



**Specialized
Carriers &
Rigging
Association**

OUR MEMBERS **LIFT & MOVE** THE WORLD

SC&RA UPDATE

December 8, 2021

Task Force on Vehicle Weights and Dimensions
Virtual Meeting



WHO WE ARE

- More than **1,400** members from **46** nations
- Crane and Rigging operations
- Specialized Transportation,
- Machinery Moving and Erecting
- Industrial Maintenance
- Millwrighting
- Concrete Pumping
- Manufacturing
- Rental



Our Members Lift and Move the World!

SC&RA IN CANADA



77 SC&RA Member HQ's

- **41** All Operations
- **4** Crane
- **25** Specialized Transportation
- **7** Allied Industries
- ***Many more*** operate through daily
- **Average Revenue:** \$400,000
- **Average Wage:** \$25/hour

ONTARIO CASE STUDY

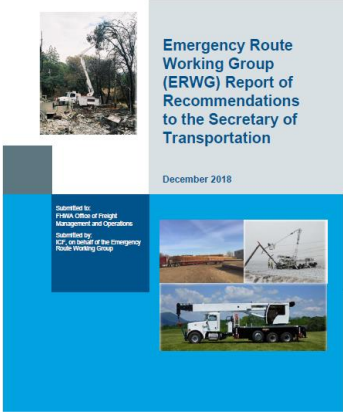
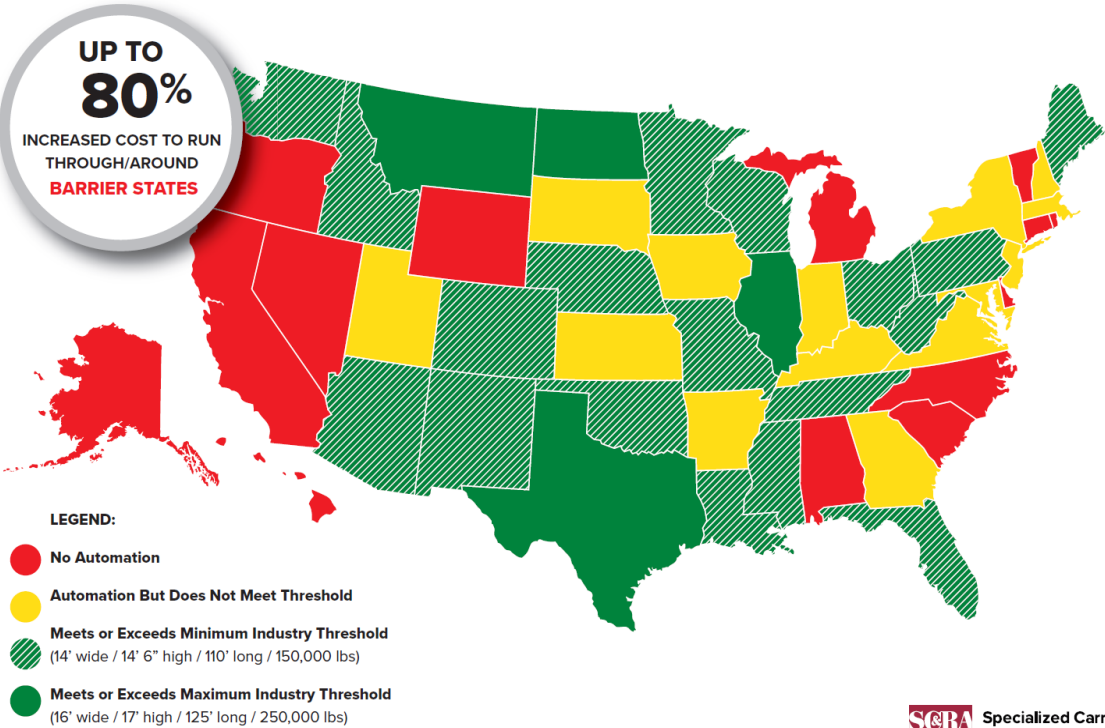
- **8 Modules**
- Oakville to Port of Hamilton-Oshawa
- **Normal Route:** 24 km
- **Permitted Route:** 113 km
- **7 days**
- **Largest Module:** 11m x 6m x 6m,
nearly 50,000 kg
- **Fully Loaded:** 46m x 6m x 7.3m,
nearly 109,000 kg
- Included traffic closures and night travel



Courtesy Precision Specialized, Inc.

AUTOMATED PERMITTING

Auto-Issue Single Trip Weight & Dimension Thresholds



Dimension	Industry Minimum
Width	4.2672 m
Height	4.4196 m
Length	33.528 m
Weight	68,000 kg

SC&RA RECOMMENDATIONS

FEDERAL AND PROVINCIAL MINISTRIES SHOULD:

- **Develop and expand** automated permitting systems to meet or exceed UPT 2021 baselines.
- **Integrate** the data captured by automated permit systems into Transportation Plans so that they can:
 - **Identify** the unique travel demands, economic trends of the specialized transportation industry, particularly by corridor or region.
- **Prioritize infrastructure** projects that mutually benefit the safety and economic efficiency of the traveling public and freight industry.
- **Avoid** costly planning mistakes harmful to safety, freight mobility, and economic efficiency.

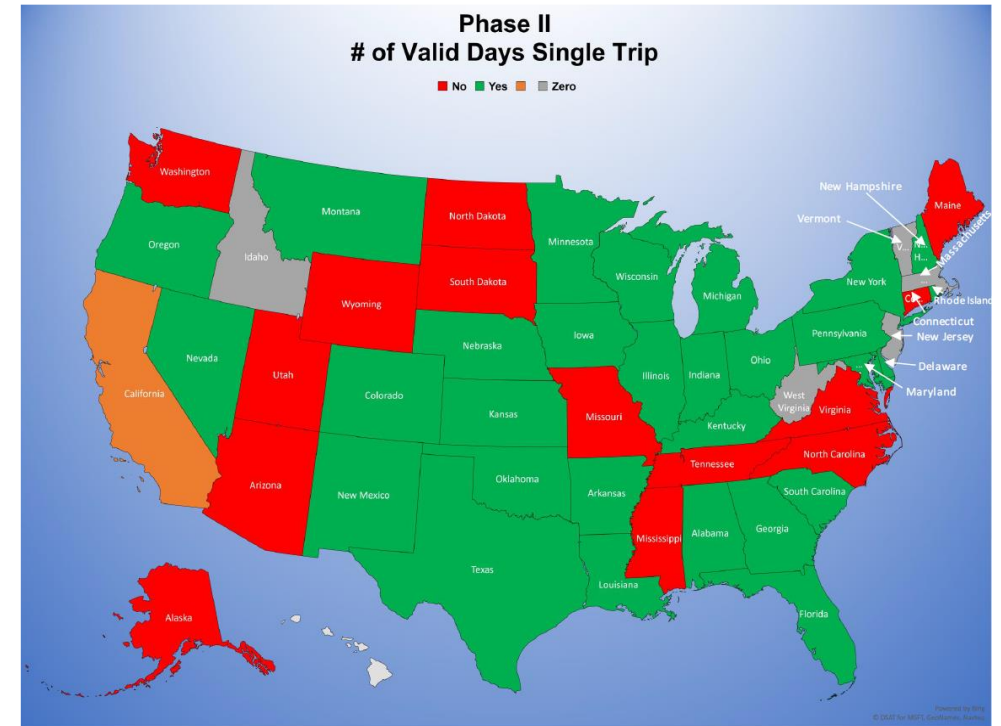


PERMIT HARMONIZATION

- **AASHTO and SC&RA** mutually identified certain truck permit procedures and requirements that can be harmonized among states without compromising safety or infrastructure preservation.
- **AASHTO unanimously committed** to harmonizing certain permit procedures and requirements between states, among states in regions, and on multi-state corridors.
- **Phase I** categories adopted 2013
- **Phase II** categories adopted 2014
- **Phase III** to be considered in 2022
- Regional state transportation department associations have also adopted harmonization commitments that exceed some national AASHTO standards

PHASES I & II IMPLEMENTATION

Phase I	States Harmonized	Phase II	States Harmonized
Width Escort	30	Transport/Escort	27
Height/Length Escort	26	# of Valid Days	30
Flags	28	Permit Amendments	33
Days/Hours of Operation	35	Holiday Restrictions	37
Signs	29	Type/Size Escort	32
		Height Escort	31



* 6 states have not yet replied to auditors

PHASE III CONSIDERATIONS

- Night Movements
- Route Surveys
- Standardization of Application Information
- Multi-State Corridor Communication
- Communication Between States and Industry
- Electronic Verification of Permits

EMERGENCY DIVISIBLE LOADS

- SC&RA working with State Trucking Associations to advocate for more lenient interstate weights during federal and state emergencies.
- Federal law allows states to issue divisible load permits **only** during declared emergencies and **only** commodities for relief.
- FHWA resistant to raising interstate weights above legal 80K G.V.W.
- 13 Midwest states recently signed MOU agreeing to a **10% additional** weight tolerance during declared emergencies
- Industry considerations
 - How can we better call attention to the issue?
 - Is an MOU enough? Or is additional legislative action needed?

COMMUNICATING SC&RA TO PUBLIC EXECUTIVES

- Executive Summary Brief and Full Report
- Update of 2021 *Transporting a Global Economy*
- Focus on *unique* characteristics of the Specialized Transportation, Crane, and Rigging (STCR) industries
- Introduction of the Industry
- Role of the Industry in the Economy
- Issues and Challenges
- Opportunities for Collaboration, Action, and Best Practices



PILOT/ESCORT VEHICLES

Develop and Update Best Practices Guidelines

- With FHWA, FMCSA developed 2017 national best practices guideline
- Best Practices for Pre-Trip Meetings

Support Pilot Car Certification Programs

- **14** states currently have programs
- **11** states offer reciprocity
- **WITPAC**



FUTURE MEETINGS AND ACTIVITIES

- **January 9 -13, 2022** – Joint Committee and Board Meetings
- **February 22-24, 2022** – Specialized Transportation Symposium, Glendale, Arizona

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