



In response to the cyberattack on the Colonial Pipeline, the White House determined that previous “major disaster” declarations issued by the President within the past 120 days allow States covered by those declarations to use Interstate Highways in their state to transport overweight loads of gasoline and other fuels.

The ten states covered are Alabama, Georgia, Kentucky, Louisiana, Maryland, Mississippi, New Jersey, North Carolina, Tennessee and Virginia. These states are covered under the separate [Emergency Declaration](#) that the Federal Motor Carrier Safety Administration (FMCSA) issued on May 9, which grants truck drivers making emergency fuel deliveries in areas affected by the pipeline disruption relief from the federal hours of service limits and certain other safety regulations.

What does this mean for Oregon-based carriers?

Reporting to Scales

Vehicles responding to declared emergencies are required to enter open scale facilities when a sign posted before the scale reads, “All Trucks Over 20,000 pounds GVWR Next Right”. This ensures size and weight compliance with an intent to prevent a secondary emergency. Fire trucks responding to an immediate emergency are exempt if they are in direct route to the emergency with lights flashing. Other exemptions from the requirements to report to an open scale are located on ODOT’s [Enforcement and Scale Operations](#) website.

Roadside Inspections

For CVSA Roadside inspections, motor carriers and drivers providing direct assistance to the [Emergency](#) in the Affected States in direct support of relief efforts related to the shortages of gasoline, diesel, jet fuel, and other refined petroleum products due to the shutdown, partial shutdown, and/or manual operation of the Colonial pipeline system are granted relief from Parts 390 through 399 of Title 49 Code of Federal Regulations. Carriers subject to an Out-of-Service Order do not get the exemption.

If a driver meets this exemption, they are exempt from being inspected. In the case of being stopped, drivers should explain to the inspector that they are responding to the emergency and should not be inspected. Even though not required, it is suggested that driver’s carry a copy of the declaration in the vehicle along with a current Bill of Lading, which can be shown to the inspector in case of being selected for inspection.

Size (Width, Height, Length)

Overwidth, overheight, and overlength loads are not exempt, even if responding to an emergency. When hauling a single, non-divisible load, a permit is required to exceed legal dimensions, and the carrier must abide by all the provisions of that permit. If a single-trip permit is required in response to the emergency, CCD staff will expedite issuance of that permit.

Weight

When hauling a divisible load in Oregon, the motor carrier is limited to the lowest of the following weights:

- The tire manufacturer's sidewall rating.
- 600 pounds per inch of tire width.
- 20,000 pounds per single axle.
- 34,000 pounds per tandem axle.
- 80,000 pounds gross weight.
- The sum of the permissible axle, tandem axle, or group of axle weights shown in [Weight Table 1](#).

An annual Extended Weight Permit is available for up to 105,500 pounds gross weight. All other tire, axle, and group axle weights must conform to [Weight Table 1](#) and [Weight Table 2](#).

Some bridges are restricted to lower weights. It is illegal (and a significant safety concern) to cross a posted weight restriction in excess of the weights allowed. On state highways, check [Tripcheck](#) prior to movement.

Permit Information

If you have any questions about oversize/overweight permitting in Oregon, please contact 503-373-0000. The Over-Dimension Permit Unit is available Monday through Friday between the hours of 7 a.m. and 5 p.m. Pacific Time. Closed on state holidays.

Registration and tax credentials are required unless otherwise exempt by rule or statute.

- For more information about these requirements, contact the Registration Entry Unit at 503-378-6699.

