

The background features abstract, overlapping green geometric shapes in various shades of green, creating a modern and dynamic visual effect. The shapes are primarily triangular and polygonal, with some areas having a fine grid texture.

National Pilot Car Association

2015 Talking Points WASHTO SC&RA Transportation Symposium

Atlanta, Georgia March 4th, 2015

Standardize Equipment and Certification Requirements

- ▶ **Issue**: Wide variances from state to state for equipment requirements. Range from little to none to very specific.
 - ▶ Examples: Cones, flags, sign type and location.
- ▶ **Recommendation**: The NPCA supports current harmonization efforts by AASHTO and its subordinate regions and would respectfully request an opportunity to submit a list of four to five items for future harmonization efforts.
 - ▶ Make Cone requirements uniform
 - ▶ Flag color size and location uniform
 - ▶ Sign type consider “D” sign that is used internationally (see next page)
 - ▶ Sign location should be standardized as well

Sample of the D sign



PEVOS required to carry spare Signs for Trucks

- ▶ **Issue**: Many states require pilot car operators to carry extra OVERSIZE LOAD SIGNS and other equipment for the truck pulling the load. The NCPA feels that PEVOS should not be required to provide equipment that the properly equipped oversize load hauler should naturally carry.
- ▶ **Recommendation**: Each vehicle pilot or semi-tractor and its operator should be responsible for their equipment and any citations issued with regard to signs and equipment.

Scale house rules

- ▶ **Issue**: Even within states, rules vary from ports of entry to other ports of industry. Some scale houses require the escorts to cross the scales WITH the load, while others do not want PEVOS on their scales. At least one state can issue a \$100 citation to the escort for not crossing the scales.
- ▶ **Recommendation**: NPCA does not have a position on whether PEVOS should or should not cross the scales with their load. We DO believe the rules should be standardized across the state, region if not nationally.
Or
- ▶ Scale houses should be required to post signs at the entry to the scales which clearly state what that location requires.

NATIONAL CERTIFICATION FOR STEER,/TILLER PERSONS, HEIGHT POLE OPERATORS AND ROUTE SURVEYORS

Steer Tiller Persons

- ▶ Issue: Steer/tiller persons definitions and requirements need to be clarified and standardized across state lines. The confusion can cause delays and present safety issues for loads moving across state lines.
- ▶ Recommendation: There needs to be a national training and certification process for steer/tiller persons.

NATIONAL CERTIFICATION FOR STEER,/TILLER PERSONS, HEIGHT POLE OPERATORS AND ROUTE SURVEYORS

Height Pole Operators

- ▶ **Issue**: Height pole operators are escorts vehicles who travel ahead of an over height load to warn the driver of the load of any unanticipated overhead structures such as overpasses, signals, sign bridges and low wires. Failure to detect those obstructions can result in destruction, or at least damage to them. The general motoring public is at risk when this happens and the load could be seriously damaged.
- ▶ **Recommendation**: NPCA recommends a national training requirement for qualified height pole operators which includes a minimum of 16 hours of class-room and practical training before they can take and pass a comprehensive exam.

NATIONAL CERTIFICATION FOR STEER,/TILLER PERSONS, HEIGHT POLE OPERATORS AND ROUTE SURVEYORS

Route Surveyors

- ▶ **Background:** Route surveyors are pilot/escort vehicle operators who perform “pre-runs” or “first runs” or surveys to find a route that accommodate certain oversize loads. They require a skill set that allows them to visualize an oversize load traveling along a proposed route before recommending it to the carrier seeking a permit for the particular state.
- ▶ **Issue:** Most route surveyors actually travel and should be required to travel along their proposed routes.
 - ▶ Emerging practice to use various online tools
 - ▶ reuse previously conducted route surveys and merely change the dates and other means to produce a route survey without regard to the potential of changing conditions, new infrastructure or construction along their proposed routes.
 - ▶ NPCA does not support anything other than a physical route survey even if it has to be repeated within two weeks.
- ▶ **Recommendation:** NPCA recommends a minimum of 16 hours of classroom and practical exercises, as well as a minimum of one year’s experience as a PEVOS before an application can be tested and receive certification requirements for this certification .
 - ▶ Proof of certification for these skills could be by way of endorsements on the operator’s drivers’ license or a pilot car operator’s base certification.
 - ▶ We further recommend that a national database similar to the NCIC (National Crime Information Center) so enforcement officers and carriers can verify this information. We have discovered that even in the pilot car certification programs, forgeries unfortunately are being produced.
 - ▶ NPCA further recommends that people who produce such fraudulent documents face at least misdemeanor charges for these types of violations.

SECURITY OF ROUTE SURVEYS

- ▶ Issue: Security of route surveys. Well respected route surveyors who have had their surveys re-used for oversize loads completely unknown to the surveyor.
- ▶ To our knowledge, there is no institutional system to ensure that a route survey attributed to that specific PEVO really was conducted by that represented on the document or undersigned if required. At present it is a simple matter of using a seasoned route surveyors name because there is no verification process.
- ▶ Recommendation: State creates a verification process for route surveys.
- ▶ States consider criminal charges be available to pursue violators.

PEVOS to get Move over protection

- ▶ Issue: Oversize loads often must park on the shoulders of streets and highways: breakdown, permit issues, route issues, etc.
- ▶ During these times, PEVOS must flag traffic to prevent injury to the motoring public, personnel associated with the load (including themselves), and to prevent damage to passing vehicles as well as the load.
- ▶ Recommendation: Existing “move over” laws be reworded to allow protection for PEVOS escorting oversize loads.

ITS - TRAFFIC MESSAGES ABOUT OSOW LOADS

- ▶ Issue: Areas equipped with changeable message signs could provide additional safety information to the motoring public.
- ▶ Recommendation: Highways equipped with changeable message signs should consider adding notices when OSOW Loads are moving within the area. Such as "Caution oversize load ahead."

Questions

- ▶ Other issues please contact us
- ▶ We have other issues that have not been vetted completely

