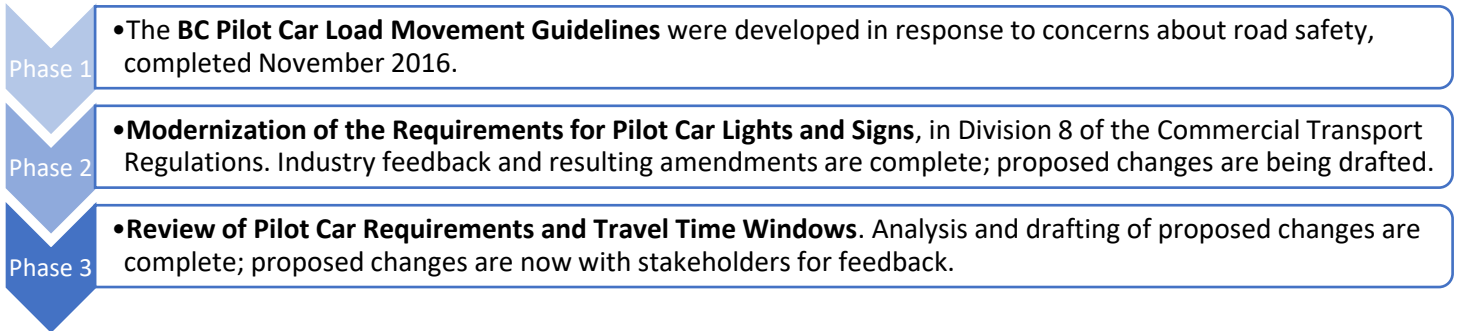


Changes to Pilot Car Requirements and Travel Time Windows in BC

The Ministry of Transportation and Infrastructure (the 'ministry') has been working to modernize pilot car requirements with the goals of increasing safety on British Columbia (B.C.) roads and supporting the economy.

This work has been done through three phases and Phase 3 is underway:



The ministry sought a method to build on the work that had been done in Phase 1 when establishing the Pilot Car Load Movement Guidelines, in order to establish pilot car requirements that are based on risk assessment.

The proposed new pilot car requirements are based on analysis developed by consulting engineers that considered factors including the type of risk (severity), amount of risk (exposure) and numbers of risks (frequency). The analysis looked at how oversize commercial vehicles/loads fit in their lanes and at what dimensions they may encroach into other lanes, creating increased risk for other road users and infrastructure.

Proposed changes include:

Removal of different requirements for daytime and darkness:

- Move away from requirements that are different in daytime and darkness, because it was found that the visibility benefits of day travel for oversize/overweight loads are balanced by the increased impact of the flashing and clearance lights at night. Instead, the new model reflects the differences between travel on two-lane highways vs multi-lane highways.

Reduced requirements for specific loads:

- For loads that are long and not very wide, pilot car requirements could be slightly relaxed (more on multi-lane highways than on two-lane highways), and the draft changes reflect that. The changes are conservative and will be moved forward cautiously.

Expanded travel windows:

- In B.C., very large loads have historically been allowed to move only at night. Engineering analysis did not support moving to daytime travel for larger loads (as is done in Alberta and some other jurisdictions), primarily because of the volume of traffic on B.C.'s road network. However, there is consideration to slightly expand the night-time hours for travel on provincial highways to allow those loads to move more smoothly across the province.

Input about the changes will be accepted until Midnight, February 28, 2021. For more information, or to provide input, please contact Commercial.Transport@gov.bc.ca

Following receipt of feedback, any changes to Pilot Car Requirements and Travel Time Windows will be made in a way that provides time to plan and prepare for implementation.

Pilot Car Requirements and Travel Time Windows: Summary of Changes October 2020

The Ministry of Transportation and Infrastructure has 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:

- More length will be approved for regular permitting without custom analysis. On the [CVSE 1000](#) permit attachment form:
 - 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).
- Some evening and weekend restrictions for loads between 3.2 and 4.4 m wide will be removed, except in the Lower Mainland.
- Although loads over 4.4 m wide will still mostly be restricted to travel at night, we will slightly increase the travel windows for those loads on weeknights, especially in Northern BC, and begin allowing them to move between midnight and 5 am on weekends where feasible.
- The current pilot car requirements in BC differ between night and day. The new pilot car requirements will use a multi-lane vs two-lane approach:

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 locations in the province will require additional pilot cars for length besides what is shown in the above tables.
- The current option for loads 3.2 to 3.5 m wide to operate lights on the power unit instead of a pilot car during the day will be grand-fathered in.