



**Exporters Competitive Maritime Council
National Manufacturers Association**

**ECMC AND NMA HAVE PROPOSED A SPECIAL
MOBILITY TRANSPORT INITIATIVE**

**CONFIDENCE BY SHIPPERS IN THE CURRENT
PERMITTING AND HIGHWAY TRANSPORT
MANAGEMENT SYSTEM FOR SUPERLOADS
IS VIEWED AS FAILING AND ECMC/NMA
BELIEVES A STRUCTURED APPROACH TO
REVERSE THIS TREND IS REQUIRED**



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**WHAT IS THIS SPECIAL MOBILITY TRANSPORT
INITIATIVE ?**

**Authorize the Secretary of Transportation to designate specific
“High-Wide-Heavy Interstate Corridors (HWH Corridors) for the
transportation of goods that are within a specified size and weight
criteria.**

**Authorize the Secretary, in coordination with the state transportation
authorities to implement a “One Stop National Road Permitting”
regime for all goods transported on the HWH Corridors.**

**Authorize the Secretary Interim Final Rule Authority to implement the
provisions of the High-Wide-Heavy Initiative.**



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WHAT IS THIS SPECIAL MOBILITY TRANSPORT INITIATIVE ?

THE ECMC / NMA PROPOSAL IS TO ESTABLISH HIGH – WIDE – HEAVY
CORRIDOR ROUTES ON A NATIONAL BASIS

THESE ROUTES WOULD AT MINIMUM MAINTAIN THE FOLLOWING
STANDARDS....

DESIGNATED ROUTES FOR **THROUGH TRANSPORT** OF OVERSIZE LOADS
BETWEEN **ALL** STATES

MINIMUM WEIGHT CAPACITY OF 150 METRIC TONS (330,690 POUNDS
GROSS VEHICLE WEIGHT)

MINIMUM WIDTH CAPACITY OF 9 METERS (29.53 FEET)

MINIMUM HEIGHT CAPACITY OF 9 METERS (29.53 FEET)



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TO CONFIRM A SALE - IF US SUPPLIERS ARE REQUIRED TO GUARANTEE
TRANSPORT OF A SUPERLOAD AND INITIALLY HAVE NO HIGHWAY ROUTE

SUPPLIERS INVESTIGATE BARGE TRANSPORT

IF SUPPLIERS HAVE NO REASONABLE WAY TO GET TO / FROM A BARGE
LANDING SITE....WE LOOK AT RAIL

IF SUPPLIERS HAVE NO REASONABLE WAY TO GET TO / FROM RAIL
WE REVIEW THE HIGHWAY OPTION – AGAIN

IF SUPPLIERS STILL CANNOT OBTAIN THE GUARANTEE OF HIGHWAY
TRANSPORT, THE CLIENT LOOKS OTHER PLACES GLOBALLY FOR
SOURCING – NOT TO US SUPPLIERS

IF THE FREIGHT IS DESTINED TO A US MANUFACTURING, REFINING OR
POWER PLANT SITE LOCATION AND WE HAVE NO GUARANTEE WE CAN
GET THE FREIGHT TO THAT SITE

THERE IS NO TRANSPORT – RESULT - LOST REVENUE – LOST JOBS



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Case Study – Salton Sea, California Geothermal Plant

Deliver Several SUPER LOAD Reactors To Jobsite From Manufacturers

1 Reactor – 56'L x 19.75'W x 18'H – 257,940 Pounds

1 Reactor – 56'L x 23'W x 28'H – 313,050 Pounds

Plus 8 “Smaller” Reactor Units

Possible Suppliers Located:

1 in St. Louis, Missouri

1 in Chattanooga, Tennessee

3 in Houston, Texas

1 in Shanghai, China

**AND THE
WINNER WAS:**

Shanghai, China

WINNING BID WAS BASED SOLELY ON THE BEST **TOTAL** PRICE

**CHINA WAS LESS (BY “NINE” FIGURES) THAN US
SUPPLIERS CARGO AND TRANSPORTATION COMBINED**



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**BUYERS OF CAPITAL GOODS ARE LOOKING FOR THE MOST
COST EFFECTIVE WHOLEISTIC PRICING ADVANTAGE**

FOR THE 12 CALANDAR MONTHS OF YEARS 2007 / 2008 / 2009

PANPROJECTS HANDLED 164 “SUPER LOADS”

**(LOADS EXCEEDING 256,000 POUNDS GROSS OR 18' WIDE
OR 18' IN HEIGHT)**

26% OR 43 LOADS WERE EXPORT LOADS

74% OR 121 LOADS WERE IMPORT LOADS

ONLY FOUR (4) LOADS MOVED VIA TRUCK

ADVANTAGE

FOREIGN SUPPLIERS

WHY ? DOMESTIC TRANSPORT IS

PLAINLY TOO DIFFICULT



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**OUR GOAL IS TO MAKE US SUPPLIERS GLOBALLY
COMPETITIVE**

**TO ACCOMPLISH THIS PROCESS WE NEED COHESION
OF PERMITTING BETWEEN STATES**

**TO ACCOMPLISH THIS PROCESS WE NEED COHESION
OF ROUTES BETWEEN STATES**

**TO ACCOMPLISH THIS PROCESS WE NEED FIXED
PHYSICAL CAPACITY THAT ALLOWS OUR
MANUFACTURING BASE TO GET PRODUCTS TO THE
GLOBAL MARKET**



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SUMMATION

**ECMC AND NMA STAND READY TO PARTICIPATE IN ANY
DISCUSSION WHICH WILL RESTORE SHIPPER AND RECEIVER
CONFIDENCE IN THE TRANSPORT OF OVERSIZE/OVERWEIGHT
GOODS ON THE US NATIONAL HIGHWAY SYSTEM.**

**ECMC / NMA BELIEVES OUR HIGH – WIDE – HEAVY INITIATIVE
PROMOTES NOT ONLY THE ECONOMIC STABILITY OF THE
UNITED STATES, IT PROMOTES SAFETY FOR THE GENERAL
MOTORING PUBLIC ON OUR NATIONS HIGHWAYS AND WILL
ULTIMATELY INCREASE THE UNITED STATES COMPETITIVE
ADVANGE GLOBALLY.**