



Political
Intelligence

Proposed Seasonal Load Restriction Exemption For Concrete Mixer Trucks

Proposal for Cavanagh Concrete
February 18, 2025

Current Seasonal Load Restrictions are not *half loads*

- During non SLR periods, a standard concrete truck can carry 9 cubic metres of concrete
- When SLRs come into effect, at 5000 KG per axle this reduces the load of concrete a truck can carry to 1 cubic meter. Forcing trucks to make 9 trips to deliver the equivalent of one load.
- A proposed Seasonal Load Restriction of 6500 KG per axle would allow a concrete truck to carry almost half of its load (4m), reducing the number of trips to 2

The Truth About Road Wear: More Trips = More Damage

RMCAO Study on a standard municipal road (30 MPa granular base & subbase):

- Two truck trips at 6,500 kg/axle → 1% to 1.2% road damage.
- Nine truck trips at 5,000 kg/axle → 1% to 1.8% road damage.
- Conclusion: More truck trips actually increase road fatigue and wear.

SLR forces concrete deliveries to use **smaller loads, requiring up to 800% more trips.**

Environmental and Economic Impact

- **More truck trips mean:**
 - ✓ **Higher fuel consumption**
 - ✓ **Increased pollution and CO₂ emissions**
 - ✓ **Traffic congestion that slows down projects**
- **RMCAO estimates an 800% increase in GHG emissions due to SLR.**

Existing Exemptions Under Ontario Law: A Precedent for Concrete Trucks

Ontario Highway Traffic Act, Section 122(2) already grants exemptions to certain vehicles.

Current exemptions include:

- ✓ Public utility vehicles performing emergency repairs
- ✓ Winter road maintenance vehicles (snowplows, salt spreaders)
- ✓ Vehicles transporting milk
- ✓ Public transportation buses

These exemptions exist because these vehicles provide essential services. In today's housing and affordability crisis, it is time for an update.

Call to Action: A Simple Change for Big Impact

Mississippi Mills has the opportunity to lead in adopting a practical, efficient, and sustainable exemption.

A simple amendment to the municipal by-law can prevent:

- ✓ **Unnecessary environmental harm** (fewer emissions from excess truck trips)
- ✓ **Increased road damage** (fewer trips reduce cumulative wear)
- ✓ **Rising construction costs** (reducing inefficiencies in concrete delivery)

Proposed Amendment to Municipal By-law:

Exemption to Reduced Load Period:

No ready mixed concrete truck shall be operated upon any designated highway where the weight upon an axle exceeds 6,500 kilograms.