



SUBJECT: Changes to processes for bridge crossing supervision and weigh slips when required for Extraordinary Load Approvals

Managers, Victoria	Passenger Transportation Branch	Commercial Transport Insp.
Regional CVSE Managers	Trucking Industry	(Inspection Stations)
Area Vehicle Inspectors	Carrier Safety Inspectors	ICBC
Deputy Director, CVSE	Government Agents	
ADM, Highways Department	Law Enforcement Agencies	

PURPOSE OF CIRCULAR

To advise that effective January 21, 2018, the Ministry of Transportation and Infrastructure is amending its policies regarding bridge crossings that must be supervised by a B.C. registered Professional Engineer or a qualified technical person, to the effect that axle spacings must be included when weigh slips are required for Extraordinary Load Approvals. We would also like to clarify the required process for supervised bridge crossings. These changes to policy are outlined below:

1) Vehicle Weigh Slip and Axle Spacing Verification Requirements

The carrier shall, when required, provide acceptable evidence to the Ministry of Transportation and Infrastructure that the axle group weights and spacings for each load do not exceed the approved weights and the axle spacings conform to the approved spacings.

The carrier has the following **two** options before the Provincial Permit Centre may issue a permit:

Option A): Provide to: dawcreek@gov.bc.ca and extraordloads.dc@gov.bc.ca a weigh slip **AND** axle spacings report from a BC (AB or USA where applicable) government scale or:

Option B): The weighing and measuring of the load is supervised by an Engineer or qualified technical person hired by the carrier. The supervisors must not be direct employees of the carrier or its related companies.

If option B is selected the Engineer’s responsibilities shall include:

- Ensuring each and all actual axle weights don’t exceed the approved weights and all axle spacings conform to the approved dimensions.
- Prior to weighing they shall review the scale calibration documents to ensure the scales or load cells are calibrated properly (government scales are exempt).

- If load cells are used to weigh the commodity or the loaded vehicle, it is the responsibility of the Engineer (or the technical person under their direction) to witness the weighing, the placing of the commodity on the trailer, confirm the distribution of weight to the axles, and to confirm that the lateral centre of gravity of the commodity coincides with the centre of gravity of the trailer.
- If a self-weigh or non-government vehicle scale is used it is the responsibility of the Engineer to witness the weighing and the axle spacing measuring. Where available, technology such as video calling may be used to remotely witness the measurements and sample video and photographic evidence must be included in the engineer's report.
- The Engineer shall confirm in a letter report submitted to motengov@gov.bc.ca and extraordloads.dc@gov.bc.ca ('cc' mark.frew@gov.bc.ca and jacob.pietrzyk@gov.bc.ca) that the proposed axle weights are a true representation of the actual axle weights. They shall also confirm the axle spacings conform to the approved spacings and where applicable that the centre of gravity of the commodity coincides with the centre of gravity of the trailer. In short, they shall take full responsibility of the vehicle configuration proposed by the carrier for this move.

2) Bridge Crossing Supervision Requirements:

When the Bridge Engineering component of an Extraordinary Load Approval contains a bridge crossing supervision requirement such as the one shown below, the process shall be as follows.

The following X bridge(s) require supervision:

- **Bridge Name, No. X (Highway X)**
- **Bridge Name, No. X (Highway X)**

The Engineer's responsibilities for supervising the bridge crossing shall include:

- Identifying the bridge on the route before the overload crosses;
- Ensuring the overload follows the bridge crossing restrictions described above;
- Noting any obvious visual evidence of distress in any bridge component(s) caused by the overload and supplying the Ministry with a copy of their notes along with any photos taken before, during or after the overload crossing the bridge; and
- The Engineer shall have the authority to stop the move if restrictions are not being observed or if there is some obvious distress in the bridge prior to or after the overload crosses.

The Professional Engineer shall submit the letter report(s) covering the above points to motengov@gov.bc.ca and extraordloads.dc@gov.bc.ca (and 'cc' mark.frew@gov.bc.ca and jacob.pietrzyk@gov.bc.ca) within two business days of the overload crossing the last bridge requiring supervision on the route.

BACKGROUND

In the past it has been a small percentage of loads and vehicles that have been affected by this change; roughly 4% for vehicles requiring weigh slips and 1-2% for vehicles requiring bridge crossing supervision. The Ministry of Transportation and Infrastructure need to independently verify these vehicles and loads prior to the Provincial Permit Centre issuing a permit based on the approved weights and dimensions.

The British Columbia Ministry of Transportation and Infrastructure CVSE branch promotes compliance of safety regulations within the commercial transport sector. These changes are being implemented to continue to increase safety and compliance while operating on British Columbia highways.

If you have any questions about these provisions or require further information please contact Mark Frew, Bridge Evaluation Engineer: mark.frew@gov.bc.ca

A handwritten signature in cursive script that reads "Jan Lansing".

Jan Lansing
Manager Commercial Transport
Ministry of Transportation and Infrastructure