

EXTENDED STINGER-STEER AUTO CARRIER (ESSAC) PROGRAM

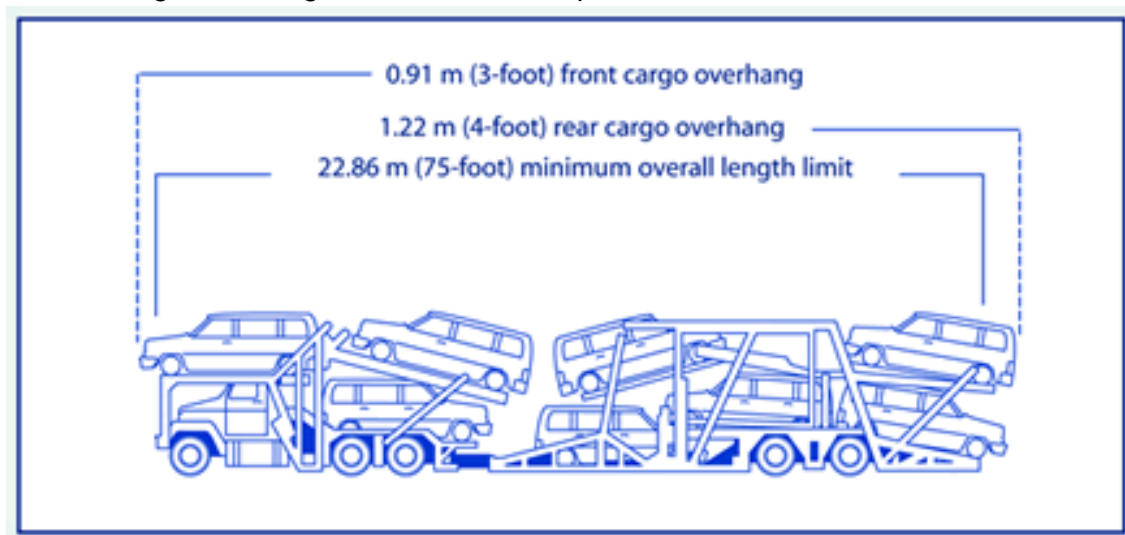
PROGRAM LAUNCH

BACKGROUND

On December 4, 2015, the President of the United States of America (US) brought forward the Fixing America's Surface Transportation Act (FAST Act), which amended certain aspects of the US Interstate regulations pertaining to the Stinger-Steer Auto Transporter, including regulated Overall Length, Front Load and Rear Load Overhang limits.

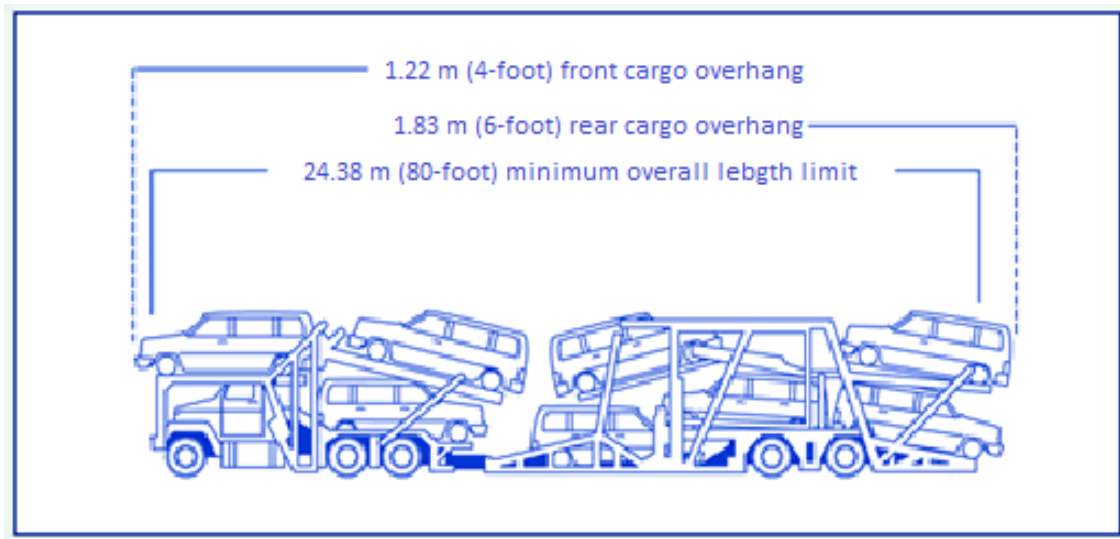
The changes brought forward through the FAST Act amended the former dimensional allowances related to the operation of Stinger-Steer Auto Transporters shown in Figure 1. The US Federal Size Regulations for Commercial Motor Vehicles mandated that a state may not prescribe or enforce a regulation of commerce that imposes a vehicle length limitation of less than 75 feet on a stinger-steered automobile transporter with a front overhang of less than 3 feet and a rear overhang of less than 4 feet.

Figure 1: Stinger-Steer Auto Transporter Combination Pre-FAST Act



The FAST Act now prohibits states from setting a length limitation of less than 80 feet on a stinger-steered automobile transporter. Beyond the 80-foot overall limit of the stinger-steered automobile transporter, an overhang of 4 feet in the front and 6 feet in the rear as shown in Figure 2.

Figure 2 – Stinger-Steer Auto Transporter Combination Post-FAST Act



In early 2016, stakeholders approached the Ministry of Transportation (MTO) to request that Vehicle Weight and Dimensions (VWD) regulations in Ontario be amended to harmonize with US limits, allowing the use of an auto carrier configuration exceeding current nationally accepted dimensional allowances.

Extended Stinger-Steer Auto Carriers (ESSACs) have advantages over currently regulated Stinger-Steer Auto Carriers. ESSACs increase productivity due to an increase in carrying capacity, resulting in fewer trips to haul the same amount of freight. This leads to a reduction of operational costs (fewer drivers and vehicles required per unit of freight), fewer kilometers traveled per unit of freight leading to more efficient use of fuel, and an associated reduction in greenhouse gases (fewer emissions per unit of freight). Finally, ESSACs reduce the number of vehicles on the road, indirectly contributing to a reduction in on-road congestion and on-road exposure.

However, due to their size ESSACs have operational disadvantages as well. Relative to currently regulated Stinger-Steer Auto Carriers, ESSACs have more difficulty maneuvering around corners in a safe manner. Mostly due to the increase in front and rear load overhang limits, front and rear outswing of the combination becomes an issue.

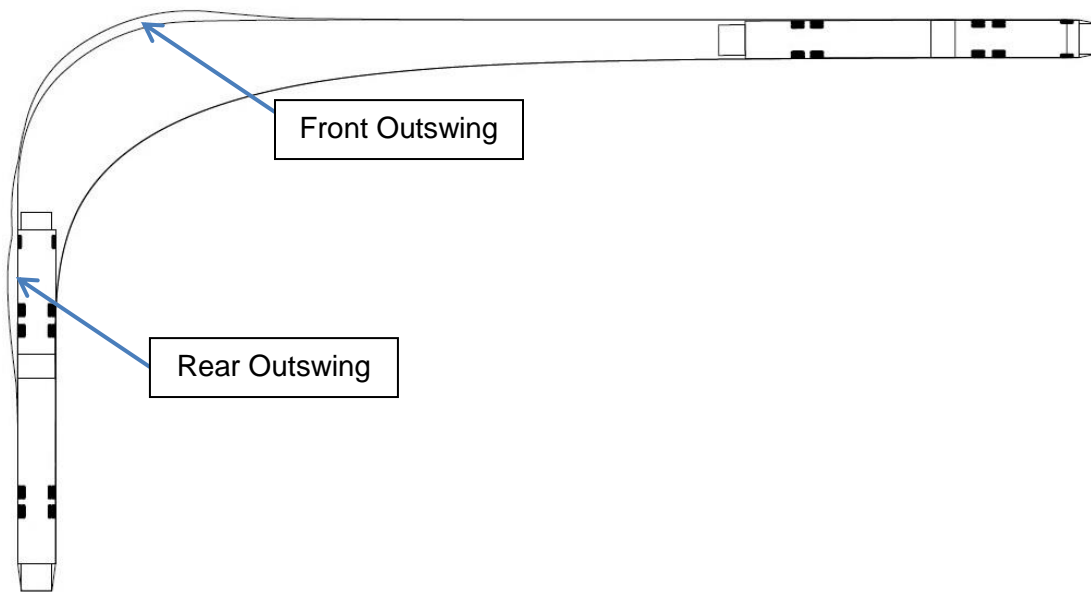
There are two distinct safety related issues that can arise when an ESSAC completes a right turn:

- The front load overhang encroaches into on-coming lanes when the vehicle combination is cornering. Drivers in on-coming lanes may not realize that the left front corner of the load atop the tractor may swing suddenly across their path,

particularly if moving fast; and,

- The left rear of the trailer and overhang encroaches into adjacent lanes, while the driver is unable to see that portion of the semitrailer, and likely cannot see a vehicle approaching from behind. Drivers in an adjacent lane may not realize that the left rear corner of the semitrailer may swing suddenly into their path, particularly if moving fast.

Figure 3 – Engineering grade example of ESSAC Enroachment



When completing a left turn the outswing issues might not be as severe, but the trailer rear outswing might still present problems.

After consultation with industry, and understanding some of industry's desire for a solution, MTO has looked into balancing the safety concerns with the potential economic benefits of having these vehicles operating on Ontario's roads. Although these vehicles will look similar to other vehicles, they perform differently. From a safety perspective, a slow and measured approach toward introducing these vehicles on road is required, with strict monitoring and oversight. This will allow the province to properly evaluate the on-road performance of these vehicles while allowing the common road user to become accustomed to the operation of these vehicles. Currently, road users might not have the reasonable expectation of the outswing issues related to these vehicles. A similar approach has been taken with other programs such as the Long Combination Vehicle (LCV) Program and the Extended Semitrailer Trial.

In an effort to better take advantage of the benefits that ESSACs bring to the provincial economy while maintaining the safe operation of these configurations, MTO has agreed

to commence a Special Vehicle Configuration (SVC) Permit Program, under the Highway Traffic Act (HTA) Section 110.1(2), toward harmonizing Stinger-Steer Auto Carrier weight and dimensions limits with the recent amendments to US regulations.

It is important to note that there is no Canadian experience or data that Ontario can learn from as no other Canadian jurisdiction have allowed these configurations. Ontario will be the only Canadian jurisdiction to allow such a configuration, underscoring the need to expand this Program in a responsible and measured manner.

Ontario has some of the safest roads in North America, consistently improving since the regulatory reform toward Safe, Productive, and Infrastructure-Friendly (SPIF) vehicles. Ontario's controlled SVC Programs have safety records greatly exceeding regular heavy truck travel. The Ontario LCV Program, strictly controlled under the SVC permitting regime, has seen carrier-operators safely complete over 240,000 trips covering some 71,000,000 kilometres of travel with only 8 reported incidents, none of which were as a result of the vehicle being an LCV.

WHITE PAPER

On April 7, 2017, MTO released a White Paper to industry seeking comments from stakeholders on the development of the ESSAC Program and related Program Conditions drafted after several consultation sessions were held with industry stakeholders, including shippers, carriers, and manufacturers of stinger-steer auto carrier equipment. The White Paper defined all Program Conditions, introduced the potential VWD regime for two different configuration types, and introduced a draft Authorized Network for Travel for vehicles operating within the Program. The comment period over the following six weeks brought support for the Program, voiced concerns around permitting options, and introduced suggested additions to the configuration types available to operate within the Program.

The ESSAC Program will allow for the operation of configurations in a limited fashion, under certain operating conditions, with dimensions exceeding what are currently accepted in Canada and the province. There are safety related concerns, but these can be managed and mitigated through an SVC permit program with strict controls. This includes restricting where certain configuration types can operate, so to reduce the possibility of an on road occurrence. The detailed Authorized Network map was developed, outlining where two of the configuration types will be allowed to operate. Under this scenario, if travel is required off the Authorized Network, an engineered assessed route plan must be submitted to the province for review and approval. Under such operating conditions, including the requirement for engineered route assessments,

it is anticipated that the conditions under the Program will address the identified risks with these two specific configuration types.

Through the White Paper submissions from industry stakeholders, a third configuration type has been introduced. This configuration will not be held to the Authorized Network for Travel as the restricted dimensions mitigate much of the concern with respect to front and rear outswings. Thus, this third configuration type will be operated within the ESSAC Program yet would have the ability to traverse any road in the province without restriction.

The White Paper submissions also brought forth differing ideas around the slow and measured approach to permit distribution. Albeit there is support for a permit distribution system whereby each configuration type would be treated differently so to protect industries current investment in standard equipment and that there is support for a system that slowly distributes permits over a five year time period, it is suggested that the cap on permit distribution per carrier be determined based on current Ontario operating fleet size. This would base a carrier-operator's permit allocation on a percentage of the carrier's Ontario operating fleet (potentially based on CVOR). This would assure carriers have similar future opportunities in proportion to their current operations. It was also suggested the permits be trailer Vehicle Identification Number (VIN) specific, so to maintain a permit per vehicle threshold.

The submissions brought forward highlighted some of the potential issues facing configurations that are held to operating on the Authorized Network, such as issues related to the service and repair of equipment or configurations being 'trapped' along the Network for any given reason. Some noted potential issues related to HTA requirements around signage at rear of configuration due to extended overhang. HTA section 111(1) requires that any load that overhangs the rear of a vehicle by 1.5 metres or more must display red flags or lights depending on the time of day. Program Conditions will clearly specify that these displays are required.

STINGER-STEER AUTO CARRIER CONFIGURATIONS

The US dimensional modifications brought the total overall length of Stinger-Steer Auto Carrier configurations to 90 feet (27.4 metres) (including overhanging loads) from the previous 82 feet (25.0 metres).

Through Ontario Regulation 413/05, VWD for SPIF Vehicles, the province regulates more than 15 dimensions for the configuration (Designated Tractor-Trailer Combination 14 – Stinger-Steer Tractor Semitrailer Auto Carrier – SPIF 14). The regulation is harmonized with other jurisdictions in Canada and harmonized with the US, before the modifications introduced by the FAST Act.

Ontario has determined that certain longer front and rear overhangs introduce additional safety risks to other road users and urban furniture (infrastructure) at corners where the new configuration would operate. However, by restricting the overhanging load dimensions while also restricting other dimensional criteria, the safety related risks can be mitigated to some degree. For these reasons, MTO will require operations under SVC permit, while introducing some constraints for their operation including that two of the configuration types, the Transitional SPIF Hybrid and the ESSAC, may only be operated along an Authorized Network for travel (Appendix B), unless traveling along an approved engineering assessed route. However, the ON-ESSAC will be able to operate without such route based restrictions, maximizing the configurations potential while also meeting Canada's strict dynamic performance requirements governing the safe operation of heavy vehicles.

ESSAC 'PILOT' PROGRAM LAUNCH

Ontario is pleased to announce that the ESSAC Program will launch as a 'pilot' on November 13th, 2017. Over the rest of the 2017 and into the 2018 operating season, the 'pilot' will be heavily monitored and reviewed with any potential changes or modifications to take place in March 2018. Changes and modifications could include the additional of roadways to the Authorized Network for Travel, operational changes with respect to monitoring and oversight, with the potential to upgrade the Driver Training requirements, as has been initiated in other SVC Programs (ex. Ontario LCV Program), as deemed appropriate.

Engineered route assessments to operate Transitional SPIF #14 and ESSAC configurations off the Authorized Network for Travel can be completed and submitted to the MTO for internal review. Once reviewed and accepted by MTO, the approved Origin-Destination location will be added to the carriers ESSAC Program permit package.

CONDITIONS FOR OPERATION UNDER SVC PERMITS

A general set of conditions is applied to all SVC permit regimes that include a set of general and some specific requirements related to [detailed EXTENDED STINGER-STEER AUTO CARRIER (ESSAC) PROGRAM CONDITIONS are as specified in Appendix A]:

- Monitoring of the regime;
- Qualifications and responsibilities of carriers and drivers;
- Operational restrictions on vehicles;
- Areas of operation; and,
- Notification of collisions/incidents/infractions.

General Conditions

The general conditions ensure that carriers assume proper responsibility for the operation of ESSACs. The conditions address concerns related to the pace at which these vehicles are introduced through the ESSAC Program, attempting to avoid an abrupt requirement from shippers to replace the current fleet of vehicles in operation without understanding, through a gathering of data in a controlled setting, the safety and traffic impacts.

These Conditions include:

- Signing a Memorandum of Understanding (MOU) accepting the responsibilities of the ESSAC Program, as outlined in the ESSAC Program Conditions.
- Accepting that each permit is valid for the operation of a single auto carrier configuration, based on semitrailer VIN, as outlined in the ESSAC VWD regime.
- Offering of three different types of permits:
 1. Transitional SPIF #14 Configurations (SPIF #14 with extended load overhang limits)
 2. ESSAC Configurations
 3. ON-ESSAC Configurations
- If operating Transitional SPIF #14 or ESSAC configurations, permits are only valid to operate on the Authorized Network and specified off- network engineer assessed routes toward approved Origin/Destination (O/D) locations.
- If operating ON-ESSAC configurations, there are no network/geographical restraints pertaining to routes.
- The number of permits will be limited, but increasing over time, as follows:
 1. For Transitional SPIF #14 Configurations:
 - Permits based on 8% of carrier's Ontario fleet in 2017.

- Permits based on 10% of carrier's Ontario fleet in 2018.
- Permits based on 15% of carrier's Ontario fleet in 2019.
- Permits based on 20% of carrier's Ontario fleet in 2020.
- Review and evaluate vehicle on-road performance.

2. For ESSAC Configurations:

- Permits based on 8% of carrier's Ontario fleet in 2017.
- Permits based on 10% of carrier's Ontario fleet in 2018.
- Permits based on 15% of carrier's Ontario fleet in 2019.
- Permits based on 20% of carrier's Ontario fleet in 2020.
- Review and evaluate vehicle on-road performance.

3. For ON-ESSAC Configurations:

- Permits based on 8% of carrier's Ontario fleet in 2017.
- Permits based on 10% of carrier's Ontario fleet in 2018.
- Permits based on 15% of carrier's Ontario fleet in 2019.
- Permits based on 20% of carrier's Ontario fleet in 2020.
- Review and evaluate vehicle on-road performance.

- Permits will be based on Commercial Vehicle Operator's Registration (CVOR) and semitrailer VIN and may be transferred between qualifying vehicles operated by the same permit holder, providing that the tractors are registered to the same CVOR/National Safety Code (NSC) registration number.
- Carriers can choose to apply for permits into any or all three categories, as desired, per year in question.
- In order to determine a carrier's Ontario fleet size, the ministry will consider the number of power units indicated via the carrier's CVOR/NSC, as submitted to the province by the carrier. The number of power units will then be multiplied by the proportional mileage operated in Ontario, based on the carrier's submitted International Registration Plan (IRP).
- For example:
 - The carrier's CVOR indicates 80 power units and the carrier's Ontario-based travel indicated via IRP is 60%.
 - The Ontario fleet will be 48 configurations (= 80 x 60%).
 - If applying for permits for the transitional SPIF, in 2017 the carrier will be entitled to request up to 4 permits (= 48 x 8%, rounded to nearest zero).
 - If applying for permits for the ESSAC and ON-ESSAC configurations, in 2017 the carrier will be entitled to request up to 4 permit on each category (=48 x 8%, rounded to nearest zero).

- In cases where the permit threshold calculation results in values lower than 1, the carrier would be eligible for 1 permit.
- The process repeats itself each year.
- In cases where the carrier does not request the maximum number of permits per the calculated threshold, as eligible, for any particular year, the additional permits would be added to the eligibility for carriers in the following years, but is not transferable among the three permit categories.
- MTO reserves the right to verify the information provided by the carrier by requesting that carriers submit a recent copy of their CVOR/NSC and IRP information.
- MTO maintains the right to suspend operators, suspend or revoke permits, or cease the Program altogether.

Monitoring of the Program

Given the nature of the Program, participants agree to:

- Report on the number of trips taken on a monthly basis via an MTO supplied spreadsheet. Trip information will include time and date of dispatch, origin, destination, and distance.
- MTO will track and evaluate any comments, issues and concerns raised by the media, other modes, shippers and the general public.
- ESSAC permitted configurations must report to any Truck Inspection Station/Commercial Vehicle Inspection Facility on the same basis as other commercial vehicles.
- Carriers must report any on-road incidents utilizing an MTO supplied Incident Report document within 10 days of any on-road incident.

Qualifications and Responsibilities of Carriers

- Carriers with 'Conditional' or 'Unsatisfactory' Carrier Safety Ratings may not operate ESSACs in Ontario. Carriers with such ratings must immediately cease ESSAC operations.
- Carriers have to maintain a minimum \$5 million public liability insurance coverage in order to participate in the program.
- Carrier is responsible for any damage to highway infrastructure occurred during the operation of any permitted vehicle.

Responsibilities with respect to Drivers

Carriers are responsible for the recruitment and oversight of drivers. In addition, carriers are responsible for actions any driver takes during the operation of ESSACs

and must provide orientation to drivers on the characteristics of the ESSAC Program.

Specifically, carriers must oversee and educate drivers to the following:

- Driver must have a minimum of five (5) years provable tractor-trailer driving experience.
- On an annual basis, driver's abstract dated no more than 30 days prior to application along with carrier's declaration that driver has necessary tractor-trailer experience and has been provided with orientation training about Ontario's ESSAC Program must be submitted to the Ministry. Upon successful review the Ministry will issue an annual ESSAC Driver Certificate which must be carried by the driver whenever operating an ESSAC vehicle.
 - o Drivers must have a valid Class A driver's licence with Z (air brake) endorsement, or equivalent from another jurisdiction.
 - o Driver has no driving-related Criminal Code (Canada) convictions in previous 36 months, no more than 2 moving violation convictions of any kind in previous 12 months and no more than 3 moving violation convictions of any kind in previous 36 months based on a driver's abstract dated no more than 30 days prior to application.

Note: Certain offences may immediately disqualify a driver from the Program.

- Drivers must operate ESSACs and Transitional SPIF #14 configurations on approved routes.
- Drivers must receive orientation on the operation of ESSACs in a fashion that does not cause damage to highway infrastructure, including interference with curbs, lights or other highway fixtures.
- Making sure drivers are competent on how these configurations operate, particularly about the concerns related to the front and rear load overhangs and subsequent front and rear outswings, visibility, and the safe operation of the configuration under ESSAC Program and Permit Conditions.
- Carrier must submit a declaration indicating that the driver has received orientation training from the carrier.
- Only those drivers carrying a valid ESSAC Driver Certificate may operate an ESSAC configuration while under permit.

Operational Restrictions on Vehicles

- Weights and dimensional allowance requirements for configurations operating under the Program are as specified in the Program Conditions (Appendix A).
- The tractor and semitrailer must be equipped with a functioning anti-lock braking system (ABS) compliant with Canadian Motor Vehicle Safety Standard 121.

- Travel under the permit must be at safe operating speeds ensuring posted speed limits are adhered to at all times.

Areas of Operation

ESSACs and Transitional SPIF #14 configurations will only be allowed to operate on a basic Authorized Network for Travel, as shown in Appendix B. Interested parties may request additional roads to be part of the Authorized Network. Engineered route assessments completed via a qualified consultant will be required if requesting that a certain roadway be added to the Authorized Network for Travel.

Operation outside of the Authorized Network accessing/egressing shippers, dealerships and truck terminal facilities requires interested carriers to provide MTO with engineering route assessments, completed via a qualified consultant, of all the intersections leading to such premises, including turning into and out of the final Origin/Destination (O/D) facilities.

All engineered route assessments must be completed based on the dimensions set-out in the ESSAC Program Route Assessment guidance document. No matter the configuration type, ESSAC or Transitional configuration, all engineering route assessments must be completed based on the dimensions cited therein.

The ON-ESSAC configuration is not restricted to areas of operation, thus this section does not apply.

Basic Authorized Network for Travel

- ESSACs and Transitional SPIF #14 configuration permit holders are pre-approved to operate on a basic Authorized Network of roadways. The Authorized Network is presented in Appendix B.
- The Authorized Network for Travel considers some turning restrictions between roads. This can result in a section of roadway not appearing on the Authorized Network. Carriers interested traversing such a route, using the restricted turns, would be required to assess the road geometry looking at the viability of ESSACs to turn safely and without interference with other traffic using the intersection. This must be completed via a qualified consultant, so to present an engineered assessed route.
- In addition, carriers can bring forth for MTO's consideration other routes to be added to the Network. MTO will request that the proponent commission an engineering route assessment, completed via a qualified consultant, toward evaluating the viability of the route.

Intersection Engineering Assessments

- Carriers are responsible to request additions for routes including O/D locations. O/Ds include shipper locations, vehicle dealerships, holding yards and truck terminals. MTO reserves the right to approve the addition based on the results on the engineering assessment, which might include time-of-day restrictions.
- In the case of travel to and from O/D locations, given that engineering assessments have a cost, the property of such assessments remains to the applicant. Release of the engineering assessment or part of it, to another participant will require approval from the party who commissioned the initial engineering assessment.
- The Authorized Network accommodates the Transitional SPIF #14 configuration. There is an opportunity for some operators who wish to commence a route while under the permit regime with a transitional vehicle and complete the route as a regulated Stinger-Steer Auto Carrier – SPIF #14 that does not require a permit. There are other opportunities to mix the fleet of regulated auto carriers with the ESSAC Program toward increasing productivity in the auto sector.
- In case of an operational emergency or road closure the driver must proceed to the nearest point off the travelled portion of the highway considered to be sufficiently removed from traffic so as not to constitute a hazard, or as directed by a police officer or other officer designated under the Highway Traffic Act (HTA).

Notification of Collisions / Incidents / Infractions

Given the nature of the Program, participants agree to:

- Provide email notification to MTO immediately following any reportable collision.
- Within 10 business days of any reportable collision (as specified in s199 of the HTA), provide a copy of the collision report in addition to the carrier's written explanation of the collision circumstances.
- Within 10 business days, provide notification and a description of any non-reportable incident that disrupts traffic or damages property.

APPENDIX A:

EXTENDED STINGER-STEER AUTO CARRIER (ESSAC) PROGRAM CONDITIONS

Overview	<ul style="list-style-type: none">- On December 4, 2015, the USA enacted the <i>Fixing America's Surface Transportation Act</i> (FAST Act), which included amendments to certain aspects of US Interstate Vehicle Weights and Dimensions (VWD) regulations pertaining to the specialty built Stinger-Steer Auto Carrier, including regulated Overall Length, Front Load and Rear Load Overhang limits.- Early 2016, stakeholders approached the Ministry of Transportation (MTO) to request that VWD regulations in Ontario be amended to harmonize with US limits, allowing the use of an auto carrier configuration exceeding current nationally accepted dimensional allowances.- The Extended Stinger-Steer Auto Carrier (ESSAC) Program allows the operation of a vehicle configuration harmonized with the US VWD regulatory regime, as amended through the <i>FAST Act</i>, under Special Vehicle Configuration (SVC) permit. The permitted operation of these vehicle configurations must be compliant with the Conditions as specified in this document. The Program also includes a "Transitional Vehicle" and an Ontario-ESSAC (ON-ESSAC) that must be compliant with the conditions specified in this document.- A "Transitional Vehicle", allowing the current tractor semitrailer auto carrier accepted in Regulation 413/05, Vehicle Weights and Dimensions for Safe, Productive, and Infrastructure-Friendly (SPIF) Vehicles as Designated Tractor-Trailer Combination 14 (SPIF 14), will be allowed to operate but with the longer front and rear overhangs as implemented via the FAST Act.- The Transitional SPIF Hybrid and the ESSAC, may only be operated along an Authorized Network for Travel, unless traveling along an approved engineering assessed route. However, the ON-ESSAC will be able to operate without such route based restrictions, maximizing the configurations potential while also meeting Canada's strict dynamic performance requirements governing the safe operation of heavy vehicles.- The number of permits available to carriers for all configuration types will be restricted in number but increasing over a 5-year period, toward eliminating the permit distribution thresholds. After the first 5 years of operations, the Program will be reviewed and permit distribution will be re-evaluated at that time.
General Conditions	<ul style="list-style-type: none">- Carriers must enter into a Memorandum of Understanding (MOU) with MTO signifying that they accept responsibilities as outlined in this document.- SVC permits will be issued to the carrier under the ESSAC Program on a per semitrailer basis, requiring a permit for each configuration in operation.- MTO will issue permits to qualifying carriers for operation on the Authorized Network and specified off-network routes to approved origin/destination (O/D) locations.- Transitional vehicles operating without the supporting plates deployed, compliant with the current regulations for SPIF #14, are able to operate on any provincial road outside of the Authorized Network.- ON-ESSAC vehicles are able to operate on any provincial road outside of the Authorized Network so long as accompanied by SVC permit at all time.- Permits will be based on Commercial Vehicle Operator's Registration (CVOR) and semitrailer Vehicle Identification Number (VIN) and may be transferred between qualifying vehicles operated by the same permit holder, providing that the tractors are registered to the same CVOR/National Safety Code (NSC) registration number.- Carriers can choose to apply for permits into any or all three configuration categories, as desired, per year in question.- In order to determine a carrier's Ontario fleet size, the Ministry will consider the number of power units indicated via the carrier's CVOR/NSC, as submitted to the province by the carrier. The number of power units will then be multiplied by the proportional mileage operated in Ontario, based on the carrier's submitted International Registration Plan (IRP)

	<ul style="list-style-type: none"> - The number of permits allotted on a per carrier basis will be limited and will increase over time, as follows: <ul style="list-style-type: none"> ▪ For Transitional vehicles (SPIF 14 with extended load overhang allowances): <ul style="list-style-type: none"> ○ Permits based on 8% of carrier's Ontario fleet in 2017 ○ Permits based on 10% of carrier's Ontario fleet in 2018 ○ Permits based on 15% of carrier's Ontario fleet in 2019 ○ Permits based on 20% of carrier's Ontario fleet in 2020 ○ Review and evaluate vehicle on-road performance ▪ For ESSAC vehicles: <ul style="list-style-type: none"> ○ Permits based on 8% of carrier's Ontario fleet in 2017 ○ Permits based on 10% of carrier's Ontario fleet in 2018 ○ Permits based on 15% of carrier's Ontario fleet in 2019 ○ Permits based on 20% of carrier's Ontario fleet in 2020 ○ Review and evaluate vehicle on-road performance ▪ For ON-ESSAC vehicles: <ul style="list-style-type: none"> ○ Permits based on 8% of carrier's Ontario fleet in 2017 ○ Permits based on 10% of carrier's Ontario fleet in 2018 ○ Permits based on 15% of carrier's Ontario fleet in 2019 ○ Permits based on 20% of carrier's Ontario fleet in 2020 ○ Review and evaluate vehicle on-road performance - Permit allotment is subject to change at the ministries discretion, based on the evolution and experience of the Program. - Original permit (not a copy) must accompany the vehicle and be produced on demand to a police officer or officer appointed to carry out the provisions of the <i>Highway Traffic Act</i> (HTA). - Permits are only valid when copies of MTO provided lists of authorized routes and O/D locations are attached to permit. - Permit cannot be transferred to another carrier or combined with any other permit for width, height, length, or weight. - Carriers must identify one or more personnel as a Primary Contact for the Program and notify MTO of any changes immediately. Contact information and updates will include name, title, address, telephone, cell and email address. - Participating carriers are responsible for issuance of ESSAC Driver Certificates after ascertaining the driver meets specified qualifications, training and experience. - MTO may request proof from the carriers about the equipment to be used as part of the program. This request would require the carrier to provide proof to verify compliance with the Motor Vehicle Safety Act (MVSA) [Transport Canada]. This proof would likely consist of the manufacturer's specifications on the tractor and/or trailer, but might also include, and may not be limited, to requests for proof of labels of compliance (National Safety Mark (NSM)), vehicle alterer's, intermediate, and final stage labels. Finally, if deemed necessary, this could also include confirmation by Transport Canada through MTO that the vehicle is acceptable to MVSA standards. This request will be at the discretion of MTO staff.
Ongoing Monitoring and Evaluation	<ul style="list-style-type: none"> - Participants agree to maintain a record of each trip operated under the permit on an MTO supplied Excel spreadsheet. Each month's data is to be submitted to MTO electronically within 10 business days of the month's end. MTO will treat all data from individual carriers as confidential, although aggregate results may be reported. - Recorded trip information will include time and date of dispatch, origin, destination, and distance. - MTO will also track and evaluate any comments, issues and concerns raised by the public, media,

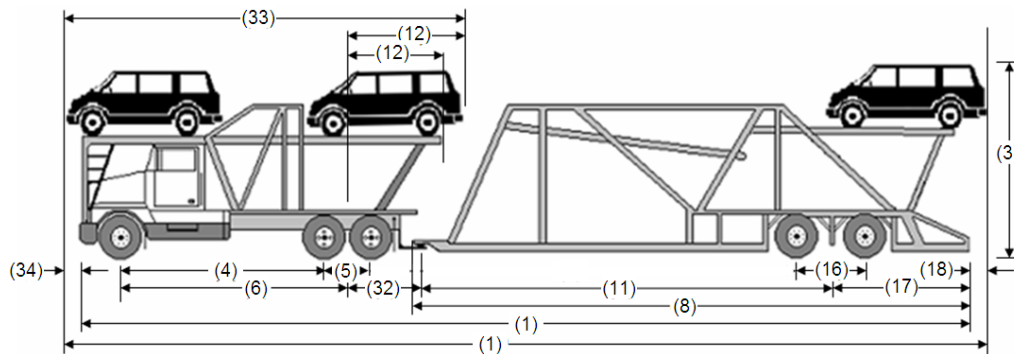
	<p>other modes, shippers, etc.</p> <ul style="list-style-type: none"> - MTO reserves the right to suspend one or more of a carrier's permits, revoke a carrier's permit privileges or cancel the ESSAC Program at any time. - Permit may be revoked or suspended for any breach of any permit condition, for non-compliance with ESSAC Program Conditions or for non-compliance with the HTA. - Permits automatically become null and void if a permit holder's Carrier Safety Record falls to 'Conditional' or 'Unsatisfactory'. - MTO reserves the right to withdraw approval or modify conditions related to any highway route or O/D location.
Carrier Qualifications	<ul style="list-style-type: none"> - Carriers with 'Conditional' or 'Unsatisfactory' Carrier Safety Ratings will not qualify for permits. Carriers whose rating is reduced to "Conditional" or "Unsatisfactory" must immediately cease operations. - Carrier will maintain a minimum \$5 million public liability insurance coverage. - Carriers may be required to provide documentation with the permit application to support their qualifications.
Driver Qualifications	<ul style="list-style-type: none"> - Drivers must have a valid Class A driver's licence with Z (air brake) endorsement, or equivalent from another jurisdiction. - The Carrier must provide appropriate orientation to drivers on the operation of the Extended Stinger-Steer Auto Carrier Semitrailer. <ul style="list-style-type: none"> ▪ Driver Orientation should address issues related to how these configurations operate, with a primary focus on front and rear load overhangs and subsequent front and rear outswings visibility and the safe operation of the vehicle under ESSAC Program Conditions. Furthermore, the need to operate only along the Authorized Network unless toward an approved O/D location. ▪ Carrier must submit a declaration to the Ministry indicating that the driver has received orientation training from the carrier. - Carrier may issue an Ontario ESSAC Driver Certificate valid for one year to employee or contracted drivers, providing the driver meets all ESSAC driver eligibility criteria. Documentation to support eligibility must be retained for at least two years and provided to MTO upon request. - The Ontario ESSAC Driver Certificate (in combination with the driver's licence) allows the driver to operate an ESSAC for the issuing carrier in Ontario. - Driver must have a minimum of five (5) years provable tractor-trailer driving experience. - On an annual basis, driver's abstract dated no more than 30 days prior to application must be submitted to the Ministry for review. <ul style="list-style-type: none"> ▪ Driver has no driving-related Criminal Code (Canada) convictions in previous 36 months, no more than 2 moving violation convictions of any kind in previous 12 months and no more than 3 moving violation convictions of any kind in previous 36 months based on a driver's abstract dated no more than 30 days prior to application. Note: Certain offences may immediately disqualify a driver from the Program.
Areas of Operation	<ul style="list-style-type: none"> - Attachments to permits indicate: <ul style="list-style-type: none"> ▪ Authorized network of highways whose routes and stops are generally available to all Program permit holders. ▪ An authorized O/D listing, indicating locations in proximity to the authorized network of highways that the named carrier is authorized to access. - O/D locations are taken to mean truck terminals, shipper locations or vehicle dealerships. - Access/Egress routes toward O/D locations out of the basic network will be considered for addition to the authorized network upon application from an interested carrier. An engineering assessment is required in these cases. - An internal MTO Route Committee, made up of representatives from MTO's two primary divisions, review all O/D route requests.

	<ul style="list-style-type: none"> - If a portion of the O/D routing was previously approved or will be shared with another proponent, applicants may work together through the engineering consultant to defray costs. - If the O/D is already approved for another carrier, additional carriers require a release from the party who undertook the previous engineering assessment. - Driver must operate the ESSAC on approved routes in a fashion that does not cause damage to highway infrastructure, including interference with curbs, lights or other highway fixtures. - Carrier is responsible for any damage to highway infrastructure. - Extended Stinger-Steer Auto Carrier Semitrailers must report to any Truck Inspection Station/Commercial Vehicle Inspection Facility on the same basis as other commercial vehicles. - In case of an operational emergency or road closure the driver must proceed to the nearest point off the travelled portion of the highway considered to be sufficiently removed from traffic so as not to constitute a hazard, or as directed by a police officer or other officer designated under the HTA.
Engineering Assessment	<ul style="list-style-type: none"> - Engineering assessments for all turns involved in routes toward O/Ds are to be conducted by an engineering consultant qualified to assess highway design and traffic. Consultant's qualifications to be reviewed by MTO prior to undertaking the assessment. It is expected that the consultant will have access to AutoTurn® or equivalent turn simulation software and will use pre-approved input variables. - Consultant to acquire recent and relevant (i.e. "as constructed") images of the route. These may include design drawings (plans) or orthophotos of ramps, turns and intersections. A site visit is required to verify existing conditions. The consultant should also obtain posted speeds and relevant traffic information. - Design vehicles and turning templates will be based on the worst case scenario template (maximum allowable dimensions in combination with the drop frame fifth-wheel and king-pin placements and front and rear overhangs). - Consultant will overlay turning templates of ESSACs on the route images using turn simulation software to determine if ramp, roadway, intersection and entranceway geometry can safely accommodate ESSAC travel without damage to roadway infrastructure or fixtures and without causing negative impact to traffic operation. Hard copy plots of the simulations shall be provided in the assessment documentation for review. - Carrier will provide MTO with details of all proposed routes, including location and geometric information on each intersection at which the Extended Stinger-Steer Auto Carrier will turn. - The consultant's report should include a straightforward, turn-by-turn explanation of the route of travel, access and egress routes, to guide drivers and help avoid off-route travel. - Consultant will provide a conclusion / recommendation regarding the impact on traffic safety. The basis for that assessment should be the vehicle encroachment into adjacent and opposing lanes while making turns. - It is expected that all wheels of the vehicle will remain on the paved surface of any provincial highway or ramp. - For O/D locations, consideration will be given to recommendations for time of day restrictions that might be necessary to avoid safety related encroachment issues. - Authorized routes and O/D will be listed on each permit. The responsibility for the safe operation of permitted vehicles on these routes rests solely with the carrier. - All documents will be scanned or converted to portable document format (.pdf) files and submitted to MTO via e-mail.
Special Equipment Requirements	<ul style="list-style-type: none"> - Weights and dimensional allowance requirements for the ESSAC and the transitional vehicle (SPIF 14 with extended overhangs) operating under the Program are as specified in the Vehicle Weights and Dimensions Regime. - The tractor and trailer must be equipped with a functioning anti-lock braking system (ABS) compliant with Canadian Motor Vehicle Safety Standard 121.
Lighting and Conspicuity	<ul style="list-style-type: none"> - Per HTA Section 111(1), Every vehicle carrying a load which overhangs the rear of the vehicle to the extent of 1.5 metres or more while on a highway shall display upon the overhanging load at

	the extreme rear end thereof at any time from one-half hour before sunset to one-half hour after sunrise, or at any other time when there is insufficient light or unfavourable atmospheric conditions, a red light, and at all other times a red flag or a red marker sufficient to indicate the projection of the load.
Speed Restriction	<ul style="list-style-type: none"> - Operators will be subject to strict speed enforcement by police. Travel under the permit must be at safe operating speeds ensuring posted speed limits are adhered to at all times.
Notification of Collisions / Incidents / Infractions	<ul style="list-style-type: none"> - The carrier must provide email notification to MTO immediately following any reportable collision. Email addresses are provided to participants. - Within 10 business days of any reportable collision (as specified in s199 of the HTA), the carrier must provide a copy of the collision report in addition to the carrier's written explanation of the collision circumstances. Email and mail addresses are provided to participants. - Within 10 business days, the carrier must provide notification and a description of any non-reportable incident that disrupts traffic or damages property. Email and addresses are provided to participants. - The carrier agrees that any information provided may be shared with police. - Police and enforcement personnel are requested to notify MTO of any participants' infractions.
Revocation of Permits	<ul style="list-style-type: none"> - MTO reserves the right to suspend one or more of the permits, revoke permit privileges, or cancel the Program at any time, without advanced notice. - Permits may be revoked or suspended for breach of any condition including non-compliance with the agreed upon MOU or for non-compliance with the HTA. - Permits automatically become invalid if a permit holder's Carrier Safety Record falls to 'Conditional' or 'Unsatisfactory'. - MTO reserves the right to withdraw approval or modify conditions related to the permits without advance notice.

Vehicle Weights and Dimensions Regime:

EXTENDED STINGER-STEER TRACTOR SEMITRAILER AUTO CARRIER (ESSAC)



Configuration Description

The Tractor-Trailer Combination is a non-enclosed auto carrier stinger-steer combination composed of a tractor and semitrailer. The fifth wheel assembly is mounted on a drop frame located behind and below the centre of the rearmost axle of the tractor. The front axle of the tractor is a single axle with single tires and the drive axle is single or tandem. The semitrailer has a single or tandem axle.

When loaded, the loaded motor vehicles and support plates, if any, on which the motor vehicles rest can extend beyond the Overall Length (1), Height (3) and Tractor Effective Rear Overhang (12) limits set out in the Dimensional Limit Chart below as follows:

Overall length (1) – 27.43 metres

Height (3) – 4.3 metres

Tractor Effective Rear Overhang (12) – 4.6 metres

DIMENSIONAL LIMIT CHART

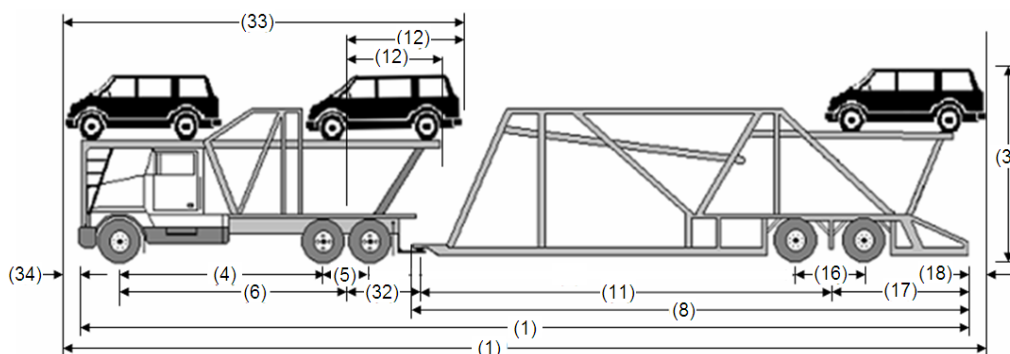
	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 24.55m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Not controlled
	(12)	Tractor Effective Rear Overhang	Max. 4.0m
	(32)	Hitch Offset	Max. 2.3m
	(33)	Length	Max. 12.5m
	(34)	Front Load Overhang	Max. 1.22 m
Semitrailer	(8)	Length	Max. 15.24 m
	(11)	Wheelbase:	6.25 to 12.5m
	(16)	Tandem Axle Spread	1.2 to 3.10m
	(17)	Effective Rear Overhang (excluding rear load overhang)	Max. 4.0m or 42% of wheelbase (whichever is greater)
	(18)	Rear Load Overhang	Max. 1.83m
	(19)	Track Width Trailer with single tires built before 2010 Trailer with single tires built after 2009 All other trailers	2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

WEIGHT LIMIT CHART

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Other Tractor Axles and Trailer Axles: – Single Axle (Single Tires) 9,000 kg – Single Axle (Dual Tires) 10,000 kg Tandem Axle 18,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums

TRANSITIONAL STINGER-STEER TRACTOR SEMI-TRAILER AUTO CARRIER

(SPIF 14 with extended front and rear overhangs)



Configuration Description

The Tractor-Trailer Combination is a non-enclosed auto carrier stinger-steer combination composed of a tractor and semitrailer. The fifth wheel assembly is mounted on a drop frame located behind and below the centre of the rearmost axle of the tractor. The front axle of the tractor is a single axle with single tires and the drive axle is single or tandem. The semitrailer has a single or tandem axle.

When loaded, the loaded motor vehicles and support plates, if any, on which the motor vehicles rest can extend beyond the Overall Length (1), Height (3) and Tractor Effective Rear Overhang (12) limits set out in the Dimensional Limit Chart below as follows:

Overall length (1) – 25.85 metres

Height (3) – 4.3 metres

Tractor Effective Rear Overhang (12) – 4.6 metres

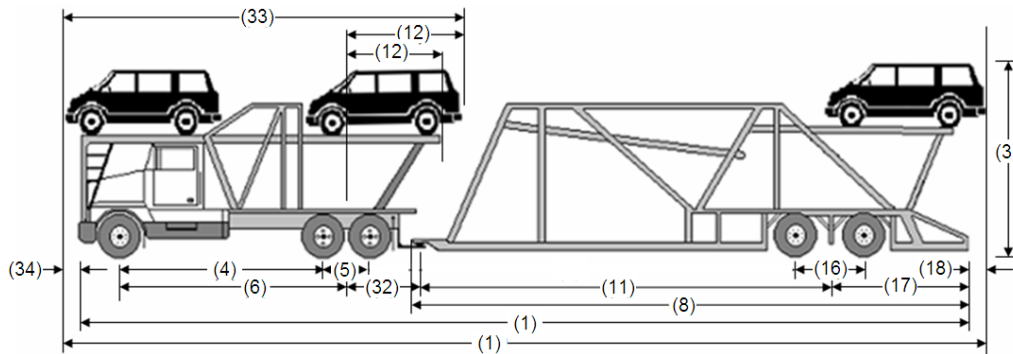
DIMENSIONAL LIMIT CHART

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 23m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Not controlled
	(12)	Tractor Effective Rear Overhang	Max. 4.0m
	(32)	Hitch Offset	Max. 2.3m
	(33)	Length	Max. 12.5m
	(34)	Front Load Overhang	Max. 1.22 m
Semi-Trailer	(8)	Length	Max. 14.65m
	(11)	Wheelbase:	6.25 to 12.5m
	(16)	Tandem Axle Spread	1.2 to 3.10m
	(17)	Effective Rear Overhang (excluding rear load overhang)	Max. 4.0m or 42% of wheelbase (whichever is greater)
	(18)	Rear Load Overhang	Max. 1.83m
	(19)	Track Width	
		trailer with single tires built before 2010	2.3 to 2.6m
		trailer with single tires built after 2009	2.45 to 2.6m
		all other trailers	2.5 to 2.6m

WEIGHT LIMIT CHART

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg \times combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg \times combined tire widths in mm
c) by axle unit description	Other Tractor Axles and Trailer Axles: – Single Axle (Single Tires) 9,000 kg – Single Axle (Dual Tires) 10,000 kg Tandem Axle 18,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums

EXTENDED STINGER-STEER TRACTOR SEMITRAILER AUTO CARRIER (ON-ESSAC)



Configuration Description

The Tractor-Trailer Combination is a non-enclosed auto carrier stinger-steer combination composed of a tractor and semitrailer. The fifth wheel assembly is mounted on a drop frame located behind and below the centre of the rearmost axle of the tractor. The front axle of the tractor is a single axle with single tires and the drive axle is single or tandem. The semitrailer has a single or tandem axle.

When loaded, the loaded motor vehicles and support plates, if any, on which the motor vehicles rest can extend beyond the Overall Length (1), Height (3) and Tractor Effective Rear Overhang (12) limits set out in the Dimensional Limit Chart below as follows:

Overall length (1) – 26.52 metres

Height (3) – 4.3 metres

Tractor Effective Rear Overhang (12) – 4.6 metres

DIMENSIONAL LIMIT CHART

	Ref	Feature	Dimensional Limit
Overall	(1)	Overall Length	Max. 24.55m
	(2)	Width	Max. 2.6m
	(3)	Height	Max. 4.15m
Tractor	(4)	Inter-axle Spacing	Min. 3.0m
	(5)	Tandem Axle Spread	1.2 to 1.85m
	(6)	Wheelbase	Min 6.05m
	(12)	Tractor Effective Rear Overhang	Max. 4.0m
	(32)	Hitch Offset	Max. 2.3m
	(33)	Length	Max. 12.5m
	(34)	Front Load Overhang	Max. 1.0 m
Semitrailer	(8)	Length	Not controlled
	(11)	Wheelbase:	10.75 to 12.5m
	(16)	Tandem Axle Spread	1.2 to 3.10m
	(17)	Effective Rear Overhang (excluding rear load overhang)	Max. 4.0m or 42% of wheelbase (whichever is greater)
	(18)	Rear Load Overhang	Max. 1.2m
	(19)	Track Width Trailer with single tires built before 2010 Trailer with single tires built after 2009 All other trailers	2.3 to 2.6m 2.45 to 2.6m 2.5 to 2.6m

WEIGHT LIMIT CHART

Feature	Weight Limit
Front Axle Maximum: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the lower of: 1. 5,000 kg, and 2. the sum of the maximum tire load ratings
b) by tire width	11 kg × combined tire widths in mm
c) by axle unit description	Single Axle 7,700 kg
Other Axles Maximums: (lowest of a, b and c)	
a) by manufacturer's axle rating or default	i. GAWR (if verified), or ii. If GAWR not verified, the sum of the maximum tire load ratings
b) by tire width	10 kg × combined tire widths in mm
c) by axle unit description	Other Tractor Axles and Trailer Axles: – Single Axle (Single Tires) 9,000 kg – Single Axle (Dual Tires) 10,000 kg Tandem Axle 18,000 kg
Allowable Gross Vehicle Weight:	actual weight on the front axle plus other axle maximums

APPENDIX B:

Highway Segment	Authorized Travel between:	Access Restrictions	Comments
Hwy 400 / Hwy 69	Black Creek Drive (Toronto) and Hwy 17 (Sudbury)		
Hwy 124	Hwy 400 (Parry Sound) and Highway 11 (South River)		
Hwy 401	Ojibway Pkwy (Windsor) and ON/QC Border (Lancaster)		
E.C.Row Expy	Hwy 401 (Windsor) and Essex Rd 22 (Tecumseh)		Route includes a short distance on Highway 3 between E.C Row and Hwy 401 in Windsor
Chatham-Kent / Lambton Rd 21	Hwy 401 (Ridgetown) and Hwy 402 (Wyoming)		
Chatham-Kent Rd 16 / Chatham-Kent Rd 79 / Lambton Rd 79	Chatham-Kent Rd 2 (Bothwell) and Hwy 402 (Watford)		
Hwy 4	Hwy 401 (Lambeth) and Hwy 3 (Talbotville)		
Hwy 402	CAN/US Border (Sarnia) and Hwy 401 (London)		
Hwy 403	Hwy 401 (Woodstock) and Hwy 401 (Mississauga)		
Hwy 404	Hwy 401 (Scarborough) and Woodbine Ave (Keswick)		
Hwy 405	QEW and CAN/US Border (Niagara-on-the-Lake)		
Hwy 407	QEW (Burlington) and Harmony Rd (Oshawa)		
Hwy 409	Hwy 427 and Hwy 401 (Etobicoke)		
Hwy 410	Hwy 401/Hwy 403 (Mississauga) and Hwy 10/Hurontario St (Brampton)		
Hwy 412	Hwy 401 and Hwy 407 (Whitby)		
Hwy 416	Hwy 401 (Johnstown) and Hwy 417 (Nepean)		

Highway Segment	Authorized Travel between:	Access Restrictions	Comments
Hwy 417	Hwy 17 (Arnprior) and ON/QC Border (Pointe-Fortune)		
York Rd 27	Hwy 427 (Toronto) and Hwy 9 (Schomberg)		
QEW	Gardiner Expressway (Toronto) and CAN/US Border (Ft Erie)		
Hwy 85	Hwy 8 (Kitchener) and Waterloo Rd 17 (St Jacob's)		
Hwy 49	Hwy 401 and Bay of Quinte Bridge (Deseronto)		
Gardiner Expressway / Don Valley Parkway	QEW (Etobicoke) and Hwy 401 (Toronto)		
Red Hill Valley Parkway / Lincoln Alexander Parkway	QEW (Stoney Creek) and Hwy 403 (Ancaster)		
Hwy 406	QEW (St.Catharines) and East Main Street (Welland)		
Hwy 137	Hwy 401 (Selton) and CAN/US Border (Ivy Lea)		
Hwy 16	Hwy 401 and CAN/US Border (Johnstown)		
Hwy 61	CAN/US Border (Pigeon River) and Hwy 17 (Thunder Bay)		
Hwy 9	Hwy 400 (West of Newmarket) and Hwy 10 (Orangeville)		
Hwy 9	Hwy 89 (Harriston) and Hwy 21 (Kincardine)	Southbound Right Turn from Hwy 9 to Hwy 23 in Harriston	
Grey / Bruce Rd 10	Hwy 9 (Clifford) and Stephana St (Neustadt)	Northbound right turn from Mill St to Queen St in Neustadt	Through traffic precluded at Neustadt
Grey / Bruce Rd 10	John St (Neustadt) and Hwy 6 (Hepworth)	Southbound right turn from David Winkler Parkway to Queen St in Neustadt	
Bruce Rd 4	Hwy 9 (Walkerton) and Durham St (Walkerton)	Northbound right turn from Jackson St to Durham St in Walkerton	Northbound traffic on Bruce Rd 4 precluded at Wakerton

Highway Segment	Authorized Travel between:	Access Restrictions	Comments
Bruce Rd 4 / Grey Rd 4	Jackson St (Walkerton) and Lambton St (Durham)	Westbound right turn from Lambton St to Bruce St in Durham	Westbound traffic on Grey Rd 4 precluded at Durham
Grey Rd 4	Bruce St (Durham) and Hwy 10 (Flesherton)	Eastbound right turn from Grey Rd 4 to Hwy 10 in Flesherton	
Hwy 89	Hwy 9 (Harriston) and Highway 400 (Cookstown)		
Hwy 23	Hwy 7 (Elginfield) and Hwy 89 (Harriston)	Eastbound right turn from Hwy 23 to Wellington Rd 109 in Harriston	
Hwy 26	Hwy 10/21 (Owen Sound) and Hwy 400 (Midhurst)		
Hwy 11	Hwy 400 (Barrie) and CAN/US Border (Rainy River)		
Hwy 93	Hwy 400 (Craighurst) and Hwy 12 (Midland)		
Hwy 12	Hwy 93 (Midland) and Hwy 407 (Whitby)		
Essex Rd 22 / Essex Rd 42 / Chatham-Kent Rd 2 / Middlesex Rd 2 / Wharncliffe Ave / Stanley St / York St / Florence St / Dundas St / Middlesex Rd 2 / Oxford Rd 2	E.C.Row Expy (Tecumseh) and Hwy 401 (Woodstock)		Left turns are not permitted from Stanley St westbound to Wharncliffe Ave in London. Westbound route via York, Ridout, and Horton to Wharncliffe Rd
Lakeshore Blvd / Woodbine Ave	Gardiner Expressway and Kingston Rd (Toronto)	Eastbound right turn from Woodbine Ave to Kingston Rd in Toronto	
Kingston Rd / Hwy 2A / Durham Rd 2	Woodbine Ave (Toronto) and Hwy 35/115 (Newcastle)		
Hwy 3	Hwy 401 (Windsor) and Hwy 77 (Leamington)		
Essex Rd 33 / Essex Rd 34 / Chatham-Kent Rd 3 / Elgin Rd 3 / Hwy 3 / Central Ave	Hwy 77 (Leamington) and QEW (Fort Erie)		

Highway Segment	Authorized Travel between:	Access Restrictions	Comments
Essex Rd 20	Hwy 401 (Windsor) and CR 33 (Leamington)		
Hwy 40	Hwy 402 (Sarnia) and Grand Ave (Chatham)	Northbound right turn from Grand Ave to St Clair St in Chatham	
Hwy 40	St Clair St (Chatham) and Hwy 401 (Chatham)		
Chatham-Kent / Lambton Rd 21	Hwy 401 (Ridgetown) and Hwy 402 (Wyoming)		
Hwy 21	Hwy 402 (Plympton-Wyoming) and Bruce Rd 15 (Tiverton)	Northbound right turn at Bruce Rd 15 in Tiverton	Northbound traffic on Hwy 21 precluded at Tiverton
Hwy 21	Bruce Rd 15 (Tiverton) and Hwy 6 (Owen Sound)		
Hwy 4	Hwy 401 (Lambeth) and Elgin Rd 4 (Talbotville)		
Hwy 19	Hwy 401 (Ingersoll) and Hwy 3 (Tillsonburg)		
Hwy 8	Hwy 21 (Goderich) and Hwy 5 (Peter's Corners)	Northbound right turn from Hwy 21 to Hwy 8 in Goderich	
Hwy 5	Hwy 8 (Peter's Corners) and Hwy 6 (Clappison's Corners)		
Hwy 6	St Andrew St (Port Dover) and Highway 17 (McKerrow)		
Hwy 35	Hwy 7 (Lindsay) to Hwy 60 (Dwight)		
Haliburton Rd 21	Hwy 35 (Minden) and Hwy 118 (Haliburton)	Eastbound right turn from Haliburton Rd 21 to Hwy 118 in Haliburton Southbound right turn from Hwy 118 to Haliburton Rd 21 in Haliburton	
Hwy 118	Hwy 11 (Bracebridge) to Mountain St (Haliburton)	90 degree turn at Hwy 118 and Mountain Street in Haliburton	Traffic on Hwy 118 precluded at Haliburton
Hwy 118	Dysart Ave (Haliburton) and Hwy 28 (Paudash)		
Hwy 115	Highway 401 (Newcastle) and Hwy 7 (Peterborough)		
Hwy 62	Hwy 401 (Belleville) and Elgin St (Madoc)	Northbound and southbound right turns at St Lawrence Street jog in Madoc require an engineering assessment.	Through traffic precluded at Madoc

Highway Segment	Authorized Travel between:	Access Restrictions	Comments
Hwy 62	Prince Albert St (Madoc) and Hwy 127 (Maynooth)		
Frontenac Rd 38 / Gardiner's Rd	Bath Rd (Kingston) and Hwy 7 (Sharbot Lake)		
Hwy 37	Hwy 401 (Belleville) and Hwy 7 (Actinolite)		
Hwy 15	Hwy 401 (Kingston) and Hwy 7 (Carleton Place)		
Hwy 138	Vincent Massey Dr (Cornwall) and Hwy 417 (East of Casselman)		
Hwy 24	Hwy 3 (Simcoe) and Hwy 401 (Cambridge)		
Hwy 48	Hwy 407 (Markham) and Hwy 12 (Beaverton)		
York Rd 40 / Durham Rd 47 / Durham Rd 21	Hwy 48 (Bloomington) and Hwy 12 (Manchester)		
Hwy 7A	Hwy 7 (Manchester) and Durham Road 57 (Blackstock)		
Durham Rd 2	Hwy 7A (Port Perry) and Durham Rd 6 (Seagrave)		
Hwy 10	Hwy 410 (Brampton) and Hwy 89 (Downtown Shelburne)	Northbound right turn at Hwy 10 and Hwy 89 in Shelburne	Precludes northbound traffic on Hwy 10 at Shelburne
Hwy 10	Hwy 89 (Shelburne) and Hwy 6 (Chatsworth)		
Hwy 17	Hwy 417 Transition (Arnprior) and 5th St S (Kenora)		Trucks prohibited through downtown Kenora
Hwy 17	Veterans Dr (Kenora) and ON/MB Boundary		
Hwy 17A	Hwy 17 to Hwy 17 (Kenora Bypass)		Kenora Bypass
Hwy 427	QEW/Gardiner Expressway (Etobicoke) and Hwy 7 (Vaughan)		
Hwy 7	Hwy 4 (Elginfield) and Lorne Ave (Stratford)		
Hwy 7 - Stratford Truck Bypass	Erie St to Ontario St via Lorne and Romeo (Stratford)		Trucks are not prohibited through downtown Stratford however a bypass is signed via Lorne and Romeo

Highway Segment	Authorized Travel between:	Access Restrictions	Comments
Hwy 7	Romeo St (Stratford) and Hwy 85 (Kitchener)		
Hwy 7	Reesor Rd (Markham) and Hwy 417 (Kanata)		
Hwy 33	Hwy 62 (Bloomfield) and Prince Edward Rd 49 (Picton)		
Hwy 33	Frontenac Rd 6 (Amherstview) and Gardiner's Rd (Kingston)		
Hwy 141	Hwy 400 (Horseshoe Lake) and Hwy 11 (Utterson)		
Hwy 60	Hwy 11 (Huntsville) and Hwy 17 (Renfrew)		
Hwy 41	Advance Ave (Napanee) and Hwy 132 (Balaclava)		
Hwy 101	ON/QC Border (East of Matheson) and Hwy 17 (Wawa)		
Hwy 144	Hwy 17 (Sudbury) and Hwy 101 (Timmins)		
Hwy 108	Hwy 17 (Serpent River) and Hwy 639 (Elliot Lake)		
Hwy 129	Hwy 17 (Thessalon) and Mill St (Chapleau)		
Hwy 631	Hwy 11 (West of Hearst) and Hwy 17 (White River)		
Hwy 58	Hwy 58A (Welland) and Hwy 3 (Port Colborne)		
Hwy 140	East Main St (Welland) and Hwy 3 (Port Colborne)		
Hwy 420	QEW (Niagara Falls) and Stanley Ave (Niagara Falls)		
Hwy 34	Hwy 417 (Vankleek Hill) and ON/QC Boundary (Hawkesbury)		
Hwy 66	Hwy 566 (Matachewan) and ON/QC Border (Virginiatown)		
Hwy 105	Hwy 17 (Vermilion Bay) and Hwy 125 (Red Lake)		
Hwy 125	Hwy 105 (Red Lake) and Red Lake Airport (Cochénour)		

Highway Segment	Authorized Travel between:	Access Restrictions	Comments
Hwy 102	Hwy 11/17 (Thunder Bay) and Hwy 11/17 (Siston's Cors.)		
Hwy 71	Hwy 11 (Emo) and Hwy 17 (East of Kenora)		
Hwy 655	Hwy 101 (Timmins) and Hwy 11 (Driftwood)		
Hwy 63	Hwy 11/17 (North Bay) and ON/QC Border (Eldee)		
Hwy 132	Hwy 41 (Balaclava) and Hwy 60 (Renfrew)	Eastbound right turn at Hwy 60 and Hwy 132 in Renfrew	
Hwy 639	Hwy 108 (Elliot Lake) and Hwy 546 (Mississagi Prov Park)		
East Main St	Hwy 406 and Hwy 140 (Welland)		
Hwy 58A	Hwy 140 and Hwy 58 (Welland)		
Renfrew Rd 1 / Renfrew Rd 4	Hwy 417 (Exit 180 Arnprior) and Hwy 17 (Horton Twp)		
Hwy 28	Hwy 118 (Paudash) and Hwy 62 (Bancroft)		
Highbury Ave	Hwy 401 and Hamilton Rd (London)		
Dundas St	Hwy 6 (Clappison's Corners) and Hwy 403 (Mississauga)		
Hwy 72	Hwy 17 (Dinorwic) and Hwy 516 (Sioux Lookout)		
Huron Church Rd	E.C.Row Expy (Windsor) and Ambassador Bridge (Windsor / Detroit)		

Turning Restrictions Requiring Engineering Assessment

Location	Engineering Assessment Requirement
Highway 9 & Highway 89 in Harriston	Right turns from Highway 89 southbound to Highway 9 westbound - to facilitate access to this segment of the network
Mill St (Bruce Rd 10) & Queen St in Neustadt	Right turns from Mill St northbound to Queen St eastbound to permit network continuity along Bruce Rd 10
David Winkler Parkway (Bruce Rd 10) & Queen St in Neustadt	Right turns from David Winkler Parkway southbound to Queen St westbound to permit network continuity along Bruce Rd 10
Jackson St (Bruce Rd 4) & Durham St (Bruce Rd 4) in Walkerton	Right turns from Jackson St northbound to Durham St eastbound to permit network continuity along Bruce Rd 4
Lambton St (Grey Rd 4) & Bruce St (Grey Rd 4) in Durham	Right turns from Lambton St westbound to Bruce St northbound to permit network continuity along Grey Rd 4
Grey Rd 4 & Highway 10 in Flesherton	Right turns from Grey Rd 4 eastbound to Highway 10 southbound to egress from this portion of the network
Highway 23 & Wellington Rd 109 in Harriston	Right turns from Highway 23 eastbound to Wellington Road 109 to egress from this portion of the network
Woodbine Ave & Kingston Rd in Toronto	Right turns from Woodbine Ave northbound to Kingston Rd eastbound to permit network continuity
St Clair St (Hwy 40) & Grand Ave (Hwy 40) in Chatham	Right turns from Grand Ave westbound to St Clair St northbound to permit network continuity
Highway 21 & Bruce Rd 15 in Tiverton	Right turns at the Bruce Rd 15 intersection in Tiverton to permit network continuity
Highway 21 & Highway 8 in Goderich	Right turns from Highway 21 northbound to Highway 8 eastbound to access this segment of the network
Highway 118 & Haliburton Rd 21 in Haliburton	Right turns from Highway 118 southbound to Haliburton Rd 21 westbound to access this segment of the network
Highway 118 & Haliburton Rd 21 in Haliburton	Right turns from Haliburton Rd 21 eastbound to Highway 118 southbound to permit network continuity

Location	Engineering Assessment Requirement
Highway 118 in Haliburton	90 degree eastbound right turn at Maple Ave in Haliburton to permit network continuity
Durham St (Hwy 62) & St Lawrence St (Hwy 62) in Madoc	Right turns from St Lawrence St eastbound to Durham St southbound to permit network continuity
Russell St (Hwy 62) and St Lawrence St (Hwy 62) in Madoc	Right turns from St Lawrence St westbound to Russell St northbound to permit network continuity
Main St (Hwy 10/89) and Owen Sound St (Hwy 10) in Shelburne	Right turns from Main St westbound to Owen Sound St northbound to permit network continuity

MINISTRY OF TRANSPORTATION
ESSAC Authorized Travel and Access Restrictions
by PHM Region



DRAFT

- Left & Right Turns Restricted
- Right Turns Restricted
- Provincial Highways
- Toll Highways
- Municipal, County, District Roads

WEST

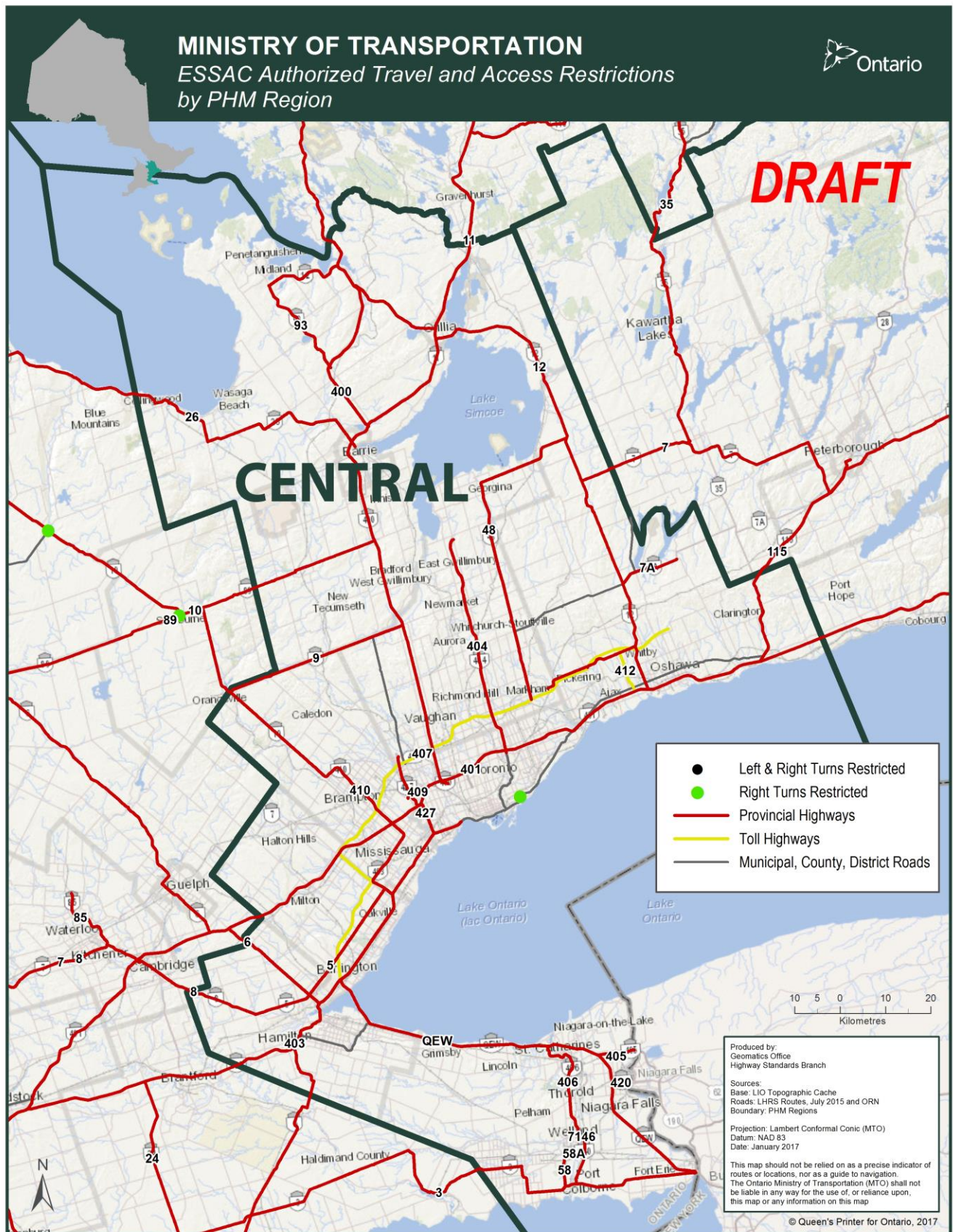
Produced by:
 Geomatics Office
 Highway Standards Branch

Sources:
 Base: LIO Topographic Cache
 Roads: LHRS Routes, July 2015 and ORN
 Boundary: PHM Regions

Projection: Lambert Conformal Conic (MTO)
 Datum: NAD 83
 Date: January 2017

This map should not be relied on as a precise indicator of routes or locations, nor as a guide to navigation. The Ontario Ministry of Transportation (MTO) shall not be liable in any way for the use of, or reliance upon, this map or any information on this map.

© Queen's Printer for Ontario, 2017



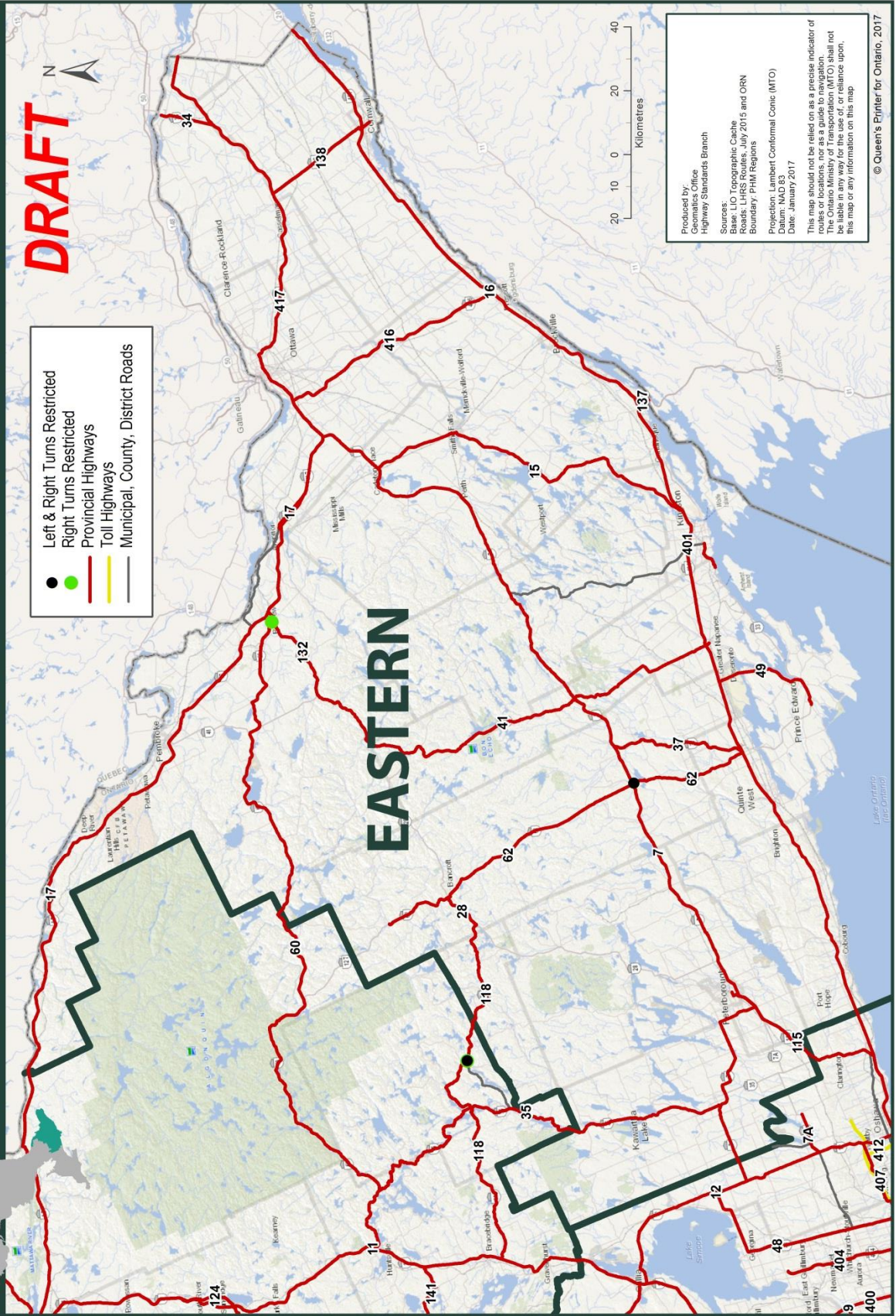
MINISTRY OF TRANSPORTATION

ESSAC Authorized Travel and Access Restrictions by PHM Region



DRAFT

- Left & Right Turns Restricted
- Right Turns Restricted
- Provincial Highways
- Toll Highways
- Municipal, County, District Roads



Produced by
Geomatics Office
Highway Standards Branch

Sources:
Base: LIO Topographic Cache
Roads: Ontario Highway Inventory 2015 and ORN
Boundary: PHM Regions
Projection: Lambert Conformal Conic (MTO)
Datum: NAD 83
Date: January 2017

This map should not be relied on as a precise indicator of routes or locations, nor as a guide to navigation. The Province of Ontario and its agencies do not assume any liability in any way for the use of, or reliance upon, this map or any information on this map.

© Queen's Printer for Ontario, 2017



MINISTRY OF TRANSPORTATION
ESSAC Authorized Travel and Access Restrictions
by PHM Region



DRAFT



Produced by:
Geomatics Office
Highway Standards Branch

Sources:
Base: LIO Topographic Cache
Roads: LHRs Routes, July 2015 and ORN
Boundary: PHM Regions

Projection: Lambert Conformal Conic (MTO)
Datum: NAD 83
Date: January 2017

This map should not be relied on as a precise indicator of routes or locations, nor as a guide to navigation. The Ontario Ministry of Transportation (MTO) shall not be liable in any way for the use of, or reliance upon, this map or any information on this map.

NORTHEASTERN

30 15 0 30 60
Kilometres

- Left & Right Turns Restricted
- Right Turns Restricted
- Provincial Highways
- Toll Highways
- Municipal, County, District Roads

© Queen's Printer for Ontario, 2017

