



Ministry of
Transportation
and Infrastructure

BC Pilot Car Load Movement Guidelines

Task Force on Vehicle Weights and Dimensions Policy

December 14, 2016

Why we have been doing this review

- Work has been underway since late 2012.
- Known challenges were summarized, and then developed further from stakeholder consultation sessions in July 2013. An Input Summary was developed and used extensively throughout this process.
- Draft versions of the guidelines have been shared with stakeholders periodically, with additional feedback received.

CVSE Commercial Transport: Mobile Traffic Control and Pilot Vehicle Review – May 30, 2013

Challenges	Discussion	Tentative Recommendations
Pilot vehicle operators and carriers need to know our expectations for traffic control for large/heavy loads, and those expectations must increase confidence among those who manage safety for the Ministry.	<ul style="list-style-type: none"> - Burden on carriers and districts through reliance on transportation management plans - Reinventing the wheel for every trip 	<p>1. Additions to the Traffic Control Manual for Work on Roadways for at least two situations:</p> <ul style="list-style-type: none"> a) Limited visibility requiring a scout vehicle to precede the load by a significant distance b) Bridge closures for wide and/or heavy loads (or similar restrictions requiring short duration traffic stoppages along a route) <p>2. Develop guidelines or standards for pilot vehicle operators (and certification?), with third party involvement in safety oversight and delivery</p> <p>3. Require appropriate equipment for traffic control (e.g. lighting on stop signs)</p> <p>4. Include options for simple (one or two page) Transportation Management Plans in the Commercial Transport Manual, and improve the link between available clearance information and bridge crossing conditions.</p> <p>5. Recommend changes to Division 8 of the Commercial Transport Regulations to increase flexibility for proximity and new technologies.</p> <p>6. Potentially discontinue the requirement for a "CAUTION – MAY SLOW OR STOP UNEXPECTEDLY" sign on mobile and modular homes, to bring us in line with New West partners and in response to carrier feedback.</p> <p><i>Once we have internal agreement on the direction of these recommendations, we will go to stakeholder consultations. We expect to make changes to the above proposals and identify additional issues through that process.</i></p>
Our current guidelines for transportation management plans address only the complex end of a range of suitable options.	<ul style="list-style-type: none"> - Can be misleading - Slows down the CVSE1052 process and the extraordinary load approval process 	
Traffic control certification is required by WorkSafeBC, using MoTI's Traffic Control Manual for Work on Roadways, but that training doesn't specifically address very large loads moving at high speeds, or very short duration road closures in sequence over a relatively long route.	<ul style="list-style-type: none"> - Similar situations but differences are impactful - Establishing agreed guidelines would improve safety and reduce reliance on transportation management plans - Looking at other jurisdictions, especially those that move large loads at night 	
We do not currently have standards or require certification for pilot vehicle operators.	<ul style="list-style-type: none"> - We regularly receive reports that quality varies widely, and that the low end is very low 	
We receive a consistently high volume of suggestions from carriers and pilot vehicle operators, and requests for further consultation, especially about flexibility re proximity and equipment.	<ul style="list-style-type: none"> - Make it simple to substitute LED or other new technology - Improve ability to manage safety in various driving conditions 	
The pilot vehicle industry and our New West partners are working on similar issues to do with pilot vehicle operator training and traffic control <u>expectations</u> , and we need to develop a core position for BC in order to engage meaningfully in consultation.	<ul style="list-style-type: none"> - AB and SK have similar concerns about traffic control and pilot vehicle operators - 'New' industry associations seeking a voice - 'Old' industry voices looking forward to an opportunity for input 	



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MOBILE TRAFFIC CONTROL & PILOT VEHICLE REVIEW



SUMMARY OF STAKEHOLDER INPUT

Three focus areas

- Traffic Control - now 'Pilot Car Load Movement'
- Pilot Car Operator Guidelines
- Recommendations for Regulation Changes
 - Equipment
 - Proximity
 - Vehicle type/characteristics

The traffic control and pilot car operator guidelines together form the Pilot Car Load Movement Guidelines.
Recommendations for regulation changes are coming.

Customized plans for very large loads

- Very large and/or very heavy loads have customized transportation management plans.
- The guidelines we are building will not replace those plans, but we hope they'll simplify the planning.



Permits are contracts with carriers

- All loads over 2.6 m wide, 4.15 m high or the legal length as specified by vehicle type require permits
- It's up to the carrier who holds the permit to hire pilot cars and drivers who are competent and appropriately trained.
- A new provision allows that pilot cars using height poles to escort a permitted overheight load will be deemed to be covered by the permit for the load.
- In BC, we do not currently address pilot car operator duties in regulation, which is different from the model in Washington state.

Permit condition changes

- Permit conditions related to pilot car operation in BC will change Feb 15, 2017 in two ways:
 1. We will continue to require that traffic control where necessary must be done by a certified traffic control person, but will add a requirement that pilot car operation be done according to the Pilot Car Load Movement Guidelines.
 2. We will require that out of province pilot car operators who engage in traffic control as part of their escort duties must either be certified in BC or be able to show proof of government-approved flagging training from their home jurisdiction.

Pilot Cars, Pilot Car Operators, and Traffic Control Persons

- **Pilot Car:** Just the vehicle, equipped with sign and lights as per [Division 8, Commercial Transport Regulations](#)
- **Pilot Car Operator:** The driver of the pilot car, when it is functioning as a mobile warning device, and importantly, a communication aid for the load driver. May be certified as a traffic control person.
- **Traffic Control Person:** As soon as the driver of the pilot car takes steps to slow, stop or direct the movement of other traffic, they must be certified for traffic control.

Current legal foundations

- Pilot Cars – [Division 8, Commercial Transport Regulations](#)
- Pilot Car Operators – unregulated, but carriers will be required by their permit conditions to ensure the guidelines are followed
- Traffic Control Persons
 - Regulated through [Part 18, Occupational Health and Safety Regulation](#)
 - 18.3: “Traffic control equipment, arrangements and procedures must meet the requirements of the latest edition of the *Traffic Control Manual for Work on Roadways* (the "*Traffic Control Manual*") issued by the Ministry of Transportation, unless otherwise specified by this Regulation.”

The Pilot Car Load Movement Guidelines

- Based on working systems in other jurisdictions
- Adapted for BC to fit our regulatory structure and feedback
- Forms Appendix G of the Traffic Management Manual for Work on Roadways

[Pilot Car Load Movement Guidelines](#)

Some features

- General information and background for decisions such as whether to be inside or outside the vehicle for traffic control
- Planning and emergency management
- Optional equipment
- Communication
- Specific manoeuvres

Future training delivery and oversight

- With enough interest and buy-in from industry, may evolve into mandatory certification eventually
- We are open to lots of possible delivery channels
- Third party training delivery
- Curriculum/certification oversight role



Triggers and travel times to be reviewed

- For pilot cars, we use a table of length and width:

Pilot Cars:

Length	Up to 3.2 m		3.21 to 3.5 m		3.51 to 3.8 m		3.81 to 4.4 m		> 4.4 m
	Day	Dark	Day	Dark	Day	Dark	Day	Dark	Dark
Up to 27.5 m	0	0	1*	1	1	1	1***	2	3 ^x
27.5 to 31 m	1	1	1	1	1	1	2	2	3 ^x
31.1 to 36 m	1	2	1	2	1	2	2	2	3 ^x
36 to 40 m	2**	2	2**	2	2	2	2	2	3 ^x

* Or the towing vehicle must be equipped with and operate one or two amber flashing lights

** Up to 3.5 m wide, only one pilot car is required for travel over four (4) lane highways

*** Two pilot cars for travel on Highway 97 from the junction of 77/97 to the Yukon Border

^x Over 4.4 m wide, a minimum of three pilot cars required at all times on 2-lane highways (two to the front and one to the rear); minimum of two pilot cars required on 4-lane, divided highways (one to the front and one to the rear)

Additional Pilot Car Requirements for Front or Rear Projection:

- If you are using an allowance for front projection beyond 3 m of the kingpin or beyond 6.5 m measured forward of the turn center of the front steering axle group, a minimum of one pilot car is required (unless otherwise provided for by commodity or vehicle policy).

- For traffic control:
 - Some is required by permit, but often it is needed for conditions encountered on the road.
 - On larger load moves, known locations are often specified in the permit, sometimes with methods spelled out.

Upcoming regulation changes

- Vehicle type – set some performance requirements around stability and visibility
- Lights and signs – modernize requirements to allow the use of newer lighting technologies
- Proximity – move away from ‘100 m to 500 m’ to a requirement to maintain a distance that is reasonable and prudent, and also to allow more temporary position changes as road conditions require.

Other stakeholders

In addition to MoT, police forces and other provincial government bodies, there are many other stakeholders for input, education or both:

- Pilot car industry, and associations
- Trucking industry, and associations
- Other road users
- WorksafeBC
- Municipalities
- Translink
- Neighbouring governments, especially Alberta, Saskatchewan, Manitoba, Washington
- Public Works Canada and Parks Canada

Discussion

