

DIMENSION AND WEIGHT AGREEMENT FOR THE MOVEMENT OF RAW FOREST
PRODUCTS
BETWEEN:

_____, a body
Legal name of company (Trade names not accepted)
registered under the laws of the Province of Alberta
(hereinafter called "the Company")

OF THE FIRST PART

and

Her Majesty the Queen in the Right of Alberta, as
represented by the Minister of Transportation
(hereinafter called "the Minister")

OF THE SECOND PART

WHEREAS, the Minister is responsible for issuing permits required for overweight and over dimension loads on a highway in accordance with the *Traffic Safety Act* and applicable regulations;

AND WHEREAS, in exchange for the issuance of permits the Company is prepared to collect and provide information to the Minister with respect to loads being carried on provincial highways; NOW THEREFORE, in consideration of the following terms and conditions, the Minister and the Company (the Parties) agree as follows:

1. Definitions---

1.1 For the purposes of this Agreement:

"Department" means Alberta Transportation;

"Agreement" means this Dimension and Weight Agreement for the Movement of Raw Forest Products and all associated Schedules and Appendixes;

"carrier" means an owner of a commercial vehicle in respect of which a certificate is issued or who holds a certificate or is required to hold a certificate; as per Section 130(1)(b) under the *Traffic Safety Act*;

"certified weigh scale" means a scale that has been calibrated and certified under the *Weights and Measures Act*;

"CVEB" means the Commercial Vehicle Enforcement Branch of Alberta; Justice and Solicitor General

“driver” means a person who is driving or is in actual physical control of a commercial vehicle; as per Section 1(d) *Commercial Vehicle Certificate and Insurance Regulation* (AR 314/2002) under the *Traffic Safety Act*;

“Director” means the Director of Transport Engineering of the Department of Transportation;

“equivalent to regulated” means operating under an equipment exemption permit that identifies the limitation of vehicles not identified in the *Commercial Vehicle Weight and Dimension Regulation* (AR 315/2002);

“hauling for or on behalf” means the driver is in possession of a Timber Management Form 9 (TM9) identifying the load as belonging to the Company mill and includes subcontractors and carriers;

“highway” means any thoroughfare, street, road, trail, avenue, parkway, driveway, viaduct, lane, alley, square, bridge, causeway, trestle way or other place or any part of any of them, whether publicly or privately owned, that the public is ordinarily entitled or permitted to use for the passage or parking of vehicles and includes

- (i) a sidewalk, including a boulevard adjacent to the sidewalk,
 - (ii) if a ditch lies adjacent to and parallel with the roadway, the ditch, and
 - (iii) if a highway right of way is contained between fences or between a fence and one side of the roadway, all the land between the fences, or all the land between the fence and the edge of the roadway, as the case may be,
- but does not include a place declared by regulation not to be a highway;

“local road authority” means the individual(s) responsible for authorizing a carrier to travel on routes within their jurisdiction;

“mill” means the business owned and operated by the Company executing this agreement;

“MIS” means Mobile Inspection Stations commonly referred to as self-weigh government scales. Stations that are located near where log haul occurs are listed below:

- | | |
|-------------------------|---------------|
| a. Drayton Valley | f. Westlock |
| b. Grande Prairie | g. Rycroft |
| c. Jumping Pound | h. Baytree |
| d. Rocky Mountain House | i. Red Earth |
| e. Edson | j. High Level |

This list does not comprise a full list of MIS in Alberta. A map showing a complete list of Inspection Stations is available at:

http://www.solgps.alberta.ca/programs_and_services/public_security/Pages/CommercialVehicleEnforcement.aspx

“non-winter weight period” means the time when winter weights are not in effect as determined by Alberta Transportation;

“over dimension” means: any dimension greater than the allowable regulated dimension or if operating under permit the allowable dimension as specified on the permit;

“over weight” means

- a. any scaled gross vehicle weight greater than the allowable gross vehicle weight; as shown on the winter weight/dimension log haul permit, and/or
- b. any axle weight(s) greater than the allowable axle weight as determined by configuration, route or axle spacing, as shown on the winter weight / dimension log haul permit, and/or
- c. any scaled gross vehicle weight or axle weight greater than the allowable as determined by the weights, as shown on an equipment exemption.
- d. any scaled gross vehicle weight or axle weight greater than the allowable as determined by the weights shown on a Seasonal or Salvage Log Haul Permit.
- e. any scaled gross vehicle weight or axle weight greater than the allowable as determined by *Commercial Vehicle Dimension and Weight Regulation 315/2002* if operating without a permit.

“raw forest product” means any logs, residual wood products, bush or field manufactured pulpwood chips or hog fuel.

“regulated dimension” means the dimensions identified in *Commercial Vehicle Dimension and Weight Regulation (AR 315/2002)* as being the maximum allowable;

“regulated weight” means the weights identified in *Commercial Vehicle Dimension and Weight Regulation (AR 315/2002)* as being the maximum allowable;

“residual wood product” means wood chips, hog fuel that are manufactured as a secondary product from a sawmill.

“route colour” means the colour coded route as shown on a map issued or approved by Alberta Transportation that determines the allowable weight as indicated on the carrier permit;

“VIS” means a Vehicle Inspection Station. These locations have facilities for inspection by CVEB. Stations that are located near where log haul occurs are Slave Lake, Demmit and Whitecourt. A map showing a complete list of Inspection Stations is available at:

http://www.solgps.alberta.ca/programs_and_services/public_security/Pages/CommercialVehicleEnforcement.aspx.

“winter weight” means the permitted weights during the period when winter weights are in effect as determined by Alberta Transportation; and

"winter weight season" means the winter raw forest product season as determined by the Director under the Commercial Vehicle Dimension and Weight Regulation under the Traffic Safety Act and Policy Number TSS-TEG-503.

1.2 The following Schedules are attached and form part of this Agreement:

Schedule 1 and Appendixes 1 – 15

2. Permits

2.1 The Department will facilitate the issuance of permits to carriers hauling raw forest products exceeding the regulated weight and dimensions for or on behalf of the Company under the *Traffic Safety Act*. Permits will be issued to carriers:

2.1.1 for the winter weight season for vehicles requiring a dimension / winter weight permit

2.1.2 to exceed regulated dimensions during the non-winter period

2.1.3 as an annual equipment exemption permit to exceed weights and dimensions for vehicles to operate at equivalent to regulated weights and dimensions

2.1.4 as a license permit to exceed 63,500 kg for vehicles hauling equivalent to regulated weights.

3. Conditions

3.1 The Company will maintain records of all vehicles hauling winter weights for or on behalf of their mill. Record keeping will include a review and verification of the maximum weights allowed for a particular vehicle in compliance with the winter weight permit in accordance with Schedule 1 – Section K

3.2 Prior to hauling the Company will apply to the Department for permission to use designated routes at increased weights and dimensions. Upon approval, the Company will receive a colour coded map or temporary black and white map identifying the route colour. Alternatively, the Company may be given the necessary information and permission to produce their own maps upon request. Schedule 1 – Section D and Appendix 2

3.3 The Company must provide a copy of the route map to each vehicle operating under a permit that requires a map hauling increased dimensions / weights into their mill. Schedule 1 – Section E.

3.4 Winter weights will take effect and expire, under this agreement upon notification from Alberta Transportation. No other means will be deemed valid in determining the winter weight raw forest products season term. Schedule 1 – Section J

4. Recording, Monitoring, Controlling, and Reporting Weights and Dimensions

4.1 Companies Using Certified Scales

4.1.1 The Company will monitor, control, record and report information for all vehicles hauling for or on behalf of the Company destined to a mill using certified weigh scales.

4.1.2 The Company will monitor, record and report information for all vehicles hauling under the authority of another mill to the controlling mill.

4.1.3 The Company will comply with the requirements for monitoring, controlling, recording and reporting requirements as outlined in Schedule 1 Section K.

4.1.4 Log haul vehicles destined to a mill equipped with certified scales are exempt from regular reporting to Vehicle Inspection Stations (VIS), provided a suitable "Mill Identifier" is affixed to the vehicle and the Company meets the criteria outlined in Schedule 1 Section I. This exemption does not apply to Mobile Inspection Stations (MIS). Vehicles must report to a MIS if the lights are flashing. A map showing a list of Inspection Stations is available at: http://www.solgps.alberta.ca/programs_and_services/public_security/Pages/CommercialVehicleEnforcement.aspx. Despite this exemption, all vehicles hauling logs must report for inspection at the direction of a Peace Officer or sign board.

4.1.5 The Company will:

- a) Allocate an inspection site for the Commercial Vehicle Enforcement Branch (CVEB) to conduct log vehicle inspections as set out in Appendix 8 or as agreed to by CVEB and the Company.
- b) Design and maintain the inspection site in such a manner that CVEB can utilize all tools and equipment necessary for inspection.
- c) Maintain adequate space as per Appendix 8 or as agreed by CVEB and Company within the mill yard to make repairs to vehicles placed out-of-service.
- d) Allow CVEB to inspect loaded vehicles as they enter the mill yard or directly after being weighed, any time of the day, seven days a week.
- e) Provide annual safety orientations to CVEB personnel conducting inspections at mill sites as determined by Company policy.
- f) Provide CVEB access to the company certified weigh scales to verify and check vehicle weights at mill sites.

4.1.6 All vehicles must report for inspection at a VIS during the period when winter weights are not in effect.

4.2 Companies Not Using Certified Scales

4.2.1 Any Company not using certified weigh scales is required to have vehicles destined to their mill report to Vehicle Inspection Stations along their route.

4.2.2 Mill placards must not be displayed on vehicles hauling for or on behalf of a Company not using certified scales in accordance with Schedule 1 Section I

4.2.3 Winter weight reporting is not required as outlined in Schedule 1 Section K

4.2.4 Any Company not using certified weigh scales is required to maintain record(s) of all vehicles hauling for or on behalf of the Company in accordance with Schedule 1 Section K.

5. Local Highways

5.1 The Company will obtain and maintain permission from the appropriate local road authority for carriers transporting logs to the Company to use any highways under the jurisdiction of the local authority within their legislative authority. Notwithstanding this permission, these routes are to be identified on the log haul route map or an addendum as set out in Schedule 1 Section G.

6. Winter Weight Notices

6.1 Winter weights will come into effect and will terminate as per written notice to the mill by the Department. This notice will be sent to the Company by mail, fax, or e-mail in accordance with Schedule 1 Section J.

7. Records

7.1 The Company shall provide information, as requested by the Department, in a form acceptable to the Department in accordance with Schedule 1 – Section K and Appendix 12 and 13.

8. Access to Records

8.1 The Company shall allow access to its records by Department staff and/or its agents for the purpose of verifying the Agreement and the terms and conditions for weight monitoring.

9. Agreement

9.1 The Company shall be responsible to meet criteria outlined in this Agreement. It is the sole responsibility of the Company to read and adhere to this Agreement and all associated Schedules and Appendixes.

10. Term

10.1 The term of this agreement is from the date on which both parties sign the Agreement and expires one year from the date of signing. Furthermore this Agreement will become null and void upon the signing of any subsequent Dimension and Weight Agreement for the Movement of Raw Forest Products.

10.2 The term of the winter weight season is at the sole discretion of the Department. Winter weights may be revoked at any time and it is the requirement of the Company to abide by direction from the Department regarding the implementation and removal of winter weights. Any Company that fails to comply with the terms set out by the Department will be in breach of this Agreement.

10.3 This Agreement may be terminated:

(a) by either Party by giving 30 days prior written notice to the other Party;

(b) by the Minister immediately on written notice if, upon the expiry of 30 days after written notice has been received by the Company of its breach of any obligation under this Agreement, the Company has not rectified the breach, in which case termination shall occur upon receipt by the Company of the notice.

10.4 In the event this Agreement is terminated, the Department may revoke all associated dimension and weight privileges for raw forest products.

11. Dispute Resolution

11.1 Consultation

11.1.2 The Parties shall consult each other should there be any disputes arising from the interpretation or implementation of this Agreement, and shall, in good faith, make all reasonable efforts to resolve the matter.

11.2 Reference to Senior Officials

11.2.1 If negotiations fail to resolve the dispute within a reasonable timeframe, the dispute will be referred for a decision to senior officials designated by each Party whose decision will be considered to be final.

12. General

12.1 Amendment and Waiver

12.1.1 No amendment of this Agreement is effective unless made in writing and signed by a duly authorized representative of each of the Department and the Company. No waiver of any provision of this Agreement is effective unless made in writing, and any such waiver has effect only in respect of the particular provision or circumstance stated in the waiver. No representation by either of the parties with respect to the performance of any obligation under this Agreement is capable of giving rise to an estoppel unless the representation is made in writing.

12.2 Additional Assurances

12.2.1 The Parties agree to from time to time do all such acts and provide such further assurances and instruments as may reasonably be required in order to carry out the provisions of this Agreement according to their spirit and intent; but this section shall not in any event be construed as obligating the Province to amend or enact any statute or regulation.

12.3 Alberta Law applies

12.3.1 This Agreement shall be construed, interpreted and applied in accordance with the laws and in the courts of the Province of Alberta.

12.4 Assignment

12.4.1 The Company shall not assign this Agreement or any right or benefit under it.

The Parties have therefore executed this Agreement, each by its duly authorized representative, on the respective dates shown below.

Her Majesty the Queen in right of Alberta
as represented by the Minister of Transportation

Per

Date

Company Representative Signature

Company Name

Date

Index to Schedule and Appendixes

Schedule 1

- Section A: Part I: Permits and Part II: Map
- Section B: Part 1: Permits
 - Dimension / Winter Weight Permits
 - Seasonal Dimensional Permits
 - Salvage Log Haul Dimension Permits
 - Residual Wood Products
- Section C: Part II: Maps
 - Dimension / Winter Weight Route Map
 - Dimension Route Map
- Section D: Part II: Map and Route Information
- Section E: Maps: Producing, Validation and Distributing
 - Maps Produced by Company
 - Maps Produced by Alberta Transportation
 - Colour Maps
 - Temporary Maps,
 - Distribution of Maps
- Section F: Requests for Sign Installation and Development Permits
- Section G: Municipal Log Haul Route Approval
- Section H: Addendum Route Requests
 - Procedure for mills producing own addendums
 - Procedure for addendums produced by Alberta Transportation
- Section I: Criteria for exemption from regular reporting to a VIS
 - Certified Scales
 - Mill Identification Placard
 - Allocate an Inspection Site
- Section J: Notification of Commencement and Removal of Winter Weights
 - Commencement of Winter Weights
 - Removal of Winter Weights
 - Reinstatement of Winter Weights
- Section K: Recording, Monitoring, Controlling and Reporting Requirements
 - Maintain Records
 - Log Trucks
 - Residual Wood Trucks
 - Monitoring
 - Controlling Weights and Dimensions
 - Reporting
- Section L: Transportation Compliance Review

Appendixes

Appendix 1	Application Form
Appendix 2	Map Request
Appendix 3	Retaining Permits
Appendix 4	Map Categories Standard Log Truck Single Axle Jeep 7 Axle Tandem Jeep / B-Train 8 Axle Tandem Jeep / B-Train Quad Axle Semi-Trailer 9 Axle B-Train 10 Axle B-Train Residual Wood Truck Resource Road Seasonal
Appendix 5	Municipal Approval Form
Appendix 6	Information to be included on Title Block for maps produced by Company
Appendix 7	Acceptable Mill Placards and requirements for displaying mill by-pass privilege placards
Appendix 8	Standards for Inspection Site at Mill for those Companies with VIS by-pass privileges
Appendix 9	Addendum Route Request Form
Appendix 10	Addendum Title Block Example
Appendix 11	Addendum Title Block
Appendix 12	Over Weight Report Form
Appendix 13	Audit Form
Appendix 14	Compliance Review
Appendix 15	Documents to be Carried in Vehicle

Submit Pages 1 – 8 (page 8 signed), Appendix 1, 2, 3 and 5 (or a copy of the municipal / county agreement(s)), route request in the form of a map identifying the required route(s), and signature page of Appendix 14 for all contractors / carriers that have had a review completed.

Mail, e-mail or fax signed Agreement and required Schedules and Appendixes to:

Forest Products Transportation Specialist
Alberta Transportation
401 4920 51 Street
Red Deer, AB T4N 6K6

Fax: 403 340-5092

forestproducts.haul@gov.ab.ca

Phone: 403 340-4957 (Toll free in Alberta by first dialing 301-0000)

Note: This Schedule and Appendixes, forms part of the Dimension and Weight Agreement for Raw Forest Products for companies requesting approval for their Contractors / Carriers to haul weights and/or dimensions exceeding those regulated under the Traffic Safety Act.

Section A: Part I: Permits and Part II: Map

1. Alberta Transportation will facilitate the issuance of permits to a carrier as noted in “Part 2: Permits” of this Agreement (**page 1 of this document**).
2. Prior to hauling, the Company will apply to the Department for permission to use designated routes at increased weights and dimensions. Upon approval the Company will receive a colour coded map or temporary black and white map identifying the route colour. Alternatively upon request the Company may be given permission and necessary information to produce their own maps as noted in “**Part 3: Conditions**” of this Agreement. (**page 2**). **Section D and E and Appendix 2**
3. The permit consists of two parts:
 - a. Part I is the permit issued to the carrier. **Section B**
 - b. Part II is the map issued to the Company. **Section C**
4. A Part I permit is required for all carriers hauling raw forest products at weights and dimensions greater than regulated that requires a valid Part II map.
5. Carriers will obtain a Part I “seasonal dimension permit” or a Part I “dimension/winter weight permit”, depending on their requirements, prior to hauling loads exceeding regulated weights or dimensions for or on behalf of the Company. **Schedule 1 - Section I**
6. The Part I permit is not valid unless accompanied by a valid Part II map. **Sections B and C.**
7. The Part II map is not valid unless accompanied by a valid Part I permit. **Section B and C.**
8. The permit and corresponding map are only valid if hauling for or on behalf of the Company identified as the owner of the map.
9. All maps are valid for all configurations during the non-winter period as all routes are RED with the exception of the quad axle semi-trailer map, 9 axle B-Train map and 10 axle B-Train map. These maps are configuration specific and cannot be used for any other configuration during the non-winter period.

NOTE: A Part I permit is not required when operating exclusively on private roads, or licence of occupation roads (LOC). A “licence of occupation road” means a road on public land that is the subject of a grazing licence issued under the *Public Lands Administration Regulation* and a road held under a licence of occupation issued pursuant to the *Special Areas Disposition Regulation* (AR 137/2001);. A permit is required to cross a public roadway. An agreement with the Regional Office of Alberta Transportation to allow public road crossing is required. Contact the Forest Products Transportation Specialist for information on permits and requesting this approval.

Section B: Part I: Permits

Dimension / Winter Weight Log Haul Permits

1. Part I is the vehicle permit, which contains carrier and vehicle information along with the applicable conditions governing vehicle weights and dimensions and specific operating conditions.
2. Permits must be in the name of the registered owner of the vehicle.
3. The dimension / winter weight log haul permit allows for increased dimensions as specifically indicated on each permit for:
 - a. Overall length when loaded
 - b. Width of the bunk stakes, including rings and cables
 - c. Height of equipment or load
 - d. Overhang when loaded
 - e. Track width
 - f. Interaxle spacing
 - g. Wheelbase
4. The permit allows for increased weights as specifically indicated on the permit for each configuration.
5. Some log haul permits require additional permits in order for the dimension / winter weight permit to be valid. Details on additional permit requirements are included in the conditions of the permit and on the Alberta Transportation website at www.transportation.alberta.ca/4208.htm
6. The dimension/winter weight permit is specific to an individual vehicle and configuration during the winter weight period. It applies to only one configuration during the period when winter weights are in effect for the vehicle specified on the permit. If the vehicle specified on the permit is used for other configurations during the winter season, than an additional winter permit(s) is required for each configuration.
7. The dimension/weight permit allows for winter weights during frozen road conditions as directed in writing to the Company by Alberta Transportation. **Section J**
8. Regulated weights are in effect during the period when winter weights are no longer in effect unless an equipment exemption permit has been issued allowing equivalent to regulated weights. This only applies to the quad axle semi-trailer, 9 axle B-Train and 10 axle B-Train configurations. Information is available at www.transportation.alberta.ca/4208.htm related to these configurations and permits.
9. The dimension/weight permit is valid for all log haul vehicle configurations during the period when winter weights are not in effect for the vehicle with the plate indicated on the permit.
10. The Part I permit is not valid unless accompanied by a valid Part II map and addendums.
11. The permit fee is as per Commercial Vehicle Dimension and Weight Regulation AR315/2001.

Seasonal Log Haul Dimension Permits

1. A “seasonal dimension permit” may be used by carriers that are hauling regulated weights where dimensions exceed regulated dimensions.
 - a. This permit applies to numerous vehicles and configurations if regulated dimensions are exceeded.
 - b. This permit is a fleet permit and applies to all vehicles owned by the permit holder with the exemption of the quad axle semi-trailer, 9 axle B-Train and 10 axle B-Train configurations. These configurations require permits specific to these configurations if hauling weights or dimensions exceeding regulated weights and dimensions.
 - c. A valid Part II map is required for this permit to be valid.
 - d. The Part II map may be either a map for a specific configuration or a dimension map.
 - e. If a log haul map for a specific configuration is used, then all routes are RED and regulated weights cannot be exceeded.
2. Commercial Vehicle Dimension and Weight Regulation AR315/2002 applies to all other dimensions and weights not identified on the permit or map.
3. The permit fee is as per Commercial Vehicle Dimension and Weight Regulation AR315/2001.

Salvage Log Haul Dimension Permits

1. Salvage log haul dimension permits that do not require a map may be available. Weights are limited to regulated weights. Over hang is restricted to 3.0 metres and overall length is restricted to 25.0 metres, height is restricted to 4.8 metres and overall width is restricted to 3.2 metres.
2. Commercial Vehicle Dimension and Weight Regulation AR315/2002 applies to all other dimensions and weights not identified on the permit.
3. Monitoring, control and recording of weights and dimensions for vehicles operating under this permit are required as per **Section K**.
4. The permit fee is as per Commercial Vehicle Dimension and Weight Regulation AR315/2001.

Residual Wood Product Permits

1. Permits may be available to allow 8 axle B-Train vehicles to haul weights greater than regulated weight during the period when winter weights are in effect.
2. Commercial Vehicle Dimension and Weight Regulation AR315/2002 applies to all other dimensions and weights not identified on the permit.
3. Monitoring, control and recording of weights and dimensions for vehicles operating under this permit are required as per **Section K**.
4. A map specific for Residual Wood Products must be used in order for weights listed on the permit to apply.
5. Permit fee is as per Commercial Vehicle Dimension And Weight Regulation 315/2002 Section 19(1)(f) and Schedule 11.

Section C: Part II: Maps

Part II of the permit is the colour map which shows the approved raw forest product haul routes. It can be either a "dimension/winter weight" or a "dimension" route map. The map held by Alberta Transportation is final and is the only certified copy which can be used by enforcement.

Part II: Dimension / Winter Weight Route Map

1. The dimension/winter weight route map shows the routes in a colour coded format (green, blue, yellow, red, brown and black) which are in accordance with the conditions on the Part I permit. These two parts will jointly indicate the maximum allowable weights. Dimension restrictions are indicated by notes on the map.
2. The map is valid for vehicles hauling for or on behalf of the mill identified as the owner of the map as shown on the title block. **Section E**
3. All destination mills and storage sites must be identified on the map if hauling for or on behalf of the map owner to another mill or to storage sites that require highway access but does not need to include storage sites located on an LOC or private road.
4. The dimension/winter weight map is specific to an individual vehicle configuration operating under a dimension/winter weight permit during the winter weight period and is valid for all vehicle configurations during the non-winter period.
 - a. All routes are RED regardless of the route colour shown on the map when winter weights are no longer in effect.
5. Vehicles operating under a seasonal dimension permit may use any valid map for any configuration
 - a. All routes are RED regardless of the route colour shown on the map when used by vehicles operating under a seasonal dimension fleet permit.

Part II: Dimension Route Map

1. The dimension route map shows approved routes, but is not colour coded for weight. All routes are shown as RED indicating regulated weights apply. Dimension restrictions are indicated by notes on the map. This map is **only** valid for hauling regulated weights and is **not** valid for hauling winter weights.
2. The map is valid for vehicles hauling for or on behalf of the mill identified as the owner of the map as shown on the title block. **Section E**
3. All destination mills and storage sites must be identified on the map if hauling for or on behalf of the map owner to another mill or storage sites that require highway access but does not need to include storage sites located on an LOC or private roads.
4. The dimension map is common to all regulated weight load configurations with the exception of the quad axle semi-trailer, 9 Axle B-Train or 10 axle B-Train configuration. These configurations require their own specific map.

Section D: Map and Route Information

1. Prior to hauling the Company will apply to the Department for permission to use designated routes at increased weights and dimensions. Upon approval the Company will receive a colour coded map or temporary black and white map identifying the route colour. Alternatively the Company may be given the necessary information and permission to produce their own maps upon request. **Appendix 1**
2. The Company must request permission to produce their own maps. Annual approval is not required in subsequent years unless otherwise requested by Alberta Transportation. **Appendix 2**
3. The map is Part II of the permit and is issued to the Company. Logging vehicles are split into categories for winter weights. The map the carrier requires is dependent on the configuration and is specified in the conditions of the permit.
4. Route information in the form of a map must be submitted with this Agreement (**Appendix 1: Application Form**) providing details of the requested route.
5. Maps prepared by Alberta Transportation are subject to a fee per map as per Commercial Vehicle Dimension and Weight Regulation AR315/2002 **Section 19 (2)(b)**. Only maps requested in **Appendix 2** will be prepared by Alberta Transportation.
Mills will be contacted for payment prior to issuance of map(s).
6. Maps must be submitted as per **Section E**.
7. A list of all configurations with images is included with this agreement. The configurations are sorted by map type to assist in determining map(s) required. **Appendix 4**

Section E: Maps: Producing, Validation and Distributing

Maps Produced by Company

1. The Company must submit a completed **Appendix 1: Application Form** along with a request to produce maps by the Company. **Appendix 2**
2. Alberta Transportation will provide the company with electronic data on bridge weights, dimension limitations, and conditions pertaining to routes.
3. The Company must obtain approval from the local road authority for use of roads under the local road authority's jurisdiction as outlined in **Section G**.
4. The Company will produce a master route map for each configuration group required prior to start of the winter weight season, subject to bridge colour codes, dimension limitations, and County/Municipal District approvals.
5. Alberta Transportation will review and validate the master map(s) prior to start of the season or prior to expiry date of previous map(s). Allow a minimum of 30 days for review and validation.
 - a. There may be times where circumstances do not allow for a final review prior to the expiry date of current maps.

- b. If maps will expire prior to final review a letter will be sent to the Company indicating the current maps and addendums related to those maps will be valid for an extended period.
- c. A copy of the letter must accompany the Part I permit and Part II map identified in the letter in order for the extension date of the map to be valid.
6. The map copies shall be of sufficient quality and detail to adequately illustrate all route limitations. All provincial highways must be clearly labeled with the highway number.
 7. If multiple pages are used to reproduce the map, each page shall contain a title block **Appendix 6** to properly identify the map, mill, mill placard (if applicable) and configuration.
 8. Maps will be effective from the validation date until the expiry date unless a letter has been sent to the Company granting an extension of the expiry date as per item 4.
 9. Alberta Transportation will provide the Company with a validation date, expiry date, MTS LOG HAUL Number and Map No. after approval of the map.
 10. The Company will update the approved map with the information provided by Alberta Transportation
 11. The updated map must be forwarded to Alberta Transportation in order for the map to be valid.
 12. Once a colour map has been validated with a date and MTS LOG HAUL Number, changes shall not be made by the Company to the master copy.
 13. Additions or revisions to a colour map will be in the form of an addendum as outlined in **Section H**.
 14. Maps are not valid unless accompanied by a valid raw forest products haul permit as outlined in **Section A and B**.
 15. Validation and Expiry dates must be included on the Title Block **Appendix 6** of each map in order for the map to be valid. Alberta Transportation will provide dates once review and approval of map(s) is complete.
 16. A suitable "Mill Identifier" placard must be included on the map in order for an exemption to regular reporting to a VIS will be allowed. **Section I and Appendix 7**
 17. Maps shall not have more than one mill placard. On occasion permission may be granted to allow the use of more than one placard.
 18. Submit copies of maps for review and approval by e-mail to forestproducts.haul@gov.ab.ca
 19. No other method of map submission will be accepted without prior written approval.

Maps Produced by Alberta Transportation

Colour Maps

1. The Company must obtain approval from the local road authority for use of roads under the local road authority's jurisdiction as outlined in **Section G**.
2. The Company will submit a completed **Appendix A**: Application Form and a map providing details of the requested route(s) by mail, fax or e-mail to:

Forest Products Transportation Specialist
Alberta Transportation
Room 401 4920 – 51 Street
Red Deer, AB T4N 6K8

Fax: 403 340-5092
e-mail: forestproducts.haul@gov.ab.ca

3. Alberta Transportation will prepare the colour master route map(s) subject to bridge colour codes, dimension limitations, and County/Municipal District approvals. Allow a minimum of 30 days for completion of colour maps by Alberta Transportation.
 - a. There may be times where circumstances do not allow for a final review of maps prior to the expiry date of current maps.
 - b. If maps will expire prior to final review a letter will be sent to the Company indicating the current maps and addendums related to those maps will be valid for an extended period.
 - c. A copy of the letter must accompany the Part I permit and Part II map in order for the extension date indicated on letter to be valid.
4. One copy of the validated master colour route map for each configuration requested will be forwarded to the Company by e-mail. If Company does not have an e-mail address, maps will be sent by postal mail. Allow additional time for delivery.
5. If additional copies are required a fee per copy will be charged as outlined in **Section D**.
6. Once a colour map has been validated with a date and MTS LOG HAUL Number, changes will not be made to the master copy.
7. Additions or revisions to a colour map will be in the form of an addendum as outlined in **Section H**.
8. Maps are not valid unless accompanied by a valid permit as outlined in **Section A and B**.
9. Maps are valid effective as of the validation date indicated on the Title Block **Appendix 6** provided the map is accompanied by a valid Part I: Permit.
10. Maps expire on the expiry date indicated on the Title Block. **Appendix 6**
11. A suitable "Mill Identifier" can be included with the map request if the Company meets the requirements as per **Part 3 of the Agreement and Section I**.
12. In order for by-pass privileges as per **Section I** a copy of the Mill Identifier must appear on each map.
 - a. If a "Mill Identifier" is not displayed on the map(s) all vehicles hauling for or on behalf of the mill must report to a VIS as per **Section I**
13. Submit copies of maps for completion by e-mail to forestproducts.haul@gov.ab.ca or fax 403 340-5092. No other method of map submission will be accepted.

Temporary Black and White Maps

1. If the map request is for a mill that did not have a valid map for the previous year and the mill wants to start hauling before a colour route map can be generated, then a Temporary Black and White Map may be created.
 - a. If more than one route is requested on the map than more than one map may be required.
 - b. This will only be necessary if all routes are not the same colour.
 - c. Black and white temporary maps cannot be issued with more than one route colour.
2. Black and white temporary maps will be valid for all configurations requested as per information on Title Block. The Title Block for a temporary map is similar to the title block for an addendum shown in Appendix 10.
3. Allow 5 business days for completion of black and white temporary map(s).

Distribution of Maps

1. The Company will make copies of the master colour map(s) and distribute the copies to contractors, carriers or drivers hauling for or on behalf of the Company, as applicable. Maps must be produced in colour for the map to be valid.
2. The map should only be issued to carriers hauling for or on behalf of the Company. Carriers hauling for or on behalf of another mill should operate under a map issued to the mill they are hauling for or on behalf of.
3. Carriers operating with a Timber Management 9 form (TM9) issued to a company that is not a mill may be provided with a Company map if the load has been purchased by the Company and the Company is identified as the receiving mill on the TM9.
4. Distribution of maps to contractors, carriers or drivers is at the sole discretion of the Company.

Section F: Requests for Sign Installation and Development Permits

1. A permit from Alberta Transportation is required to install or change a sign within the development control zone (300 metres from the provincial right-of-way or within 800 metres of the centerline of a highway and public road intersection). In order to obtain a permit for the installation of required log haul signs, the Company must submit an ***“Application for Sign Installation Near a Provincial Highway”***. Information related to installing signs and the application can be found at www.transportation.alberta.ca/2626.htm
2. Landowners and developers should contact their local municipality about proposed developments. In addition to contacting the municipality, a permit from Alberta Transportation is required for roadside developments within the development control zone (300 metres from provincial right-of-way or within 800 metres of the centerline of a highway and public road intersection). In order to obtain a permit for new or revised existing development, the Company must submit a ***“Roadside Development Application for the Development Near a Provincial Highway”***. Information related to roadside development and the application can be found at www.transportation.alberta.ca/2629.htm .

Section G: Municipal Log Haul Route Approval

1. Approval from local authorities (counties, municipal districts, cities, towns, and villages) must be obtained for temporary new development access and use of their roads within their legislative authority.
2. The Company must provide confirmation that approval has been obtained for use of roads within the municipalities’ legislative authority to Alberta Transportation by submitting a copy of the agreement between the Company or its contractors and the municipal district, county, city, town or village. Obtaining a signature from the local authority will also serve as confirmation that approval has been obtained for use of roads within the municipalities’ legislative authority. **Appendix 5**

Section H: Addendum Route Requests

1. An addendum is required when a cut block is accessed using public roadways which are not indicated as approved raw forest product haul routes on the colour map.
2. When a cut block is accessed using private roads which tie into either an approved public road or a private road which is already indicated on the route map, an addendum is optional, but the mill must inform the drivers as to the route to be used, and will be responsible if the drivers use a non-approved route.
3. To request an addendum route, the Company must submit the following items
 - a. Colour raw forest product haul map or black and white route map with routes clearly indicated
 - b. Addendum Route Request Form **Appendix 9**
 - c. Title Block – **Appendix 11**
 - i. **Appendix 10** shows how to complete the Title Block

Procedure for mills producing their own addendums

1. Make a copy of the portion of the coloured raw forest product haul map to use as the base for the addendum. The copy must include the cut block area and the nearest approved route as shown on the Part II colour map.
2. Identify the location of the cut block. Maximum one block per addendum
3. Attach a title block to the copy. **Appendix 11**
4. Complete the information on the title block. Addendums must be numbered sequentially
5. Identify the new route
6. Note any conditions related to dimensions, overhang, signing, hours of operation or other relevant information
7. Indicate the colour coded weight allowance as determined from the electronic data provided by Alberta Transportation as outlined in **Section E**
8. Obtain the required approvals from the local road authorities, and include any conditions on the addendum.
9. Submit addendum request along with the approval from local authorities by e-mail to forestproducts.haul@gov.ab.ca or fax 403 340-5092
10. The addendum will be reviewed, validated by date and Alberta Transportation authorized personnel signature.
11. Alberta Transportation will e-mail or fax the completed addendum back to the Company.
12. Allow five (5) business days for review and validation of addendums.
13. Colour maps are not to be modified or changed to include the cut blocks and addendum route.
14. The addendum must be in the vehicle and accompany the Part I permit and Part II colour map in order for the addendum to be valid.

Procedure for addendums produced by Alberta Transportation

1. Obtain the required approvals from the local road authorities, and include any conditions on the addendum.
2. Make a copy of the portion of the coloured raw forest product haul map to use as the base for the addendum. The copy must include the cut block area and the nearest approved route.
3. Identify the location of the cut block and route to be used to the nearest approved route. Maximum one block per addendum
4. Attach a title block to the copy.
5. Complete the information on the title block. Addendums must be numbered sequentially
6. Submit the addendum request along with the approval from local road authorities by e-mail to forestproducts.haul@gov.ab.ca or by fax to 403 340-5092
7. The addendum will be reviewed and any conditions related to dimensions, overhang, signing, hours of operation or other relevant information will be noted on the addendum.
8. The addendum will be validated by date and Alberta Transportation authorized personnel signature.
9. Alberta Transportation will e-mail or fax the completed addendum back to the Company.
10. Allow five (5) business days for review and validation of addendums
11. Colour maps will not to be modified or changed to include the cut blocks and addendum route.
12. The addendum must be in the vehicle and accompany the Part I permit and Part II colour map in order for the addendum to be valid.

Section I: Criteria for exemption from regular reporting to a VIS

Companies and vehicles must meet the following criteria in order for an exemption from regular reporting to a VIS for vehicles hauling permitted weights for or on behalf of their mill during the winter weight season.

Certified Scales

The Company must use certified weigh scales. Vehicles that are not weighed at a certified weigh scale are not exempt from reporting to a VIS and must report to a VIS.

Mill Identification Placard

1. A Mill Identification Placard must be displayed on the vehicle.
2. The use of a placard that identifies vehicles exempt from regular reporting during the winter weight period must be approved by Alberta Transportation. **Appendix 6**
3. The placard must be approved by Alberta Transportation.
4. The approved placard must be displayed on the colour route map.
5. Companies will provide a mill identification placard to carriers to be mounted on the vehicle so that it is visible to the public.
6. Not all carriers / vehicles hauling for or on behalf of the company need operate with a mill identification placard. The Company retains the right to determine whether carriers / vehicles are issued a mill identification placard.
7. Those carriers / vehicles not displaying a mill identification placard must report to a VIS.

8. The placard is to be removed or covered when not hauling for or on behalf of the company
9. A mill placard is not to be displayed on a vehicle destined to a site that is not equipped with certified scales.

Allocate an Inspection Site

1. For those mills meeting the criteria for exemption from regular reporting during the winter weight season, the Company must allocate a location for CVEB to conduct vehicle inspections.
2. This inspection site must meet the standards outlined in **Appendix 9**.
3. The Company must maintain space within the mill yard for vehicles placed Out-of-Service to be repaired.
4. The Company will provide annual safety orientation to CVEB personnel conducting inspections at mill sites as determined by Company policy.

Section J: Notification of Commencement and Removal of Winter Weights

Commencement of Winter Weights

1. The Company will be notified by e-mail when winter weights go into effect for their mill. If a company does not have an e-mail address, notification of winter weights will be sent by fax. The Company must provide an e-mail address or fax number on **Appendix 1: Application Form**.
2. Advance notice times may vary due to road status, frost readings and weather forecasts.
3. Winter weight raw forest product haul starts are generally projected using current area frost readings and area weather forecasts when approaching the required depth of one metre (for pavement).
4. Alberta Transportation understands that urgency is critical and has confidence you understand that the public investment in, and the protection of the road system are of great importance. The status and conditions of the road system in regard to winter weights are continually being monitored and evaluated by Alberta Transportation to ensure accurate and timely implementation and removal of winter weight restrictions.
5. Initial notification of winter weights may be limited to a specific area and all areas covered by the map may not receive winter weights at the same time.
6. Different areas in the province do not accumulate frost depth at the same rate. These freezing rates vary with subgrades, structure types, construction techniques, moisture and temperatures.
7. Frost depths can increase rapidly with cold temperatures initially, but as the frost depths approach one metre, the freezing rate may reduce, may stop, or may take several days to change significantly.
8. The Company must not allow carriers, drivers or vehicles to operate at weights exceeding regulated weights until notified in writing by Alberta Transportation that winter weights are in effect.
9. The Frost / Thaw Contour Map located at www.transportation.alberta.ca/Content/docType260/Production/FrostThawMap.pdf shall serve as information only and not constitute notification that winter weights have been implemented for the mill.

Removal of Winter Weights

1. The Company will be notified by e-mail when winter weights are removed for their haul area. If the company does not have an e-mail address, notification of winter weights will be sent by fax. Company must provide an e-mail address or fax number on **Appendix 1: Application Form**.
2. Typically a minimum of 3 days' notice will be granted prior to removal of winter weights. Circumstances may warrant earlier removal due to the placement of road bans or warmer temperatures.
3. The Frost / Thaw Contour Map located at www.transportation.alberta.ca/Content/docType260/Production/FrostThawMap.pdf shall serve as information only and not constitute notification that winter weights have been removed

Reinstatement of Winter Weights

Winter weights may be reinstated if circumstances allow and is at the sole discretion of Alberta Transportation.

Section K: Recording, Monitoring, Controlling and Reporting Requirements

The Company will **maintain record(s)** of log vehicles and residual wood vehicles hauling during the period when winter weights are in effect for their mill as stated under **Maintain Records**. Record keeping will include a review and verification of the maximum weights allowed for a particular vehicle in compliance with the dimension / winter weight permit as noted in **Part 3 Page 3 of the Agreement**.

The Company will **maintain record(s)** of all log vehicles operating under the authority of a permit hauling for or on behalf of the Company during the term of this agreement.

The Company will **maintain record(s)** of over weights for vehicles under the administration of another mill during the term of this agreement.

Any Company using certified weigh scales is required to **monitor** the weights and dimensions of "all log vehicles" hauling on behalf of the Company during the term of this agreement.

Any Company using certified weigh scales is required to **control** the weights and dimensions of "all log vehicles" hauling for or on behalf of the Company mill during the term of this agreement.

The company will **report** all overweight loads recorded for vehicles hauling on behalf of the Company to Alberta Transportation bi-weekly during the period when winter weights are in effect in the format outlined in **Appendix 12**.

The company will **report** all overloads recorded for vehicles hauling for or on behalf of another mill to the other mill during the term of this agreement.

Maintain Records

Log Haul Vehicles

1. The following record is to be maintained for each log vehicle hauling for or on behalf of the Company and be made available to Department staff for auditing:
 - a. License number of truck, truck/tractor, jeep and trailer(s). A jeep is a semi-trailer but has been identified separately for recording requirement purposes.
 - b. Year of truck or truck/tractor, jeep and trailer(s)
 - c. Unit number of truck or truck/tractor
 - d. Permit number(s) – as per **Appendix 15**.
 - e. Configuration
 - f. Registered weight as shown on vehicle registration
 - g. Allowable regulated or permitted weight
 - h. Scaled weight loaded
 - i. Scaled weight empty
 - j. Overweight amount
2. The Company is to weigh and record axle weights and dimensions on a random basis for 1% of all log trucks hauling for or on behalf of the Company entering their mill and storage site (if scales are available at the storage site). **Appendix 13**
3. The following record is to be maintained for each log truck hauling under the administration and control of another mill:
 - a. License number of vehicle,
 - b. Unit number of truck or truck/tractor
 - c. Permit number(s) - **Appendix 15**
 - d. Configuration
 - e. Allowable regulated or permitted weight
 - f. Scaled weight loaded
 - g. Scaled weight empty
 - h. Overweight amount

Residual Wood Vehicles

1. The following record is to be maintained for each residual wood vehicle hauling under permit for or on behalf of the Company during the period when winter weights are in effect:
 - a. License number of vehicle
 - b. Unit number of truck or truck/tractor
 - c. Permit number – Over weight permit number
 - d. Permitted weight
 - e. Scaled weight loaded
 - f. Scaled weight empty
 - g. Overweight amount

Monitoring

1. The company will monitor the weights and dimensions of “all log trucks” and “all residual wood vehicles” entering its yard or storage site(s) during the period when winter weights are in effect.
2. All log trucks and all residual wood trucks means:
 - a. Those vehicles hauling permitted weights – operating under a dimension / winter weight permit and map.
 - b. Those vehicles hauling the equivalent to regulated weights - operating under an equipment exemption permit and map. (quad axle semi-trailer and 9 or 10 axle B-train)
 - c. Those vehicles hauling regulated or less than regulated weights – operating under a seasonal dimension permit and map.
 - d. Those vehicles hauling regulated or less than regulated weights – operating under a salvage dimension permit – no map required.
 - e. Those vehicles hauling regulated or less than regulated weights and dimensions – not operating under a permit
 - f. Those vehicles hauling residual wood products under a weight or dimension permit for residual wood products.
 - g. Vehicles hauling residual wood products that do not haul using a dimension or weight permit are not subject to reporting.
 - h. Those vehicles under the administration and control of another mill

Note: Vehicles travelling exclusively on private, LOC or DLO roads are exempt from monitoring, recording or controlling of weights under this agreement.

Dimensions for LOC roads are as per Commercial Vehicle Dimension and Weight Regulation AR315/2002 Section 13(3)

Vehicles travelling exclusively on LOC or private roads must adhere to all requirements of the Traffic Safety Act and its Regulations.

3. The company will monitor the weights and dimensions of raw forest product vehicles operating under permit hauling on behalf of the Company that are weighed on certified weight scales at a mill or storage site, at all times, even during the period when winter weights are not in effect and develop a process to deal with non-compliance of permit conditions. This may include but is not limited to setting tolerance levels, incentive programs or other processes, as deemed appropriate by the company.

Example:

- a. The company has developed and implemented a program that will discipline carriers that incur over weights.
- b. The company has developed and implemented an incentive program so carriers do not incur over weights

Weights and Dimensions

1. The company is to control the weights and dimensions of all vehicles hauling raw forest products for or on behalf of the company to ensure the weights or dimensions do not exceed the allowable regulated weights or dimensions or if operating under permit the allowable permitted weights or dimensions.

Reporting

1. The company will report all over weights recorded for vehicles hauling for or on behalf of the Company to Alberta Transportation bi-weekly during the period when winter weights are in effect in the format outlined in **Appendix 12**.
2. The record for the 1% axle weighed vehicles is to be submitted as per Appendix 13 up on request by Alberta Transportation. Appendix 13 is a sample form. Note: All information no. 1 – 12 must be included in any company developed form.
3. Weights and information recorded as outlined in this section under Maintain Record(s) for vehicles under the administration of another mill must be reported to the controlling mill during the period when winter weights are in effect. This information is to be sent to the controlling mill at a set time frame as determined by an agreement between the receiving mill and the controlling mill. Verification of these weights may be requested by Alberta Transportation for auditing purposes.
4. Over weights recorded for vehicles under the administration of another mill must be reported to the controlling mill during the term of this agreement at a set time frame as determined by an agreement between the receiving mill and the controlling mill.

Section L: Transportation Compliance Review

The company must meet prior to start date of a Contractor(s) / Carrier(s) hauling for the Company to review Transportation Compliance as set out in Appendix 14 during the term of this agreement.

Submit Pages 1 – 8 (page 8 signed), Appendix 1, 2, 3 and 5 (or a copy of the municipal / county agreement(s)), route request in the form of a map identifying the required route(s), and signature page of Appendix 14 for all contractors / carriers that have had a review completed.

Mail, e-mail or Fax Signed Agreement and required Schedules and Appendixes to:

Forest Products Transportation Specialist
Alberta Transportation
401 4920 51 Street
Red Deer, AB T4N 6K6

Fax: 403 340-5092

forestproducts.haul@gov.ab.ca

Phone: 403 340-4957 (Toll free in Alberta by first dialing 301-0000)

Company Information

Company Name(s): _____
(Company name (Trade names not accepted) or individual)

Address: _____

City / Town: _____

Postal Code: _____ Telephone #: _____ Fax #: _____
(Required as per Section J)

Contact Person: _____

E-mail Address: _____
(Required as per Section J)

Vehicles weighed at a certified weigh scale::No: _____ Yes: _____

Owner of Scale: _____

Winter Weight Monitoring Contact: _____

Telephone #: _____ Fax #: _____
(Required as per Section J)

E-mail Address: _____
(Required as per Section J)

Does the Company request permission to produce own maps? If approval has been granted, approval in subsequent years may not be required.

- Yes No

See Appendix 4 to identify the required map: Logging vehicles are split into categories for winter weights. The map the carrier requires is dependent on the configuration and is specified in the conditions of the permit.

Indicate the map(s) the Company requests Alberta Transportation produce.

- Standard Log Truck Single Axle Jeep 7 Axle Tandem Jeep / B-Train
 8 Axle Tandem Jeep / B-Train 9 Axle B-Train 10 Axle B-Train
 Quad Axle Semi-Trailer Resource Road Chip/Hog Fuel
 Dimension – all routes will be RED. Winter weights are not allowed when using this map. Map applies to all configurations with the exception of the Quad Axle Semi Trailer, 9 Axle B-Train and 10 Axle B-Train

The Company should require some assurance that the map(s) issued to the contractor(s) / carrier(s) shall not be provided to another party without the consent of the Company.

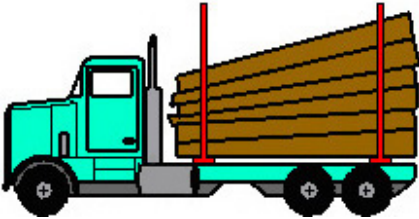
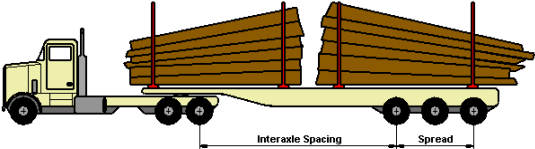
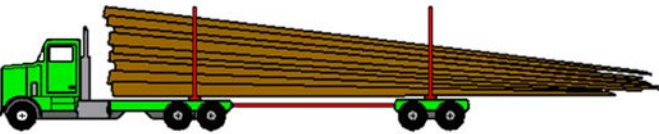
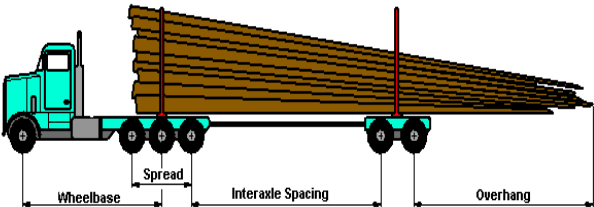
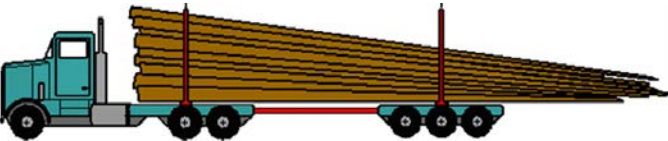
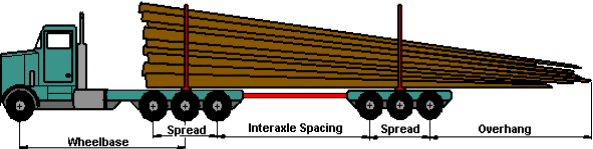
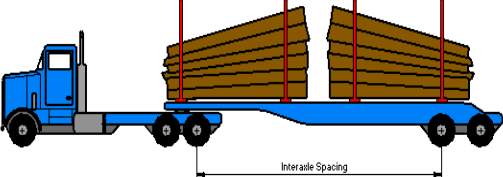
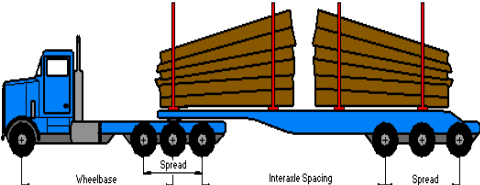
- The Company will obtain and retain a copy of all required permits for each vehicle hauling weights or dimensions greater than regulated during the term of this Agreement. Section K**
Only one copy of fleet permits need be retained for each carrier.

Logging vehicles are split into categories for winter weights. The map the carrier requires is dependent on the configuration and is specified in the conditions of the permit.

Standard Log Truck Map

A Standard Log Truck - a configuration having one trailer or a single truck with no trailer

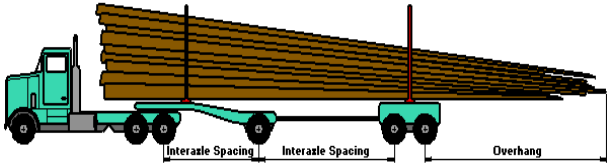
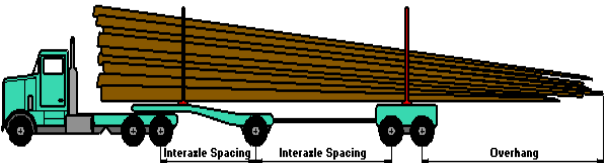
- Straight truck - no trailer
- Log Truck with tandem pole trailer
- Log truck with tridem pole trailer
- Tandem truck with tandem semi-trailer (hayrack)
- Tandem truck with tridem semi-trailer (hayrack)
- Tridem drive with tandem pole trailer
- Tridem drive with tridem pole trailer
- Tridem drive with tridem semi-trailer

<p>Straight Truck – no trailer</p> 	<p>Tandem Drive – Tridem Semi-Trailer</p> 
<p>Tandem Truck - Tandem Pole Trailer</p> 	<p>Tridem Drive - Tandem Pole Trailer</p> 
<p>Tandem Truck - Tridem Pole Trailer</p> 	<p>Tridem Drive – Tridem Pole Trailer</p> 
<p>Tandem Truck - Tandem Semi-Trailer</p> 	<p>Tridem Drive - Tridem Semi-Trailer</p> 

Single Axle Jeep Map

A Single Axle Jeep - a configuration having a single axle jeep and a tandem pole trailer:

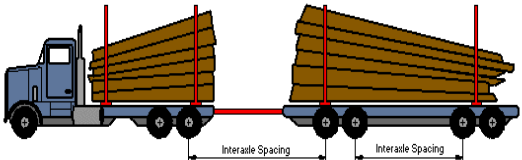
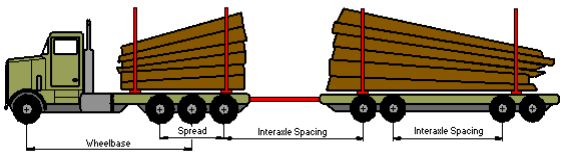
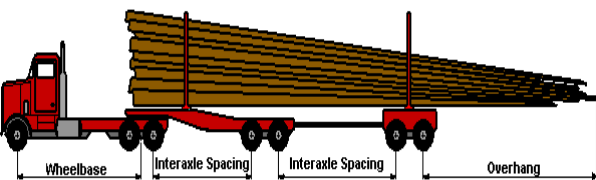
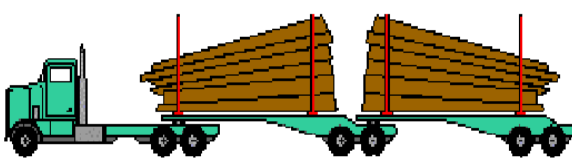
- Single axle jeep loggers

<p>Medium Spread Single Axle Jeep Minimum interaxle spacing between drives and jeep 3.6 metre</p>	<p>Long Spread Single Axle Jeep Minimum interaxle spacing between drives and jeep 4.2 metre</p>
	

7 Axle Tandem Jeep / B-Train Map

A 7 Axle Tandem Jeep / B-Train - a configuration having two trailers - one trailer can be a tandem jeep with a tandem trailer, or it may be a configuration with a single trailer with two separate tandem axle groups, including:

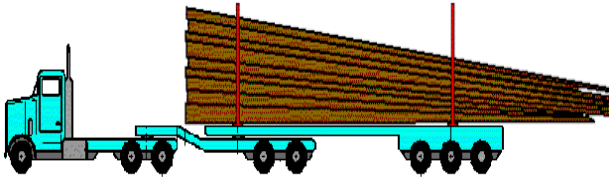
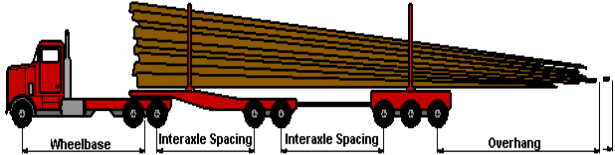
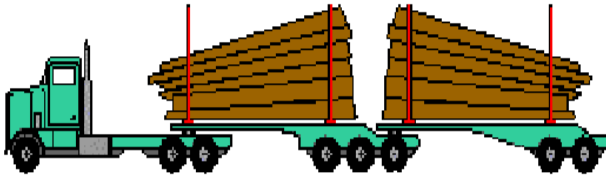
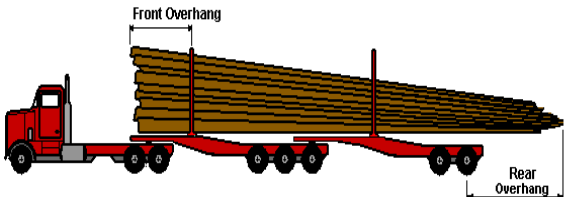
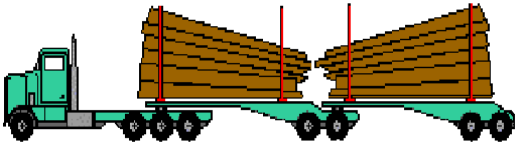
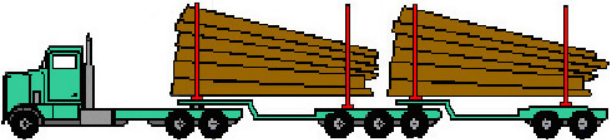
- 7 Axle Tandem Jeep Logger
- 7 Axle B-Train
- Trailers with 4 axles (full trailers – wagon)

<p>Log Truck – 4 Axle Trailer</p> 	<p>Tridem Drive – 4 Axle Trailer</p> 
<p>Tandem Axle Jeep Logger</p> 	<p>7 Axle B-Train</p> 

8 Axle Tandem Jeep / B-Train Map

An 8 Axle Tandem Jeep / B-Train - a configuration having two trailers one of which may be a tandem jeep with a tridem trailer

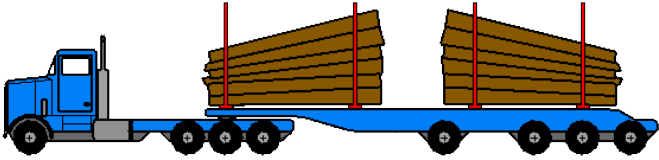
- Tandem Axle jeep with a tridem semi-trailer – reverse B-Train
- Tandem axle jeep with a tridem pole trailer
- 8 Axle Double Pole Trailer with no hinge
- 8 Axle Double Pole Trailer with hinge
- 8 Axle B-Train short logs
- 8 Axle B-Train long logs
- Tridem drive B-Train

<p>Tandem Jeep – Tridem Semi Trailer</p> 	<p>Tandem Jeep – Tridem Pole Trailer</p> 
<p>8 Axle B-Train - Short Logs</p> 	<p>8 Axle B-Train – Long Logs</p> 
<p>Tridem Drive B-Train</p> 	<p>Double Pole Trailer</p> 

Quad Axle Semi –Trailer Map

Quad Axle Semi-Trailer – a configuration having a tridem drive with a tridem semi-trailer equipped with a self steer single lift axle

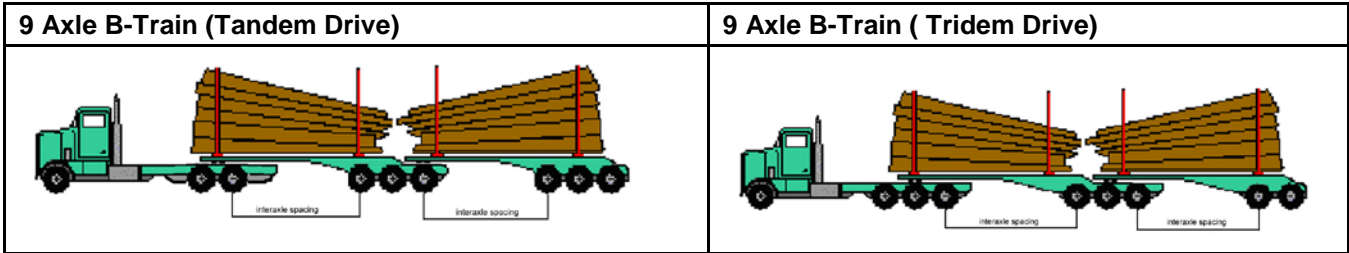
If carrier does not use a winter weight permit for this configuration – requires Standard Log Truck Map
If carrier uses a Dimension / Weight Log Haul Permit for this configuration – requires Quad Map

<p>Tridrive Tractor - Self Steer Quad Axle Semi-Trailer</p> 

9 Axle B-Train Map

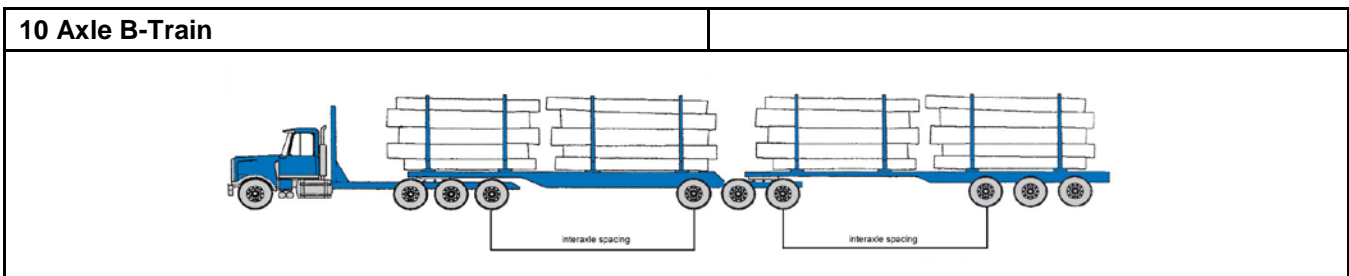
9 Axle B-Train - a tandem drive tractor with two tridem trailers or a tridem drive tractor with one tridem trailer and one tandem trailer. A jeep cannot be used in this configuration

- Tandem Axle Drive with 2 tridem trailers
- Tridem Axle Drive with 1 tandem trailer and 1 tridem trailer



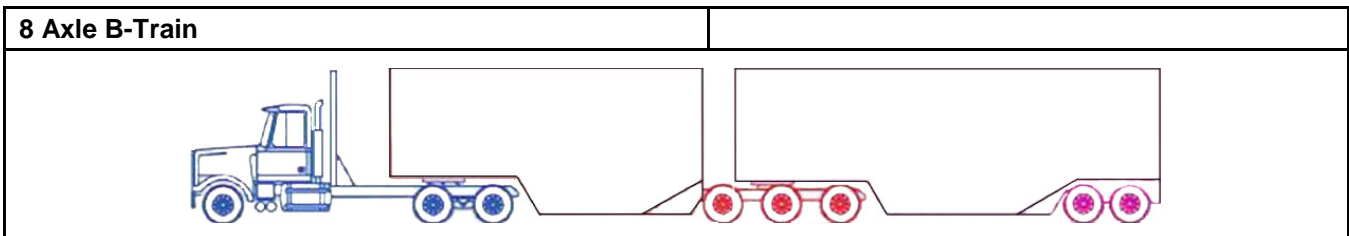
10 Axle B-Train Map

10 Axle B-Train - a tridem drive truck tractor with 2 tridem trailers.



Chip Map

Maps are only valid for 8 Axle B-Train residual wood trucks.



Resource Road Map

Valid for all configurations on roads designated as Resource Roads

Seasonal Log Haul Map

Valid for all configurations as outlined on the permit if hauling regulated or below regulated weights. Allows for movement of logs at dimensions greater than regulated dimensions for routes as shown on map.

Vehicles operating under the authority of a Dimension / Winter Weight permit do not require a Seasonal Log Haul Permit during the non-winter period.

All maps created for review and approval by the Company must have a Title Block that contains the information identified in Figure 1.

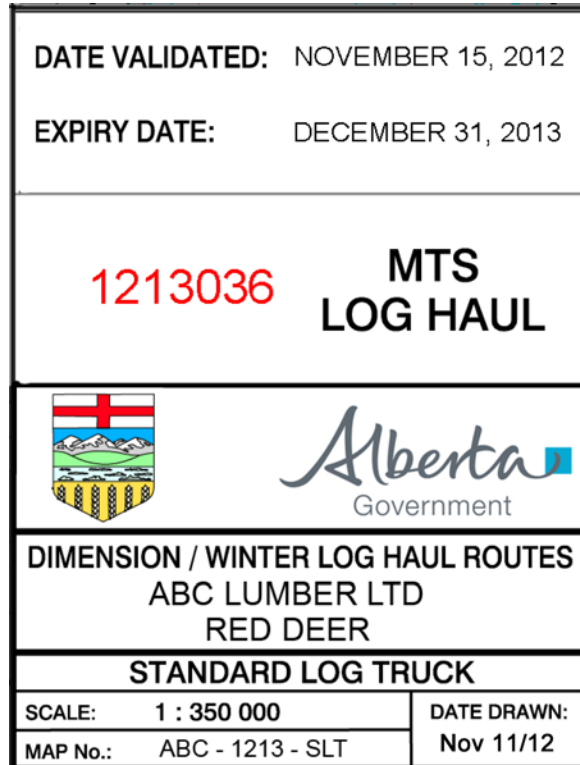


Figure 1

Date Validated: Alberta Transportation will provide this date after review and approval of the map.

Expiry Date: Alberta Transportation will provide this date after review and approval of the map.

MTS LOG HAUL Number: Alberta Transportation will provide this number after review and approval of the map.

Company Logo: Optional

Identification of map type: The map type, either a Dimension / Winter Log Haul Route Map or a Dimension Log Haul Route Map (used with the Seasonal Log Haul Permit) must be identified

Name of Mill: Name of mill that is the owner of the map must be clearly indicated. Mill name must be the same as the name on the Agreement and Application Schedule 1.

Location of Mill: Map must identify the closest town or city where mill is located

Configuration type: Map must identify the type of configuration group the map applies to

Scale: Optional

Map No.: Alberta Transportation will provide this unique map identifier number after review and approval of map. ABC indicates Alberta Transportation Mill Code – 1314 indicates map year – SLT indicates code for configuration map identifies. In this case Standard Log Truck

Date Drawn: Date the map was completed

Mill Identification VIS by-pass Placards can be used to identify one mill (figure 1) or multiple mills (figure 2).

Maps shall not display more than one Mill Identification Placard

If multiple mills are identified on a placard then the mill placard must be displayed on each map for each Company.

All mill placards must have the mill name and unit number displayed as shown in Figure 1 or 2.

Criteria for displaying a Mill Identification Placard on a Vehicle are outlined in Section I.



Figure 1

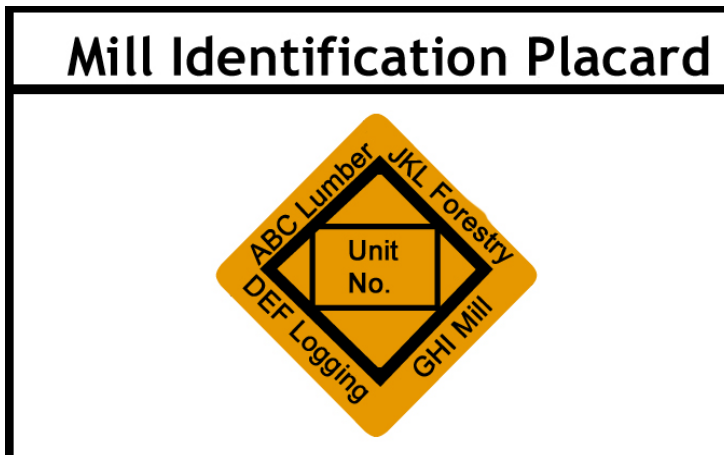


Figure 2

If multiple mills are identified on a placard then the mill placard must be submitted for approval by each Company. If approved the placard must be displayed on each map for each Company.

- 1. Site must be at a safe location**
- 2. Must be able to accommodate loaded vehicle for inspection**
- 3. Design and maintain the inspection site in such a manner that CVEB can utilize all tools and equipment necessary for inspection.**

Mill (as stated on Agreement): _____ Date: _____

Address: _____

Contact Person: _____ Fax Number: _____

Telephone Number: _____ E-mail: _____

Origin of Wood:

(sec, twp, range, meridian)

Destination of Wood: Mill site or land location (if different than Company mill site)

(sec, twp, range, meridian)

Legal Weight: Yes ____ No ____ Winter Weight: Yes ____ No ____

Overhang: _____ metres Bunk Width: _____ metres

Wood Volume: _____ m3 Number of Loads: _____

Comments:

Submit addendum requests via e-mail to forestproducts.haul@gov.ab.ca or fax to 403 340-5092

Further information relating to addendums is described in **Schedule 1 Section H**


Addendum requests that are not completed as requested will be returned.

Inquiries may be directed to 403-340-4957

Date

Signature of Mill Representative

A title block must be attached to the addendum map. An electronic version of this document is available [Click Here](#)

		Addendum to Coloured Dimension/ Winter Map or Seasonal Dimensional Map			
MILL:					
MAP ROUTE COLOUR					
STANDARD LOG TRUCK		SINGLE AXLE JEEP			
7 AXLE TAN JEEP/B-TRAIN		8 AXLE TAN JEEP/B-TRAIN			
9 AXLE B-TRAIN		10 AXLE B-TRAIN			
QUAD AXLE		CHIP/HOG FUEL			
MAP NUMBER:					
EXPIRES:					
LEGAL LAND LOCATION:		S:	TP	Rn	W M
ORIGIN					
DESTINATION					
NO. OF LOADS:					
LOCAL AUTHORITIES:					

Expiry date of addendum.
This date may be different than date on colour map dependent on municipal approval expiry date

Number of loads
as indicated on addendum route request

Local Authorities – indicate local authorities that have approved this request if hauling on municipal or county roads
Should be the same as the approvals indicated on the addendum route request and or agreements sent with the request.


Legal Land Location
Indicate origin of loads – One origin per addendum
Indicate destination – this is usually the mill identified as the owner of the colour map – if this is the case destination can be left blank. If destination is different than the mill identified as the owner of the map, indicate destination. Other mill name is acceptable


Route colour - indicate for each configuration required – mills that produce own maps
Alberta Transportation will complete for those mills that do not do their own maps

Map number is ABC-1314-01
ABC is mill code as shown on colour map
1314 is the map year
01 is the addendum sequence number

Mill name as it appears on the colour map

This page can be copied. A title block must be attached to the addendum map. An electronic version of this document is available [Click Here](#)

		Addendum to Coloured Dimension / Winter Map or Seasonal Dimension Map			
MILL					
MAP ROUTE COLOUR					
STANDARD LOG TRUCK		SINGLE AXLE JEEP			
7 AXLE TAN / JEEP / B-TRAIN		8 AXLE TAN JEEP / B-TRAIN			
9 AXLE B-TRAIN		10 AXLE B-TRAIN			
QUAD AXLE		CHIP / HOG FUEL			
MAP NUMBER					
EXPIRES					
LEGAL LAND LOCATION	S	TP	Rn	W	M
ORIGIN					
DESTINATION					
NO OF LOADS					
LOCAL AUTHORITIES					

		Addendum to Coloured Dimension / Winter Map or Seasonal Dimension Map			
MILL					
MAP ROUTE COLOUR					
STANDARD LOG TRUCK		SINGLE AXLE JEEP			
7 AXLE TAN / JEEP / B-TRAIN		8 AXLE TAN JEEP / B-TRAIN			
9 AXLE B-TRAIN		10 AXLE B-TRAIN			
QUAD AXLE		CHIP / HOG FUEL			
MAP NUMBER					
EXPIRES					
LEGAL LAND LOCATION	S	TP	Rn	W	M
ORIGIN					
DESTINATION					
NO OF LOADS					
LOCAL AUTHORITIES					

This form is available in an electronic format [Click Here](#)

NAME OF MILL								
Commencement of Winter Weights								
Removal of Winter Weights								
Report Period – insert dates to reflect reporting period								
Report period example: Dec 1 – 15 or Dec 3 - 17								TOTAL
1.Total loads to date (on highway)								
2.Overloads greater than 5000 kg								
3.Overloads between 3000 and 5000 kg								
4.Overloads between 1000 and 3000 kg								
5.Overloads between 0 and 1000 kg								
All overloads (Sum 2, 3, 4 & 5)								
Overloads greater than 1000 kg (Sum 2, 3 & 4)								
Total overload rate (5% or less)								
Overload rate for loads 1000-3000 kg (2% or less)								
Overload rate for loads 3000-5000 kg (0%)								
Overload rate for loads greater than 5000 kg (0%)								

This form is available in electronic format [Click Here](#)

Audit Review Form									
1% of all loads shall be axle weighed as per Schedule 1 – Section K(2)									
1. Date	2. Time	5. Permit No.: Indicate permit # load is operating under							
		dimension/winter weight							
		seasonal dimensional							
		salvage dimension							
equipment exemption **									
3. Form TM9				6. Origin of Load: Legal Land Location					
				S	TP	RG	WM		
4. Truck / Plate No.:				7. Trailer Year		Trailer 1		Trailer 2	
WEIGHT									
8. Vehicle Configuration: (draw axles and show interaxle* spacing measurements) (indicate track width of all trailers; jeeps are considered semi-trailers)									
9. Dimensions	Height	Width	Length	Overhang		Track Width			
				Front	Rear	Trailer 1	Trailer 2		
10. Weight	Steer Axle	Drive Axle	Trailer 1	Trailer 2		GVW			
Actual Axle Weights:									
Regulated or Permitted Allowable Axle Weights:									
Over weight									
APPROVALS									
11. Driver:				12. Auditor:					

*: interaxle spacing means the longitudinal distance separating two axles or axle groups, or a steering axle and an axle group, as calculated from the centres of the two adjacent axles;

** only applies to quad axle semi-trailer, 9 axle B-Train or 10 axle B-Train.

The following information must be reviewed by company personnel with contractor(s) / carrier(s) and subcontractor(s) / carrier(s) as part of the Dimension and Weight Agreement for the Movement of Raw Forest Products with Alberta Transportation.

For further information on Transportation Compliance in Alberta visit www.transportation.alberta.ca/499.htm

The Commercial Vehicle Safety Compliance in Alberta education manual should be reviewed www.transportation.alberta.ca/671.htm. Contact Carrier Services at 403 755-6111 for additional information.

Sub points of the 'Compliance Review' are intended to provide the Company with relevant discussion topics to be reviewed prior to hauling.

This is a review of the carrier's compliance only and is not intended to be a comprehensive audit.

Section A: Safety Fitness Certificate

Does the carrier(s) have a valid Safety Fitness certificate?

1. A Safety Fitness Certificate is issued to a carrier and allows a carrier to operate commercial vehicles.
2. To legally operate commercial vehicles in Alberta, carriers must have a permanent or temporary certificate
3. The certificate will show dates of validity, the carrier's operating status and other information.
4. The certificate will identify whether the carrier is Provincial or Federal regulated.
5. If the carrier is "Unsatisfactory" the carrier cannot operate National Safety Code regulated vehicles.

Section B: Carrier Profile

Can the carrier(s) produce a public carrier profile that shows acceptable on road performance?

1. The carrier profile shows all
 - a. convictions
 - b. collisions
 - c. CVSA inspectionsthat were issued to drivers of the carrier's commercial vehicles
2. This information is compiled into an "R" factor score. The score is then displayed as a raw number and also as a monitoring stage of 1 through 4. Four is considered the most risk to other highway users.
3. Carrier profiles also show if the carrier's safety fitness rating is "Conditional". A conditional rating indicates the carrier has not met minimum transportation safety requirements and the Registrar has taken disciplinary action against the carrier to try to improve their compliance level.
4. Use of a "Conditional" carrier or a carrier on monitoring should be evaluated to determine if they pose an unacceptable risk to the public, contractor or the mill.

Section C: Safety Program

- Does the carrier have a safety plan that addresses at least minimum regulatory requirements?**
1. This should not be confused with a COR certificate as governed under occupational health and safety legislation.
 2. A transportation safety plan focuses on safe operation of a commercial motor vehicle and the qualifications of the driver and its associated record keeping.
 3. For information on completing a Transportation Safety Plan, visit the following website: Preparing Written Safety and Maintenance Programs www.transportation.alberta.ca/3188.htm

Section D: Driver Files

- Does the carrier(s) have complete driver files for all its authorized drivers that meets at least minimum regulatory requirements?**
1. This includes employment history, drivers' abstracts (within 30 days of hire and at least annually after that, record of convictions for the preceding 4 years (usually present on a driver abstract or commercial driver's abstract), record of any reportable collisions while operating a commercial vehicle, record of any training taken in transportation safety topics such as:
 - a. load securement
 - b. trip inspections
 - c. hours of service
 - d. weight and dimensions (should include training specifically related to log haul permits).
 2. It is recommended that carriers request a Commercial Driver Abstract (CDA).
 - a. The CDA incorporates existing Driver's Abstract information and includes information on National Safety Code (NSC) infractions such as hours of service violations, cargo securement violation or overloads.
 - b. It also includes results of Commercial Vehicle Safety Alliance (CVSA) inspections. The CDA is inclusive of information from any NSC violation received while operating commercially registered vehicles.
 - c. Information on the CDA can be found at www.transportation.alberta.ca/4664.htm

Section E: Driver Training

- Does the carrier(s) ensure all its drivers are trained in the appropriate transportation items as well as mill specific requirement?**
1. The training needs to meet the specific requirements of the carrier and the logging industry.
 2. The driver must be competent in performing a trip inspection on the style of vehicle they operate and know what a faulty component looks like.
 3. The driver must have specific knowledge for requirements on how to secure
 - a. logs
 - b. any other product they haul on their vehicles.
 4. The driver must have knowledge on how to complete a daily log and their driving limitations.

5. Drivers must have knowledge of legal weights and dimensions
 - a. If operating under a permit, the driver is expected to know what the permit allows and prohibits
6. Information is available at www.transportation.alberta.ca/499.htm. This information can be used by the employer to develop training material that can assist their employees to do their job competently and in compliance.
7. There are many consultants available to train carriers and drivers in transportation compliance. A list of transportation auditors/consultants is available at www.transportation.alberta.ca/Content/docType276/Production/NSC_Auditor_Contact_List.pdf.

Section F: Hours of Service

- Does the carrier(s) ensure all drivers are operating within the limits of the hours of service regulations?**
1. The carrier must have a process in place to make sure drivers are not required or encouraged to drive commercial vehicles in excess of daily driving limits
 2. Since Alberta enforces two pieces of legislation governing hours of service, it is important to determine which legislation is appropriate to the carrier
 - a. Federal regulations require active monitoring and remediation of non-compliance.
 3. It is also important to note that even though a driver may have had the required time off-duty, they may still be unfit to drive, other circumstances may contribute to fatigue,
 - a. Illness
 - b. improper sleep
 - c. life style
 - d. drugs
 - e. alcohol
 - f. other factors
 4. Any driver who is fatigued for any reason should not be allowed to continue driving a commercial vehicle.

Section G: Maintenance Program

- Does the carrier(s) have a written maintenance program that covers their commercial trucks and trailers?**
1. For information on completing a Transportation Maintenance Plan, visit the following website Preparing Written Safety and Maintenance Programs www.transportation.alberta.ca/3188.htm
 2. The maintenance program must address the regular and continuous maintenance of commercial vehicles and trailers operated by the carrier. This includes
 - a. trip inspections
 - b. trip inspection reports
 - c. appropriate NSC (National Safety Code) schedules
 - d. periodic maintenance inspection reports
 - e. maintenance receipts or records
 - f. repair records
 - g. annual inspections (CVIP)
 - h. associated record keeping

Section H: Vehicle Files

- Does the carrier(s) have vehicle files for each of its registered power units and trailers that it operates?**

1. As with drivers, each vehicle the carrier has registered and in use requires a file. The file contains at least the records described in **Section G**.

Section I: Subcontractors

- Does the contractor / carrier hire sub-contractors?**

Yes

No

- If yes, does the contractor / carrier conduct a compliance review of all subcontractors / carriers as outlined in Appendix 14: Section A – I**

1. A compliance review of all carriers including subcontractors hauling for and on behalf of the company must be completed.

Section J: Rated Capacity of Equipment

- Does the carrier comply with manufacturer's specifications for maximum load weight?**

1. If a load exceeds the manufacturer's specifications for the maximum weight of the load, the employer must, under section 524(3) of the Occupational Health and Safety Code,

- a. prepare a written assessment of the hazards relating to the operation of the logging vehicle, and
- b. implement controls that ensure the safe operation of the vehicle.

Appendix 15 was developed to provide information and assistance to the carrier in determining the required documents that must be carried in the vehicle.

Carrier _____ Plate _____ Unit #: _____

Document	Description	Expiry Date (if applicable)	Number (if applicable)	Comments
Valid Operator's License				
Valid Vehicle Registration Must be registered for the legal weight of the configuration used.	Truck or Truck Tractor Trailer 1 Trailer 2			Registered weight as shown on truck or truck tractor registration. Must be original only. Copy unacceptable
Valid Cab Card	For out of province carriers Prorated number			AB prorated weight
Valid monthly license permit (MOLIC) *	For out of province carriers that are not prorated or Alberta carriers that may be using a restricted radius plate			Registered weight shown on Monthly license permit
Driver log or duty status records (if applicable)	As required Federal Provincial			
Valid Safety Fitness Certificate	A copy of the Safety Fitness Certificate must be carried in each NSC regulated vehicle			
Valid Vehicle Insurance				
Valid CVIP Inspection Form must be carried in vehicle. Decal must be clearly visible on vehicle	Truck or Truck Tractor Trailer 1 Trailer 2			
Trip Inspection Report The schedule listed below contains the minimum items required to be examined during a trip inspection	A completed trip inspection report must be carried in each vehicle if combined weight is over 4,500 kg (combined weight of truck or truck tractor, all trailers and load)			
Schedule 1 of NSC Standard 13 Part 2	List of 23 items the driver is required to inspect every 24 hours vehicle is in use. Some vehicles may not have been originally equipped with all items listed. These non- equipped items do not require inspection.			Trip inspections need not be done prior to shift. Trip inspections can be done at end of shift. Trip inspections are valid for 24 hours.
Valid Log Haul Map and Addendums	A validated Part II map and all addendums must be carried in the vehicle for the Part I permit to be valid			Map 1 – Configuration Group Map 2 - Configuration Group
TM9	A TM9 must be carried in the vehicle for each load hauled Map and TM9 shall be in the same Company name			

Carrier _____ Plate _____ Unit #: _____

Document	Description	Expiry Date (if applicable)	Number (if applicable)	Comments
Valid Log Haul Permit * (if more than one configuration is used with this truck than the permit for the current configuration must be produced at the request of a peace officer)	Winter Weight / Dimension 1.Configuration Winter Weight / Dimension 2.Configuration Winter Weight / Dimension 3.Configuration Seasonal Log Haul Salvage Log Haul			All pages of the Part I permit including conditions must be carried in the vehicle for the permit or Part II map to be valid
Valid Equipment Exemption Permit *	Tridem Drive Fleet Quad Axle Semi-Trailer 9 Axle B-Train 10 Axle B-Train			All pages of the Part I permit including conditions must be carried in the vehicle for the permit or Part II map to be valid
Monthly License MOLICLOG If operating 9 or 10 Axle B-Train *	9 Axle B-Train 10 Axle B-Train			
TAC permit * (the carrier must have a valid TAC permit and County / MD approval to travel on local roads. Otherwise the regulated weight on local roads is limited to 17,000 kg for tridem axles and 53,500 kg GVW)				
Steering Axle Permit for Picker Truck *	Weight allowed on steering (during winter period, cannot increase permit weight beyond weight shown on winter log haul permit)			Steering axle weight

If operating a quad axle semi-trailer, an annual equipment exemption permit is required in addition to the dimension/winter weight permit.

If operating a 9 or 10 axle b-train, an annual equipment exemption permit and a licensing permit (to increase weight beyond 63,500 kg) is required in addition to the dimension / winter weight permit.

The Company must obtain and retain a copy for their records of all permits listed in Appendix 15 marked with *