

PILOTING NEWS



December 7, 2022

Montreal, Quebec

UPDATE ON HAPPENINGS IN PILOT INDUSTRY

Pilots trained under Washington State Pilot/Escort Certification over the last ten years – almost 900 pilots. Course taught in Canada has Canadian information added to it by the instructor. Instructor has also translated course into French and has done a number of courses in Quebec this past year.

Many of these pilots work in both Canada and the United States where they are required to have certification. Those that do not go to the United States take this course both to get knowledge on the proper ways to do things in the industry as well as to be able to prove 'due diligence' to the insurance companies

Currently only Ontario has a mandatory training course. This is the 'Certified Superload Escort' course. It is required in order to escort the oversize loads classed as 'superloads'. Those escorts take the place of police with these loads. They are responsible for traffic control during the move, in addition to their regular duties as a Pilot operator.

A new mandatory certification is coming in the industry, but is not a government training program. It was developed by the manufacturers of wind mills for the various wind projects going on.

WITPAC : Wind Industry Transportation Professional Advanced Certification

Already 130 trained across Canada. All pilots, steerpersons and load drivers will be required to get this certification if working with hauling wind components. Mandatory as of January 1, 2023

QUESTIONS for ONTARIO:

In your escort vehicle equipment requirements, lighting – what does standard SAE J845 or J1318 mean?

On same permit, these conditions are set out - 21. A minimum of 300 metres (1000 feet) is required between any other oversized load travelling in the same direction.

30. No convoy moves are permitted. En route, a minimum spacing of 10 km is to be maintained between vehicles/loads

Which is correct??

How is the Certified Superload Escort Certificate program working out? Have you heard any of the feedback from those taking the course?

Have you had discussions with your insurance providers as to why they are refusing to insure Pilot Vehicles?

We regret to inform you that we cannot renew your policy with Intact Insurance due to:

Violation of Filed Rule# 80

- 80. Pilot or Escort vehicles, unless we insure the vehicles carrying oversized or overweight loads

Your coverage under this policy will expire at 12:01a.m. on September 2, 2022.

As your insurance broker, I want to ensure you are not without coverage. Please call me at (800) 777-4420 ext: 44207 as soon as possible to discuss alternate protection options.

Thank you for choosing E-Link. We appreciate your

June 10, 2022

REGISTERED LETTER

3526388 Ontario Limited c/o Jeffery Belts
23 Dwyer Drive
Northbridge ON T2A 1W9

RE: Commercial Insurance
Insurer:
Policy #:
Policy Period:

Dear

Northbridge Commercial Insurance has advised that your Commercial Insurance expires on July 28, 2022 and they will not be offering renewal terms to you for the following reason(s):

- CGL coverages have been removed, only AUTO coverages remain.

While renewing your coverage may be difficult, we will work hard on your behalf to negotiate with your insurer in an effort to change their position, while also looking to arrange appropriate coverage with another insurer prior to the expiry date of the indicated policy. Unless you advise us otherwise, we will continue to work diligently on your behalf and will provide you with updates over the coming weeks on our progress. For the majority of our clients, we continue to provide alternative solutions.

Despite the above, there may be cases where we are unsuccessful in obtaining an alternate solution and we want to ensure you have every opportunity to replace your coverage. We, therefore, recommend you consider contacting another insurance broker with relevant experience to see if they have a solution that is not available to us. If no insurance company is willing to underwrite your policy, your coverage will cease effective 12:01 a.m. on July 28, 2022.

Remember that when you apply for alternate insurance coverage, you must declare that Northbridge Commercial Insurance has refused to renew your current policy.

We trust this will receive your prompt attention.

Should you have any questions or concerns, please do not hesitate to call.

Sincerely,

Chris Hogan, Hon. B. Comm. CAIP

QUESTIONS for MANITOBA:

Regulation 155/2018

Section 43(1)a 'hands free communication device' – what do you mean by this?

Does it mean the regular CB and VHF radios that are currently used with the tethered mikes?

Section 43(1)c 'National Fire Protection Association Standard NFPA 10 – what is this?

Regular people have no idea what this is, and to find it you have to purchase the Code Book.

Section 43(1)e this says for pilot vehicle to be equipped with a roof mounted flashing amber light –

Is this in addition to the pilot vehicle sign that is required?

Section 43(2)d sign box shelters all connectors, switches, flashers – almost 99 % of currently built sign boxes DO NOT have the switches in the sign box – the reason is that they are very hard to access unless you physically stop load and pilot on the highway when you need to change which lights you are using.

Section 43(2)f and g – what does this mean – Society of Automotive Engineers Standard J595 and J845?

Section 43(2)h goes back to the sign sheltering switches, if you need to turn on the inboards because of inclement weather, you would have to physically stop both load and pilot vehicle on highway to get at the switches to either turn them on or off. Majority of switches are now INSIDE pilot vehicle and have individual circuits – one switch controls the front flashing of lights, another switch controls the back flashing of the lights, another controls the inboard rotating/strobe lights, last switch controls the interior sign lights. This type of set up has been in play for OVER 20 YEARS!!

Time for Regulations to catch up to the times, don't you think??

Section 42(3) just specifies no towing of another vehicle when escorting. Does that imply - that the pilot vehicle can tow other items ei: grain auger, boat & trailer, livestock trailer, etc??

Schedule F – diagram of pilot signs – Actual box size of sign has vanished from the regulations.

QUESTIONS for ALBERTA:

Regulation 315/2002

Section 16(8) equipment for pilot vehicles – missing stop/slow paddle, traffic cones

Section 16(8)a – what is an ‘advance warning triangle’? Is it the triangle hazard warning kit?

Section 16(9) for traffic control – missing use of stop/slow paddle

Schedule 4 – signs – in each section of this schedule it says box to shelter wire connections, switches, flashers – see Manitoba for reason this should be taken out.

under 4) missing is requirement for outboard lights to flash in unison

also says the flashing lights to have reflectors – I would like to know what manufacturer makes any of the 175 mm (7 inch) flashing lights with reflectors – I have never seen any to date

No vehicle size or standard established for pilot vehicles currently, so pretty well any vehicle is legal to be used – cars, pickups, service trucks, buses, motor homes, etc.

Is Alberta considering making the steer person who steers a steerable trailer separate from a trail escort?

That is – if a load requires a trail escort because of its size, and the load is being transported on a trailer that requires a person to steer it around corners, will load require a second trail.

Reason for second trail would be – a person, when steering a trailer, is not able to do traffic control behind the load, or watch what traffic is doing, while in the process of doing the steering

QUESTIONS for BRITISH COLUMBIA

Division 8 – Pilot Vehicles

Section 8.04 2)a-ii & iii – the requirement for baked enamel coating for sign coating is very outdated - has not been available or in use for OVER 20 YEARS

v – box shelters wire connectors, switches, flashers – refer to Manitoba for reason to remove this wording from regulations

Section 8.04 4) missing is requirement for lights to flash in unison

Also missing is equipment requirements for pilot vehicles.

Table 3 – diagram of pilot sign inserts – the red and white 'D' sign depicts the 'D' as having to be in black. No where does it explain that it is to be white. No sign sold for the transportation industry has the 'D' in black. This needs to be corrected.

QUESTIONS for SASKATCHEWAN

Appendix C

Section 3 – 2)b)iv – box to shelter wire connections, switches, flashers – see Manitoba for why this needs to be removed

Section 3 – 3) – what is SAE Standard J595 for this light? Requires purchase of Code Book to figure out. There is also no requirement for them to flash in unison, or be turned on at all.

Section 3) – 4) – for the rotating/strobe inboard lights – requirement for sealed beams needs to be removed. These have not been available to purchase new for OVER 20 YEARS

QUESTIONS FOR QUEBEC:

PROBLÈME DE SÉCURITÉ POUR LE TRANSPORT HORS NORMES

**LE TRAVAIL DES ESCORTES ROUTIÈRES EST
PRÉSENTEMENT ILLÉGAL POUR ASSURER LA
SÉCURITÉ DU PUBLIQUE**

**UN BILLET D'INFRACTION DE 500\$ À ÉTÉ ÉMIS À UN ESCORTE QUI
PROTÉGEAIT D'UN DANGER DE COLLISION /. ARTICLE 500 DU CSR**

*Mettre en vigueur l' article 464.1 du C.S.R. Pourrait régler rapidement la situation dangereuse que les escortes ne peuvent plus travailler légalement à la sécurité



ORIGINE	Numéro de dossier	S45210714005001	Numéro de constat d'infraction
	Nom du responsable	France Dubé	
	Adresse	100-4825 AV PINARD	
		SAINT-HYACINTHE QC J2S 8S7	

FAITS ET GESTES PERTINENTS Suite de G Page Suite de C Page

Le 14 juillet 2021, moi, l'agent Vincent Giroux du Contrôle Routier Québec, j'étais en patrouille sur l'autoroute 20 direction Ouest. Vers 9h45, alors que je me trouvais à proximité de la sortie 181, je remarque le véhicule d'escorte qui suit un ensemble de véhicule en permis spécial de circulation qui empiète dans les deux voies de l'autoroute. Le véhicule d'escorte va à plusieurs reprises se tenir dans la voie extrême gauche sur l'autoroute ou au centre des deux voies pour bloquer la circulation. À plusieurs reprises, le véhicule va couper la route de d'autres véhicules pour se placer devant ses derniers et les empêcher de passer.

La circulation est dense et j'ai de la difficulté à rattraper le véhicule. Je réussis à rattraper le véhicule dans la sortie 173 en direction de l'autoroute 55 Sud et je procède à l'interception dans l'aire de vérification. Je mentionne au conducteur qu'il n'a pas le droit de bloquer la route aux autres personnes comme il le faisait. Le conducteur me répond qu'il doit faire cela, car il assure la protection de son chargement. Je mentionne alors au conducteur qu'il est un véhicule d'escorte d'un permis spécial qui agit à titre de signalisation (article 8 du règlement sur le permis spécial de circulation) et non de véhicule de protection.

Véhicule unitaire immatriculé 1 propriété C. identifié avec le numéro de série situé à l'avant et validé avec les fichiers de la SAAQ.

Marque: RAM

Modèle: 1500

Ar:

Masse nette: 2 171 kg

PNBV (poids nominal brut): 3 087 kg

Le conducteur e (défendeur) identifié avec son permis de conduire avec photo du Québec et valide avec les fichiers de la SAAQ.

Il y a infraction selon l'article 500 du CSR, A occupé la chaussée d'un chemin public

Suite sur une autre page

ATTESTATIONS

J'ai personnellement constaté les faits mentionnés en:

1. Agent de la paix Nom et prénom



ORIGINE	Numéro de dossier	S45210714005001	Numéro de constat d'infraction	
	Nom du responsable	France Dubé		
	Adresse	100-4825 AV PINARD		
		SAINT-HYACINTHE QC J2S 8S7		

FAITS ET GESTES PERTINENTS Suite de G Page Suite de C Page

sans y être légalement autorisé de manière à entraver la circulation des véhicules routiers sur ce chemin.

Documents joints: extracto SAAQ du permis de conduire du conducteur et de l'immatriculation du véhicule.

ATTESTATIONS

J'ai personnellement constaté les faits mentionnés en:

1. Annoté de la voie Nom et prénom

🕒 **511.1.** Quiconque contrevient au premier alinéa de l'article 500 commet une infraction et est passible d'une amende de 300 \$ à 600 \$ et, en cas de récidive, de 3 000 \$ à 6 000 \$.

En outre, sur déclaration de culpabilité pour une infraction visée au présent article, un juge peut ordonner la confiscation d'une chose saisie en vertu du deuxième alinéa de l'article 500. Un préavis de la demande de confiscation doit être donné par le poursuivant au saisi et au contrevenant, sauf s'ils sont en présence du juge.

2000, c. 31, a. 7.

300\$ plus les frais = 490\$

Pour avoir fait son travail pour un transport sécuritaire

ADDITIONAL LIGHTS & EQUIPMENT APPEARING ON PILOT VEHICLES:



