

SUBJECT: Amendments to Division 7 of the *Commercial Transport Regulations*, B.C. Reg. 30/78; Division 35 of the *Motor Vehicle Act Regulations*, B.C. Reg. 26/58; and to the *Violation Ticket Administration and Fines Regulation*, B.C. Reg. 89/97.

Managers, Victoria	Carrier Safety Inspectors	Driver Services Centres
Motor Vehicle Inspectors	Government Agents	MOT (Director, Chair
Passenger Transportation Board	Appointed Agents	Transportation Policy)
Deputy Director, CVSE	Trucking Industry	Supt of Motor Vehicles
Regional CVSE Managers	Law Enforcement Agencies	
Managers, Licensing	Commercial Transport Insp.	
ADM (Highways Department)	(Weigh Scales)	
	Passenger Transportation Branch	

PURPOSE OF CIRCULAR

The purpose of this circular is to advise of changes to Division 7 of the *Commercial Transport Regulations* and Division 35 of the *Motor Vehicle Act Regulations*. The amendments complete the implementation of the Transport Association of Canada (TAC) Memorandum of Understanding (MOU) in BC regulations and include amendments to accommodate new types of equipment. The *Violation Ticket Administration and Fines Regulation* has also been updated to reflect the amended regulatory provisions. The signed Order-In-Council outlining the changes is attached.

BACKGROUND

British Columbia is a Signatory of the Transport Association of Canada (TAC) Memorandum of Understanding (MOU) on Vehicle Weights and Dimensions. All new commercial vehicles in Canada intended to travel inter-provincially are constructed to TAC standards.

Specifications in the TAC MOU are oriented toward providing a national standard for vehicles operating inter-provincially and a standard of national regulatory consistency. The vehicle dynamics of TAC vehicles have been confirmed to meet minimum safety standards.

The proposed amendments complete the implementation of TAC in BC regulations and include amendments to accommodate new types of equipment.

British Columbia logging truck configurations are the only area in which the *Commercial Transport Regulations* vary from TAC. This is in recognition of the unique operating environment of these vehicles. The new proposed configurations have been tested to confirm that they meet minimum stability standards, based on the TAC MOU criteria.

Amendments include:

Logging Trucks

- Logging trucks hauling long logs are not subject to the TAC specifications. Logging truck configurations operating in British Columbia are adapted for British Columbia terrain and harvesting practices.
- A new logging truck configuration, consisting of a tandem drive truck with a tandem pole trailer and tandem jeep for hauling short logs has been added to the regulation.
- The use of quad-axle full trailers for long log loads is allowed. This configuration was previously allowed for short log loads.

Super-Single Tires

- The use of new generation “super-single” tires on single, tandem, or tridem axle groups is allowed.

Automatic Lift Axles

- The amendments accommodate the new automatic lift axles systems employed on trailers and semi-trailers when empty. The new definition for the CTR is similar to Alberta and Saskatchewan’s definitions to ensure inter-jurisdictional consistency.

De-Regulation

- Regulatory provisions made redundant by the final phase-in of the TAC standards for BC trucks have been repealed

Minor Amendments

- Increased draw-bar length maximum for trailers from 5 m to 6 m.
- Decreased tire loading for all configurations (consistent with the TAC MOU).
- Minor revisions to vehicle configuration diagrams in the Division 7 appendices to the CTR.
- New booster axle tire load specifications for ready-mix concrete trucks.
- Limitation on number of steering axles on a truck (to a maximum of three, and not more than the number of drive axles).
- Increase in recreational vehicle maximum length from 12.5 meters to 14 meters.
- Allow chains to secure logging bunks per previous and current practice.
- Amend MVAR 35.05(5) wording to reflect separation, rather than movement, between reach sections.

Schedule 2 of the *Violation Ticket Administration and Fines Regulation* has been amended as follows:

CTR Section	Description	Fine	Victim Surcharge	Ticketed Amount
section 3.01 (a)	Fail to display number plates properly	\$75	\$11	\$86
section 3.01 (b)	Fail to display decal properly	\$75	\$11	\$86
section 3.02 (4)	Fail to mark farm vehicle properly	\$75	\$11	\$86
section 4.04 (2)	Fail to obtain permit	\$150	\$23	\$173
section 5.01	Unauthorized commodity on logging truck	\$150	\$23	\$173
section 6.04	Fail to remove expired permit	\$75	\$11	\$86
section 7.02 (4)	Violate conditions of permit	\$100	\$15	\$115
section 7.02 (11)	Misuse of permit	\$150	\$23	\$173
section 7.03 (1)	Fail to obey peace officer	\$500	\$75	\$575
section 7.03 (2)	Bypass weigh scale	\$100	\$15	\$115
section 7.04 (6)	Disobey posted size or weight sign	\$100	\$15	\$115
section 7.07	Illegal trailer axle width	\$75	\$11	\$86
section 7.09	Illegal load sharing	\$75	\$11	\$86
section 7.10 (a)	More than one axle unit on ground	\$75	\$11	\$86
section 7.10 (b)	Illegal trailer converter dolly	\$75	\$11	\$86
section 7.11 (1)	Illegal control in cab	\$75	\$11	\$86
section 7.11 (2)	Illegal lift axle	\$75	\$11	\$86
section 7.12(1)	Illegal self steering axle	\$75	\$11	\$86
section 7.15	Illegal tire load	\$75	\$11	\$86
section 7.18 (1) (b)	Underweight 3 vehicle combination	\$75	\$11	\$86
section 7.20 (a)	Illegal GVW on drive axle	\$75	\$11	\$86
section 7.20 (b)	No tandem drive axle	\$75	\$11	\$86
section 7.21	Illegal horsepower	\$150	\$23	\$173
section 7.23 (1)	Illegal booster or jeep axle assembly	\$75	\$11	\$86
section 7.29 (1)	Illegal 2 or 3 axle group	\$75	\$11	\$86
section 7.29 (2)	Improper use of jeep or dog logger	\$75	\$11	\$86
section 7.30	Illegal logging truck tire load	\$75	\$11	\$86
section 8.03 (1)	Fail to have proper oversize sign	\$50	\$8	\$58
section 8.03 (2)	Fail to have proper cautionary sign	\$50	\$8	\$58
section 8.04 (1)	Fail to have proper warning device	\$50	\$8	\$58
section 8.07	Improper use of sign	\$50	\$8	\$58
Every provision of the Commercial Transport Regulations, B.C. Reg. 30/78, other than those specifically enumerated in this Schedule		\$75	\$11	\$86

The amendments will benefit industry and have been awaited for over a year. Also, the proposed amendments improve readability and ease of reference by reorganizing the regulatory requirements and re-drafting the regulations in "plain language."

Commercial Vehicle Safety and Enforcement (CVSE) will be allowing industry a period of adjustment with the weight reduction from 110kg per centimetre of tire width to 100kg per centimetre of tire width on all tires. The adjustment period will expire on April 26, 2008 at which time all vehicles must be in compliance with the *Commercial Transport Regulations*, except logging trucks.

Inquiries should be directed to Doug Elliot, Manager, Commercial Transport at (250) 953-4017.

A handwritten signature in black ink, appearing to read 'Greg Gilks', with a stylized flourish at the end.

Greg Gilks
A/ Director, Commercial Vehicle Safety & Enforcement Branch
Ministry of Transportation

Attachment