



Module 10

Special Permit - Oil Well Service Vehicle Permits



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Things to think about ...

Drivers of oil well service vehicles operate within a challenging environment that may require them to work for longer periods than cycle limits allow. In these situations, a motor carrier can apply for a special permit for oil well service vehicles.

What is an oil well service vehicle permit?

How does a motor carrier apply for this permit?

What are the conditions for this permit?

What will I learn in this module?

- Special permit for oil well service vehicles
- Application for a special permit for oil well service vehicles
- Conditions for a special permit for oil well service vehicles



What is an oil well service vehicle permit?



Legislative References:

- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 1 Interpretation*
- *Federal Commercial Vehicle Drivers Hours of Service Regulations (SOR/2005-313) Section 63 Oil Well Service Vehicle Permits*

An oil well service vehicle is a commercial vehicle that meets both of the following criteria:

- Specially constructed, altered or equipped to accommodate a specific service requirement associated with the oil or natural gas industry
- Used exclusively in the oil and natural gas industry for transporting equipment or materials to and from oil and natural gas facilities, or for servicing and repairing oil or natural gas facilities

Because oil well service vehicles operate within a challenging environment, drivers may need to work for longer periods than the cycle limits allow. In these situations, a motor carrier can apply for a special permit. If granted, the permit authorizes the motor carrier and their designated drivers to operate under special terms and conditions for a maximum of 1 year.

Motor carriers need to apply to the provincial director for a special permit. In Alberta, the provincial director is an official with Alberta Transportation.



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How does a motor carrier apply for this special permit?

The motor carrier must submit the information and documentation required for a permit application. We will discuss permit applications in detail in Module 13.

What are the conditions for this special permit?

The provincial director considers the following when reviewing a special permit application for an oil well service vehicle:

- If the vehicle(s) and operation meet the oil well service vehicle definition and any policy limits the director imposes
- If the driver has successfully completed training directly related to safety requirements associated with operating within the field services sector of the oil or natural gas industry

AND

- The safety and health of the public, the driver or the employees of the motor carrier

In Alberta, the department (Alberta Transportation) will conduct a safety review of the applicant's compliance levels and may require periodic re-verification of safety performance.

If the director approves the application, the motor carrier receives a permit that authorizes the motor carrier to operate under special terms and conditions for one year. While operating under an oil well service vehicle permit:

- Regular cycle limits and requirements do not apply
- The driver must:
 - Take at least 3 periods of off-duty time, each at least 24 hours long, in any period of 24 days. The driver can take the periods consecutively or separate them with on-duty time.
 - Take at least 72 consecutive hours of off-duty time once no longer driving under the provisions of the permit, and before beginning driving under regular cycle limits. This off-duty time acts as a cycle reset.

- Waiting time and standby time at an oil or natural gas well site or ancillary facility can be recorded as off-duty time (and included as part of elapsed time) if:
 - The driver performs no work during the time. The driver does not have to leave the commercial vehicle to record the time as waiting/standby time.
 - The driver records the time as off-duty time on the daily grid and as waiting or standby time in the “Remarks” section.
 - The time is not included in the minimum 8 consecutive hours of core off-duty time. Standby time can be included in the daily 10-hour off-duty time requirement but not in the 8 consecutive hours. The 8 consecutive hours do not have to be part of the 10 hours but they can be.
- None of the daily off-duty time can be deferred to the next day
- Use of the radius exemption is prohibited (i.e., driver must fill out a daily log for each day). We will discuss Daily Logs in Module 17 and the Radius Exemption in Module 18.
- All other regulation requirements apply (Standby time counts toward 16-hour elapsed time limit)



Example:

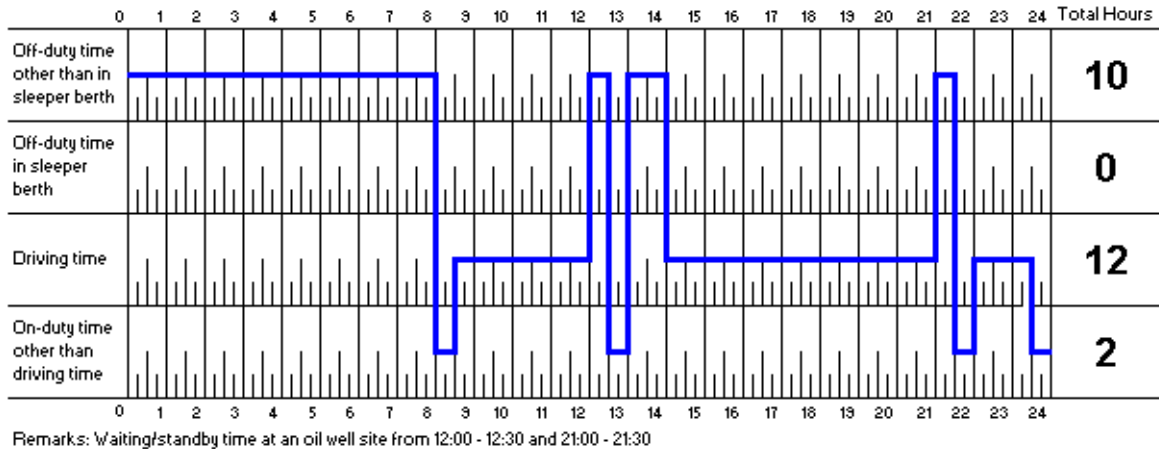
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				Off-Duty	Off-Duty	Off-Duty
14 hours on-duty	14 hours on-duty	14 hours on-duty	14 hours on-duty	14 hours on-duty	14 hours on-duty	14 hours on-duty
24 hours off-duty	14 hours on-duty	14 hours on-duty	14 hours off-duty	14 hours on-duty	14 hours on-duty	14 hours on-duty
14 hours on-duty	14 hours on-duty	24 hours off-duty	14 hours on-duty	14 hours on-duty	14 hours on-duty	24 hours off-duty
						Start a new cycle – resume driving
14 hours on-duty	14 hours on-duty	14 hours on-duty	24 hours off-duty	24 hours off-duty	24 hours off-duty	

In this example, the driver is operating under an oil well service vehicle permit. The driver works within all daily and work shift limits and requirements. However, instead of the regular cycle limits and requirements, the driver takes 3 periods of off-duty time in 24 days. Each period of off-duty time is 24 hours.



At the end of the 24 days, the driver is no longer working under the provisions of the permit so the driver takes 72 consecutive hours of off-duty time to reset the cycle (i.e., stop use of the permit). The driver then begins driving under the regular cycle limits and requirements.

The driver records a typical day in the logbook as follows:



The driver must record all activities in the daily logs and produce them when requested by an officer. We will discuss daily logs and the production of daily logs in Module 17.

A driver can work under the special terms and conditions of an oil well service vehicle permit as long as the permit is valid and the driver meets all permit criteria. However, as soon as the special permit expires or is no longer applicable, all regular cycle limits and requirements apply.



Module Self-Check Questions

If you can answer the following questions, you are ready to move to the next module. If you can't answer the questions, please review the module again before continuing.

- 1) Identify the two criteria of an oil well service vehicle.

- 2) Describe why a motor carrier would apply for an oil well service vehicle permit.

- 3) Describe the application process for an oil well service vehicle permit.

- 4) Describe the conditions for an oil well service vehicle permit.

- 5) Identify when a driver can include waiting and standby time as off-duty time.

Answers to Module Self-Check Questions

- 1) Identify the two criteria of an oil well service vehicle.
 - Specially constructed, altered or equipped to accommodate a specific service requirement associated with the oil or natural gas industry
 - Used exclusively in the oil and natural gas industry for transporting equipment or materials to and from oil and natural gas facilities, or for servicing and repairing oil or natural gas facilities
- 2) Describe why a motor carrier would apply for an oil well service vehicle permit.
 - Oil well service vehicles operate within a challenging environment where drivers may need to work for longer periods than the cycle limits allow
 - Permit authorizes motor carrier to operate under special terms and conditions for a maximum of 1 year
- 3) Describe the application process for an oil well service vehicle permit.
 - Motor carrier submits information and documentation required for a permit application
- 4) Describe the conditions for an oil well service vehicle permit.
 - Regular cycle limits and requirements do not apply
 - The driver must:
 - Take at least 3 periods of off-duty time, each at least 24 hours long, in any period of 24 days. The driver can take the periods consecutively or separate them with on-duty time.
 - Take at least 72 consecutive hours of off-duty time once no longer driving under the provisions of the permit (i.e., before driving under regular cycle limits)



- 5) Identify when a driver can include waiting and standby time as off-duty time.
- Waiting time and standby time at an oil or natural gas well site or ancillary facility can be counted as off-duty time (elapsed time) if:
 - The driver performs no work during the time
 - The time is recorded in the daily log as off-duty time and noted as waiting or standby time in the “Remarks” section
 - The time is not included in the minimum 8 consecutive hours of core off-duty time. Standby time can be included in the daily 10-hour off-duty time requirement but not in the 8 consecutive hours.
 - None of the daily off-duty time can be deferred to the next day
 - All other regulation requirements apply