

**TRANSPORT ARCHITECTS**



***Mullen* Group**  
INCOME FUND

# **Northern Transportation Conference 2005**



# Outline

- **Infrastructure Challenges**
- **Alternate Transportation**
- **Regulatory Challenges**
- **Harmonization**



# Infrastructure Challenges



1942

Present



# Land Transport Infrastructure Challenges

- **Seasonal Road Variability**
  - **Winter Travel**
  - **Ice Roads**
- **Roadbed Quality**
  - **Road Building Material**
- **Water Crossings**
  - **Bridges**
  - **Barges/Ferries**
    - **Size**
    - **Scheduling**

# Alternate Transportation





# Alternate Transportation

- **Land Limitations:**
  - Infrastructure Limitations
  - Seasonal Availability (Winter)
- **Marine Limitations:**
  - Seasonal Availability (Summer)
  - Waterway Limitations
- **Combination Of Land and Marine:**
  - Scheduling Limitations



# Regulatory Challenges

- **Different jurisdictions have different regulations.**

- **Allowable weights for axle groupings**
- **Allowable dimensions**
- **When escort vehicles are required**
- **Daytime or night transport**

- **There can even be differences within jurisdictions**

- **NE BC –Peace River Area has different rules than the rest of B.C for cargo weights and dimensions**
- **Alaska highway west of Fort Nelson has different requirements than east of Fort Nelson because of highway limitations through Steamboat**

- **In order to transport cargo by land to the NWT or Yukon we need to go through at least one other jurisdiction**



# Examples of Jurisdictional Differences

A large industrial structure, possibly a wind turbine, is being transported on a multi-axle trailer by a truck on a snowy road. The scene is dimly lit, suggesting dusk or dawn, with snow covering the ground and some trees visible in the background.

- **Day/Night Travel**

- Alberta –Daytime is preferred for super loads
- B.C. –Nighttime is preferred for super loads

- **Escort Vehicles:**

- Must be certified in B.C
- No certification requirements in Alberta



# Regulatory Challenges

## ➤ Weight Difference Example

### ➤ Tri-dem trailers

- AB Max 27000 Kg
- B.C. Max 29 000 Kg *BC is More!*

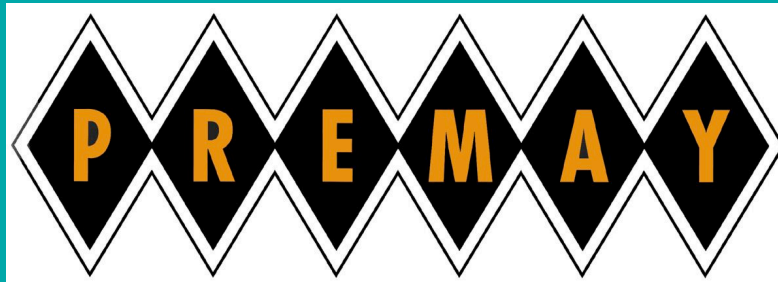
### ➤ Tandem Trailers

- AB Max 25,000 Kg
- B.C Max 23,000 Kg *B.C is Less!*

# Harmonization

- **Currently we make arrangements to meet all regulations and schedules**
  - **Route Planning**
  - **This may also mean that we need to account for the following to meet jurisdictional requirements:**
    - **Trailers**
    - **Escort Vehicles**
    - **Daytime to night time travel –logbook ramifications**

Thank you from



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