



TransLink

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South Coast British Columbia
Transportation Authority

February 6, 2018

Jeff Moi
General Manager of Engineering & Operations
City of Port Moody
PO Box 36, 100 Newport Drive
Port Moody, British Columbia
V3H 3E1

Dear Jeff:

Re: Request for Assistance to Harmonize Truck-Related Definitions and Regulations.

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 region. The two recommendations endorsed by RTAC are:

- 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;
- **harmonize heavy truck weights and dimensions limits** by adopting the BC Commercial Transport Regulations (CTR), as amended from time to time, by reference in municipal bylaws.

Adopting the common definition of a heavy truck and the BC CTR by reference will increase regulatory consistency in the region and enable future further enhancements in regional goods movement.

Acting on the recommendations may require municipal bylaw amendments and council approvals to move forward with implementation. TransLink is requesting your assistance to initiate the implementation process by:

1. Assessing whether bylaw changes are required in your municipality; and as applicable:
2. Preparing reports to council;
3. Referring the recommendations to council for review and decision.

Enclosed you will also find two letters of support for these initiatives from Commercial Vehicle Safety and Enforcement (CVSE) and industry stakeholders represented on the Port of Vancouver's Project Cargo Working Group (PCWG).

February 6, 2018

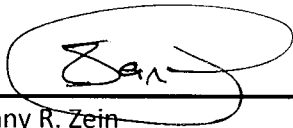
Re: Request for Assistance to Harmonize Truck-Related Definitions and Regulations

RTAC identified the summer of 2019 as a reasonable target to implement both recommendations. To assist, TransLink is offering the following:

- A briefing package to support the recommendations, which has been provided to your RTAC representative.
- Technical advice and assistance in preparation of reports and presentations;
- Attending council meetings to answer questions, and/or presentations to councils, upon request;
- Cost-sharing for the replacement or updating of existing truck route signs that refer to the previous common definition of a heavy truck.

We look forward to working with you and your staff on this initiative. If you have any questions or require additional information please contact Greg Kolesniak, Project Manager, Roads & Goods Movement Initiatives @ 778-375-6798 or email greg.kolesniak@translink.ca.

Sincerely,



Sany R. Zein

Vice President, Infrastructure Management & Engineering
South Coast British Columbia Transportation Authority (TransLink)

Attach.

cc: Mark Halpin, Transportation Eng. Technologist (RTAC)
Greg Kolesniak, Project Manager, Roads & Goods Movement Initiatives, TransLink



Ministry of
Transportation
and Infrastructure

January 17, 2018

Greg Kolesniak
Project Manager
Roads and Goods Movement Initiatives
TransLink
Greg.Kolesniak@translink.ca

Re. Common Regional Heavy Truck Definition and Adopting the BC Commercial Transport Regulations by Reference in Municipal Bylaws.

Dear Greg:

I am writing to express support on behalf of the Commercial Vehicle Safety and Enforcement (CVSE) Branch for two of the recommendations that TransLink and the Regional Transportation Advisory Committee (RTAC) are preparing to refer for review and decision to municipal councils in Metro Vancouver.

We are in favour of municipal initiatives to harmonize and streamline bylaws, policies, and practices governing the movement of heavy commercial vehicles. This work has the potential to improve understanding and compliance by the trucking industry, thereby improving safety. The recommendation to harmonize municipal vehicle weight and dimensions limits by adopting the BC Commercial Transport Regulations by reference aligns with this view.

There is no equivalent to the definition of a heavy truck for the purposes of limiting travel to designated truck routes in Provincial legislation or policy. Nevertheless, we support adopting the revised common truck definition on the grounds that it will simplify and streamline the regulatory environment for heavy commercial vehicles that operate in the Lower Mainland, and that the proposed weight threshold of 11,794 kg licensed gross vehicle weight aligns with Provincial regulations and policies.

We also look forward to continuing our participation on the Commercial Vehicle Working Group (CVWG) and exploring opportunities to collaborate and partner with TransLink and local governments on advancing the recommendations of the Multi-Jurisdictional Permitting Pre-Feasibility Study (MJPPFS).

Sincerely,

Jan Lansing
Manager Commercial Transport
Commercial Vehicle Safety Enforcement
Ministry of Transportation and Infrastructure

January 6, 2018

Translink
Suite 400 - 287 Nelson's Court,
New Westminster, BC,
Canada
V3L 0E7

Attention: Mr. Greg Kolesniak

Dear Mr. Kolesniak,

Re: TransLink Multi-Jurisdictional Permitting Pre-Feasibility Study

This is a joint-letter of support from the Project Cargo Working Group (PCWG) for TransLink's Multi-jurisdictional Permitting Pre-Feasibility Study. We write to you to express our support for the Study's findings and recommendations.

The PCWG consists of members from the Port of Vancouver, Port Terminal Operators, International Shipping Companies, the Chamber of Shipping of BC, Heavy Haul Trucking Companies and the BC Trucking Association. The PCWG has been actively working since 2013 to support and increase the flow of goods from International markets to support major projects in Western Canada.

The current permitting and transport system in BC for project cargo remains heavily challenged and inefficient, causing the loss of significant volumes of high value project cargo that is moved through U.S. ports to Western Canadian projects. Solutions exist to streamline processes to allow for the smooth and reliable movement of project cargo through BC corridors, including the Lower Mainland. The PCWG has done substantial work with the BC Ministry of Transportation and Infrastructure (MOTI) with the goal of establishing pre-approved corridors from BC Ports to key destinations in BC and Alberta. The Pre-feasibility Study aligns very well with these objectives and we support the direction TransLink and the involved municipalities are following in the recommendations within the study.

Time is of the essence, as significant volumes of project cargo continue to flow through US West Coast and Gulf Ports and viable alternative corridors continue to be established. The impact on the BC and Canadian economy is very significant through the loss of port, trucking and ancillary jobs and the cost impact of far longer transportation routes on Western Canadian projects is substantial.

We encourage TransLink and all Metro Vancouver municipalities to act promptly on the recommendations of the study, and work in conjunction with the BC MOTI to ensure a coordinated and timely solution to this important initiative.

Sincerely,



ON BEHALF OF

The Members of the Project Cargo Working Group;

The Chamber of Shipping of British Columbia
The British Columbia Trucking Association
The Port of Vancouver
Western Stevedoring (Operators of Lynnterm Terminal)
Fraser Surrey Docks
Oldendorff Carriers
Triton Transport
Mullen Transport
Apex Industrial Movers

Background

In 2013 the Project Cargo Working Group (PCWG) was established to investigate opportunities to increase project cargo volumes through the gateway and capture financial benefits for the region as opposed to losing opportunities to competing gateways in the United States. Through its work, the PCWG identified the British Columbia permit process as a major deterrent for shippers to route project cargo through the Province. Consistent with the working group's recommendations, the MoTI has committed to establish two 125 metric tonne corridors with specified dimensions under its Transportation Plan – "BC on the Move".

The primary goal of a permit process revision is to remove cost, delay and uncertainty from the current process. Completion of the corridor designation is contingent upon pre-engineered routes to be used by defined truck trailer configurations. Truck configurations that fall within the specified parameters will be approved 48 hours from the time of application and without the requirement to pay for expensive and lengthy engineering reports, as is currently required. The international shipping industry continues to enquire about the status of this initiative in anticipation of routing future major resource projects through the gateway.