



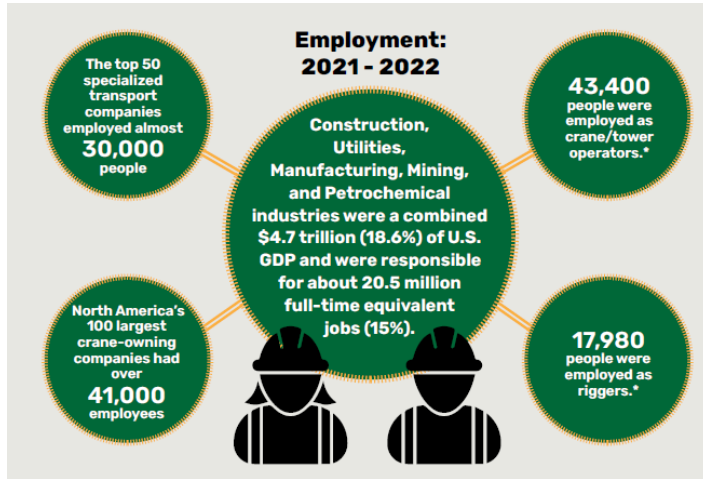
Specialized
Carriers &
Rigging
Association

OUR MEMBERS **LIFT & MOVE** THE WORLD

SC&RA Update

Task Force on Vehicle Weights &
Dimensions Policy
December 10, 2024
Montreal, Quebec





Heavy Lifting

In 2022, the U.S. freight transportation system moved **19.96 billion tons of freight** worth **\$19.87 trillion** by land, water, and air.

The top 50 specialized transport companies operated almost **24,700 trucks**, and had a combined capacity of over **1.2 million tons**.



CANADA IS A TRADING NATION



In 2021, about 5.2 million single trip permits were issued for OS/OW vehicles, up from 4.7 million in 2017. Each OS/OW permit is a load that supports jobs in the industry producing and using freight.



Precision Specialized Incorporated was contracted to move a **63,500-kilogram E-House 77 kilometers** from Burlington to Branchton, Ontario. Using a 9-axle trailer, the **22m x 6.4m x 6m** structure was moved in only 2 days from a conservation area where no oversize loads were allowed from a field where trees and many other obstacles were in the way.



Emmert International was contracted to move two **136,000-kilogram** rotary cookers over **4700 kilometers** miles from the Port of Houston to Alberta. Utilizing 12 axle lines with pull and push trucks, the job overcame several hurdles, from multiple jurisdictional regulations to Mother Nature herself.



NCSG Crane and Heavy Haul moved two De-Methanizer Towers from Edmonton to Marianna Lake, Alberta, Canada to a new project site that exceeded **254,000 kilos** and **55 meters** in length. Through planning, innovation and numerous field visits, a bunked trailer configuration was found to be able to meet all required maximum permissible axle loadings along the route. The bunked configuration allowed the load to be maneuvered along tight corners to exit from the fabrication yard to be delivered safely onsite.



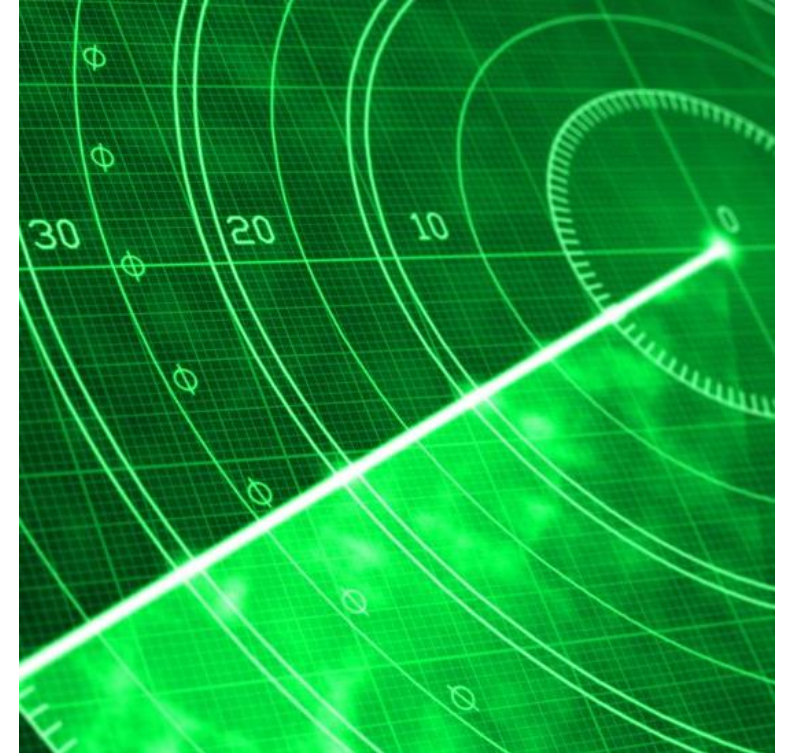
Barnhart used its own 24 dolly rig to move two generators weighing in at **381,000 kilograms each** across the cold Alberta tundra in advance of the spring thaw and with less than five weeks to plan and execute the move. In addition to winter travel conditions, the move also faced international regulatory hurdles along the **418-kilometer** trek.

2025 ADVOCACY AGENDA

- **Educate and Elevate Industry Issues to Newly Elected Officials at all levels.**
- **Increase Grassroots Industry Outreach Opportunities.**
- **Support 24/7 Permit Auto-Issue in all Provinces and Territories.**
- **Prioritize National and Regional Permit Uniformity and Enforcement Consistency.**
- **Prioritize industry “pain points” in individual Provinces & Territories**

ISSUES ON THE RADAR

- **Communication Between States and Industry**
- **Customer Service Principles**
- **Reasonable Enforcement**
- **Technology Pros and Cons**



Delays Due to Lack of Permit Uniformity

- **Delays** applying and receiving permits due to differing 24/7 auto-issue thresholds
- **Inability** to amend permits
- **Days and Hours** of Travel
- **Inconsistent** escort requirements across provinces
- **Availability** of law enforcement escorts
- **Parking and rest** for entire OS/OW team
- **Inconsistent** permit duration
- **Routing** into a work zone
- **Weather** and **mechanical** issues

THE ROUTE – 70 MILES



PUBLIC BENEFITS OF 24/7 AUTO-ISSUE PERMITS

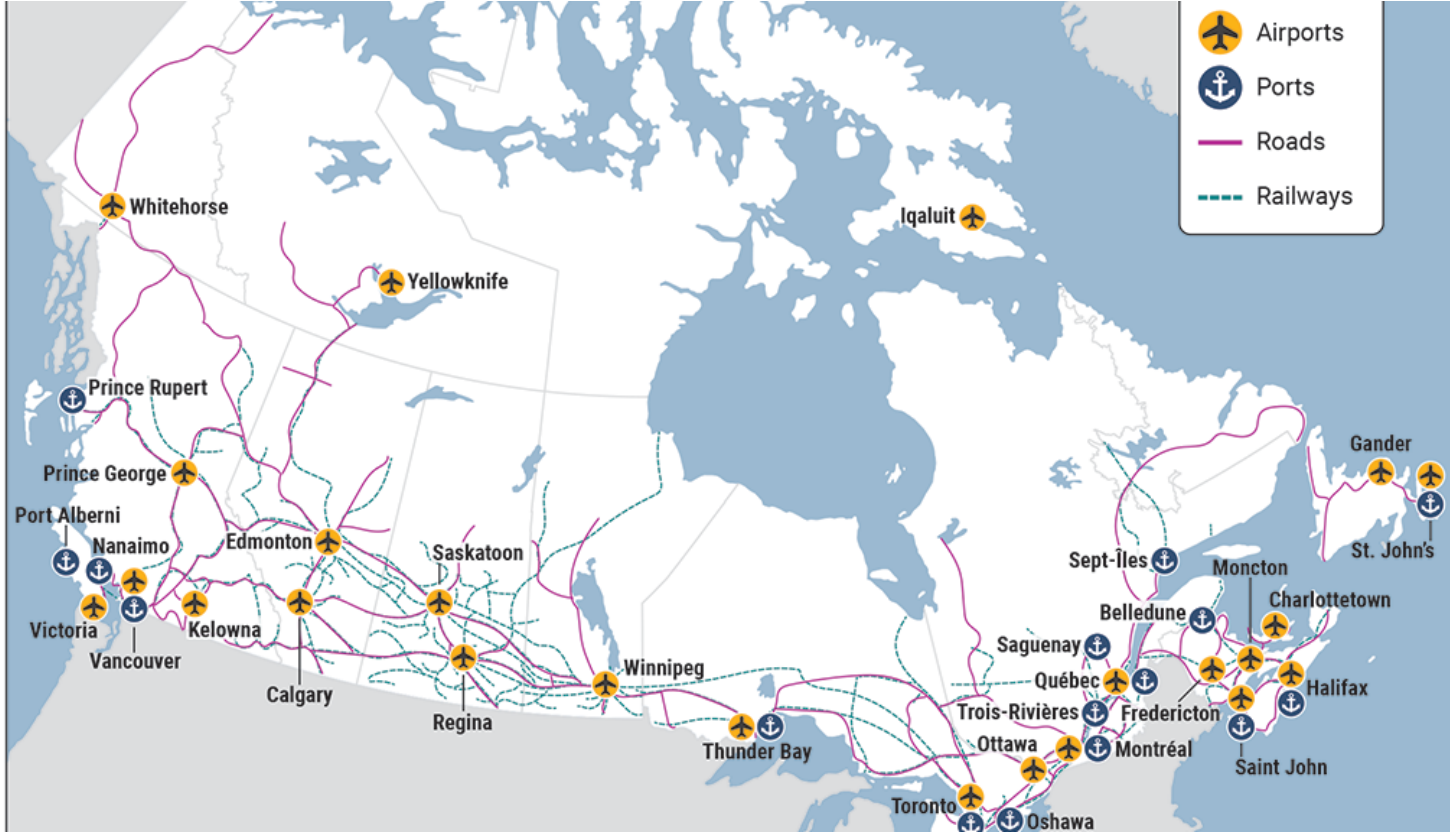
- Average permit turnaround time **decreased to minutes** for routine OS/OW loads
- **States** report moderate increase in applications and issuance
- **Accurate** permits = **Safer** transport
- **Additional** permits = **Additional** revenue
- **Improvements** to infrastructure preservation
- **Reduced** overhead for public agencies = greater flexibility for staffing priorities =
- **Better** customer service

Source: Best Practices for OS/OW Permitting, FHWA

SC&RA RECOMMENDATIONS



- **Understand** the **economic impact** of specialized transportation, crane, & rigging and their **unique operational constraints**.
- **Implement and expand 24/7** auto-issue permitting systems in all provinces and territories
- **Include** input of SC&RA members in national, provincial, and local freight and truck parking outreach efforts.
- **Utilize permit** data for freight and truck parking planning.
- **Integrate** specialized transportation needs into freight planning.
- **Avoid** costly planning mistakes.



NATIONAL TRADE CORRIDORS FUND
FONDS NATIONAL DES CORRIDORS COMMERCIAUX



Port set to become North America's first monopile marshalling yard in support of the U.S. offshore wind energy



Elizabeth Whitten · CBC · Posted: Jul 14, 2023 5:00 PM EDT | Last Updated: July 14, 2023

f X in 21 comments



Dutch company Boskalis will be transporting the monopiles, which are expected to land in the Port of Argentia in a few weeks. (Boskalis)

The Port of Argentia in southeastern Newfoundland, which opened its new shipping yard for wind energy parts Thursday, is positioning itself as a key point in the supply chain as the world turns toward the energy transition.

The port has sectioned off a portion of its property to be a storage area for monopiles — also known as large wind turbine foundations — which are expected to arrive in the coming weeks. These monopiles will be eventually installed at offshore wind farms off the east coast of the

HOME > NEWS

Cestar Dock opens, completing Sarnia's Oversized Load Corridor

The new Cestar Dock, opened on October 31, completes Sarnia's Oversized Load Corridor, providing a vital link for local industry to global markets and marking a major step in the city's economic development.

Journal staff

Nov 5, 2024 2:12 PM



Cestar Dock Ribbon Cutting | City of Sarnia



TAKE
THE
HIGH
LOAD.

Palliser Economic Partnership EATC South Region

Transportation and Logistics
 Agriculture
 Irrigation

Agriculture in the EATC South Region

- EATC is a joint initiative of Alberta HUB and Palliser Economic Partnership (PEP), representing over 60 communities, educational institutions, and businesses. PEP represents the EATC South Region.
- The Palliser region has over 3,600 farms – not including the many non-farm establishments in the agri-food industry – with over 11.6 million acres in crop and pasture land and over \$1.6 billion in livestock and poultry.
- We are connected via high load highways 36 and 41 linking our agriculture products and companies to major markets in Midwest U.S. cities and down to the Texas Gulf and Mexico.

HERE TO HELP!
(403) 526-7552

Located in south region of the EATC, Palliser Economic Partnership (PEP) is the central information source for all site selector inquiries about Southeast Alberta.

VISIT US AT:
www.palliseralberta.com

Palliser Economic Partnership EATC South Region

More cash for Alberta Economic Corridors

The work is being done within the Alberta Transportation and Economic Corridors programme that develops trade corridors for transportation to markets within and outside the province.

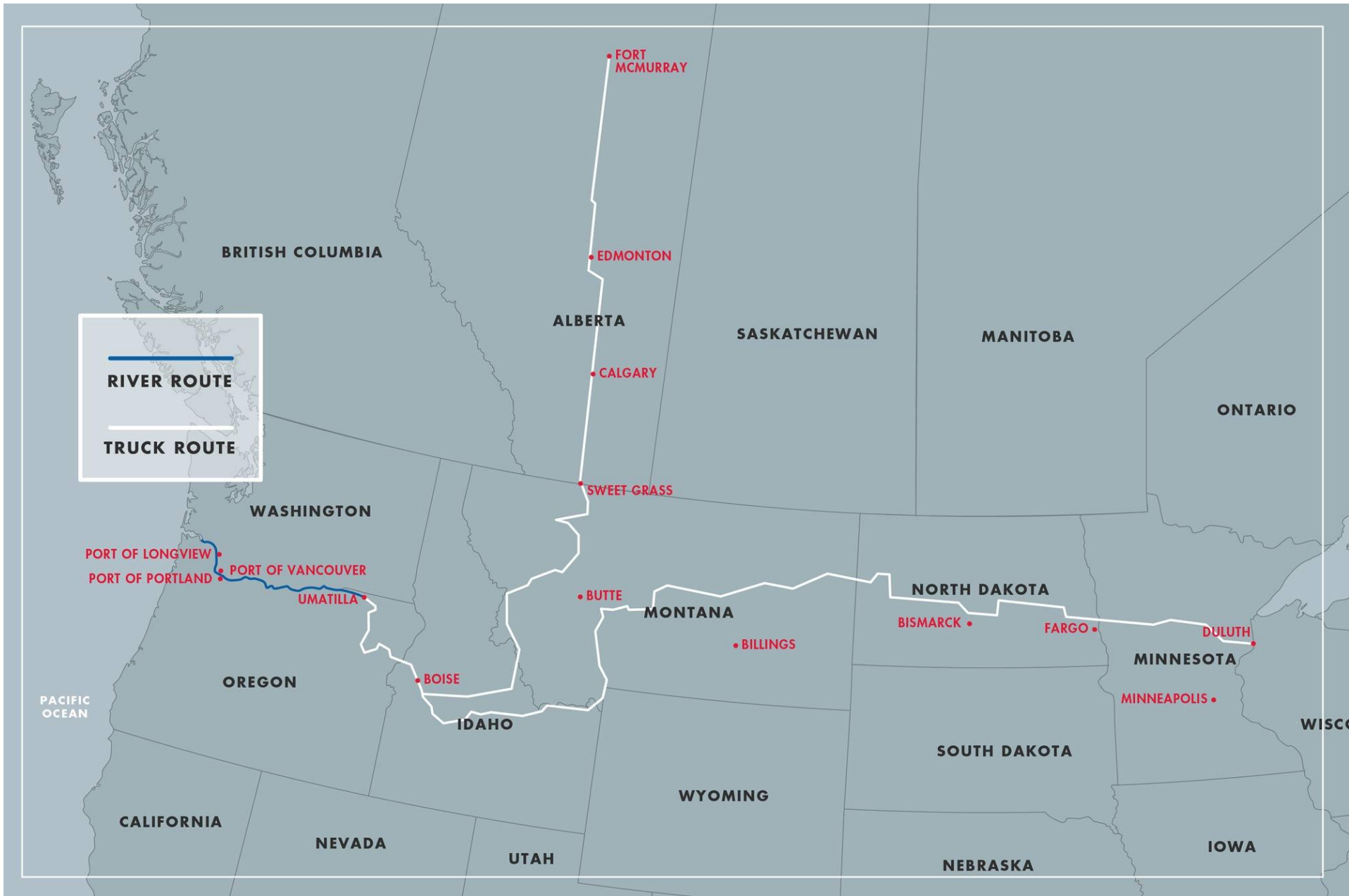
By David Arminas | April 10, 2024 | Read time: 2 mins



Alberta Transportation and Economic Corridors: in it for the long haul, near the town of Cochrane (image © David Arminas/World Highways)

The western Canadian province of Alberta has budgeted around US\$1.4 billion this year for planning, designing and constructing major bridge and highway projects.

The work is being done within the Alberta Transportation and Economic Corridors programme. Economic corridors are trade corridors that provide vital links to markets in and out of the province, supporting economic, social and



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, 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**



AASHTO PERMIT HARMONIZATION

- **Seek solutions** less restrictive or status quo, **not** more restrictive
- **Balance** consistency while maintaining safety
- **Recommend** voluntary harmonization, **not** mandatory uniformity
- **Phase I** and **Phase II** baselines **unanimously** adopted by AASHTO in 2012 and 2013



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



Council of Ministers

Responsible for Transportation and Highway Safety





**SPECIALIZED TRANSPORTATION
SYMPOSIUM**

FEBRUARY 18-20, 2025
SHERATON CHARLOTTE HOTEL
CHARLOTTE, NC



February 18: Regional Caucus and
State DOT 1x1's

February 19: AASHTO

SC&RA

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