



Bulletin 12 – Non-Resident Commercial Vehicle Permits

Note:

Non-resident commercial vehicles operating in British Columbia under a single or quarterly non-resident permit are subject to Provincial Social Service Tax if they operate in the province more than five days in a 12 month period.

The five day period may be made up of one unbroken period (consecutive) or a number of different trips (non-consecutive).

For further information on British Columbia Social Service Tax for out-of-province commercial vehicles, please refer to their website at:

<http://www.rev.gov.bc.ca/ctb/ortherindex.htm>

1. Non-resident Commercial Vehicle Permits are issued under the following authority:
 - (a) Single Trip – Section 6(7) of the *Commercial Transport Act*
 - (b) Quarterly – Division 6 of the *Commercial Transport Regulations*.

2. In dealing with single trip permits the following points must be kept in mind:
 - (a) They are for one single trip into or through the province and return.
 - (b) Time limit to be shown on the permit.
 - (c) No pickup for delivery within the province allowed.
 - (d) Financial Responsibility number or pay insurance fee.
 - (e) Motive Fuel Permit required if diesel.
 - (f) “For hire” passenger motor carriers are also required to purchase extra-provincial operating permits in lieu of Motor Carrier Licensing (Permit MV 5044). These motor carriers also have a lower fee structure as outlined in the *Commercial Transport Fees Regulation* and you must indicate on CTMS when the permit is being issued and check the proper box.
 - (g) Section 6(9) CTA was originally enacted for Motor Carrier protection, however, some Motor Carrier requirements were deregulated in the year 2000. For consistency, kindly provide unlimited number of single trip permits to carriers if requested and advise carriers that quarterly permits are more economical.

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- (h) If for some reason (e.g. breakdown) a vehicle is still in the province after the 30 day single trip limit, the carrier may purchase another Single Trip NRP to exit if required.
3. However, in certain instances, it has been necessary to modify the policy and notwithstanding the above it will be in order to issue single trip permits for:
- (a) Display vehicle exhibiting or demonstrating, goods even though movement may be for example, from the Border to Prince George – Kamloops – Nelson and Vancouver. Time must not exceed 30 days.
- (b) Charter buses must be weighed when possible for permit issuance, however, when not actually weighed use the following gross vehicle weights:
- Single Drive Axle 15 500 kg
 - Tandem (including Tag Axle) 18 500 kg or
 - Bus net weight plus 80 kg/seat
- In all cases Section 6(10)(b) of the *Commercial Transport Act* must be complied with.
- (c) Non-resident commercial vehicles that unload or load at more than one point in the province. No loading for delivery within the province allowed. Time must not exceed 30 days.
4. Quarterly Non-resident permits may be issued for any purposes stated in Section 6.01(a) to (f) of Division 6 of the *Commercial Transport Regulations*. In regard to (e), the Superintendent has ruled that any vehicle carrying specialized equipment that will be exported on the same vehicle may be granted quarterly permits to move from place to place within the province. In regard to (f), licensed out-of-province light trucks under 8 200 kg, with or without a load, are eligible to use this permit with no point to point operating restrictions.
5. Paragraph 4 does not exclude these vehicles, ie., circus vehicles, seismic equipment, sprayers, special grouting vehicles, etc., from obtaining single trip permits if they are going to a single destination and then directly out of province but for movement from place to place within the province, they must obtain a quarterly permit.
6. Licensed commercial motor vehicles or commercial motor vehicles displaying out of province dealer or transporter plates should be sold a Non-resident Commercial Permit.
7. The *Commercial Transport Act* (Section 6) exempts trailers and semi-trailers with a valid out of a province licence from the requirement to obtain BC licensing. At no time should a

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NRCVP be issued to a trailer, semi-trailer or piggyback unit with a valid out of province licence.

8. Any vehicle with In-Transit licence on a loaded motor vehicle will obtain a Non-resident Commercial Permit.
9. Unlicensed vehicles should be sold a Temporary Operation Permit.
10. Vehicles described in Section 10 of the *Motor Vehicle Act* should be sold a Non-resident Permit, with fees based on one-twelfth or one-quarter of the X plate fee (whichever is applicable) as set out in the *Commercial Transport Act Fees Regulation*.
11. Hosted (Out of Province) Commercial Vehicles Entering BC: Out of Province based vehicles engaged in commercial enterprise must be registered in BC as follows:
 - (a) Commercial Vehicles *Exceeding* 5 500 kg GVW:
 - Must be prorated/apportioned under CAVR or IRP from their base jurisdiction and will have a cab card from their base jurisdiction; OR
 - From Alaska ONLY, may be prorated/apportioned under IRP and will have received a cab card and apportioned plate from BC; OR
 - From Alaska, Yukon Territory, Northwest Territories and Nunavut, ONLY may display plates from their base jurisdiction and BC plates. Application and inquiries for dual plating in BC must be made with the BC Prorate Office (ICBC Specially Licensing and Insurance Services); OR
 - Out-of-province light trucks weighing under 8 200 kg, with or without load, may obtain a Non-Resident Commercial Permit from the nearest BC Inspection Station, Appointed Agent or Government Agent or using the 1-800-559-9688 permit issuance line upon entry and must also have a valid Financial Responsibility Number (F/R#) in order to qualify for insurance exemption. Where an insurance policy number is provided in place of an FR number, the policy number should be verified, and then record 99999 on the same line, noting that the insurance certificate has been cited. (Aug 13/02) US licensed vehicles and all vehicles with a licensed GVW over 8 200 kgs must continue to either have a valid F/R number or purchase the insurance provided on the Non-Resident Quarterly Permit; OR
 - If none of the above, must obtain a Non-resident Commercial Permit from the nearest BC Weigh Scale, Appointed Agent or Government Agent or using the 1-800-559-9688 permit issuance line upon entry and must also have a valid Financial Responsibility Number (F/R#) in order to qualify for insurance exemption.

(b) Commercial Vehicles weighing 5 500kg GVW or less not described in Paragraph 3-10.

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- May be prorated/appointed under IRP from their base jurisdiction and will have a cab card from their base jurisdiction; OR
- If exclusively operated for interprovincial operations may, under the reciprocity provision of the revised CAVR (April 2001), operate without registering under CAVR. (Interprovincial operation is defined as a trip from a point outside the province to a point inside the province and return with no pickup or drop-off along the way); OR
- Alberta vehicles ONLY may apply for, or be registered under CAVR Category 'B' with the BC Prorate Office. Once registered under Category 'B', each vehicle will be provided with a cab card from BC; OR
- From Alaska ONLY, may be prorated/apportioned under IRP and will have received a cab card plate from BC; OR
- From Yukon Territory, Northwest Territories, or Nunavut ONLY may display plates from their base jurisdiction and BC plates. Alaska vehicles may display an Alaska plate and a BC apportioned plate. Application and inquiries for dual plating in BC must be made with the BC Prorate Office; OR
- Out-of-province licensed light trucks under 5 500kg, with or without load, may obtain a Non-resident Commercial Permit from the nearest BC Weigh Scale, Appointed Agent or Government Agent using the 1-800-559-9688 permit issuance line upon entry and must also have a valid Financial Responsibility Number (F/R#) in order to qualify for insurance exemption. Where an insurance policy number is provided in place of an FR number, the policy number should be verified, and then record 99999 on the same line, noting that the insurance certificate has been cited. (August 2002) US licensed vehicles must continue to either have a valid FR number or purchase the insurance provided on the Non-Resident Quarterly Permit; OR
- If none of the above, notwithstanding length of time in BC, must obtain a TOP from the nearest BC Weigh Scale or Autoplan Agent and must have a valid BC/FR number or present their pink insurance card in order to qualify for insurance exemption. Issuance will be limited to laden commercial vehicles with a licensed GVW of 5 000kg or less and for all unladen commercial vehicles with a licensed GVW of 5 500kg or less. Registration and licence from the base jurisdiction will NOT be surrendered. (Reference Circular #10/95).

For laden vehicles between 5 001kg and up to 5 500kg GVW, they must

- (i) either increase their weight to greater than 5 500kg and prorate/apportion in their base jurisdiction, OR
- (ii) apply for prorate licensing under IRP or register under CAVR as Category B, OR
- (iii) be issued a one time TOP and a Notice and Order to comply with (i) or (ii) above prior to their next trip into the Province.

(Also refer to [Bulletin 33](#) for TOP procedures) OR

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- if working full-time in BC, must register, plate and insure their vehicles in the Province of BC.

Fuel tax – See [Bulletin 65](#) of this manual.

*Note: The inspector must enter three axles on the Motor Fuel Permit in CTMS, if the two axle vehicle is weighing less than 11 800kg and registered greater than 11 800kg in another jurisdiction.

Advise vehicle owners that they will be liable for the Provincial Social Service Tax (SST), and will be required to contact the Ministry of Small Business and Revenue, Consumer Taxation Branch, PO Box 9442, STN PROV GOVT, Victoria BC, V8W 9V4, telephone (604) 660-4524, or toll free from anywhere in Canada at 1-877-388-4440, so that the appropriate tax is assessed and paid.

*Note: For both (a) and (b) above, in order to fully licence in BC, the owner must be registered with the BC Registrar of Companies. Provisions of the *Motor Carrier Act* and the *Motor Fuel Tax Act* also apply to these vehicles noted in (a) and (b).

This policy is intended as direction for the Commercial Transport Inspectors and other enforcement agencies. If these vehicles are found at road checks, etc., without permits or licensing, and if the operators are not aware of BC requirements, use discretionary enforcement in the first instance.

12. Farm Vehicles – All farm vehicles traveling into BC are subject to the following:

(a) Full and Free Reciprocity applies only to those vehicles which qualify and are exempted under the Peace River Agreement OIC #0592 dated May 6, 1998 (Compliance Circular No. 9).

(b) Canadian Farm Vehicles:

- Regardless of weight: if the registrant owns or leases a farm in their base jurisdiction and also owns or leases a farm in BC may apply for, or be registered under CAVR Category 'B' with the BC Prorate Office. (Does not apply to Northwest Territories, Yukon Territory or Nunavut). Once registered under Category 'B', each vehicle will be provided with a cab card from BC. Out of province plated farm vehicles do not qualify for 'FOR HIRE' operations and must be transporting their own goods, products, or livestock.
- Farm vehicles 13 601kg GVW and greater (licensed or weighing): must be prorated/apportioned under IRP from their base jurisdiction and will have a cab card from that base jurisdiction. These vehicles will be registered commercially

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(not as farm vehicles) and will display 'apportioned' plate designation. 'FOR HIRE' operations must meet Operating Authority and IFTA requirements. (Northwest & Yukon Territories do not qualify for either CAVR/IRP registration).

- Farm vehicles licensed or weighing under 13 601kg GVW: may apply for, or be registered under CAVR Category 'B' with the BC Prorate Office. (Does not apply to Northwest Territories, Yukon Territory or Nunavut). Once registered under Category 'B' each vehicle will be provided with a cab card from BC. Out of Province plated farm vehicles do not qualify for 'FOR HIRE' operations and must be transporting their own goods, products or livestock. OR
- If the vehicle is not prorated/apportioned, then the registrant must obtain a Non-resident Commercial Permit. (Includes farm vehicles from the Northwest Territories, Yukon Territory or Nunavut regardless of weight).

(c) US Farm Vehicles:

- Regardless of weight: must be prorated/apportioned under IRP from their base US jurisdiction and will have a cab card from their base jurisdiction. (Alaska does not qualify for IRP registration).
- Alaska farm vehicles: must apply to the BC Prorate Office for registration under IRP. Once registered under IRP, each vehicle will be provided with a cab card and apportioned licence plate from BC. This plate is displayed in conjunction with the Alaska licence plate. OR
- If the vehicle is not prorated/apportioned, then the registrant must obtain a Non-resident Commercial Permit

(d) Motive Fuel:

If motor vehicle is registered as a farm vehicle, a motive fuel permit must be issued but is fee exempt

13. One Way Allocated Rental Vehicles

(a) Canadian Non-resident Commercial Vehicles (includes 10 provinces under IRP under 11 800kg GVW:

- Commercial vehicles with registered GVW of less than 11 800kg are granted free reciprocity for both intra and inter-provincial operations. The registration certificate must identify the vehicle as being 'One Way Allocated'. Quebec registration will show the phrase 'Location a sens unique'. Recent changes to the IRP agreement also allow one-way vehicles to apportion and be granted apportioned (prorate) licences. Only vehicles used, or intended for use in two or more IRP jurisdictions qualify for the apportioned licence.

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- Any 'One-way' vehicles operating 'FOR HIRE' have the licence fees and social service taxes paid under the terms of the prorated licence agreement. Motive Fuel Tax is not applicable to vehicles under 11 800kg. A valid Motor Carrier Licence (or temporary Motor Carrier Permit) must be obtained if the vehicle is carrying passengers for hire.

- (b) Canadian Non-resident Commercial Vehicles over 11 800kg GVW (these vehicles do not qualify for 'One-Way' designation):

Commercial vehicles registered 11 800kg or more, vehicles licensed under 11 800kg and actually weighing 11 800kg or more must have prorated/apportioned registration from their base jurisdiction and will have cab card credentials or be sold a Non-resident Commercial Vehicle Permit. The weight of towed vehicles should be included in the 11 800kg total.

- (c) US, Yukon Territory, Northwest Territories and Nunavut plated vehicles do not qualify for 'One-way designation. US vehicles must have prorated/apportioned registration from their base jurisdiction or be sold a Non-resident Commercial Vehicle Permit. Yukon Territory, Northwest Territories, and Nunavut vehicles must be sold a Non-resident Commercial Vehicle Permit. This Non-resident permit does not allow intra-provincial (point to point) operation.

1. Repairs

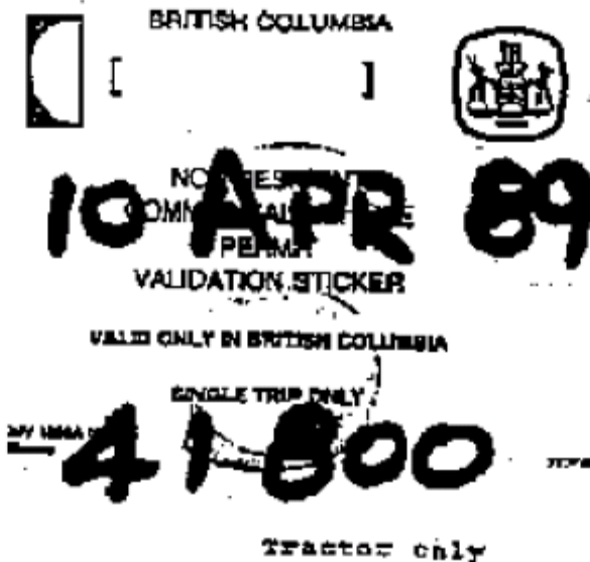
- Non-resident commercial vehicles are able to enter BC for repairs only and are exempt from permit fees. Fees only will be waived providing conditions listed under Paragraph 2 of [Form T-6](#) are adhered to.
- In "Permit Fee" Section of the Non-resident Permit indicate "[Form T-6](#)", and attach the completed original [Form T-6](#) to the NRCVP customer copy. Attach a photocopy of the completed T-Form to the file copy at the weigh scale, Driver Services Centre, or agency for future reference. If Financial Responsibility is filed and Motive Fuel decal displayed, issued NRP and collect no fees.

2. Single Trip Validation Stickers

Using a wide stroke felt pen write on the face of the sticker the expiry date and GVW.

See Sample below. This facilitates inspection down the road.

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3. Financial Responsibility – Trailers, Semi-trailers

- (a) The insurance coverage (FR) of the power unit is also valid for towed out-of-province licensed trailers or semi-trailers.
- (b) Verifying validity of a carrier's Financial Responsibility number.
 - There have been instances where carriers have been issued non-resident permits with insurance and charged for not having a valid FR number even though there is a valid FR number for the company in the system. It appears the above occurs when there is a discrepancy between the vehicle registration document and the address displayed on the system.

Procedure to Verify a FR Number:

If there is a discrepancy between the vehicle registration and our computer system address for the same carrier, the following procedures should be used to verify if the carrier has a valid FR number:

- Query the carrier's name in the system to verify if they have been issued a FR number (QCO/QCI, then enter carrier name).
- If the carrier has been issued a FR number (QCO/QCI screen will display "FR filing Yes or No"), press F12 to view number.
- Make note of the FR number.
- Query the number (QFR, then enter FR number).

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- The screen will show if the number has been cancelled, the full name presentation of the carrier and also all jurisdictions the number applies to.
- Please use the QFR screen to verify Financial Responsibility coverage.

EXAMPLE: When a FR number has been issued to a carrier and the vehicle registration displays an Alberta address but the system displays an Ontario address, follow the above steps to query the FR number. If the "Valid if Plated In" section includes Alberta, the FR number is valid.

If there are ever any questions or concerns regarding Financial Responsibility, please do not hesitate to contact ICBC's Financial Responsibility Dept. at (604) 443-4624 or 1-800-665-4336.

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