



Coming in 2009, the BC Ministry of Transportation and Infrastructure's Weigh2GoBC program is a unique application of Weigh-in-Motion (WIM) and Automatic Vehicle Identification (AVI) technologies, designed to provide more efficient movement of commercial vehicles through the province. We are creating an intelligent network of inspection stations along Highways 1 and 5 across BC. Once a commercial vehicle has entered the "corridor" and been initially checked, it can be given a bypass at all subsequent inspection stations for up to the next 12 hours. We are the only jurisdiction in North America that has taken a networked approach.

## Our objectives

The Weigh2GoBC program builds on the existing Weigh-in-Motion technology located at the Port Mann Eastbound and Golden Inspection Stations. It will also include Automated Vehicle Identification (AVI) equipment installations at five new locations including two stations in Hope (Laidlaw and Hunter Creek); both Kamloops Stations (East and West) and Port Mann West. This will provide CVSE with a very effective solution that avoids the need to acquire much more expensive Weigh-in-Motion equipment. CVSE will still have the ability to inspect a vehicle once (either manually or automatically) and then provided it is in compliance with the regulations that are checked through the electronic screening process, allow that vehicle to travel freely within the system for up to the next 12 hours. The project will also include a data exchange with Alberta to allow members of the Alberta Partners in Compliance (PIC) program to receive the same benefits. In addition, when construction is complete, the new Inspection Station at Prince George (Red Rock) will be added to the system as a WIM station. Finally, planning is currently underway for the installation of AVI equipment at Nordel.



## What are the advantages?

For industry, the Program will provide savings in overall transit time, fuel use and a reduction in greenhouse gas emissions while waiting at the inspection stations. For the Ministry, it reduces the number of vehicles that have to report to inspection stations, allowing the inspection station staff the time to identify and focus on higher-risk carriers.

The benefits table illustrates the projected savings over a 10-year period based on a conservative estimate of participation. Assumptions about the savings per encounter have been derived from the statistics published in a 2003 Transport Canada report.

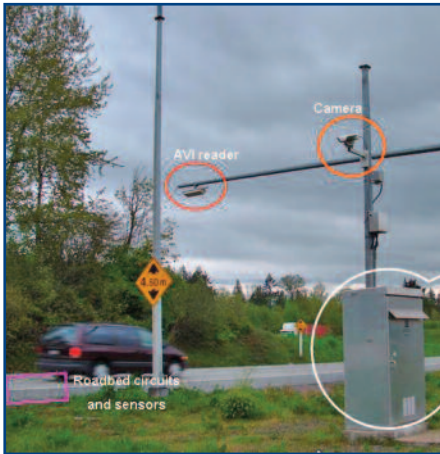


## Potential 10-Year Benefits

Benefit	Years 1 to 5	Years 6 to 10	10-year Total
Driver-time savings	127,000 hrs	260,000 hrs	387,000 hrs
Fuel savings	780,000 litres	1,615,000 litres	2,395,000 litres
Greenhouse Gas reductions	2,135,000 kgs	4,35,000 kgs	6,510,000 kgs

## How does it work?

Participation in the program is voluntary. Any carrier wanting to join will complete the application form, agree to the Terms and Conditions of the Program and then once approved, register their vehicles and transponders into the system.



AVI equipment and roadside computer

When a vehicle carrying a registered transponder passes a WIM enabled station, the system will check physical dimensions of the vehicle, weights and compliance with certain BC regulations and signal the driver of that vehicle by transmitting either a red or green light. This all occurs while the vehicle travels at highway speeds.

A red light requires that the vehicle reports to the inspection station and a green light permits the vehicle to bypass the station and to continue its journey for up to the next 12 hours.

When a vehicle carrying a registered transponder passes an AVI enabled station, the system will first check to see if it has already been checked at another Weigh2GoBC enabled station and then transmit a signal to the driver based on the results of that check or it will require that the vehicle report.

Once the vehicle reports, it will be weighed and checked manually by an inspector and then, if compliant, given a "good to go" status.

To help ensure that vehicles remain compliant, all registered vehicles are also subject to a Random Report Percentage (RRP) that may require them to report to the inspection station regardless of the outcome of the weights and credential checks. In addition, the results of all automated checks and manual checks will be communicated to all stations within the network within minutes.



In-Vehicle Transponder



## What is the timetable?

Once the system has been built and tested, a pilot period will be run first with a limited number of carriers to ensure the system is working as expected.

This pilot is anticipated to start late in 2009.

If you would like further information about the project, please feel free to contact:

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Weigh2GoBC



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