



Commercial Vehicle Safety & Enforcement

Commercial Transport Department **NOTICE** To All Permit Issuers, Industry and the General Public

Alternatives to Non-Driving Bridge Navigator During the COVID19 State of Emergency

To Whom It May Concern:

Extraordinary Load permits that have conditions for how some bridges must be crossed normally require that someone who is not driving must accompany the load to ensure that the bridge locations are marked and the conditions are followed. Effective immediately and for the duration of the State of Emergency related to COVID19, the Ministry will allow three alternatives to having that second person in a vehicle escorting the load, to assist with maintaining appropriate social distance.

The three alternatives are described in detail in the attachment to this Notice.

Any questions or input about the new alternatives may be directed to commercial.transport@gov.bc.ca.

Yours truly,

A handwritten signature in cursive script that reads "Jan Lansing".

Jan Lansing
Manager Commercial Transport
Commercial Vehicle Safety and Enforcement

Attachment: Alternatives to Non-Driving Bridge Navigator During State of Emergency

Alternative Options to the Non-Driving Navigator/Bridge Restrictions Caller

The current standard wording is as follows:

A) General Bridge Crossing Restrictions

A.1) The carrier shall assign a person who is not driving to accompany the move and be responsible for:

- identifying the locations of bridges on the route and their required bridge crossing restrictions, and
- relaying these to the driver of the overweight vehicle

This permit condition only applies to route segments which have bridges with bridge crossing restrictions.

A.2) No additional axles (including additional puller or pusher trucks) shall be added to the Approved Vehicle Configuration that crosses any bridge.

The following options have been approved:

For the duration of the BC Provincial State of Emergency related to COVID19, Section A (**General Bridge Crossing Restrictions**) of the **Bridge Approval Conditions** is amended by the addition of the following:

A.3) COVID19 has created new worker safety concerns for multiple persons in one vehicle. If Section A.1 is followed, the BC Health Authorities' and WorkSafeBC's advice such as use of PPE, separation shields, good practices etc. shall be followed to provide acceptable working conditions for multiple persons in one vehicle.

As alternatives to **Section A.1**, the carrier may select one of the following three options and shall provide notification to the CVSE District Managers along their route, 24 hours in advance of their move, of which option they will be following. If less than 24 hours are available between receipt of the Extraordinary Load Approval and the start of the move, the carrier shall provide as much notice as they reasonably can. If following A.3.3, a copy of the Journey Management Plan should be attached to the email notifying the districts. If no notice is received by the District CVSE Managers, the carrier will be deemed to have elected to follow **Section A.1**.

Three alternatives to **Section A.1**:

A.3.1) The carrier shall utilize a GPS device and commercially available software technology to:

- verbally warn the driver 1 km in advance of the start all bridges that have Bridge Crossing Restrictions (BCRs)
- audibly advise the driver of the required BCRs for each upcoming bridge
- have the BCRs remain visible on a screen readily available for the driver's viewing after the audible warning

A.3.2) The carrier shall utilize a GPS device configured to:

- audibly notify the driver 1 km in advance of the start of every bridge with BCRs, And the carrier shall:
- cross all the bridges using the most severe BCRs shown in the Bridge Approval Conditions for that day's travel,
- **except the following bridges must be crossed with the specific BCRs shown in the Bridge Approval Conditions (if bridges and restrictions are present):
 - 01459 Iron Workers Memorial Bridge (Hwy 1, Lower Mainland)
 - 01614 Port Mann Bridge (Hwy 1, Lower Mainland)
 - 02753 Alex Fraser Bridge (Hwy 91, Lower Mainland)
 - 02763 Annacis Channel East Bridge (Hwy 91, Lower Mainland)
 - 01140 Taylor Bridge (Hwy 97, Fort St. John)

And for A.3.1 and A.3.2 the carrier:

- shall have collected the GPS data, and entered the GPS data, bridge identification data, and bridge crossing condition data into the GPS device,
- shall have checked and verified the GPS data and the data entry

Note; MOTI bridge GPS coordinates are publicly available here:

<https://catalogue.data.gov.bc.ca/dataset/ministry-of-transportation-mot-road-structures>, however the completeness and accuracy is not guaranteed.

A.3.3) The carrier shall prepare a written Journey Management Plan (JMP) and submit it with their 24 hour email notice (per the Special Conditions of the Extraordinary Load Approval). The JMP shall include the following:

- a list of clear and precise locations used as reference points that the driver can follow using their vehicle's odometer
- a list of all the bridges and their BCRs along with their km distance from the relevant reference point and a km distance to a warning point 2 km before the bridge
- a list of safe pull over locations where the driver can stop and review the JMP and the upcoming bridges with BCRs and communicate to the truck driver if they are not the same person
- pull over locations shall be located so there are no more than 5 bridges (with BCRs) and no more than 2 hours of continuous travel time between them
- a list of common BCRs to be followed for all the bridges between each pull over location. The common BCRs for the segment will be the most severe BCRs from the list of bridges on the segment except for **above.