or amber and blue lights flashing; and around snow plows in winter; unless the vehicle is on the opposite side of a divided highway.

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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)*
- *all vehicles registered in 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, 2019).

If prorating for travel outside Saskatchewan under the International Registration Plan (IRP), first-time registrants in Class A can obtain a Certificate of Safety Fitness from SGI - Branch & IRP Issuing Services (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.

Note: The Traffic Safety Act requires that you carry a photocopy of this certificate in each vehicle that falls under the NSC program as Saskatchewan Highway Patrol 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 & IRP Issuing Services any time a new or additional commercial vehicle is registered by the certificate holder.

For more information, call SGI – Branch & IRP Issuing Services 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: 306-798-0174 or Toll Free: 1-855-775-8336.

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 Highway Patrol Inquiry Line Toll Free 1-866-933-5290 or 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 (with more than 10 persons including the driver), Class TS trailers being pulled by a NSC towing unit, 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.

7 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: 306-787-0703 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.

8 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).*
- *Application for prorated under the International Registration Plan (IRP) must be made through SGI – Branch & IRP Issuing Services, 306-751-1250. 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.*

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

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 & IRP Issuing Services 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;*

- *applicant has paid real estate or personal property taxes to Saskatchewan;*
- *applicant receives utility bills from Saskatchewan in their name; or*
- *other factors that clearly indicate the applicant's legal residence in 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 and Labrador	Saskatchewan

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) *a private bus;*
- d) *a recreational motor vehicle;*
- e) *a truck of any weight that is registered to the federal government or to a provincial, municipal or regional government; or*
- f) *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.

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.

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
Alabama	*80,000 lbs	80,000 lbs	*80,000 lbs (four-axle combination) *84,000 lbs (five-axle combination)
Alaska	*Not IRP	Not IRP	
Alberta	63,500 kg	63,500 kg	
Arizona	*80,000 lbs	*80,000 lbs	*Overweight permit over 80,000 lbs
Arkansas	80,000 lbs	80,000 lbs	
British Columbia	63,500 kg	63,500 kg	
California	80,000 lbs	80,000 lbs	*Without overweight permit
Colorado	*85,000 lbs	80,000 lbs	*Without overweight permit
Connecticut	*None	None	*80,000 lbs with overweight permit
Delaware	80,000 lbs	80,000 lbs	
District of Columbia	80,000 lbs	80,000 lbs	
Florida	80,000 lbs	80,000 lbs	
Georgia	80,000 lbs	80,000 lbs	
Idaho	*129,000 lbs	130,000 lbs (Weight is shown in even 2,000 lb increments.)	*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.
Illinois	80,000 lbs	80,000 lbs	
Indiana	80,000 lbs	80,000 lbs	
Iowa	None	None	*Special permit over 80,000 lbs
Kansas	*85,500 lbs	*85,500 lbs	*Max. 80,000 lbs on KS Interstate System

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
Kentucky	*80,000 lbs	*80,000 lbs	
Louisiana	88,000 lbs	88,000 lbs	*83,400 lbs – Interstate
Maine	100,000 lbs	100,000 lbs	
Manitoba	63,500 kg	63,500 kg	
Maryland	80,000 lbs	80,000 lbs	
Massachusetts	*None	None	Over 80,000 lbs with overweight permit
Michigan	160,001 lbs	160,001 lbs	
Minnesota	*80,000 lbs	Unlimited	*Overweight permit over 80,000 lbs
Mississippi	80,000 lbs	80,000 lbs	
Missouri	*80,000 lbs	80,000 lbs	*Overweight permit over 80,000 lbs
Montana	*138,000 lbs	*138,000 lbs	*Permit required
Nebraska	94,000 lbs	94,000 lbs	
Nevada	129,000 lbs	80,000 lbs	
New Brunswick	62,500 kg	62,500 kg	
Newfoundland and Labrador	62,500 kg	62,500 kg	
New Hampshire	*80,000 lbs	80,000 lbs	*Overweight permit over 80,000 lbs
New Jersey	80,000 lbs	80,000 lbs	
New Mexico	86,400 lbs	80,000 lbs	
New York	*None	None	*Overweight permit over 80,000 lbs
North Carolina	*80,000 lbs	80,000 lbs	*Overweight permit over 80,000 lbs
North Dakota	105,500 lbs	105,500 lbs	
Nova Scotia	62,500 kg	62,500 kg	
Ohio	80,000 lbs	80,000 lbs	

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight=	Exceptions/Conditions
Oklahoma	*90,000 lbs	90,000 lbs	*Annual permit required over 80,000 lbs
Ontario	63,500 kg	63,500 kg	
Oregon	*105,500 lbs	105,500 lbs	*Special permit over 80,000 lbs
Pennsylvania	80,000 lbs	80,000 lbs	
PEI	62,500 kg	62,500 kg	
Quebec	*8 axles	8 axles	*Overweight permit needed over 62,500 kg (137,500 lbs)
Rhode Island	80,000 lbs	80,000 lbs	
Saskatchewan	63,500 kg	63,500 kg	
South Carolina	80,000 lbs	80,000 lbs	
South Dakota	*None	None	*Must meet SD bridge weight laws. Overweight permit required over 80,000 lbs on Interstate.
Tennessee	80,000 lbs	80,000 lbs	
Texas	80,000 lbs	80,000 lbs	
Utah	*129,000 lbs	80,000 lbs	*On divisible loads with overweight permit
	*None		*On non-divisible loads with overweight permit
Vermont	80,000 lbs	80,000 lbs	
Virginia	80,000 lbs	80,000 lbs	
Washington	105,500 lbs	105,500 lbs	
West Virginia	80,000 lbs	80,000 lbs	
Wisconsin	80,000 lbs	80,000 lbs	
Wyoming	*117,000 lbs	117,000 lbs	*Overweight permit over 117,000 lbs

*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 weight¹ 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.

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

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.

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 more information on qualifying for full Saskatchewan registration or registering with non-resident dual registration, please call SGI’s Customer Service Center at 1-800-667-9868.

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

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)**.

Non-resident companies with vehicles that are not registered with full Saskatchewan plates, dual registration or pro-rated for Saskatchewan through IRP, are required to pay tax using one of the applicable methods outlined in [Bulletin PST-38-Information for Non-Resident Real Property and Service Contractors](#). For more information regarding Provincial Sales Tax, please visit www.saskatchewan.ca or call the Ministry of Finance at 1-800-667-6102.

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

12 Drug and Alcohol Testing (Travelling to the U.S.)

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 policies 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 6C4**

Phone: 306-374-9079

Fax: 306-374-7246

or

**#30 - 395 Park Street
Regina, SK S4N 5B2**

Phone: 306-586-0537

Fax: 306-586-6280

or

Toll Free: 1-877-374-9079

or

**Booking Email:
ccbookings@wellpoint.ca**

**General 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
1-800-267-1003**

**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**

**U.S. DOT OFFICE OF
MOTOR CARRIERS**

Juneau, Alaska

907-465-3900

Olympia, Washington

360-705-7438

Boise, Idaho

208-334-8000

Helena, Montana

406-444-6200

Bismarck, North Dakota

701-328-2500

St. Paul, Minnesota

651-296-3000

Madison, Wisconsin

608-246-3800

Lansing, Michigan

517-373-2090

Albany, New York

518-457-6512

Montpelier, Vermont

802-828-2000

Augusta, Maine

207-624-3000

**13 Allowed Uses of
Commercial Vehicles**

When registered, vehicles are placed in a plate class based on size and how the vehicle will be used. The following summarizes the allowed uses of the most common plate classes:

Class A:

1. *as a personal conveyance*
2. *for the transportation of:*
 - i. *passengers without compensation*
 - ii. *any commodity*

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 within an area having a radius of 55 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*
 - 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*

- 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:

A vehicle registered in Class LV may be used for:

1. Hauling any commodity.
2. As a personal conveyance.
3. For transporting passengers without compensation.
4. For the transportation of passengers for hire, if the driver is an affiliated driver providing a vehicle-for-hire service (ride share) as defined in

The Vehicles for Hire Act and the regulations made pursuant to the Act.

5. For transporting co-workers when using a vehicle to travel to a common work destination for the purpose of the employer's business.
6. For transporting passengers as part of a private car pool in 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 agree to contribute or share in the expense of the trip.
7. For transporting up to 8 students to or from the school (morning pickup/afternoon drop-off).
8. For transporting students, teachers or chaperones for academic, athletic, or social events connected to the programs of the school or school board, by a person who has been approved by the Principal of the school through a student transportation agreement.

A vehicle that is registered in LV, that has a seating capacity of more than 15 passengers, cannot rent or lease the vehicle to another person.

A Class LV vehicle may not be used to transport more than 8 students to and from school regardless if the transportation is for compensation or not.

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.

Class LV vehicles being used commercially may be 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).*

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*
- *mobile manufactured homes*
- *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.*

Note: The Vehicle Classification and Registration Regulations further define many of the commodities listed as Group I and Group II exempt commodities. Please reference the regulations for further detail.

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 connected to the programs of the school board.

- d) *Teachers, educational officers and other persons employed by a school board for any other purpose connected with the performance of their duties.*
- e) *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.)*
- f) *Transporting an ill or injured person where no other transportation is available.*
- g) *Emergency forest fire fighters when the registered owner has an agreement for such transport with the Ministry of Environment and Resource Management.*
- h) *Goods owned by the registered owner.*
- i) *Her Majesty's mail.*

Class PS plates are only issued to School Boards or people who are under contract with a School Board to provide student transportation. They can only be registered to vehicles that are manufactured and equipped in accordance with Federal and Provincial equipment standards for school buses.

See Section 14 regarding 3rd party liability insurance requirements.

Class PB

Vehicles registered in Class PB may be cars, vans, SUVs, pickups or buses.

1. *A vehicle in Class PB may be used to transport passengers or passengers and express parcels as part of a for hire transportation service.*
2. *Passenger service must be a pre-booked charter or a regular scheduled passenger service.*
3. *A class PB vehicle may not be used for on-demand transportation such as a taxi or a vehicle-for-hire (rideshare) service.*
4. *The owner of a Class PB vehicle will need to maintain additional amounts of third party liability insurance,*

which will need to be in place before registration. See Section 14 for further details.

Note: The requirement for the owner of a PB vehicle to hold an Operating Authority Certificate was removed from Legislation in June of 2018.

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 when the vehicle is used to transport individuals with a disability and any attendants travelling with those individuals.*
2. *A vehicle that has a seating capacity of fewer than 10 passengers may not be registered in Class PC unless it is being used to transport individuals with a disability and any attendants travelling with those individuals.*
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.

If you require further clarification on plate class eligibility and allowed uses, contact SGI's Customer Service Center at 1-800-667-9868.

14 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 306-775-1215 or emailed to nscapp@sgi.sk.ca



Insurance Requirements

	Cargo Insurance	Third Party Liability	Notes
Class A – Only A Plated Vehicles Can Register Under IRP for Out-of-Province Travel			
5,000 kg – 11,793 kg	Yes*	Yes	* Exempt from Cargo Insurance if Hauling Low Value or Owner's Own Goods
11,794 kg & Greater	Yes*	Yes	* Exempt from Cargo Insurance if Hauling Low Value or Owner's Own Goods
* Cargo Exemption: Low value goods are exclusively coal, earth, fodder, manure, garbage, sand, gravel, sewage, clay, sod, water, stone or logs			
Class C & D – Cannot Register Under IRP But Can Leave the Province on Single Trip Permits			
5,000 kg – 11,793 kg	No	Yes	
11,794 kg & Greater	Yes*	Yes	* Exempt from Cargo Insurance if Hauling Low Value or Owner's Own Goods
Class LV – If Registered as Commercial or Business Purposes			
5,000 kg – 11,793 kg	No	Yes*	* Exempt from Third Party Liability Insurance if Operating Only in Sask.
11,794 kg & Greater	Yes*	Yes	* Exempt from Cargo Insurance if Hauling Low Value or Owner's Own Goods
Class F			
	No	No	
Class PB			
	No	Yes	
Class PC			
	No	Yes	
Class PS			
	No	Yes	

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

Passenger Transportation

Passenger Capacity	Insurance
15 or less	\$1,000,000
16 or more	\$3,000,000

and is in addition to amounts required under *"The Automobile Accident Insurance Act"*.

15 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 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 Preventative 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 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.

Trailers and semi-trailers registered in Class TS or that would be registered in Class TS if registered in Saskatchewan, dollies, jeeps and boosters equipped with air brakes, must be inspected annually.

This program is administered by SGI and inspections are completed by certified third-party inspection facilities. Vehicles that pass are issued a certificate and validation decal.

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. They must also ensure a valid vehicle inspection(s) sticker (PMVI) is displayed where required by the municipality to operate.

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 2.0 Vehicles Requiring Inspection & Validity Term

Description	Validation Term	Additional Information
Taxi (PT)	Municipal Bylaw	No inspection unless required by municipal law
Bus / Van registered in a commercial class (PC, PB and PS), operating within Saskatchewan only	12 Months	
Bus / Van registered in a commercial class (PC, PB and PS), operating extra-provincially	6 Months	
Any vehicle with a seating capacity of 15 or more including driver	12 Months	If travelling extra-provincially, please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance
Power Units registered in a commercial class (A, C or D) at or above 22,000 kg, operating within Saskatchewan only	6 Months	If operated under 25,000 km (15,500 miles), owner can apply for a annual inspection exemption through VS&I
Trucks registered in a commercial class (A, C or D) at or above 22,000 kg, operating within Saskatchewan only	12 Months	
Power Units registered in a commercial class (A, C, D or LV) at or above 11,794 kg and operating extra-provincially	6 Months	Please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance
Trucks registered in a commercial class (A, C, D or LV) at or above 11,794 kg and operating extra-provincially	12 Months	Please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance
Trailers registered in a commercial class (TS), dollies, jeeps and boosters equipped with air brakes	12 Months	If travelling extra-provincially, please check the requirements in the jurisdiction in which you are planning on travelling to ensure compliance
Total Loss Vehicles (TLV)	No expiry unless it becomes a Total Loss Vehicle again	
First Time Registered Vehicles (FTR)	No expiry unless the vehicle is registered outside of Sask.	
Liquefied Petroleum Gas (LPG), Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG)	5 Years	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

16 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.*

Majority of permits are issued over the phone by the Permit Office, Saskatchewan Government Insurance

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)

<https://www.saskatchewan.ca/business/transportation-and-road-construction/information-for-truckers-and-commercial-trucking-companies>



Get information on highway conditions, road closures, constructions 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/highwayhotline

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.*
4. *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

17 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 Motor 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 (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*

"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.*

19 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 equipment & 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.

Inspection	Defect(s)	Major Defect(s)
Air Brake System	<ul style="list-style-type: none"> - Audible air leak - Slow air pressure build-up rate 	<ul style="list-style-type: none"> - 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
Cab	<ul style="list-style-type: none"> - Occupant compartment door fails to open 	<ul style="list-style-type: none"> - Any door fails to close securely
Cargo Securement	<ul style="list-style-type: none"> - Insecure or improper load covering (e.g. Wrong type or flapping in the wind) 	<ul style="list-style-type: none"> - Insecure cargo - Absence, failure, malfunction or deterioration of required cargo securement device or load covering
Coupling Devices	<ul style="list-style-type: none"> - Coupler or mounting has loose or missing fastener 	<ul style="list-style-type: none"> - 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		<ul style="list-style-type: none"> - Dangerous goods requirements set out in The Dangerous Goods Transportation Act not met
Driver Controls	<ul style="list-style-type: none"> - Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly 	
Driver Seat	<ul style="list-style-type: none"> - Seat damaged or fails to remain in set position 	<ul style="list-style-type: none"> - Seatbelt or tether belt is insecure, missing or malfunctions
Electric Brake System	<ul style="list-style-type: none"> - Loose or insecure wiring or electrical connection 	<ul style="list-style-type: none"> - Inoperative breakaway device - Inoperative brake
Emergency Equipment and Safety Devices	<ul style="list-style-type: none"> - Emergency equipment is missing damaged or defective 	
Exhaust System	<ul style="list-style-type: none"> - Exhaust leak 	<ul style="list-style-type: none"> - Leak that causes exhaust gas to enter the occupant compartment
Frame and Cargo Body	<ul style="list-style-type: none"> - Damaged frame or cargo body 	<ul style="list-style-type: none"> - Visibly shifted, cracked, collapsing or sagging frame member(s)
Fuel System	<ul style="list-style-type: none"> - Missing fuel tank cap 	<ul style="list-style-type: none"> - Insecure fuel tank - Dripping fuel leak

Inspection	Defect(s)	Major Defect(s)
General	<ul style="list-style-type: none"> - Audible air leak - Slow air pressure build-up rate 	<ul style="list-style-type: none"> - Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation
Glass and Mirrors	<ul style="list-style-type: none"> - 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 - Required mirror or glass has broken or damaged attachments onto vehicle body 	<ul style="list-style-type: none"> - Any door fails to close securely
Heater/Defroster	<ul style="list-style-type: none"> - Control or system failure 	<ul style="list-style-type: none"> - Defroster fails to provide unobstructed view through the windshield
Horn	<ul style="list-style-type: none"> - Vehicle has no operative horn 	
Hydraulic Brake System	<ul style="list-style-type: none"> - Brake fluid level is below indicated minimum level 	<ul style="list-style-type: none"> - Parking brake is inoperative - Brake boost or power assist is not operative - Brake fluid leak - Brake pedal fade or insufficient brake pedal reserve - Activated (other than ABS) warning device - Brake fluid reservoir is less than 1/4 full
Lamps and Reflectors	<ul style="list-style-type: none"> - Required lamp does not function as intended - Required reflector is missing or partially missing 	<p><i>When lamps are required</i></p> <ul style="list-style-type: none"> - Failure of both low-beam headlamps - Failure of both rearmost tail lamps <p><i>At all times:</i></p> <ul style="list-style-type: none"> - Failure of one rearmost turn-indicator lamp - Failure of both rearmost brake lamps
Steering	<ul style="list-style-type: none"> - Steering wheel lash (free-play) is greater than normal 	<ul style="list-style-type: none"> - Steering wheel is insecure, or does not respond normally - Steering wheel lash (free-play) exceeds required limit
Suspension System	<ul style="list-style-type: none"> - Air leak in air suspension system - Broken spring leaf - Suspension fastener is loose, missing or broken 	<ul style="list-style-type: none"> - Patched, cut, bruised, cracked to braid, mounted insecurely, or deflated airbag - Cracked or broken main spring leaf or more than one broken spring leaf - Part of spring leaf or suspension is missing, shifted out of place or is in contact with another vehicle component - Loose U-bol
Tires	<ul style="list-style-type: none"> - Damaged tread or sidewall of tire - Tire leaking (if leak can be felt or heard, the tire is to be treated as flat) 	<ul style="list-style-type: none"> - Flat tire - Tire tread depth is less than wear limit - Tire is in contact with another tire or any vehicle component other than mud-flap - Tire is marked "Not for highway use" - Tire has exposed cords in the tread or outer side wall area

Inspection	Defect(s)	Major Defect(s)
Wheels, Hubs and Fasteners	<ul style="list-style-type: none"> - Hub oil below minimum level (when fitted with sight glass) - Leaking wheel seal 	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - Control or system malfunction - Wiper blade damaged, missing or fails to adequately clear driver's field of vision 	<p><i>When necessary for prevailing weather conditions:</i></p> <ul style="list-style-type: none"> - 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

Inspection	Defect(s)	Major Defect(s)
Accessibility Devices	<p><i>Accessibility device may not be used if:</i></p> <ul style="list-style-type: none"> - Alarm fails to operate - Equipment malfunctions - Interlock system malfunctions 	<ul style="list-style-type: none"> - Vehicle fails to return to normal level after "kneeling" - Extendable lift, ramp or other passenger-loading device fails to retract
Air Brake System	<ul style="list-style-type: none"> - Audible air leak - Slow air pressure build-up rate 	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - Insecure or improper load covering (e.g. Wrong type or flapping in the wind) 	<ul style="list-style-type: none"> - Insecure cargo - Absence, failure, malfunction or deterioration of required cargo securement device or load covering
Coupling Devices	<ul style="list-style-type: none"> - Coupler or mounting has loose or missing fastener 	<ul style="list-style-type: none"> - Coupler is insecure or movement exceeds prescribed limit - Inoperative brake - Coupling or locking mechanism is damaged or fails to lock - Defective, incorrect or missing safety chain/cable
Dangerous Goods	<ul style="list-style-type: none"> - Dangerous goods requirements set out in The Dangerous Goods Transportation Act not met 	
Doors and Emergency Exits	<ul style="list-style-type: none"> - Door, window or hatch fails to open or close securely - Alarm inoperative 	<p><i>When the vehicle is carrying passengers: Required emergency exit fails to function as intended.</i></p>

Inspection	Defect(s)	Major Defect(s)
Driver Controls	- Accelerator pedal, clutch, gauges audible and visual indicators or instruments fail to function properly	- Accelerator sticking and engine fails to return to idle <i>When the vehicle is carrying passengers:</i> - Driver's view of the road is obstructed in the area swept by the windshield wipers
Driver Seat	- Seat damaged or fails to remain in set position	- Seatbelt or tether belt is insecure, missing or malfunctions
Electric Brake System	- Loose or insecure wiring or electrical connection	- Inoperative breakaway device - Inoperative brake
Emergency Equipment and Safety Devices	- Emergency equipment is missing damaged or defective	
Exhaust System	- Exhaust leak	- Leak that causes exhaust gas to enter the occupant compartment
Exterior Body and Frame	Insecure or missing body parts	- Insecure or missing compartment door - Damaged frame or body - Visibility shifted, cracked, collapsing or sagging frame member(s)
Fuel System		- Missing fuel tank cap - Insecure fuel tank - Dripping fuel leak
General		- Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation
Glass and Mirrors	- 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 - Required mirror or glass has broken or damaged attachments onto attachments onto vehicle body	<i>Passengers may not be carried.</i> - Driver's view of the road is obstructed in the area swept by the windshield wipers
Heater/Defroster	- Control or system failure	- Defroster fails to provide unobstructed view through the windshield
Horn	- Vehicle has no operative horn	
Hydraulic Brake System	- Brake fluid level is below indicated minimum level	- Parking brake is inoperative - Brake boost or power assist is not operative - Brake fluid leak - Brake pedal fade or insufficient brake pedal reserve - Activated (other than ABS) warning device - Brake fluid reservoir is less than 1/4 full

Inspection	Defect(s)	Major Defect(s)
Lamps and Reflectors	<ul style="list-style-type: none"> - Required interior lamp does not function as intended - Required reflector is missing or partially missing - Passenger safety or access lamp does not function 	<p><i>When lamps are required:</i></p> <ul style="list-style-type: none"> - Failure of both low-beam headlamps - Failure of both rearmost tail lamps <p><i>At all times:</i></p> <ul style="list-style-type: none"> - Failure of a rearmost turn-indicator lamp - Failure of both rearmost brake lamps
Passenger Compartment	<ul style="list-style-type: none"> - Stanchion padding is damaged - Damaged steps or floor - Insecure or damaged overhead luggage rack or compartment - Malfunction or absence of required passenger or mobility device restraints - Passenger seat is insecure 	<p><i>When affected position is occupied:</i></p> <ul style="list-style-type: none"> - Malfunction or absence of required passenger or mobility device restraints - Passenger seat is insecure
Steering	<ul style="list-style-type: none"> - Steering wheel lash (free-play) is greater than normal 	<ul style="list-style-type: none"> - Steering wheel is insecure, or does not respond normally - Steering wheel lash (free-play) exceeds required limit
Suspension System	<ul style="list-style-type: none"> - Air leak in air suspension system - Broken spring leaf - Suspension fastener is loose, missing or broken 	<ul style="list-style-type: none"> - Patched, cut, bruised, cracked to braid, mounted insecurely, or deflated airbag - Cracked or broken main spring leaf or more than one broken spring leaf - Part of spring leaf or suspension is missing, shifted out of place or is in contact with another vehicle component - Loose U-bolt
Tires	<ul style="list-style-type: none"> - Damaged tread or sidewall of tire - Tire leaking (if leak can be felt or heard, the tire is to be treated as flat) 	<ul style="list-style-type: none"> - Flat tire - Tire tread depth is less than wear limit - Tire is in contact with another tire or any vehicle component other than mud-flap - Tire is marked "Not for highway use" - Tire has exposed cords in the tread or outer side wall area
Wheels, Hubs and Fasteners	<ul style="list-style-type: none"> - Hub oil below minimum level (when fitted with sight glass) - Leaking wheel seal 	<ul style="list-style-type: none"> - 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	<ul style="list-style-type: none"> - Control or system malfunction - Wiper blade damaged, missing or fails to adequately clear driver's field of vision 	<p><i>When necessary for prevailing weather conditions:</i></p> <ul style="list-style-type: none"> - Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper
<p><i>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).</i></p>		

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.

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;*

a) *1 tie-down where the article is 1.52 metres (5 ft) or shorter and weighs not more than 500 kg,*

b) *2 tie-downs where the article is:*

- *1.52 metres (5 ft) or shorter, but weighs more than 500 kg; or*
- *longer than 1.52 metres (5 ft), but not longer than 3.04 metres (10 ft) regardless of weight; or*

c) *where the article is longer than 3.04 metres (10 ft)*

- *2 tie-downs 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)*

4. *for articles that are blocked or immobilized by front end structures, bulkhead or other immobilized cargo:*

a) *1 tiedown where article is not longer than 3.04 metres (10 ft)*

b) *where the article is longer than 3.04 metres (10 ft)*

- *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:

- secure adequately any article of cargo
- 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 precedent over the general requirements wherever there is a conflict between the two. They can be obtained in one of two ways:

- review the *Security of Loads and Trip Inspection Regulations* on the Queen's Printer site: www.qp.gov.sk.ca; or
- obtain a copy of the "Driver's Handbook on Cargo Securement" from the Saskatchewan Trucking Association, 306-569-9696.

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 kg X 4 = 2,000 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.

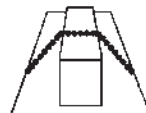
Tie-down assemblies, other than those that are permanently crimped, must be capable of being tightened in transit.

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.

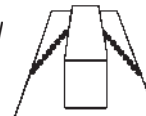
Aggregate Working Load Limit Tie-Down Methods A & B

- 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.

- 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.

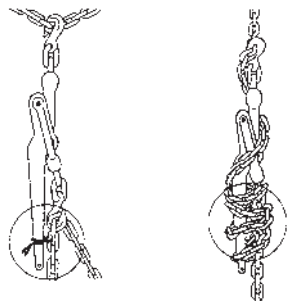
PART III: Tie-Down Devices

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.



Grade 4



Grade 7

TABLE 3.0 Chain Working Load Limits

Chain Size		Proof Coil Grade 3		High Test Grade 4		Transport 7		Alloy Grade 8	
(in)	(mm)	(lbs)	(kg)	(lbs)	(kg)	(lbs)	(kg)	(lbs)	(kg)
1/4	7	1,300	580	2,600	1,180	3,150	1,430	3,500	1,570
5/16	8	1,900	860	3,900	1,770	4,700	2,130	4,500	2,000
3/8	10	2,650	1,200	5,400	2,450	6,600	2,990	7,100	3,200
7/16	11	3,700	1,680	7,200	3,270	8,750	3,970	----	----
1/2	13	4,500	2,030	9,200	4,170	11,300	5,130	12,000	5,400
5/8	16	6,900	3,130	13,000	5,910	15,800	7,170	18,100	8,200

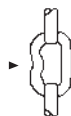
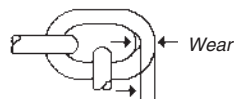
Defective Chain

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.



Bend



Bend



Twisted Link



Stretched Link



Knotted Chain



Knotted Chain

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.

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

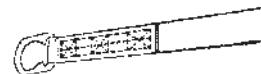
1. 25% or more of the lap portion stitches, used to secure a web to a fitting, are separated
2. webbing that is knotted, spliced, contains damaged loop ends, severely worn or has been repaired
3. damage such as cuts, burns, abrasions, holes or crushed areas through the webbing that total more than:

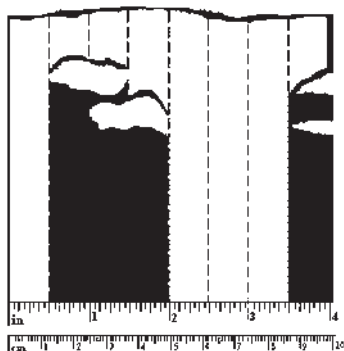
Determining the Total Width of Damage

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.





The total width that is affected by damage is 50mm (2")

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

Web Size		Out-of-Service Range	
(in)	(mm)	(in)	(mm)
4	100	Larger than 3/4	19
3	75	5/8	16
2	50	3/8	10
1.75	45	3/8	10

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.



Chain Anchor



Flat Hook



Web Winch



Chain Anchor



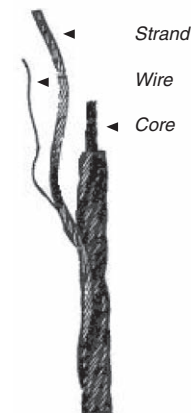
Web Tensioner

Cable

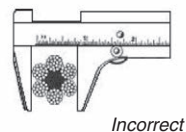
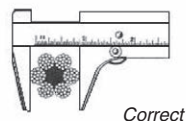
Where cable is used for tie-downs, it should be protected against damage. The following precautions and procedures should be observed:

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.

Cable Elements and Measurement

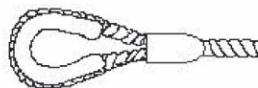


Cable Elements

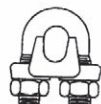


Measuring Cable

Thimble



Load 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



Kinked



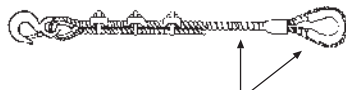
Bird Caging



Popped Core

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



Load Carrying End Connections

7. improperly joined cables (i.e. tied in a knot)
8. any slippage is detectable at a cable clamp or clip.

Note: Other types of defects may also apply.

Cable fittings and attachments that are loose or have the following defects will not be counted as part of a tie-down system:

1. obvious reduction of section through wear or corrosion
2. hooks opened in the throat beyond the original throat opening
3. obvious twisting out of the plane of a fitting
4. repair welding or distortion from heat
5. any visible cracks.

Note: Other types of defects may also apply.

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.



Pocket



Frame



Bull Ring

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.



Chain Anchor



Flat Hook



Web Winch



Delta Ring

Part IV:

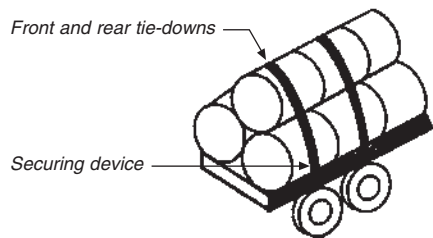
Securement of Round Hay Bales

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 Corrigan;*
 - *Prov. Hwy. No. 41, from its junction with Prov. Hwy. No. 5 to its junction with Prov. Hwy. No. 27;*
 - *Prov. Hwy. No. 46.*

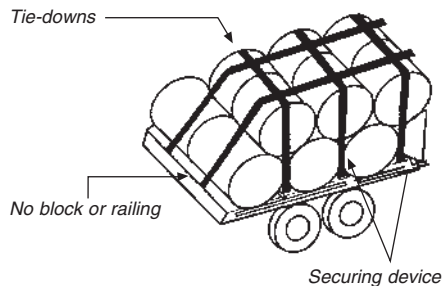
In the case of round bales loaded pipestone style:

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:

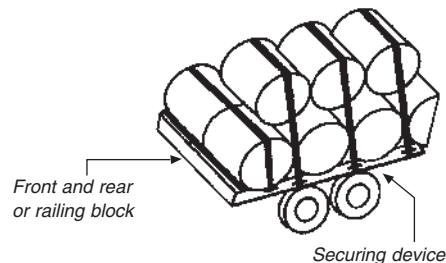
1. by loading one bale over two bales, two bales over two bales or only two bales crossways on the vehicle, one tie-down assembly across each top bale and one tie-down assembly running the length of the load over each top bale
2. where the round bales are securely made and the vehicle is equipped with 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 Publications Saskatchewan at publications@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. ((Following this Q & A list, see the 9 classes of dangerous goods labels and placards.))

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 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 January 1, 2019

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 which 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 which 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 which nevertheless has a mass explosion hazard like those substances in 1.1.
- 1.6 - An extremely insensitive article which 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.
**Placard for UN1005, Anhydrous Ammonia only.*

CLASS 3 – Flammable Liquids

A liquid which has a closed-cup flash point not greater than 60°C.
Commonly used as fuel (example: gasoline, ethanol, fuel oil [diesel]).



Labels and Placards Effective January 1, 2019

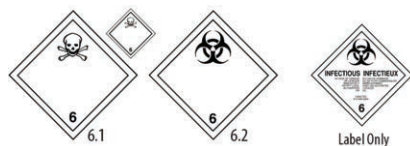
CLASS 4 – Flammable Solids, Substances liable to spontaneous combustion; Substances that on contact with water emit flammable gases (water-reactive substances)

- 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: naphthalene).
- 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: sodium hydrosulphite).
- 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 which 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 or react dangerously with other dangerous goods.
Commonly used in automobile body shops as body filler (example: dibenzoyl peroxide).



Labels and Placards Effective January 1, 2019

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 virus).

CLASS 7 – Radioactive Materials

Substances defined as Class 7, Radioactive Materials in the Packaging and Transport of Nuclear Substances Regulations.

Commonly used in nuclear fuel rods (example: radioactive material - LSA (yellow cake)).

There are three categories which 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.

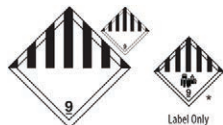
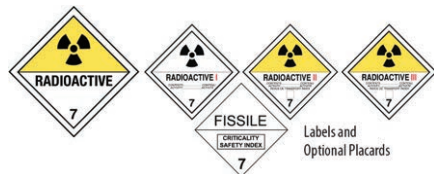
Commonly used in batteries and industrial cleaners (example: sulphuric acid and sodium hydroxide).

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.

Used in dry cell batteries (example: ammonium chloride).

**Label for lithium batteries only.*





Lithium Battery Mark



Mark for Category B
Infectious substances, UN3373



Orange Panel



Mixed Load Shipment



Marine Pollutant Mark



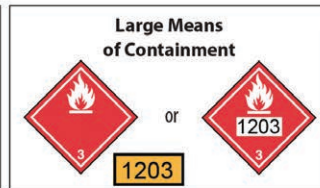
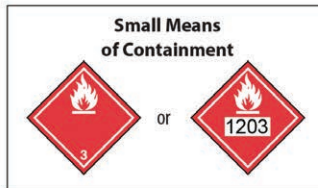
Elevated Temperature Sign



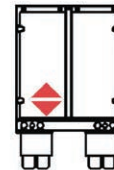
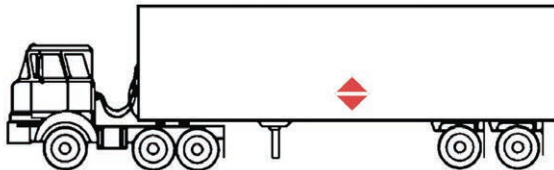
Excepted
Quantities Mark



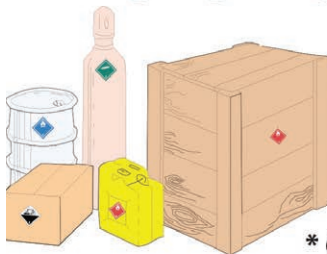
Fumigation Sign



Limited Quantities Mark

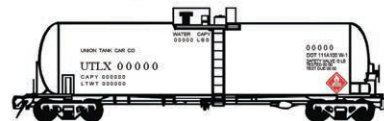


Limited Quantities Mark
(ICAO Technical Instructions)



In Case of Emergency
CANUTEC
(Call Collect 24 hours)
(613) 996-6666

*** 666 for cellular phones (in Canada only)**



23 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
<i>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.</i>		
<i>Certificate Expires on:</i>	<i>Employer's Signature</i>	<i>Employee's Signature</i>

Example of a Training Certificate:

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

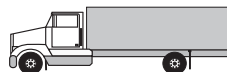
Saskatchewan Highway Patrol Officers are based at 9 weigh scales and 5 patrol detachments throughout the province.

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. Saskatchewan Highway Patrol 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)



7,300*	9,100	Primary
5,500	8,200	Secondary
7,300	10,000	Winter Primary
5,500	10,000	Winter (S)* (M)

16,400 GVW
13,700 GVW
17,300 GVW
15,500 GVW

Straight truck 2 axles



7,300*	17,000	Primary
5,500	14,500	Secondary
7,300	18,000	Winter Primary
5,500	18,000	Winter (S)* (M)

24,300 GVW
20,000 GVW
25,300 GVW
23,500 GVW

Straight truck 3 axles



7,300*	22,000**	Primary
7,300	20,000	Secondary
7,300	22,000	Winter Primary
7,300	21,000	Winter (S)* (M)

29,300 GVW
27,300 GVW
29,300 GVW
28,300 GVW

Tridem Drive truck 4 axles

Note: Tridem Drive Trucks are allowed to tow Pony Trailers, but not Full Trailers. See Regulation.



7,300*	17,000	17,000	Primary
5,500	14,500	14,500	Secondary
7,300	18,000	18,000	Winter Primary
5,500	18,000	18,000	Winter (S)* (M)

41,300 GVW
34,500 GVW
43,300 GVW
41,500 GVW

Truck and tandem pony trailer

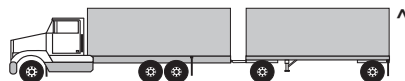
*Steering axle weights are subject to tire size (10 kg per millimetre width of tire maximum)

**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)



Truck and tridem pony trailer

7,300*	17,000	21,000	Primary	45,300 GVW
5,500	14,500	20,000	Secondary	40,000 GVW
7,300	18,000	21,000	Winter Primary	46,300 GVW
5,500	18,000	21,000	Winter (S)* (M)	44,500 GVW



Truck and full trailer 5 axles

7,300*	17,000	9,100	9,100	Primary	41,300 GVW
5,500	14,500	8,200	8,200	Secondary	36,400 GVW
7,300	18,000	10,000	10,000	Winter Primary	42,300 GVW
5,500	18,000	10,000	10,000	Winter (S)* (M)	40,500 GVW



Truck and full trailer 6 axles

7,300*	17,000	9,100	17,000	Primary	48,300 GVW
5,500	14,500	8,200	14,500	Secondary	42,700 GVW
7,300	18,000	10,000	18,000	Winter Primary	49,300 GVW
5,500	18,000	10,000	18,000	Winter (S)* (M)	47,500 GVW

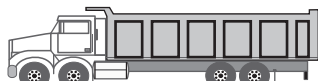


Truck and full trailer 7 axles

7,300*	17,000	17,000	17,000	Primary	55,300 GVW
5,500	14,500	14,500	14,500	Secondary	49,000 GVW
7,300	18,000	18,000	18,000	Winter Primary	56,300 GVW
5,500	18,000	18,000	18,000	Winter (S)* (M)	54,500 GVW

^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)



13,600*	17,000	Primary
11,000	14,500	Secondary
13,600	18,000	Winter Primary
11,000	18,000	Winter (S)* (M)

Tandem steer tandem drive straight truck

30,600 GVW
25,500 GVW
31,600 GVW
29,000 GVW



13,600*	23,000	Primary
11,000	20,000	Secondary
13,600	23,000	Winter Primary
11,000	23,000	Winter (S)* (M)

Tandem steer tridem drive straight truck

Note: Tridem Drive Trucks are allowed to tow Pony Trailers, but not Full Trailers. See Regulation.

36,600 GVW
31,000 GVW
36,600 GVW
34,000 GVW



6,000*	9,100	17,000	Primary	32,100 GVW
6,000	8,200	14,500	Secondary	28,700 GVW
6,000	10,000	18,000	Winter Primary	34,000 GVW
6,000	10,000	18,000	Winter (S)* (M)	34,000 GVW

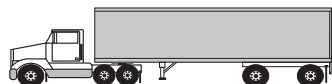
Tractor & semi-trailer 4 axles



6,000*	17,000	17,000	Primary	40,000 GVW
6,000	14,500	14,500	Secondary	35,000 GVW
6,000	18,000	18,000	Winter Primary	42,000 GVW
6,000	18,000	18,000	Winter (S)* (M)	42,000 GVW

Tractor & semi-trailer 5 axles

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

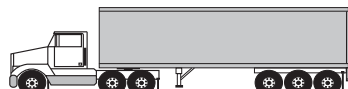


6,000*	17,000	9,100	Primary
6,000	14,500	8,200	Secondary
6,000	18,000	10,000	Winter Primary
6,000	18,000	10,000	Winter (S)* (M)

Wide spread tandem

Note: A Wide Spread Tandem axle group is an axle group where the centres are greater than 1.85 m apart but not greater than 3.4 m apart

32,100 GVW
28,700 GVW
34,000 GVW
34,000 GVW



6,000*	17,000	23,000**	Primary
6,000	14,500	20,000	Secondary
6,000	18,000	23,000**	Winter Primary
6,000	18,000	23,000**	Winter (S)* (M)

Tractor & semi-trailer 6 axles

46,000 GVW
40,500 GVW
47,000 GVW
46,000 GVW



7,300*	22,000**	23,000**	Primary
7,300	20,000	20,000	Secondary
7,300	22,000	23,000**	Winter Primary
7,300	21,000	23,000**	Winter (S)* (M)

Tridem drive truck tractor semi-trailer combination

Note: See Regulations for tridrive tractor in combination with A, B and C Trains for axle and gross vehicle weight listings

52,300 GVW
47,300 GVW
53,300 GVW
51,300 GVW



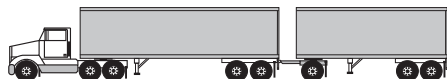
6,000*	17,000	17,000	9,100	9,100	Primary
6,000	14,500	14,500	8,200	8,200	Secondary
6,000	18,000	18,000	10,000	10,000	Winter Primary
6,000	18,000	18,000	10,000	10,000	Winter (S)* (M)

A Train 7 axles

53,500 GVW
49,000 GVW
53,500 GVW
53,500 GVW

*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



6,000*	17,000	17,000	9,100	17,000
6,000	14,500	14,500	8,200	14,500
6,000	18,000	18,000	10,000	18,000
6,000	18,000	18,000	10,000	18,000

A Train 8 axles

Primary	53,500 GVW
Secondary	49,000 GVW
Winter Primary	53,500 GVW
Winter Secondary (S)* (M)	53,500 GVW



6,000*	17,000	17,000	17,000
6,000	14,500	14,500	14,500
6,000	18,000	18,000	18,000
6,000	18,000	18,000	18,000

B Train 7 axles

Primary	57,000 GVW
Secondary	49,000 GVW
Winter Primary	60,000 GVW
Winter (S)* (M)	60,000(P)(S) 54,500*(M) GVW



6,000*	17,000	23,000**	17,000
6,000	14,500	20,000	14,500
6,000	18,000	23,000**	18,000
6,000	18,000	23,000**	18,000

B Train 8 axles***

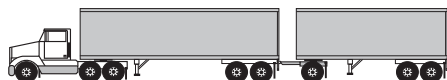
Primary	62,500 GVW
Secondary	54,500 GVW
Winter Primary	62,500 GVW
Winter (S)* (M)	62,500(S) 54,500*(M) GVW



6,000*	17,000	17,000	9,100	9,100
6,000	14,500	14,500	8,200	8,200
6,000	18,000	18,000	10,000	10,000
6,000	18,000	18,000	10,000	10,000

C Train 7 axles

Primary	58,200 GVW
Secondary	51,400 GVW
Winter Primary	60,500 GVW
Winter (S)* (M)	54,500(S) 54,500(S)*(M) GVW



6,000*	17,000	17,000	9,100	17,000
6,000	14,500	14,500	8,200	14,500
6,000	18,000	18,000	10,000	18,000
6,000	18,000	18,000	10,000	18,000

C Train 8 axles

Primary	60,500 GVW
Secondary	55,000 GVW
Winter Primary	60,500 GVW
Winter (S)* (M)	54,500(S) 54,500(S)*(M) GVW

*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)

TIRE SIZE		SINGLE AXLE - 2 TIRES		SINGLE AXLE - 4 TIRES		TANDEM AXLE - 8 TIRES		TRIDEM AXLE - 12 TIRES	
inches	mm	kgs	lbs	kgs	lbs	kgs	lbs	kgs	lbs
7	177.8	2,223	4,900	4,445	9,799	8,890	19,598	13,335	29,397
7.25	184.2	2,302	5,074	4,604	10,149	9,208	20,298	13,811	30,447
7.5	190.5	2,381	5,249	4,763	10,499	9,525	20,998	14,288	31,497
8.25	209.6	2,619	5,774	5,239	11,549	10,478	23,098	15,716	34,646
8.5	215.9	2,699	5,949	5,398	11,899	10,795	23,798	16,193	35,696
9	228.6	2,858	6,299	5,715	12,599	11,430	25,197	17,145	37,796
10	254.0	3,175	6,999	6,350	13,999	12,700	27,997	19,050	41,996
* 11	279.4	3,300	7,275	6,600	14,550	13,200	29,099	19,800	43,649
* 12	304.8	3,300	7,275	6,600	14,550	13,200	29,099	19,800	43,649

Steering Axle

· 10.0 kg per mm (560 pounds per inch) width of tire (manufacturer's stamped dimension) to a maximum of

- 5 500 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

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

*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:

**Does not apply to 9 month primary highways.*

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 15 km rule, please go to the Weight and Dimensions Regulation, 2010, Appendix D Section (kk) & (ll). Highways that are designated as 9 Month Primary Highways by the way of a Ministers Orders are still classified as Secondary Highways.

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 (**)

Axle Spread	Weight
2.7 m - 2.8 m (8'10" - 9'02")	22,000 kg
2.4 m - 2.69 m (7'08" - 8'10")	21,000 kg
Secondary/Municipal	20,000 kg

NOTE: Effective April 1, 2019 Wide base tires (Super Singles) are allowed:

- 4,550 kg on the highways or portions of primary highways listed in Appendix D;
- 3,850 kg on 9 month primary highways and on Secondary highways during winter season; and
- 3,000 on Secondary highways outside of winter season.

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.

- ***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

<5 m - 3.4 m	32,000 kg	35,000 kg Winter Weight
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<3.0 m - 3.4 m	30,000 kg
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- Manufactured on or after January 1, 1989

<5 m - 4.5 m	32,000 kg	35,000 kg Winter Weight
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<3.4 m to 3 m	30,000 kg
---------------	-----------

(VWD Section 17(5))

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.

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 at the end of this guide.

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, 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.

27 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

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 & Infrastructure
Trucking and Regulation
Inquiry Line Toll Free **1-866-933-5290** or
306-933-5290

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)

<https://www.saskatchewan.ca/business/transportation-and-road-construction/information-for-truckers-and-commercial-trucking-companies>

Local Saskatchewan Highway 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 W & D AM 1005 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.

OVERWIDTH														
Size	Time	Hwy	Situation	No Travel	Flags	Lights		Escort Vehicle*			Beacon		"D" Signs	
						Red	Amber	Front	Rear	Extra	Amber^	Front	Rear	Illuminated
Width: 2.61 m - 3.05 m**	Day	2 lane			X									
	Day	4 lane			X									
	Night	2 lane				X	X							
	Night	4 lane				X	X							
Width: 3.051 m - 3.3 m**	Day	2 lane			X							X	X	
	Day	4 lane			X								X	
	Night	2 lane				X	X				X	X	X	X
	Night	4 lane				X	X				X		X	X
	All	All	Adverse Conditions	X										
Width: 3.31 m - 3.85 m**	Day	2 lane			X						X	X	X	
	Day	4 lane			X						X		X	
	Night	2 lane				X	X				X	X	X	X
	Night	4 lane				X	X				X		X	X
	All	All	Adverse Conditions	X										
Width: 3.851 m - 4.29 m**	Day	2 lane			X						X	X	X	
	Day	4 lane			X						X		X	
	Night	2 lane				X	X	1	1		X	X	X	X
	Night	4 lane				X	X	1	1		X		X	X
	All	All	Adverse Conditions	X										
	All	All	Holidays	X										

* Column provides the number of escort vehicles required. December 2018

^ If beacon on towing unit not visible from rear, an additional beacon will be placed in the center of the rear

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

OVERWIDTH															
Size	Time	Hwy	Situation	No Travel	Flags	Lights		Escort Vehicle*			Beacon Amber^	Front	"D" Signs		
						Red	Amber	Front	Rear	Extra			Rear	Illuminated	
Width: 4.3 m - 4.45 m	Day	2 lane			X			1			X	X	X		
	Day	4 lane			X				1		X		X		
	Night	2 lane				X	X	1	1		X	X	X	X	
	Night	4 lane				X	X	1	1		X		X	X	
	All	All	Adverse Conditions	X											
	All	All	Holidays	X											
Width: 4.451 m - 4.99 m	Day	2 lane			X			1			X	X	X		
	Day	4 lane			X				1		X		X		
	Night	All		X											
	All	All	Adverse Conditions	X											
	All	All	Holidays	X											
Width: 5.0 m - 5.49 m	Day	2 lane			X			1	1		X	X	X		
	Day	4 lane			X				1		X		X		
	Night	All		X											
	All	All	Adverse Conditions	X											
	All	All	Holidays	X											
Width: 5.5 m - 6.39 m	Day	2 lane			X			1	1		X	X	X		
	Day	4 lane			X			1	1		X		X		
	Night	All		X											
	All	All	Adverse Conditions	X											
	All	All	Holidays	X											

* Column provides the number of escort vehicles required. December 2018

^ If beacon on towing unit not visible from rear, an additional beacon will be placed in the center of the rear

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

OVERWIDTH														
Size	Time	Hwy	Situation	No Travel	Flags	Lights		Escort Vehicle*			Beacon Amber^	"D" Signs		
						Red	Amber	Front	Rear	Extra		Front	Rear	Illuminated
Width: 6.4 m - 7.29 m	Day	2 lane			X			2	1		X	X	X	
	Day	4 lane			X			1	1		X		X	
	Night	All		X										
	All	All	Adverse Conditions	X										
	All	All	Holidays	X										
Width: 7.3 m and over	Day	2 lane			X			2	1		X	X	X	
	Day	4 lane			X			1	2		X		X	
	Night	All		X										
	All	All	Adverse Conditions	X										
	All	All	Holidays	X										

* Column provides the number of escort vehicles required. December 2018

^ If beacon on towing unit not visible from rear, an additional beacon will be placed in the center of the rear.

OVERLENGTH														
Size	Time	Hwy	Situation	No Travel	Flags	Lights		Escort Vehicle*			Beacon Amber^	Front	"D" Signs Rear	Illuminated
Length: 23.01 m - 25.0 m	Day	All			X									
	Night	All					X	X						
Length: 25.1 m - 27.5 m	Day	All			X								X	
	Night	All					X	X					X	X
	All	All	Adverse Conditions	X										
Length: 27.51 m - 30.0 m	Day	All			X						X		X	
	Night	All					X	X			X		X	X
	All	All	Adverse Conditions	X										
Length: 30.01 m - 31.0 m	Day	All			X						X	X	X	
	Night	All					X	X			X	X	X	X
	All	All	Adverse Conditions	X										
Length: 31.01 m - 34.0 m	Day	All			X						X	X	X	
	Night	All					X	X			X	X	X	X
	All	All	Adverse Conditions	X										
Length: 34.01 m - 38.0 m	Day	2 lane	Loaded		X				1		X	X	X	
	Day	2 lane	Unloaded		X						X	X	X	
	Day	4 lane			X						X	X	X	
	Night	All					X	X	1		X	X	X	X
	All	All	Adverse Conditions	X										

* Column provides the number of escort vehicles required. December 2018

^ If beacon on towing unit not visible from rear, an additional beacon will be placed in the center of the rear

OVERLENGTH															
Size	Time	Hwy	Situation	No Travel	Flags	Lights		Escort Vehicle*			Beacon Amber^	"D" Signs			
						Red	Amber	Front	Rear	Extra		Front	Rear	Illuminated	
Length: 38.01 m - 42.0 m	Day	2 lane	Loaded		X			1	1		X	X	X		
	Day	2 lane	Unloaded		X				1		X	X	X		
	Day	4 lane			X				1		X	X	X		
	Night	2 lane	Loaded			X	X	1	1		X	X	X	X	
	Night	2 lane	Unloaded			X	X		1		X	X	X	X	
	Night	4 lane	Loaded			X	X		1		X	X	X	X	
	All	All	Adverse Conditions	X											
Length: Over 42.0m	Day	2 lane			X			1	1		X	X	X		
	Day	4 lane			X				1		X	X	X		
	Night	All		X											
	All	All	Adverse Conditions	X											
	All	All	Holidays	X											
Length: Over 52.0 m	Day	2 lane	Unloaded		X			X	X		X	X	X		
	Day	4 lane	Unloaded		X				X		X	X	X		
	Day	All	Loaded	X											
	Night	All		X											
	All	All	Adverse Conditions	X											
	All	All	Holidays	X											
	All	All													

* Column provides the number of escort vehicles required. December 2018

^ If beacon on towing unit not visible from rear, an additional beacon will be placed in the center of the rear

NOTE: For Escort Vehicle Definition and Requirements please go to 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 of 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.

OVERHANG															
Size	Time	Hwy	Situation	No Travel	Flags	Lights		Escort Vehicle*			Beacon Amber^	Front	"D" Signs		
						Red	Amber	Front	Rear	Extra			Rear	Illuminated	
Side overhang: Over 300 mm	Day	All			X										
	Night	All				X	X								
Rear overhang: 1.0 m - 6.49 m	Day	All			X										
	Night	All				X	X								
Rear overhang: 6.5 m - 9.0 m	Day	All			X				1						
	Night	All				X	X		1						
Rear overhang: over 9.0 m	Day	All						1	1						
	Night	All			X										
	All	All	Holidays		X										

* Column provides the number of escort vehicles required. December 2018

^ If beacon on towing unit not visible from rear, 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)

Size	Time	Hwy	Situation	Flags	Lights		Escort Vehicle*			Beacon Amber^	"D" Signs		
					Red	Amber	Front	Rear	Extra		Front	Rear	Illuminated
Width: 3.0 m - 4.0 m			Passing lane reduced to <3.05 m				1						
							1	1	1				
Width: Over 4.0 m			Passing lane reduced to <3.05 m				1	1					
							1	1	1				

^If beacon on towing unit not visible from rear, an additional beacon will be placed in the center of the rear.

1. All escort vehicles must be equipped with VHF radios
2. 30 km north of La Ronge to junction of Prov. Road 905 & 915, and Prov. Roads 905 and 915 have a 70km/h limit
3. Drivers must broadcast location and direction on common VHF radio channel when passing numerical markers.
4. When loaded trucks are overtaking vehicles, empty trucks must slow and move to the right to let loaded trucks pass

OVERHEIGHT

Size	Time	Hwy	Situation	No Travel	Flags	Lights		Escort Vehicle*			Beacon Amber^	Front	"D" Signs	
						Red	Amber	Front	Rear	Extra			Rear	Illuminated
Height: 4.15 m - 5.18 m	All	All	Subject to Clearance Tables											
	All	All	Subject to Clearance Tables											
Height: Over 5.18 m	All	All	Night	X										
	All	All	Approval required from SaskPower, SaskTel, CN, CP, etc.											

* Column provides the number of escort vehicles required. December 2018

^ If beacon on towing unit not visible from rear, an additional beacon will be placed in the center of the rear.

28 Provincial Sales Tax

Provincial Sales Tax (PST):

Provincial Sales Tax (PST) is a 6 per cent sales tax that applies to taxable goods and services consumed or used in Saskatchewan. It applies to goods and services purchased in the province as well as goods and services that are imported for consumption or use in Saskatchewan. New and used goods are subject to tax. The GST is excluded in calculating the amount of PST payable.

When taxable goods or services are purchased or rented from a supplier who is licensed to collect the tax, the tax is paid to the supplier. When goods or services are purchased or rented from a supplier who did not collect the tax, such as an unlicensed supplier located outside Saskatchewan, the tax must be self-assessed and paid directly to the Revenue Division.

All non-resident contractors carrying on business in Saskatchewan, providing services to real property, are required to be registered with the Revenue Division as Licensed Vendors for the purpose of collecting and remitting PST on their sales of taxable services and reporting

tax payable on supplies, equipment, non-inter-jurisdictional registered vehicles and tools used in Saskatchewan as outlined in Bulletin PST-38 – Information for Non-Resident Real Property and Service Contractors. For more information, please visit www.saskatchewan.ca or call the Ministry of Finance at 1-800-667-6102.

Prorated Vehicle Tax (PVT):

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 pro-rate vehicle registration office (SGI – Branch & IRP Issuing Services). 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:

- the purchase price as described in the lease agreement
- the fair market value at the start of the lease.

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 2.823 to 1.314 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.saskatchewan.ca.

29 Fuel Tax

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 prorated licensing privileges and revocation of IFTA credentials.

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Contacts

Saskatchewan Highway Patrol – Inspection Station / Weigh Scale

Estevan Weigh Scale	No. 39 – Highway W	306-637-4522
Kindersley Weigh Scale	No. 7 – Highway W	306-463-5455
Langham Weigh Scale	No. 16 – Highway S	306-933-6777
Lloydminster Weigh Scale	No. 16 – Highway E	306-387-5670
Melfort Weigh Scale	No. 6 – Highway S	306-752-6275
Moosomin Weigh Scale	No. 1 – Highway E	306-435-4520
Regina Weigh Scale	No. 11 – Highway N	306-787-7480
Swift Current Weigh Scale	No. 1 – Highway W	306-778-8314
Yorkton Weigh Scale	No. 10 – Highway S	306-786-1366

Saskatchewan Highway Patrol – Patrol Offices

Hudson Bay Patrol	306-865-4515
Meadow Lake Patrol	306-236-7595
Moose Jaw Patrol	306-694-3742
Prince Albert Patrol	306-953-3680
Wynyard Patrol	306-554-5459

Saskatchewan Highway Patrol – Regional Enforcement Offices

North Regional Office	306-933-5370
South Regional Office	306-787-5642

Ministry of Highways & Infrastructure Trucking and Regulation Inquiry Line

(Monday to Friday, 8:30 to 4:30)

In Saskatchewan toll free 1-866-933-5290

Outside Saskatchewan 306-933-5290

Canadian Directory:

Province	IRP Office	Fuel Tax	Authority/NSC	Permits	Sales Tax	Government Web Sites
Alberta	403-297-2920	780-427-3044	403-340-5444	800-662-7138	Not Required	http://www.transportation.alberta.ca/3.htm
British Columbia	604-443-4450	250-387-9686 or 877-388-4440	250-952-0576	800-559-9688	877-388-4440	http://www.th.gov.bc.ca/cvse/index.htm
Saskatchewan	306-751-1250	306-787-7749 or 800-667-6102 Ext: 7749	306-775-6630	306-775-6969 or 800-667-7575 T/F in Sk only	306-787-6645 or 1-800-667-6102 Ext: 6686	www.sgi.sk.ca www.saskatchewan.ca/business/transportation-and-road-construction/information-for-truckers-and-commercial-trucking-companies
Manitoba	204-985-7775	204-945-5603 or 800-564-9789	204-945-5322	204-945-3961 or 877-812-0009	800-782-0318 or 204-945-5603	www.mpi.mb.ca
Ontario	416-235-3923 or 866-587-6770	866-668-8297 or 905-440-4186	416-246-7166 Ext: 6302	416-246-7166 Ext: 6300 or 800-387-7736	800-959-5525	http://www.mto.gov.on.ca/english/trucks/
Quebec	800-837-6030 or 418-528-4343	418-652-4382 or 800-237-4382	888-461-2433 or 418-643-5694	800-361-7620 or 418-527-7775	418-659-4692 or 800-567-4692	http://www.saaq.gouv.qc.ca/en/
Newfoundland	709-729-2519 or 877-636-6867	709-729-1786	877-636-6867	709-729-0359	709-729-6297 877-729-6376	http://www.servicenl.gov.nl.ca/drivers/safetycode/index.html
Nova Scotia	902-424-5851	902-424-2850	902-424-1550	902-424-5851	902-424-6300 800-565-2336	http://www.gov.ns.ca/snsmr/access/drivers/special-move-permits/trucking-information.asp
New Brunswick	506-453-2410	506-444-4619 or 800-669-7070	506-453-2410	888-762-8600 or 506-453-3939	506-453-2451 800-959-5525	http://www2.gnb.ca/content/gnb/en/departments/dti/trucking.html
Prince Edward Island	902-368-5200	902-368-6577	Not Required	902-368-4000	902-368-4070 800-959-5525	http://www.gov.pe.ca/index.php3?lang=E

Territories Directory (*Not IRP Member):

Territory	Registry Office	Fuel Tax	Authority/NSC	Permits	Sales Tax	Government Web Sites
*Yukon	867-667-5315	867-667-5345 Not a member of IFTA	867-667-5066	867-667-5644 or 800-661-0408 Ext: 5644	Not Required	http://www.hpw.gov.yk.ca/trans/transportservices/
*Northwest Territories	867-767-9088 Ext: 31165	867-767-9244	867-767-9088 Ext: 31181	Hay River 867-984-3341 or (24 hr line) 877-737-7786	Not Required	www.gov.nt.ca/
*Nunavut	Cambridge Bay 867-983-4231	800-316-3324 or 867-975-6851		877-212-6438	800-316-3324	http://www.gov.nu.ca/

United States Directory: (*Not IRP Member)

State	IRP Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Alabama	334-242-9621	334-242-2999	UCR# 888-505-9047	1-800-499-2782	www.dot.state.al.us
*Alaska	Not Participating	Not Participating	UCR# 907-365-1200	907-365-1200	http://dot.alaska.gov/mscve/index.cfm?go=mscve.cve
Arizona	602-712-6775	602-712-7665	Auth 602-712-4388	602-771-2960	http://www.azdot.gov/mvd/
Arkansas	501-682-4651	501-682-4800	UCR# 501-682-4653	501-569-2381	www.arkansashighways.com
California	916-657-7971	800-400-7115 or 916-373-3050	UCR# 916-657-8153	916-322-1297	http://www.dot.ca.gov/trafficops/trucks/
Colorado	303-205-5608	303-205-8205	UCR# 303-894-2000 Select 4	1-800-350-3765	https://www.codot.gov/business
Connecticut	860-263-5281	860-541-3222	UCR# 860-263-5281	860-594-2880	http://www.ct.gov/dmv/site/default.asp
Delaware	302-744-2702	302-744-2702	UCR# 302-744-2702	302-744-2700	http://dmv.de.gov/services/TransServ/index.shtml
Dist. of Columbia	202-729-7079	Not Required	Auth 202-645-6018	202-442-4670	http://dmv.dc.gov/service/business-services
Florida	850-617-2909	850-617-3002	Auth 850-617-3010	850-410-5777	http://www.fdot.gov/maintenance/
Georgia	855-406-5221	877-423-6711	UCR# 844-238-8097	844-837-5500	https://www.cvisn.dor.ga.gov/
Idaho	208-334-8611	208-334-7806	UCR# 208-334-8611	208-334-8420	http://itd.idaho.gov/itddmv/

United States Directory: (*Not IRP Member)

State	IRP Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Illinois	217-785-3000	217-785-1397	UCR# 217-782-4654	217-785-1477	www.cyberdriveillinois.com/
Indiana	317-615-7340	317-615-7345	UCR# 317-615-7350	317-615-7320	http://www.in.gov/indot/
Iowa	515-237-3268	515-237-3268	UCR# 515-237-3268	515-237-3268	http://www.iowadot.gov/mvd/motorcarriers/default.htm
Kansas	785-296-6541	785-368-8222 Opt: 5, 6, 1	UCR# 785-271-3145	785-368-6501	http://www.ksdot.org/Commercialvehicles.asp
Kentucky	502-564-9900	502-564-1257	UCR# 502-564-1257	502-564-1257	http://drive.ky.gov/Pages/default.aspx
Louisiana	225-925-4390	225-219-2520	UCR# 877-905-3854	225-343-2345	http://www.sps.dotd.la.gov/Pages/default.aspx
Maine	207-624-9000 (Ext: 52135) Enter 1	207-624-9000 (Ext: 52137)	UCR# 207-624-9000 (Ext: 52131)	207-624-9000 (Ext: 52134)	http://www.maine.gov/mdot/
Maryland	410-768-7000	410-260-7818	Auth 410-582-5734	800-846-6435	http://www.mdot.maryland.gov
Massachusetts	857-368-8120	617-887-6367	UCR# 617-305-3559	781-431-5148	www.mass.gov/orgs/highway-division
Michigan	517-322-1097	517-636-4580	UCR# 517-284-3250	844-806-0002	http://www.michigan.gov/mdot/
Minnesota	651-296-2001	651-205-4141	UCR# 651-215-6330	651-296-6000	http://www.dot.state.mn.us/cvo/index.html
Mississippi	601-923-7142	601-923-7142	UCR# 888-737-0061	601-359-1717	http://mdot.ms.gov/portal/freight_ms-fac.aspx
Missouri	573-751-6433	573-522-1048	UCR# 866-831-6277 or 573-751-7100	866-831-6277 or 573-751-7100	http://www.modot.org/mcs/
Montana	406-444-6130	406-444-6139	UCR# 406-444-2998	406-444-7262	www.mdt.mt.gov/business/mcs
Nebraska	402-471-4435	402-471-4435 or 888-622-1222	UCR# 888-622-1222 or 402-471-4435	402-471-0034	http://www.dmv.nebraska.gov/mcs/index.html
Nevada	775-684-4711 Ext: 1	775-684-4711 Ext: 2	Auth 800-832-5660	800-552-2127	http://www.nevadadot.com/
New Hampshire	603-227-4110	603-223-8073	UCR# 603-271-2311	603-271-2691	http://www.nh.gov/dot/business/transportation.htm
New Jersey	609-292-4570	609-633-7324	Auth 609-275-2604	609-530-6089	http://www.state.nj.us/transportation/freight/trucking/
New Mexico	888-683-2821	505-476-1551	UCR# 505-827-4519	505-476-2475	http://www.mvd.newmexico.gov/commercial.aspx
New York	518-402-2180	518-457-5735	UCR# 518-457-6512	888-783-1685 or 518-485-2999	http://www.nyc.gov/html/dot/html/motorist/trucks.shtml
North Carolina	919-861-3720	919-707-7521	UCR# 919-861-3720	888-574-6683	http://www.ncdot.gov/dmv/vehicle/
North Dakota	701-328-2581	701-328-1287	UCR# 701-328-1287	701-328-2621	https://www.dot.nd.gov/divisions/mv/vehicle.htm#motor-carrier-services
Ohio	614-777-8400	855-466-3921	UCR# 614-466-3392	614-351-2300	http://www.puco.ohio.gov/puco/index.cfm

United States Directory: (*Not IRP Member)

State	IRP Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Oklahoma	405-521-3036	405-522-8772	UCR# 405-521-2251	877-425-2390 or 405-425-7012	www.okladot.state.ok.us
Oregon	503-378-6699	503-373-1634	Auth 503-378-6699	503-373-0000	http://www.oregon.gov/ODOT/MCT/pages/index.aspx
Pennsylvania	717-346-0608	717-783-1563	UCR# 717-783-5934	717-787-4680	www.dmv.pa.gov/Pages/default.aspx/
Rhode Island	401-946-0090	401-574-8788	UCR# 401-780-2158	401-462-1384	http://www.dmv.ri.gov/services/
South Carolina	803-896-3870	803-896-3870	UCR# 803-896-3870	877-349-7190	http://www.dot.state.sc.us/
South Dakota	605-773-3314	605-773-2104	UCR# 605-773-4595	888-978-7249 or 605-757-6406	http://www.sdtruckinfo.com/
Tennessee	615-399-4265	615-399-4265	UCR# 615-399-4266	615-741-3821	http://www.tn.gov/tdot/topic/centralservices-permits
Texas	800-299-1700	512-475-0440	UCR# 800-299-1700 Select 3	800-299-1700 Opt 1	http://www.dmv.tx.gov/
Utah	801-297-7500	801-297-6880	UCR# 801-965-4892	801-965-4892	http://www.udot.utah.gov/main//f?p=100:pg:0:::1:T,V:188,
Vermont	802-828-2071	802-828-2070	Auth 802-828-2071	802-828-2064	http://dmv.vermont.gov/commercial-services
Virginia	804-249-5140	804-249-5140	UCR# 804-367-1609	804-249-5130	http://www.virginiadot.org/info/trucking-main.asp
Washington	360-664-1858	360-664-1858	UCR# 360-664-1222	360-704-6340	http://www.wsdot.wa.gov/
West Virginia	304-926-0799	304-926-0799	UCR# 304-340-0346	304-558-9547	http://www.transportation.wv.gov/Pages/default.aspx
Wisconsin	608-266-9900	608-261-2573	UCR# 608-266-9900	608-266-7320	http://wisconsindot.gov/Pages/dmv/com-drv-vehs/mtr-car-trkr/default.aspx
Wyoming	307-777-4375	307-777-4827	Auth 307-777-4850	307-777-4376	http://www.dot.state.wy.us/home.html

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

HIGHWAY TRAFFIC BOARD

1621A McDonald St
Regina, SK S4N 5R2
Phone: 306-798-0174
Fax: 306-798-0162
Toll Free: 855-775-8336
Email: contactus.htb@gov.sk.ca
www.highwaytrafficboard.sk.ca

LEGISLATION

Federal Legislation

Canadian Government Publishing (PWGSC)

Department of Justice Canada
Communications Branch
Public Affairs Division
284 Wellington Street
Ottawa, ON K1A 0H8

Phone: 613-957-4222
Fax: 613-954-0811
Email: webadmin@justice.gc.ca
<http://laws-lois.justice.gc.ca/eng/>

Provincial Legislation

Publications Saskatchewan

Walter Scott Building
B-19 3085 Albert St
Regina SK S4S 0B1
Toll Free: 800-226-7302
Phone: 306-787-6894

Fax: 306-798-0835
Email: publications@gov.sk.ca
www.qp.gov.sk.ca

SASKATCHEWAN MINISTRY OF ENVIRONMENT

Environmental Protection Branch

224 – 3211 Albert Street
Regina, SK S4S 5W6
Phone: 306-787-6199 / Inquiries: 306-787-2584
or Toll Free: 800-567-4224
Fax: 306-787-0197
www.saskatchewan.ca/environment
Saskatchewan Spill Control Centre
Toll Free: 800-667-7525

SASKATCHEWAN MINISTRY OF FINANCE

Revenue Division

PO Box 200
5th Floor, 2350 Albert Street
Regina, SK S4P 2Z6
Toll Free: 800-667-6102
Fuel Tax: 800-667-6102 (ext 7749)
PST: 800-667-6102
Fax: 306-787-0241
[www.saskatchewan.ca/government/
government-structure/ministries/finance](http://www.saskatchewan.ca/government/government-structure/ministries/finance)
www.iftach.org

SASKATCHEWAN GOVERNMENT INSURANCE (SGI)

www.sgi.sk.ca
Corporate General Inquiry Line: Toll Free
1-844-TLK-2SGI or 1-844-855-2744

Carrier & Vehicle Safety Services

5104 Donnelly Cres, PO Box 1580
Regina SK S4P 3C4

- **Carrier Safety, General NSC Inquiries,
Facility Audit, Carrier Profiles,
Compliance Review Program,
Insurance Requirements**

Phone: 306-775-6630
Fax: 306-775-1215
Email: CarrierSafetyPrograms@sgi.sk.ca
Insurance email: nscapp@sgi.sk.ca

- **Vehicle Standards and Inspection
inquiries**

Phone: 306-775-6188
Fax: 306-775-6222
Email: vehicleinspection@sgi.sk.ca

Branch & IRP Issuing Services

2260 - 11th Ave
Regina SK S4P 2N7

- **IRP, Issuing Services (driver licence
& registration)**

Phone: 306-751-1250
Fax: 306-359-0867
IRP email: irp@sgi.sk.ca

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 (Heavy Truck Permits)

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

Vehicle Registration

SGI Customer Service Center

Toll Free: 1-800-667-9868
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_report.html

(You must pull over and stop before using your handheld in Saskatchewan.)

<http://www.saskatchewan.ca/residents/transportation/highways/highway-hotline>

Trucking and Regulation Inquiry Line

In Saskatchewan toll free: 866-933-5290
Outside Saskatchewan: 306-933-5290
Fax: 306-933-5276

Vehicle Weights & Dimensions

9th Floor, 1855 Victoria Ave
Regina, Sk S4P 3T2
Phone: 306-787-4801
Fax: 306-798-0172
mhitrucking@gov.sk.ca

Structural Clearance

<http://www.saskatchewan.ca/business/transportation-and-road-construction/information-for-truckers-and-commercial-trucking-companies/regulations-and-road-restrictions>

TRANSPORT CANADA

Canadian Transport Emergency Centre (CANUTEC)

Emergency (24 hours): 613-996-6666
(call collect)
Toll Free: 1-888-226-8832
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
Toll Free: 888-463-0521
www.tc.gc.ca/eng/prairieandnorthern/menu.htm
Email: casprnr-sacrpn@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.bctrucking.com

Trucking Human Resources Canada

104 – 720 Belfast Rd
Ottawa, Ontario K1G 0Z5
Phone: 613-244-4800
Fax: 613-244-4535
Email: theteam@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 Hodsman Road
Regina SK S4N 5W5
Phone: 306-569-9696
Toll Free: 1-800-563-7623
Email: info@sasktrucking.com
www.sasktrucking.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 Ext: 217
Fax: 514-932-1358
www.carrefour-acq.org

INDUSTRY RELATED CONTACTS**Canadian Automobile Association (CAA) – Saskatchewan**

200 Albert Street N.
Regina, SK S4R 5E2
Toll Free: 1-800-564-6222
Roadside Assistance: 1-800-222-4357
www.caask.ca

Canadian Council of Motor Transport Administrators (CCMTA)

1111 Prince of Wales, Suite 404
Ottawa ON K2C 3T2
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)

(8:30AM to 5:00PM 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	www.accuweather.com/en/ca/canada-weather
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
GOOGLE MAPS	https://www.google.ca/maps/

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.

If you experience any of these symptoms while driving, find a safe place to pull over and rest.

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



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

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



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



Bridge and Highway Restrictions

- Hwy 35 **The Old Nipawin Bridge** - On the Prov Road between its Jct with Hwy 35 in Nipawin and its Jct with Hwy 35/55 NW of Nipawin; Max GVW 8,000 kgs; No Winter Weights
- Hwy 312 **The Gabriel Dumont Bridge** - Secondary Weights; No Winter Weights
- Hwy 905 Max GVW 41,500 kgs
- Hwy 919 Meadow Lake Prov Park to North Limits of Hwy 919; Secondary Weights; No Winter Weights
- Hwy 955 **The Douglas River Bridge** - From South abutment of the bridge to North limits of 955; Max GVW 41,500 kgs

Bridge and Structural Clearance Table
Go to: www.highways.gov.sk.ca/trucking

Weight Classification 2019

Legend

- Primary Weight
- 9 Month Primary Weight (Secondary Weight from April 1 to June 30)
- 9 Month Primary Weight (Secondary Weight from March 15 to June 15)
- Primary Weight Highway (15km rule does not apply)
- GVW Limited Highway (Refer to Ministerial Order for Specific Weight)
- 75% of Primary Weight Highway
- 8,000 kgs Restricted Highway
- Secondary Weight Highway (15km rule does not apply)
- Bridge Restricted Highway
- Secondary Weight Highway
- Winter Weight Not Allowed

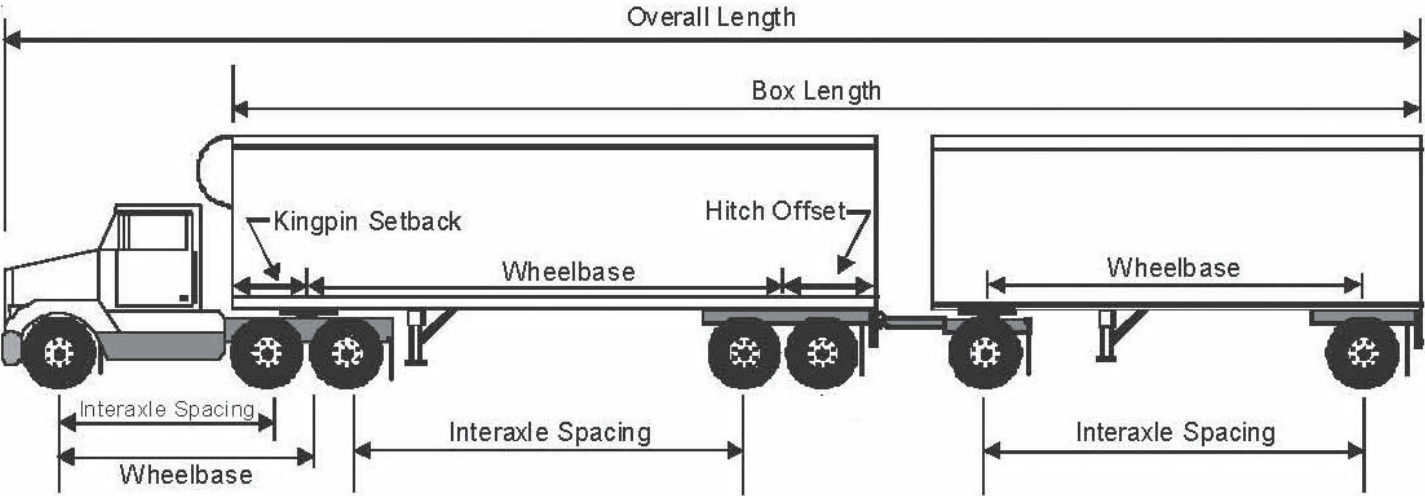
Primary Weight Permit Available for Hwy 102, 905 & 915

The 15 km rule only applies to the Primary and the 63,500 kg Weight Highway - Max Weight is 62,500 kgs

ALBERTA

MANITOBA

Dimension Reference Chart



access road from Provincial Highway No. 8 to Section 21, Township 17, Range 30 West of the First Meridian; (hh) the Cory potash mine access road from Provincial Highway No. 7 to Section 18, Township 36, in Range 6, West of the Third Meridian; (iii) the Vanscoy potash mine access road from Provincial Highway No. 7 to Section 16, Township 35, in Range 8, West of the Third Meridian; (jjj) the Esterhazy potash mine access road from Provincial Highway No. 22 to Section 24, Township 20, in Range 33, West of the First Meridian; (kk) the Lanigan potash mine access road from Provincial Highway No. 16 to Section 28, Township 33, in Range 23, West of the Second Meridian; (ll) 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; or (mm) Provincial Road 903 from its junction with Provincial Highway No. 55 to 1.52 km North.

with Provincial Highway No. 1; (z) Provincial Highway No. 40, from its junction with Provincial Highway No. 3 to its junction with Provincial Highway No. 29; (aa) Provincial Highway No. 41, from its junction with Provincial Highway No. 5 to its junction with Provincial Highway No. 3; (bb) Provincial Highway No. 41A, from its junction with Provincial Highway No. 41 to its junction with Provincial Highway No. 3; (bb.1) Provincial Highway No. 46 (cc) Provincial Highway No. 55, from its junction with Provincial Highway No. 55, from its junction with Provincial Highway No. 397; (ff) the Belle Plaine potash mine access road from Provincial Highway No. 1 to the south-west corner of the south-east quarter of Section 14, Township 17, Range 24, West of the Second Meridian; (gg) the Rocanville potash mine

12, from Saskatoon to its junction with Provincial Highway No. 312; (p) Provincial Highway No. 13 from the Manitoba Boundary to its junction with Provincial Highway No. 39; (q) Provincial Highway No. 14, from Saskatoon to the Alberta Boundary; (r) Provincial Highway No. 15, from its junction with Provincial Highway No. 4 to its junction with Provincial Highway No. 11; (s) Provincial Highway No. 16; (t) Provincial Highway No. 17; (u) Provincial Highway No. 18 from the Manitoba Boundary to its junction with Provincial Highway No. 39; (v) Provincial Highway No. 22, from the Esterhazy Potash Mine access to Stockholm; (w) Provincial Highway No. 29; (x) Provincial Highway No. 35, from its junction with Provincial Highway No. 16 to its junction with Provincial Highway 55 at Nipawin; (y) Provincial Highway No. 39, from North Portal to its junction

(a) Provincial Highway No. 1; from Assiniboia to La Ronge; (b) Provincial Highway No. 2, from Assiniboia to La Ronge; (e) Provincial Highway No. 3, from Hudson Bay to its junction with Provincial Highway No. 40; (f) Provincial Highway No. 4, from its junction with Provincial Highway No. 1 to Meadow Lake; (g) Provincial Highway No. 5, from Saskatoon to Canora; (h) Provincial Highway No. 6, from its junction with Provincial Highway No. 39 to Melfort; (i) Provincial Highway No. 7; (j) Provincial Highway No. 8 from its junction with Provincial Highway No. 1 to its intersection with Grid Road No. 719; (k) Provincial Highway No. 9, from its junction with Provincial Highway No. 13 to Canora; (l) Provincial Highway No. 9, from the International Boundary to its junction with Provincial Highway No. 18; (m) Provincial Highway No. 10; (n) Provincial Highway No. 11; (o) Provincial Highway No.

