

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

His Majesty the King 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 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*;

"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 Permitting and Approvals 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 complete list of Inspection Stations is available at: www.alberta.ca/commercial-vehicle-inspection-stations-offices.aspx on-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 Sherriff Highway Patrol. 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: www.alberta.ca/commercial-vehicle-inspection-stations-offices.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 Appendixes are attached and form part of this Agreement:

Appendixes 1 – 10

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.

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. Appendix 2: Section 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.

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.

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 Appendix 9.

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 Appendix 7. This exemption does not apply to empty log trucks. Vehicles must report to the scale if the lights are flashing when not hauling a load of logs. This exemption does not apply to Mobile Inspection Stations (MIS). Vehicles must report to a MIS if the lights are flashing. A list of Inspection Stations is available at: www.alberta.ca/commercial-vehicle-inspection-stations-offices.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 Sherriff Highway Patrol to conduct log vehicle inspections as set out in Appendix 7 or as agreed to by Sherriff Highway Patrol and the Company.

- b) Design and maintain the inspection site in such a manner that Sherriff Highway Patrol can utilize all tools and equipment necessary for inspection.
- c) Maintain space within the mill yard to make repairs to vehicles placed out-of-service.
- d) Allow Sherriff Highway Patrol 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 Sherriff Highway Patrol personnel conducting inspections at mill sites as determined by Company policy.
- f) Provide Sherriff Highway Patrol 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.

4.2.3 Overweight Monitoring reporting is not required as required by Appendix 8

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.

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 Appendix 5.

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.

7. Records

7.1 The Company shall provide information, as requested by the Department, in a form acceptable to the Department in accordance Appendix 9.

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 Appendixes.

10. Term

10.1 The term of this agreement is from the date on which both parties sign the Agreement and expires five years 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.

His Majesty the King in right of Alberta
as represented by the Minister of Transportation

Per

Date

Company Representative Signature

Company Name

Date

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Appendix 1: Application Form

Please provide Company information as requested.

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

Address: _____

City / Town: _____

Postal Code: _____ Telephone #: _____ Fax #: _____

Contact Person: _____

E-mail Address: _____

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

Owner of Scale: _____

Winter Weight Monitoring Contact: _____

Telephone #: _____ Fax #: _____

E-mail Address: _____

Appendix 2: Route Configuration (Route Configuration Map) Form

Mill Name:	
-------------------	--

This form identifies which configuration(s) the Company wants to operate. The Company may select one or more configurations from the list provided.

Section A: Map Selection

Mills have the option to submit their own map, or one will be created for them by Alberta Transportation. Should the Company elect to submit their own map, the Company must request permission to use a Map that has not been produced by Alberta Transportation. Please indicate a preference below:


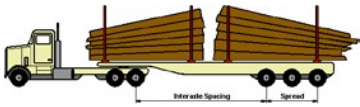
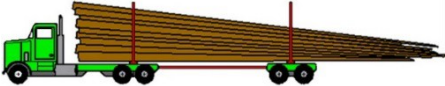
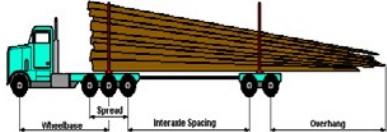
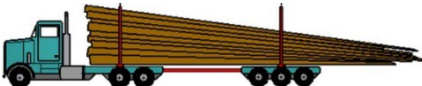
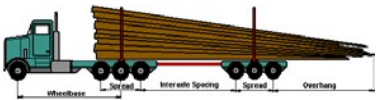
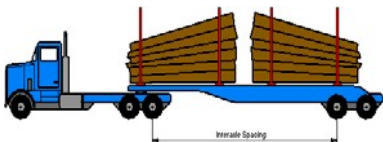
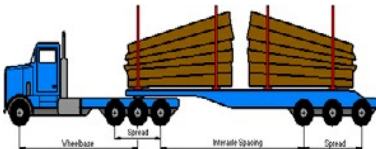
- I require a Route Configuration Map from Alberta Transportation.
- I request permission to prepare Route Configuration Map(s) and submit for approval.

Note: Route Configuration Map(s) distributed to the Carrier/Contractor(s) shall not be provided to another party without the consent of the Company.

Section B: Configuration Selection

Logging vehicles are split into categories for winter weights. The Route Configuration Map the Carrier/Contractor requires is dependent on the configuration and is specified in the conditions of the permit. **Please select the configuration(s) the company intends to operate:**

- Standard Log Truck:** a configuration having one trailer or a single truck with no trailer.

Straight Truck – No Trailer	Tandem Drive – Tridem Semi-Trailer
	
Tandem Truck – Tandem Pole Trailer	Tridem Drive – Tandem Pole Trailer
	
Tandem Truck – Tridem Pole Trailer	Tridem Drive – Tridem Pole Trailer
	
Tandem Truck – Tandem Semi-Trailer	Tridem Drive – Tridem Semi-Trailer
	

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

<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>

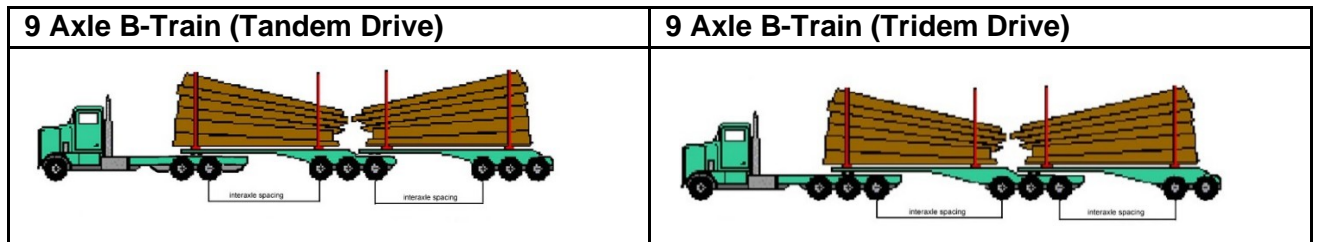
- 7 Axle Tandem Jeep / B-Train:** a configuration having two trailers - one trailer can be a tandem jeep with a tandem trailer, or it may be a configuration with a single trailer with two separate tandem axle groups.

<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>

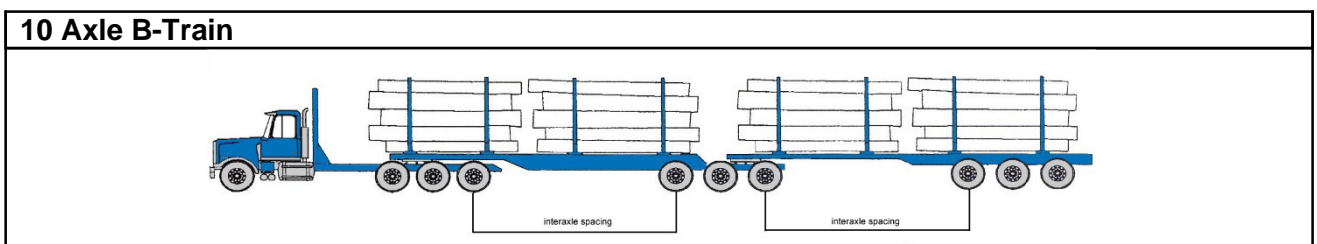
- 8 Axle Tandem Jeep / B-Train:** a configuration having two trailers one of which may be a tandem jeep with a tridem trailer.

<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>

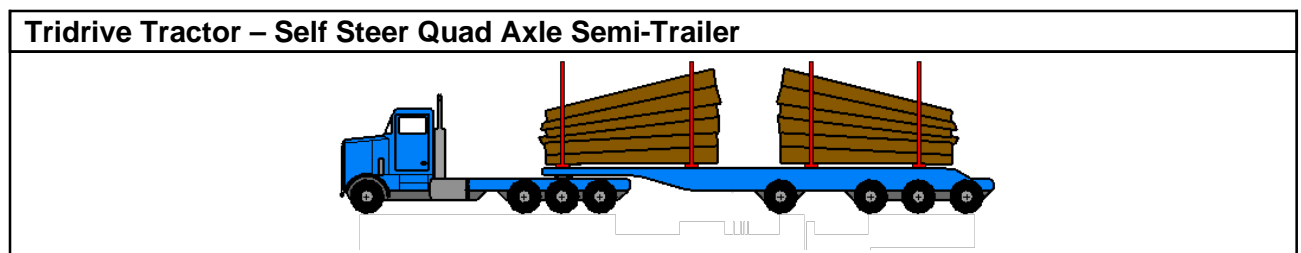
- 9 Axle B-Train:** a B-Train with 9 axles. A jeep cannot be used in this configuration.



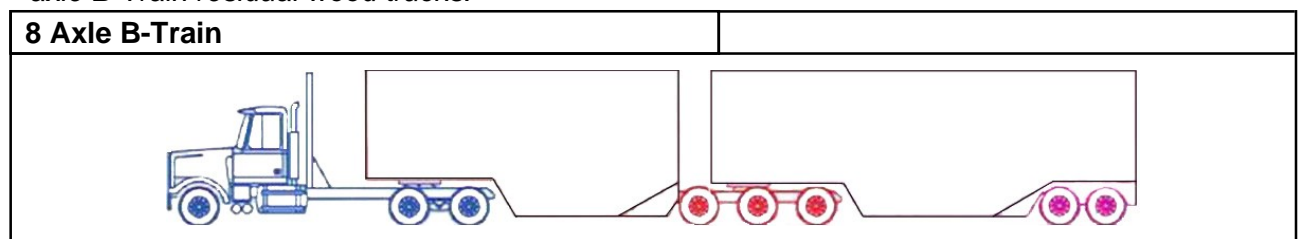
- 10 Axle B-Train Route Configuration Map:** a B-Train with 10 axles. A jeep cannot be used in this configuration.



- Quad Axle Semi –Trailer Route Configuration Map:** a configuration having a tridem drive with a tridem semi-trailer equipped with a self-steer single lift axle.
- If Carrier/Contractor does not use a winter weight permit for this configuration a Standard Log Truck Route Configuration Map or a Quad Axle Semi-Trailer Route Configuration Map can be used as identified on the permit.
 - If Carrier/Contractor uses a Dimension/Weight Log Haul Permit for this configuration Quad Axle Semi-Trailer Route Configuration Map is required.



- Chip/Hog Fuel- Chip Route Configuration Map:** route Configuration Maps are only valid for 8 axle B-Train residual wood trucks.



- Resource Road Route Configuration 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.*

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.

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

Appendix 3: Compliance Review

Mill Name:

Company personnel must review the following information with Carrier/Contractor(s) and Carrier/Contractors must review this information with subcontractor(s) as part of the Dimension and Weight Agreement for the Movement of Raw Forest Products with Alberta Transportation. Sub points of the 'Compliance Review' are intended to provide the Company with relevant discussion topics to be reviewed prior to hauling.

Additional Resources:

- For further information on Transportation Compliance in Alberta visit <https://www.alberta.ca/commercial-carriers.aspx>
- The Commercial Vehicle Safety Compliance in Alberta education manual should be reviewed <https://www.alberta.ca/education-material-commercial-Carrier/Contractors.aspx>. Contact Alberta Transportation at 403-755-6111 for additional information.

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

Section A: Safety Fitness Certificate

- Does the Carrier/Contractor have a valid Safety Fitness certificate?**
1. A Safety Fitness Certificate is issued to a Carrier/Contractor and allows a Carrier/Contractor to operate commercial vehicles.
 2. To operate commercial vehicles in Alberta, Carrier/Contractors must have a certificate.
 3. The certificate will show dates of validity, the Carrier/Contractor's operating status and other information.
 4. The certificate will identify whether the Carrier/Contractor is Provincially or Federally regulated.
 5. If the Carrier/Contractor is "Unsatisfactory" the Carrier/Contractor cannot operate National Safety Code regulated vehicles.

Section B: Carrier/Contractor Profile

- Can the Carrier/Contractor produce a public Carrier/Contractor profile that shows acceptable on road performance?**
1. The Carrier/Contractor profile shows all:
 - a. Convictions,
 - b. Collisions, and
 - c. Commercial Vehicle Safety Alliance (CVSA) inspections that were issued to drivers of the Carrier/Contractor'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 one (1) through four (4). Four (4) is considered the most risk to other highway users.
 3. Carrier/Contractor profiles also show if the Carrier/Contractor's safety fitness rating is "Conditional". A conditional rating indicates the Carrier/Contractor has not met minimum transportation safety requirements and the Registrar has taken disciplinary action against the Carrier/Contractor to try to improve their compliance level.
 4. Use of a "Conditional" Carrier/Contractor or a Carrier/Contractor on monitoring should be evaluated to determine if they pose an unacceptable risk to the public, Carrier/Contractor, or the Mill.

Section C: Transportation Safety Plan

- Does the Carrier/Contractor have a Transportation Safety Plan that addresses at least minimum regulatory requirements?**
1. A Transportation Safety Plan focuses on safe operation of a commercial motor vehicle and the qualifications of the driver and its associated record keeping.
 - a. A safety plan should not be confused with a COR certificate, which is governed under occupational health and safety legislation, not the *Traffic Safety Act*.
 2. For information on completing a Transportation Safety Plan, visit the following website: [Safety and Maintenance Programs – Commercial Carriers](#)

Section D: Driver Files

- Does the Carrier/Contractor have complete driver files for all its authorized drivers that meets at least minimum regulatory requirements?**
1. This includes:
 - a. Employment history,
 - b. Drivers' abstracts (within 30 days of hire and at least annually after that),
 - c. Record of convictions for the preceding four (4) years (usually present on a driver abstract or commercial driver's abstract),
 - d. Record of any reportable collisions while operating a commercial vehicle, and,
 - e. Record of any training taken in transportation safety topics such as:
 - i. Load securement,
 - ii. Trip inspections,
 - iii. Hours of service, and/or
 - iv. Weight and dimensions (should include training specifically related to loghaul permits).
 2. It is recommended that Carrier/Contractors 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 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.alberta.ca/commercial-driver-abstract.aspx.

Section E: Driver Training

- Does the Carrier/Contractor ensure all its drivers are trained in the appropriate transportation items, as well as Mill specific requirements?**
1. Training must meet the specific requirements of the Carrier/Contractor and the logging industry.
 2. The driver must be competent in performing a trip inspection on the style of vehicle they operate and be able to identify any faulty components or other safety hazards.
 3. Drivers must understand the specific requirements to secure and haul logs.
 4. Drivers must have knowledge on how to complete a daily log and their driving limitations.
 5. Drivers must have knowledge of regulated weights and dimensions. If operating under a permit, the driver is expected to know what the permit allows and prohibits.
 - a. Additional information is available at <https://www.alberta.ca/education-manual-for-commercial-carriers.aspx>. This information can be used by the Company and its Carrier/Contractor(s) to develop training material that can assist drivers to do their job competently and in compliance with the Log Haul Program.

- b. There are also consultants available to train Carrier/Contractors and drivers in transportation compliance. A list of transportation auditors/consultants is available at <https://www.alberta.ca/third-party-auditor-certification-program.aspx>

Section F: Hours of Service

- Does the Carrier/Contractor ensure all drivers are operating within the limits of the hours of service regulations?**
1. The Carrier/Contractor 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/Contractor:
 - 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 impairment or fatigue, such as:
 - a. Illness,
 - b. Improper sleep,
 - c. Drugs,
 - d. Alcohol, and
 - e. Other factors.
 4. Any driver who is fatigued for any reason should not be allowed to continue driving a commercial vehicle.
 5. Information on training, fatigue management and hours of service is available at www.alberta.ca/training-fatigue-management-and-hours-of-service.aspx

Section G: Transportation Maintenance Plan

- Does the Carrier/Contractor have a written Transportation Maintenance Plan that covers their commercial trucks and trailers?**
1. The maintenance program must address the regular and continuous maintenance of commercial vehicles and trailers operated by the Carrier/Contractor. 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), and
 - h. Associated record keeping.
 2. For information on completing a Transportation Maintenance Plan, visit the following website Preparing Written Safety and Maintenance Programs www.alberta.ca/safety-and-maintenance-programs-commercial-Carrier/Contractors.aspx

Section H: Vehicle Files

- Does the Carrier/Contractor(s) have vehicle files for each of its registered power units and trailers that it operates?**
1. As with drivers, each vehicle the Carrier/Contractor has registered and in use requires a file. The file contains at least the records described in **Section G** above.

Section I: Subcontractors

Does the Carrier hire sub-contractors (“Contractors”)?

Yes

No

If yes, **does the Carrier conduct a compliance review of all Contractors as outlined in Appendix 3: Section A – H**

Yes

No

1. A Compliance Review must be filled out by:

- a. Each Contractor for each Carrier hired by the Contractor or,
- b. If the Carrier is hired by the Mill, each Carrier hired by the Mill.

Section J: Rated Capacity of Equipment

Does the Carrier/Contractor 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.

Continue on next page...



I certify that I have reviewed with the Carrier/Contractors the information related to transportation compliance prior to hauling for the Mill.

Carrier/Contractor Name: _____

Motor Vehicle Identification Number (MVID): _____

Company Representative:

Print Name

Signature

Position/Title

Company

Email Address

Date

Carrier/Contractor Representative:

Print Name

Signature

Position/Title

Contractor/Carrier/Contractor

Email Address

Date

Carrier/Contractor Compliance Review Discussion Comments: if the Carrier/Contractor answers "NO" to any of the questions, note details below and direct Carrier/Contractor to information related to commercial transportation at www.alberta.ca/commercial-Carrier/Contractors.aspx

Appendix 4: Municipal Log Haul Route Approvals

Mill Name:	
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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 municipality or equivalent local authority.

Proof of Approval can be submitted in one of two ways:

- Submitting *this form* with a signature from the local authority; or,
- Submitting an equivalent form indicating formal approval bearing the signature of the appropriate authority (e.g., Municipal Road Use Agreement).

Please select one of the following:

- The below indicates all Municipal Log Haul Route Approvals required for the requested Route Configuration Map.**
- Equivalent formal approval is attached to this application.**

1.	
Name and title of official and local authority (Please Print)	Signature of Local Road Authority

2.	
Name and title of official and local authority (Please Print)	Signature of Local Road Authority

3.	
Name and title of official and local authority (Please Print)	Signature of Local Road Authority

4.	
Name and title of official and local authority (Please Print)	Signature of Local Road Authority

Appendix 5: Addendum Route Request Form

If the highways or locations are not indicated on the colour map, an addendum is required. **For addendum requests, complete Sections A and B of this form.** Submit requests via e-mail to forestproducts.haul@gov.ab.ca.

Further information relating to addendums please refer to the [Guide to Log Haul in Alberta](#).

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

Section A: Mill Information

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

Address: _____

Contact Person: _____

Fax Number: _____

Telephone Number: _____

E-mail: _____

Overhang: _____ metres

Date

Signature of Mill Representative


Section B: Addendum Request Details

A Route Configuration Map of the addended route being requested is required. This Route Configuration Map does not need to be in a formal format, but must clearly show the requested route (e.g., Google maps route):

- A Route Configuration Map of the requested addended route has been attached.

Please complete the required addendum request details in the tables below:

An electronic version of this document is available: [Addendum Tile Block Form](#)

		Addendum to Coloured Dimension / Winter Route Configuration Map or Seasonal Dimension Route Configuration Map			
MILL NAME:					
MAP NUMBER:					
MAP EXPIRY DATE:					
CONFIGURATION		ROUTE COLOUR <i>To be reviewed and validated by Alberta Transportation</i>			
		WINTER WEIGHTS		NON WINTER	
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					
LEGAL LAND LOCATION	Section	Township	Range	West of Meridian	
ORIGIN					
DESTINATION <i>Mill, legal land location or storage site</i>					
LOCAL AUTHORITIES* <i>*Please complete and submit Appendix 5: Municipal Log Haul Route Approvals for all listed local authorities</i>					

Section C: How to Complete an Addendum Request

This section provides an example of the addendum requests requirements.

NO ACTION is required by the Mill

Part 1: Addendum Request Details

Mill: Mill name as it appears on the Colour Maps.

Map Route Colour: Dependent on configuration. Mills that produce own Maps should indicate colour for each configuration to be addended.

For those Mills that do not produce their own Map, leave this section blank. Alberta Transportation will complete this section.

Route Configuration Map Number: unique identifier; ABC-2021-01, where:

- ABC is Mill code as shown on Colour Map
- 2021 is Map year
- 01 is addendum sequence number

Route Configuration Map Expiry Date:

Expiry date of Map..

Legal Land Location:

- *Indicate origin of loads* – an addendum may have more than one origin, provided the route colour is the same for all highways shown on the addendum.
- *Indicate destination* – this is usually the Mill, identified as the owner of the colour Route Configuration Map; if this is the case destination can be left blank. If destination is different than the Mill identified as the owner as indicated in Section A, enter legal land location or another mill.

Local Authorities: If hauling on municipal or county roads, indicate local authorities that have approved this request.

CONFIGURATION		ROUTE COLOUR <i>To be reviewed and validated by Alberta Transportation</i>		
		WINTER WEIGHTS	SEASONAL	
STANDARD LOG TRUCK		Green	Red	
SINGLE AXLE JEEP		Blue	Red	
7 AXLE TAN / JEEP / B-TRAIN		Green	Red	
8 AXLE TAN JEEP / B-TRAIN		Green	Red	
9 AXLE B-TRAIN		Green	Yellow	
10 AXLE B-TRAIN		Blue	Blue	
QUAD AXLE		Red	Red	
CHIP / HOG FUEL		N/A	N/A	
LEGAL LAND LOCATION	Section	Township	Range Road	West of Meridian
ORIGIN	15	93	12	5
DESTINATION	ABC Mill	(or legal land location)	if not	going to a mill)
LOCAL AUTHORITIES*		MD Greenview		
<small>*Please complete and submit Appendix 5: Municipal Log Haul Route Approvals for all listed local authorities</small>		Yellowhead County		

Part 2: Addendum Request Map



Appendix 6: Title Block Requirements

Title Blocks are applied to all Route Configuration Maps as a marker of certification and to identify the Mill under which the map was issued. If a Route Configuration Map is created by Alberta Transportation, a Title Block will be automatically applied. All Route Configuration Maps created by the Company for review and approval must have a Title Block that contains the information identified in this section.

This following is a description of the acceptable Title Block format required for all Mill created maps:

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

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

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

Company Logo: Optional.

Identification of Route Configuration Map type: The Route Configuration Map type. Should identify either:

- A Dimension / Winter Log Haul Route Configuration Route Configuration Map or,
- A Dimension Log Haul Route Configuration Route Configuration Map (used with the Seasonal Log Haul Permit).

Name of Mill: The owner of the Route Configuration Map. Mill name must be the same as the name on the Agreement and Appendix 1.



Location of Mill: Optional. The closest town or city where Mill is located.

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

Scale: Optional.

Map No: Alberta Transportation will provide this unique Route Configuration Map identifier number after review and approval of Route Configuration Map. ABC indicates Alberta Transportation Mill Code – 1819 indicates Route Configuration Map year – SLT indicates code for configuration Route Configuration Map identifies. In this case Standard Log Truck.

Date Drawn: Date the Route Configuration Map was completed.

DATE VALIDATED: NOVEMBER 15, 2018	
EXPIRY DATE: DECEMBER 31, 2019	
1819437	MTS LOG HAUL
	
DIMENSION / WINTER LOG HAUL ROUTES	
ABC LUMBER LTD	
RED DEER	
STANDARD LOG TRUCK	
SCALE: 1 : 350 000	DATE DRAWN:
MAP No.: ABC - 1819 - SLT	Nov 15/18

Appendix 7: Mill Identification Vehicle Inspection Site (VIS) Bypass Placard Requirements

Mill Identification VIS Bypass Placards (“Mill Identification Placards”) must be displayed by all Carrier/Contractors with bypass privileges. It is the responsibility of the Mill to create and distribute the appropriate Mill Identification Placards to their respective Carrier/Contractors.

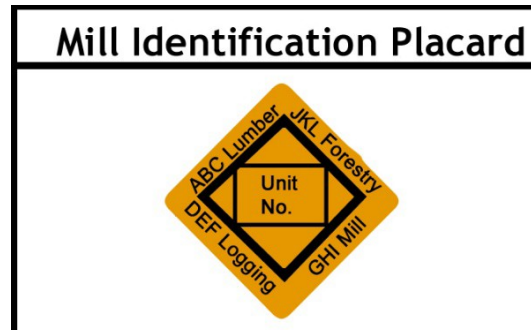
Requirements of Mill Identification Placards are as follows:

- Mill Identification Placards can be used to identify one Mill (Figure 1) or multiple Mills (Figure 2).
 - If multiple Mills are identified on a placard, then the Mill Identification Placard must be submitted for approval by each Company.
 - If approved, the Mill Identification Placard must be displayed on each Route Configuration Map for each Company.
- Route Configuration Maps shall not display more than one Mill Identification Placard.
- If multiple Mills are identified on a Mill Identification Placard, then the Mill Identification Placard must be displayed on each Route Configuration Map for each Company.
- All Mills must have the Company name and unit number displayed, as shown in Figure 1 or 2.
- Criteria for displaying a Mill Identification Placard on a Vehicle are outlined below.

Figure 1



Figure 2



Requirement of Agreement Section 4.1.5 for inspection site at mill for those Companies with VIS by-pass privileges

- Site must be at a safe location**
- Must be able to accommodate loaded vehicle for inspection**
- Design and maintain the inspection site in such manner that Sheriff Highway Patrol personnel can utilize all tools and equipment necessary for inspection**



Appendix 8: Overweight Monitoring Report Form

This is a sample of an Overweight Monitoring Report to be submitted monthly as part of the signed Agreement. **The Company is NOT required to submit this report at time of application.**

Overweight Monitoring reports should be submitted via email, monthly, in an Excel Workbook format [Winter Weight Overweight Report](#) to forestproducts.haul@gov.ab.ca.

This form is for illustrative purposes only to indicate the type of information required to be submitted by the Company. Overweight

OVERWEIGHT MONITORING REPORT FORM								
Name of Mill								
Commencement of Winter Weights								
Removal of Winter Weights								
REPORT PERIOD								
Report period example: Dec 1 – 31 or Dec 4 – Jan 4								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)								
Overload threshold (overweight allowance: 0%)								
Overload threshold for loads 1000-3000 kg (0%)								
Overload threshold for loads 3000-5000 kg (0%)								
Overload threshold for loads greater than 5000 kg (0%)								

Appendix 9: Maintain Records Requirements

This checklist was developed to provide information and assistance to the Company in determining the required documents and records that must be retained.

1. Vehicle and permit Information

- Registered owner of vehicle – as it appears on the vehicle registration
- Motor Vehicle Identification number (MVID) – 9-digit number located directly below the Registered Owner’s address on the Alberta vehicle registration
- License plate number of truck or truck/tractor
- Registered weight (GVW) as shown on vehicle registration
- Permit number

Configuration information

- Permitted configuration
- Year of trailers if it affects the allowable weight
- Interaxle spacing for truck and tandem or tridem pole trailer
- Track width if it affects the allowable weight
- Bunk width if it affects the allowable weight
- Allowable regulated or permitted weight

Vehicle weights

- Scaled weight loaded
- Scaled weight empty
- Overweight amount

2. Vehicles managed by another Mill

The following record is to be maintained for each log truck hauling under the administration and control of another mill. Information related to any vehicle hauling an overweight load must be submitted to the mill administering or controlling the vehicle.

Vehicle and permit information

- Registered owner of vehicle and MVID
- License plate number of truck or truck/tractor
- Permit number

Configuration Information

- Permitted configuration
- Allowable regulated or permitted weight

Vehicle weights

- Scaled weight loaded
- Scaled weight empty
- Overweight amount

Appendix 10: Documents to Be Carried in Vehicle

This checklist was developed to provide information and assistance to the Carrier/Contractor in determining the required documents that must be carried in the vehicle. The Mill need only retain copies of documents related to permits that outline the required weights and dimension limitations of operating configurations.

All Carriers/Drivers must retain the following in their vehicle:

- Valid Operator's License
- Valid Vehicle Registration
- Valid Cab Card (if out of province Carrier)
- Valid monthly license permit (MOLIC) (if applicable)
- Valid Safety Fitness Certificate
- Valid Vehicle Insurance
- Valid Commercial Vehicle Inspection Program (CVIP) Inspection (must be carried in vehicle; decal must be clearly visible on vehicle)
- Trip Inspection Report
- Driver log or duty status records
- Schedule 1 of National Safety Code Standard 13 Part 2 (contains the minimum items required to be examined during a trip inspection)
- Timber Management Form 9 (TM9)
- Valid Log Haul Permit (valid Log Haul Route Configuration Map and Addendums)

Carriers/Driver operating special configurations **must also retain** the following in their vehicle:

- If operating a 9 or 10 Axle B-Train:** MOLIC LOG and Valid Equipment Exemption Permit
- If operating a Quad Axle:** Valid Equipment Exemption Permit