



## Weigh2GoBC

Weigh2GoBC is a provincial initiative that offers truckers a network of Weigh-in-Motion (WIM) equipped facilities across the province that weigh commercial vehicles for compliance remotely, without forcing them to slow down from highway speed. The Weigh2GoBC program is free to join and allows commercial carriers to bypass inspection stations – saving time, fuel and money and reducing greenhouse gas emissions.

At a WIM equipped station, the vehicle is identified and checked for height, weight and safety credentials while travelling at highway speeds – without ever leaving the highway.

By reducing the number of vehicles that must report to inspection stations, inspectors have time to identify and focus on higher-risk carriers.

### How to Join Weigh2GoBC

Weigh2GoBC is open to all Canadian and U.S. carriers with commercial vehicles licensed for travel in B.C. If you're not already registered, sign up based on where your carrier business is located.

[BC based carriers](#)

[Canadian carriers from outside BC](#)

[US carriers](#)

### How Weigh2GoBC Works

Vehicles with a registered transponder communicate with Weigh2GoBC stations upon approach. At a weigh-in-motion (WIM) equipped station, the vehicle is identified and checked for height, weight and safety credentials while travelling at highway speeds.

If a red light signals, or there is no light and the station is open, check-in is required. A green light signals to continue driving. If the first station stop in a trip is an automatic vehicle identification (AVI)-equipped station, it always results in a red light. Vehicles may get a green light for the rest of the trip if they have passed inspection at a Weigh2GoBC station within the last 24 hours.

By reducing the number of vehicles that must report to inspection stations, inspectors have time to identify and focus on higher-risk carriers. Random checks do occur and you may have to report, even if your credentials are in order. Enrolment does not guarantee an automatic bypass at all stations.

[Learn more about Weigh2GoBC inspection stations technology](#)

### Benefits

There are many benefits to joining Weigh2GoBC. Besides saving time, fuel and money, you'll be reducing greenhouse gas emissions as well.

#### Save Time

Here's an example of time savings for a carrier using Weigh2Go.

A truck driving from Vancouver to Calgary would stop at three inspection stations each way during the journey (Hope, Kamloops and Golden) for six stops in total.

Since each stop takes approximately 10 minutes per station, Weigh2Go would save 60 minutes per vehicle over the trip. If you had 20 trucks you would save 20 hours total per trip.

If 20 trucks make two trips per week, that is a savings of 40 driver hours per week, over 173 hours per month, or more than 2,080 hours per year.

#### Save Fuel

Here's an example of fuel savings for a carrier using Weigh2Go.

A commercial vehicle uses between 0.41 litres and 0.733 litres of fuel when reporting to an inspection station, including deceleration off the highway and acceleration back onto the highway.

Using an average of 0.5715 litres, and a conservative fuel cost of \$1.00 per litre, 20 vehicles driving from Vancouver to Calgary and back two times a week, pass six Weigh2GoBC stations. Bypassing each station would result in fuel savings of \$137.16 a week or \$7132.32 per year.

#### Verify Records

Each carrier has its own inspection station data. You can log in and find out things like:

- Whether or not a vehicle got a red light or a green light
- The screening result at each of those stations

The data can be used to verify paper log books.

#### Monitor Drivers

A random report percentage (RRP) is assigned to each carrier and each vehicle based on their on-road performance. If you are monitoring a driver, you can request their vehicle have a higher random report percentage than the rest of your fleet. For example, you may have a new driver that is still on probation, or a seasoned driver that has attained several infractions. Raising the random report percentage for that vehicle means they will report to stations more often. 🚧

# New Commercial Inspection Station Near Terrace will Improve Road Safety

Information Bulletin from BC Ministry of Transportation and Infrastructure

Construction will begin this spring on a new commercial vehicle inspection station east of Terrace, which will improve safety for drivers along the highway corridor.

A construction contract was awarded to IDL Projects Inc. to build the inspection station, which will replace the former station that was decommissioned when a roundabout was built at the intersection of highways 16 and 37.

The new inspection station will incorporate intelligent transportation system (ITS) technology, including weigh-in-motion, making it more efficient than the former station.

Weigh-in-motion reduces reporting requirements while enhancing compliance on the Highway 16 corridor. This technology checks the height, weight and safety credentials of vehicles registered with the Province through Weigh2GoBC that are travelling at highway speeds, without vehicles having to leave the highway. This project includes one weigh-in-motion site on Highway 16.


Other ITS technologies will include automatic vehicle-identification to verify a vehicle's credentials and allow it to bypass the inspection station if certain requirements are met, as well as over-height detectors and a tire anomaly and classification system, which improves safety by detecting missing or underinflated tires.

Long-haul commercial drivers will also benefit from additional parking spaces and rest areas. Flush toilets with running water will be open during office hours, supplemented by pit toilets that are always accessible. Both local and commercial drivers will see improved mobility across the highway corridor and a decrease in traffic disruptions and delays with the new station located further away from the Highway 16 and 37 roundabouts.

The facility will include parking for the public, staff and oversized vehicles and will support multiple services, including:

- Short-term truck parking (five stalls)
- Overnight truck parking (10 stalls)
- Refrigeration unit plug-ins
- Wi-Fi
- Oversized vehicle staging for inter-regional transport trips.

The \$34.2 million project is jointly funded by Transport Canada and the Province, with Transport Canada providing \$15 million and the Ministry of Transportation and Infrastructure providing \$19.2 million.

The project is slated for completion in late 2024. Learn more about this project - [Terrace Commercial Vehicle Inspection Station](#) 



# Veteran Log Hauling Driver Accident Free for over 20 Years

An interview with Steve Yanko from Gnarlylog Transport

Hauling wood fibre products from forest to market is an ongoing and critical component of BC's forest industry. These activities can be high-risk and span a vast range of trucking assignments from log hauling, transporting heavy equipment and road building materials, chip hauling and driving crews to worksites to name a few. Each driver, whether they work for a company or are contracted to drive, are responsible for the safe and efficient transport and delivery of their loads moving back and forth between the block to the yard while travelling on resource roads and public highways.

Log haulers and other industry drivers are required to possess a variety of skills traversing narrow and winding mountain roads, crowded highways, changing weather and surface conditions, and destinations that change daily. Every day offers new driving challenges.

Log hauling is undeniably a challenging but rewarding career choice for many. BCFSC spoke with a veteran log hauler, Steve Yanko, independent owner operator of Gnarlylog Transport to get his perspective on the challenges log haulers face and how putting safety first has been a key factor to his long-term success.

Steve has been hauling logs for 20 years. He carved his own path in the forest industry by gaining experience driving in the yard for a couple of years before he transitioned into a full-time professional log hauler. He has managed to maintain two decades of accident-free driving by sticking to his mantra of "Think Twice, Act Once".

We asked Steve what this mantra means to him and how he managed to accomplish such a commendable feat. He responded, "Safety is the key to success. Most incidents are preventable if you know what to look for. Before I start driving, I try and think through a number of possible scenarios and make a plan of action on how to handle them. When you're mentally prepared to deal with different scenarios then you can start your day with the right mindset – with safety top of mind." He continued, "If safety isn't the most important thing for drivers or for companies, then it's a lose-lose situation for everyone. When companies push drivers too hard to achieve company goals, then it's ultimately the driver's who ends up paying the price. It's never in anyone's best interest to push too hard, that's when mistakes are made - people lose their lives and bottom lines are affected."

In 2016, Steve and his wife Sheena bought their own truck. They wanted to continue with log hauling but with the freedom to do it on their own terms as an individual owner operator (IOO) and hence Gnarlylog Transport was born. But this decision was not without its own level of stress. "Trucks are expensive, and you need to make sure the money is steady with good contracts," he explains, "Some truck owners feel compelled to meet unmanageable demands and leave safety behind to make sure they are meeting expectations to bring home the money - but that is the opposite of what should be done. One of the biggest issues in industry right now is there is so much demand for drivers that some of these companies will hire anyone and won't even consider their track record or experience level as long as they can get in the seat and

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drive.” Steve says. “Safety HAS to be the most important issue for everyone behind the wheel. If I feel like a company is asking me to do something unsafe just to meet their targets, I’ll refuse the work, it’s just too risky. I want to get back to my family every night in one piece.”

When asked about the types of changes he’s seen in industry over the years, Steve says “With the heightened pressure from those with boots on the ground to protect their personal safety, there is a shift from mills and site owners to put in proactive safety measures to make sure hazards are identified and close calls are reported. A lot more companies are focussing on building a strong safety culture and if you’re a company that isn’t doing that – then you become a company with a reputation for putting people at risk just to make money.”

Steve also noted that log haulers are a close-knit community, and he would never put his extended family of fellow drivers at risk. Sharing even the smallest potential risk, no matter how trivial it may seem, is the right thing to do. “It’s unacceptable to hide close calls because you’re embarrassed to say something. If you have even the slightest feeling it could save someone from danger, then you have to speak up. No one will care about you confessing to a close call, but they will care if you don’t say something that could help another driver avoid a life-altering incident somewhere down the road.”

Resource roads have seen an unprecedented amount of increased traffic over the past few years. They are typically not built or maintained to public roadway standards and pose various risks for all users requiring drivers to exercise caution at all times. But not all users have the necessary knowledge and ability to safely navigate these roads. Steve shared

his insight on how to approach driving resource roads to ensure you reach your destination safely:

- Drive roads to expect the unexpected. Conditions change constantly, so make sure you are on high alert for things like wildlife, weather changes, recreational drivers that may not know how to navigate the road, and an increase in off-road vehicles. Now that the licensing rules have changed for ATV’s, there is a huge demand for these vehicles which means there are more and more heading into the bush.
- Be aware that driving on resource roads can increase your mental fatigue. You are constantly using all your senses to navigate the road and this can quickly drain you mentally and physically.
- The radio is a really important safety tool for drivers and everyone, including recreational drivers, should know how to use it and what the radio call signals mean but don’t solely rely on it. Not everyone has one or knows how to use it, so always be ready to react.
- Watch the BCFSC Resource Road safety videos to help you prepare for driving on resource roads.

As we wrapped up our final minutes together, we asked Steve if he had some safety tips he’d like to share:

1. Think twice, act once. Prevention is key – it’s the biggest part of the day.
2. Remember your Right to Refuse Unsafe Work! Know when to draw the line in the sand and don’t be afraid to say no. Nothing is worth risking your safety or the safety of others.
3. Do what makes YOU feel safe. Don’t feel pressured to do something that makes you uncomfortable.

4. Listen to veteran drivers. The knowledge they have accumulated is invaluable. A key factor to your success is to accept knowledge from those who know what they’re doing and use it to your benefit.
5. Ask questions – if you don’t know something, ASK. Most guys are happy to help so don’t hesitate. Asking is much better than trying to figure it out on your own.

We were very grateful to Steve for sharing his knowledge with us. If you would like to share your own experience with Forest Safety News (FSN) readers, please contact the FSN editor at [editor@bcforestsafesafe.org](mailto:editor@bcforestsafesafe.org).

For more information on BCFSC’s Resource Road Safety resources and or if you are interested learning more about the Professional Industry Driver Training Program, visit our website.

[Resource Road Safety](#)

[Professional Industry Driver Training Program](#) 📺