

HARMONIZATION & STANDARDS

WHAT DOES IT MEAN, REALLY?

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	Provinces Same	Provinces Different	Differences
Travel Times	Most – mainly daylight with some night moves allowed	BC	BC has mainly night moves
Sign Type & Size & Position	AB, BC, SK, MB, YT, NWT Above cab of vehicle	ON, PQ, PEI, NB, NS, NL	PQ – no sign; ON, NB, NS & PEI allow bumper signs and wooden signs
Lights	AB, BC, SK, MB, YT, NWT	ON, PQ, PEI, NB, NS, NL	East of MB/ON border various combinations of strobes, light bars, rotating
Equipment Carried	All pretty standard		
Training & Certification	All the same – no mandatory basic training course	ON	Has put into regulation a Certified Superload Escort program to replace OPP

No Vehicle Size Requirements: AB, BC, MB, NWT, PEI, SK

YT, NL – 2 axle, max 6000 kg – NL also 2.5 m axle spacing

NB, NS – 2 axle, max 8000 kg, min wheel base 2.5 m

ON – 2 axle, min wheel base 2.65 m

PQ – max 4500 kg

Questions and Answers About Some of the Equipment Standards

Western Canada Sign:

Q: Why do the 7 inch outside lights flash in unison?

A: They flash at the same time in order to make the pilot vehicle stand out from other vehicles that have flashing amber lights.

Q: Why have them instead of flashing strobes or rotating amber lights?

A: Because every job site vehicle, service truck, tow truck, emergency vehicle, rail employee transport van, city worker vehicle, postal worker vehicle have amber flashing lights, that most forget to turn off, so the motoring public has been desensitized to the lights

Q: Why is it placed above the cab of the pilot vehicle?

A: It is placed there for visibility – in heavy traffic with signs down on the bumper the other vehicles do not notice the pilot – in other areas with less traffic, the above cab sign is noticed from further away

Q: Why does the interior of the Western Canada sign light up?

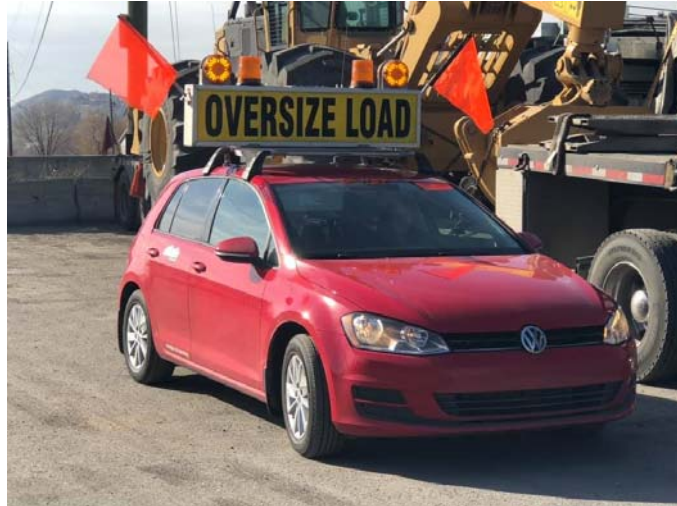
A: It lights up in order to be visible during night moves, as well as being visible during some types of weather such as rain storms. We also light it up when movements are during the pre-dawn and early evening periods - as sun is just coming up or going down



Why have a vehicle standard for pilot/escort vehicles?



A: Because you can tell at a glance that these are Pilot Vehicles



Cars with Western Canada Signs

Varied Eastern Canada Configurations





TRAINING

Q Are there any mandatory safety Training and Certification courses in Canada for Pilot/Escort Operators?

A Not at the present time.

Q Are there any courses being offered to Pilot/Escort Operators?

A Yes there are. They are not recognized by any level of government in Canada. The courses being offered are United States Pilot Certification courses – mainly Washington State and Utah courses.

Q Why are Canadian Pilot/Escorts taking these courses?

A First reason is to get a basic standard of training and understanding of their role as a Pilot/Escort Operator. Second is to show the Insurance Companies, in the event of an incident, that they have tried to do everything possible to plan, and hopefully avoid an incident. Thirdly, a large number of Canadian Pilot/Escorts go across the border to pick up loads or to take loads to their destinations, and an increasing number of USA states are requiring Pilot/Escorts operating within their jurisdictions to be trained and certified.

Developments regarding training courses:

British Columbia requires Pilot/Escorts to have a Traffic Control/Flagging Certificate if they are going to do any traffic control. They also accept Flagging Certificates from Alberta, Saskatchewan and Manitoba

Ontario, as of January 1, 2019, requires Pilot/Escorts who escort what they class as superloads, to take a special course to become “Certified Superload Escorts”.

there have been a few issues raised with the course – inconsistent and contradictory terms
instructors teaching that know nothing about transportation, oversize loads or pilots
instructors essentially telling pilots to break various laws because they do not know the law
instructors using the course as a ‘personal talk circuit’ where they talk about everything except
what they are supposed to be teaching
a number of students who have taken course, and then taken a course required for the USA,
say the other course has pretty well 100% more and better content than the CSE course

ONGOING DEVELOPMENTS

ALBERTA: New Pilot Handbook is coming out. A lot of clarification on a number of fronts. Other areas have been brought more up to date and in line with progress and new technology in the Industry.

SASKATCHEWAN: Also coming out with a Pilot Handbook to help clarify areas of confusion and bring other areas up to date. Will be very similar to Alberta's guide.

MANITOBA: Province earlier this spring, repealed an entire regulatory section dealing with Oversize Loads and pilots. The stated objective was a move towards harmonizing more with the other Western provinces. Unfortunately, a number of areas went from being harmonized, to totally different from everyone else.

NOTE: Sign size and lighting requirements have been pretty standard from the Manitoba/Ontario border, westward for in the neighbourhood of 30 years. The main sticking point has been lack of enforcement.