

Access Free
Ontario
Commercial Motor
Ontario
Vehicle Operators
Commercial
Safety Manual

*Motor
Vehicle
Operators
Safety
Manual*

*TRB's National
Cooperative*

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Report 671: Review

of Canadian

Experience with

the Regulation of

Large Commercial

Motor Vehicles

examines the

process used in

Canada to

harmonize heavy

truck size and

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*weight regulations
across the country.*

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The report provides

insights on how

lessons learned

from the Canadian

experience might

be applied in the

United States.

World Trade

Information Service

Canadian

Transportation

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*I.C.C. Practitioners'
Journal*

*Decisions and
Orders of the
National Labor
Relations Board
Report*

Prefixed to the first
vol. is "An act for
the union of
Canada, Nova
Scotia, and New
Brunswick ... 29th

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March, 1867" with
special t.p.: Anno
regni Victoriæ,
Britanniarum
reginæ, tricesimo
et tricesimo-primo.

At a Parliament
begun and holden
at Westminster ...

Toronto, 1868. 45

p.

Department of
Transportation and
Related Agencies

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Commercial Motor
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Journal

Hearings Before
the Committee on
Science,
Subcommittee on
Technology, U.S.
House of
Representatives,
One Hundred Fifth
Congress, First
Session, February

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Commercial Motor
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Safety Manual
27 and April 23,
1997
Surface
Transportation
Research Needs for
the Next Century,
Parts I and II
Transportation
TRB Special
Report 267 -
Regulation of
Weights,
Lengths, and

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Commercial Motor
Vehicle Operators
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Widths of
Commercial
Motor Vehicles
recommends the
creation of an
independent
public
organization
to evaluate
the effects of
truck traffic,
pilot studies

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of new truck designs, and a change in federal law authorizing states to issue permits for operation of larger trucks on the Interstates.

In 1991,

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Congress
Vehicle Operators
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placed a
freeze on

maximum truck
weights and
dimensions.
Some safety
groups were
protesting
against the
safety
implications

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of increased
truck size and
weight, and
the railroads
were objecting
to the
introduction
of vehicles
they deemed to
have an unfair
advantage.

Railroads,

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unlike trucking firms, must pay for the capital costs of their infrastructure. The railroads contend that large trucks do not pay sufficient

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taxes to

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compensate for

the highway

damage they

cause and the

environmental

costs they

generate.

Although

Congress

apparently

hoped it had

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placed a cap
on maximum
truck

dimensions in
1991, such has
not proven to
be the case.

Carriers
operating
under specific
conditions
have been able

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to seek and
obtain special
exceptions

from the
federal freeze
by appealing
directly to
Congress
(without any
formal review
of the
possible

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consequences),
thereby
encouraging
additional
firms to seek
similar
exceptions. In
the
Transportation
Equity Act for
the 21st
Century,

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Congress
Vehicle Operators
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requested a
TRB study to
review federal
policies on
commercial
vehicle
dimensions.

The committee
that undertook
the study that
resulted in

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Special Report

Vehicle Operators

267 found that
Safety Manual

regulatory

analyses of

the benefits

and costs of

changes in

truck

dimensions are

hampered by a

lack of

information.

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Regulatory decisions on

Safety Manual
such matters

will always

entail a

degree of risk

and

uncertainty,

but the degree

of uncertainty

surrounding

truck issues

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is unusually
high and
unnecessary.

The committee
concluded that
the

uncertainty
could be
alleviated if
procedures
were
established

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for carrying out a program

of basic and applied

research, and

if evaluation

and monitoring

were permanent

components of

the

administration

of trucking

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regulations.

Vehicle Operators
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The committee
recommended

immediate

changes in

federal

regulations

that would

allow for a

federally

supervised

permit

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program. The program would permit the operation of vehicles heavier than would normally be allowed, provided that the changes applied only to vehicles

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with a maximum weight of 90,000 pounds, double trailer configurations with each trailer up to 33 feet, and an overall weight limit governed by the federal

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bridge
formula.
Moreover,
enforcement of
trucks
operating
under such a
program should
be
strengthened,
and the
permits should

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require that
users pay the
costs they

occasion.

States should

be free to

choose whether

to participate

in the permit

program. Those

that elected

to do so would

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be required to
have in place
a program of
bridge
management,
safety
monitoring,
enforcement,
and cost
recovery,
overseen by
the federal

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government.
Vehicle Operators
The
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fundamental
problem
involved in
evaluating
proposals for
changes in
truck
dimensions is
that their
effects can

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often only be
estimated or
modeled. The
data available
for estimating
safety
consequences
in particular
are inadequate
and probably
always will
be. Thus, the

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committee that
conducted this
study

concluded that
the resulting
analyses
usually
involve a high
degree of
uncertainty.

What is needed
is some way to

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evaluate
potential
changes
through
limited and
carefully
controlled
trials, much
as proposed
new drugs are
tested before
being allowed

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in widespread
use. The
committee
recommended
that a new
independent
entity be
created to
work with
private
industry in
evaluating new

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concepts and recommending changes to regulatory agencies.

Limited pilot tests would be required, which would need to be carefully designed to

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avoid undue
risks and
ensure proper
evaluation.

Special
vehicles could
be allowed to
operate under
carefully
controlled
circumstances,
just as

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oversize and
overweight
vehicles are
allowed to
operate under
special
permits in
many states.
Changes in
federal laws
and
regulations

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would be required to allow states to issue such permits on an expanded network of highways, under the condition that a rigorous program of

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monitoring and
evaluation be
instituted. Spe

cial Report

269 Summary

Hearing Before

the

Subcommittee

on

Transportation

and

Infrastructure

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Commercial Motor
of the
Vehicle Operators
Committee on
Safety Manual
Environment

and Public
Works, United
States Senate,
One Hundred
Fifth
Congress,
First
An Officer's
guide to CVSA

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Inspections,
Vehicle Operators
Truck
Safety Manual
Maintenance
and Fleet
Management
Geographic
Information
Systems for
Transportation
Renovation of
the US Plaza
at Rainbow

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Vehicle Operators
County
Safety Manual

Regulation of
Weights,
Lengths, and
Widths of
Commercial
Motor Vehicles

**"This handbook
gives drivers
the basic
information they**

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need about
learning to
drive in
Ontario: the
rules of the
road, safe
driving
practices and
how to get a
licence to drive
a car, van or
small
truck... "--Page
5.

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Safety Manual
Report of the
Commission of
Inquiry Into
Road-user
Charges
Traffic World
and Traffic
Bulletin
Special Report
267
Vehicle
Dimensions and
Weight Limits in
Ontario

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Legislature of

the Province of

Ontario

GIS data and tools

are revolutionizing

transportation

research and

decision making,

allowing

transportation

analysts and

professionals to

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**understand and solve
complex**

transportation

problems that were

previously

impossible. Here,

Miller and Shaw

present a

comprehensive

discussion of

fundamental

geographic science

and the applications

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**of these principles
using GIS and other
software tools. By
providing thorough
and accessible
discussions of
transportation
analysis within a GIS
environment, this
volume fills a critical
niche in GIS-T and
GIS literature.**

HRIS Abstracts

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**Department of
Transportation and
Related Agencies
Appropriations for
1998: Testimony of
members of
Congress and public
witnesses
Safety Impacts of
Speed Limiter
Device Installations
on Commercial
Trucks and Buses**

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**Literature Review on
Health and Fatigue
Issues Associated**

with Commercial

Motor Vehicle

Driver Hours of

Work

Proceedings of the

Convention -

Canadian Good

Roads Association

"Research sponsored by

the Federal Motor

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Carrier Safety
Vehicle Operators
Administration."
Environmental Impact
Statement

Commercial Vehicle
Operator Registration
The Motor Vehicle
Sessional Papers
1938

The laws
governing
commercial motor
vehicles are not
easy to

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understand and
it can take
hours wading
through them to
find anything.

Passing
inspection
requires a
roadmap to which
one must commit
faithful
execution over
time. Insights
from Inside,

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Safety Manual

written courtesy

of the

experience of a

transportation

enforcement

officer/CVSA

inspector with a

background as a

licensed

mechanic,

provides that

roadmap, along

with tips and

cost-saving

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suggestions for heavy truck drivers, owner/operators, and fleet managers. It also offers maintenance suggestions, insider insight, and strategies on how to pass CVSA Level 1 inspection

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during roadside stops with a commercial motor vehicle. While the book's focus is Ontario laws, there's some policy standardization throughout North America and the same inspection procedure and training for

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enforcement officers tasked with inspecting commercial motor vehicles, trailers, and buses reigns continent-wide—so its data points are wide ranging. Armed with this book, drivers and fleet operators

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Vehicle Operators
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can know what to
expect no matter
in what
jurisdiction an
inspection is
performed.

Insights from
Inside
Reauthorization
of the
Intermodal
Surface
Transportation
Efficiency Act

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Commercial Motor
Vehicle Operators
Safety Manual
Transportation,
Province of
Ontario
The Official MTO
Bus Handbook
Report on
Organization in
Industry,
Commerce and the
Professions in
Canada

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If you drive a
vehicle in Ontario
with airbrakes,
this is the
handbook for you.

The Official MTO

Driver's

Handbook

Reciprocal Guide

for Trucks,

Commercial

Vehicles and

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Vehicle Operators

Safety Manual

Other Motor
Vehicle
Operations

Principles and
Applications

Hearings Before a
Subcommittee of
the Committee on
Appropriations,
House of
Representatives,
One Hundred

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Fifth Congress,
Vehicle Operators
First Session
Safety Manual
Statutes of the
Province of
Ontario
TRB 's
Commercial
Truck and Bus
Safety
Synthesis
Program
(CTBSSP)

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Synthesis 9:
Literature
Review on
Health and
Fatigue Issues
Associated
with
Commercial
Motor Vehicle
Driver Hours
of Work
examines

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Commercial Motor
Vehicle Operators
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literature
relevant to
health and
fatigue issues
associated
with
commercial
vehicle driver
hours of
service. This
literature
review was

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specifically
requested by
the Federal
Motor Carrier
Safety
Administration
(FMCSA) to
provide
information
related to its
Hours of
Service

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regulations
issued in
January 2004.

The report
contains a
general
literature
review of the
health issues
from 1975 to
the present,
and fatigue

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issues from
January 2004
to present,
associated
with
commercial
vehicle driver
hours of
service. The
report also
contains a
literature

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review of
references
that were
cited in
response to a
related FMCSA
January 2005
Notice of
Proposed
Rulemaking.
Strictly a
literature

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review, the
report does
not contain

any

conclusions or
recommendation

s.

The Official

Air Brake

Handbook

International

Technical

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Commercial Motor
Vehicle Operators
Safety Manual
Conference on
Experimental
Safety
Vehicles.
Thirteenth.
Proceedings.
Volume II.
Foreign
Commerce
Weekly
World Trade
Information

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Ontario
Commercial Motor
Service, Part
Vehicle Operators
2: Operations
Safety Manual
Report
AAMVA Bulletin