

REDUCING ENVIRONMENTAL IMPACT

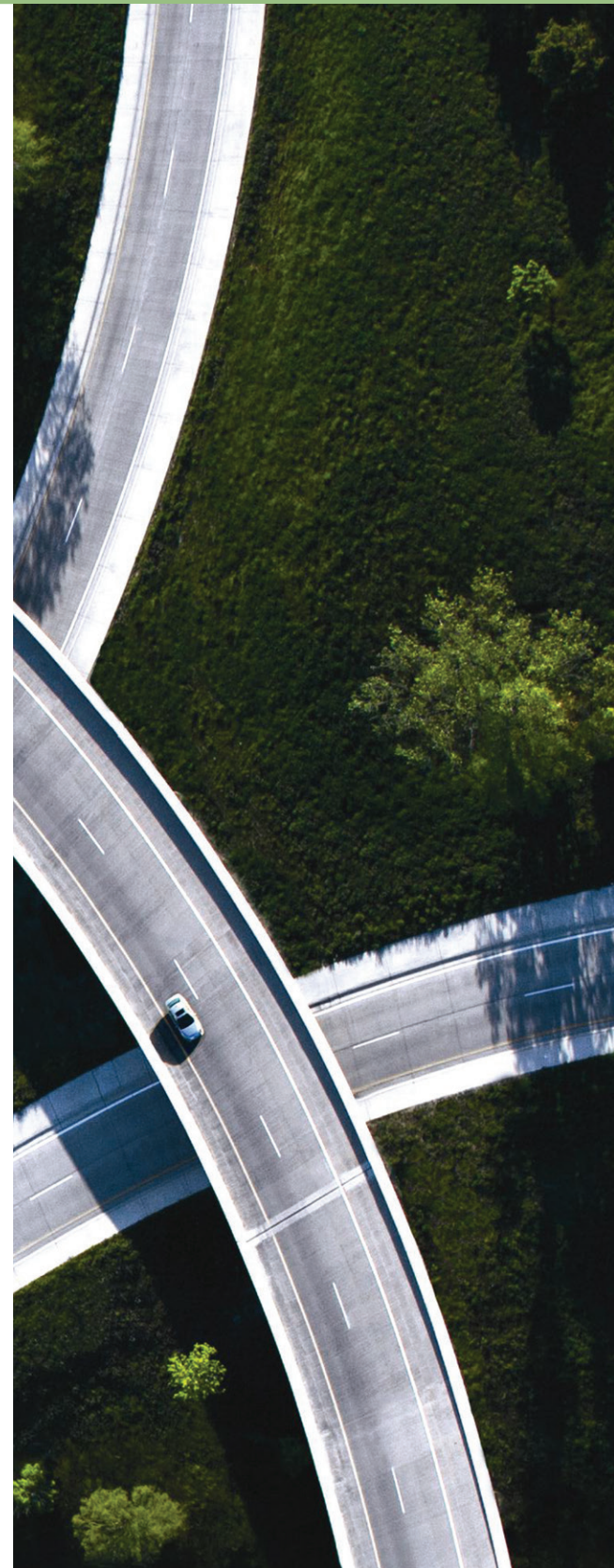
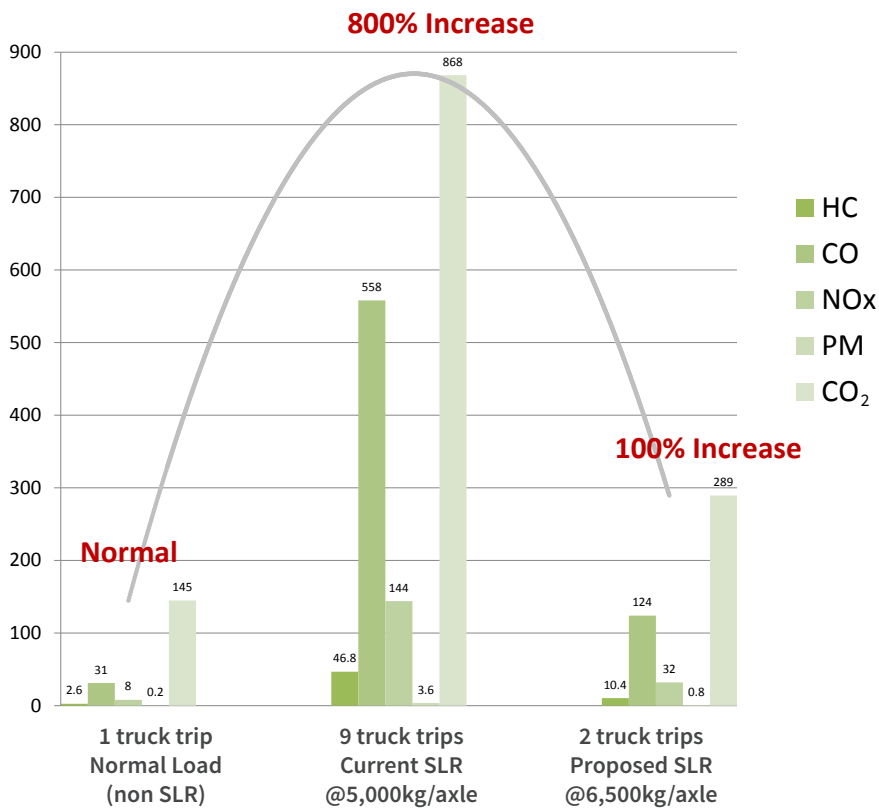
Seasonal Load Restriction (SLR)

Transportation yields the greatest amount of air pollutants. Every additional kilometer driven by ready mixed concrete trucks forced to make additional trips because of Seasonal Load Restriction, contributes to increased GHG and air contaminants. The RMCAO study estimates an 800% increase in number of truck trips, fuel used and GHG and CO₂ emissions when the current seasonal load restrictions of 5,000kg/axle are in force.

WHY ENVIRONMENTAL IMPACTS INCREASE

GHG Emissions (HC, CO, NO_x, PM and CO₂) increase during SLR because less material can be transported at one time equaling more truck trips and more fuel consumed.

Environmental Impact Comparison of Concrete Truck Loads



The concrete industry is committed to environmental stewardship with its fleets and products. Today concrete trucks use electronic engines and lower emission fuels are common place and support environmental initiatives to reduce all GHG emissions. Reducing the number of truck trips is however the most significant factor in reducing fossil fuel consumption and GHG emissions.

CHANGE NEEDED TO SEASONAL LOAD RESTRICTION FOR CONCRETE TRUCKS

While protecting roads from physical damage during the spring thaw is important, a seasonal load restriction of 5,000kg/axle (nine truck trips) creates significant negative environmental impacts compared to allowing a concrete truck to travel at 6,500kg/axle (two truck trips).

Current



Proposed



A CALL TO ACTION

Significant environmental, economic and road damage can be averted by making a simple change to your municipal by-law when it comes to allowances for ready mixed concrete trucks.

Consider changing your by-law to include the following amendment:

Exemption to reduced load period:
No ready mixed concrete truck, certified by the RMCAO, shall be operated upon any designated highway where the weight upon an axle exceeds 6,500 kilograms.

Ready Mixed Concrete Association of Ontario

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