

# PILOT INDUSTRY UPDATE



FEDERAL TASK FORCE  
DECEMBER 2, 2025  
MONTREAL, QUEBEC

## TRAINING

There is **No Mandatory Basic Training Course** required, nor is there an actual Canadian Course. With no course available, Canadian Pilot Operators have been forced to take United States courses. This has been a serious safety concern for years amongst Pilot Operators in Canada. Especially with increased traffic on the roadways - people being in a hurry and paying less attention to what is going on around them.

Over the past few years, a number of training courses for various aspects of the Pilot Car Industry have become available. These programs are **Industry driven**, not Government driven. Canada lags far behind the United States in having mandatory training programs with Certifications issued upon successful completion. The only mandatory Certifications for Pilot Operators in Canada are a Traffic Control Certificate required for British Columbia and the Certified Superload Escort Certification for Ontario.

Even Pilot Operators that are employees of a trucking firm seldom get any training. Although these Pilots are supposed to get formal training under OH&S Regulations.

Private Industry courses that Canadian Pilot Operators are currently taking are: Washington State Pilot Escort Vehicle Operator Certification; Utah Certification; Colorado Certification; WITPAC (Wind Industry Transportation Professional Advanced Certification course) and various secondary United States courses, such as Florida's Defensive Driving Course.

## **ACCIDENTS**

Accidents involving Oversize Loads are becoming more frequent and more deadly.

A lot of the increase can be attributed to the general public and upcoming new drivers having no idea what to do around large loads. There is no training for new drivers to let them know what to watch for.

Another contributing factor is people seem not to be paying attention to what is happening around them or being in too much of a hurry to get from point A to point B.

Infrastructure changes made without taking in to account over size movements through the areas are another problem – roundabouts, over head signs, over head lines, etc, added on major routes with no thought whatsoever.

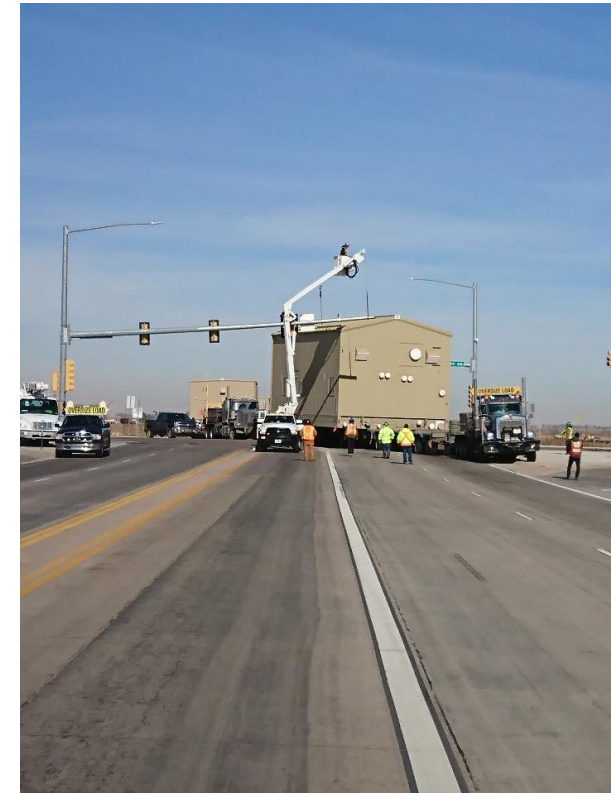
One other serious problem is that motorists do not take Pilot Operators seriously when they are attempting to do traffic control. Since we do not have the legal authority to direct and/or stop traffic, every time we do so we take our lives in our hands. We have to stop and direct traffic because if we do not, our loads will never get anywhere.

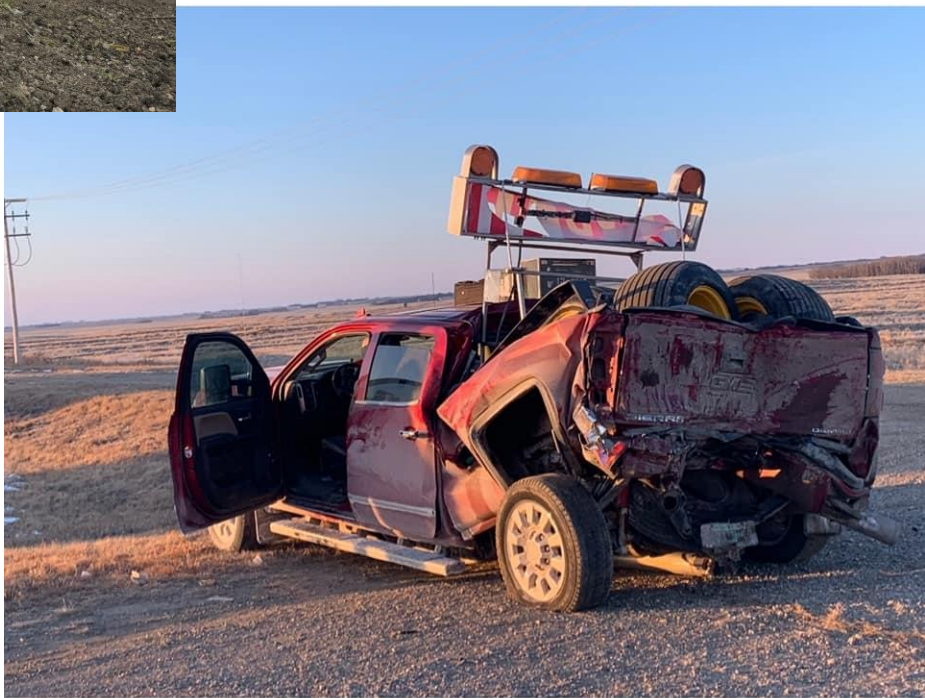


Roundabouts



Overhead wires,  
Overhead signs,  
Traffic Lights





## **IGNORING PERMIT REQUIREMENTS:**

Drivers ignore Permit requirements for various reasons. The consequences can go from nothing happening to major damages and monetary penalties.

Reasons for ignoring Permits:

1. Driver arrogance – thinks he knows everything, says nobody can tell him where he can go, figures he has been this way dozens of times with no problems, refuses to read permits for the reasons above or doesn't have a permit
2. Driver can't read or understand English very well, if at all
3. Driver not understanding metric vs standard measurement
4. Trucking company has underbid on load, tells driver to go shortest was and not to worry about anything – leading to increased Bootlegging, off permitted routes and accidents
5. Trucking company has not allowed enough time for delivery and rushes driver – not taking into account curfews, routing specifics, log book requirements, weather, construction and/or accidents holding up traffic on route.



October 2025

Driver disregarded route  
requirement on Permit  
to take ramp up and over  
the underpass  
Washington state  
Canadian company



This was driver either not knowing his actual height or not understanding what the height on underpass actually meant.



Oxbow, SK

This incident was a combination of not reading Permit route properly and /or not being familiar with the area and/or not measuring the load

## **EXTRA EQUIPMENT**

Equipment showing up on pilot vehicles in the last couple years that is not covered in regulations.

In the last number of years extra flashing lights are showing up in the grills, on and/or under the pilot vehicle signs, in tail lights and occasionally on the dash. Some are just flashing lights, others are complete traffic directional lights. Most of the lights are amber but white lights and blue lights are showing up.

Also occasionally showing up are digital signs that can be changed to various wording on the go. The “D” signs actually emit both red and white light to the front which is not allowed under current regulations, only police and emergency vehicles are allowed that.

Other equipment that has shown up are vehicle mounted stop signs similar to the ones on school buses. BC has allowed this lately, but the size they require is larger than what pilots are actually installing.



