

**COMPLIANCE CIRCULAR**

**NO. 12/10**

**November 26, 2010**

**SUBJECT: Amendments to Commercial Transport Regulations**

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

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**PURPOSE OF CIRCULAR**

To advise that effective November 26, 2010, the Commercial Transport Regulations (CTR) have been amended. The amendments reflect changes to the Memorandum of Understanding on Vehicle Weights and Dimensions and implement other housekeeping amendments. These amendments will improve harmonization across Canada, support the use of super single tires, and improve clarity and consistency within the regulations.

The amendments to the CTR are as follows:

- The term “axle width” is replaced with “axle track width” throughout the Regulations;
- The definition of “axle track width” is amended to clarify that the measurement is to be taken above the lowest point of the rim;
- Additional model years of trailers are permitted a narrower axle track width when retrofitted with super single tires. Trailers manufactured before January 1, 2010 that are retrofitted with super single tires may have a minimum axle track width of 2.3 m. All trailers manufactured after December 31, 2009 must have a minimum axle track width of 2.5 m.
- To clarify the maximum gross vehicle weight for logging trucks is 63,500 kg;
- To clarify that a vehicle combination may exceed 38,000 kg without an overload permit if the towing vehicle has a tandem or a tridem drive axle.

Additionally, amendments have been made to the Violation Ticket Administration and Fines Regulation to ensure consistency with the wording used in the CTR and to correct the description of Commercial Vehicle Safety Enforcement Inspectors.

**BACKGROUND**

National standards for weight and dimension limits for heavy commercial vehicles used in inter-provincial transportation are contained in the Federal/Provincial/Territorial Memorandum of Understanding on Vehicle Weights and Dimensions (MOU), initially established in 1988. The MOU is updated regularly by the Task Force on Vehicle Weights and Dimensions Policy (the Task Force) and amendments are approved by the Council of Ministers Responsible for Transportation and Highway Safety (the Council).

In 2008 the Council approved amendments to the MOU which included allowing a narrower track width (2.3 m instead of the usual 2.5 m) for super single tires for trailers manufactured before model year 2008. This allowed older trailers to be retrofitted with super single tires on a narrower axle. Regulatory amendments were developed in BC to reflect the amendments to the MOU and were made effective July 1, 2008.

The Council met on October 22, 2009 and further amendments to the MOU were approved to reflect new standards for harmonization. It is these amendments to the MOU that are being implemented by regulatory amendment in BC.

A handwritten signature in blue ink, appearing to read 'Perry Dennis', with a large, stylized initial 'P'.

Perry Dennis  
A/ Director, Commercial Vehicle Safety and Enforcement Branch  
Ministry of Transportation and Infrastructure