

FOLLOWING THE RULES: WHY BOTHER?



Presented to:
Federal Task Force on Weights & Dimensions
December 3, 2015
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Over the last few years I have attempted to give you a glimpse into the World of Oversize Movements.

Each year I have changed to presentations in order to keep them interesting and up to date. I hope I have been successful in that regard.

WHY BOTHER?

There are many good reasons to have both a mandatory basic standard of training and consistent enforcement of existing and future rules.

More and more lately the attitude is becoming **“why bother”**;

the government doesn't care about any of this, so why should we.

Lack of enforcement breeds a culture of carelessness and an attitude of

“we can do whatever we want”. It also contributes both directly and indirectly

to accidents on the highways.

LACK OF ENFORCEMENT FREE FOR ALL -- SIGNS

Alberta; British Columbia; Manitoba; Saskatchewan; North West Territories; Yukon - all have in their rules in varying wording that:

Signs are to be above the cab when in use to be clearly visible from front and rear



Alberta; British Columbia; Manitoba; Saskatchewan, North West Territories;
Yukon - All State: Sign to have 2 outboard amber flashing lights 7 inches in diameter





Cost of Non-Enforcement of Current Rules to the Governments

Lost Personal & Corporate Tax Revenue – average yearly from \$500 and up

Lost revenue to Workers Comp Dept – average yearly small company - \$750

Lost revenue to Federal Payroll Accounts – CPP/EI – average yearly from - \$1000

Lost revenue to GST Department – average yearly from \$750

Lost revenue to License Plate Dept – average yearly per vehicle from \$1000

Possible loss per year to various levels of government – from \$4000 yearly per individual/small company X approximately 3000 pilots country wide (conservative estimate) = \$12 million .

Revenue is also lost in other areas:

Lost Revenue from fines for non-compliance with regulations because there is very minimal enforcement; if any

Lost Revenue to Provincial Insurance Companies for proper insurance coverage
average yearly from - \$1000 per company

Lost jobs for Canadian residents – which spins off to

less spending on housing, groceries, fuel, other household items, vehicles, etc

Last year I gave you an overview of what hands-on training looks like for my employees. Some may have thought it was a little intense and that I was presenting an actual training course, but they were **very wrong**.

What those of you who were present last year saw was perhaps

one tenth of the training my people go through. This is **in addition**

to the one day structured Certificate Course that I require them to take.

LACK OF TRAINING can put everyone's lives at risk.

Everything from not telling the driver what is ahead of him and around him,

not having the proper equipment, to not doing basic traffic control

is a **recipe for disaster**. We are only asking that our industry be taken seriously

enough to warrant a basic mandatory training course and consistent enforcement

of current rules in order to have all pilot operators doing things the same way.

LACK OF TRAINING



Both the accidents shown here were the result of pilots who were untrained in traffic control and failed to stop traffic meeting loads in danger spots



SAFETY is always our main concern.

The safety of the load driver and his/her load.

The safety of ourselves and our employees when doing the job.

The safety of the motoring public.

Only through basic mandatory training of operational procedures with

Every Escort doing common activities in a consistent manner

will the motoring public know what to expect around an oversize load



**I HAVE NO IDEA
HOW TO DO YOUR JOB**

**BUT MY BOOK SAYS
YOU'RE DOING IT WRONG**

VIDEO - Training

WHAT TRAINING CAN TEACH US

Proper lane block but too close for highway travel



Too close behind for highway travel



TRAFFIC CONTROL



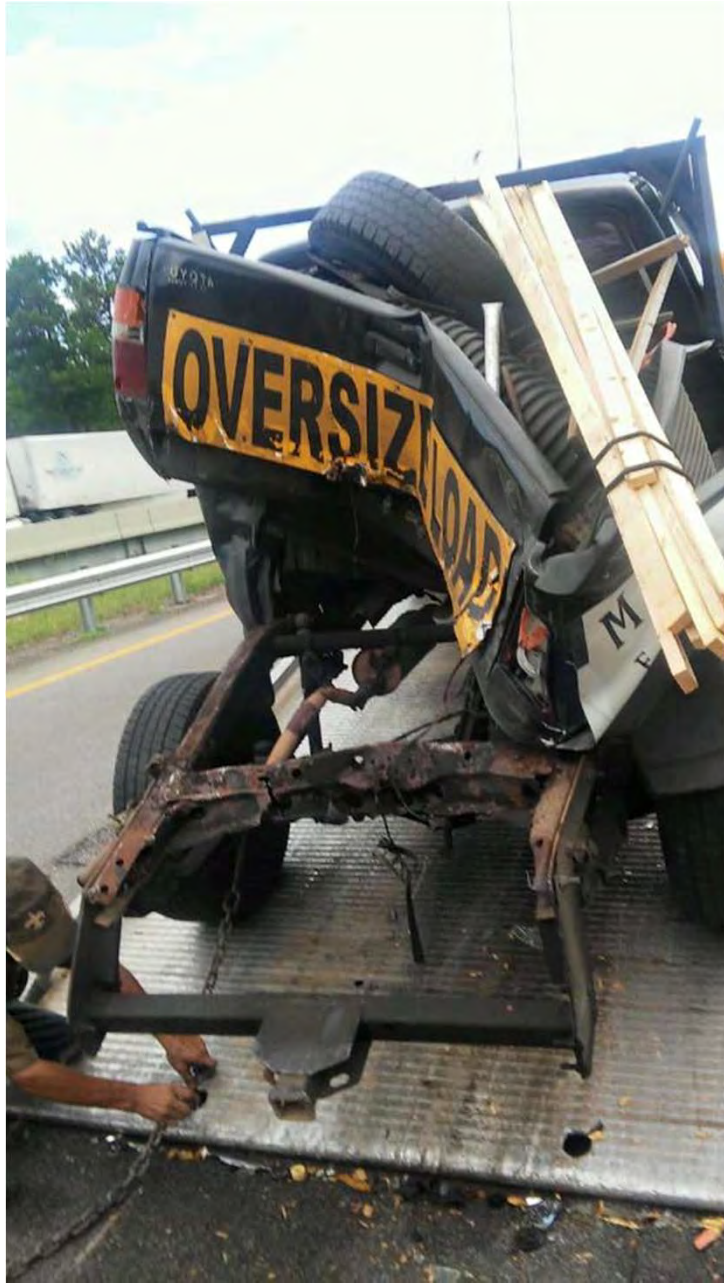
Left: How not to do
Traffic Control

Right: Reflective Clothing
and Equipment



**TRAINING: TO EXPECT
THE UNEXPECTED**





Left: Load driver was asked repeatedly to Back off to a safe distance: Sept 18, 2015

Bottom: Semi not paying attention hit rear Pilot climbing steep hill: Oct 7, 2015



Additional Information Sources About Pilot Vehicles & Operators

Pilot Car TV – actual load moves, videos are uploaded on [YouTube](#)

SC&RA's 2015 Specialized Transportation Symposium

Meeting held in Atlanta, Georgia on March 3 – 6

“Specialized Carriers & Rigging Association” - website: www.scranet.org

Attached Information:

Length of Studies/Research re: Pilot Operator Training/Certification

- 1 About Pilot Operator Killed On Job
- 2 Liability is assigned in court after an accident involving oversize load
- 3 Copy Pilot Car Training presented in Atlanta, Georgia (presenter was US Department of Transportation)

PDF can be viewed at:

www.washto.org/pdf/spring2015/PilotCarTaskPresentation.pdf



Video – Respect The Lights

PILOT CAR OPERATORS LOST TO THE INDUSTRY IN THE LAST YEAR

AL PINSON; July 12, 2014; Al's Pilot Car – Died on the job

SHANE WILLIAMS; November 3, 2014; Gentry Pilot Cars – Died on the job

PAUL CRIDDLE; November 9, 2014; Ace Pilot Car; Brandon, Manitoba

STEPHEN KAUFMAN; November 14, 2014 - Died on the way to a job

GARY GILBERT; December 18, 2014; Florida

STEVEN BARNES; February 12, 2015; Barney's Pilot Car Equipment

THERESA WELSH; February 24, 2015 - Died on the job

DALLAS ROCHE; April 6, 2015; Pensacola, Florida

PAUL DOUGLAS ROBINSON; April 15, 2015; DPS; Elora, Ontario

LINDA WISE; April 2015 - Died on the job

JM Harley Blackmon; May 1, 2015; XL Pilot Cars – Died on the job

KENNETH TULLOCH; June 15, 2015; Zippy's Pilot Service – Died on the job

JEFFREY KAWSH; July 27, 2015; Carson's Pilot Agency – Died on the job

DAVE PENNOCK; August 23, 2015; Big D Pilot Car Service; Dixon, California

CLAUDETTE; August 25, 2015; Buck Flag Car; Olivia, North Carolina

ALAN (TURTLE) TUCKER; September 24, 2015; Star-Gaze Pilot Service; Smithers, BC

ROBERT STONE; November 10, 2015; Florida Straits Pilot Car; Orlando, Florida