

**CODE OF MASSACHUSETTS REGULATIONS
TITLE 730: MASSACHUSETTS TURNPIKE AUTHORITY
CHAPTER 7.00: USE OF THE MASSACHUSETTS TURNPIKE AND THE
METROPOLITAN HIGHWAY SYSTEM**

7.06: Special Limitations and Issuance of Special Permits

(1) Scope and Organization. 730 CMR 7.06 establishes limitations on use and provides for special permits with respect to: over-weight vehicles, 730 CMR 7.06(3); vehicles carrying reducible loads, 730 CMR 7.06(3); over-size vehicles, 730 CMR 7.06(4); vehicles carrying explosives, 730 CMR 7.06(5); and vehicles carrying a special fuel, 730 CMR 7.06(6). The provisions of 730 CMR 7.06 apply to large tandem units except that 730 CMR 7.07(3) and 730 CMR 7.07(4) governing length and weight limitations, respectively, applicable to large tandem units, supersede a conflicting provision of 730 CMR 7.06.

(2) Practices and Procedures Regarding Special Permits.

(a) Application to the Authority. An owner or operator (applicant) may apply to the Authority for a special permit on a written form (application) that the Authority provides for this purpose. The Chief Engineer may approve an application on those terms or conditions, if any, as the Chief Engineer determines are consistent with the safe and efficient operation of the way over which permission to travel is sought. The Authority accepts applications mailed or delivered to the office of the Chief Engineer and may, at its discretion, accept applications by facsimile transmission.

(b) Payment of Fees. An applicant must pay the fees that are specified in the application. The Authority specifies on the application the time and manner of payment.

(c) Approval or Disapproval. The Authority notifies the applicant of the approval or disapproval of the application as soon as is reasonably practicable and in a manner specified on the application.

(d) Discretion of the Authority. The Authority may at any time decline to issue, with or without a prior hearing as it determines, any special permit. The Authority may at any time suspend or revoke a special permit. The Authority provides a hearing with respect to any such decision in the manner and to the extent required by law.

(e) Effect of Misrepresentation. A material misrepresentation as to the weight or the dimensions of a vehicle or its load, or the nature of the load, that an applicant or the applicant's agent, employee, or lessee makes to the Authority voids the special permit under which the vehicle is operating. A Massachusetts State Police officer or an authorized employee of the Authority may verify at any time the weight, dimensions, or load of a vehicle.

(f) Not Transferable. A special permit is valid only for the vehicle or vehicles that the Authority approves in the special permit and is not transferable to another vehicle.

(g) Emergency Suspension. The Authority, acting by the responsible commanding officer of the Massachusetts State Police or, in the absence of the commanding officer, the officer's designee, may suspend the use of a special permit when road or

weather conditions or the volume of traffic warrant doing so, as the commanding officer or designee determines.

(h) Restrictions on Irreducible Load Permits. An irreducible load permit is valid for a trip in one direction through one of the Tunnels or between specified interchanges on the Turnpike unless the permit specifies otherwise. The Authority may restrict travel under an irreducible load permit to specified days or hours. The Authority ordinarily does not issue an irreducible load permit for travel in the Sumner Tunnel or the Ted Williams Tunnel in the direction away from Logan Airport between 7:00 A.M. and 10:00 A.M. or in the Callahan Tunnel or Ted Williams Tunnel in the direction toward Logan airport between 3:00 P.M. and 7:00 P.M. The Authority ordinarily does not issue an irreducible load permit for travel on the Turnpike between Interchange 11A in Westborough and Interchange 24 in Boston eastbound between 7:00 A.M. and 10:00 A.M. or westbound between 3:00 P.M. and 7:00 P.M.

(i) No Representation. The Authority's issuance of a special permit does not constitute a representation by the Authority of the adequacy of the way to support or accommodate the passage of a special permit vehicle with its load.

(j) Applicant's Responsibility. An applicant is responsible for injury to, or the death of, individuals and for damage to the Authority or public or private property resulting directly or indirectly from the presence on a way of a special permit vehicle or its operation by the applicant, whether owner or lessee, or by the applicant's agents, employees, or contractors. By applying for and using a special permit, an applicant agrees to save the Authority, its members, officers, and employees harmless from liability for any such injury, death, or damage. The Authority requires that an applicant agree to indemnify the Authority against damage or injury resulting from the operation of the special permit vehicle on the way and to maintain such insurance as the Authority considers appropriate as specified in the application. By submitting an application for a special permit, an applicant agrees to these requirements and certifies that the required insurance is in force.

(k) Demonstration of Need for Irreducible Load Permit. An applicant for an irreducible load permit must demonstrate the number of work hours required to dismantle the load.

(l) Circumstances Under Which A Special Permit Is Not Issued. The Authority does not issue a special permit with respect to weight, and a vehicle may not use a way, if the vehicle weight exceeds the gross vehicle weight rating or the gross weight for which the vehicle is registered, except that the Authority may issue a special permit for a vehicle having a vehicle weight in excess of its registered gross weight if it is owned or leased by a carrier that is not domiciled in the Commonwealth of Massachusetts.

(m) Tandem Units Not Permitted in the Tunnels. Notwithstanding any other provision of 730 CMR 7.06 to the contrary, and irrespective of their weight, tandem units are not permitted in the Tunnels.

(3) Limitations on Weight.

(a) Circumstances Under Which No Special Permit Is Required. A vehicle does not require a special permit with respect to its weight if the vehicle weight does not exceed the maximum vehicle weight indicated in 730 CMR 7.00: Table 2 for a vehicle

of its type, except that a special permit may nonetheless be required in accordance with the provisions of 730 CMR 7.06(3)(b) 2. or 3.. A vehicle may not use a way if its vehicle weight does not conform to the requirements of 730 CMR 7.06(2)(1).

TABLE 2

Type of Vehicle	Maximum Vehicle Weight
Motor Vehicle with two axles	46,000 lbs.
Vehicle or vehicle combination with three axles	73,000 lbs.
Vehicle or vehicle combination with four or more axles	87,000 lbs.
Vehicle or vehicle combination with five or more axles	99,000 lbs.

(b) Circumstances Under Which A Special Permit Is Required. A motor vehicle, vehicle, or vehicle combination requires a special permit if:

1. the vehicle weight exceeds the maximum vehicle weight as indicated in 730 CMR 7.00: Table 2; or
2. the weight on any axle, measured at the ground, exceeds the maximum weight indicated in 730 CMR 7.00: Table 3 for the applicable spacing between axles of the vehicle;

TABLE 3

Axle Spacing	Maximum Weight
A single axle or axles spaced less than six feet apart	18,000 lbs.
Axles spaced six feet or more apart	22,400 lbs.

or,

3. the overall gross weight on a group of two or more consecutive axles exceeds 80,000 pounds or the value of "W" produced by application of the Bridge Gross Weight Formula, whichever is less, except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each, provided that the overall distance between the first and last axles of the consecutive sets of tandem axles is 36 feet or more.

Bridge Gross Weight Formula:

$$W = 500 (LN/N-1 + 12N + 36)$$

where:

"W" represents the overall gross weight in pounds on any group of two or more consecutive Axles to the nearest 500 pounds,

"L" represents the distance in feet between the extreme of any group of two or more consecutive Axles, and

"N" represents the number of Axles in the group under consideration.

(c) Types of Special Permits Issued (Over-weight). The Authority issues special permits for over-weight vehicles in accordance with the following provisions:

1. Irreducible Load Permit. The Authority may issue an irreducible load permit for over-weight vehicles in accordance with the procedures and subject to the terms of 730 CMR 7.06(2) and subject to 730 CMR 7.06(2)(1) for vehicles weighing more than the maximum vehicle weight indicated in 730 CMR 7.00: Table 2, upon the approval of the Chief Engineer. The fee for an irreducible load permit is \$ 350.00 and is in addition to the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1). In the case of multiple trips of a single vehicle or a convoy of vehicles, the fee of \$ 350.00 represents the total fee due up to a maximum number of trips of two or more as determined by the Chief Engineer, provided that the applicant specifies on the application referred to in 730 CMR 7.06(2)(a) the number of anticipated multiple trips, the time period in which they will be completed, and other information that the application or the Chief Engineer require.

2. Use of the Ted Williams Tunnel, Including the South Boston Bypass Road. A vehicle weighing more than the maximum vehicle weight indicated in 730 CMR 7.00: Table 2 does not require an irreducible load permit for use of the Ted Williams Tunnel, including the South Boston Bypass Road, provided that the commissioner of highways has issued an annual permit for construction equipment for the vehicle, allowing the vehicle to operate at a vehicle weight greater than that indicated in 730 CMR 7.00: Table 2. An original annual permit for construction equipment issued by the commissioner of highways must be kept in an accessible place in the vehicle for which it was issued and must be presented to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand. The operator of the vehicle is responsible for the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

3. Reducible Load Permit. The Authority issues a reducible load permit in accordance with the procedures and subject to the terms of 730 CMR 7.06(2) and subject to 730 CMR 7.06(2)(1) for vehicles weighing not more than the maximum vehicle weight indicated in 730 CMR 7.00: Table 4, provided that the commissioner of highways has issued a reducible load permit for the vehicle in accordance with M.G.L. c. 85, § 30A, allowing the vehicle to operate at a vehicle weight not greater than that indicated in 730 CMR 7.00: Table 4.

TABLE 4

Type of Vehicle	Maximum Vehicle Weight
Vehicle or vehicle combination with three axles	73,000 lbs.
Vehicle or vehicle combination with four axles	87,000 lbs.
Vehicle or vehicle combination with five or more axles	99,000 lbs.

A reducible load permit issued to an owner or lessee may be used in connection with the operation over a way of that vehicle of that owner or lessee for which a valid reducible load permit has been issued by the commissioner of highways and that

displays a valid sticker issued by the registrar of motor vehicles in accordance with M.G.L. c. 90, § 19D. An original reducible load permit must be kept in an accessible place in the vehicle for which it was issued and must be presented along with the permit issued by the commissioner of highways in accordance with M.G.L. c. 85, § 30A, to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand. A copy of the original is not an acceptable substitute. In enforcing compliance with 730 CMR 7.06(3)(c)2 the Authority provides an allowance of 5% above the maximum vehicle weights specified in 730 CMR 7.00: Table 4, rounded to the nearest 500 pounds. For example, a vehicle with five or more axles is deemed to be in compliance with the weight requirement of its reducible load permit provided that the vehicle and its load weighs not more than 105% of 99,000 pounds or 104,000 pounds.

The non-refundable fee for a reducible load permit is 25% of the annual fee paid to the registrar of motor vehicles for the sticker issued to the vehicle in accordance with M.G.L. c. 90, § 19D. This non-refundable fee is due annually to the Authority. Upon application and payment of this fee, the Authority issues the number of reducible load permits as the owner or lessee may request for the vehicles of the owner or lessee with valid reducible load permits issued by the commissioner of highways pursuant to M.G.L. c. 85, § 30A. The fee for a reducible load permit is in addition to the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

If the gross weight specified in the reducible load permit in the possession of the operator differs from the gross weight specified in the reducible load permit for the vehicle issued by the commissioner of highways in accordance with M.G.L. c. 85, § 30A, the Authority uses the lesser gross weight to determine the operator's, owner's, or lessee's liability for penalties as provided in 730 CMR 7.12(3)(c).

(4) Limitations on Size.

(a) Circumstances Under Which No Special Permit Is Required. A vehicle does not require a special permit with respect to its size if the vehicle does not exceed any of the applicable maximum dimensions specified in 730 CMR 7.06(4)(a)1., 2., or 3..

1. Width. The vehicle width is no greater than eight feet, six inches for use of the Tunnels and the vehicle width is no greater than thirteen feet for use of a way other than the Tunnels.

2. Height. The vehicle height is no greater than the maximum vehicle height for the way upon which the vehicle is traveling as indicated in 730 CMR 7.00: Table 5.

TABLE 5

Way	Maximum Vehicle Height
Turnpike	13 feet 9 inches
Ted Williams Tunnel	13 feet 6 inches
Callahan Tunnel	12 feet 6 inches
Sumner Tunnel	12 feet 6 inches
Other Way Not Listed Above	13 feet 9 inches

3. Length. For use of the Tunnels, the vehicle length is no greater than the maximum vehicle length for a vehicle of its type as indicated in 730 CMR 7.00: Table 6 and, in

the case of a tandem unit operating on a way, as indicated in Note 4 to 730 CMR 7.00: Table 6. For use of a way other than the Tunnels, the vehicle length is no greater than 55 feet for a vehicle with more than two axles, except a bus; the vehicle length is no greater than 45 feet for a bus; and the vehicle length is no greater than 100 feet for a vehicle combination, except a vehicle combination listed in Table 6 and a vehicle subject to 730 CMR 7.07.

TABLE 6

Type of Vehicle	Maximum Vehicle Length
Motor vehicle not of the type listed below in 730 CMR 7.00 Table 6	33 feet
Vehicle combination other than semi-trailer unit and not of a combination type listed below in 730 CMR 7.00: Table 6	60 feet (see note 1)
Articulated Bus	60 feet
Auto Home	40 feet
Automobile Transporter (traditional)	65 feet (see Note 2)
Automobile Transporter (stinger-steered)	75 feet (see Note 2)
Boat Transporter (traditional)	65 feet (see Note 2)
Boat Transporter (truck-trailer)	65 feet (see Note 2)
Boat Transporter (stinger-steered)	75 feet (see Note 2)
Bus or School Bus	45 feet
House Trailer	40 feet
Saddlemount Combination	75 feet (see Note 3)
Semi-trailer	53 feet
Tandem unit	(see Note 4)
Trailer in tractor-trailer combination	53 feet
Trailer not in tractor-trailer combination	33 feet
Truck	40 feet

Note 1: No overall length limitation applies to a semi-trailer unit with a semi-trailer up to 53 feet in length. For purposes of 730 CMR 7.00: Table 6, the combination of a motor vehicle designed for towing and a vehicle or combination of vehicles being towed because of disablement or emergency does not constitute a vehicle combination and thus is not subject as a vehicle combination to the length limitations of 730 CMR 7.06(4)(a)3., but a Massachusetts State Police officer or an official of the Authority designated to make such decisions may preclude such a towing motor vehicle and towed vehicle or vehicle combination from using a way for reasons of safety.

Note 2: The vehicle length includes front and rear bumpers, but does not include a load overhang up to three feet beyond the foremost part of the front transporting vehicle or more than four feet beyond the rear bed of the rear vehicle.

Note 3: A number of vehicles may be transported in combination by means of saddlemount combination or fullmount mechanism. Vehicles using these mechanisms must conform to M.G.L. c. 90, § 19C.

Note 4: Subject to the restrictions that 730 CMR 7.06(4)(e) and 730 CMR 7.07 impose, a tandem unit may operate on a way without a special permit with respect to its length, provided that (a) the overall total number of semi-trailers or trailers in

the tandem unit is no greater than two, (b) each semi-trailer or trailer of the tandem unit does not exceed 28 feet in length, without regard to the overall length of the tandem unit, and (c) a tandem unit with semi-trailers or trailers that do not exceed 28 1/2 feet in length, if such semi-trailers or trailers were actually and lawfully operating on December 1, 1982, as part of tandem units within a 65 foot overall length limit in any state, may similarly operate on a way without a special permit with respect to its length.

(b) Circumstances Under Which a Special Permit Is Required. A motor vehicle, vehicle, or vehicle combination requires a special permit with respect to its size only when compliance with the maximum size limitations specified in 730 CMR 7.06(4)(a)1., 2., or 3. is impossible or impractical.

(c) Type of Special Permit Issued (Over-size). The Authority issues special permits for over-size vehicles in accordance with the following provisions:

1. Irreducible Load Permit. A vehicle requires an irreducible load permit if the vehicle width exceeds the maximum vehicle width permitted under 730 CMR 7.06(4)(a)1.; the vehicle height exceeds the maximum vehicle height permitted under 730 CMR 7.06(4)(a)2.; or, the vehicle length exceeds the maximum vehicle length allowed for a vehicle of its type as specified in 730 CMR 7.06(4)(a)3..

The Authority does not issue an irreducible load permit if it believes that a load can be divided or arranged so as to conform with the limitations on its width, height, or length. The Authority may prohibit an over-size vehicle from using a way if, in the opinion of the Chief Engineer, safety or the public convenience warrants the prohibition.

The Authority may issue, upon the approval of the Chief Engineer, an irreducible load permit in accordance with the procedures and subject to the terms of 730 CMR 7.06(2) and 730 CMR 7.06(4)(f).

The fee for an irreducible load permit is \$ 350.00. This fee is in addition to the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1). In the case of multiple trips of a single vehicle or a convoy of vehicles, the fee of \$ 350.00 represents the total fee due up to a maximum number of trips of two or more as determined by the Chief Engineer, provided that the applicant specifies on the application referred to in 730 CMR 7.06(2)(a) the number of anticipated multiple trips, the time period in which they will be completed, and any other information that the application or the Chief Engineer requires.

2. Use of the Ted Williams Tunnel, Including the South Boston Bypass Road. A vehicle that exceeds any of the applicable maximum dimensions specified in 730 CMR 7.06(4)(a)1., 2., or 3. does not require an irreducible load permit for use of the Ted Williams Tunnel, including the South Boston Bypass Road, provided that the commissioner of highways has issued an annual permit for construction equipment for the vehicle, allowing the vehicle to operate in excess of the applicable maximum dimensions specified in 730 CMR 7.06(4)(a)1., 2., or 3.. An original annual permit for construction equipment issued by the commissioner of highways must be kept in an accessible place in the vehicle for which it was issued and must be presented to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand. The operator of the vehicle is responsible for the regular toll charge based on the classification of the vehicle under 730 CMR 7.03(1).

(d) Pilot Car.

1. When Required. A pilot car must follow an over-size vehicle if: the overhang is four or more feet and the load consists of poles, masts, booms, or similar shapes or if the overhang is ten feet or more; the over-size vehicle is a drill rig with boom, a shovel, or a crane; the over-size vehicle is odd-shaped or has an odd-shaped load; or the over-size vehicle is not a tandem unit or a semi-trailer unit with a semi-trailer of not more than 53 feet and has a length of more than 80 feet or width of more than 12 feet.

2. Convoy Pilot Car. If two or more over-size vehicles are in convoy, one may be pilot for the other, but a separate pilot car must follow the last over-size vehicle.

3. Preceding and Following Pilot Cars. If an over-size vehicle is not a tandem unit or a semi-trailer unit with a semi-trailer of not more than 53 feet and has a length of more than 85 feet or width of more than 13 feet, it must have pilot cars preceding and following it.

4. Requirements for a Pilot Car. A pilot car must be a truck with two axles and four wheels or a private passenger motor vehicle and must have two flashing amber lights visible from front and rear; 24 inch by 24 inch red flags on the right and left rear of the pilot car; and a sign reading: "Oversize Load."

5. State Police Escort. In addition to the requirements with respect to a pilot car as specified in 730 CMR 7.06(4)(d), an over-size vehicle, with its load, that is higher than 13 feet 9 inches, wider than 12 feet, or longer than 100 feet, must be escorted by a motor vehicle of the Massachusetts State Police, and any such vehicle that is wider than 15 feet or longer than 135 feet must be escorted by two motor vehicles of the Massachusetts State Police. Any vehicle that, in the opinion of the Chief Engineer, may be incapable of operating at a minimum speed such that it may pose a danger to individuals, property, or the safe operation of a way, may be required to be accompanied by one or more motor vehicles of the Massachusetts State Police.

6. Oversize-Load Sign. An over-size vehicle that is not required to be accompanied by a pilot car must have a sign on the rear reading: "Oversize Load."

(e) Tandem Units and Certain Saddlemount Combinations Not Permitted in the Tunnels. Notwithstanding any other provision of 730 CMR 7.06 to the contrary, and irrespective of their length, tandem units, double saddlemount combinations, and triple saddlemount combinations are not permitted in the Tunnels.

(f) Height Indication. No vehicle that has a total height exceeding ten feet, excluding the height of its load, may be operated on a way unless the measurement of the total height is painted or printed in letters and numerals at least four inches high in a conspicuous place upon the side or front of the vehicle.

(g) Responsibility of Operator. The operator of an over-size vehicle is responsible for checking the clearance of the vehicle and its load through any toll lane or canopy and for checking structures on a way for available clearance with respect to movements by the oversize vehicle or by load movements. The operator is subject to the penalty provided in 730 CMR 7.12(3)(a) for failure to exercise this care. The Authority imposes this penalty in addition to holding the operator liable for the damage

resulting from failure to exercise this care.

(5) Limitations on the Transportation of Explosives.

(a) General Prohibition. No vehicle carrying explosives may enter or use a way unless specifically allowed to do so by a provision of 730 CMR 7.06(5) and only to the extent and upon the conditions so specified. Any specific prohibitions contained in other subsections of 730 CMR 7.06(5) do not limit the generality of 730 CMR 7.06(5)(a).

(b) Operation Prohibited in Tunnels. No vehicle carrying explosives may enter or use the Tunnels.

(c) Operation Prohibited on Ways Other than the Tunnels. No vehicle carrying explosives may enter or use the Turnpike at or between Interchange 15 in Weston and Interchange 24 in Boston.

(d) No Liquid Nitroglycerin. No vehicle carrying liquid nitroglycerin may enter or use a way.

(e) Ways Upon Which Authority May Issue Permit. No vehicle used to carry explosives may enter and use the Turnpike at or between Interchange 1 in West Stockbridge and Interchange 14 in Weston unless the Authority has issued for the vehicle a special permit for explosives as provided in 730 CMR 7.06(5)(f) and the vehicle and its operation fully comply with those provisions, except that a vehicle carrying no explosives other than fireworks not in excess of ten pounds, or other than one thousand blasting caps or fewer, may enter and use that portion of the Turnpike without obtaining a special permit for explosives.

(f) Special Permit for Explosives.

1. Application. An owner or operator of a vehicle who has determined to obtain a special permit for explosives may apply for one in accordance with and subject to the provisions of 730 CMR 7.06(2). Among other information required by the application, the applicant shall indicate the number of vehicles to be covered under the application.

2. Terms and Conditions. The Authority may issue a special permit for explosives for any 12 month period, together with a separate certification card for each vehicle enumerated in the permit application, as evidence that the vehicle is covered by the permit, subject to the following terms and conditions: a vehicle for which the Authority has issued a special permit for explosives and certification card may make an unlimited number of trips on a way in accordance with 730 CMR 7.06(5)(e) or a portion of a way as designated on the permit or certification card; the operator of the vehicle must carry an original, not a copy, of the certification card in an accessible place and must display it to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand.

3. Fees. The application fee for a special permit for explosives is \$ 250.00 and is not prorated. The fee for the first certification card referred to in 730 CMR 7.06(5)(f)2. is \$ 60.00, and the Authority charges an additional fee of \$ 15.00 for each additional certification card that it issues during the term of the permit. The applicant must submit with its application full payment for the application fee and for all additional

fees for the number of vehicles specified in the application. All these fees are in addition to any regular toll charge that the Authority assesses in accordance with 730 CMR 7.03.

4. Minimum Separation of Vehicles. No vehicle carrying explosives may operate within 1,000 feet longitudinally of another vehicle carrying explosives or any vehicle transporting hazardous material as defined in Title 49, Chapter I, Subchapter C, Code of Federal Regulations.

5. No Stopping. No vehicle carrying explosives may stop on a way, including a service or rest area, unless the movement of the vehicle is obstructed; it is waiting to enter or leave a toll both lane; it is disabled; or the operator of the vehicle is following the directions or requirements of a Massachusetts State Police officer, a sign, or governing federal regulations.

6. Conformance with Law. The equipment, cargo, operator, and operation of a vehicle operating under a special permit for explosives must conform with all federal and state laws and regulations governing the transportation of explosive materials by a motor carrier.

(6) Limitations on the Transportation of Special Fuels.

(a) General Prohibition. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter or use a way unless specifically allowed to do so by a provision of 730 CMR 7.06(6) and only to the extent and upon the conditions so specified. Any specific prohibitions contained in other subsections of 730 CMR 7.06(6) do not limit the generality of 730 CMR 7.06(6)(a).

(b) Operation Prohibited in Tunnels. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter or use the Tunnels.

(c) Operation Prohibited on Ways other than the Tunnels. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter or use the Turnpike at or between Interchange 15 in Weston and Interchange 24 in Boston.

(d) Ways Upon Which Authority May Issue Permit. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may enter and use the Turnpike at or between Interchange 1 in West Stockbridge and Interchange 14 in Weston unless the Authority has issued for the vehicle a special fuel transportation permit as provided in 730 CMR 7.06(6)(e) and the vehicle and its operation fully comply with those provisions.

(e) Special Fuel Transportation Permit.

1. Application. An owner or operator of a vehicle who has determined to obtain a special fuel transportation permit may apply for one in accordance with and subject to the provisions of 730 CMR 7.06(2). Among other information required by the application, the applicant shall indicate the number of vehicles to be covered under the application.

2. Terms and Conditions. The Authority may issue a special fuel transportation

permit for any 12 month period for the type of special fuel or fuels the Authority designates on the permit application, together with a separate certification card for each vehicle enumerated in the permit application, as evidence that the vehicle is covered by the permit, subject to the following terms and conditions: a vehicle for which the Authority has issued a special fuel transportation permit and certification card may make an unlimited number of trips on a way in accordance with 730 CMR 7.06(6)(d) or a portion of a way as designated on the permit or certification card; the operator of the vehicle must carry an original, not a copy, of the certification card in an accessible place and must display it to a toll collector, other official or employee of the Authority, or Massachusetts State Police officer on demand; and a vehicle for which the Authority has issued such a permit must conspicuously display, both fore and aft, signs with letters not less than six inches in height bearing appropriate words identifying the cargo, and, if empty, the cargo last carried.

3. Fees. The application fee for a special fuel transportation permit is \$ 250.00 and is not prorated. The fee for the first certification card referred to in 730 CMR 7.06(6)(e)2. is \$ 60.00, and the Authority charges an additional fee of \$ 15.00 for each additional certification card that it issues during the term of the permit. The applicant must submit with its application full payment for the application fee and for all additional fees for the number of vehicles specified in the application. All these fees are in addition to any regular toll charge that the Authority assesses in accordance with 730 CMR 7.03.

4. Minimum Separation of Vehicles. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may operate within 1,000 feet longitudinally of another vehicle carrying a special fuel.

5. No Stopping. No vehicle used to carry a special fuel, however propelled and whether or not containing a special fuel, may stop on a way, including a service or rest area, unless the movement of the vehicle is obstructed; it is waiting to enter or leave a toll booth lane; it is disabled; or the operator of the vehicle is following the directions or requirements of a Massachusetts State Police officer, a sign, or governing federal regulations.

6. Conformance with Law. The equipment, cargo, operator, and operation of a vehicle operating under a special fuel transportation permit must conform with all federal and state laws and regulations governing the transportation of special fuels by a motor carrier.

REGULATORY AUTHORITY 730 CMR 7.00: M.G.L. c. 81A, § 4(k).