

Section 3 | Permit Conditions

1.1 LONG COMBINATION VEHICLES (LCVS)

LCVs can operate on **specifically designated routes only** and are subject to other unique requirements under Provincial permit policy as per *T-Form CVSE1014* and *CTPM Chapter 5, Section 5.3.6*. Provincial permit policy respecting the operation of LCVs in BC is incorporated in this manual as amended from time to time, except as noted in Section 3.3.2 on the next page, with relevant parts reproduced herein for convenience and ease of reference.

To operate LCVs in BC, a carrier must first provide a letter to the *Provincial Commercial Transport Manager (CT Manager)* in Victoria confirming that they understand the requirements set out in the Provincial *CTPM Chapter 5, Section 5.3.6*.

The letter should address:

- start and end points of their proposed route(s);
- driver training; and
- *National Safety Code* obligations, including maintaining a satisfactory carrier safety profile, and liability coverage (minimum third-party liability insurance of five (5) million dollars is required to operate LCVs in BC).

Once the Commercial Transport Manager is satisfied, the carrier company is added to an approved list of prequalified carriers that are eligible for Provincial permits. Contact the CVSE Commercial Transport Program (Commercial.Transport@gov.bc.ca) for additional information.

Metro Vancouver municipalities will not accept permit applications or issue permits to operate LCVs on municipal roads until a carrier has been added to the Province’s prequalified list.

3.6.1: Key Vehicle and Load Parameters

Key vehicle and load parameters for LCVs are summarized in **Table 13**.

Table 13: Key Vehicle and Load Parameters for LCVs

	Rocky Mountain Double (RMD)			Turnpike Double (TPD)
	A, B, and C Train			A, B, and C Train
Overall Width (OAW)	≤ 2.60 m			≤ 2.60 m
Overall Height (OAH)	≤ 4.15 m			≤ 4.15 m
Overall Length (OAL)	≤ 32.0 m			≤ 41.0 m
Gross Vehicle Weight (GVW)	A-Train	B-Train	C-Train	A, B, and C Train
5 Axles	38,000 kg			38,000 kg
6 Axles	49,800 kg	48,600 kg	49,800 kg	49,800 kg
7 Axles	53,500 kg	56,500 kg	54,600 kg	57,700 kg
8 Axles or more	53,500 kg	63,500 kg	60,500 kg	63,500 kg
Axle group weights	Legislated Limits			
	Steering Axle: 6,000 kg			
	Single Axle: 9,100 kg			
	Tandem Axle: 17,000 kg			
	Tridem Axle: 24,000 kg			

Note:

The CVWG reviewed the revisions to the LCV policy at its meeting held January 29, 2021, and reached agreement on referring a recommendation to RTAC to incorporate the revised policy in the RP3M.

To avoid multiple referrals to RTAC, the recommendation to adopt the revised LCV policy will be forwarded to RTAC after completing the Permit Condition Validation Study (PCVS), the results of which may identify changes to other sections of the RP3M.

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3.6.2: Summary of Municipal Permit Requirements and / or Allowances

The permit policies and requirements in this section supersede Provincial policies and requirements on roads under municipal jurisdiction in Metro Vancouver. All other Provincial policies respecting the operation of LCVs apply as set out in the *CTPM Chapter 5, Section 5.3.6* and *T-Form CVSE1014*.

The conditions from the Permit Condition Tables in Section 3.4 that would otherwise apply to a vehicle and / or load of the same size and weight are waived, except as noted below.

Travel Times:

- RMDs: No travel during peak periods (07:00 – 9:00; 15:00 – 18:00)
- TPDs: Overnight travel only (22:00 to 05:00)

Existing Routes: Like Provincial permits for LCVs, municipal LCV permits are restricted to a specific route. There are six routes in the Lower Mainland that are available for municipal LCV permits. These routes are listed below.

- 1. Burnaby (7867 Express Street) to BC Interior (via Highway 1)**
Express Street to Lake City Way, Lake City Way to Lougheed Highway, Lougheed Highway to Gaglardi Way, Gaglardi Way turns into Caribou Road North, Caribou Road North to Highway 1 East
- 2. Township of Langley (27475 58th Crescent) to BC Interior (via Highway 1) – Rocky Mountain Doubles Only**
58th Crescent to 56th Avenue, 58th Avenue to 264th Street, 264th Street to Highway 1 East
- 3. Township of Langley (9818 198B Street) to BC Interior (via Highway 1)**
198B Street to 96th Avenue, 96th Avenue to 199A Street, continue to 200th Street then onto Highway 1 East
- 4. Aldergrove (3365 264th Street) to BC Interior (via Highway 1)**
Proceed north on 264th Street then onto Highway 1 East
- 5. Surrey (Tannery Road) to Highway 1 via Highway 17**
From Tannery Road to Highway 17 then onto Highway 1 at 176 Street interchange
- 6. Surrey (10155 Grace Road) to Highway 17 at Tannery Road**
Outbound: From Grace Road, left turn to 103A Avenue, and right turn to Highway 17 on-ramp
Inbound: From Highway 17 Tannery Road off-ramp, left turn to Tannery Road, right turn to 120 Street (Scott Road), right turn to 103A Avenue, then left onto Grace Road

Addition of New Routes: Consistent with the Permit Condition Tables in Section 3.4, applications to add municipal routes other than those that are listed above must be accompanied by detailed route information to be provided by the carrier for engineer review and route dimension review. To facilitate the review process, the carrier must submit turn movement analysis (AUTOTURN or similar) for all major intersections and turns on roads under municipal jurisdiction and / or, at the discretion of the municipal engineer, work with municipal staff to conduct a supervised and recorded trial run on the proposed route to establish that the proposed vehicle combination can negotiate all intersections and turns on the route without unduly impacting public safety, the flow of traffic, and municipal infrastructure.

Existing Route Reviews and Changes: Should circumstances change in a way that increases the potential risk of LCV operation on asset conditions, public safety, or travel conditions, a municipality may modify or remove approved LCV routes or add additional permit conditions on a temporary or permanent basis.

When a carrier makes an application for a term permit or a single trip permit using an existing approved LCV route, the carrier and the road authority will confirm that circumstances, including road geometry, traffic volumes, presence and / or frequency of vulnerable road users, asset condition, and / or frequency of encroachments have not changed in a way that is expected to unduly impact public safety, assets, or travel conditions. If circumstances have changed, the road authority and the carrier will work together to mitigate the concern. If the concern cannot be mitigated, the road authority may request that the carrier complete the review process for adding a new route given the new circumstances.

CVSE and TransLink must be notified of changes to existing routes. Changes to the RP3M, including to the list of existing routes, are made on an annual basis and are subject to review by RTAC.

Insurance: Minimum third-party liability insurance of five (5) million dollars is required to operate LCVs on roads under municipal jurisdiction in Metro Vancouver.

Term Permits: Notwithstanding the term permit length limit in Section 3.1, LCVs qualify for municipal term or single trip permits valid for travel on the routes listed on the previous page. Applications for LCV permits (single trip or annual term) must be accompanied by proof that the carrier is a current Provincial LCV approved carrier.

Waiving of the conditions in the Permit Condition Tables in Section 3.1 is based on the following considerations:

1. LCV operations are subject to Provincial prequalification requirements for carriers, minimum driver training and experience standards, and controlled routing;
2. LCVs generally conform to legislated weights and dimensions limits, the most significant difference being overall length;
3. LCV operations would be compromised and impractical without close alignment between municipal and Provincial permit policies and requirements.



CVSE T-FORM QUICK REFERENCE

The following has been reproduced from the CVSE T-Form 1014, as amended from time to time, for convenience and ease of reference. Please consult Provincial policy to ensure the most up to date requirements.

CVSE 1014 – Provincial LCV Operating Conditions & Routes

1. TRAVEL RESTRICTIONS:

- a) **Adverse Weather** – LCV vehicles must not be dispatched when adverse conditions are known to be present on the route. The Permittee is required to make a reasonable effort to determine the driving conditions on the route prior to each trip, including checking www.drivebc.ca or http://weather.gc.ca/canada_e.html for travel advisories and road construction prior to travel. LCV's must not operate during adverse weather, or when driving conditions impede the driver's ability to operate in a safe manner or prevent the driver from driving with reasonable consideration for the safety of persons using the highway. Drivers encountering adverse conditions must stop at the next safe location (or as directed by an authorized MOTI employee or a peace officer) and wait for conditions to improve. While proceeding to the next safe location, LCV's may not pass any other vehicle unless that vehicle is travelling at a speed of less than 70 km/h, nor cross oncoming lanes where visibility does not allow it to be done safely.

This includes conditions where:

- i) Visibility is obscured to less than 300 m; and / or
- ii) There is snow or ice present on the highway which affects the traction of the LCV.

- b) **Headlights** – Must be on at all times when operating the LCV.
- c) **Speed** – Maximum speed shall be the lesser of 100 km/h or the posted speed limit.
- d) **eLogs** – Unless otherwise authorized in writing by the MOTI, the Permittee must ensure that LCV's are only operated when the eLog and onboard recording device are activated and functioning.
- e) **LCV Driver's Certificate** – Must be carried by the driver when operating an LCV.

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2. CONVOYING AND PASSING:

- a) **Convoying** – No convoying with another LCV is allowed within a distance of 1 km. Except in urban areas, drivers must follow other commercial vehicles at a minimum distance of 500 m.
- b) **Passing** – Drivers must travel in the rightmost lane at all times, except to pass. Passing is allowed under the following conditions:
 - Highways with two lanes in one direction: LCVs may only pass vehicles travelling less than 80 km per hour, when on level ground.
 - Highways with three lanes in one direction: LCVs may travel in the middle lane to pass slow moving vehicles.
 - Highways in the Peace River District: LCVs may pass when it is safe to do so.
- c) **Opposing Lanes** – Drivers must avoid crossing opposing lanes of traffic unless absolutely necessary.

3. LOADS AND LOAD SECUREMENT:

- a) **A and C-Trains:**
 - Small livestock which includes pigs, sheep, goats, and poultry are allowed to be transported in the lead trailer only.
 - Large livestock including cattle, horses, bison etc. are not allowed in either trailer.
 - No bulk liquids (excluding tote tanks between 500 – 1300 litres).
 - No bulk loads of dangerous goods. B-Trains:
 - Small livestock which includes pigs, sheep, goats, and poultry are allowed to be transported in either or both trailers.
 - Large livestock including cattle, horses, bison etc. are not allowed in either trailer.
 - No bulk liquids (excluding tote tanks between 500–1300 litres).
 - No bulk loads of dangerous goods
- b) **General Equipment** – No tankers, low beds hauling heavy machinery, or any other unspecified type of vehicles and vehicle combinations.
- c) **Stability** – Drivers must load and couple vehicles to ensure the LCV combination, when travelling in a straight line on level, smooth, and paved surfaces, will follow the path of the towing vehicle without shifting, swerving, or swaying more than 10cm side to side from the path of the towing vehicle.

4. ROADS AND REST AREAS:

- a) **Limitations** – Unless directed by an authorized MOTI employee or a peace officer:
 - i) LCVs may only be operated on the routes described on this form.
 - ii) LCVs may only use highway turn-a-rounds or park trailers on the highway under demonstrated emergency situations; and
 - iii) Any breakup or makeup of LCVs must be done off public roadways on private property.
- b) **Peace District** – LCVs operating in the Peace District may use the former Pouce Coupe Inspection Station location as a turnaround (breaking up of the combination may be required).