

Commercial Transport Updates

November 27, 2019



Pilot Car Initiatives

- Part I: Pilot Car Load Movement Guidelines have now been in use for two years
- Part II: Recommendations for modernizing our regulations for pilot car lights and signs have been agreed on with the other western provinces and are with the legislative drafters
- Part III: A review of BC's travel time windows and numbers of required pilot cars for permitted loads is just wrapping up

Pickups and Trailers

- Industry requests for increased use of pickups hauling large loads.
- We've commissioned research on dynamic performance measures for these combinations, which we'll be looking at in the government meetings tomorrow
- We need to make some policy decisions about oversize permits for loads pulled by pickups

Width and Length Reviews

Width:

- 3.2 m limit on heavy haul trailers
- 3.2 m limit on wheeler equipment
- Using width to reduce height
- Resource sector requests for more 2.9 m wide loads
- Requests to allow term permits for larger loads

Length:

- 18.3 m kingpin to last axle limit
- Conveyor wheelbases
- Treatment of remote vs manned steering trailers
- Threshold for off-tracking analysis
- PC Corridor length limits
- 20 m load length for term permits
- Semi-trailers with steering axles (vs free-standing dollies)

Reducible Load Overweight Policy

- Legal axle group weights with an increase in gross combination weight typically ranging from 10-25%.
- Comparison of proposed vehicle to an 8-Axle B-Train must generate a 5% reduction in pavement damage to transport one million tonnes of payload.
- Individual route approvals
- Significant uptake in the logging industry, using 9-axle B-Trains with 2.9 m bunks.
- Some challenges and growing pains, including compliance and requests to exceed the allowances in the policy.

Maximum Tire Loading	100 kg/cm		
Maximum Axle Loading	Dual Tires	445 mm WBST	455 mm WBST
Single Axle	9,100 kg	8,900 kg	9,100 kg
Tandem Axle (1.0 – 1.85 m)	17,000 kg	17,000 kg	17,000 kg
Tridem Axle (2.4 – 3.7 m)	24,000 kg	24,000 kg	24,000 kg

Wide based single tires

60' (18.3 m) Semi-trailers

- A few approvals have now been issued to one client.
- Tractor wheelbase 5.0 to 5.5 m
- Approvals have been for specific routes, primarily rail yard to distribution centre.

Updated firetruck policy

- Separates 'policy-compliant' firetrucks and 'custom approvals'
- Custom approvals may include limits or restrictions on provincial infrastructure
- Updated and simplified application form
- Extensive consultation with the Fire Chiefs Association and their members
- For additional details, see [Circular 05-19](#)

Autotarp length allowances

- To qualify for these allowances, an automatic tarping (autotarp) system:
 - can be operated remotely from ground level; and
 - may extend no more than **30.5 cm** to the front or rear of any one vehicle, and
 - must be attached at the very top of the vehicle in such a way that no part of the autotarp system descends to a point less than 1.9 m above the ground; and
 - must not be designed or used to carry cargo other than a tarp.
- Does not need to be included in measurement of:
 - overall length
 - 4.0 m effective rear overhang on trucks
 - Semitrailer length and effective rear overhang
 - A, B and C Train box length and effective rear overhang
- See [Circular 06-19](#) for more information.

Metro Vancouver: Translink Commercial Vehicle Working Group

- Initiative led by Translink and Metro Vancouver municipalities as part of the Regional Goods Movement Strategy
- Harmonized definition of a truck (11,794 kg) for truck routes
- Majority of municipalities have now adopted the provincial commercial vehicle regulations by reference, as amended from time to time
- The new Regional Permit Policies and Procedures Manual (RP3M), which is closely aligned to the provincial permit policy manual, went to their governing body for approval on November 21st, with a gradual rollout leading to targeted full implementation in January 2021
- Next: Continue to work towards multi-jurisdictional permitting