



To the Honorable Legislative Assembly of the Province of British Columbia, in Legislature Assembled:

The petition of the undersigned, towing and recovery professionals of British Columbia, states that:

Towing and recovery is a high-risk industry characterized by a unique combination of workplace hazards. Statistically in North America, one towing operator dies every six days while on the job. Many of those killed while performing their duties were struck by a passing vehicle.

In B.C., between 2005 and 2019, 15 towing operators were seriously injured or killed, two of which were killed when hit by a motor vehicle while working on or beside the road in a defined work zone. Since 2014, there have been five serious incidents and numerous other near misses as a result of a motorist's failure to drive with due care and attention when approaching a designated work zone. Most recently, on November 17, 2018, a tow truck operator in Castlegar was struck and killed while assisting a stranded motorist. The operator was wearing his high-visibility vest and had his flashing amber beacon lights activated.

On June 1, 2009, a new regulation in B.C. took effect to improve the safety of emergency workers by requiring drivers to slow down and move over when passing parked emergency vehicles (including tow trucks) with flashing amber lights. However, there has been inadequate enforcement and insufficient public awareness and education of the law.

Towing and recovery operators are primary responders to the scene of an accident or distressed motorist. Unlike other roadside work zones (e.g. construction, landscaping, etc.), towing and recovery operators are called to assist stranded motorists at all times of the day and night, and in all weather conditions. Often, their only means of alerting passing motorists and protecting themselves is amber flashing lights.

Vehicle flashing warning lights should serve two primary functions: a) attract the attention of motorists to alert them of the situation they are approaching and b) provide motorists with information about the situation so they can take appropriate action to mitigate risks. However, as seen in past tragic incidents, amber lights are not doing enough to keep tow operators safe.

Therefore, your petitioners respectfully request that the Honorable House support an amendment to Division 4:28 Flashing Lamps of the *Motor Vehicle Act Regulations* to allow tow trucks to be equipped with a lighting combination unique to the towing and recovery industry in B.C. The most effective combination would be red, or red and white, in addition to amber. Allowing tow trucks to display a unique combination of flashing lamps at the scene of a recovery or while assisting roadside will contribute significantly to tow operator safety.

Dated _____ day of _____, 2019

Name (print): _____ Address: _____

Signature: _____