

Moved by: Councillor Dhillon
Seconded by: Councillor Medeiros

Whereas, the Ontario Ministry of Transportation's *Safe, Productive, Infrastructure-Friendly (SPIF)* (413/05) regulations that took effect Jan 1, 2021 require dump trucks manufactured prior to 2011 to undergo expensive retrofits (costing up to \$40,000); operate at significantly reduced capacity, or be taken off the road after 15 years of operation.

Whereas, the regulations only apply to four specific categories of trucks, used mainly in the construction industry: concrete trucks, water trucks, fuel trailers, and dump trucks.

Whereas, the average lifespan of a dump truck is 20-25 years, and accommodations have been made to permit other impacted trucks (noted above) to operate for 20 to 25 years i.e their full life span.

Whereas, only dump trucks have not been accommodated to permit operation for their full life span i.e 20-25 years.

Whereas, there is no threat to public safety from older (non-retrofitted) dump trucks, but rather the regulations are mainly designed to reduce wear and tear on roads and infrastructure i.e. promote infrastructure safety and save costs.

Whereas, the announcement of these measures' effect date was made a little over a year ago in the midst of the Covid-19 pandemic, however notifications to operators were only sent by the Ministry of Transportation very recently.

Whereas, requests for meetings and information by drivers, owner/operators and ODTA were delayed and denied by the Ministry of Transportation.

Whereas, the Ministry of Transportation entered into an agreement in 2016 that no policy would move forward without industry consensus.

Whereas, that agreement has not been honoured and no meaningful communication, consultation or industry engagement has taken place.

Whereas, dump truck drivers are essential workers who help build our roads, hospitals, critical infrastructure and housing.

Whereas, workers in this industry have already been hit hard by the pandemic suffering at least a 25% reduction in work and income.

Whereas, it is not feasible for dump truck drivers and operators to invest up to \$40,000 (plus one week off the road) to undergo retrofits on trucks that are only 15 years old.

Whereas, operating at significantly reduced capacity is not economically viable for these small business owner/operators as it will result in approximately a one third reduced capacity.

Whereas, dump trucks that are not able to operate at full capacity will not be able to fulfill their existing contractual obligations, gain future work, or be hired for jobs.

Whereas, dump truck drivers and operators have already invested \$250,000 to \$350,000 in their trucks with the expectation that they will be able to operate them for the full life span of the truck.

Whereas, the dump truck owners and operators that are hardest hit by these regulations, are those with the oldest trucks and are among the most vulnerable in the industry.

Whereas, enforcement actions have commenced and many operators have already been turned away from job sites, unable to fulfill contracts, or have been ticketed up to \$1000.

Whereas, adding additional years of operation time/permits would address this issue and essentially allow the older trucks to be grandfathered/used for their full life span.

Whereas, these regulations will disrupt the industry resulting in delays, longer build times, higher costs that will ultimately be passed down to consumers and taxpayers.

Whereas, many Brampton families rely on this income as small business operators generate jobs for drivers, and create other spin off jobs that also benefit the economy.

Whereas, Brampton is a transportation hub that relies on this vital industry for economic well being of its citizens and businesses.

Whereas, dump truck drivers and operators deserve to be heard, consulted, have their valid concerns addressed and be treated with overall dignity and respect

Whereas, The Ontario Dump Truck Association (ODTA) is calling on the Government of Ontario to review these measures and work to find a solution.

Therefore be it resolved that:

1. The City of Brampton urge the Ontario Ministry of Transportation and the Government of Ontario to halt enforcement measures, review the regulations, and work with the ODTA to address these issues and work toward viable solutions. And,
2. The Mayor of Brampton write a letter to the Minister of Transportation on behalf of Council.