



Specialized
Carriers &
Rigging
Association

OUR MEMBERS **LIFT & MOVE** THE WORLD

SC&RA Update

Task Force on Vehicle Weights &
Dimensions Policy
December 7, 2022
Montreal, Quebec



WHO WE ARE

- Nearly **1,400** members from **46** nations
- Over **100** headquartered in **Canada**
- Crane and Rigging operations
- Specialized Transportation
- Machinery Moving and Erecting
- Industrial Maintenance
- Millwrighting
- Concrete Pumping
- Manufacturing
- Rental



Our Members Lift and Move the World!



WHERE
WE'VE BEEN



- **2010** – Permit Harmonization Initiative Begins
- **2018** – UPT 2021 Auto-Issue Campaign Begins
- **2018** – 5-year Exemption for Hours of Service Rest Break Rule
- **2020** – Essential Critical Workforce Designation
- **2022** – 1st Canadian SC&RA President Elected

Policy Resolution PR-3-12
Title: Actions to Reduce Impediments to Interstate Commerce
Harmonizing Requirements for Truck Permits

WHEREAS, The nation's highway system is central to economic growth, job creation and the performance of the U.S. economy, and a key contributor to American competitiveness in the global marketplace;

WHEREAS, Highways the volume of freight on highways is large and growing;

WHEREAS, Trip time and reliability are critical in today's "just-in-time" economy;

WHEREAS, It is essential that steps be taken to guarantee that the movement of freight on highways is as efficient as possible;

WHEREAS, Measures to improve the efficiency of freight transportation require close collaboration between government and business;

WHEREAS, States are responsible for the issuance of permits to allow the movement of shipments that exceed standard limits for weight or dimension;

WHEREAS, These shipments have grown in number and importance in recent years, especially in sectors critical to security and the growth of the economy;

WHEREAS, Unintended and unnecessary differences in requirements for oversize/overweight permits can result in delays to the industry resulting in increased product cost to the end user;

WHEREAS, Unintended and unnecessary differences in requirements for oversize/overweight permits can result in delays in the delivery of emergency response and relief shipments;

WHEREAS, Since 1937, the AASHTO Subcommittee on Highway Transport has maintained the Guide for Vehicle Weights and Dimensions;

WHEREAS, The Subcommittee on Highway Transport has identified certain truck permit procedures and requirements that can be harmonized among states without compromising safety or infrastructure preservation;

WHEREAS, Harmonizing truck permit requirements among states will improve customer service, reduce costs, and increase efficiency in state government; now, therefore be it

RESOLVED That AASHTO member states are committed to harmonizing permit procedures and requirements between states, among states in regions, and on multi-state corridors; and, be it further

PHASE I

Policy	Harmonization Baseline
Width Escort for all highways 2 lanes or more	3.65 m – 4.27 m: 1 front escort > 4.27 m: 1 front and 1 rear escort
Height/Length Escort for all highways	Height: >4.27 m Length: >27.43 m
Flags Size, Color, Location on Transport, location on escort	Size: 45.7 cm x 45.7 cm minimum Color: Fluorescent red or orange Location Transport: 4 corners of load or extremity Location escort: None
Days/Hours of Operation	Daylight Monday – Saturday Sunday states make determination
Signs Message, Color, Size, Letter Size, Location	Message: Oversize Load Color: Black letters on yellow background Size: 45.7 cm x 2.13 m Letter size: 25 cm x 3.6 – 3.8 cm Location: Front and rear not blocking plates
Warning Lights Transport and Escort	Transport: Flashing or strobe amber, 305 m visibility, 360 Escort: Flashing or strobe amber, 152 m visibility, 360

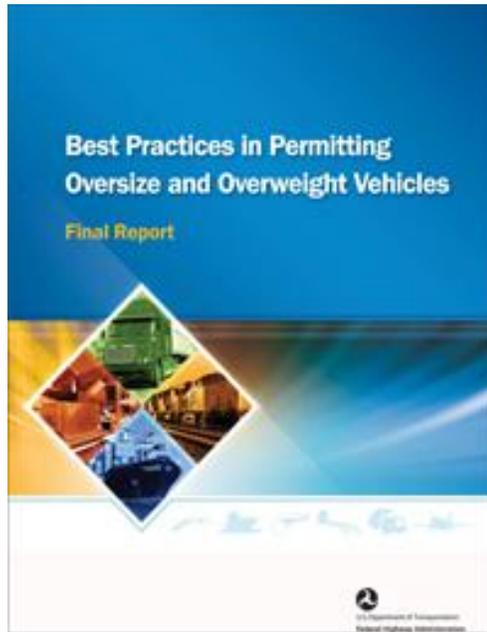
Unanimously adopted by AASHTO in 2013

PHASE II

Policy	Harmonization Baseline
# of Valid Days	5
Permit Amendments	Extensions allowed for breakdowns and weather
Holiday Restrictions	Noon Day before holiday – Sunrise Day after Holiday for 6 US federal holidays States may establish others unique to jurisdiction
Days/Hours of Operation	Daylight Monday – Saturday Sunday states make determination
Type/Size of Escort	Legal size Class I, II, or III passenger vehicle 360 visibility Not towing vehicle or trailer
Height Escort when pole required	Front escort with a pole if height > 4.42 m

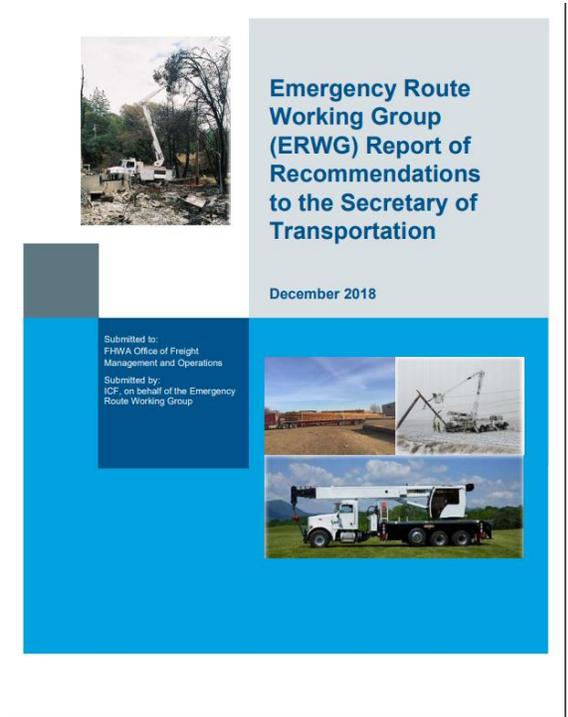
Unanimously adopted by AASHTO in 2014

PARTNERSHIPS



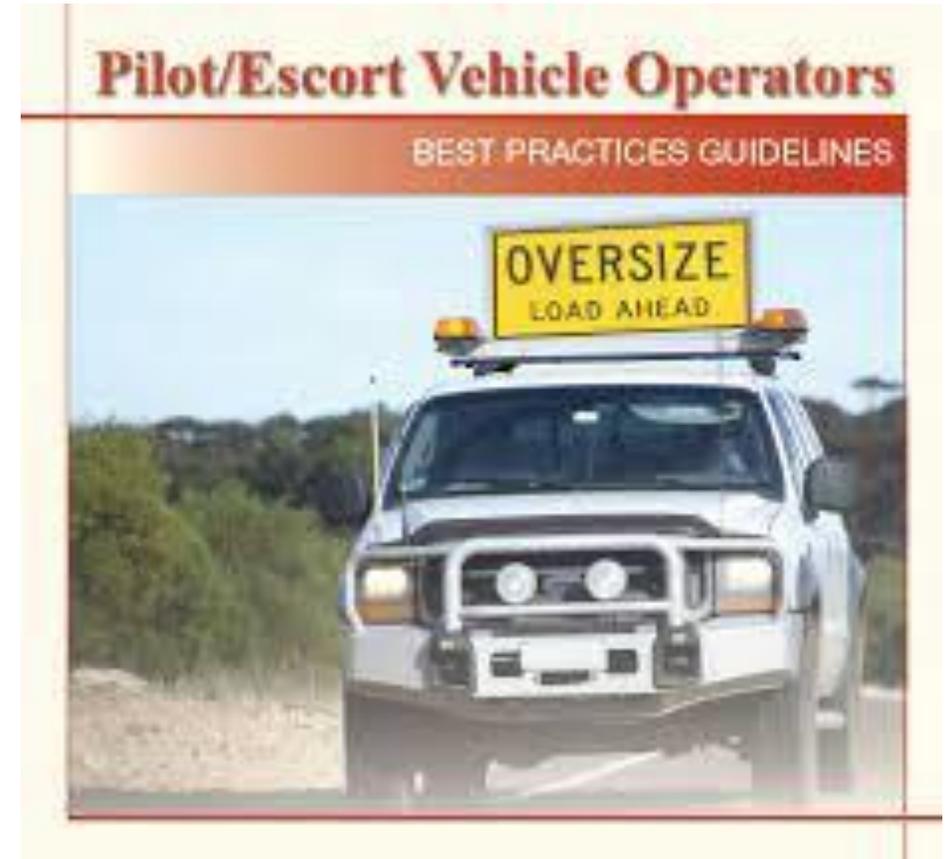
*"As states implement and enhance automated permitting systems at an increasing rate nationwide, **a consensus regarding the safety and efficiency benefits has also grown.**"*

*"The **Secretary should incentivize States to modernize their permitting systems to provide for auto-issue permitting so that permits are available 24/7.** This would reduce delays in obtaining the necessary permits to move OS/OW vehicles in response to an emergency."*



PILOT AND ESCORT VEHICLES

- Law enforcement availability
- 11 State Certification Programs
- Validation of Programs
- WITPAC as an industry-wide model
- Availability of adequate insurance
- Apportioned Liability





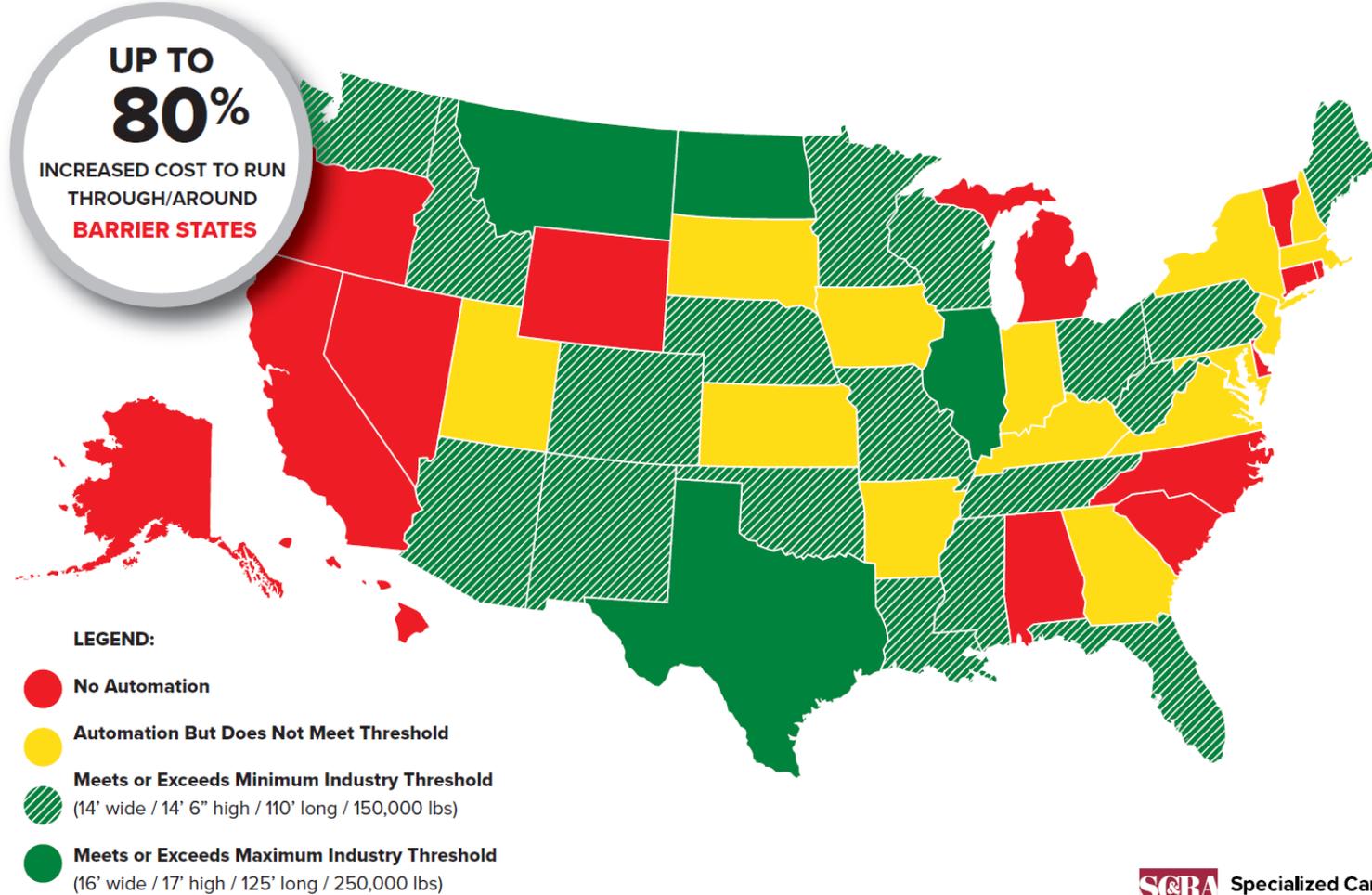
PHASES I & II AUDIT

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

* 6 states did not reply to auditors

PERMIT AUTO-ISSUE

Auto-Issue Single Trip Weight & Dimension Thresholds



PERMIT AUTO-ISSUE

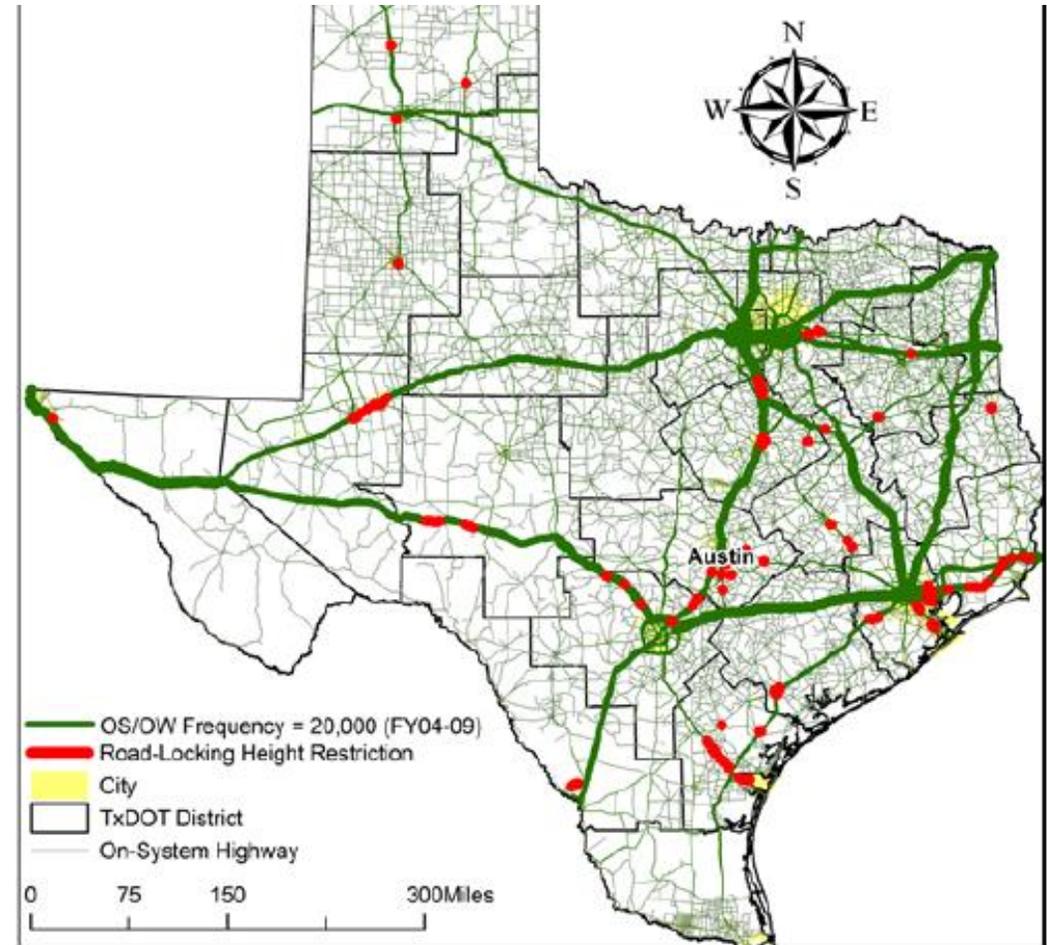
- Only **11 states** do not have 24/7 auto-issue permit systems of some kind.
- Key distinction between “**automated**” (online applications with human review) vs. “**auto-issue**” (no human review necessary).
- New **auto-issue** system now online in Virginia. New **automated** system now online in North Carolina.
- USDOT grant program offers **100% federal funding to states** to procure automated systems. Connecticut and California recently announced future procurements.

Where Are We Going?

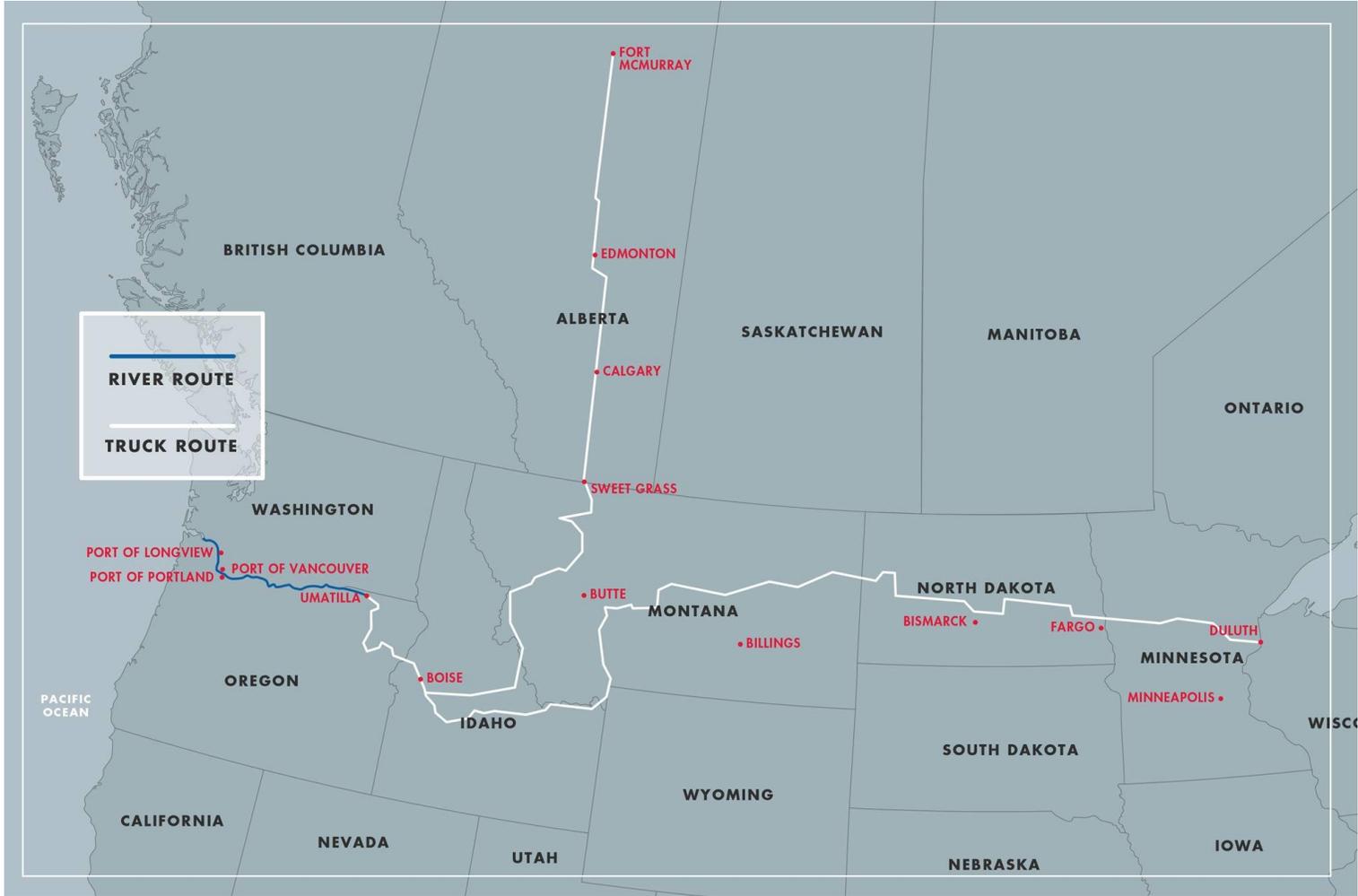


SC&RA RECOMMENDATIONS

- **Develop and expand** automated permitting systems.
- **Utilize** the data generated by automated permit systems for Statewide Freight Plan.
- **Identify** unique travel demands, economic trends of the specialized transportation industry, particularly by corridor or region.
- **Prioritize** projects that mutually benefit the safety and economic efficiency of the traveling public and industry.
- **Avoid** costly planning mistakes.



Courtesy TTI



MARINE	ASIA TO: COLUMBIA RIVER	ASIA TO: HOUSTON, TX
Distance Miles	5,101	10,055
Voyage Days	15	31

TRUCK	COLUMBIA RIVER TO: SWEET GRASS, MT	HOUSTON TO: SWEET GRASS, MT
Distance Miles	1,246	2,501
Transit Days	10	22
TOTAL TRANSIT TIME	25 DAYS	53 DAYS

28 DAYS FASTER, 6,209 MILES CLOSER.

The Columbia River High, Wide and Heavy Corridor permitting process requires fewer permits and permitting days than via Houston.

TRUCK PARKING DEMAND

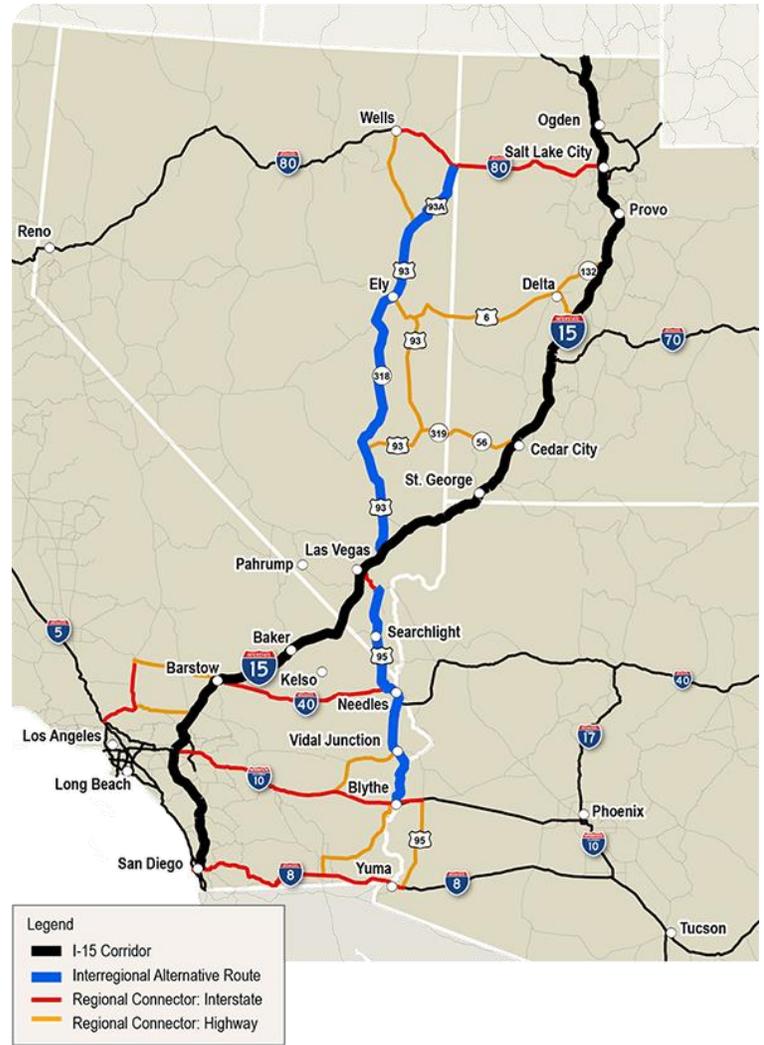
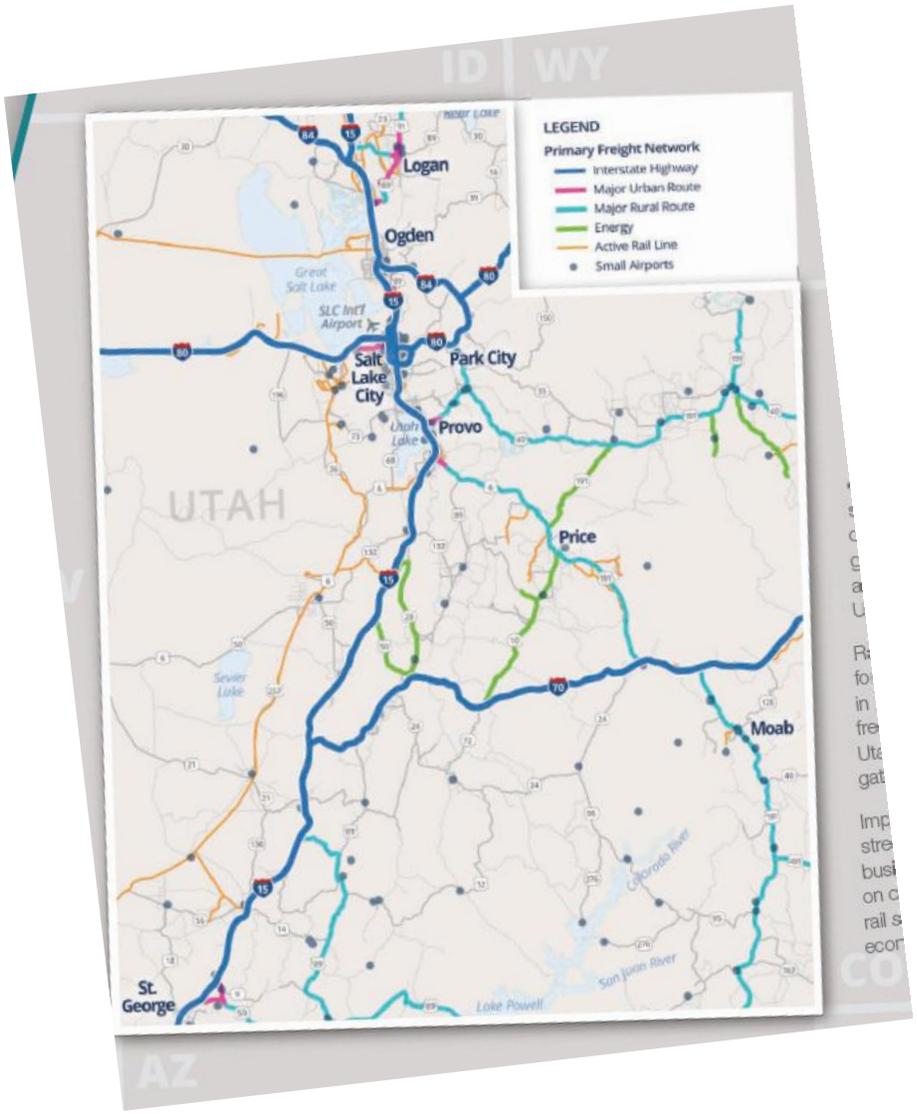
- Lack of harmonization between state policies
- Proximity to Weigh Stations, Rest Areas, and Welcome Centers
- State and Local routes
- Geometric Design
- **S. 5169** – Truck Parking Safety Improvement Act: **\$530 million** planning grants to States and others

Greater than 16' Wide

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday
Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Day 8	Day 9	Day 10
9 am 3 pm	9 am 3 pm	9 am 3 pm	9 am 5 pm	9 am 5 pm	No Travel	No Travel	7 am 5 pm	7 am 5 pm	7 am 4pm
Emmaus, PA	Pittsburgh, PA	Indianapolis, IN	Vandalia, IN	Camdenton, MO	Camdenton, MO	Camdenton, MO	Wichita, KS	Oakley, KS	Briggs dale, CO
Rush Hour	Rush Hour	Rush Hour	Rush Hour	Rush Hour	No Weekend Travel	No Weekend Travel			
PARKING	PARKING	PARKING	PARKING	PARKING	PARKING	PARKING	PARKING	PARKING	

Courtesy National Academy of Sciences, Perkins Transportation, CPCS

- In addition to state and local permit regulations, federal **Hours of Service** rules apply to specialized carriers and mobile crane operators as well.
- SC&RA **30-minute rest break exemption**



PHASE III PRIORITIES

- **Full Harmonization of Phases I and II**
- **Weight Uniformity**
- **UPT Auto-Issue Standards including Electronic Permit Verification**
- **Night Movements**
- **Route Surveys**
 - Uniform requirements, common surveys for identical moves
- **Multi-State Corridor Communication Between States and Industry**



Specialized Transportation, Crane, & Rigging:
Lifting & Moving the Economy

Executive Summary

SC&RA Specialized Carriers & Rigging Association
OUR MEMBERS LIFT & MOVE THE WORLD

SC&RF
SPECIALIZED CARRIERS & RIGGING FOUNDATION
READY TO GROW • FINANCIAL STRENGTH

**Best Practices in Permitting
Oversize and Overweight Vehicles**

Final Report

U.S. Department of Transportation
Federal Highway Administration

SC&RA Specialized Carriers & Rigging Association

STATE PROFILE

Arizona

- **SC&RA Presence**
- **Economic Contributions**
- **Major Projects**
- **Permitting Challenges**
- **Benefits of Automation**
- **UPT and Harmonization**





2023 SPECIALIZED TRANSPORTATION SYMPOSIUM

February 28 - March 2
Rosen Centre Hotel,
Orlando, FL



THANK YOU

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