



## CASE STUDY

# Versatility Proves Key in Multi-Phase Transport of Massive Vessels

With proper pre-planning and testing, delivery is a success

### The Challenge

A global engineering, construction and project management company needed to transport three oversized storage vessels, each weighing 233,300 pounds from a small Minnesota town to Gregory, Texas.

The sheer size and weight of each 72,000-gallon vessel presented transportation challenges:

*Vessel Length: 126'9"*

*Vessel Width: 12'6"*

*Vessel Height: 13'2"*

Due to their massive size, shipping by rail was not an option. A move of this caliber, due to the size and weight of the vessels, required pre-planning of routes through seven states. The entire process took six to eight weeks prior to the move. After routes were determined, special state, county and municipality permits were needed to haul the vessels on the route-designated roads and highways. Utility companies, escort cars and law enforcement agencies were required along the route to lift low hanging power lines and ensure safety of the general public.



### The ATS Solution

Because of their significant experience and excellent safety record, availability of capable equipment, an in-house team to address the routing, permitting and safety-planning, Anderson Trucking Service (ATS) was chosen as the carrier for this project.

ATS engaged its state-of-the-art TK360MDG Dual Lane Transporter Trailer for the moves. Spanning two lanes of road, this oversized trailer ensures loads up to 360,000 cargo weight can stay within road and bridge engineering criteria for maximum capacity. With flexible trailer configurations allowing the team to adjust the trailer to the most optimal settings for the loads, ATS was able to engineer the most cost-effective solution.

Upon award, ATS route planners created a customized plan for each load that would capitalize on the most effective route based both on miles and permit requirements. ATS utilized field resources to pre-run potential route options, attending to every turn and every detail to ensure the safest route possible. Once front-end due diligence was complete, ATS submitted the routes to each state, allowing time for engineering firms and each state to confirm, working collaboratively to make adjustments as needed. In all, they spent several weeks planning the route, street by street and turn by turn. The plans determined that the entire trip would take three weeks for each vessel.

As a safety measure, ATS uses a First Run Surveyor when loads exceed specific internal weight or dimensional thresholds. The Surveyor uses safety stats to run various scenarios that prove critical in anticipating safety challenges throughout the route. Auto-turn software that simulates the loaded truck making each turn along the route was also utilized. Although this step is not required by law, since safety is always the top priority at ATS, the company routinely invests time and resources into these types of measures as a part of their process.

After establishing the initial route, ATS route planners gained efficiencies by relying on their existing relationships with city, county and state officials to request special permission to travel

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from each entity, state by state. They utilized their experience to highlight potential challenges and reached out to established law enforcement contacts to employ city and state police to accompany their drivers at different points throughout the trip as a safety measure. Because of the incredible size of the vessels, ATS had to think through countless considerations to ensure the safety of the haul.

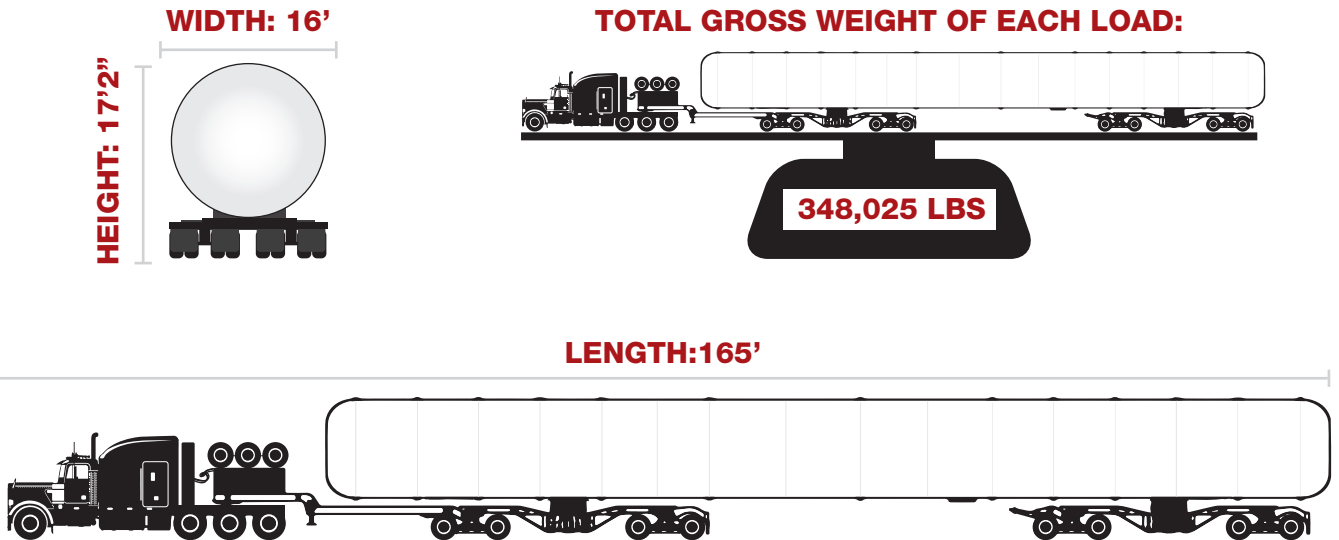
The journey for each of the vessels was careful and calculated, ensuring optimal safety for the general public and the cargo being carried. Planning of each turn was particularly critical. To navigate each and every corner, the crews would need to stop, reconfigure the trailer with the front driver and back driver, and each part would have to slowly move around the turn. A turn may take up to 15 minutes to complete (stop lights would add even more time). Each vessel journey was executed as planned, taking three weeks each.

## The Results

ATS expertly navigated the route and delivered each of the three vessels safely. Behind the scenes, ATS employed an in-house project management team for the entire project, as well as engineering, routing, permitting, field supervision, safety assurance and a professional team of seasoned, oversize-load drivers working in concert to provide an excellent value for their customer.

**The standard route was 1,275 total miles by car, but because of the extraordinary size and weight of the vessels being moved, each route had to be painstakingly planned and permits acquired for each leg of the trip.**

**Total route for each vessel move = 3,726.9 miles, consisting of 131 turns.**



## ABOUT ATS

Successfully delivering nearly 50,000 heavy haul loads each year, Minnesota-based Anderson Trucking Service (ATS) has been offering safe, reliable and economical transportation services for 65 years. With more than 2,500 tractors and 7,000 company-owned trailers, this leading transportation and logistics company partners with large and small companies across the globe. By employing the latest technology and the brightest safety-minded employees, ATS provides best-in-class personal service with customized transportation solutions throughout North America. The range of solutions ATS provides includes specialized/flatbed for legal and over-dimensional loads, dry van and pad wrap services, as well as comprehensive project management and logistics services.