

THE WORLD OF OVERSIZE LOADS



TOPICS for DISCUSSION

- Pilot Vehicle Associations
- What are Pilot Vehicles - Video
- Equipment, Signs and Lights - Video
- Insurance, Regulations, Penalties
- Training Requirements, Permits
- Cost to Operate a Pilot Vehicle
- General Oversize - Video
- Farm Equipment - Video

Pilot Vehicle Associations

There are a couple of Pilot Vehicle Associations representing the people involved in this industry. The most recent one is in Saskatchewan.

Objectives of these groups is to lobby for standardizing the rules for signs and equipment we use for our jobs across jurisdictions; standardize how we do our job by pushing for a standard of training that includes Certification by an independent training facility and lobbying for harmonization of the rules that govern when our services are required.

Our group also intends to launch public awareness campaigns and television spots similar to the ones about stopping distances for semis and the “no zone” ones.

These will help to educate the public about what we are and what we do.

In **Saskatchewan**, we have a number of issues which the group will be addressing.

- 1- Enforcement of existing regulations, most of which have been on the books for over 20 years
- 2- Developments in BC affecting pilot vehicles: Proof of Financial Responsibility Filings, targeting out of province pilots, making them buy an insurance permit at the scales even if they carry a Certificate of Insurance from their Insurer; Resource Road Pilot Channels-VHF targeting out of province pilots, pulling them off loads to make them put these channels in radios before being allowed to continue with load
- 3- One **MAJOR PROBLEM** is in wording left in the Weights & Dimension Policy #801 which **directly contravenes** the New West Agreement recently signed by British Columbia, Alberta and Saskatchewan in regards to harmonizing sign standards between the three provinces. That wording (which is causing a lot of problems) is as follows:
“Solid material D or Wide/Long load signs may be used on the escort vehicles providing they meet the lighting requirements in Figure 5.”
* As you will see by the slide following – the furthest they read is “solid material may be used” *

These Are Examples of What The “Solid Material” Wording is Allowing



WHAT ARE PILOT VEHICLES

These are the vehicles and drivers used as a forward or rear warning device to the general public, required for certain over dimensional loads. Depending on the type of load, will be either in front or behind the over dimensional load. There may be more than one on a load – one in front and one in back. Police cars and utility companies may also travel with an over dimensional load. Other terms used are: pilot, escort, flag, lead, chase, trail or pole cars. Most terms are used interchangeably.

PILOT VEHICLES - VIDEO



EQUIPMENT, SIGNS AND LIGHTS - VIDEO



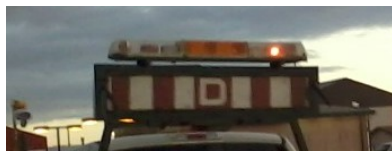
WESTERN CANADA SIGNS MEETING STANDARDIZED RULES



Insurance, Regulations and Penalties for Pilot Vehicles

- No mandatory Insurance requirement in most provinces other than regular collision and personal injury plate coverage
- Some rules/regulations across the country for size & type of signs and equipment
- Some rules under WCB and OH&S but generally not checked or enforced
- Penalties across the country for infractions are generally non-existent or very low \$\$
- Many certificates are industry driven only and are generally requirements to get on to job sites. Some are: WHMIS, H2S Alive, GODI, LDV, TCP, SFC, PST, First Aid and Site Orientation Certificates.

This Is What Happens When Rules For Signs Are Not Standardized or Enforced



NIGHT MOVEMENT OF LOADS

Most night moves require pilot vehicles with signs that light up and are visible from a certain distance away. **Standard visibility requirement** is from **150 to 200 metres** - which is from 492 -657 feet or 164 to 219 yards. This translates to approximately **25 to 33 vehicle lengths**.

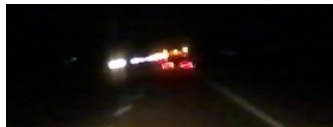
Below are a series of pictures taken on Highway 11 in Saskatchewan around October 20 of a pilot vehicle escorting a mobile home at 8:00 pm



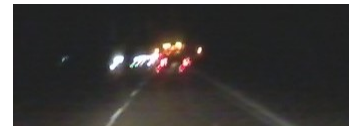
Distance from escort : 200 metres



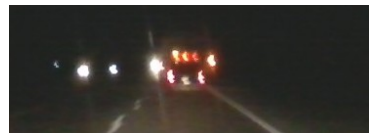
Distance from escort: 150 metres



Distance from escort: 100 metres



Distance from escort: 50 metres



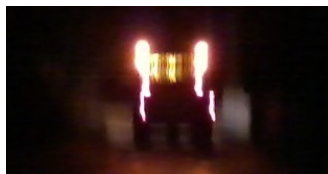
Distance from escort: 33 metres



Distance from escort: 17 metres

The above is a USA pilot with an "Oversize Load" sign that does light but also leans back almost 45 degrees (Not Upright) to lower his wind resistance. As you can see, it is not identifiable as being an escort vehicle until you are right on top of him.

Below are Western Canada "Oversize Load" signs that are totally upright above cab.



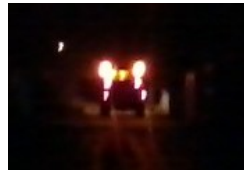
Distance from escort: 17 metres



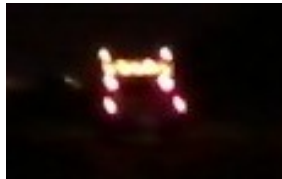
Distance from escort: 33 metres



Distance from escort: 50 metres



Distance from escort: 100 metres



Distance from escort: 200 metres

Training Requirements - Permits

There are currently no mandatory training requirements for Pilot Vehicle Operators in Canada. There is an Industry course available to all Pilot Vehicle Operators at Swift Current, Saskatchewan. This course has been operating since 2000. Other courses have been proposed and studied but interest in running them seems to have waned. A few "in-house" courses are run, but are restricted to operators who work directly for the companies who have them.

In order to have a good level of professionalism in the industry, a training

course **must** be available to **all** Pilot Operators and the

standards of the training must be consistent.

In order to do that, the courses **must** be offered by an independent training facility and not by the companies directly employing the drivers.

Permits for Pilot Vehicles in Canada mainly deal with sign requirements (Alberta) or access to an area (Yukon).

Cost of Operating a Pilot Vehicle

*must divide your kilometre rate in half to get your per kilometre cost

amount	information
\$0.15	Wages
\$0.04	Repair & Maintenance
\$0.06	Plates, Insurance, CPP,
\$0.04	Home Office
\$0.08	Replacement Costs
\$0.01	Set Aside for Emergency
\$0.05	On Road Expenses
\$0.13 +	Fuel – see chart
\$0.56	Per Kilometre Expense

Fuel Costing – at 20 mpg

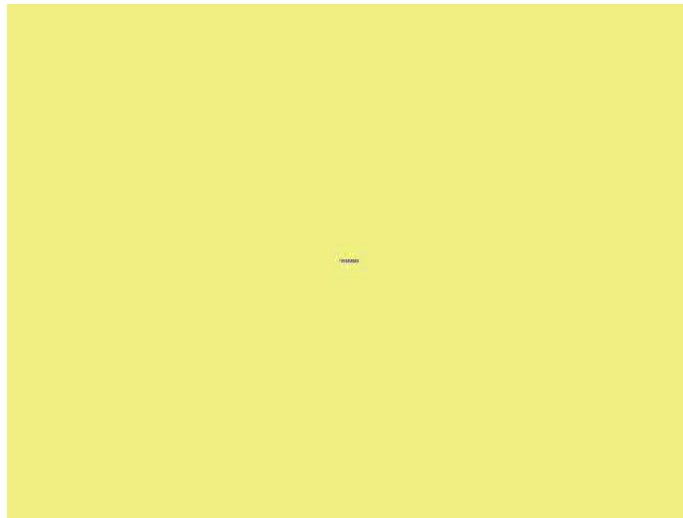
Averaging with sign up & sign down

Pump price	Kilometre cost
\$0.95 /L	\$0.13
\$0.99 /L	\$0.14
\$1.08 /L	\$0.15
\$1.12 /L	\$0.16
\$1.17 /L	\$0.17
\$1.25 /L	\$0.18
\$1.30 /L	\$0.19

Per kilometer expense goes up as fuel cost goes up.

Km Rate X ½ =	@ fuel	Total km expense	Profit - Loss (*)
\$1.10 = \$0.55	\$1.08	\$0.58	\$0.55 - \$0.58 = (\$0.03)
	\$1.25	\$0.61	\$0.55 - \$0.61 = (\$0.06)
	\$1.30	\$0.66	\$0.55 - \$0.62 = (\$0.07)
\$1.20 = \$0.60	\$1.08	\$0.58	\$0.60 - \$0.58 = \$0.02
	\$1.12	\$0.59	\$0.60 - \$0.59 = \$0.01
	\$1.25	\$0.61	\$0.60 - \$0.61 = (\$0.01)
	\$1.30	\$0.62	\$0.60 - \$0.62 = (\$0.02)
\$1.30 = \$0.65	\$1.25	\$0.61	\$0.65 - \$0.61 = \$0.04
\$1.40 = \$0.70	\$1.25	\$0.61	\$0.70 - \$0.61 = \$0.09
	\$1.30	\$0.62	\$0.70 - \$0.62 = \$0.08

GENERAL OVERSIZE VIDEO



FARM EQUIPMENT

Some provinces have no requirements for farmers or commercial haulers to hire pilot vehicles to accompany any type of farm equipment either towed or hauled.

Other provinces have two sets of regulations; one for farmers and one for commercial haulers. In some jurisdictions, farm dealerships & manufacturers have lobbied the governments to allow bigger and bigger units on the roadways with **minimal requirements for escorts or permits**, citing a lack of accident statistics to prove any increases in accidents involving farm machinery.

Drivers who commercially haul wide farm equipment have been increasingly upset by the fact that when they haul "General Oversize" they are required to have pilot vehicles but when they hook on to the same size of load which happens to be farm equipment they are told they do not require a pilot vehicle. As they rightly point out; **"Safety seems to have gone out the window"** both for themselves and the rest of the motoring public.

Government departments that “supposedly” promote safety on our roadways and push “highway safety” in media ads – seem to have blinders on when it comes to anything having to do the farming industry.

As a wise mentor once said to me:

“ 18 feet is still 18 feet even if it is farm equipment and it makes you just as dead when you hit it.”

So let’s take a look at Large Farm Equipment on the roadways.

Which Headlines Are Farm Equipment Accidents ???

- **One Injured In Head On Crash**
- **Bizarre Accident In Cass County**
- **Motorcyclist Injured In Crash With Farm Tractor**
- **Two Pickup Crash Kills One Driver**
- **Car-Combine Crash Results In Ticket**
- **Alberta Teen Killed In Collision**
- **Couple Killed After Pickup Hits Swather**
- **Combine, Car Collide In Freak Accident**
- **Woman Injured In Crash**
- **Ambulance Driver Hurt In Crash With Harvester**

Why Is Information For Farm On-Road Accidents So Hard To Find?

- 1 – Not all accidents are reported to police or insurance companies
- 2 – If reported in the news, headlines do not always reflect the fact that farm equipment is involved
- 3 – In a large number of cases the reports for the accident are not separated out to farm categories; rather they are placed in general injury, motor vehicle accident, or property damage
- 4 – A lot are not reported in the media because -
“they are far too common” and only the sensational ones will be reported

The next chart is information I have gathered for On Road farm equipment accidents from 2000 to November 15, 2011

Categories are Total Number of Accidents; Total Number of Injuries in those accidents; Total Number of Fatalities in those same accidents and the Total Number of those accidents which took place after dark. These are just the ones that I was able to find.

From the information I am gathering, the number of accidents involving farm equipment is not decreasing much at all. In fact, with the increasing traffic in rural areas, the numbers are staying fairly steady and increasing in some areas.

YEAR	TOTAL #	# INJURY	#DEATH	#NIGHT
2011	157	142	59	50
2010	65	65	29	18
2009	41	31	29	7
2008	18	10	9	3
2007	14	16	10	
2006	10	8	5	
2005	9	4	3	3
2004	6	2	3	
2003	4		2	
2002	3	3	1	
2001	4	4	4	1
2000	1	1		

