

TABLE OF CONTENTS

Chapter 1.0 Licensing and Insurance Guidelines And Permits

1.1 Definitions 1-1

1.2 Non-Resident Commercial Vehicles 1-3

1.3 Private Passenger Vehicles 1-21

1.4 Highway Crossing Permits and Owners’ Certificates of Insurance 1-22

1.5 Temporary Operation Permit (TOP) 1-27

1.6 Extra-Provincial Temporary Operating Permits (EPTOP)
for Commercial Vehicles Transporting Passengers 1-29

1.7 Miscellaneous Vehicle Licensing 1-31

1.8 Inspection Station Certificates of Weight for Licensing Purposes 1-43

1.9 Contacts 1-46

Chapter 2.0 Motor Fuel Guidelines and Permits

2.1 Definitions 2-1

2.2 General 2-2

2.3 Exemptions 2-3

2.4 International Fuel Tax Agreement (IFTA) 2-4

2.5 Motive Fuel User Permits 2-5

2.6 Guidelines 2-6

2.7 Refunds 2-7

2.8 Contacts 2-9

Chapter 3.0 General Permit Guidelines and Information

3.1 Definitions 3-1

3.2 Overview 3-2

3.3 Obtaining a Permit 3-4

3.4 Single Trip Oversize/Overweight Permits 3-7

3.5 Term Oversize/Overweight Permits 3-11

3.6 427 Term Permits 3-14

3.7 T-Form Overview 3-15

3.8 Permit Restrictions 3-16

3.9 Seasonal Restrictions 3-21

3.10 Emergency Operations 3-24

3.11 Amendments, Cancellations and Refunds 3-25

3.12 Inspection Station Credit Accounts 3-27

3.13 Contacts 3-30

TABLE OF CONTENTS

Chapter 4.0 Commodity/Load Oversize Guidelines and Permits

4.1 Definitions 4-1

4.2 Reducible and Non-Reducible Commodities 4-2

4.3 Manufactured Homes, Modular Buildings and Houseboats 4-12

4.4 Hay Bales 4-24

4.5 Logs and Related Commodities 4-29

4.6 Contacts 4-40

Chapter 5.0 Specialized Vehicle Size and Weight Guidelines and Permits

5.1 Definitions 5-1

5.2 General 5-3

5.3 Oversize/Overweight Vehicles 5-3

5.4 Recreational Vehicle Combinations 5-53

5.5 Contacts 5-54

Chapter 6.0 Heavy Haul Overweight Guidelines and Permits, and Extraordinary Loads

6.1 Definitions 6-1

6.2 General 6-2

6.3 Heavy Haul 6-3

6.4 Extraordinary Loads 6-23

6.5 Reducible Load Overweight Policy 6-45

6.6 Contacts 6-48

Chapter 7.0 Letters of Authorization

7.1 General 7-1

7.2 Long Combination Vehicles (LCV) 7-2

7.3 Front Mounted Hose Reels On Hydro Vac Trucks 7-2

7.4 One-Off/One Time Only 7-2

7.5 Manual Lift Axles on B Trains, Super B Trains and Hayrack Semi-Trailer
Logging Configurations 7-3

7.6 Compliance and Cancellation 7-4

7.7 Application Process 7-4

7.8 Contacts 7-5

Chapter 8 Miscellaneous Information

8.1 Pilot Car and Lamp Requirements 8-1

8.2 Weigh2GoBC 8-5

8.3 Contacts 8-7

TABLE OF CONTENTS

1.0 Licensing and Insurance Guidelines and Permits

1.1	Definitions	1-1
1.2	Non-Resident Commercial Vehicles	1-3
1.2.1	General	1-3
1.2.2	Exemptions	1-4
1.2.3	Reciprocity Agreements – CAVR, Alberta, and Light Vehicles	1-5
1.2.4	Prorate Agreement – IRP	1-7
1.2.5	Non-Resident Commercial Vehicle Permits (NRCVP).	1-10
1.2.6	Insurance and Financial Responsibility (FR) Filing.	1-14
1.2.7	Summary Table	1-17
1.3	Private Passenger Vehicles	1-21
1.4	Highway Crossing Permits and Owner’s Certificates of Insurance	1-22
1.4.1	General	1-22
1.4.2	Approvals	1-22
1.4.3	Restrictions	1-23
1.4.4	Insurance	1-23
1.4.5	Issuance	1-24
1.4.6	Fees	1-25
1.4.7	Exception for Industrial Utility Vehicles	1-26
1.5	Temporary Operation Permit (TOP)	1-27
1.5.1	General	1-27
1.5.2	Requirements	1-27
1.5.3	Laden vs. Unladen	1-27
1.5.4	Refusal to Issue	1-28
1.6	Extra-Provincial Temporary Operating Permits (EPTOP) for Commercial Vehicles Transporting Passengers	1-29
1.6.1	General	1-29
1.6.2	Requirements	1-29
1.6.3	Prohibition	1-29
1.6.4	Additional Requirements	1-29
1.6.5	Issuance	1-30
1.7	Miscellaneous Vehicle Licensing	1-31
1.7.1	Driveaway-Towaway Operation	1-31
1.7.2	House Trailers	1-35

TABLE OF CONTENTS

1.7.3	Implements of Husbandry	1-36
1.7.4	Jeeps and Boosters	1-38
1.7.5	Tow Cars (Wreckers), Tow Trucks and Tilt Deck Trucks	1-40
1.7.6	Towing Self-Propelled Industrial Machines and Self-Propelled Industrial Machines Towing Other Vehicles	1-42
1.8	Inspection Station Certificates of Weight for Licensing Purposes	1-43
1.9	Contacts	1-46
1.9.1	CVSE Provincial Permit Centre	1-46
1.9.2	IRP, Inc.	1-46
1.9.3	Insurance Corporation of British Columbia (ICBC)	1-46
1.9.4	Ministry of Transportation and Infrastructure	1-46
1.9.5	Provincial Sales Tax (PST)	1-46

1.1 DEFINITIONS

“Base jurisdiction” means the jurisdiction where the commercial vehicle has been registered and licensed as indicated by the jurisdiction shown on the licence plate and accompanying vehicle licence.

“Canadian Agreement on Vehicle Registration” or **“CAVR”** is a full and free reciprocal agreement between all Canadian provinces (not territories) under which each province will accept the vehicle registration/licence as valid in a host province without requiring additional registration, fees or permits under specified circumstances for specified vehicles. Prior to 2001, CAVR also served as a prorata licence agreement.

“Charter bus”: Unless authorized for inter- and/or intra-provincial movement via pro-rate licensing or a reciprocity agreement such as CAVR, “charter bus” means a bus acquired by a group of persons for their exclusive use under a single contract, at a fixed charge in accordance with the carrier’s tariff, to travel together as a group to a specified destination or for a particular itinerary either agreed upon in advance or modified by the chartered group after having left the place of origin.

“Commercial vehicle” includes:

- a) a motor vehicle having permanently attached to it a truck or delivery body;
- b) an ambulance, casket wagon, fire apparatus, hearse, motor bus, tow car, road building machine, taxi and a tractor; and
- c) a combination of vehicles;
- d) other vehicles as specified by regulation of the Lieutenant Governor in Council.

(S.1 *Commercial Transport Act*)

“CVSE” means Commercial Vehicle Safety and Enforcement.

“Dual license” means a vehicle is licensed in two or more of the following jurisdictions at the same time: BC, Alaska, Yukon, Nunavut, and the Northwest Territories.

“Exceptional circumstances” means that if an Autoplan Broker is not available within 50 kms, or in the case of a bona fide emergency (fire, flood, explosion, derailment, etc.), CVSE will issue temporary operating permits to commercial vehicles only.

“Farm vehicle” means a vehicle that is registered in a member jurisdiction and is engaged in the transportation of the registrant’s own goods that are related to the operation of the registrant’s farm or fishing business.

“Financial Responsibility” or **“FR”** means vehicle insurance that includes third party liability coverage that meets BC minimum liability limits.

“Government vehicle” means a vehicle registered to the federal government or to a provincial, state, municipal or regional government.

“Host Jurisdiction” is the jurisdiction where a vehicle that has been properly licensed in its base jurisdiction may also operate in accordance with provisions of either CAVR or IRP.

“ICBC” means the Insurance Corporation of British Columbia.

1.1 DEFINITIONS

“Interjurisdictional movement” means, in respect to a commercial vehicle, one or more of the following:

- a) the delivery of goods or persons from a place outside BC to a place in BC;
- b) the picking up of goods or persons from a place in BC for delivery outside BC;
- c) the transportation of goods or persons through BC (S.6.01 Commercial Transport Regulations)

“International Registration Plan” or **“IRP”** means the prorated licence agreement between all Canadian Provinces and all US States (other than Alaska and Hawaii) that allows the base jurisdiction to collect licence fees and taxes and issue licensing credentials on behalf of a host jurisdiction.

“Intrajurisdictional movement” means, in respect to a commercial vehicle, travel within BC, including the picking up and delivery of goods or persons. (S.6.01 Commercial Transport Regulations)

“Licensed gross vehicle weight” means the gross weight for which a commercial motor vehicle is licensed. (S.1 *Commercial Transport Act*)

“MVA” means the *Motor Vehicle Act*.

“M” or **“m”** means metre.

“Non-Resident Commercial Vehicle Permit” or **“NRCVP”** is a Non-Resident Commercial Permit issued under authority of Commercial Transport Regulations Division 6 (Quarterly Permit) or *Commercial Transport Act*. (S.6(7) Single Trip Permit)

“Private bus” means a motor vehicle used to transport persons, when such transportation is not undertaken for compensation or gain.

“Recreational motor vehicle”, for the purpose of CAVR, means a motor vehicle with the ability to tow a semi-trailer and that is designed or redesigned to be used as a recreational vehicle.

“S” means section.

1.2 NON-RESIDENT COMMERCIAL VEHICLES

1.2.1 General

1.2.1.A. Licensing

The *Commercial Transport Act* requires all out-of-province commercial motor vehicles to be covered either under a reciprocity or prorata agreement or have some form of BC issued licence as a precondition of operation on a BC highway.

This differs from private passenger vehicle licensing and trailer licensing where licensing exemptions exist in the *Motor Vehicle Act* and *Commercial Transport Act*.

Mechanisms for out-of-province commercial motor vehicles to comply with BC commercial vehicle licensing laws include:

- Canadian Agreement on Vehicle Registration – CAVR
- International Registration Plan – IRP
- Non-Resident Commercial Vehicle Permits – NRCVP

1.2.1.B. Insurance

The *Motor Vehicle Act* requires that all out-of-province commercial vehicles operated on BC highways are insured to meet BC insurance requirements. There are two ways for operators of out-of-province commercial vehicles to demonstrate compliance with BC FR requirements:

- The vehicle owner or lessee's insurance company has filed a Financial Responsibility Certificate with ICBC or
- The operator purchases ICBC Basic insurance coverage sold in conjunction with a Non-Resident Commercial Permit.

1.2.1.C. Other Requirements

i) Motive Fuel User Permit or IFTA licensing

Out-of-province commercial vehicles may also be required to be licensed under IFTA or purchase Motive Fuel User Permits when they enter British Columbia. (refer to Chapter 2 – Motor Fuel Guidelines and Permits for more information).

ii) Oversize and/or Overweight Permits

In addition to licensing and/or insurance, a vehicle/load may require oversize and/or overweight permits if weights or dimensions exceed legal allowances. Please refer to subsequent chapters for more information on specific vehicles and/or loads.

iii) Import Duties

Vehicles registered/licensed outside of Canada that are entering BC for intra-provincial operations are subject to payment of Canada Customs and Revenue Agency import duties. For more information, please visit the Canada Border Services Agency website at: www.cbsa-asfc.gc.ca/menu-eng.html

1.2 NON-RESIDENT COMMERCIAL VEHICLES

1.2.2 Exemptions

1.2.2.A. Trailers and Semi-trailers

i) General

Operators of commercial trailers and semi-trailers (including a piggybacked truck tractor) with a valid out-of-province licence are exempt under Section 6(1) of the *Commercial Transport Act* from the requirement to obtain BC registration, non-resident permits, or licensing for the trailers or semi-trailers.

ii) Light Commercial Trailers and Trailers Used Non-Commercially

Owners of light commercial trailers (those under 1401 kg) and of trailers over 1401 kg that are used exclusively for non-commercial purposes and are of a body-style described as: house, boat, horse, snowmobile, automobile or motorcycle trailer, are exempt from licensing under section 21 of the *Motor Vehicle Act* provided they are properly licensed in their own jurisdiction. Section 21 MVA allows private passenger vehicles, light trailers under 1401 kg, and non-commercial trailers six (6) months of operation for touring and 30 days for non-touring in BC. The timeframes refer to continuous BC operation.

NOTE: To be considered non-commercial, the trailer cannot be used for business purposes or for any financial gain (other than potential prize money from a competition involving the item being carried). Refer to 1-3 Private Passenger Vehicles.

The weight of a commercial trailer is included in the GVW of the commercial power unit; however, the weight of a non-commercial trailer and its load is not required to be included in the licensed weight of a commercial power unit.

1.2.2.B. Banff and Yoho National Parks Sightseeing Bus and Automobile Reciprocity Agreement

Sightseeing buses and automobiles used for sightseeing operations in Banff and Yoho National Parks are exempt from BC registration and licensing (by BC Order-in-Council #2034 dated August 10, 1956.)

1.2.2.C. Farm Vehicles

CAVR provides full licensing reciprocity (without time, geographic, or licensed GVW [up to 63,500 kg] limitations) for all vehicles licensed as a farm vehicle in a Canadian province and used as farm vehicle.

- Farm vehicles of any weight from a Canadian province can travel both inter and intra-jurisdictionally in BC without time or geographic restrictions.
- There is no requirement to purchase a cab card from ICBC.
- Farm vehicles must be transporting the farmer's own goods that are related to the operations of the registrant's own farm.

The vehicle must be properly registered and licensed in the jurisdiction where the owner is ordinarily resident.

1.2 NON-RESIDENT COMMERCIAL VEHICLES

1.2.2.D. Peace River Farm Agreement (PRFA) – repealed

In 2008, amendments were made to CAVR to expand allowable farm vehicle operation that made redundant the 1960 Peace River Farm Agreement (PRFA). The PRFA was repealed on January 1, 2009 with no reduction in allowed farm vehicle operation in the Peace District.

1.2.3 Reciprocity Agreements – CAVR, Alberta, and Light Vehicles

CAVR Reciprocity Agreement

The Canadian Agreement on Vehicle Registration (CAVR) is an agreement intended to allow owners of qualifying vehicles to have full and free operations in any other CAVR member jurisdiction, as if the non-resident vehicle was operating in its own jurisdiction.

Members of the CAVR agreement include all the Canadian provinces. Canadian Territories are not members of the agreement. Prior to 2001, CAVR was also a prorated agreement; however, in 2001 all CAVR prorating provisions were replaced by the IRP agreement.

Qualifying vehicles that are properly licensed for use on a highway in a CAVR member jurisdiction are temporarily exempt from registering and licensing in other CAVR member jurisdictions for either inter-provincial operation or intra-provincial operation, or both.

A commercial motor vehicle operating under a permit issued by another Canadian province is considered to be properly licensed for the purposes of CAVR reciprocity, provided the permit allows such operation in BC and the operator adheres to any other terms of the permit.

“Power unit” under CAVR, this means a self-propelled motor vehicle having permanently attached thereto a truck, bus or delivery body and includes a truck tractor used for hauling purposes on a highway.

i) Qualifying Vehicles for CAVR Inter-jurisdictional Movement

The following vehicles, when properly licensed in another Canadian province, qualify under CAVR for inter-jurisdictional movement through BC:

- a 2-axle power unit, or 2-axle power unit and trailer combination having a licensed gross vehicle weight and/or weighing less than 11,794 kg, used or maintained for the transportation of property;
- a charter bus;
- a farm or fishing industry vehicle;
- a private bus;
- a recreational motor vehicle;
- a power unit that is registered as a government vehicle;

ii) CAVR Intra-jurisdictional Movement

BC has set some conditions under CAVR for intra-jurisdictional movement within BC. The vehicles listed below qualify under the CAVR licensing exemption for intra-jurisdictional movement within BC; explanations or applicable restrictions are also listed for each vehicle:

1.2 NON-RESIDENT COMMERCIAL VEHICLES

Vehicle Qualifying under CAVR for Intra-jurisdictional Movement in BC	Explanation or Restriction on Intra-jurisdictional Movement in BC
a) a two axle commercial vehicle with or without trailer (including a charter bus) having a registered weight of less than 11 794 kg	Reciprocity granted for temporary operation is limited to 90 days in a calendar year with these 90 days including any operation (inter or intra) of the vehicle in the Province of BC.
b) a farm or fishing industry vehicle displaying a farm or fishing vehicle license plate or vehicle licence	Reciprocity granted only when engaged in the transportation of the registrant's own goods that are related to the operation of the registrant's farm or fishing business. Vehicle must have valid and current farm vehicle licence.
c) a recreational motor vehicle	Reciprocity is granted for recreational vehicles (RV's) used exclusively for touring purposes for a maximum period of up to six (6) months from the date of last entry in to BC (30 days for non-commercial, non-touring operation).
d) a government vehicle (power unit that is registered to the federal government or to a provincial, municipal or regional government)	Reciprocity granted for temporary operation is limited to 90 days in a calendar year with these 90 days including any operation (inter or intra) of the vehicle in the Province of BC.

Example of Applying CAVR Time Limits: BC allows 2-axle commercial vehicles (with or without trailer) from a Canadian province with a licensed gross vehicle weight of less than 11,794 kg to travel both intra and inter-jurisdictionally for up to 90 days in a calendar year. After the 90 day provision is exhausted, vehicles are restricted to inter-jurisdictional operation under CAVR. Vehicles that will be operated intra-provincially beyond the 90 day permit must either prorate licence or purchase a NRCVP.

NOTE: Some Alberta based vehicle owners that could qualify for operation under CAVR may opt to prorate license out of Alberta to be able to apportion the BC licence fees. Those that prorate licence pay only for the proportion of fees for vehicle use in BC relative to Alberta (e.g., vehicle is used 80% of its distance in AB and 20% in BC, by prorating, they would only pay 20% of the normal BC annual licence fee). Those that choose to not prorate are subject to BC PST after five (5) days of business use in a 12 month period on 1/3 of the taxable value of the vehicle. A partial day is considered a full day for the purposes of PST. The PST rate applicable under the 1/3 formula is generally 7% and is payable a maximum of three (3) times after which the vehicle is considered tax paid as long as it is owned by the same owner. The form for remittance of this tax is available at http://www.sbr.gov.bc.ca/documents_library/forms/0402FILL.pdf. For more information, please contact CTBTaxQuestions@gov.bc.ca. Alberta based carriers should contact Alberta prorate to discuss their operations.

1.2 NON-RESIDENT COMMERCIAL VEHICLES

iii) Light Vehicle Reciprocity Policy

Light vehicles with a commercial body-style (e.g., pickup trucks) are allowed to temporarily operate in BC for non-commercial purposes under the same grace periods that apply to regular private passenger vehicles (e.g., four door sedans). This only applies to commercial vehicles licensed under 8,200 kg GVW, and with an operating weight of less than 8,200 kg GVW, and used as a private passenger vehicle exclusively for non-commercial purposes.

The grace periods are 30 days for non-touring and 6 months for touring purposes from the date the operator first began operating the vehicle in BC. Refer to 1-3 Private Passenger Vehicles for more information.

30 day Non-Touring Examples:

- Moving one's own household goods in a moving truck into or through BC.
- Any business, employment related (e.g. to and from work) or commercial activity

6 Month Touring Examples:

- Using a truck to attend various sporting events around BC as an athlete
- Using a pick-up truck and camper to tour around BC (as opposed to remaining in one location)

1.2.4 Prorate Agreement – IRP

1.2.4.A. Overview

The International Registration Plan (IRP) is a registration and licensing agreement among member jurisdictions to provide the means for vehicle owners to pay applicable registration and licensing fees solely to the jurisdiction in which they are registered and base plated. That "base" jurisdiction then apportions the fees collected to the host jurisdictions based on a formula that considers fleet distances that are traveled in each jurisdiction. The end result is that other jurisdictions collect and remit BC fees on our behalf.

1.2.4.B. Member Jurisdictions

Member jurisdictions include states of the United States (except Alaska and Hawaii), the District of Columbia and all provinces of Canada (not territories).

1.2.4.C. Licensing Exemption

Vehicles properly registered with IRP are exempt from the requirement to obtain BC registration and licensing.

1.2.4.D. License Plate(s)

i) IRP Jurisdiction

The vehicle will display a license plate containing the word "apportioned", "APP", or "PRP" and the name of the Base Jurisdiction.

ii) Non-IRP Base Jurisdiction

Vehicle owners from non-IRP jurisdictions (e.g., Alaska, Yukon Territory, North West Territories, Nunavut) may prorate license in a neighbouring IRP jurisdiction. In those circumstances, the vehicle may have both an IRP prorate plate (issued in BC, AB or WA) and a plate from their home jurisdiction. In those circumstances, BC will likely

1.2 NON-RESIDENT COMMERCIAL VEHICLES

be on the Cab card (see 1.2.4 (E) Documentation below for more information) to show payment for BC operations.

iii) Dual Plating

Vehicle owners that expect to travel between only two jurisdictions from non-IRP jurisdictions may dual plate (i.e., a commercial plate for Yukon, Alaska, Nunavut, or Northwest Territories and a commercial plate for BC).

1.2.4.E. Documentation

Confirmation that a vehicle is registered with IRP and therefore allowed to travel in BC is obtained from the "Cab Card".

A cab card is issued by the base jurisdiction and will indicate at what weight the vehicle is authorized to travel in each jurisdiction. Additional permits may be required. For more information, contact Commercial Transport.

An example of a BC issued cab card is provided at the end of this section in Figure 1. For further information about cab cards, contact your base jurisdiction's IRP office.

1.2.4.F. US Based Vehicles

US licensed vehicles (IRP and non-IRP vehicles) are limited in the type and duration of operations they may undertake in Canada without payment of applicable duties and taxes, and without demonstrating compliance with Transport Canada requirements. However, under IRP some vehicles (e.g., U-Haul) may have a US plate but be in compliance with federal customs and Transport Canada requirements and therefore, are not limited in the type of operations they may undertake in Canada.

1.2 NON-RESIDENT COMMERCIAL VEHICLES



Insurance Corporation
of British Columbia

Insurance (Motor Vehicle) Act
Motor Vehicle Act
Commercial Transport Act

DCID 012140948

REPRINT 12JAN2004

Plate no. : P12345
Decal no. : 01234567

Effective date 01AUG2004
Expiry date 31JAN2005

APPORTIONED REGISTRATION CAB CARD

ACCOUNT BC 00002 001
CARRIER TYPE HOUSEHOLD GOODS

REGISTRANT	VIN	1A2BCDEF3GH456789
ABC Trucking	REGISTRATION #	01234567
151 West Esplanade	YEAR	2000
North Vancouver, BC V7M3H9	MAKE	DIESEL
	FUEL	DIESEL
	GROSS WEIGHT	022882
	NET WEIGHT	17883
	COLOUR	RED
	EQUIP/UNIT #	056
	SEAT CAPACITY	BUS
	TYPE	3
	AXLES	

TAXABLE OWNER
JOHN DOE

THE VEHICLE DESCRIBED ABOVE HAS BEEN PROPORTIONALLY REGISTERED BETWEEN THE PROVINCE OF BRITISH COLUMBIA AND THE JURISDICTIONS AS SHOWN BELOW, AT THE WEIGHT OR NUMBER OF AXLES INDICATED.

AB 63500	AL QUAL	AR 80000	AZ 80000	BC 22682	CA 80000
CO QUAL	CT 105500	DC 80000	DE 80000	FL 80000	GA 80000
IA 106500	ID 106000	IL 80000	IN 80000	KS 85000	KY 80000
LA 88000	MA 106500	MB 62500	MD 80000	ME 90000	MI 160001
MN 81000	MO 80000	MS 80000	MT 106500	NB 62500	NC 80000
ND 105500	NE 94000	NF 62500	NH 80000	NJ 80000	NM 86400
NS 58500	NV 80000	NY 80000	OH 80000	OK 90000	ON 40000
OR 105500	PA 80000	PE 62500	QC 8	RI QUAL	SC 80000
SD 170000	SK 62500	TN QUAL	TX 80000	UT 80000	VA 80000
VT 80000	WA 105500	WI 80000	WV 80000	WY 117000	** *****
** *****	** *****	** *****	** *****	** *****	** *****

THIS CAB CARD IS ISSUED PURSUANT TO THE INTERNATIONAL REGISTRATION PLAN AGREEMENT.

CANADIAN WEIGHTS ARE IN KILOGRAMS; US WEIGHTS ARE IN POUNDS.

CAB CARDS THAT ARE COPIED, OR ALTERED, OR LIST JURISDICTIONS AFTER THE ROW OF ASTERISKS, ARE INVALID.

- THIS APPORTIONED CAB CARD:
- MUST BE CARRIED IN VEHICLE AT ALL TIMES
 - MUST BE SURRENDERED IF VEHICLE DELETED FROM FLEET
 - IS NOT VALID AS PROOF OF VEHICLE OWNERSHIP
 - IS NON-TRANSFERABLE.

CUSTOMER COPY

APV250L-2 (052002)

CUSTOMER

Figure 1 – sample of BC apportioned cab card

1.2.5 Non-Resident Commercial Vehicle Permits (NRCVP)

1.2.5.A. Overview

NRCVPs are issued for out-of-province commercial vehicles that are not registered with IRP, not covered by CAVR, or have exhausted the intra-provincial 90 day CAVR provision.

There are two portions to a NRCVP; licensing and insurance. In addition to showing the commercial vehicle licensing fee (if applicable), the NRCVP must either show an FR number that has been issued by ICBC, or show that an insurance premium has been paid for the issuance of the combined NRCVP and insurance certificate, or be subject to an exemption.

A commercial motor vehicle registered in Alaska, Yukon, Nunavut, or the Northwest Territories (jurisdictions that are not members of IRP or CAVR) must have a NRCVP to operate in BC unless the vehicle is dual licensed – see exemptions below.

1.2.5.B. NRCVP Permit Exemptions

The following vehicles listed below do not require Non-Resident Commercial Vehicle Permits.

- A light commercial vehicle (GVW 8,200 kg or less) operating for a non-commercial purpose, or
- dual licensed, which means being properly licensed in BC and Alaska, Yukon, Nunavut, or the Northwest Territories at the same time.
- Vehicles operating under an in-transit permit that are empty, covered by CAVR, and accompanied by a valid insurance slip. U.S. In-Transit permits are not granted this reciprocity.
- Motor homes with or without a trailer, operating with an in-transit permit, transporter plate, or dealer plate, from any CAVR jurisdiction; or motor homes with or without a trailer.

1.2.5.C. Fee Exemptions and Conditional Fees

i) Fee Exemptions

No fee is charged for a vehicle owned or leased and operated by:

- a) the government of Canada or any province or territory,
- b) the government of the United States of America,
- c) the government of any state or county in the United States of America,
- d) a municipality, or
- e) a school district outside of BC. (*S.9 Commercial Transport Act*)

1.2 NON-RESIDENT COMMERCIAL VEHICLES

ii) Conditional Fees

In accordance with Commercial Transport Fees Regulation Item 3(b), the NRCVP fee is based on the conditional licence fee of \$12 rather than the regular licence fee for commercial vehicles owned or leased exclusively by:

- a religious organization using the vehicle solely for religious purposes,
- a charitable organization in carrying out its work,
- a voluntary ambulance society or organization providing voluntary ambulance service (ambulance vehicles only),
- an Indian Band in carrying out public works,
- a volunteer rescue group using the vehicle exclusively for search and rescue programs;

Or for a commercial vehicle used exclusively:

- for fire protection purposes, or
- as a parade float.

1.2.5.D. Single Trip Permits

i) General

A single trip NRCVP authorizes the operator to use the commercial vehicle in BC for one journey into or through BC for the purpose stated in the permit. "One journey" is considered a trip to a destination in BC or through BC to a destination outside the province and back to a point outside the province.

ii) Duration

The maximum term for the Non-Resident Single Use Permit is 30 days. The permit may be issued for any term requested by the applicant up to the 30 day maximum. Once the vehicle leaves the province, the permit becomes void.

iii) Moving Truck/Van Requirements

There are quite a few furniture moving vans that are not owned by the company whose name appears on the truck/van. In order to alleviate this issue, the following procedure is followed when ordering and issuing single-trip Non-Resident Permits:

- a) VAN LINE TRUCK: Check the vehicle registration and issue permit in the name of the owner. Do not issue the permit in the name of the company whose name is painted on the sides of the van, i.e., ALLIED VAN LINES unless ALLIED VAN LINES is in fact the registered owner.
- b) RENTAL TRUCKS: Issue the NRCVP indicating both the registered owner and lessee including full address.
- c) GENERAL INTER-PROVINCIAL HAULERS: Issue NRCVP in the name of the company or individual in whose name the truck is licensed or registered.

1.2 NON-RESIDENT COMMERCIAL VEHICLES

iv) Limitations

The following are key points to remember for single trip permits:

- They are only valid for one single trip into or through the province and return.
- No pickup for delivery within the province allowed.
- An FR filing in the name of the vehicle owner or lessee must be verified or the operator must pay the insurance premium. (refer to 1.2.6 Insurance and Financial Responsibility (FR) Filing for more information)

There are no limits to the number of Single Use permits allowed to be issued in any year; however, non-resident quarterly permits can provide greater flexibility at a lower cost if multiple trips are made into BC.

v) Fees

The fee for each Single Use Permit is equal to 1/12 of the annual licence fee prescribed under S.6(7) *Commercial Transport Act* for a commercial vehicle of similar gross vehicle weight.

The applicable fees for NRCVPs are set out in Commercial Transport Fees Regulation (CTFR).

1.2.5.E. Quarterly Permits

i) General

A quarterly NRCVP, often called a Non-Resident Quarterly Permit, authorizes the operator to make multiple trips under one permit as opposed to a single trip permit. Depending on the number of trips planned into BC, the quarterly permit may be more cost effective to purchase.

A Non-Resident Quarterly Permit authorizes the operator to use the commercial vehicle in BC for:

- delivery of persons or goods from outside BC to a destination in the province;
- pickup of persons or goods in BC for delivery outside the province;
- both of the above; and / or
- transport of goods through BC (e.g., Alberta to Washington state);
- intra-provincial operations of a commercial vehicle carrying specialized equipment that is permanently attached or intrinsic to the purpose of the commercial vehicle; or,
- intra-provincial operation of any commercial vehicle with an operating GVW of 11,794 kg or less

ii) Duration

The maximum term for the Non-Resident Quarterly Permit is 90 days, depending on the day it is issued. The permit expires at midnight on the last day of each quarter (March 31, June 30, September 30, December 31).

1.2 NON-RESIDENT COMMERCIAL VEHICLES

iii) Limitations

A Non-Resident Quarterly Permit issued to a vehicle with a licensed GVW of 11,794 kg or more is limited to inter-jurisdictional operation in BC, unless specialized equipment, and is limited to the following:

- a) delivery of goods or persons from outside BC to a place in BC;
- b) pick up of goods or persons within BC to deliver outside BC; or, transportation of goods or persons through BC.

iv) Fees

The fee for the Non-Resident Quarterly Permit is equal to 1/4 of the annual licence fee prescribed under Division 6.03 Commercial Transport Regulations for a commercial vehicle of similar gross vehicle weight, rounded to the dollar (calculations ending in 50 cents or more are rounded up). Regulations do not provide for any prorating of the NRQP permit fees.

The applicable fees for NRCVPs are set out in Commercial Transport Fees Regulation (CTFR).

1.2.5.F. NRCVP Examples

The following examples illustrate the purposes for which a NRCVP is required.

- Out-of-province farm vehicles transporting goods other than the registrant's own farm goods.
- Out-of-province recreational vehicles with a truck/tractor configuration being used for a commercial or business purpose.
(REFER TO [Compliance Circular No. 14/12](#) December 19, 2012)
- Out-of-province commercial vehicles from a Canadian territory or US state (except those with a registered GVW of less than 8,200 kg when the vehicles is used only for personal use.)
- Commercial vehicles registered in another province that have done intra and inter-provincial operations in BC for over 90 days since January 1 of that same year.
- Commercial motor vehicles, properly licensed in a Canadian province, with a GVW over 11,794 kg or having three or more axles, except that an NRCVP is not required for farm or fishing industry vehicles, recreational motor vehicles, government vehicles and inter-provincial operations of private or charter buses.

1.2.5.G. Obtaining a Permit

i) Provincial Permit Centre (PPC)

Permits are available through calling the PPC at 1-800-559-9688. The core hours of service are from 6 a.m. to 10 p.m., seven (7) days a week and most statutory holidays. In the event the PPC is closed, the call will be directed to the overflow Inspection Stations (Pacific and Kamloops Eastbound).

ii) Online Permits

Single Trip Non-Resident Commercial Vehicle Permits are available to be purchased online. Refer to 3-3 Obtaining a Permit for more information.

1.2.6 Insurance and Financial Responsibility (FR) Filing

1.2.6.A. General

It is mandatory for vehicles operating on BC highways to meet BC insurance requirements, which include the following third party limits:

- commercial vehicles – \$1,000,000 third-party liability
- commercial vehicles engaged in transport of dangerous goods – \$2,000,000 third-party * liability
- taxis – \$1,000,000 third-party liability
- buses – \$1,000,000 third-party liability

To meet these requirements, owners or operators of out-of-province vehicles must:

- i) purchase ICBC basic insurance coverage (see 1.2.6 B ICBC Insurance below), OR
- ii) obtain an FR filing number from ICBC (see 1.2.6.C. Financial Responsibility Filing and 1.2.6.D. Financial Responsibility for leased vehicles below)

Refer to 1.2.7 Summary Chart for insurance requirements based on weight and vehicle type.

1.2.6.B. ICBC Insurance

ICBC basic compulsory insurance coverage may be purchased with a Non-Resident Commercial Vehicle Permit. See 1.2.5 Non-Resident Commercial Vehicle Permits.

1.2.6.C. Financial Responsibility Filing

A Financial Responsibility (FR) filing is a guarantee of insurance coverage, including public liability requirements, that meets BC requirements. The filing is provided on behalf of the carrier by an authorized insurer (insurance company).

The insurance company that has issued a third party liability policy for the motor vehicle in the name of carrier must file a Financial Responsibility Certificate (Form MV23) with ICBC. Form MV23 is shown in Figure 2.

Only insurance companies authorized to transact automobile insurance in BC or those that have a Power of Attorney and Undertaking filed with the Canadian Council of Insurance Regulators may file a Financial Responsibility Certificate.

Upon the receipt of the completed MV23 from the insurer and payment of a \$30.00 filing fee from the carrier, ICBC will notify the insurer that the filing has been approved and provide the insurer with an FR filing number for the carrier.

The FR filing process can take several days.

An FR filing can be verified electronically by the business name of the vehicle owner or lessee (the carrier that filed FR with ICBC). The FR filing, so verified will exempt the operator from having to purchase insurance coverage with an NRCVP when entering BC. If a NRCVP is being issued without insurance, the FR filing number is recorded on the NRCVP.

For further information on Financial Responsibility, or to obtain an application form (MV23) to provide to your insurance underwriter, please contact ICBC's Prorate Licensing and Financial Responsibility Department directly at 1-800-661-1866 or Fax at 604-443-4451.

1.2 NON-RESIDENT COMMERCIAL VEHICLES

1.2.6.D. Financial Responsibility for Owner-operators

An owner-operator is a person, firm or corporation leasing a commercial motor vehicle with driver to a motor carrier. When operating under a lease agreement with a carrier, an owner-operator may provide the carrier's FR filing number as proof of financial responsibility.

The MV23 Certificate covers all vehicles owned and operated and/or leased and operated in the name of the insured.

When an owner-operator provides the FR filing number of the carrier they are leased on to; they must also provide documentation to verify that the vehicle is leased to the carrier. The following documents may be accepted:

- Cab Card identifying the vehicle owner and the carrier
- State-issued document that identifies the vehicle owner and the carrier; for example, the Oregon Weight Receipt and Tax Identifier
- Lease Agreement or Statement of Lease between the carrier and the vehicle owner

Specific questions about owner-operator verification of lease for FR purposes may be directed to ICBC Prorate Licensing and Financial Responsibility Department.

1.2 NON-RESIDENT COMMERCIAL VEHICLES



BRITISH COLUMBIA FINANCIAL RESPONSIBILITY CERTIFICATE
(SECTION 106, MOTOR VEHICLE ACT)

This certificate, issued by: _____
(NAME OF INSURER, INSURANCE COMPANY ONLY, NOT AGENT)

_____ (ADDRESS OF INSURANCE COMPANY)

is evidence that vehicle insurance that provides third party liability insurance coverage has been issued to:

_____ (NAME OF INSURED)

_____ (COMPLETE ADDRESS OF INSURED)

_____ (INSURED FAX NUMBER)

_____ (INSURED EMAIL ADDRESS)

- a common carrier of goods or passengers
- military personnel — in-training
- a full-time student enrolled and attending a recognized educational institution

in the amount prescribed by the Insurance (Vehicle) Act of British Columbia covering all vehicles owned and operated **and/or** leased and operated in the name of the insured which are registered and base-plated in:

- (1) All Canadian jurisdictions, or
- (2) All U.S. jurisdictions, or
- (3) All Canadian and U.S. jurisdictions, or
- (4) Specific jurisdictions: _____

under Policy No. _____, and that the insurance is in full force and effect and will not be cancelled or terminated by expiry or otherwise, except upon 10 days notice in writing to the Insurance Corporation of British Columbia, PO Box 7500, Stn Terminal, Vancouver, BC V6B 5R9.

Certificate dated this _____ of _____, at _____
DAY MONTH YEAR

Please remit \$30 Filing Fee with this form

SIGNATURE OF PERSON AUTHORIZED BY INSURER
(Must match specimen signature on our file. Stamped signatures not accepted.)

(Please print name clearly)

TELEPHONE NUMBER

FAX NUMBER

EMAIL ADDRESS

1.2 NON-RESIDENT COMMERCIAL VEHICLES

1.2.7 Summary Table

	Vehicle Type	CAVR		IRP		NRQP		NR Single Trip		Other Exemptions	FR	Comments
		Intra	Inter	Intra	Inter	Intra	Inter	Intra	Inter			
i	2 axle < 8,200 kg private passenger vehicle of a commercial body style (e.g. pickup truck, truck tractor, delivery van, bus) exclusively for non-commercial use											
	• CDN Province	n/a		n/a		Not required		Not required		Exempted. Allowed 6 months touring/ 30 days non-touring	Insurance card **	
	• CDN Territory										Insurance card **	
	• USA										Insurance card **	
ii	2 axle < 11,794 kg											
	• CDN Province	✓ up to 90 days BC ops	✓	✓	✓	✓ after CAVR 90 day period	Not req.	✓ after CAVR 90 day period	Not req.	FR# or purchase ICBC Insurance	CAVR limits intra to 90 days in a calendar year. Ninety (90) days includes both intra/inter operations.	
	• CDN Territory	n/a	n/a	n/a	n/a	✓	✓	✓	✓			May dual plate
	• USA	n/a	n/a	✓*	✓	✘*	✓	✘*	✓			AK may dual plate
iii	3 axle or > 11,794 kg (see also the rows below if farm plated, government owned, bus or recreational)											
	• CDN Province	n/a	n/a	✓	✓	✘	✓	✘	✓	FR# or purchase ICBC Insurance		
	• CDN Territory	n/a	n/a	n/a	n/a	✘	✓	✘	✓			
	• USA	n/a	n/a	✓*	✓	✘*	✓	✘*	✓			
iv	Farm plated (all weights) used to carry farmer's own goods											
	• CDN Province	✓	✓	✘	✓	Not req.	Not req.	Not req.	Not req.	FR# or purchase ICBC Insurance		
	• CDN Territory	n/a	n/a	n/a	n/a	✓ < 11,794kg	✓	✘	✓			
	• USA	n/a	n/a	n/a	n/a	✘*	✓	✘*	✓			
v	Government owned (all weights)											
	• CDN Province	✓	✓	✓	✓	Not req.	Not req.	Not req.	Not req.	Canadian Gov't & Fed. Crown Corps; Insurance card **, all others FR#		
	• CDN Territory	n/a	n/a	n/a	n/a	✓	✓	✓	✓			
	• USA	n/a	n/a	✓*	✓	✘*	✓	✘*	✓		Insurance card; municipality or country required FR or purchase ICBC insurance	

1.2 NON-RESIDENT COMMERCIAL VEHICLES

	Vehicle Type	CAVR		IRP		NRQP		NR Single Trip		Other Exemptions	FR	Comments	
		Intra	Inter	Intra	Inter	Intra	Inter	Intra	Inter				
vi	Charter/Private Bus (3 axle or > 11,794 kg)												
	• CDN Province	x	✓	✓	✓	x	Not req.	x	Not req.	Sightseeing bus allowed from AB in Yoho National Park	FR# or purchase ICBC insurance	Busses transporting passengers require a BC Passenger Transportation License or EPTOP, see Section 1.6 for further information.	
	• CDN Territory	n/a	n/a	n/a	n/a	✓ <11,794	✓	x	✓		FR# or purchase ICBC insurance		
	• USA	n/a	n/a	✓*	✓	x*	✓	x	✓		FR# or purchase ICBC insurance		
vii	Vehicles with Specialized Equipment (Fixed load vehicles)												
	• CDN Province	Same as rows ii – v		✓	✓	✓	✓	✓	✓		FR# or purchase ICBC Insurance		
	• CDN Territory	n/a		n/a	n/a	✓	✓	✓	✓				
	• USA	n/a		✓*	✓	x*	✓	x*	✓				
viii	Industrial (X-Plate type) – may not carry a load												
	• CDN Province	Same as rows ii – v		x	x	x	✓	x	✓		FR# or purchase ICBC Insurance	Some cranes and other specialized equipment may carry regular or IRP plates.	
	• CDN Territory	n/a		n/a	n/a	✓	✓	✓	✓				
	• USA	n/a		x	x	x*	✓	x*	✓				
ix	RV Truck/tractor style (Commercial)												
	• CDN Province	Same as rows ii – v		✓	✓	✓ if <11,794 kg	✓	x	✓		FR# or purchase ICBC Insurance		
	• CDN Territory	n/a		n/a	n/a	✓ if <11,794 kg	✓	x	✓				
	• USA	n/a		✓x	✓	x*	✓	x*	✓				
x	RV Truck/tractor style (Touring)												
	• CDN Province	✓	✓	x	x	✓	✓	✓	✓	< 8,200 kg exempted. Allowed 6 months touring/30 days non-touring	FR# or purchase ICBC Insurance		
	• CDN Territory	n/a		n/a		✓	✓	✓	✓				
	• USA	n/a		x	x	n/a	Y	n/a	✓				
xi	Trailer (Commercial ≥ 1,401 kg)												
	• CDN Province	n/a		n/a		Not required		Not required		Exempt (s. 6 CTA)		Insurance card**	
	• CDN Territory											Insurance card**	
	• USA											Insurance card**	

1.2 NON-RESIDENT COMMERCIAL VEHICLES

	Vehicle Type	CAVR		IRP		NRQP		NR Single Trip		Other Exemptions	FR	Comments
		Intra	Inter	Intra	Inter	Intra	Inter	Intra	Inter			
xii	Trailer (all < 1,400 kg and those non-commercial > 1,401 kg with body style auto, boat, horse, house, motorcycle snowmobile)											
	• CDN Province	n/a	n/a	Not required	Not required	Exempt (s. 21 MVA) 6 months touring/30 days non-touring		Insurance card**				
	• CDN Territory											
	• USA											
xiii	Automobiles, Sport Utility Vehicles, Motorbikes, RVs (not truck tractor style) and other passenger plated vehicles											
	• CDN Province	n/a	n/a	Not required	Not required	Exempt (s. 21 MVA) 6 months touring/30 days non-touring.		Insurance card**				
	• CDN Territory											
	• USA											

Legend

- ✓ = an acceptable licensing option, when two or more fields are checked then any are acceptable. ✗ = not allowed. n/a = not applicable
- * US licensed vehicles are restricted from intra-provincial operations: US drivers are not allowed under federal immigration law to work in Canada; CDN drivers are not allowed unless the vehicle has been properly imported into B.C to meet Transport Canada requirements and all duties and taxes have been paid.
- ** Insurance card – card issued by insurance company as proof of insurance, also known as the “pink card” in Canada, US insurers issue yellow cards.

Table notes: All weights are based on the licensed GVW from the base jurisdiction or actual GVW, whichever is higher. All vehicles must have some form of current licence and insurance. Vehicles prorated under IRP will have their BC licensed GVW indicated on their cab card, and a licence plate with the words Apportioned, Prorate, or PRP on the plate or the validation decal.

Dealer/Transporter/Floater plates as well as vehicles on temporary permits are treated the same as any other licensed vehicle based on the rules above (except farm/fishing vehicles which must display farm plates).

1.2 NON-RESIDENT COMMERCIAL VEHICLES

All vehicles are subject to B.C.'s PST as licence exemptions do not provide tax exemption. Those under IRP will pay tax with licence (which is why some AB carriers prorate even though CAVR provides licence exemption); all other must contact BC Consumer Tax Department.

Definitions:

"interjurisdictional movement (INTER)" means, in respect to a commercial vehicle, one or more of the following:

- a) the delivery of goods or persons from a place outside British Columbia to a place in British Columbia;
- b) the picking up of goods or persons from a place in British Columbia for delivery outside British Columbia;
- c) the transportation of goods or persons through British Columbia;

"intra-jurisdictional movement (INTRA)" means, in respect to a commercial vehicle, travel within British Columbia, including the picking up and delivery of goods or persons

1.3 PRIVATE PASSENGER VEHICLES

Commercial vehicles from another jurisdiction that enter BC are treated differently than regular private passenger vehicles (e.g., sport utility vehicles, cars and minivans.)

Regular private passenger vehicles may operate within BC for up to 30 days, or six (6) months for touring purposes. Post-secondary students at recognized educational institutions and military personnel in BC, for training may apply to ICBC for a permit to operate their vehicles beyond the 30-day licensing exemption period. (see S.21 *Motor Vehicle Act*). These requests should be made to the ICBC prorate office.

By long-standing policy, pickup trucks and other commercial motor vehicles being operated as private passenger vehicles with a licensed GVW of 8,200 kg or less also may operate in BC in a manner consistent with the provisions of S.21 of the *Motor Vehicle Act* provided the vehicle is not used in any form of commercial enterprise. Operating as a private passenger vehicle includes general transportation or other personal purposes.

1.4 HIGHWAY CROSSING PERMITS AND OWNER'S CERTIFICATES OF INSURANCE

1.4.1 General

Commercial vehicles that operate on industrial roads are often not licensed under the *Commercial Transport Act*. A highway crossing permit and owner's certificate of insurance (if applicable) authorizes a commercial vehicle to cross a highway and is issued under the authority of S.8(b) of the *Commercial Transport Act* outlined below.

Overload, crossing and oversize permits

S.8 The minister, or a person appointed by the minister, may, in accordance with the regulations and on application accompanied by the prescribed fee, issue...

- b) a crossing permit for the operation across a highway only of a commercial vehicle or commercial vehicles...

There are two parts to a complete Highway Crossing Permit; the oversize and/or overweight portion and the insurance portion (Owner's Certificate of Insurance). In some circumstances, the insurance portion is not required (see 1.4.4).

1.4.2 Approvals

1.4.2.A Process and Authorities

The authority to approve highway crossings is shared between the Ministry of Transportation and Infrastructure and municipalities.

This responsibility is outlined in S.7.02(3) of the Commercial Transport Regulations:

S.7.02(3) The minister or a person authorized by him may, by a general authority or by a written permit, authorize the crossing by a commercial vehicle of

- a) a highway in unorganized territory or an arterial highway in a municipality, or
 - b) if an officer of the municipality has given written approval to an application for crossing, a highway, other than an arterial highway, in the municipality, and the fee must be in accordance with the Commercial Transport Fees Regulation.
- i) If the application for a crossing is across a highway in an unorganized territory or an arterial highway within a municipality, the District Manager from that area's local Highways office is responsible for approving the crossing.
 - ii) If the application for a crossing is across a highway, other than an arterial highway, in a municipality, an officer for that municipality is responsible for approving the crossing.

Once approval for a highway crossing is granted, the applicant may contact the PPC with a copy of that approval in order for the PPC to issue the Highway Crossing Permit.

1.4.2.B Development Approvals

If a new access to the highway is the location for which you are requesting a Highway Crossing Permit, please obtain approval for the highway access through the District Approvals Technician in that district prior to applying for the Highway Crossing Permit.

1.4 HIGHWAY CROSSING PERMITS AND OWNERS' CERTIFICATES OF INSURANCE

Similarly, prior to commencing necessary repairs to a Highway Crossing where you have been previously permitted, you must first obtain approval from the District Approvals Technician.

1.4.3 Restrictions

Highway Crossing Permits and the associated insurance are to be used ONLY to cross at designated crossings—they cannot be used to travel along a highway.

Highway Crossing Permits may be withdrawn in whole or part by any official or employee of the Ministry, or by a Peace Officer, whenever he considers that the operation is offering an undue traffic hazard to vehicles and persons using the highway, or that unforeseen damage is being done to the highway/road, its structure and appurtenances.

1.4.3.A Restrictions Affecting Highways under Provincial Authority

i) Traffic Hazards

All crossings shall be in accordance with the standards laid out in the MoTI "Traffic Control Manual for Work on Roadways". Traffic control or protection is the responsibility of the permit holder. Where traffic control is required, it must be done by a Traffic Control Person who holds a valid certification from Worksafe BC.

Any crossings with sight distances of less than 200 m in either direction will require a Traffic Control Management Plan to be approved by the CVSE District Office. A copy of this Traffic Control Management Plan will be attached and form part of the Highway Crossing Permit.

ii) Maintenance of Road Condition

The permit holder is responsible for any damages to the Highway Right of Way, including the untravelled portions (eg. shoulders, verge) resulting from the permitted work.

Any damage to the roadway by this operation is the responsibility of, and must be repaired by, the permit holder. When evidence of neglect or abuse of the highway or road is noted, the permit may be rescinded at anytime.

iii) Seasonal Load Restrictions

Highway Crossing Permits are not automatically void during Seasonal Load Restrictions. Where seasonal restrictions do apply to these permits, the BC Highways website will say in the information for a specific area or route that Highway Crossing Permits are affected.

See: <http://www.th.gov.bc.ca/BCHighways/loadrestrictions/loadrestrictions.htm>

1.4.4 Insurance

To obtain a Highway Crossing Permit, valid insurance must be in effect.

If the applicant does not have valid insurance, then an Owner's Certificate of Insurance for Highway Crossing Permit is also issued as a separate document with the same Permit number on it as in the Highway Crossing Permit. A sample of this document is shown in Figure 3.

1.4 HIGHWAY CROSSING PERMITS AND OWNERS' CERTIFICATES OF INSURANCE

Highway Crossing Permits are **not valid unless accompanied with a valid certificate of insurance.**

If the applicant has valid insurance, then only the Highway Crossing Permit is issued.

ICBC Insurance Corporation of British Columbia
(Hereinafter called the Corporation)

Owner's Certificate of Insurance for Highway Crossing Permit No: _____

MAKE OF VEHICLE: _____ VIN (SERIAL) NUMBER OR UNIT NUMBER: _____ ICBC FLEET IDENTITY NUMBER: _____

OWNER'S NAME: _____

OWNER'S ADDRESS: _____

VOID

INDICATE "X"	TYPE OF INSURANCE COVERAGE	PREMIUM
	Basic	
	Optional up to \$5,000	
	TOTAL PREMIUM	

1. Premiums shown are minimum and retained. Insurance under this owner's Certificate of Insurance, hereby applied for, is excess and any other valid and subsisting insurance in all cases applicable to the vehicle described above and any trailer(s) attached thereto shall be primary.

2. In this certificate, "Optional Policy" means the ICBC Auto/Trailer Optional Policy, a copy of which the insured acknowledges receiving with this certificate. This certificate is comprised of this form and Divisions 2, 3, and 4 of the Optional Policy.

3. Except as otherwise provided in this certificate, all terms, including definitions, of the Insurance (Vehicle) Act and Regulation apply to this certificate.

4. By signing this application, the insured acknowledges all the terms and conditions contained herein and, if applicable, in the Optional Policy, and declares that the foregoing particulars are true.

This certificate shall not be binding until signed and validated by an agent or other authorized representative of the Corporation.

5. Under section 75 of the Insurance (Vehicle) Act, your claim is invalid if at any time you fail to provide complete and accurate information, violate a term or condition of your policy or commit fraud. This is a summary. For full information, see section 75 of the Insurance (Vehicle) Act.

NOT VALID UNLESS STAMPED BY AUTHORIZED ISSUING OFFICE

SIGNATURE OF OWNER OR APPLICANT: _____ SIGNATURE OF AUTHORIZED REPRESENTATIVE: _____ TIME OF VALIDATION: _____

MV1805 / APV37 (12/2008)

Figure 3 - Sample of Owner's Certificate of Insurance for Highway Crossing Permit (Form MV1805/APV37)

1.4.5 Issuance

- i) All Highway Crossing Permits are issued through CVSE and can be requested by calling the PPC toll-free permit line 1-800-559-9688. Once the permit is issued, it is sent to the client via fax or email.
- ii) Highway Crossing Permits can be issued for any commercial vehicle.
- iii) A Highway Crossing Permit is for legal highway crossings only. To establish a legal highway crossing, the minister must have provided prior written authorization for the construction of the junction, (see Section 5, *Industrial Roads Act*). Application for a legal highway crossing junction can be made to the local Highways Office, or in the case of a municipal road, to the designated officer of the municipality. See 1.4.2 – Approvals.

1.4 HIGHWAY CROSSING PERMITS AND OWNERS' CERTIFICATES OF INSURANCE

- iv) A Highway Crossing Permit may be issued for a specific crossing or may include all established and approved crossings in an area or section of provincial highway: i.e., "all established and approved crossings in Quesnel Highways Districts" or "all established and approved crossings on Highway No. 19 between Courtenay and Port Hardy."
- v) Applicants are reminded that these permits are only valid for crossing by a commercial vehicle:
 - a) on a highway in an unorganized territory or an arterial highway in a municipality, or
 - b) where the designated officer of a municipality has given written approval to the application for the crossing of highway other than an arterial highway, in a municipality.
- vi) Highway Crossing Permits are vehicle specific. A new or amended permit must be obtained when vehicles are replaced.
- vii) Highway Crossing Permits expire on December 31 of the calendar year in which they are issued.

1.4.6 Fees

The fee for the oversize and/or overweight portion of a Highway Crossing Permit is \$30.00 for the year. There is no prorating of fees. For example, a Highway Crossing Permit purchased December 31 is still \$30.00.

The fee for the insurance portion, or Owner's Certificate of Insurance, is outlined in the chart below.

Highway Crossing Certificate of Insurance (APV37)	
Coverage	Premiums
Basic Insurance: \$1,000,000 Inclusive Third party Liability, Accident Benefits and Underinsured	\$117
Optional Extension Insurance: \$5,000,000 Inclusive Third Party Liability and Accident Benefits	\$23 Additional Premium
Fees and premiums for the Highway Crossing Permit are minimum and retained (non-refundable).	

1.4.7 Exception—unlicensed commercial vehicles that may be operated across a highway with no Highway Crossing Permit

Industrial utility vehicles (IUVs) are motor vehicles that are not designed to conform to *Motor Vehicle Safety Act* (Canada) standards for vehicles used on highways and are used exclusively for work, including industrial, maintenance or landscaping purposes. These include commercial vehicles like backhoes, loaders and other heavy industrial machinery that is eligible for an X plate or may be operated unlicensed across highways with a highway crossing permit.

When IUVs, and trailers towed by them, are operated across a highway that intersects a worksite (i.e. from one part of a worksite to another part of the same worksite where the vehicle is being used to perform work), they are exempt from vehicle licensing and ICBC insurance, and do not require a highway crossing permit unless the vehicle is overweight or over dimension.

IUVs operating under the exemption must have third party liability insurance from an insurer other than ICBC in the following amounts:

Amount of coverage	IUV	Trailer
\$200,000	under 5,001 kg GVW	under 1,401 kg GVW
\$1,000,000	over 5,000 kg GVW	over 1,400 kg GVW
\$2,000,000	over 5,000 kg GVW transporting dangerous goods	over 1,400 kg GVW transporting dangerous goods

1.5 TEMPORARY OPERATION PERMIT (TOP)

1.5.1 General

A commercial vehicle that is not properly registered and licensed in a jurisdiction (e.g., licence has expired) may be operated in BC under a TOP. The TOP may be issued by any ICBC AutoPlan broker or in exceptional circumstances by calling the PPC at 1-800-559-9688.

“Exceptional circumstances” means that if an AutoPlan Broker is not available within 50 kms, or in the case of a bona fide emergency (fire, flood, explosion, derailment, etc), CVSE will issue temporary operating permits to commercial vehicles only.

1.5.2 Requirements

- TOPs should not be issued to non-resident vehicles that are registered or licensed in another jurisdiction (NRCVP are issued for this purpose.)
- TOPs are normally issued to BC residents by ICBC AutoPlan brokers as a temporary alternative to regular licensing and insurance
- Vehicles must be physically in BC in order to obtain a TOP

NOTE: BC residents are limited to a “TOP for Inspection Purposes” on any vehicle imported to BC until any required provincial inspections and federal inspections (if imported from the U.S.) are passed and applicable duties / sales taxes have been paid.

1.5.3 Laden vs. Unladen

For the purposes of issuing TOP's to commercial vehicles, “laden” and “unladen” are defined below:

- an unladen commercial vehicle is one that is able to carry items in it or on it, but is not being used to carry items while the TOP is in force

Personal effects, such as clothes, suitcases, bikes or camping equipment are not considered to be a load except when the TOP was specifically purchased to carry these items. This applies to personal effects carried in the back of the vehicle or in the cab of the vehicle.

- a laden commercial vehicle is one which carries in it or on it items that are not permanently attached to the vehicle (excluding a camper or personal effects), and is specifically being used for the purposes of carrying certain items

Any items carried in the back of the vehicle (behind the driver and passenger seating area) other than a camper or personal effects are considered to be a load, if the TOP was purchased specifically to carry these items.

1.5 TEMPORARY OPERATING PERMIT (TOP)

What about towing?

If a TOP is required for a commercial vehicle that can be used for towing, it is considered:

- unladen if it is not towing anything, and it is empty (no materials, items, supplies on board)
- laden if it is towing anything, or carrying a load of some type (On truck-tractor/semi-trailer combinations, the truck tractor is considered to be laden when the trailer is empty)

1.5.4 Refusal to Issue

When a Notice and Order (Box 1 or 2) has been issued to a vehicle, the following procedures apply.

1.5.4.A. Notice and Order (Number 1)

A one-day TOP for inspection or repair under S.14.04 of the *Motor Vehicle Act* Regulations WILL NOT BE ISSUED. The vehicle must be towed or transported by a tow truck, tow car or wrecker, or tilt deck truck to the inspection facility.

1.5.4.B. Notice and Order (Number 2)

If the Notice and Order (Number 2) is more than 30 days old, the vehicle must be towed or transported by a tow truck, tow car or wrecker, or tilt deck truck. A one-day TOP for inspection or repair under S.14.04 of the *Motor Vehicle Act* Regulations WILL NOT BE ISSUED. A manual TOP can be issued if the company provides proof that the Notice and Order has been reversed.

1.6 EXTRA-PROVINCIAL TEMPORARY OPERATING PERMITS (EPTOP) FOR COMMERCIAL VEHICLES TRANSPORTING PASSENGERS

1.6.1 General

If you do not hold a British Columbia Passenger Transportation Licence, you can apply for a seven (7) day extra-provincial temporary operating permit (i.e., only for trips originating outside of BC) pursuant to Section 36(3)(a)(i) of the *Passenger Transportation Act* and Section 20(2) of the *Passenger Transportation Act Regulations*.

No other temporary operating permits are available.

If the trips are frequent and/or over seven (7) days in duration, the carrier should be seeking annual licensing. Information on applying for a British Columbia Passenger Transportation Licence can be obtained from the Application section of the Passenger Transportation Branch website at: www.th.gov.bc.ca/rpt/

1.6.2 Requirements

The issuance of a temporary operating permit for an extra-provincial undertaking is only permissible to unlicensed carriers.

For carriers not licensed under the *British Columbia Passenger Transportation Act*, the maximum period for which an extra-provincial temporary operating permit may be issued is seven (7) consecutive days (reference Part 5 Section 20(2) of the *Passenger Transportation Act Regulations*).

NOTE: The restrictive conditions of this permit specify that it can only be used when the licensee or permittee is engaged in the extra-provincial transportation of passengers into BC provided that the same carrier transports the same group of passengers out of BC on the same trip; the pick-up of passenger in BC is not permitted. However, the drop off of passengers is allowable.

1.6.3 Prohibition

The issuance of “back to back” extra-provincial temporary operating permits on the same trip (i.e., carrier requires a 14 day permit to complete the trip) is not permitted. Carriers requesting a permit for over seven (7) days are required to contact the Passenger Transportation Branch.

1.6.4 Additional Requirements

In addition to an Extra-Provincial Temporary Operating Permit, a commercial vehicle transporting passengers into BC may also require the following:

- A Non-Resident Permit (unless prorated – see 1.2.4 Prorate Agreement – IRP for more information)
- A Motive Fuel User Permit (unless registered with IFTA – see Chapter 2 for more information)

1.6.5 Issuance

Extra-Provincial Temporary Operating Permits (up to 7 days), Non-Resident Permits, and Motive Fuel User Permits can be obtained through calling the PPC at 1-800-559-9688.

1.7 MISCELLANEOUS VEHICLE LICENSING

1.7.1 Driveaway-Towaway Operation

1.7.1.A. Definitions

“Driveaway-towaway operation” means the transportation of one or more truck chassis by another truck chassis if 2 or more wheels of the towed vehicle or vehicles are in contact with the roadway during transportation (*S.1 Motor Vehicle Act*)

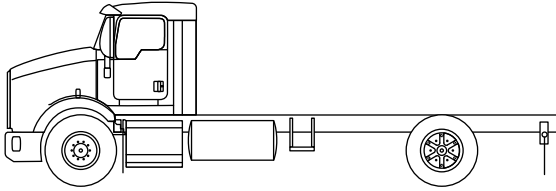
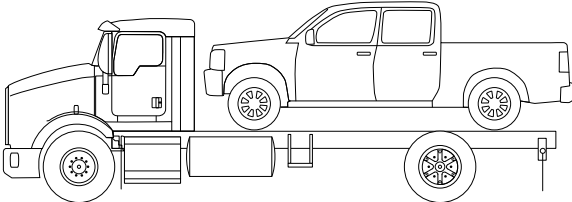
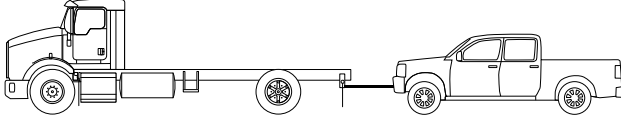
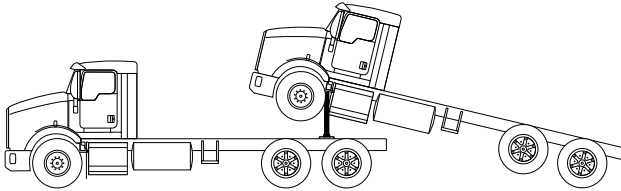

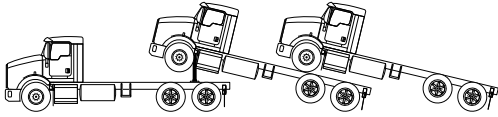
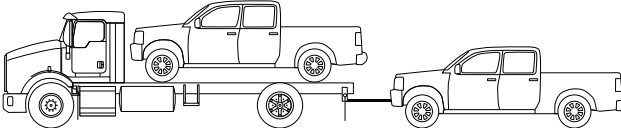
“Purposes relating to the business” which includes personal use of a vehicle of the holder of the demonstration licence by him or her, his or her vehicle salespersons and members of his or her or their households, but does not include use of a vehicle for a commercial purpose not directly related to the sale of the vehicle.

1.7.1.B. Licensing

- i) Each vehicle in a vehicle combination that has any wheels in contact with the highway must have a license or permit.
- ii) In cases where the towing vehicle is fully licensed under the *Commercial Transport Act*, or from another jurisdiction operating under a non-resident commercial permit (NRCP), it must be licensed to at least 150% of its net weight.
- iii) Driveaway-towaway operations involve one or more of the vehicles being licensed with a transporter’s plate, manufacturer’s plate, demonstration plate, NRCVP or a Temporary Operation Permit (TOP).
- iv) No licensed weight is associated with a transporter, manufacturer or dealer plate.
- v) Transporter plates are used by carriers who regularly transport vehicles which are not otherwise licensed and are not the property of the transporter plate holder. Reference S.41 of the *Motor Vehicle Act*.
- vi) Manufacturer plates are used by manufacturers to deliver vehicles to a customer, to another place of the manufacturer’s business, or for a road test. Reference S.42 of the *Motor Vehicle Act*.
- vii) Demonstration plates (S.38 of the *Motor Vehicle Act*) may be used provided the dealer has provided their written consent for the operation of the vehicle per MVA’s s 45 and operation is related to the sale of the vehicle or operation is for purposes relating to the business.
- viii) If transporter, manufacturer or demonstration plates are used, one plate must be displayed on any vehicle which is in direct contact with the road surface.
- ix) NRCP procedures are set out in S.1.2.5 Non-Resident Commercial Vehicle Permits (NRCVP)
- x) TOP requirements for various types of loads are set out in Table One (located on the next page).
- xi) On truck-tractor/semi-trailer combinations the truck tractor, for TOP purposes, is considered to be laden when the trailer is empty.

1.7 MISCELLANEOUS VEHICLE LICENSING

Standard Configurations – Table One

Units/ Configuration	Example	T.O.P and G.V.W.
1. Single Unit		T.O.P. at equipped weight of truck (no 150% minimum).
2. 2-Way Full		Laden T.O.P. with GVW of truck (a) and truck (b).
3. 2-Way Tow Bar		Laden T.O.P. on truck (a) @GVW of truck (a) + (b) and TRAILER T.O.P. on (b).
4. 2-Way Saddle Mount		Laden T.O.P. on (a) @ GVW of (a) + (b) and Trailer T.O.P. on (b).
5. 4-Way Triple Saddle Mount		Laden T.O.P. @ GVW of all 4 on truck (a) and 3 TRAILER T.O.P.s
6. 3-Way Full Saddle Mount		Laden T.O.P. @ GVW of all 3 trucks on truck (a) and 2 trailer T.O.P.s
7. 3-Way Tow Bar		Laden T.O.P. @ GVW of trucks (a) + (b) + (c) and TRAILER T.O.P. for truck (c).

1.7 MISCELLANEOUS VEHICLE LICENSING

1.7.1.C. Standard Configurations

The vehicle or vehicle combination depicted in Table One in 1.7.1.B. may be temporarily operated under a Manufacturer's licence, Transporter's licence, Demonstration licence, NRCVP or a TOP subject to compliance with the applicable statute.

NOTES (Table One):

- a) *In example #1, the actual weight of the vehicle is used for TOP issuance, not 150% of its net vehicle weight. The GVW is defined in MVAR Division 1 to be the net vehicle weight of the vehicle plus its load. There is no load in example 1, therefore in this case the NVW = GVW for a TOP issued under MVAR Division 14.*
- b) *In example #2, the actual weight of the vehicle plus the vehicle it carries as a load is used as the GVW, not 150% of NVW. In this case the TOP is restricted to a single-load one-way operation if the GVW exceeds 5000 kg, per MVAR Division 14.01(6).*
- c) *In example #3 which is similar to full trailer operation, the actual gross weight of the towing vehicle and towed vehicle is used for determining the GVW on the towing vehicle's TOP (i.e., the towing vehicle's NVW plus the weight of any item carried on its deck plus the towed vehicle actual weight). A trailer TOP may be issued for the towed vehicle.*
- d) *In examples #4, #5 and #6 the TOP for the towing vehicle will be a laden TOP at the GVW of all vehicles. The saddle mounted vehicles will each receive a trailer TOP.*
- e) *In example #7 which is similar to full trailer operation, the actual gross weight of the towing vehicle plus the actual weight of the towed vehicle is used for determining the GVW on the towing vehicle's TOP (i.e., the towing vehicle's NVW plus the weight of any vehicle carried on its deck plus the actual weight of the towed vehicle). A trailer TOP may be issued for the towed vehicle.*

1.7.1.D. Safety**Piggyback units:**

- a) At least one axle which is in contact with the ground must be supplied with air via the power units supply emergency line, and
- b) Service brakes on every axle in contact with the ground must be modulated via the power unit's service line when the brakes are applied (Division 7.09(26) of the *Motor Vehicle Act* Regulations). This also applies to the hydraulic brake units activated by air cylinders from the steering column/wheel.
- c) If equipped, the spring brakes of every axle in contact with the ground must be applied or modulated on failure of the supply line, or via in-cab dash control(s).
- d) The tail lamps, side marker lamps, turn signals, and brake lamps on the front and rear piggyback units (where at least one axle is in contact with the ground) must be operational.
- e) In addition to any fifth wheel or frame type saddle mount, each piggyback unit must be secured by safety chains of equivalent strength as the saddle mount (typically two ½" grade 70 chains).
- f) The safety chains must be attached in such a manner that significant side-to-side motion will be prevented should the saddle mount bracket loosen, and only provide sufficient slack to allow normal articulation between the piggyback unit and towing unit. Safety chains must be assembled using proper hooks, clevises, or pins.

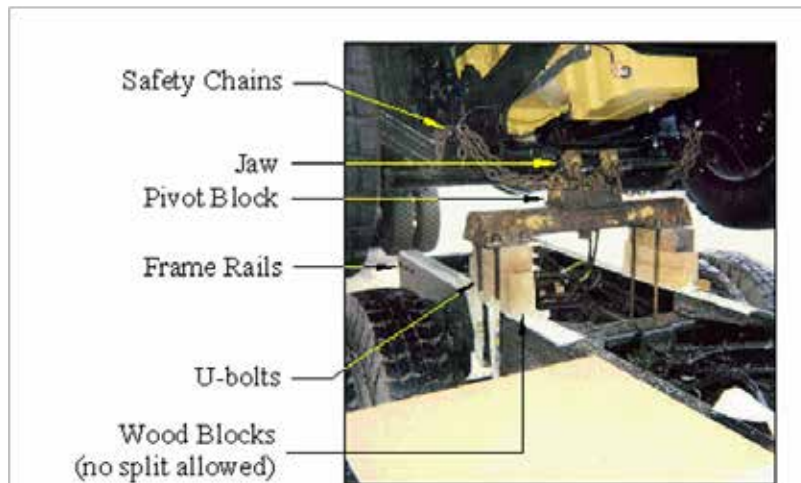
1.7 MISCELLANEOUS VEHICLE LICENSING

- g) Where the second axle of a three axle piggybacked unit has been chained up by wrapping the chains over a hardwood post, the chains must be prevented from slipping off the ends of the hardwood post. (This can be accomplished by driving a spike through one of the chain links to the post, or by strapping the chains to the post.)
- h) Where wooden blocks are used to protect the frame rails from being crushed by saddle mounts secured to the frame rails by U-bolts, the wooden blocks must not be split. Dunnage placed between the U-bolts and the frame to prevent the marking or scratching of the frame can be split but not to such an extent that the wood may work free.
- i) The combination of driveaway-towaway units must conform to the provisions of the Commercial Transport Regulations. The units must be within 23 m in overall length and within the 18 m kingpin to the end of the last vehicle.

1.7.1.E. Examples

Acceptable Mounting Methods for Saddle Mount Vehicle Combination

- i) The jaw must be closed tightly on the axle and rated for the application.
- ii) There should be no slack in the mounting apparatus.





1.7.2 House Trailers

1.7.2.A. Definitions

"House trailer" means a trailer

- a) which is designed, constructed and equipped for human habitation, or
- b) designed, constructed and equipped for human occupancy for industrial, professional or commercial purposes. (S.1 *Motor Vehicle Act* Regulations)

"Commercial trailer" means a trailer meeting the definition of "trailer" under the *Commercial Transport Act*.

"Trailer" includes a vehicle without motive power designed to be drawn by or used in conjunction with a motor vehicle and constructed so that no appreciable part of its weight rests on or is carried by the motor vehicle, but does not include

- a) a trailer having a gross vehicle weight of less than 1,401 kg that is licensed under the *Motor Vehicle Act*,
- b) a trailer that is:
 - i) designed, constructed and equipped for human habitation, or
 - ii) designed, constructed and equipped for human occupancy for industrial, professional or commercial purposes, or
- c) a boat, horse, snowmobile, automobile or motorcycle trailer that is not used for business purposes or financial gain. (S.1 *Commercial Transport Act*)

"Financial gain" does not include the item carried on the trailer being used in sporting or other events where there is the potential to win a prize.

"Utility trailer plate" means the licence plate issued to a trailer that is licensed under the *Motor Vehicle Act*.

1.7 MISCELLANEOUS VEHICLE LICENSING

1.7.2.B. Licensing

- a) House trailers are licensed under the *Motor Vehicle Act*, regardless of the purpose for which they are used.
- b) Mixed-use trailers (e.g., a combined horse and house trailer) are licensed according to the primary function of the trailer (i.e., the purpose for which the trailer is used most of the time.) For example, a mixed use horse/house trailer that is used for a business purpose or financial gain (e.g., traveling to compete in rodeos) will be licensed as a commercial trailer.
- c) Commercial vehicles may tow a trailer that is licensed under either the *Motor Vehicle Act* or the *Commercial Transport Act*.
- d) The licensed GVW of a commercial tow vehicle that tows a commercial trailer must include the actual weight of the vehicle combination.
- e) The licensed GVW of a commercial tow vehicle that tows a trailer licensed under the MVA need not include the trailer's weight.
- f) Trailers with utility plates are limited in operations; specifically, the trailer can not weigh more than 1,400 kg loaded or empty, unless it is a house, boat, horse, snowmobile, automobile or motorcycle trailer that is not used for business or financial gain.

1.7.3 Implements of Husbandry

1.7.3.A. Definitions

"**Implements of husbandry**" is interpreted broadly as: a vehicle designed and adapted exclusively for use in agricultural operations and includes a farm tractor and a trailer towed by an implement of husbandry, but does not include a vehicle used primarily to transport persons or property on a highway.

This implement of husbandry interpretation includes bulldozers, graders or other vehicles of a similar nature that are used exclusively in connection with an agricultural operation. The interpretation was proclaimed in a February 1990 "Circular" from the then Superintendent of Motor Vehicles.

1.7.3.B. Licensing

This section describes those implements of husbandry that do not need a licence and those that do. How and where the implement is operating often determines whether or not a licence is needed.

- i) Licensing Required
 - a) Self-propelled implements of husbandry require licensing when:
 - operated and loaded away from the farm
 - towing a loaded trailer or a loaded implement when not moving between parts of the same farm
 - b) Towed implements of husbandry require licensing when:
 - the farmer is using it for another business or purpose that is not related to his or her farm.

1.7 MISCELLANEOUS VEHICLE LICENSING

- A loaded implement being towed to work on another farm or used for non-farming work must either be:
 - Licensed and insured as a trailer, or
 - Carried on an insured and licensed trailer
- ii) Licensing Not Required
- a) Self-propelled implements of husbandry - provided the following conditions are met:
- The driver is a farmer, custom farmer or a person driving the vehicle on behalf of the farmer, and
 - There are no passengers, and
 - The vehicle is used for farm operations, and
 - The vehicle is either empty, or
 - The vehicle is loaded with farm-related materials and is moving between parts of the same farm

Example: A farmer may drive an unlicensed farm tractor across or along a public road to get to another part of the same farm. The farm tractor may tow another implement or a trailer that is either empty or carrying farm-related materials (e.g., farm produce, supplies, stock, fertilizer, tools, seeds, etc.).

- b) Trailers – A trailer is only regarded as an implement of husbandry when a self-propelled implement of husbandry tows it. A trailer used in this way does not need a licence if it is:
- loaded with farm-related materials and towed by an unlicensed farm tractor or other self-propelled implement of husbandry between parts of the same farm
 - towed empty on the highway by an unlicensed farm tractor or an unlicensed and empty self-propelled implement of husbandry
 - towed on the highway by a licensed and insured farm tractor driven by a farmer (not by someone operating it on the farmer's behalf) to carry the farmer's farm produce to a market or supplies for that farmer's farm from a market
- c) Towed implements do not require licencing if they are:
- empty or loaded with farm produce or supplies and being towed by a self-propelled implement of husbandry between parts of the same farm
 - empty and being towed on the highway by an unlicensed farm tractor or an unlicensed self-propelled implement of husbandry
 - empty and being towed by a licensed motor vehicle
 - being towed by a licensed farm tractor
- d) Other equipment – industrial equipment such as backhoes, graders and bulldozers being used exclusively for agricultural purposes may be treated as an implement of husbandry and, therefore; would not require licensing. The long-standing practice not to require licensing of these vehicles was initiated by the ICBC's Superintendent's Circular, numbered 013:90, from 1990.

1.7 MISCELLANEOUS VEHICLE LICENSING

1.7.3.C. Insurance

All farm equipment operating on a highway must be insured according to its use. If an unlicensed self-propelled implement of husbandry will be driven on a highway occasionally, it must be insured for third party liability with an Unlicensed Farm Tractor Policy (APV49). This can be obtained by contacting your local Autoplan agent.

1.7.3.D. Other References

For further information on operating conditions of oversize implements of husbandry, please refer to Chapters 4 and 5 of this Manual.

For further information on farm vehicles including common examples refer to the "Farm Vehicles on the Move" brochure available at: <http://www.icbc.com/vehicle-registration/specialty-vehicles/Documents/farm-vehicle.pdf>

1.7.4 Jeeps and Boosters

1.7.4.A. Definitions

"Jeep" means a semi-trailer that is designed to be attached between a truck tractor and another semi-trailer to distribute the load of the other semi-trailer between the axles of the jeep and axles of the truck tractor.

"Booster axle assemblies (boosters)" are designed to be attached to the rear of a lowbed to increase the load capacity and are allowed by permit beyond legal length.

1.7.4.B. Licensing

- a) Jeeps require licensing if they are towed without a semi-trailer attached because they are considered a trailer.
- b) Jeeps that are only used with a semi-trailer attached are not required to be licensed.
- c) Boosters must be registered, licensed and insured as they function as a trailer that is designed to increase load capacity.
- d) If a jeep is licensed, it requires a valid Commercial Vehicle Inspection Program (CVIP) decal.

1.7.4.C. Operation

Commercial Transport Regulations S.7.22

Despite any other provision of these regulations, a person may, without a permit, drive or operate on a highway a combination of vehicles consisting of a tandem drive axle truck tractor, a single axle jeep and a lowbed semi-trailer if:

- a) the interaxle spacing between the tandem drive axle and the jeep single axle is not less than 1.2 m nor more than 3.5 m, and
- b) the vehicles are
 - i) unladen, or
 - ii) being used to haul a bundle, in their natural state, of green felled or bucked logs or poles.
- c) A jeep is only allowed in combination with a lowbed semi-trailer or an open top paper mill roll transporter. The only exception is during seasonal axle load restrictions when jeeps may be used in combination with high-boy semi trailers on roads restricted to less than 100%. A permit as noted in b) below is required.

1.7 MISCELLANEOUS VEHICLE LICENSING

- d) Non compliant vehicle combinations that are eligible for permits may use jeeps with high-boys (i.e., grand-fathered non-TAC). A valid 'non-TAC' permit is required at all times when these combinations are on the highway.
- e) Tandem drive/single axle jeep groups are allowed the greater of 24,000 kgs or the weight allowed under S.7.17(2) of the Commercial Transport Regulations without a permit. They must not exceed 17,000 kgs on the tandem drive axles or 9,100 kgs on the jeep single axle.

<i>Commercial Transport Regulations Section 7.17(2)</i>			
Column 1		Column 2	
Distance between the centres of the first axle and last axle of any group of axles of a vehicle or combination of vehicles		Maximum gross weight, group of axles	
less than		1.00 m	9 100 kg
1.00 m	up to but not including	1.20 m	16 500 kg
1.20 m	"	1.90 m	17 000 kg
1.90 m	"	2.30 m	18 000 kg
2.30 m	"	2.60 m	19 000 kg
2.60 m	"	3.00 m	20 000 kg
3.00 m	"	3.40 m	21 000 kg
3.40 m	"	3.80 m	22 000 kg
3.80 m	"	4.20 m	23 000 kg
4.20 m	"	4.60 m	24 000 kg
4.60 m	"	5.00 m	25 000 kg
5.00 m	"	5.30 m	26 000 kg
5.30 m	"	5.70 m	27 000 kg
5.70 m	"	6.10 m	28 000 kg
6.10 m	"	6.50 m	29 000 kg
6.50 m	"	6.90 m	30 000 kg
6.90 m	"	7.20 m	31 000 kg
7.20 m	"	7.60 m	32 000 kg
7.60 m	"	8.00 m	33 000 kg
8.00 m	"		34 000 kg

- f) Tandem and tridem axle jeeps will be permitted when additional axles are required for weight distribution.
- g) Single axle jeeps are allowed by permit to exceed the interaxle spacing of 3.5 m outlined in Division 7.22 CTR.
- h) In the event vehicle combinations of a tractor/semi-trailer lowbed or a tractor/single axle jeep/lowbed are transporting reducible loads (i.e., lumber, gyproc etc.), the load being transported must not exceed legal weight or width. The only exception would be commodities such as veneer etc., which are allowed to exceed legal width by permit.

1.7 MISCELLANEOUS VEHICLE LICENSING

- i) Jeep and booster size, weight, and further operational information is described in Chapter 6.3.2.

Note: Jeeps and boosters are add on vehicles for heavy haul transportation and are not regulated under CTR 7.11(2). Hop-up jeeps and flip-over boosters are not treated as lift axles. S.7.11(1) still applies.

1.7.5 Tow Cars (Wreckers), Tow Trucks and Tilt Deck Trucks

1.7.5.A. Definitions

A “**disabled vehicle**” may include a vehicle that:

- a) Has been in an accident; is damaged;
- b) Has broken down; (for example: lost its motive power or has a broken axle)
- c) Is an otherwise “able” vehicle that is seized under authority of law; (for example: over parked, abandoned or repossessed)
- d) Is unsafe or not qualified to operate on a highway; (for example: has not passed a CVIP or AirCare but can be towed safely or carried on a tilt deck or slide deck truck)
- e) Is an otherwise “able” vehicle that was stolen and is being recovered by the towing operator.

“**Tow car**” means a motor vehicle used exclusively for towing or rendering assistance to other motor vehicles or to vehicles suffering from a defect or disability in their means of locomotion; (S.1 *Commercial Transport Act*)

A “**tilt deck truck or slide deck truck**” has a tilting flat deck to allow a vehicle to be winched onto it and may also have a mechanical apparatus to hoist and pull a second vehicle.

A “**tow truck**” functions as a tow car and also is licensed to tow non-disabled vehicles.

A “**wrecker**” is a common industry term for a “tow car”.

1.7.5.B. Tow Operations

- i) Tow Cars (Wreckers)

Tow cars (wreckers) are licensed differently than other vehicles, the license is restricted (a tow car/wrecker is not permitted to tow-abled vehicles). If the operator wishes to tow other types of vehicles, e.g., non-disabled vehicles, house trailers, mobile machinery, etc., the vehicle must first be licensed as other than a tow car (e.g., “truck”).

Exception: In the case where a towing vehicle (not a tow car [wrecker]) towing a trailer becomes disabled, both vehicles suffer a disability in their means of locomotion and require the assistance of tow car/wrecker (even if the trailer is fully operational). The tow car (wrecker) would be able to tow the trailer and still be within the definition of a tow car because its means of locomotion—the towing motor vehicle—is disabled.

1.7 MISCELLANEOUS VEHICLE LICENSING

Towing Vehicle Type	Body Style on Registration
1) Tow Car	Tow car or wrecker
2) Wrecker	Tow car or wrecker
3) Tow Truck	Truck
4) Tilt Deck Truck	Tow car, wrecker or flat deck (depending on type of operation)

ii) Tow Truck

A tow truck may tow other types of vehicles, e.g., house trailers, mobile machinery, etc. provided it is licensed for the appropriate weight.

Towing Vehicle Type	Licensed Weight
1) Tow Car	GVW = net weight of vehicle
2) Wrecker	GVW = new weight of vehicle
3) Tow Truck	GVW = minimum of 1.5 times net weight and must include the total weight of any vehicle combinations that are being operated
4) Tilt Deck Truck	GVW = will be GREATER of 1.5 times net weight OR towed vehicle + cargo

iii) Tilt Deck Truck

These will be licensed as a “flat deck” if operating as a tow truck or will be licensed as a “tow car/wrecker” if only towing/carrying disabled vehicles.

1.7.5.C. Vehicle Registration (Owner’s Certificate of Insurance and Registration)

i) Body Style

The following chart indicates the type of body style that will be shown on the vehicle’s registration (Owner’s Certificate of Insurance and Registration) depending on the type of towing vehicle.

ii) Licensed Weight

The following chart indicates how the licensed gross vehicle weight (GVW) is determined depending on the type of towing vehicle.

1.7.5.D. Towed Vehicles

i) Licensing of Towed Vehicles

Most vehicles being towed by:

- tow cars (disabled vehicles only)
- wreckers (disabled vehicles only)
- tow trucks (disabled and non-disabled vehicles) or
- tilt decks (dependent on type of tow operation—can be licensed as tow cars, wreckers, or flat deck)

are exempt from registration and licensing requirements.

1.7 MISCELLANEOUS VEHICLE LICENSING

ii) Exceptions:

Semi trailers and manufactured homes are required to be licensed with:

- a commercial trailer plate
- an appropriate floater plate, or
- Temporary Operation Permit (MV1800).

1.7.5.E. Oversize and Overweight Permits

Please refer to Chapter 5 – Vehicle Guidelines and Permits for more information on classes of tow trucks, permits and conditions.

1.7.6 Towing Self-Propelled Industrial Machines and Self-Propelled Industrial Machines Towing other Vehicles

1.7.6.A. General

This section describes the limitations for the operation of a vehicle combination consisting of a self-propelled industrial machine (i.e., backhoe, fork-lift, loader or similar vehicle) and a commercial or passenger vehicle.

1.7.6.B. Licensed Weights

Normally, both vehicles will be licensed. (Exceptions apply in limited circumstances when an industrial machine qualifies as an implement of husbandry – refer to 1.7.3 Implements of Husbandry.)

Each vehicle will be licensed as appropriate for that vehicle.

Example: The net vehicle weight (NVW) for a passenger vehicle, 1.5 x NVW for a commercial vehicle and NVW = GVW for an X-plated industrial machine. The licensed weight of the towing vehicle is not required to include the weight of the properly licensed “self-propelled” vehicle being towed.

1.7.6.C. Commercial Vehicle Towing Self-Propelled Industrial Machine

The self-propelled industrial machine being towed must:

- a) not carry a load while being towed on the highway, except for a device used as an extra attachment for the self-propelled industrial machine (e.g., pneumatic jackhammer that attaches to the end of a backhoe arm in place of the bucket)
- b) Secure any extra attachments as listed in (a) above
- c) Have a licence or TOP (except in limited circumstances when an industrial machine qualifies as an implement of husbandry—refer to 1.7.3 Implements of Husbandry)

1.7.6.D. Self-Propelled Industrial Machine Towing a Vehicle

Vehicles licensed with an X-plate may operate on a highway for the purpose of travel to or from a place of work, without carrying a load. By long-standing practice, the industrial machine may tow another unladen vehicle other than another X-plated vehicle (e.g., a grader towing a pickup truck) provided that:

- a) The towed vehicle is properly licensed in accordance with the *Motor Vehicle Act* or the *Commercial Transport Act*,
- b) The towed vehicle does not carry a load other than related equipment (e.g., tidy tanks), and
- c) The towed vehicle has an actual GVW of 5,500 kg or less.

1.8 INSPECTION STATION CERTIFICATES OF WEIGHT FOR LICENSING PURPOSES

1.8.A. Definitions

“**Cab and chassis vehicle**” means a vehicle comprised solely of a cab and chassis, where:

“**Cab**” means the superstructure of a truck, which encloses the engine and passenger compartments. The cab is separate from the box or bed which carries cargo.

“**Certificate of Weight**” means Form CVSE1061, issued by inspection stations to determine net vehicle weights for licensing cargo-carrying vehicles and the operating weights for licensing fixed load vehicles.

“**Chassis**” means the structural frame and all of the mechanical parts attached to it, such as the axles, suspension, transmission and engine. (In unitized construction, which does not require a separate frame, “chassis” includes everything except the body, where “body” means the superstructure of a vehicle, which encloses the engine, passenger and luggage compartments.)

“**Curb weight**” or “**net vehicle weight**” means the weight of a vehicle equipped with the containers for the fluids necessary for the operation of the vehicle filled to their maximum capacity, but without cargo or occupants (i.e., unladen).

“**Weight slip**” means the document, showing the vehicle(s) actual weight, printed out from the scale at an inspection station.

1.8.B. General

The net vehicle weight (NVW) and the vehicle style that are listed on a weight certificate (Form CVSE1061) are used by ICBC to determine the correct gross vehicle weight (GVW) at which to license a commercial vehicle.

ICBC licenses a vehicle at the GVW, as stipulated in *Commercial Transport Act* S.6(11), based on the information provided in the Certificate of Weight (Form CVSE1061) and other information provided by the vehicle owner.

1.8.C. Certificate of Weight (CVSE1061) Requirements

- a) The following details must be clearly stated on the CVSE1061 Certificate:
 - i) The vehicle must be identified by either the current licence number, registration number, or vehicle identification number.
 - ii) The vehicle body style must be indicated (e.g., flat deck, truck tractor, school bus, ambulance, hearse, grader, loader, tow car, shovel, mobile welder, mobile drill, etc.)
 - iii) The certificate must indicate place and date of issuance.
 - iv) The “net vehicle weight” (i.e., unladen weight) must be indicated. This will facilitate potential changes in registration (e.g., from Commercial to Farm) and aid in tracking changes to the vehicle, if necessary.

1.8 INSPECTION STATION CERTIFICATES OF WEIGHT FOR LICENSING PURPOSES

- b) "Cab and chassis" vehicles may be issued a CVSE1061 certificate so that the owner can have it registered. (After initial registration, ICBC does not allow any further transactions under the cab and chassis body style. Once the secondary manufacturer has added a body to the cab and chassis the owner must obtain a weigh scale certificate and attend an Autoplan Broker to amend the body style from cab and chassis to the new body style [e.g., van, box, tank] and to amend the net weight and GVW.)
- c) A weight slip must be attached to the CVSE1061 Certificate.
- d) Net weight of a motorhome includes its weight when empty except for:
 - i) the maximum capacity of fuel, oil and coolant necessary for its operation; and
 - ii) its sleeping facilities; and,
 - iii) at least three of the following that are attached to the chassis in a manner that requires a tool for removal:
 - cooking facilities
 - refrigeration or icebox facilities
 - self-contained toilet (not capable of easy removal like a porta-potty type)
 - heating or air conditioning facilities independent of the vehicle's motor
 - potable water supply system including a faucet and a sink

1.8.D. Certificate Prohibitions

- a) CVSE1061 Certificates cannot be changed or altered; the certificates are subject to audit. If a mistake occurs, the erroneous certificate must be destroyed and a new certificate must be issued to prevent fraudulent use.
- b) CVSE1061 Certificates cannot be issued for weights exceeding the maximum permitted under the regulations (63,500 kg.)

1.8.E. Customer Service

- a) As customer service and time constraints allow, inspectors can provide industry with:
 - i) The vehicle's scaled axle weights using Form CVSE1060.
 - ii) The weigh scale slip printout must accompany the CVSE1060.
 - iii) If the vehicle was loaded at time of weighing, a description of the load must be included on the CVSE1060.

1.8.F. CVSE1061 Certificate and CVSE1060 Samples

Copies of the CVSE1061 and the CVSE1060 can be found on the CVSE website at the addresses provided below.

<http://www.cvse.ca/CTPM//T-Forms/CVSE1061.pdf>

<http://www.cvse.ca/CTPM//T-Forms/CVSE1060.pdf>

1.8.G. Private Weigh Stations

In certain situations, ICBC will accept weight slips from private scales. ICBC will send out a letter to a vehicle owner when one of these situations arises. For more information on accepting weight slips from private scales, please contact either an Autoplan Broker or ICBC.

1.9 CONTACTS

1.9.1 CVSE Provincial Permit Centre

Commercial Vehicle Safety and Enforcement (CVSE)
Ministry of Transportation and Infrastructure

Toll-Free: 1-800-559-9688

Fax: (250) 784-2426

Email: DAWCREEK@gov.bc.ca

1.9.2 IRP, Inc.

Website: www.irponline.org/

1.9.3 Insurance Corporation of British Columbia (ICBC)

Prorate Licensing and Financial Responsibility Department

Greater Vancouver: 604-443-7357 or 604-443-4450

Outside Greater Vancouver: 1-800-661-1866 or 1-800-665-4336 (BC only)

Fax: 604-443-7381 or 604-443-4451

Monday to Friday – 8:30 a.m. to 4:30 p.m.

Mailing Address:

PO Box 7500 Station Terminal

Vancouver, BC V6B 5R9

1.9.4 Ministry of Transportation & Infrastructure

Passenger Transportation Branch

#313 – 1500 Woolridge Street

Coquitlam, BC V3K 0B8

Phone: (604) 527-2198

Fax: (604) 527-2205

Email: passengertransportationbr@gov.bc.ca

1.9.5 Provincial Sales Tax (PST)

Ministry of Finance

TAXPAYER SERVICES INFORMATION LINE

Toll-free in Canada: 1-877-388-4440

Fax: 250-356-2195

Email: CTBTaxQuestions@gov.bc.ca

Website: www.gov.bc.ca/pst

Monday to Friday – 8:30 a.m. to 4:30 p.m.

1.9.6 Cabotage Information

Contact Canada Border Service Agency (CBSA)

Phone: 1-800-461-9999

Website: www.cbsa-asfc.gc.ca