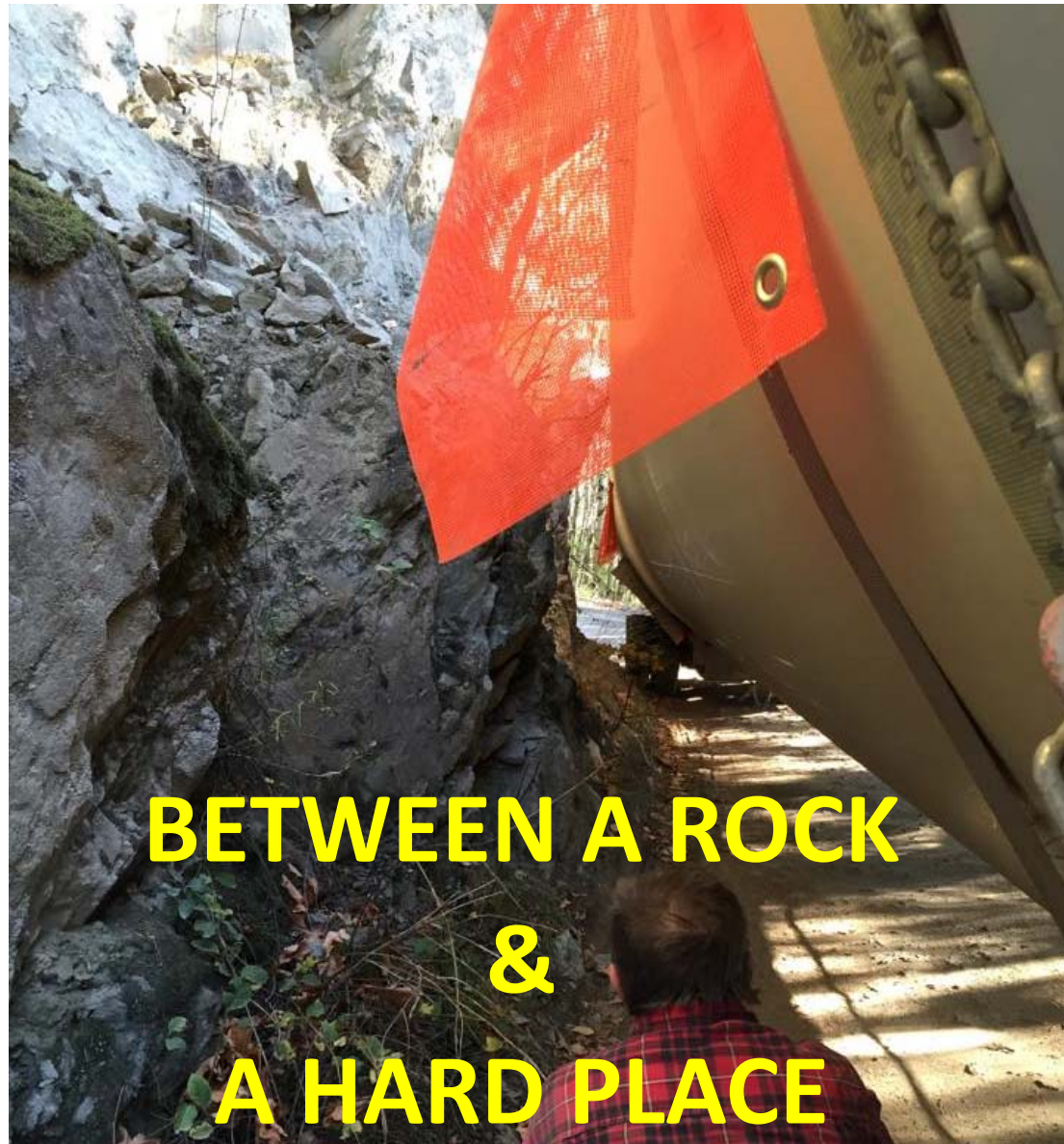


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Getting Started:

You want to become a Pilot Operator & you want to do things properly.

So you look up the requirements according to Provinces you want to operate in. You put together a vehicle, with signs and equipment, set up according to the information in the regulations.

So now you have spent a fair amount of time and money putting your vehicle together and you head out on the road to do jobs.

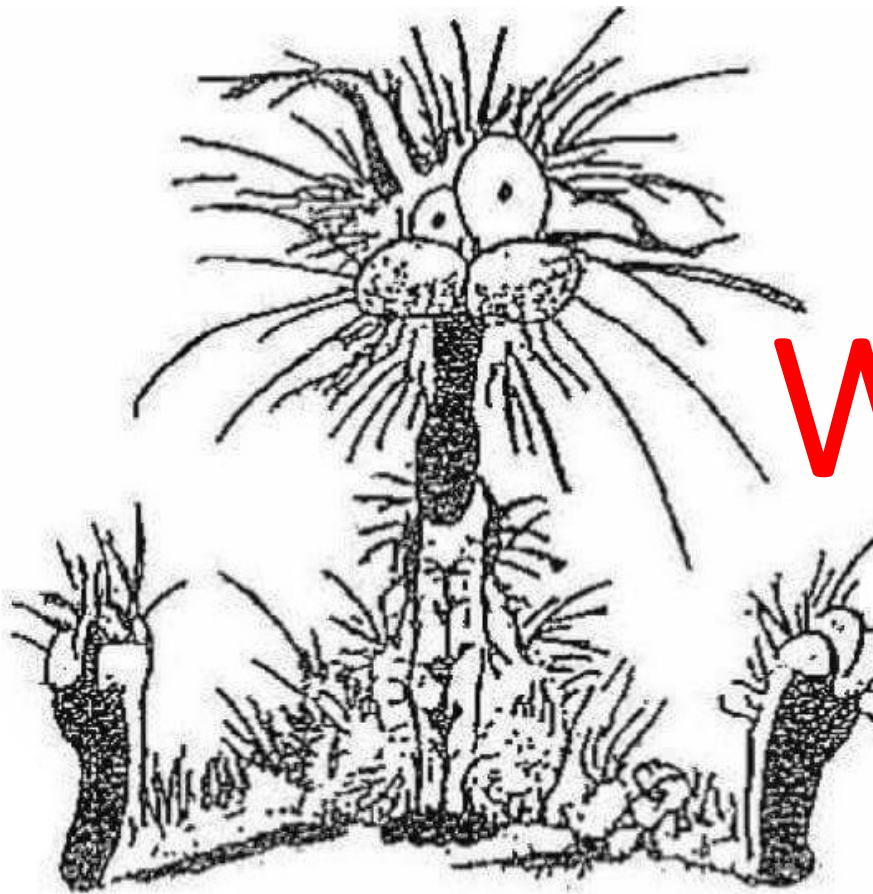




GUESS WHAT !!!

Others out there competing with you for the same customers have NOT bothered to set up according to the actual regulations

You start out thinking, well it is in the written rules so they will get stopped and fined so that the hauling outfit will have to get properly set up pilots.



WRONG ! ! ! !



You Think:

Regulations will be enforced for signs, lighting and equipment

Vehicles and operators would require extra insurance

That pilot operators would have to take some kind of mandatory training and certification program

Actual – little to NO enforcement in regards to pilot vehicles

Actual – NO requirement to have other than basic auto insurance

Actual – NO Canadian jurisdiction requires any kind of training

You Think

Companies will call those who try to be diligent in following the rules rather than those who refuse to follow the rules, and who cut established rates

Actual

Companies say one thing in surveys but in reality; a large number tend to go with the lowest price regardless of whether the pilots follow the rules or not;
And then blame all pilots for “their” failure to be diligent!

Enforcement (when done):

Do Your Job

Put together proper signs, lighting & equipment – get ticketed, fined, warned – for dirt on signs; cracked sign; not enough lights inside sign; using all your lights at the same time; using your radio; not having extra windshield washer fluid

Don't Do Your Job

Improper or No signs, lighting & equipment – get waved through the scale with barely a glance at your vehicle

Do Your Job

Do traffic control for narrow bridges, going around or under various obstructions –

get a warning, get ticketed and/or fined because “you are not allowed to do traffic control outside of a stationary construction zone”

Don't Do Your Job

Do not do traffic control for narrow bridges, going around or under various obstructions –

get a warning, get ticketed and/or fined because “you are not keeping the area safe for the load and the motoring public”

Training:

Do Your Job

Go to the extra expense of taking Pilot Operator Training Course, Flagging Course, Oilfield Training, First Aid, etc – get hassle from some Companies that your rate is too high; get hassle from drivers & sloppy Pilot Operators that you are trying to make them look bad

Don't Do Your Job

Say to anyone listening – that you know what you're doing, you don't need any fancy, expensive courses to do the job & you don't need all the stuff in the regulations – you tell the Companies you will do the job for cheaper than the other guy & you get the job

So what happens when the ones not following the rules mess up?

You guessed it! The people who care about being proper are the ones penalized. They lose work to the cheap, improperly set up pilots; then they are the ones who get hit with Insurance rate hikes for the incidents & damages caused by the cheap guys when those guys bail out of the business because “they can’t make any money”

And Then There Is British Columbia

New Policy (not Regulation)

- Must carry 2 extra special signs with stands “just in case” the load you are escorting breaks down

How It Works

- Out of over 500 pilots in BC since the new policy came in – 3 operators have used the signs for a breakdown
- For one, they worked well
- For another, it almost caused a multi-vehicle accident
- For the other, it almost got the pilot killed

New Policy (not Regulation)

- Traffic Control Person Certificate (from BC) or Flagging Certificate from Alberta, Saskatchewan or Manitoba

How It Works

- Main design seems to be to keep people from other provinces from working in BC
- Scale personnel make up what they want to enforce, contrary to what the Policy Circular actually says

Examples:

First Incident, Golden Scale: Alberta Pilot given a warning ticket for not having a TCP certificate, even though he was not doing any traffic control

Second Incident, Kamloops Scale: Alberta Pilot given a ticket & fine and pulled off the load.
Ticket & fine were for having a Manitoba Flagging Certificate for course he had taken when he lived in Manitoba (which had not expired),
so then was pulled off load by scale person
-Scale person was shown the Circular which approved the Manitoba certificate – said he didn't care what it said, he made the rules and the Pilot could take it to court

Third Incident, Tete Jaune Scale: Alberta Pilot given a ticket for not having a TCP certificate, even though he was not doing any traffic control

Fourth Incident, near Golden: Alberta Pilot given a warning for not having a TCP certificate, even though he was not doing any traffic control