

OnTheMove

The Monthly Newsletter from the Berard Team

March
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BERARD
SINCE 1945

The Mega Transport Experts

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By Land & Sea Coiled Tubing Reel Transports



Job Specs

Weight:
161,000 lbs.

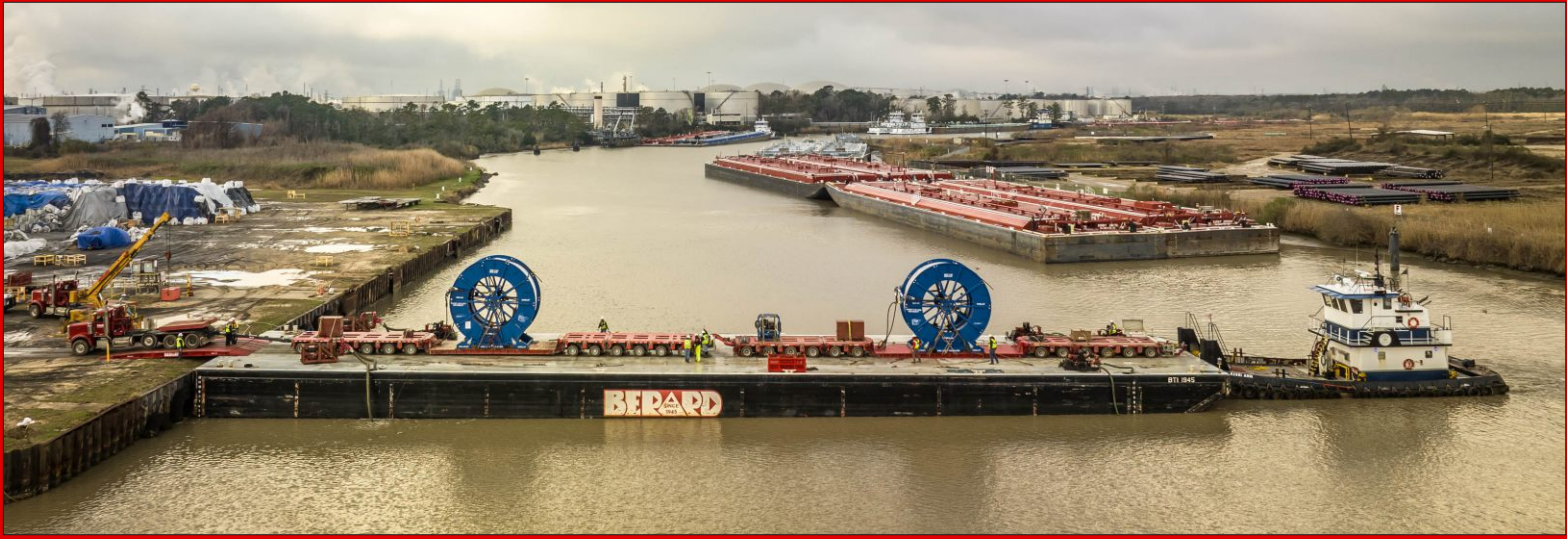
Dimensions:
19'-4" L x 9'-8" W
x 21'-5" H

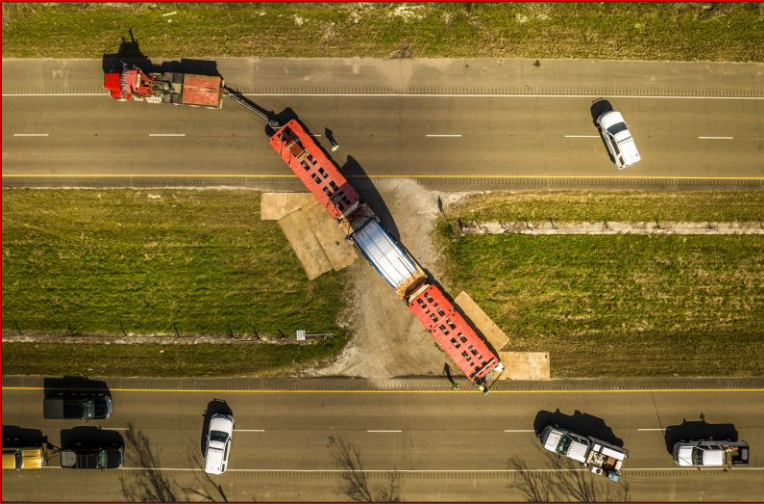
Equipment Used:
24 axles of Goldhofer
THP trailers, deck
spacers, Berard 219' x
43' deck barge, barge
ramps, prime movers
and escorts

The Berard team is well-seasoned in transporting cargo by land and sea. This was one such project that required both. When a client needed these two massive 161,000 lbs. coiled tubing reels moved from Dayton, Texas to Gray, Louisiana, they knew the Berard team could make it happen. At the loading point in Dayton, the reels were loaded onto two 12 axle Goldhofer THP trailers with deck spacers to lower the overall height of the cargo as much as possible. The transport phase involved traveling via several county roads and highways, including Beltway 8 where the team backed the loads wrong way down an entrance ramp to access the final roadways to the load out point.

The reels were then loaded out onto Berard's 219' x 43' deck barge for transit to Louisiana for offloading. The final over the road transport to the final location in Louisiana proved challenging with many utilities and low hanging trees to deal with as well as navigating several tight turns. The team also traveled wrong way down highway 90 to a prepared crossover point in the median. The reels made it to their final destination on time and most of all safely. Our team did a great job on this one and we thank everyone involved on this project.







Over The Road Coldbox Transport



Job Specs

Weight:

123,600 lbs.

Dimensions:

162'-11" L x 16'-8 W x 17'-1"H

Equipment Used:

13 axle steerable Trail-King lowboy with 60' well deck, prime mover and escorts

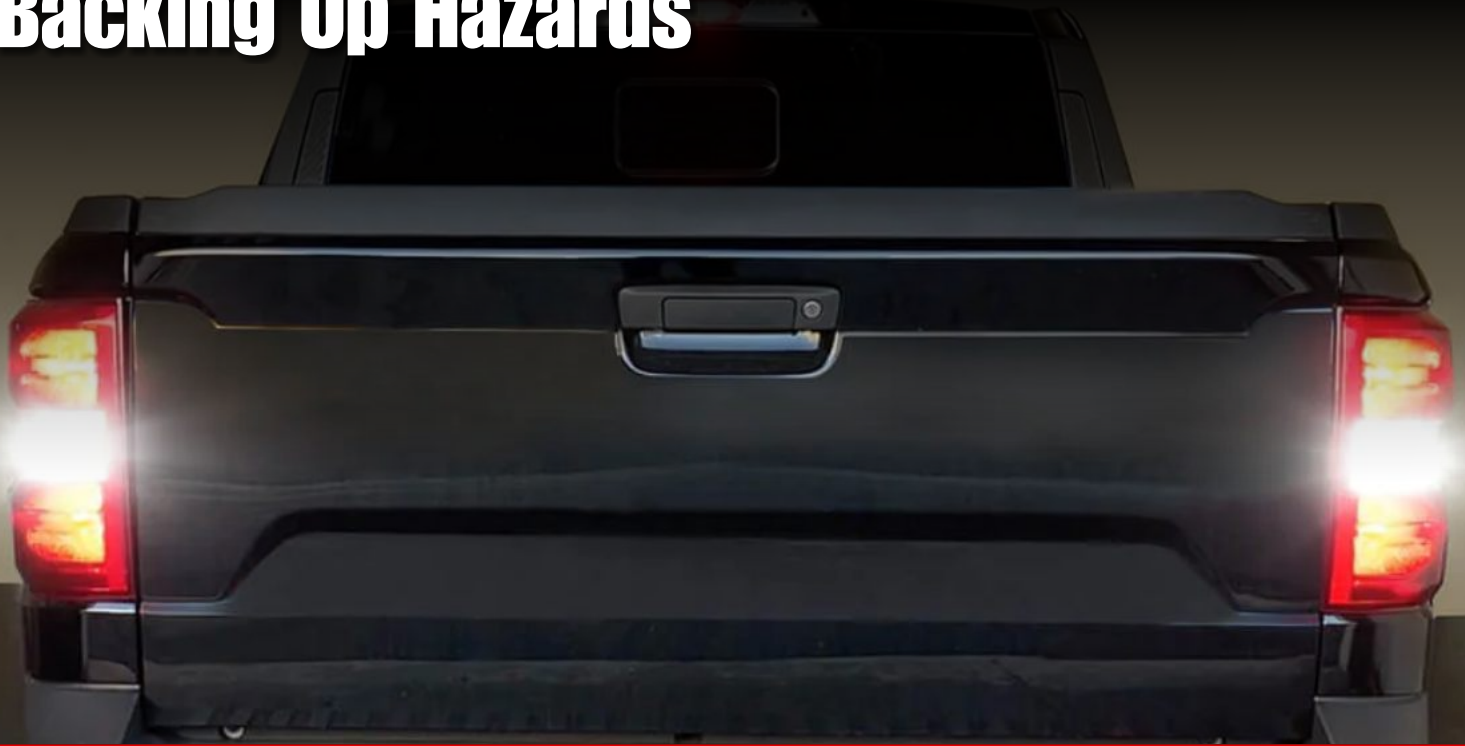
In the 3rd quarter of 2022 the Berard team received a call to deliver this critical cold box shipment from New Iberia, LA to Brunswick, GA. Berard project managers, engineers, and surveyors went to work finding a suitable route that satisfied all 5 states along the route and a transport plan to safely haul the cargo.

Using a 13 axle steerable Trail King lowboy with 60' well, the crews navigated the 1100 mile route in 6 travel days, on time for the scheduled crane to offload.





Back It Up! Backing Up Hazards



Operating heavy equipment or a motor vehicle is inherently a hazardous task; however, backing up creates more risk for incidents to occur. All too often, unnecessary backing is responsible for injuries or property damage incidents. With increased blind spots, backing leaves drivers and operators at more risk for error resulting in damage or injury. The most serious OSHA incidents occurring due to backing are fatalities of ground personnel from dump trucks, followed by semi-trucks and ordinary pickups.

The single best way to prevent backing-related incidents is to eliminate backing as much as possible. Most work areas and tasks can be set up in such a way that backing up is not necessary. Preplanning of movements is another way to eliminate unnecessary backing.

A few hazards include:

- > **Less visibility/ more blind spots**
- > **Fixed objects**
- > **Moving equipment or vehicles**
- > **Uneven terrain (construction sites)**

> Birthdays @ Berard

Happy Birthday!

Happy Birthday to These Dedicated Team Members!

Kevin Beinvenu
Ray Breau
Spencer Freyou
Kelsey Pelous

Sloane Simoneaux
Joel Thibodeaux
Karl Vann
Baron Berard

Vicki Pellerin