TRANSXPRESS



PRACTICAL GUIDE · HEAVY TRANSPORT

Abnormal load convoys in Guinea: permits, route survey, escort and choice of lowbed

A haul truck, a drill rig, a transformer or a plant module does not travel like a container. As soon as a load exceeds the dimensions or weight allowed on the road, it becomes an abnormal load: it needs a route survey, a permit, often an escort, and suitable equipment. Here is how to go about it in Guinea.

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01 What does an abnormal load convoy take?

To organise an abnormal load convoy in Guinea, you need the precise dimensions and weight of the package, a suitable lowbed, a route survey to the site and an abnormal transport permit from the competent authorities; you then travel under the conditions set by that permit, generally with an escort and at set times. Each step depends on the previous one: without reliable dimensions, neither the route nor the permit holds.

02 Start from the real dimensions and weight

- Length, width, height and weight of the package, from the manufacturer's data sheet and, if possible, a measurement at loading.
- Position of the centre of gravity and lashing and lifting points.
- Dimensions and weight of the loaded rig (tractor, trailer and package): this is what the permit and the route must accept.
- Whether some parts can be removed (bucket, cab, boom, guardrails) to reduce width or height.

> A dismantled package can sometimes move from a heavy abnormal load to a simpler transport. The question is settled before shipment, with the supplier.

03 The route survey

The route survey means checking the road, preferably on the ground, between the port or loading point and the delivery site, to spot anything that could stop the convoy.

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- Bridges and structures: known or unknown load capacity, visible condition, usable width. A doubtful bridge calls for a detour or reinforcement.
- Power and telecom lines, gantries, signs and branches: clear height decides whether the load can pass.
- Tight bends, junctions, roundabouts and site entrances: a long rig's turning radius is limited.
- Steep slopes and poor road surface, which sometimes call for a pusher tractor.
- Town and market crossings, where traffic requires suitable times.
- Safe parking areas for planned stops.

> Have the survey redone if the route has changed (works, rains) since the last one.

04 Permits and escort

A transport exceeding the regulatory dimensions or weight requires an abnormal transport permit, issued by the competent authorities under the regulation in force. The file generally includes the characteristics of the package and the rig, the route, the planned schedule and the carrier's documents.

- The permit usually specifies the route to follow, the travel times and the safety conditions.
- An escort may be required: the carrier's pilot vehicles and, depending on the case, a police or gendarmerie escort.
- Passing under lines or temporarily removing obstacles is coordinated with the network operators concerned.
- The delivery site must be warned and ready: clear access, firm ground, unloading equipment available.

> Apply well before the package reaches the port: a machine waiting for its permit at the terminal builds up parking charges.

05 Choosing the right lowbed

- The number of axles spreads the load: the heavier the package, the more axles are needed to respect the axle load allowed and spare the bridges.
- Deck height sets the overall height: a low loader or gooseneck deck helps pass under lines.
- Deck length and width must take the package without dangerous overhang.
- Ramps or a detachable gooseneck make loading a machine that drives easier.
- The tractor must have enough power for the slopes on the route.

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06 Timing and convoy day

1. Dimensions confirmed and equipment chosen as soon as the package is ordered.
2. Route survey and permit file during the sea voyage.
3. Customs clearance prepared before arrival, so the package leaves the port as soon as the permit is obtained.
4. Loading and lashing checked, with a named person in charge.
5. Departure at the authorised times, continuous tracking and a report at each stage.
6. Unloading on site and signed delivery report.

> Avoid setting a firm delivery date before the permit is in hand: it is the permit that sets the departure date.

07 What we do for you

TransXpress organises abnormal load convoys in Guinea: route survey, permit file, suitable lowbed, escort under the conditions set, and customs clearance at the port of Conakry if the package is imported. Send us the dimensions, weight, data sheet, departure point and delivery site.

? Frequently asked questions

Who issues abnormal load permits in Guinea?

The competent authorities, under the regulation in force. The carrier generally prepares and files the application with the package's characteristics and the route.

Is an escort compulsory?

Depending on size, weight and route, the permit may require pilot vehicles and, where applicable, a police or gendarmerie escort.

Can an abnormal load be avoided?

Sometimes, by dismantling parts of the package to bring it within the allowed dimensions and weight. This is settled with the supplier before shipment.

General information guide written by TransXpress. Customs rules and procedures change: every file is checked against the documents and the regulations in force. This guide is neither a quotation nor a commitment.

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