

Received DC Office July 3, 2020

**From:** Taylor McLeod <[info@apsgroup.ca](mailto:info@apsgroup.ca)>  
**Sent:** July 3, 2020 1:49 PM  
**To:** [jackie@jksolutions.ca](mailto:jackie@jksolutions.ca)  
**Subject:** RE: Pilot Car Requirement Changes

Hi Jackie,

Please see the attached file.

Our pilot truck business deals entirely in hauling pipeline pipe for entities like Transmountain, so these changes will eliminate our business. I hope they will not affect yours so severely.

If they do, please send that sample email on my Facebook, and I suggest then to write your own formal letters of opposition with your company letterhead.

She has stated she will accept all input until the end of day today, and will review on Monday.

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**Taylor McLeod**  
**COO | Chief Operating Officer**  
Aboriginal Pipeline Services Group  
e: [taylor@apsgroup.ca](mailto:taylor@apsgroup.ca)  
w: [www.apsgroup.ca](http://www.apsgroup.ca)  
c: (780) 278-8332

**From:** Jackie Kjos <[jackie@jksolutions.ca](mailto:jackie@jksolutions.ca)>  
**Sent:** Friday, July 3, 2020 1:05 PM  
**To:** Chair Brad Sperling  
**Subject:** FW: RE: Pilot Car Requirement Changes

Brad the top part here is a copy of her information from Facebook. The stuff below is current message. Contact is Jan Lansing [jan.lansing@gov.bc.ca](mailto:jan.lansing@gov.bc.ca) 250 953 4026

Please assist me by sending the email below to this address TODAY

[jan.lansing@gov.bc.ca](mailto:jan.lansing@gov.bc.ca)

**Subject: Proposed Changes to Pilot Car Requirements**

Good afternoon,

I am in direct opposition to the Ministry of Transportation's proposed changes to the pilot car requirements on British Columbia highways.

These changes do not benefit the BC public or the transportation industry as a whole - they are being created to appease a minority group of Albertan transportation companies, who are attempting to cut their expenses.

These changes cannot be instated, for two reasons:

1. The Safety of All Drivers in British Columbia  
If these proposed changes are approved this will put BC drivers, and all those who use our highways, at an increased risk of danger. Pilot trucks are imperative to ensure both the transport driver and the public highway drivers are safer. These trucks are hauling extremely oversized and heavy items that require extra care during its transport. Eliminating the use of pilot trucks will ensure more near misses, and ultimately more accidents and/or fatalities due to human errors while driving, by both the public and commercial truck drivers. Pilot trucks are a necessary safety element to help ensure the commercial transport truck and public drivers are aware of each other, and the extremely large items these trucks are hauling.
2. There has been NO Consultation with Indigenous Communities in BC  
British Columbia highways run through countless First Nations and Metis communities all across British Columbia. British Columbia has passed the United Nations Declaration of Indigenous People (UNDRIP) into law. The Ministry of Transportation is therefore ordered to abide by UNDRIP. UNDRIP requires that Indigenous communities be consulted for all major projects or changes that the BC Provincial government is attempting to implement. BC Indigenous communities have NOT been consulted regarding these changes. These changes directly affect the safety of their community members, as commercial transport trucks routinely haul these oversize and heavy loads through their traditional lands. Not to mention, the pilot truck service industry directly employs hundreds of Indigenous people, and has many Indigenous-owned pilot truck businesses. These changes will cause hundreds of Indigenous people to lose their jobs, in the middle of a pandemic. This is in direct violation of UNDRIP, and cannot be allowed to occur.

I respectfully ask that these proposed changes by the Ministry of Transportation not proceed.



Traffic Engineering and CVSE have undertaken a review of pilot car requirements and travel time windows. Highway classification, design guidelines, traffic volumes, vehicle configurations, and safety were factors the engineering consultant considered in developing a process/analysis for the review. Policy revisions cover dimensions. Bridge crossing conditions may result in additional restrictions.

### Summary of Changes:

On the CVSE 1000 :

- an increase to 27.5 m overall length for Category A (from 25 m);
- an increase to 36 m overall length for Category B (from 32 m);
- an increase to 46 m overall length for Category C (from 40 m).

There is additional travel time on weekends for Category B and C in CVSE 1000 as well as an expanded general window for Extraordinary Loads. Travel time window changes are:

- Category B travel restrictions – None except in Lower Mainland
  - Current restrictions are 15:30 Fridays to 04:00 Saturdays, and 21:00 on Saturdays to 04:00 Sundays
- Category C travel restrictions – None except in Lower Mainland
  - Current restrictions are 15:30 Fridays to 04:00 Saturdays, 15:30 Saturdays to 04:00 Sundays, and 15:30 to 24:00 Sundays
- Expanded travel time window of 19:00 to 07:00 for vehicles 4.4 m to 5 m wide in Skeena, Bulkley-Stikine, Fort George and Peace Districts
- General Extraordinary Load Travel Window of 22:00 to 05:00 Sunday to Thursday, 00:00 to 05:00 Friday and Saturday
  - Currently 00:00 to 05:00 with no weekend travel
- Travel time windows for the CVSE1001 match the Extraordinary Load basic window of 22:00 to 05:00 Sunday to Thursday, 0:00 to 05:00 Friday and Saturday, where possible.
- Bridge crossing conditions and other District-specific conditions held in District Conditions Spreadsheet with examples including:
  - Prince George restriction 00:00 to 05:00 within municipal boundaries
  - Summer seasonal adjustment of 00:00 to 05:00 May to September West Kelowna to Vernon
  - Vancouver Island Highway 19 Duke Point Ferry restriction 00:00 to 05:00

The current pilot car requirements in BC differ between night and day. The review/study proposed a multi-lane vs 2-lane approach that was adopted and pilot car requirements are:

Multi-lane		OAW			
Length		up to 2.6	up to 3.2	up to 3.8	up to 4.4
	up to 27.5	0	0	0	1
	up to 31	0	0	0	2
	up to 36	0	1	1	2
	up to 40	0	1	1	2
	up to 46	1	1	1	3

2-Lane		OAW			
Length		up to 2.6	up to 3.2	up to 3.8	up to 4.4
	up to 27.5	0	0	1	2
	up to 31	0	1	1	2
	up to 36	1	1	2	2
	up to 40	1	1	2	2
	up to 46	1	1	2	3

**Some implications of these changes are:**

- The current provision for loads ~~Leads~~ 3.2 to 3.5 m wide ~~no longer to~~ have an option for lights on ~~the~~ power unit instead of a pilot car during the day will be grand-fathered in based on industry input.
- The current width category up to 3.5 m is combined with 3.8 m and there is an additional length category of up to 46 m in the tables. The pilot car requirements in the above tables do not differ between 36 m and 40 m length but the separate categories are kept as this format helps other jurisdictional partners.
- Day travel would be permitted for vehicles up to 46 m OAL and 4.4 m OAW
  - Long vehicles up to 40 m but at legal 2.6 m width would not require pilot cars on multi-lane highways
- Rocky Mountain Doubles up to 31 m may be permitted to travel on approved 2-lane highways without pilot cars, after route review and with District agreement.
- Vehicles over 29 m are not permitted at the following locations as per CVSE 1000, and a pilot car IS REQUIRED for loads between 27.5 m and 29 m:
  - Hwy 3 from the junction of 3/5 to Princeton
  - Hwy 1 from Hope to Cache Creek
  - Hwy 99 through the Fountain Railway underpass, 15 km NE of Lillooet
- A pilot car IS REQUIRED at the following locations for loads between 27.5 m and 31 m:
  - West Kootenay and Rocky Mountain Districts
  - Hwy 6 between Vernon (Aberdeen Rd) and South Slocan (Hwy 3A/Hwy 6 Junction)
  - Hwy 33 between Kelowna (Gallagher Rd) and Rock Creek (Hwy 3/Hwy33 Junction)
  - Hwy 3 between Hope (Hwy 3/Hwy 5 Junction) and BC/AB Border
  - Hwy 97 Prince George between Old Cariboo Highway and Kolling Rd (approximately 3 km south of Stone Creek Forest Service Rd)

**Here is a comparison of changes in relation to current pilot car requirements at night/during dark hours:**

Current (dark hours)					
Multi-lane		OAW			
Length		up to 2.6	up to 3.2	up to 3.8	up to 4.4
	up to 27.5	0	0	-1	-1
	up to 31	-1	-1	-1	0
	up to 36	-2	-1	-1	0
	up to 40	-2	-1	-1	0
	up to 46	undef.	undef.	undef.	undef.

Current (dark hours)					
2-Lane		OAW			
Length		up to 2.6	up to 3.2	up to 3.8	up to 4.4
	up to 27.5	0	0	0	0
	up to 31	-1	0	0	0
	up to 36	-1	-1	0	0
	up to 40	-1	-1	0	0
	up to 46	undef.	undef.	undef.	undef.