Minute No. 370
Report - Standing Policy Committee on Public Works - April 15, 2003

Item No. 8 Transport of Dangerous Goods with Extended Length Combination Vehicles File GF-4 (Vol. 10)

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Public Works and adopted the following:

1. That the current Council Policy that prohibits Rocky Mountain Double, Triple Bottom and Turnpike Double Trailer Combination Vehicles from transporting Dangerous Goods, as defined in the Federal Transport of Dangerous Goods Act and Regulations, be amended to allow such goods to be transported by:

   A. Rocky Mountain Double and Turnpike Double Trailer Combination Vehicles, subject to the conditions specified in the attached Schedule "A".

   B. Triple Bottom Trailer Combination Vehicles, conditional upon the transport of such goods being limited to the lead trailer of the three trailer combination vehicle, and not be permitted in the second or third trailer of such a combination vehicle, and subject to the conditions specified in the attached Schedule "A".

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing, including the execution of any documents related thereto.

Report - Standing Policy Committee on Public Works - April 15, 2003

DECISION MAKING HISTORY:

Moved by Councillor Angus,

That the recommendation of the Standing Policy Committee on Public Works be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 23, 2003, the Executive Policy Committee concurred in the administrative recommendation and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On April 15, 2003, the Standing Policy Committee on Public Works concurred in the administrative recommendation and submitted the matter to Executive Policy Committee.

On March 11, 2003, the Standing Policy Committee on Public Works referred the matter to the Administration for clarification of the recommendations to the meeting of the Committee scheduled for April 15, 2003.

On February 11, 2003, the Standing Policy Committee on Public Works laid consideration of the matter over to the meeting of the Committee scheduled for March 11, 2003.

On January 13, 2003, the Standing Policy Committee on Public Works laid consideration of the matter over to the meeting scheduled for February 11, 2003, to enable the Manager of Engineering, Public Works Department, to arrange a meeting with the General Manager of the Manitoba Trucking Association and the Winnipeg Police Service.

On January 13, 2003, Bob Dolyniuk, General Manager, of the Manitoba Trucking Association, submitted a communication requesting that the City of Winnipeg allow the transportation of Dangerous Goods on Extended Length Vehicle Combination Vehicles under the existing City of Winnipeg permit conditions, the Federal Transportation of Dangerous Goods Act and Regulations and the appropriate Manitoba Acts and Regulations (The Dangerous Goods Handling and Transportation Act and Regulations and The Highway Traffic Act and Regulations).



File No.OR-07/DG-25A

Re: TRANSPORT OF DANGEROUS GOODS WITH EXTENDED LENGTH COMBINATION VEHICLES

For Submission To: STANDING POLICY COMMITTEE ON PUBLIC WORKS

Original Report Signed By: Director of Public Works

Report Date: March 24, 2003

Recommendations:

That the current Council policy that prohibits Rocky Mountain Double, Triple Bottom and Turnpike Double Trailer Combination Vehicles from transporting Dangerous Goods, as defined in the Federal Transport of Dangerous Goods Act and Regulations, be amended to allow such goods to be transported by:

- Rocky Mountain Double and Turnpike Double Trailer Combination Vehicles, subject to the conditions specified in the attached Schedule “A”.
- Triple Bottom Trailer Combination Vehicles, conditional upon the transport of such goods being limited to the lead trailer of the three trailer combination vehicle, and not be permitted in the second or third trailer of such a combination vehicle, and subject to the conditions specified in the attached Schedule “A”.

REPORT SUMMARY:

Key Issues:

- In the early 1980’s Council adopted a policy that all combination vehicles that require a permit to travel on City street may not carry Dangerous Goods.

- The Manitoba Trucking Association has requested that this restriction be lifted.

- After consultation with Police Service and Fire and Paramedic Service, the Public Works Department, in a report dated October 17, 2002 recommended that the restriction be lifted for 2 of the 3 categories of combination vehicles subject to certain permit conditions.

- After considering the October 17, 2002 report, as well as a submission by the General Manager of The Manitoba Trucking Association, the Standing Policy Committee on Public Works at its meeting of January 13, 2003, instructed that the Public Works Department, the Manitoba Trucking Association, Police Service and Fire and Paramedic Service reconvene a meeting to further review this matter.

- The liaison committee, consisting of the above referred to participants, is in agreement with the recommendations contained herein.

IMPLICATIONS OF THE RECOMMENDATION(S):

General Implications:

[ ] None
[X] For the organization overall and/or other departments
[X] For the community and/or organizations external to the City
[ ] Involves a multi-year phase in process

Comments: This policy change affects the emergency operations strategy of Police Service and Fire and Paramedic Service.

Policy Implications:

[ ] No
[X] Yes

Comments: This recommendation involves a change to an existing Council Policy.

Environmental Implications:

[X] No
[ ] Yes

Comments:

Human Resource Implications:

[X] No
[ ] Yes

Comments:

Financial Implications:

[X] Within approved current and/or capital budget
[ ] Current and/or capital budget adjustment needed

Comment: There is no financial impact associated with this recommendation.

REPORT

REASON FOR THE REPORT:

In the early 1980's, Council adopted a policy that prohibits Dangerous Goods from being transported by Extended Length Combination Vehicles. A change to the existing policy requires approval by Council.

HISTORY:

Mr. Bob Dolyniuk, General Manager, Manitoba Trucking Association, has requested a review of the existing policy prohibiting Extended Length Combination Vehicles from transporting Dangerous Goods into and out of Winnipeg.

At their meeting on January 13, 2003, the Standing Policy Committee on Public Works considered a report prepared by the Public Works Department dated October 17, 2002, as well as a submission by the General Manager of the Manitoba Trucking Association. Committee deferred a decision on the recommendations contained in the report and directed that the Public Works Department, Police Service and Fire and Paramedic Service meet with the Manitoba Trucking Association to review this matter.

DISCUSSION:

Representatives of the Public Works Department, Winnipeg Police Service, Winnipeg Fire Paramedic Service, and Manitoba Trucking Association met on this matter on February 10, 2003. After further deliberations that assessed the interests of the trucking industry and acknowledged the importance of public safety, it was agreed that some of the restrictions on the transport of Dangerous Goods with Extended Length Combination Vehicles could be eliminated.

Specifically, it was agreed that Dangerous Goods could be transported by Triple Bottom Trailer Combination Vehicles, provided that the Dangerous Goods are limited to the lead trailer only, and that Dangerous Goods not be allowed to be transported in the second or third trailer of such a combination vehicle. Such a conclusion was predicated on the fact that when operating at higher speeds, the lead trailer or first trailer of the three trailer Triple Bottom Trailer Combination Vehicle exhibits the most stable tracking characteristics, and is, therefore, least likely to overturn in the event of loss of control of the vehicle when operating on a highway.

Accordingly, based on the deliberations of the liaison committee and the subsequent re-evaluation, it is recommended that the current Council policy on the Transport of Dangerous Goods with Extended Length Combination Vehicles be amended in a manner as stated in the recommendation above.

Financial Impact Statement **Date:** **March 25, 2003**

Project Name:
Transport of Dangerous Goods with Extended Length Combination Vehicles

COMMENTS:

There is no financial impact to the city for this recommendation to amend the policy of transportation of dangerous goods.

approved by D. Stewart, CA
Manager of Finance & Administration

Approved by Divisional Accountant Trainee: ☒

In preparing the report, there was consultation with and concurrence by: Winnipeg Police Service, Winnipeg Fire and Paramedic Service, and the Manitoba Trucking Association.

This Report Submitted by:

Department:	Public Works Department
Division:	Transportation Division
Prepared by:	Carl Sitarz, Traffic Analyst, ...Phone No: 986-5067
Processed by:	Carol Kawaza, Secretary to Traffic ManagementPhone No: 986-5288
File name:	TransportofDangGoodsRevMarch202003.doc
File No:	OR/07/DG-25A

Attachments

SCHEDULE “A”

An applicant, prior to a permit being issued, agrees to:

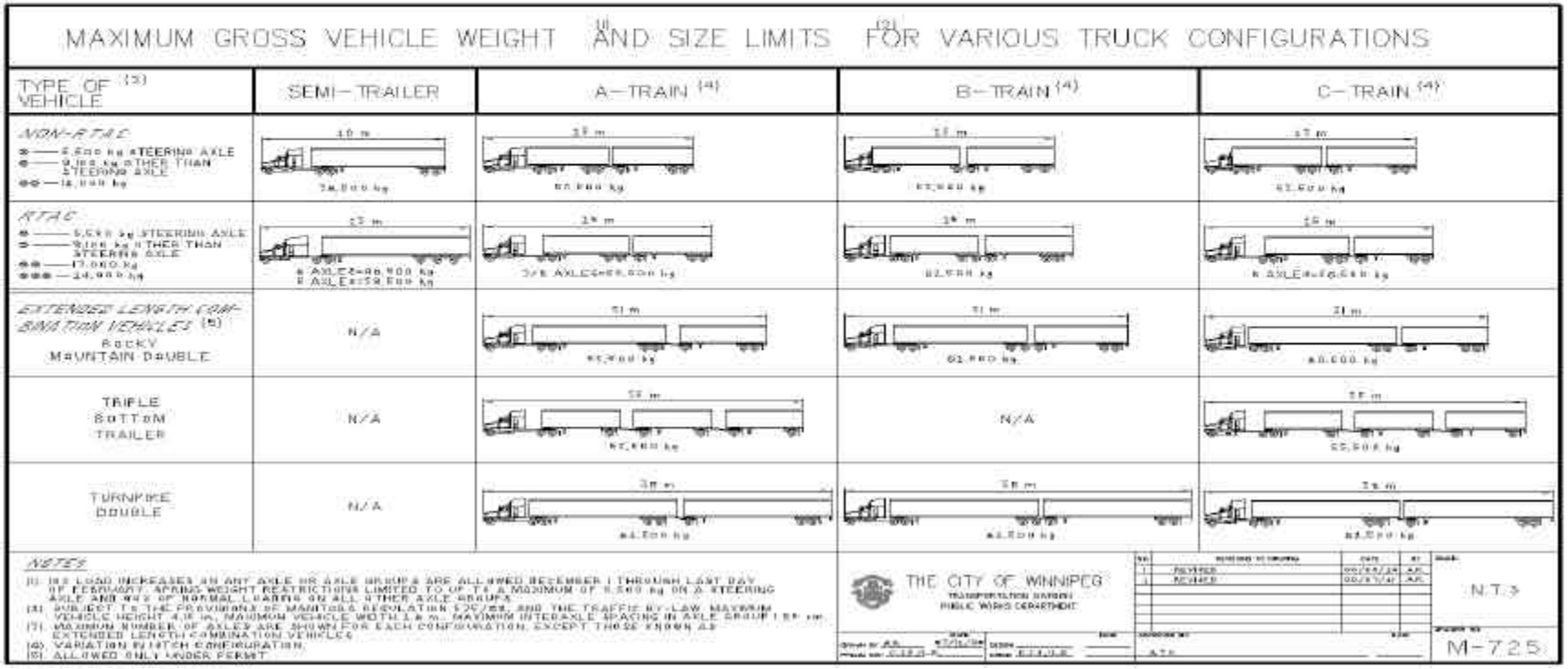
1) Provide the Public Works Department, to the attention of the Traffic Studies Engineer, immediately after the occurrence of each and every collision that these types of vehicles are involved in on a public street within the City limits, with all information related to the collision event, including, but not necessarily limited to:

a) the location of the collision.
b) the number of vehicles involved.
c) the type of collision.
d) the time of the collision.
e) the nature and extent of any load spillage, including product identity.
f) the road condition.
g) definition of any injury to persons sustained as a direct result of the collision event at the immediate collision site, as well as any injury incurred by persons as a result of collateral effects of the collision event within the immediate area.
h) an itemization of each and every action incurred in restoring the street to the normal operating condition that existed prior to the collision event.

2) Identify a designated safety officer, properly certified in accordance with relevant standards, to administrate the transport of Dangerous Goods, and to respond appropriately in accordance with Federal Transport of Dangerous Goods and Regulations for a Dangerous Occurrence to any incidents.

3) Confirm that the driver of such a vehicle is, at all times while operating on a City street, in possession of a fully functioning communication device such as a cell phone that will enable him to immediately contact the City of Winnipeg Fire and Paramedic Service and any other agency or agencies as may be required in the event of a collision or mishap such that remedial action can be undertaken as soon as possible.

4) Comply with all other conditions of the permit that currently exist or that may be imposed by the Public Works Department such as, but not limited to, a specific routing and exclusion of operation during certain times of the day when traffic safety and efficiency may otherwise be compromised.


MAXIMUM GROSS VEHICLE WEIGHT (1) AND SIZE LIMITS (2) FOR VARIOUS TRUCK CONFIGURATIONS
TYPE OF VEHICLE (3)
SEMI-TRAILER
A-TRAIN (4)
B-TRAIN (4)
C-TRAIN (4)
NON-RTAC
RTAC
EXTENDED LENGTH COMBINATION VEHICLES (5)
ROCKY MOUNTAIN DOUBLE
N/A
TRIPLE BOTTOM TRAILER
N/A
N/A
TURNPIKE DOUBLE
N/A
NOTES
THE CITY OF WINNIPEG
N.T.S
M-725