

**THE TRAFFIC AND TRANSPORTATION MODERNIZATION ACT (TTMA)  
KEY CHANGES****Streamlining Vehicle Classifications**

Streamlining classifications will result in fewer vehicle registration categories – paving the way for increased flexibility in the deployment of vehicles used for commercial purposes.

Public service vehicle (PSV) registration classification is collapsing into the commercial truck (CT) classification. This will simplify the vehicle registration process for owners of commercial vehicles. Businesses that have trucks used for multiple purposes will no longer need to switch between PSV and CT licence plates and registrations.

Customers with PSV registration can continue to use their PSV plate until there is a change of ownership, or when a new plate is required.

The public service vehicle bus classification has collapsed into the regulated vehicle classification. With the elimination of the Motor Transport Board, Manitoba’s commercial bus industry is no longer economically regulated.

The ‘tractor’ vehicle classifications is repealed. People registering lawn mowers, forklifts and other equipment as ‘tractors’ will no longer be permitted to do so. Unless the equipment meets the definition of ‘infrastructure equipment’, it will not be permitted on highways and must be trailered. This change was needed to ensure vehicles on roadways have the required equipment for safe operation on roadways.

This change has no impact to farmers moving agricultural equipment on highways. A ‘farm tractor’ is now considered ‘agricultural equipment’ resulting in no operational changes for farmers. Tractors are allowed for incidental use on highways if the tractor meets the definition of ‘infrastructure equipment’. If the tractor and how it is being used does not meet the definition of ‘infrastructure equipment’ it will not be permitted on highways and must be trailered.

**Vehicle Equipment Standards**

Manitoba has clarified and modernized vehicle equipment standards under a new regulation. This will strengthen Manitoba’s competitiveness and ability to respond more quickly to automotive technology changes.

The new regulations have contributed to a substantial red tape reduction and will reduce time lost related to interpretation of repair requirements.

Light vehicle inspection standards have not been updated in over 20 years, creating inconsistencies and inaccuracies in regulation, when comparing to current standards and vehicle technologies.

Light vehicle inspection fees for a vehicle safety are no longer mandated in regulation. There will no longer be a \$55 prescribed fee for a light vehicle inspection and automotive facilities will be free to set the rate for the inspection. Manitoba Public Insurance will continue to oversee approved inspection stations on behalf of the Manitoba government.

Light vehicles are only required to undergo a vehicle inspection for registration upon change of ownership, when coming from out of province, when salvaged for repair and when unsafe.

Manitoba now has a comprehensive regulatory framework for vehicle equipment requirements and inspection standards, which the Manitoba government can update in the future, as technology emerges, in conjunction with Canadian Motor Vehicle Safety Standards.

Vehicle equipment requirements modernized in several critical areas including:

- Protected lights – Lights that are not allowed are clearly identified. A vehicle may not be equipped with flashing lights unless permitted.
- Emergency lighting – Lighting is updated and clarified volunteer, part-time or on-call fire fighters, and emergency medical responders.
- Taxis and other vehicles for hire will no longer require a permit to be equipped with a white strobe light for emergencies.
- Tow trucks – Roadside assistance vehicle lighting allowances to be equipped with up to two flashing red lights that activate only when working at roadside.
- Highway coach buses manufactured on or after Sept. 1, 2020. will require full seat belt assemblies for all designated seating positions.
- Collector vehicles – New fair-weather rules created for vehicles manufactured before Dec. 31, 1948, will allow classic vehicles to be driven on dry pavement without fenders or windshield wipers.

Law enforcement and the automotive industry (maintenance, rebuilders and insurance) will benefit from the enhanced clarity regarding minimum vehicle equipment, safety, inspection and repair requirements.

## **Speed Limits**

New regulation reduces red tape by enabling local traffic authorities including municipalities to control traffic by setting speed limits on roads under their authority.

The minister of infrastructure has authority to set speed limits on provincial roadways, (e.g. provincial trunk highways, provincial roads and roads in unorganized territories).

Municipalities and local authorities have responsibility to set speed limits on roadways under their jurisdiction under bylaws, in accordance with the new Traffic Authority Speed Limits Regulation, which requires municipalities to:

- set speed limits in increments of 10 kilometres per hour,
- set speed limits of no less than 20 km/h, and
- if a speed limit is less than 50 km/h, signage is required.

If a municipality does not make speed limit bylaws, then the municipality will be without speed limits under 90 km/h, unless it is already designated a restricted speed area, e.g. where the speed limit is 50 km/h unless otherwise posted.

Manitoba Infrastructure has developed processes for reviewing and approving requests for speed limit changes on provincial roadways and a guide to assist municipalities when setting speed limits. A bylaw template has also been developed to help ensure bylaws meet the requirements of the Traffic Authority Speed Limits Regulation.

Speeding continues to be an offence under The Highway Traffic Act. Speed limits set under bylaw will be enforced under The Highway Traffic Act as they are currently.

Permits for accesses, structures, signs and development on highways Manitoba Infrastructure is now responsible for all permits for access, structures and signs on provincial trunk highways and provincial roads, as a result of elimination of the Highway Traffic Board.

This includes placement of any new road access and structure (e.g. buildings, advertising signs) within the controlled areas along provincial trunk highways, (e.g. private or Crown land beyond the highway and ditches).

The permit application and approval process is streamlined and service delivery improved through a new online permit application process, replacing a previous cumbersome and duplicative process.

Fees for permits will be increasing. However, the permit application process is being streamlined and automated to improve service delivery. The fees have not increased in over 30 years, since 1987. Fees for signs range from \$150 for a portable sign to \$500 for a billboard. Fees for access roads and structures in controlled areas vary from \$300 for agricultural, public and residential use to \$500 for commercial use.

### **Residential Parking Bans**

Municipalities have more flexibility to impose unsigned parking bans for snow removal. Until now, municipalities could make bylaws enabling unsigned parking bans from 11 p.m. until 6 a.m.

Municipalities can now impose unsigned parking bans as long as the parking restriction is a temporary restriction declared by the traffic authority for the purpose of enabling snow clearing, and the public is notified a least 24 hours before the restriction comes into effect by a media release and any additional requirements set out in the bylaw.

This change allows municipalities to undertake efficient snow removal on residential streets while providing citizens with ample notification of the parking ban.

### **Limiting For-hire Carriers' Liability**

A new regulation ensures the continued requirement for carriers to use bills of lading as a means to limit liability for goods shipped by carriers, which benefits common carriers.

Bill of lading requirements are available to general freight carriers, livestock carriers and moving companies under one updated government regulation.

For-hire livestock carriers will now be able to use their livestock manifest as a bill of lading.

Even though The Highway Traffic Act continues to require the use of a bill of lading, the requirement to produce it on demand of a peace officer has been repealed, as the document does not pertain to public safety.

### **Traffic Control Devices**

A new regulation updates and reduces the number of prescriptive requirements related to traffic control devices. Traffic authorities have improved guidance and information to assist them with the use and maintenance of approved traffic control devices.

## **Short-line Railways**

With the elimination of the Motor Transport Board, the minister of infrastructure is responsible for short-line railways. The assistant deputy minister of emergency measures and public safety is appointed as superintendent of railways, and is responsible for policy and regulatory oversight of short-line railways.

Amendments to regulation will result in improved insurance and risk management. The minimum amount of liability insurance coverage required for short-line railways has increased to \$15 million from \$10 million. This will ensure that coverage will be in place to cover potential third-party claims in the event of an occurrence.

Short-line railway operators will continue to be required to meet existing safety requirements. The existing measures for non-compliance continue. For example, if a short-line railway operator is not in compliance with liability insurance provision, the superintendent of railways will be able to revoke a railway operator licence.