

National Safety Code

5

DECEMBER 2003



BRITISH
COLUMBIA

This booklet is intended as a guide only and as such has been written as a plain language summary to help you understand some of the laws in British Columbia that affect the National Safety Code. This guide covers laws in force as of April 2003. You should refer to the *Motor Vehicle Act* (MVA), the *Motor Vehicle Act Regulations* (MVAR), the *Motor Carrier Act* (MCA) and the *Motor Carrier Act Regulations* (MCAR) for a full statement of the law. In the event of a conflict between this booklet and any provision of the above acts and regulations,
the acts and regulations shall apply.

Commercial Vehicle Safety and Enforcement

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National Safety Code Introduction

Mission Statement

Commercial Vehicle Safety and Enforcement (CVSE) strives to improve safety through enforcement, education, and the delivery of effective and efficient road safety programs. In part, this is done through the division's responsibility for implementing the National Safety Code (NSC) in British Columbia.

The NSC provides regulations for carriers and commercial drivers to help keep them and other road users in British Columbia safe.

Standards

All of the National Safety Code standards have been adopted in British Columbia. These standards cover every element of driver qualification, vehicle operation and safety management. The most recent standards are found in Division 37 of the *B.C. Motor Vehicle Act Regulations* and are called the Safety Code. The standards, which are often referred to by their number, include:

1. Single driver licence
2. Knowledge and performance tests
3. Driver examiner training program
4. Classified driver licensing system
5. Self-certification standards and procedures
6. Medical standards for drivers
7. Carrier and driver profiles
8. (short-term suspensions have been deleted)
9. Hours of service
10. Security of loads
11. Commercial vehicle maintenance standards
12. Commercial Vehicle Safety Alliance (CVSA) on-road inspections
13. Trip inspection reports
14. Safety rating
15. Carrier audit

Other Publications

This booklet contains information regarding Safety

Certificates, hours of service, trip inspection reports and CVSA on-road inspections (CVSA inspections are done by peace officers usually at inspection sites [weigh scales].) Publications that cover additional NSC-related topics, and other subjects important to the commercial transport industry, are also available. Please contact your local CVSE office for more information. You will find a list of contact phone numbers and addresses at the end of this book.

Some other publications you may find helpful to read are:

- *Driving Commercial Vehicles*
- *RoadSense for Drivers, A Guide for Professional Drivers*
- *Book 1 — Information for Commercial Carriers*
- *Book 2 — Load Security*
- *Book 3 — Commercial Vehicle Inspection Program Information*
- *Book 4 — Commercial Vehicle Alternate Inspection Program*
- *Book 6 — National Safety Code Carrier Audit Information*

Application

The NSC applies to commercial motor vehicles.

Commercial motor vehicle, as defined in Division 37 of the *Motor Vehicle Act Regulations*, means a motor vehicle, used in the course of business for the transportation of persons or freight, that is:

- a truck or truck tractor with a licensed gross vehicle weight that exceeds 5,000 kilograms and includes an attached trailer
- a bus
- a motor vehicle where the person who operates it is required to hold a licence under the *Motor Carrier Act*
- a business vehicle with a gross vehicle weight of more than 5,000 kilograms

Exemptions

The NSC does not apply to:

- a vehicle not required to display a number plate issued under the *Motor Vehicle Act* or the *Commercial Transport Act*
- a road-building machine as defined in the *Commercial Transport Act*, a farm tractor or implement of husbandry

Performance Monitoring

A carrier's performance is monitored through the development of a *Carrier Profile*. The profile is made up of information gathered from a variety of sources, including:

- violation tickets
- CVSA inspection results
- reportable accidents
- information received from other jurisdictions

Carriers may obtain a copy of their profile from CVSE's National Safety Code department in Victoria, B.C.

Point Trend Rating

The Canadian Council of Motor Transport Administrators (CCMTA) has developed a generic table to assign points to convictions for relevant offences, results from CVSA inspections, and reportable accidents.

Violation tickets issued to drivers and carriers are registered to the carrier in control of a commercial vehicle (not necessarily the owner or driver in the case of lease operators).

The point trend rating results from a formula that takes into account the total NSC points and the carrier's fleet size. The point trend rating is for a 12-month period.

Safety Certificate

Commercial vehicles base plated (licensed) in British Columbia must operate under a Safety Certificate issued from this province.

The Safety Certificate confirms that a carrier has qualified to the minimum standards of carrier fitness, such as:

- has general knowledge of the motor vehicle safety rules and regulations, including the NSC
- maintains safety records as required
- conducts vehicle maintenance as required

A carrier is generally defined as any person who owns, leases, manages or determines how a commercial vehicle will be used.

An application for a Safety Certificate is available at any ICBC Driver Services Centre, government agent or appointed agent office in B.C., or on the ministry website at: www.pssg.gov.bc.ca/cvse/reference/nsc/index.htm
For more information please call 1-877-NSC-APPL (1-877-672-2775). This is a toll free call in British Columbia. Outside B.C., call 1-604-453-4240.

NSC Carrier Name Marked on Commercial Vehicle

Every motor vehicle that operates under a carrier's NSC number must display the name of the carrier who holds the safety certificate for that motor vehicle. The carrier is responsible for ensuring the name is properly displayed. This name must be displayed on both sides of the vehicle in:

- letters and or figures at least 5 cm high and
- a manner that makes the name clearly visible to the public

Notice of Safety Certificate Number

If a commercial motor vehicle is operated under another carrier's safety certificate, the carrier must provide, to the vehicle owner, written authorization, for use of the NSC number. This authorization must be presented to an ICBC agent for processing.

Hours of Service

Exemptions

Hours of service regulations do not apply to:

- a 2- or 3-axle commercial motor vehicle that is being used for the transportation of primary products of a farm, forest, sea or lake when the driver or his employer is the producer of the products
- a commercial motor vehicle which CVSE has exempted
- an emergency vehicle
- a commercial motor vehicle transporting passengers or goods for the purpose of providing relief in the case of an earthquake, flood, fire, famine, drought, epidemic, pestilence or other disaster
- a road-building machine as defined in the *Commercial Transport Act*, a farm tractor or an implement of husbandry
- a commercial motor vehicle that is equipped with a mounted mobile service rig, or equipment that is directly used in the operation or transportation of a mounted mobile service rig

Daily Hours

A carrier must not permit a driver to drive, and a driver must not drive:

- after 13 hours of driving unless the driver takes at least 8 consecutive hours of off-duty time before driving again
- after 15 hours on duty unless the driver takes at least 8 consecutive hours of off-duty time before driving again

Exemptions

- A driver may exceed the on-duty period by not more than 2 hours in the case of adverse driving conditions provided the trip could be completed within the regulated hours under normal conditions.
- A driver may, in an emergency, exceed the time limits in order to complete a trip or to reach a destination that provides safety for the occupants or for other users of the road or for security of the vehicle and its load.
- CVSE may exempt vehicles conditionally or unconditionally. A copy of the exemption permit must be carried in the vehicle.

Note: See Additional Information - Tow Trucks.

Accumulated Hours

A carrier must not permit a driver to drive, and a driver must not drive unless they are in compliance with one of the following schedules (cycles):

- **60** hours of on-duty in **7** consecutive days
- **70** hours of on-duty in **8** consecutive days
- **120** hours of on-duty in **14** consecutive days, **provided** the driver takes at least 24 consecutive hours off duty before each 75th hour

Note: See Additional Information - Cycle Switch.

Log and Oilfield Operations

Exemptions

When a driver is using a commercial vehicle for the transportation of logs or poles, or a commercial vehicle used exclusively in the transportation of specialized equipment or materials, other than natural gas or oil, directly to or from the site of a natural gas well or oil well:

- a. the driver shall not drive after 15 hours of driving time unless the driver first has at least 8 consecutive hours of off-duty time

b. the carrier and the driver are exempt from accumulated hours if:

- the driver drives the commercial vehicle within a radius of 400 kilometres of the home terminal
- the driver's on-duty time is not more than 15 hours
- the driver returns to the home terminal to begin off-duty time

Note: See Additional Information - Home Terminal.

On Duty

On duty (or on-duty time) is defined as the period from the time a driver begins to work or is required by the carrier to be in readiness to work until the time the driver stops work or is relieved of job responsibilities by the carrier. This includes time spent driving and the time spent by the driver on the following activities:

- inspecting, servicing, repairing or starting a commercial vehicle
- travelling as one of two drivers where the driver is not resting in the sleeper berth
- loading or unloading
- inspecting or checking the load
- waiting for the vehicle or load to be checked at a customs office, weigh scale or by a peace officer
- travelling as a passenger, at the request of a carrier, to a destination where the driver will start driving, if the driver has not just had 8 consecutive hours off duty
- waiting because of an accident or other unanticipated event
- performing any other work in the capacity or employ of a carrier
- waiting at the request of the carrier for the commercial vehicle to be serviced, loaded or unloaded

Note: See Additional Information: Ferry, Multiple Stops, Other Work, Private Roads, Tour Guide, Waiting at Work.

Off Duty

Off-duty time is any time a driver is not performing on-duty work. A driver must have spent at least 8 consecutive hours off duty immediately before starting the initial on-duty time in the day.

Exceptions

1. Where a driver is driving a vehicle that is equipped with a sleeper berth, the driver may take the required 8 hours off-duty time in two periods provided that:
 - neither period is less than 2 hours
 - the total of the hours of driving time immediately preceding and immediately following those off-duty periods does not exceed 13 hours
 - the driver is in the sleeper berth during the off-duty time

Note: See Additional Information - Sleeper Berth.

2. Once in 7 days, a driver may reduce the 8 hours off duty required to a period not less than 4 hours provided:
 - the hours off duty at the end of the work shift are at least 8 hours plus the number of hours reduced from your previous off-duty period
 - the number of hours on duty in the previous work shift was not more than 15 hours

Note: See Additional Information - Ferry, Paid Time, Vacation, Waiting at Home.

Log Books

A carrier must require and a driver must maintain a daily log unless exempt.

The period covered by the log must be a 24-hour period beginning at a time designated by the carrier using the time standard that is in effect at the driver's home terminal.

If a time is not designated, then the 24-hour period starts at the beginning of the calendar day in which the vehicle is driven.

The log must contain the following information:

- date
- name of driver (must be printed)
- odometer reading at beginning of the day
- total distance driven by the driver during the day
- licence plate or unit number
- name of every carrier the driver worked with during the day
- name of the co-driver (must be printed)
- start of the period covered by the log
- home terminal address or principal place of business of each carrier the driver worked with during the day
- total hours spent on duty and off duty

Note: See Additional Information - Total Distance.

A driver must sign the log by the end of the day and complete a graph grid by:

- drawing a continuous line between time markers to indicate each on-duty and off-duty period
- recording the name of the municipality or location and province, territory or state where the change in duty status occurs, and record the total of all on-duty time in that municipality or location, other than driving time, as a continuous line
- entering the total hours of each on-duty period and off-duty period to the right of the graph grid to equal 24 hours

Note: See Additional Information - Multiple Stops, Vehicle Check

Where a driver is required to keep a daily log, they must have in their possession:

- a daily log current to the last change in duty status
- copies of the driver's daily log for the previous 7, 8 or 14 day period, to go with the driving cycle being used

- all supporting document issued en route, such as bills of lading, shipping documents, fuel receipts and accommodation receipts for expenses.

The original copy of the driver's daily logs and supporting documents must be turned into the carrier within 20 days of when each is completed.

If a driver works for more than one carrier they must forward the original log to the first carrier and a duplicate copy to each additional carrier. Carriers must retain daily logs and supporting documents for 6 months.

Drivers are required to maintain a log book if they operate beyond a 160-kilometre radius of the driver's home terminal. Log books are also required, regardless of the radius, if drivers do not return to their home terminal within 15 hours to begin their off-duty time.

Note: See Additional Information - Vacation, Accumulated Hours.

Exemptions from Daily Logs

Drivers are exempt from completing a daily log when:

- they drive a 2-axle commercial vehicle with a licensed gross vehicle weight not exceeding 14,600 kilograms, excluding a bus, school bus, special activity bus or special vehicle, *or when*
- they do not drive beyond a 160-kilometre radius of their home terminal, *and*
- the driver returns to the home terminal and then goes off duty within 15 hours of starting work, *and*
- the carrier maintains accurate time records showing the driver's on-duty time for a period of 6 months

Note: See Additional Information - Normally Operates Within a 160-km Radius, Home Terminal.

Automatic Recording Device

Instead of a manual log, drivers may use any automatic recording device, as long as:

- the driver can produce, on request, the information required on a digital display screen,

- in handwritten or machine printed daily logs, or a combination of them, for the day of the request and the previous 7, 8 or 14 consecutive days
- the device can display:
 - ▶ the driving and on-duty time for each day the device is used
 - ▶ the total on-duty or the accumulated on-duty time remaining, for the 7, 8 or 14 consecutive day periods
 - ▶ the sequential changes in duty status and the time when the change occurred for each day during which the device is used
 - the driver is capable of preparing a handwritten daily log from the information stored in the device
 - the device records when it has been disconnected
 - the device records the times the vehicle is moving
 - all hard copies of logs that are generated are signed by the driver
 - the carrier supplies daily log forms for the driver's use

Extra-provincial Travel

A carrier that travels across provincial boundaries must follow the federal hours of service regulations.

B.C. mirrors the federal legislation as it applies to hours of service. Just because a carrier has an exemption in one province does not mean that exemption will apply in another province.

An example of this would be a logging truck being operated with an exemption in B.C. If a driver takes that truck to Alberta, the exemption no longer applies. Once the driver crosses the border, federal hours of service regulations apply.

Additional Information

Cycle Switch

A driver must be legal within any one of the cycles. The regulation does not require any procedure to be followed when switching from one cycle to another.

Remember, drivers must always consider their on-duty time for the previous 7, 8 or 14 days depending on the cycle chosen.

Ferry

A driver can be considered off duty while riding on a ferry, (unless the driver is performing work such as a bus driver selling tickets).

A driver is considered to be on duty while waiting to board a ferry unless he has been released of all responsibilities for the vehicle by the carrier.

Home Terminal

The home terminal is defined as the place of business of a carrier where the driver normally reports for work. If a driver temporarily changes their home terminal, NSC head office may issue an approval acknowledging the change of home terminal to allow the driver to temporarily change locations and maintain their exemption from log book requirements. This will occur when a carrier goes to a different location, usually to complete a contract for one month or more. The approval will state the designated home terminal and the period of validity. An application for change in home terminal can be obtained from any weigh scale or by contacting the National Safety Code department.

Multiple Stops

Drivers may record all stops made in any one village, town, city or location as one. The sum of all stops should be shown as a continuous line of on-duty time. The sum of all the driving should be shown as a continuous line of driving time. The driver must estimate the total actual on-duty time and total driving time and enter it in the log accordingly.

Normally Operates Within a 160-km Radius

When a driver normally operates within a 160-kilometre radius and occasionally goes beyond a 160-kilometre radius, the driver is to record the on-duty hours for the previous 7 days.

The driver enters into the log book the total hours on duty for the previous 7 days, then starts a log for the day travelling out of the 160-kilometre radius.

Some carriers have their drivers, who operate within the 160-kilometre radius, complete a log book every day and total their driving and on-duty hours on the right of the graph. By doing this the drivers always have their previous hours with them.

Other Work

All work performed in the employ of a carrier is considered as on-duty time, and must be recorded as such. This includes work which is not related to commercial vehicles. An example of this would be a teacher teaching during the day and driving for a field trip in the evening or weekend. As most school boards are carriers, all work performed by a teacher while in the employ of the carrier would need to be recorded.

Out of Service

When a driver is found to be over the legislated hours of service by an enforcement officer, the driver will be taken out of service. Only the driver is out of service, not the vehicle. Drivers may call the carrier for a replacement driver.

Paid Time Waiting Periods

If a driver is being paid, it does not necessarily mean that the driver is on duty. If the carrier releases the driver from all responsibility for the vehicle, for a definite period of time, the driver may log off duty. It would be appropriate for a carrier to release a driver for either a specific amount of time or for the duration of an event (as in the case of a charter bus driver at a baseball game.). Written authorization from the carrier should be available upon request.

Private Roads

Driving on private roads is not considered as driving time and will not add to the 13-hour driving time limit. Driving on private roads will be considered on-duty time, because it is work performed while in the employ of a carrier.

For example, a driver driving a commercial vehicle on a private road for 10 hours would have 5 hours of driving time remaining once the vehicle reached a public road.

Sleeper Berth

Sleeper berth time can be split into many different combinations. Some examples are:

1. $2 + 6 = 8$
2. $3 + 5 = 8$
3. $4 + 4 = 8$
4. $3.5 + 4.5 = 8$

Sleeper and driving time

The following example of a logbook entry represents a driver's record of duty status using a sleeper berth. Assume 8 consecutive hours off duty prior to driving.

Remember, the total of the hours of driving time before and after each rest period must not exceed 13 hours. The same rule applies for the 15 hours of on-duty time.

Sleeper and off duty combined

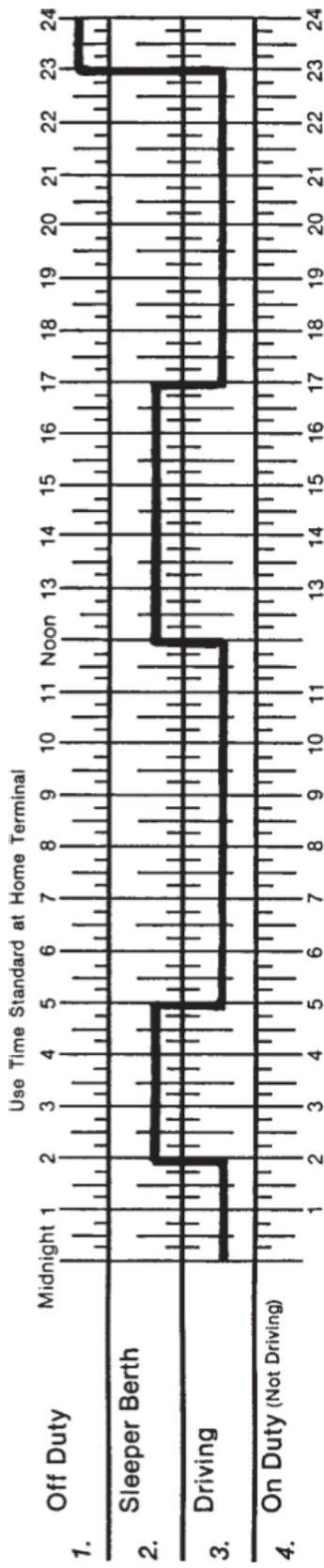
Sleeper berth time may be combined with off-duty time to total 8 hours rest, provided the combined time is uninterrupted and the combined time totals 8 hours.

Note: See the examples on the following pages.

No berth - If there are 2 drivers in a bus or truck, but no sleeper berth, the co-driver cannot log off duty while resting. The co-driver must log on-duty time while resting in a vehicle that does not have a sleeper berth.

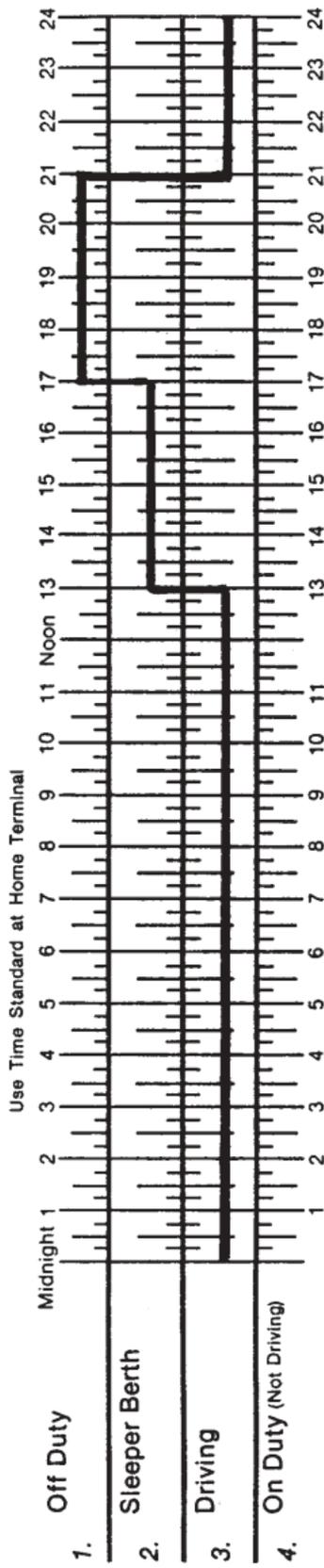
Example #1

Sleeper and Driving Time



Example #2

Sleeper and Off-Duty Combined



Bus - If a bus is not equipped with a sleeper berth, the driver may not stretch out on the back seat to rest. The back seat of a bus is not considered to be included in the definition of a sleeper berth.

Total Distance

Total distance driven during the day must be recorded in a log book. If a driver drives from 11 p.m. through midnight and into the next day, the driver will have to note the odometer reading at midnight. If a driver forgets to check the odometer a best estimate will have to be determined.

Tour Guide

If a bus driver acts as a tour guide the time spent guiding is considered on-duty time.

Tow Trucks

Tow trucks with a gross vehicle weight of more than 5,000 kg are exempt from hours of service when responding to, or returning from, an emergency situation that is impeding traffic. They will not be exempt when patrolling or performing routine towing service.

Vacation — Off Duty

Two or more 24 hour periods of off-duty time may be recorded on one log page. You do not have to use a separate page for each day. Record the dates that you are off duty in the remarks section of the daily log.

Vehicle Check

If a driver stops on the side of the road for less than 15 minutes, the driver should complete the driving line, and draw a line from it down to the *remarks* section, detailing the length of the on-duty, not-driving stop and the reason (e.g., 8 minutes, check tie-downs, tires etc.).

Waiting at Home

A driver is only considered to be on duty from the time the driver begins to work until the time the driver stops work,

or is relieved of the job responsibilities by the carrier. A driver is not on duty when waiting at home.

Waiting at Work

A driver is on duty when waiting in the dispatch area, at the premise of the carrier, or to go out on a route.

Trip Inspection Reports

The driver, or a person specified by the carrier, must do a daily pre- and post-trip mechanical inspection on every commercial vehicle. Responsibility for ensuring this is done is shared by the driver and the carrier.

Some vehicles require a daily written report that must be carried in the vehicle. These are:

- bus, school bus, special activity bus or special vehicle
- 2-axle truck or truck tractor with a licensed gross vehicle weight greater than 14,600 kilograms
- truck or truck tractor towing a trailer having a licensed gross vehicle weight greater than 8,200 kilograms

Exemptions from Written Trip Inspection Reports

Vehicles exempt under the *Motor Vehicle Act Regulations* are:

- commercial vehicles rented for a single (one day) trip
- emergency vehicles
- 2-axle trucks or truck tractors with licensed gross vehicle weights not exceeding 14,600 kilograms
- taxis, where the carrier requires the driver to immediately notify the carrier of defects found
- commercial vehicles when their first trip of the day is to transport goods or passengers in times of disaster
- vehicles operated with a transporter, demonstration, manufacturer's or repairman's licence

- vehicles operated with a temporary operating permit
- farm tractors
- implements of husbandry
- vehicles operated with conditional factor FFL (Farm Fleet Licence) or VFL (Vehicle Fleet Licence)
- road-building machines
- farm vehicles licensed 17,300 kilograms or less
- those vehicles that are owned by the federal government
- vehicles operated with a non-resident permit - single trip

Report Requirements

The driver or person specified by the carrier must make sure the commercial vehicle is in safe operating condition including, but not limited to, the operation of the following items:

- service brakes, including trailer brake connections and brake adjustments
- parking brake
- steering mechanism
- lighting devices and reflectors
- tires
- horn
- windshield wipers
- rear-view mirrors
- coupling devices
- wheels and rims
- emergency equipment
- load-securement devices

The trip inspection report must:

- contain the licence plate or unit numbers for the commercial vehicle

- specify any defect in any of the items listed above
- specify any other defect that may affect the safe operation of the commercial vehicle
- state that no defect was discovered, should that be the case
- state the date
- contain the signature of the driver or other person making the report

Pre-trip Inspections

The trip inspection report must be completed prior to the first trip of the day and carried in the vehicle. If a trip lasts more than one day, the inspection report must be completed no later than the first rest stop of any subsequent days of the trip or within 24 hours of the previous inspection on each and every subsequent day of the trip.

Post-trip Inspections

The driver, or person specified, must inspect the commercial vehicle at the end of the final trip of the day or, when a trip lasts more than one day, on every subsequent day of the trip at the final rest stop of the day, and record on the trip inspection report any defects observed.

Driver Requirements

The driver or carrier's agent must repair noted defects, except where they do not affect the safe operation of the commercial vehicle, and certify on the trip inspection report that the defects have been corrected or certify that correction is unnecessary.

Drivers are required to deliver trip inspection reports to the carrier within 20 days of the date it is completed.

Multiple Drivers

Where there is more than one driver, only one is required to sign the trip inspection report provided all

drivers agree as to the defects to be reported.

Where there is a disagreement over the defects to be reported, all drivers shall sign and indicate the nature of the disagreement.

Carrier Requirements

A carrier must not allow a driver to drive an unsafe commercial vehicle or tow an unsafe trailer.

The carrier must keep the original of the trip inspection report for at least 3 months.

CVSA On-Road Inspections

Commercial Vehicle Safety Alliance (CVSA) is an association which includes Canada, the United States and Mexico. British Columbia applies the criteria developed by CVSA to drivers and vehicles.

Drivers

CVSA requires that all drivers must:

- be properly qualified and licensed
- have all required documents in the vehicle
- not be under the influence of alcohol or drugs
- be in compliance with the legislated hours of service regulations

CVSE inspectors and police officers perform roadside inspections. Vehicles and drivers that meet the out-of-service criteria prescribed by CVSA will be placed out of service.

Vehicles

CVSA requires that all vehicles must be in safe operating condition at all times. Vehicles must meet the minimum standards set by CVSA to receive a decal.

The results of the vehicle inspections are recorded on the carrier profile.

Decals

If a vehicle is in compliance, it will be given a decal. The decal is valid for 3 months.

Green — January to March

Yellow — April to June

Orange — July to September

White — October to December

Commercial Vehicle Safety and Enforcement

Addresses

CVSE - Head Office

107 - 910 Government Street

PO Box 9250 Stn Prov Govt

Victoria, BC V8W 9J2

Phone: 250-414-7900

Fax: 250-978-8018

National Safety Code Department

107 - 910 Government Street

PO Box 9250 Stn Prov Govt

Victoria, BC V8W 9J2

Phone: 250-414-7848

Fax: 250-978-8018

NSC Application Help Line

In British Columbia, call toll free:

1-877-NSC-APPL (1-877-672-2775)

Outside British Columbia, call: 1-604-453-4240

Motor Carrier Department

104 - 4240 Manor Street

Burnaby, BC V5G 3X5

Phone: 604-453-4250

Fax: 604-453-4253

Regional Offices

Vancouver Island Region

CVSE

1 - 1150 McKenzie Avenue

Victoria, BC V8P 2L7

Phone: 250-704-4152

Fax: 250-704-4153

CVSE

3rd Floor - 2100 Labieux Rd

Nanaimo, BC V9T 6E9

Phone: 250-751-7152

Fax: 250-751-7176

Lower Mainland Region

CVSE

13072 88th Avenue

Surrey, BC V3W 3K3

Phone: 604-507-3640

Fax: 604-507-3629

Interior Region

CVSE

202 - 1420 St. Paul Street

Kelowna, BC V1Y 2E6

Phone: 250-861-7381

Fax: 250-861-7494

CVSE

937 Concordia Way

Kamloops, BC V2C 6V3

Phone: 250-851-3702

Fax: 250-851-3722

Northern Region

CVSE

3990 - 22nd Ave

Prince George, BC V2N 3A1

Phone: 250-561-5627

Fax: 250-561-5629

District Offices

Cranbrook District Office

CVSE

100 Cranbrook Street North

Cranbrook, BC V1C 3P9

Phone: 250-426-1262

Fax: 250-426-1251

Trail District Office

CVSE

1050 Eldorado Street

Trail, BC V3R 3V5

Phone: 250-364-0514

Fax: 250-364-0561

Terrace District Office

CVSE

#106 - 3220 Eby Street

Terrace, BC V8G 5K8

Phone: 250-638-6529

Fax: 250-638-6551

Dawson Creek District Office

CVSE

1201 - 103rd Avenue

Dawson Creek, BC V1G 4J2

Phone: 250-784-2245

Fax: 250-784-2280

Additional information can be obtained from any weigh scale in British Columbia. A list of weigh scale addresses and telephone numbers is available in Information for Commercial Carriers – Book 1, on the Internet at www.pssg.gov.bc.ca/cvse/reference/ and by checking your local telephone book blue pages.