



Farm vehicles on the move

A guide to licensing and insuring farm vehicles in B.C.

Farm vehicles on the move

This booklet explains the laws governing the use of farm equipment and vehicles on B.C. highways.

Several pieces of legislation regulate different aspects of equipment and vehicle operation. This booklet is a plain language interpretation of the legislation.

This booklet is intended to provide general information and give a plain language explanation of the rules that apply to farm related vehicles. Nothing in this document is intended to provide legal advice or to be relied on as binding in any dispute, claim, action, demand or proceeding. Details of specific situations may lead to conclusions that differ from those in this booklet and ultimately may be determined by a court of law. If in doubt, seek independent legal advice.

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Definitions

To bring readers together in their understanding of farm vehicle issues, definitions are set out below for the following common terms:

- Farmer
- Primary agricultural production
- Custom farmer
- Highways
- Implements of husbandry
- Farm tractor
- Farm vehicle

Farmer

“Farmer” describes a person or company who conducts primary agricultural production or the training of horses on a horse ranch, normally on land classified as farm land under the Assessment Act.

– *Superintendent’s Memo March 3, 1989*

Primary agricultural production

Primary agricultural production is:

- aquaculture
- apiculture
- Christmas tree culture
- dairying
- floriculture
- forage production
- forest seedling and seed production
- fruit and vegetable production
- grain and oilseed production
- herb production
- horse rearing
- horticulture
- populus and salix species intensely cultivated in plantations

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- insects raised for biological pest control
- livestock raising
- medicinal plant culture
- poultry and egg production
- seed production
- raising of crops or animals for food for human or animal
- consumption
- turf production
- wool, hide, feather or fur production

Primary agricultural production does not include:

- production of manufactured derivatives from
- agricultural raw materials
- primary agricultural production for domestic
- consumption on the farm
- production of agricultural by-products
- agricultural services
- breeding and raising of pets, except horses

– (*Assessment Act Standards for the Classification of Land as a Farm Regulation, Schedule A*)

For clarity, primary agricultural production does not include:

- processing farm products;
- providing services to farms; or
- producing food that is consumed entirely by those living on the farm.

Custom farmer

The term *custom farmer* is used in the farming industry to refer to a person who uses his/her implement of husbandry to work for a farmer.

Highway

The *Motor Vehicle Act* defines a highway as including:

- a) every highway within the meaning of the *Transportation Act*,
- b) every road, street, lane or right of way designed or intended for or used by the general public for the passage of vehicles, and

- c) every private place or passageway to which the public, for the purpose of the parking or servicing of vehicles, has access or is invited, but does not include an industrial road.

(Motor Vehicle Act, section 1)

The last part of this definition means that a farmer's driveway or parking lot is considered a highway if the public is invited to park their vehicles for any reason, for example if it leads to a business open to the public. Ask your Autoplan broker for more information or request a copy of ICBC's "highway" definition guide (MV7521).

Prohibited bridge, tunnel and highway

Except under special permit, farm implements may not use many bridges and tunnels and all "Schedule 1" highways in British Columbia — except to cross them, where allowed.

See **Appendix A** and **Appendix B** for lists of these prohibitions.

*(Motor Vehicle Act Regulations, section 19.07;
Transportation Act Provincial Public Undertakings Regulation, sections 2 and 3)*

Implement of husbandry

An implement of husbandry is a vehicle designed and adapted exclusively for use in agricultural operations.

This includes a farm tractor and/or a trailer towed by an implement of husbandry.

Self-propelled agricultural vehicles such as farm tractors, harvesters, and various pieces of towable equipment are usually considered implements of husbandry. Vehicles used primarily to transport persons or property on a highway are not implements of husbandry.

(Motor Vehicle Act, section 1; Superintendent's Circular 013:90)

Implements of husbandry include:

- farm tractors
- combines
- forage harvesters and wagons when towed by an
- implement of husbandry
- conveyors
- swathers
- manure and fertilizer spreaders
- sprayers
- mowers

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- ploughs
- discs
- other farm equipment
- vehicles operated by a farmer and designed, adapted or used exclusively for agricultural purposes

(Superintendent's Circular 013:90)

Farm tractor

A farm tractor is a motor vehicle designed and used primarily as an implement of husbandry for towing agricultural equipment.

It is designed especially for agricultural purposes but is not always used solely for these purposes.

Example:

A tractor may be equipped with a mower and used to mow highway medians. In this case, it is operating as industrial equipment and may need to be licenced as an industrial vehicle (refer to "Industrial equipment" later in this booklet.)

The use of the vehicle is significant because it determines if an implement of husbandry is allowed on roads (highways) without a vehicle licence. For example, unlicensed uses include getting to the farmer's fields or to tow the farmer's specialized equipment to a storage area.

(Motor Vehicle Act, sections 1, 2 (5) and 8)

Farm vehicle

The term farm vehicle refers to a commercial type vehicle (e.g., truck or bus) that is owned (or leased with a purchase option) by a farmer, rancher or market gardener in connection with his or her farm, ranch or market garden and not used in any other commercial venture.

(Commercial Transport Regulations, section 1)

Vehicle Licensing

Besides the regular licences, permits and insurance available to all motorists, farmers have three additional options.

Implements of husbandry can be operated without licence, under ICBC's Unlicensed Farm Tractor Certificate. This is also available to custom farmers.

Farm tractors, and other self-propelled implements of husbandry can be operated under the farm tractor licence.

Farm vehicles (e.g., trucks or panel vans) can be operated under separate farm vehicle licences, or all of a farm's vehicles, except farm buses, can be licensed under a single farm fleet licence. Farm vehicle licensing is also available to market gardeners.

At least the Basic level of insurance coverage is always required while operating on a highway, even in cases where an implement is exempt from vehicle licensing. Refer to the "Insuring" section later in this booklet.

Implements of husbandry

Some implements of husbandry do not need a vehicle licence. How and where the implement is operating often determines whether or not a licence is needed. An Unlicensed Farm Tractor Certificate is needed for travel on a highway whenever an implement of husbandry is not licensed.

Implements don't require a vehicle licence if ...

Self-propelled implements

A self-propelled implement of husbandry does not need to be licensed to temporarily drive on a highway if these conditions are met:

- the driver is a farmer, custom farmer or a person driving the vehicle on behalf of the farmer, and
- there are no passengers, and
- the vehicle is used for farm operations, and
- the vehicle is insured with an Unlicensed Farm Tractor Certificate, and
- the vehicle is either empty, or
- the vehicle is loaded with farm-related materials and is moving between parts of the same farm.

Example:

A farmer may drive an unlicensed, unladen, farm tractor across or along a public road, or a farm employee may do so when working on behalf of the farmer.

(Motor Vehicle Act, section 2 (5))

Trailers

A trailer is only regarded as an implement of husbandry when a self-propelled implement of husbandry tows it.

A trailer used in this way does not need a licence if it is:

- loaded with farm-related materials and towed by a licensed or an unlicensed farm tractor or other self-propelled implement of husbandry between parts of the same farm
- towed empty on the highway by a licensed or an unlicensed farm tractor or any other empty self-propelled implement of husbandry
- towed on the highway by a licensed farm tractor driven by a farmer (not by someone operating it on the farmer's behalf) to carry the farmer's farm produce to a market or supplies for that farmer's farm from a market

Example:

A farmer, or another person acting on behalf of a farmer, may drive an unlicensed farm tractor while towing an unlicensed trailer that is carrying farm related materials (e.g., farm produce, supplies, stock, fertilizer, tools, seeds, etc.) from one place to another place of the same farm.

(Motor Vehicle Act, section 2 (5))

Towed implements

You do not need to license a towed implement of husbandry if it is:

- empty or loaded with farm produce or supplies and being towed by a self-propelled implement of husbandry between parts of the same farm
- empty and being towed on the highway by an unlicensed farm tractor or an unlicensed self-propelled implement of husbandry
- empty and being towed by a licensed motor vehicle
- being towed empty by a licensed farm tractor, or
- loaded with farm produce/supplies and towed by a licensed farm tractor operated by the farmer to travel to/from a market.

(Motor Vehicle Act, section 2 (5))

Implements require a vehicle licence if ...

Self-propelled implements

Self-propelled implements of husbandry require a farm tractor licence when operated loaded away from the farm, including when the load is on a trailer or on an implement being towed by the self-propelled implement.



A tractor or implement of husbandry with a farm tractor licence may not be used:

- for other purposes, such as construction or road building
- to transport anything other than farm products or supplies on a highway.

Example:

Recreational equipment may not be transported on a highway in a trailer towed by a farm tractor.

Example:

A farm tractor must be licensed if it is driven away from the farm to drop off farm products or to transport supplies back to the farm.

(Motor Vehicle Act, sections 2 (5) and 8)

Trailers

A trailer requires a licence if it is towed by a licensed tractor being driven by a person other than the farmer and the trailer is loaded with farm produce or supplies to go to or from a market.

(Motor Vehicle Act, section 2 (5))

Towed implements

A towed implement requires a vehicle licence if the farmer is using it for another business or purpose that is not related to his or her farm. A loaded implement being towed to work on another farm or used for non-farming work must either be:

- licensed and insured as a trailer, or
- carried on an insured and licensed trailer.

In these circumstances, the tow vehicle must also be licensed and insured in the appropriate non-farm category.

Use extreme care when towing an implement on the highway.

See **Safe towing requirements** for more information.

Industrial equipment

Many farming operations make extensive use of industrial equipment such as backhoes, graders and bulldozers. Under the legislation, these are *not* implements of husbandry and they are usually licenced with an industrial plate. However, if a farmer is using industrial equipment **exclusively** for agricultural purposes it may be treated as an implement of husbandry.



Example:

A backhoe may be useful for a variety of purposes, but if it is used **exclusively** for farming, it can be an implement of husbandry. A backhoe used for a non-agricultural purpose is not considered an implement of husbandry and may need an industrial licence (see also “Exemption for industrial equipment and utility vehicles”, below.)

(Motor Vehicle Act, section 10; Superintendent’s Circular 013:90)

Utility vehicles

Small utility vehicles (e.g., all-terrain vehicles and light lawn tractors) are treated differently than implements of husbandry due to their smaller size. Certain small utility vehicles could be eligible for either an Off-Road Vehicle plate, which allows for limited highway crossing if purchased with a licence and insurance, or a Restricted plate/licence allowing for very limited on highway use. Licensing and insurance requirements vary depending on the type of vehicle and vehicle use. Please contact an Autoplan broker to learn about specific requirements.



Exemption for industrial equipment and utility vehicles

Industrial equipment and small utility vehicles are exempt from vehicle registration, licensing and ICBC insurance if, when operated on a highway, the vehicles are operated exclusively:

- a) on a parking lot or driveway by or on behalf of the owner or operator of the parking lot or driveway;
- b) to cross a highway that intersects the worksite where the vehicle is doing work;
- c) at a worksite on the untravelled portion of a highway;
- d) to unload or load the vehicle from or onto another vehicle or trailer on a highway directly beside the worksite where the vehicle is working or will be working;
- e) at a worksite located on a highway, only if the worksite is not accessible to the public.

ICBC insurance is not available for licence exempt industrial equipment and utility vehicles. However, the vehicle owner is still required to hold minimum levels of liability insurance coverage, available from general liability insurance providers.

(Motor Vehicle Act, section 3.1(4))

Farm Vehicles

Farm vehicles display the farm truck licence plate and if insured correctly may also be used for pleasure or for driving to or from work or school, but they may not be used for any business that does not relate to the vehicle owner/lessee's own farm.



Farm vehicles can include a wide range of commercial type vehicles. Station wagons, sport-utility vehicles, and mini-vans can all be licensed as farm vehicles if the rear passenger seats and seatbelts are permanently removed and other modifications are made. Consult your Autoplan broker for details.

A bus can also be licensed as a farm vehicle if it is used to carry farm workers to or from the owner's farm.

All farm vehicles are registered as commercial vehicles, however, they are exempt from some inspections and standards of operation. Farm vehicles must still be properly equipped and maintained (see **Meeting Safety Requirements**).

Operators of farm vehicles that run on coloured fuel also need to be aware of restrictions on coloured fuel use (see **Using Farm Gas**).

Net and gross vehicle weight

The licence fee for farm vehicles is based on the net weight of the vehicle (the vehicle weight with maximum load of fuel and other fluids required for its operation but otherwise empty). For other commercial vehicles the fee is based on the *gross vehicle weight* (GVW) (the net weight of the vehicle plus the weight of the maximum load it may carry and tow).

Even though the net weight determines the licence fee for a farm vehicle, the GVW of the vehicle must still be declared on the vehicle registration. The GVW must be high enough to accommodate any load the vehicle would possibly carry or tow. Contact a Provincial weigh scale or Autoplan broker for help calculating GVW.

Normally, a farm vehicle with a GVW of 5,500 kilograms or more must report to Provincial weigh scales. Refer to instructions posted on report to scale highway signs.

(Commercial Transport Act Regulations, section 7.07(2); Commercial Transport Fees Regulations)

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Ministry of Transportation and Infrastructure's agricultural traffic policy, introduced in 2010:

- Allows unladen farm vehicles having a registered GVW of less than 11,794 kg operated by farmers or ranchers to bypass the scale when not pulling a trailer
- Retains the ability for supervisors of inspection stations and weigh scales to call in any vehicle, at any time, to conduct spot safety inspections and ensure weight compliance.

Farm fleet vehicles

If a farmer owns and operates two or more farm vehicles used in farming operations, the vehicles may be licensed and insured as a *farm fleet*. All vehicles in the fleet must be primarily used off-highway, but may occasionally be operated on a highway with the farm fleet plate attached.

A farm bus may not be included within a farm fleet. Farm fleet vehicles may not be used for pleasure (e.g., travelling to or from school or shopping) or for any non-farming business.

Only one set of licence plates is issued and these must be mounted on a vehicle at any time it is operated on a highway. The licence fee is based on the heaviest net weight vehicle in the fleet.

(Motor Vehicle Act, section 9)

Insuring

Basic Autoplan insurance is required for all vehicles operated on a highway in BC. It gives drivers the minimum coverage needed.

Although some farm implements and vehicles do not need licences, **all farm equipment operating on a highway must be insured according to its use**. If the vehicle will be used to drive to and from school, it must be insured for use to and from school.

If an unlicensed self-propelled implement of husbandry will be driven on a highway occasionally, it must be insured for third party liability with an Unlicensed Farm Tractor Certificate (APV49).

All licensed implements of husbandry need insurance, and different insurance requirements apply to different kinds of vehicles. Policies for other farm vehicles and industrial equipment used on the farm are also available.

Some vehicles used on a farm may not always need a vehicle licence, but they almost always need insurance. It is the responsibility of the vehicle owner to ensure that the vehicles are properly licensed and insured. Purchasing the right coverage is important. Consult an Autoplan broker for further information.

Towed implements of husbandry

The liability coverage of the towing vehicle will extend to the towed implement of husbandry when temporarily operated without a load on a highway by or on behalf of a farmer, or when carrying farm-related items between parts of the same farm.

Licensing Drivers

In general, anyone who operates a motor vehicle on a highway is required to hold the appropriate class of driver's licence. However, you should be aware of certain driver licensing exemptions for farm related operations.

Driver and vehicle laws do not normally apply to operation of farm equipment or farm vehicles on land or a road that is not considered to be a "highway" (refer to definition, earlier in this booklet.) A driver's licence is not required.

To operate a self-propelled implement of husbandry (including a farm tractor) on a highway without a load, or with a load of farm-related items between parts of the same farm, a driver must be at least 15 years old. Again, a driver's licence is not required.

However, operation of any other vehicle or operating farm equipment for any other purpose (e.g., driving to town) requires the driver to hold the correct class of driver's licence.

A summary of driver licensing requirements commonly associated with farming is provided below. For more information, stop by any driver licensing office or visit icbc.com.

(Motor Vehicle Act, section 2(5) and (7); Motor Vehicle Act Regulations, 30.01 (2))

Classes of driver's licences

The basic Class 5 driver's licence used to operate passenger vehicles (or Class 7 driver's licence for new drivers in the Graduated Licensing Program) also permits the operation of most farm vehicles, including:

- two-axle cars, trucks, vans and some tow trucks
- farm tractors and combines
- trailers or towed vehicles that do not exceed 4,600 kg
- all-terrain vehicles and other small utility vehicles
- construction vehicles

If you are operating a bus for purposes such as transporting workers, you'll need either a Class 4 driver's licence (if the seating capacity of the bus is greater than 10 but not more than 25) or a Class 2 driver's licence (for buses with a seating capacity over 25 persons).

Heavy trucks with more than two-axles (such as dump trucks and heavy tow trucks) require at least a Class 3 driver's licence, while a Class 1 driver's licence is required for semitrailer trucks.

Applicants for commercial class driver's licences must meet the minimum age requirement for the class of licence they are applying for. They must also pass applicable knowledge and road tests, meet commercial medical standards and have an acceptable driving record. The entire application process must be completed in English.

(Motor Vehicle Act Regulations, section 30.01(2))

Licence endorsements

"Endorsements" may be added to a driver's licence to allow for the operation of a broader range of vehicles than would normally be permitted in a licence class.

Two driver's licence endorsements in particular will interest farmers and ranchers, the heavy trailer endorsement and the air brake endorsement.

Towing a heavy trailer

Trailers weighing more than 4,600 kg may not be towed by drivers holding a Class 5 driver's licence alone. To tow a trailer over 4,600 kg requires a driver to hold either a heavy trailer endorsement or a commercial Class 1, 2, or 3 driver's licence.

Applicants for a heavy trailer endorsement must pass a knowledge and road test, and meet commercial medical standards.

Air brakes

If either truck or trailer is equipped with air brakes, a driver must have an air brake endorsement on their driver's licence.

To get an air brake endorsement in BC, most drivers will need to complete an approved air brake course and pass a knowledge test and a pre-inspection test.

Note: If the trailer's weight exceeds 4,600 kg AND either the truck or trailer is equipped with air brakes, a Class 1 driver's licence is required. The heavy trailer endorsement and air brake endorsement may not be used in combination to tow heavy trailers with air brakes.

If you need to upgrade to a commercial class driver's licence, or apply for a heavy trailer or air brake endorsement, contact your local driver licensing office or visit icbc.com for more information.

Driving prohibitions

Driving while prohibited is an offence and may result in the denial of an insurance claim. If a person has been prohibited from driving for any reason, he or she may not operate any vehicle on any public highway at any time.

If a driver's licence has been suspended, that person may not operate a farm vehicle on a public highway until a new licence has been issued.

(Motor Vehicle Act, section 95(1))

The vehicle owner must ensure that the vehicle operator has a valid driver's licence and is legally permitted to operate a vehicle. A vehicle operated by a person currently under any form of driving prohibition may be impounded.

(Motor Vehicle Act, section 104.1)

Using Farm Gas

Tax-reduced coloured fuel or “farm gas” may be used to operate:

- a tractor when used on a highway by, or on behalf of, a farmer for the purposes of the farmer’s farm
- a farm truck licensed as a farm vehicle under the *Commercial Transport Act*, and being used by a farmer or other person in the operation of the farm.

For detailed information about provincial motor fuel tax and coloured gas see the following bulletin [MFT-CT 003, Coloured Fuels and Other Substances \(gov.bc.ca\)](#) or contact the BC government Ministry of Finance at 1-877-388-4440 (toll-free).

Meeting Safety Requirements

This section contains information regarding the safe operation of farm equipment and vehicles. Although implements of husbandry and other farm vehicles are exempt from some inspections, they must meet safety standards and requirements.

Vehicle standards

Farm equipment and vehicles must meet the standards set out in the *Motor Vehicle Act Regulations*:

- Implements of husbandry are exempt from annual commercial vehicle inspections, but they must meet standards for lighting, braking, steering and certain other aspects of safety. Peace officers may order an inspection for an implement of husbandry to ensure that it meets these standards.
- Farm vehicles may be inspected by a peace officer or motor vehicle inspector.
- Farm trucks and buses weighing more than 5,500 kilograms must report to Provincial weigh scales.
- Farm trucks exceeding 17,300 kilograms (GVW) must be inspected annually at a designated inspection facility.
- Trailers with a GVW of more than 1,400 kilograms used by a farmer may require an annual inspection at a designated inspection facility.

(Motor Vehicle Act Regulations, Divisions 19 and 25)

National Safety Code (NSC) standards

A farm truck is a commercial vehicle. Licensing and insurance costs are less for farm trucks than for other commercial vehicles because farm trucks tend to spend less time on the road. However, farm trucks are subject to many of the same programs and standards as other commercial vehicles.

National Safety Code (NSC) standards apply to farm vehicles. Trucks with a licensed gross vehicle weight exceeding 5,000 kilograms and all buses must comply with the NSC.

The following exemptions are granted to farmers:

- Implements of husbandry and farm tractors are exempt from all NSC standards.
- All two-axle or three-axle vehicles carrying products from a farm are exempt from hours of service requirements.
- Owners of two-axle farm trucks or truck tractors with a licensed gross vehicle weight of 14,600 kilograms or less do not have to provide written trip inspection reports.

- Owners of farm fleet vehicles do not have to provide written trip inspection reports.

(Motor Vehicle Act Regulations, Division 37) For more information see the NSC [Carrier Safety Guide](#).

Light and sign requirements

All implements of husbandry that operate, stand or park on a public highway at night (one-half hour after sunset and one-half hour before sunrise) must be properly illuminated and marked. This also applies in fog or other weather conditions that result in poor visibility. Farm vehicles on the highway must be clearly visible from 150 metres.

At night, implements of husbandry must comply with all of the following:

- two amber marking lights that are visible from 100 metres to the front and indicate the extreme left and right of the vehicle
- two amber or red marking lights that are visible from 100 metres to the rear and indicate the extreme left and right of the vehicle
- self-propelled implements of husbandry must have one white lamp visible from a distance of 150 metres to the front, mounted between 56 and 137 centimetres from the ground

If a vehicle (including towed and self-propelled implements) extends more than 10 metres behind the hitch point, it must have amber reflectors every 5 metres on the left and right sides.

(Motor Vehicle Act Regulations, section 4.29)

If an all-terrain vehicle is operated across or on a highway, it must be equipped with brake lights and a muffler. If operating at night (one-half hour after sunset to one-half hour before sunrise), the vehicle must also have a headlamp(s), tail lamps and reflectors.

(Motor Vehicle Act Regulations, sections 4, 5, 7, 24.04)

Slow-moving vehicle requirements

A vehicle is defined as slow moving if it normally travels on the highway at a speed of 40 km/h or less. These vehicles must display an orange triangle with a red border on the back of the vehicle as near to the centre as possible.

(Motor Vehicle Act Regulations, section 7B.01)

At all times, slow-moving vehicles on a highway must illuminate amber, non-rotating flashing lamps visible 100 metres to the front and red or amber non-rotating flashing lamps visible 100 metres to the rear.

(Motor Vehicle Act Regulations, section 4.30)

Overweight and oversize vehicle requirements

Overweight and oversize vehicles must conform to all requirements laid out in the Motor Vehicle Act and the Commercial Transport Act and Regulations.

Farm trucks have the same standards as other commercial trucks. The maximum width when operating on a public road is 2.6 metres. Rear-view mirrors can extend another 20 centimetres on each side of the vehicle for a total width of 3 metres.

Some exceptions are allowed for farm vehicles. Loose hay, fodder or straw may extend to a total width of 3.1 metres. Most width limitations do not apply to implements of husbandry. However, when an implement of husbandry is more than 3.7 metres wide, it must have a prescribed “wide load” sign mounted on the front. It must also have a red flag in each corner. These flags can be 30 centimetres square, or they can be composed of five red strips 3 centimetres wide (for a total of 15 centimetres) and at least 45 centimetres long.

The movement of an over width vehicle on any road is limited by any sign on the road posting a maximum width allowed for that road.

(Commercial Transport Act Regulations, sections 7.08, 7.10, 8.03, 8.05)

Overweight, overwidth, and slow-moving vehicles are also limited in their use of some sections of highway and some bridges and tunnels in British Columbia. See **Appendix A** and **Appendix B** for lists of these limitations.

Safe towing requirements

Use extreme care when towing an implement on the highway. Use the secondary coupling device (chain or cable) that is required for all trailers other than truck tractors and semi-trailers.

(Motor Vehicle Act Regulations, section 7.07(1)(c))

Always observe speed and load limits. Manufacturers place limits on speed for both tires and equipment. Some manufacturers specifically recommend against operating their equipment on a highway.

Please observe the manufacturer’s limitations (as required by the *Motor Vehicle Act*) in order to reduce risk of accidents.

Appendix A: Highway Prohibitions

1. **Trans Canada Highway 1** — from the ferry terminal at Horseshoe Bay to the north approach to the Ironworkers Memorial Second Narrows Bridge; from its intersection with Rupert Street to its junction with Route 3 in Hope; from its junction with the Coquihalla Highway (Afton Interchange) on the west approach to Kamloops to its junction with the Yellowhead Highway on the east approach to Kamloops.
2. **Hope-Princeton Highway 3** — from its junction with the Trans-Canada Highway in Hope to its junction with the Coquihalla Highway 7.7 kilometres east.
3. **Coquihalla Highway 5** — from its junction with the Hope-Princeton Highway 7.7 kilometres east of Hope to its junction with the Trans-Canada Highway (Afton Interchange) on the west approach to Kamloops.
4. **Annacis Highway 91** — from its interchange with the Vancouver-Blaine Highway to the south approach to the Annacis Bridge; from the north approach to the Annacis Bridge to the south approach to the East Channel Bridge, from the north approach to the East Channel Bridge to the Richmond Connector.
5. **Annacis Highway 91a** — from the Richmond Connector to the south approach to the Queensborough Bridge.
6. **Vancouver-Blaine Highway 99** — from 1st Avenue in Surrey to the south approach to the Oak Street Bridge.
7. **Okanagan Connector Highway 97C** — from its junction with Highway 5A to its junction with Okanagan Highway 97, a total distance of approximately 84 kilometres.
8. **The Inland Island Highway 19** — from Craig's Crossing south of Parksville to its intersection with Highway 19A at Willow/Tamarac in Campbell River.
9. **Highway 19** — from its North Cedar Road intersection with Trans-Canada Highway 1, south of Nanaimo, to its intersection with Highway 19A north of Nanaimo.

(Motor Vehicle Act Regulations, section 19.07 Schedule 1)

Appendix B: Bridge and Tunnel Prohibitions

Most of the bridges and tunnels that may not be used by farm equipment and other slow-moving vehicles are on the routes described in Appendix A. All of the tunnels and bridges listed below prohibit access to farm equipment and vehicles:

- Annacis Bridge
- Cassiar Connector Tunnel
- East Channel Bridge
- George Massey Tunnel
- Port Mann Bridge
- Queensborough Bridge

In some circumstances, a permit may be obtained from the local district office of the Ministry of Transportation and Infrastructure to allow access to these structures.

Some bridges and tunnels not listed here also limit or prohibit access for slow-moving vehicles. Many limit access times to periods outside of rush hour.

In addition, peace officers and authorized Ministry of Transportation and Infrastructure employees can direct an operator to stop and wait for an escort or for a period of reduced traffic. A Ministry of Transportation and Infrastructure employee can also refuse an operator's request to use a bridge or tunnel not listed here if the employee believes the vehicle might endanger people or property or render the structure unsafe.

(Transportation Act Provincial Public Undertakings Regulation)

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