



# REPORT TO COUNCIL

To: **Mayor Schaffer and Councillors**

Subject **Amendment to Highway and Traffic Regulation  
Bylaw 2871 to Change Definition of Heavy  
Truck**

From: Rick Bomhof, P.Eng.  
Director of Engineering, Parks & Environment

File #: 5210.00  
Doc #:

Date: August 10, 2018

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## RECOMMENDATION:

THAT amendments to Highway and Traffic Regulation Bylaw 2871 be considered for three readings and subsequent adoption.

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## PURPOSE:

The purpose of this report is to request Council to approve the attached amending bylaw to Highway and Traffic Regulation Bylaw 2817 for the main purpose of changing the definition of a heavy truck.

## POLICY:

N/A

## COMMENTS/ANALYSIS:

At its meeting held January 18, 2018 the Regional Transportation Advisory Committee (RTAC) unanimously endorsed two recommendations that would streamline and harmonize the movement of goods in the Metro Vancouver region as follows:

1. Adopt a revised common definition of a heavy truck for the purpose of limiting through travel to designated truck routes as applicable, and by extension rescind the previous definition;
2. Harmonize heavy truck weights and dimension limits by adopting the BC Commercial Transport Regulations (CTR), as amended from time to time, by reference in municipal bylaws.

The current common definition of heavy truck, for the purpose of limiting travel to designated truck routes, is 'a motor vehicle with greater than 10,000 kg licenced gross vehicle weight'. This definition was endorsed in 2005 by the Major Roads and Transportation Advisory Committee and the Greater Vancouver Transportation Authority (GVTA), and was adopted by ten municipalities in Metro Vancouver, including the City of Langley. A vehicle that exceeds the prescribed weight is required to use designated truck routes. They are allowed to use non-designated municipal roads for local pick-up or delivery using the most direct route between the designated route and the points of origin or destination.

In 2013, the BC Trucking Association suggested that 11,794 Kg would be a more appropriate weight threshold for the common definition of a heavy truck because it aligns with an exemption from the record keeping requirements under BC's provincial hours of service regulations (Motor Vehicle Act Regulation 37.11.01), and the maximum gross vehicle weight rating (GVWR) of a Class 6 truck as defined by the US Federal Highway Administration. Although this is a US truck classification, it is understood that this is a widely recognized standard among heavy commercial vehicle manufacturers and the trucking industry throughout North America.

Furthermore, 11,794 kg is also a weight below which commercial vehicles are extended temporary registration in all provinces under the Canadian Agreement on Vehicle Registration (CAVR). Under CAVR, commercial vehicles up to a licenced gross vehicle weight (LGVW) of 11,794 kg can operate freely in other provinces on their home jurisdictions license plates for 90 days in a calendar year without having to be registered or licensed in each province.

A Class 6 truck which weighs less than 10,000 kg is also visually indistinguishable from a Class 6 truck up to 11,794 kg. The observable impact of adopting the revised common heavy truck definition is therefore expected to be minimal. Below is an example of this:

Comparison of current light truck with current heavy truck

## HINO 268 - GVWR 11,771 kg



**LGVW = 11,771 kg**  
**Must use Truck Routes**



**LGVW = 9,900 kg**  
**Travel Anywhere**

**Same vehicle, but treated differently under the current definition**

Adopting the new truck weight achieves the following objectives across the region:

- Improves the consistency and clarity of municipal bylaw requirements from an industry and enforcement perspective by aligning more closely with prevailing truck classifications, provincial regulations and national agreements.
- Ensures that municipal truck route bylaws treat comparable commercial vehicles the same
- Establishes a more uniform regulatory framework, consistent with the general objectives of the Regional Goods Movement Strategy.

Other minor amendments to the bylaw have also been made to correct the title of the Director of Engineering, Parks & Environment and an incorrect cross reference.

### BUDGET IMPLICATIONS:

None.

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**ALTERNATIVES:**

Do not accept the heavy truck definition change.

Respectfully Submitted,



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Rick Bomhof, P.Eng.,  
Director of Engineering, Parks & Environment

Attachment: Highway and Traffic Regulation Amending Bylaw 3087

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I support the recommendation.



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Francis Cheung, P. Eng.  
Chief Administrative Officer