

# HERE COME THE PILOTS

**FEDERAL TASK FORCE  
on VEHICLE WEIGHTS and  
DIMENSIONS POLICY MEETING  
November 20, 2013  
Montreal, Quebec**





Video: Been There

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**WHEN THINGS GO WRONG**

## Oversize On The Highway

Accidents unfortunately are a fact of life on the road. The most we can do is get basic training in ways to avoid them. When they do happen we need to have had training in what steps are needed to minimize the ensuing problems.

Does operator know what to do when an incident happens?

Do operators understand how to set up traffic control?

Who do you call?





- Has operator/driver been trained in doing an incident report?
- What do you include?
- Who do you notify?

## The Cost of Mistakes


- Pilot Cars on stand by \$85 per hour
- Recovery Vehicles \$175 - \$300 per hour
- Special Equipment \$ ?
- Police Officers \$38 per hour -wages only
- Police Equipment \$ ?
- Provincial Highway Repairs \$ ?
- Other manpower \$30 + per man hour
- Transportation costs \$ ?
- Fuel \$ ?
- Legal costs \$ ?
- Insurance payouts \$ ?



Then there are the hidden costs, usually associated with private law suits from carriers, property owners, motorists or anyone else who may have been involved.

I know of one instance where a simple bridge strike in Alberta resulted in over \$600,000 payout to the CPR alone.





**What happens  
When things go wrong?**

**A need for proper training and certification!**

## Why Training and Certification

-A basic training course is needed so that all operators will have a standard knowledge of what is required of those on the job. This includes knowing where to get regulation and permit information, what types of hazards may be encountered, how to deal with those hazards, basic traffic control, proper ways of helping loads move around obstructions and radio etiquette

-Certification allows those hiring the escort to know that the operator has basic knowledge of the oversize industry, and allows an oversight body to monitor operators to make sure proper procedures are being followed

-Certification also allows Insurance Companies to be assured that **due diligence** requirements are being met by operators in this era of increasing Liability being placed on the pilot operators for incidents that may happen

## Issues Around Training:

- The vast majority of seasoned pilot operators agree that a basic mandatory training and certification course is required so that everyone has the same basic skills and understanding of the oversize load escort industry.
- The training must be done and certification administered by a body or bodies that are independent of the pilot and trucking industry. This is so that both certificates issued and pilot operators can be properly monitored.
- No Grandfathering of those already in the industry. Everyone has to take the basic course. To those in longer is a refresher course.
- Certificate should have photo of operator and/or the drivers license number recorded on it.
- When a load is called in to the weigh scale, pilot car drivers must also report with their documents.
- After a basic course is up and running then additional certificates for specialty areas within the Industry can be considered. These would most likely include: House Moves, Oil Field Moves, Superloads and Steerable Trailers.



Video: Training & Getting Set Up

## **TRAINING:**

-Currently no mandatory training in any jurisdiction in Canada. Some in-house training programs are being done, but these are mainly by the big heavy haul companies and are not available to the wider industry.

-Across Western Canada at present , the majority of pilot operators are taking USA based courses in order to get some kind of understanding of what they need to be aware of when escorting an oversize load. A travelling instructor teaching the Washington State Certification Course with Canadian Content is currently based in Regina. Another instructor is in Grande Prairie, Alberta.

-We are pleased to say that under the New West Partnership, there has been a huge upsurge of interest in mandated training and certification of pilot operators. Studies and surveys have been ongoing for the past year in the various regions , with British Columbia leading the way on the government side through BC Highways, CVSE, WCB, ICBC and OH&S. British Columbia has conducted information meetings throughout the province as well as an on-line survey specifically with pilot operators this past summer.

-Saskatchewan and Alberta are working with British Columbia under the New West Partnership to develop criteria for a mandatory pilot operator basic training certificate as in some instances regulatory changes may have to be made. Various people within the Transportation Departments of Yukon, North West Territories, Nunavut and Manitoba have expressed interest in being involved in the process.

-Pilot operators who make a living in the industry are looking forward to seeing the work of many over the years finally coming to pass.

-Sometime this year and in to the early spring; British Columbia will be having CVSE personnel; incognito so that no one realizes who they actually are; ride along on actual pilot runs to get a better feel for the industry.



Video: Vehicles

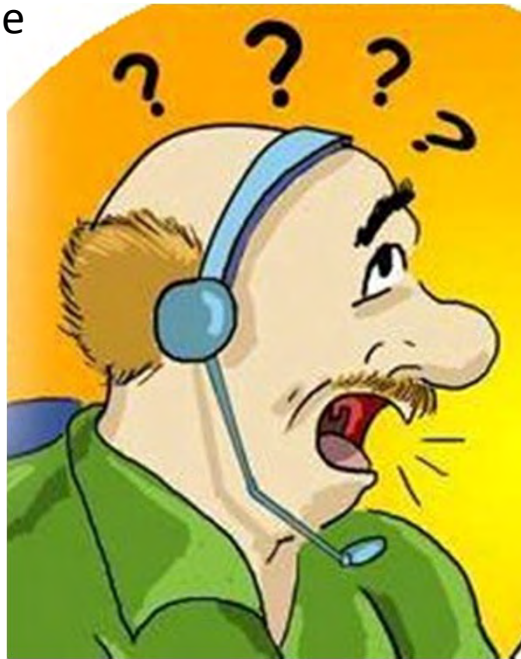
## New Technologies & Equipment Suggestions

- LED flashing lights – more visible than standard 7 inch flashing lights
  - LED strobes – more visible than standard beacons
  - LED combination flashing light/strobes (smaller size, brighter light – visible greater distance in both daylight and darkness)
  - LED pattern switch boxes to change flashing patterns of lights
  - retro-reflective graphic lettering for signs
  - LED and other lighting for brighter and more even interior lighting of overhead signs
  - reflective banding (red & silver/white) for outlining vehicle sides
  - additional lights – in grill (to catch drivers attention – only flash when manually activated)
  - fold out stop/slow sign similar to school bus(which is already a recognized traffic control device)
- This said, providing too many lights, or too bright has been shown to bring about phototaxis in some drivers encountering multiple flashing lights. Passive retro-reflective materials are less likely to bring about phototaxis



## I Want To Be A Pilot/Escort – Why?

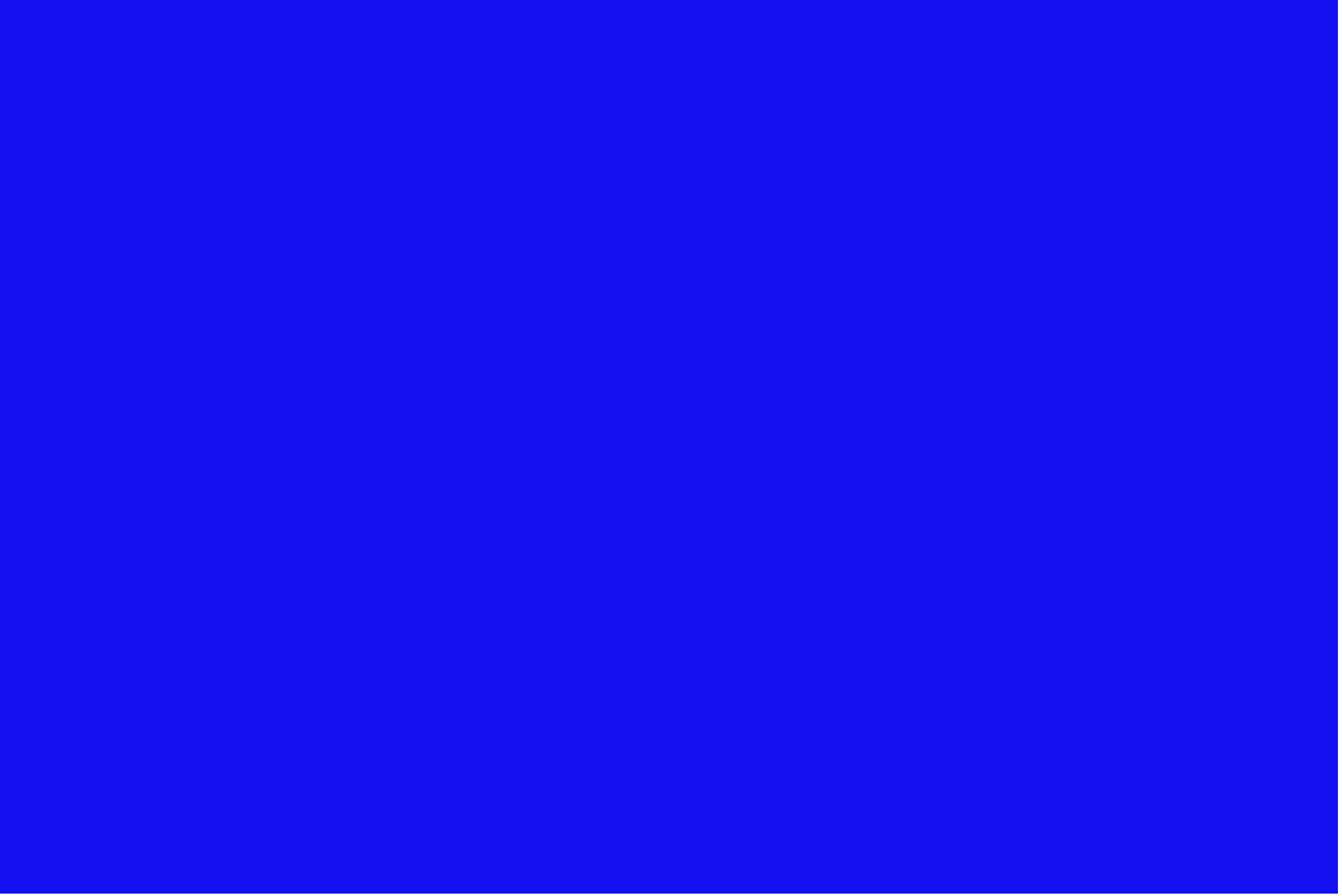
1. Person believes a lot of money to be made
2. Believes work is very easy – just hop in vehicle, turn on lights and follow along  
“no training required – so must be super easy”
3. To see the country
4. Believes there is no pressure, see # 2
5. Person believes that companies will fall over themselves to hire them
6. Person is retired; wants extra money coming in part time – at their convenience
7. To get away from house



## **BECOMING A PILOT/ESCORT**

*What A Person Has To Consider Before Becoming A Pilot/Escort*

- Do I work for someone or do I run my own business?
- Do I need a special license?
- What kind of vehicle do I need?
- Do I need any type of training?
- Do I need extra insurance, or will my auto insurance cover me?
- Do I need any special equipment?
- Are there any regulations I need to know?
- How do I get work?
- What prices do I charge?



Video: I Want To Be A Pilot

## JOB DESCRIPTION – General

- a) You must be 18 years of age
- b) You must hold a valid driver's license from your home jurisdiction
- c) You must be able to read and speak English (French in Quebec)
- d) You must be drug and alcohol free when performing pilot/escort duties
- e) You need to be able to sit in a vehicle for extended periods of time
- f) You must be able to communicate with other members of load team
- g) You must be able to drive safely in adverse weather conditions

- h) You must be able to hear and understand warnings
- i) You must be able to stand along roadside for periods of traffic control
- j) You must be able to read a measuring pole or tape
- k) You must be able to recognize a hazardous condition
- l) You must be able to maintain focus on the job under all conditions
- m) You must be able to read and comprehend written instructions
- n) You must be able to understand and follow verbal instructions
- o) You must be able to read road maps

# HAZARDS: All in a Days Work

Video: Hazards

## Hazards Identified Within the Pilot Industry

- 1) Greater public education about what pilot vehicle are and what they do
- 2) Training and certification for pilot operators and drivers
- 3) Equipment needs to evolve with new technologies
- 4) Cities need to consult with heavy haulers to accommodate routes around or through their jurisdictions
- 5) Cities wanting curfews and permits need to provide 24/7 staffing of their departments looking after these requirements
- 6) Night Moves – visibility of loads and escorts is presently less than safe



Video: Night Moves



## Farm Equipment On Road Accidents

<b>YEAR</b>	<b>TOTAL #</b>	<b># INJURIES</b>	<b># DEATHS</b>	<b># @NIGHT</b>
2013	78	76	26	15
2012	81	76	27	24
2011	178	163	58	53
2010	69	74	26	19
2009	52	38	22	11
2008	22	10	13	3
2007	16	16	12	2

<b>YEAR</b>	<b>TOTAL #</b>	<b># INJURIES</b>	<b># DEATHS</b>	<b># @NIGHT</b>
2006	14	12	6	3
2005	3	4	3	3
2004	6	2	3	
2003	4		2	
2002	5	5	5	1
2001	4	4	4	1
2000	1	1		



Video: Farm Equipment



Video: Load Clips

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