

ABNORMAL ROAD TRANSPORT



European best practice guidelines

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Abnormal road transports

European best practice guidelines

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Notes

1. These best practice guidelines have been prepared by an Expert Group created by the Directorate-General for Energy and Transport and comprising experts designated by the Member States. The document was presented to the Road Safety High Level Group, which gave a positive opinion concerning its content and scope.
2. These best practice guidelines can be a reference for all parties directly or indirectly concerned by abnormal road transports, but are primarily addressed to the relevant authorities in the Member States. This document should be read and used as a help for the application of safe and tried practices in this area.
3. It is not binding in the sense of a legal act adopted by the Community. It simply presents the accumulated knowledge of European experts in this field. It was developed with and received the agreement of Member States' government experts and other concerned parties. These best practice guidelines are intended to pave the way towards simplification and, if possible harmonisation of the rules and procedures to obtain abnormal road transport permits as well as define the conditions under which procedures could be simplified, for instance by setting up abnormal road transports corridors where vehicles meeting certain criteria would be allowed near automatic passage with a permit.
4. It is important to bear in mind that in a limited number of cases Member States might have specific requirements not covered in these best practice guidelines. It is therefore always necessary to consult the relevant authorities to enquire about the possible existence of such specific requirements.
5. This document is publicly available. It can be downloaded free of charge at the European Commission website (see Annex 1).
6. These best practice guidelines will be reviewed and, if necessary, updated to reflect progress with European standards and techniques. It is not possible to give an agenda for this revision process at the time of writing. The reader should refer to the web site of the European Commission for information about the latest available edition of the Guide (see Annex 1).

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1. Introduction

This document presents a set of best practices related to abnormal road transports. These guidelines constitute a new instrument complementing European legislation and standards, a list of rules and procedures considered the best in their area, compiled by professionals for the benefit of professionals.

The objective of these best practice guidelines is to contribute to the development of a European environment in which cross-border abnormal road transports can take place with a minimum of hassle, ideally in an uninterrupted way.

Throughout the EU, Member States traffic congestion is increasing year on year. Waterways and railways may constitute alternatives to abnormal road transports. Inland waterways and short sea shipping routes in particular are methods that should be explored. They have the potential to move larger loads over much longer distances, as well as the environmental benefits and reduced congestion that can be obtained from using water. These alternative transport modes have their own limitations however and abnormal road transports can be a necessity, sometimes with a high economic impact. Public authorities should therefore strive to create a framework of rules and procedures which, if not fully harmonised, would at least allow abnormal road transports to cross borders without excessive bureaucracy and logistic problems.

It is important to note that the content of these best practice guidelines concerns specifically the field of abnormal road transport. As this document is not legally binding, carrying out a abnormal road transport operation still requires the fulfilment of the relevant Community legislation, national legislation and regulatory provisions compatible with Community legislation, applied in a non-discriminatory manner.

According to the European Expert Group, an abnormal road transport is defined as a vehicle or vehicle combination, having either no load or an indivisible load, which can only be transported by exceeding at least one of the dimensions and/or axle, bogie or total weights authorised by Directive 96/53/EC¹ and national legislation. Mobile cranes and self-propelled machinery are also covered in these best practice guidelines. This is why it was preferred to refer to abnormal road transports instead of abnormal load transport.

In the field of abnormal road transports there are big differences between the rules and procedures currently applied in the Member States. These reflect the need of Member States to verify that the abnormal road transports are moved safely and that they have a minimum impact on other road users and the economy as a whole. In particular public authorities need to verify that the bridge structures on the road route can accommodate the often heavier than normal axle and vehicle loads. Also, that the road routes are appropriate for the size of load being moved and that it does not present an unnecessary danger to other road users, for example by requiring a police or private escort to travel with the abnormal road transport.

The main goal of this document is to help simplify and harmonise on a voluntary basis the circulation of abnormal road transports and to foster the use of state of the art information technologies

¹ Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (Official Journal L 235, 17/09/1996 P. 0059 – 0075)

and other modern tools in the rules and procedures for permit requests and allocations. The Expert Group is of the opinion that, while complete harmonisation may not be necessary, it should at least be possible to easily access information on the existing rules and procedures currently applied in each Member State.

Because of the huge variety in rules and procedures between Member States, international hauliers find it currently difficult to determine all the relevant requirements. Some of the most common differences are:

- Time needed to deliver a permit, which may vary from two working days up to two months;
- Different Member States' requirements for delivering a permit;
- Varying rules for escorts vehicles (private and/or police);
- Significant differences in signalling requirements;
- Sometimes required production of the proof that contractors have been approached in trying to reduce the weight and/or dimensions of the cargo;
- Differences between Member States of the permit coverage, varying from companies to vehicles or specific loads;
- Variety of abnormal road transport application forms;
- Differences in the required vehicle information documents.

Although such differences constitute obstacles to the movement of goods and services within the EU, the national authorities' prerogatives in ensuring road safety and infrastructure integrity are fully recognised.

2. Summary

Summary Chapter 3, after briefly describing the current European context to apply for and obtain an abnormal road transport permit, exposes the conditions and concepts which could greatly simplify the procedures and improve the conditions under which important segments of the European economy, especially the building and production sectors, have to operate, leading to more timely and predictable abnormal road transports. The one-stop-shop concept, where a haulier can apply for and obtain an abnormal road transport permit at a single location, is proposed.

Chapter 4 proposes a single vehicle registration document adapted to abnormal road transports requirements, which takes into account current practice in certain Member States. This document centralises the information specific to abnormal road transports not available in the vehicle registration certificate and required by the permit-granting authorities. The proposed Special European Registration of Trucks and Trailers (SERT) document covers the needs of the national permit-granting authorities.

Chapter 5 presents the principles under which European abnormal road transports corridors could be developed in order to facilitate cross-border abnormal road transport operations. Planning cross-border abnormal road transports is currently very difficult because of the great variety of rules and procedures in the Member States and the time needed to obtain permits. Given the growing importance of abnormal road transports in the economy as a whole, road corridors, where abnormal road transports meeting certain predefined criteria would have near automatic passage rights with a permit, will foster EU economic growth.

Chapter 6 on marking and signalling proposes a relatively simple system achieving optimal effectiveness, according to the Expert Group. Although the traffic density can vary considerably between Member States and even between regions, it was found useful to define common rules in this respect. This Chapter presents a marking and signalling package applicable to all the Member States. Where necessary, this package can be complemented by Member States in order to meet their specific extreme climatic conditions.

Chapter 7 on escorts complements the previous chapter. In Member States an abnormal road transport exceeding certain maximum national authorised weights and/or dimensions has to be escorted by either police or private escort, or both. The main task of the escort is to warn and protect the other road users from the dangers raised by the abnormal road transport. Therefore the escort fulfils an important marking function.

Chapter 8 is devoted to self-propelled machinery, a particular group of abnormal road transport where it is the vehicle itself that does not comply with the European legislation on maximum authorised weights and dimensions for road vehicles. The economic importance of this sector justifies its treatment in these Best Practice Guidelines.

3. Permits

3.1 INTRODUCTION

Abnormal road transports are extremely important for the European economy. The building and production sectors are especially dependent on a predictable and timely supply of machinery, concrete structures, etc. On the one hand, the national road authorities' prerogatives for ensuring road safety and infrastructures integrity, together with the economic impact from traffic congestion caused by these abnormal road transports are fully recognised. On the other hand the economic impact on those moving abnormal road transports from greater administrative and logistical problems should be kept at a minimum. A systematic approach for granting permits should seek to provide safe operating practices with a minimum of administration.

The context of cross-border abnormal road transports can be greatly improved if permit authorities within the EU adhere to these guidelines. The one-stop-shop principle, which is further elaborated in Section 3.2, could also significantly improve the situation.

There are many different kinds of permits for abnormal road transports. Most Member States distinguish between long and short term permits. However the respective period of validity also varies between Member States. Furthermore, differences exist in permit fees, the number of vehicles/registrations per permit allowed, etc. This chapter proposes recommendations for most of these subjects.

3.2 THE ONE-STOP-SHOP

Each Member State should adopt the one-stop-shop principle with respect to granting abnormal road transports permits. This means that, in a Member State, applicants should only contact one single permit authority to obtain an abnormal road transport permit. The permit authority should handle the permission request together with the other authorities possibly involved within that Member State. The one-stop-shop principle is already applied to a certain extent by some Member States where, for instance, a request made by a foreign haulier to cross the territory is totally taken in charge by the permit granting authority responsible for the haulier's point of entry into that Member State territory. In these Member States, the permit granting authority responsible for the point of entry asks for the authorisation of the other local or regional authorities concerned on behalf of the applicant. The one-stop-shop does not mean that there is only one single authority concerned for delivering abnormal road transports permits within a Member State but the multiplicity of permit authorities is transparent to applicants. It should be made clear to all hauliers – both national and foreign – which single authority to contact.

In a long term vision a one-stop-shop could be extended at the European level, i.e. a haulier planning an abnormal road transport across several Member States should only contact one permit granting authority in order to obtain the necessary permit(s) for the whole journey in the European Union. The contacted permit granting authority would liaise with all the other relevant authorities involved for delivering the necessary permit(s) covering the full journey in the EU.

3.3 ACCESS TO PROCEDURES AND REGULATIONS RELATIVE TO ABNORMAL ROAD TRANSPORT PERMITS

Abnormal road transports could be greatly improved if Member States would provide all the relevant information on the Internet, in their national language(s) and in English. Relevant information includes regulations and procedures relating to permits, application forms and explanations to fill-in application forms. A list of relevant Internet sites is included in Annex 1 for Member States where such a service already exists.

The Expert Group recommends that:

- Permit services are available and readily accessible during office hours;
- There is a standardised permit layout in the near future;
- Permit applications can be received by post, telefax, e-mail or via a web-based electronic form accessible on the Internet;
- Permits can be delivered by post, telefax, as an e-mail attachment or downloaded from a secure web site;
- Permits are obtainable electronically in all Member States within the next 3 years.

3.4 FRAMEWORK FOR ABNORMAL ROAD TRANSPORT PERMITS

The application for abnormal road transport permits and compliance with all the relevant regulations in each Member State can impose a heavy burden on transport companies. Long term permits can reduce the repetition of the administrative procedure. Most Member States provide for long-term permits and short-term or single permits. These concepts however can have different meanings according to the Member State.

In these Guidelines, the Expert Group proposes as a definition that a long-term permit is

A standardised document valid for one year or longer, within a certain territory and/or on certain pre-assigned roads for abnormal road transports within maximum authorised weights and dimensions.

A long-term permit should have the following characteristics:

- The cargo should be indivisible but not necessarily fully described (e.g. it should be sufficient to mention the cargo's maximum weights and dimensions);
- The permit should be valid for one or more vehicle. In particular, the replacement of a vehicle by another with similar characteristics should be authorised;
- All the accessible and/or excluded roads to the abnormal road transport should be mentioned (e.g. with a map) on the long term permit or annexed to it;
- A transparent price structure.

As a guideline, Member States should strive towards the following maximum weights and dimensions for long-term permits and corridors (see Table 1). Because of infrastructure requirements, these limits are currently not possible in most Member States. In any case, where necessary, permit authorities can specify lower maximum weights and dimensions of laden vehicles and mobile machinery because of specific road or infrastructure conditions.

Road transports exceeding the limits mentioned in Table 1 are likely to need short term or single permits which are dealt with on an individual case basis. For longer journeys, transport by waterways should be preferred, if possible.

Table 1: Framework for abnormal road transport permits

	No permit needed (1)	Long term permit (2)	Corridor (3) (Note: corridors are not possible in Germany)
Width	3 m	3,5 m	4,5 m
Overall length (Combination must fulfil turning tests; see Annex 2)	24 m	30 m	40 m
Overall height	Directive 96/53/EC	4,2 m	4,4 m
Weight	Directive 96/53/EC	80 tonnes	100 tonnes
Axle load:			
Beam axle	Directive 96/53/EC	12 tonnes	12 tonnes
Pendulum axle	12 tonnes	15 tonnes	15 tonnes

- (1) No permit needed: Member States may allow certain abnormal road transports with respect to Directive 96/53/EC (See Article 4.3 of the Directive).
- (2) Long term permits: see 3rd paragraph of this Section for a definition.
- (3) A corridor is a predefined road network (see Chapter 5). Permits for using abnormal road transports corridors can be obtained much faster than short term permits because the number of authorities to be consulted is minimal. Of course the process could be delayed because of special circumstances, e.g. road works.

3.5 TERMS FOR GRANTING PERMITS

High financial stakes are often associated with abnormal road transports, so the incentive to drive without a permit increases with the time needed to obtain one. Planning a cross-border abnormal road transport operation can be very difficult as the terms for obtaining permits differ between Member States. In some Member States, permits are issued within a few days while in others this process can take up to two months or more. The main reason for the delay is often that the services granting the permits have to consult several local or regional road authorities, bridge owners and the Police who each need to give their permission for the passage of the abnormal transport on the roads under their responsibility. To simplify the process Member States could consider making larger use of long-term permits for those vehicles that exceed the maximum authorised limits set in Directive 96/53/EC, but do not pose any major problems (see Table 1), such as agricultural vehicles.

The Expert Group is of the opinion that permits should be obtainable within the time limit stated in Table 2. An overview of the current average time needed to obtain a permit in each Member State is given in Table 3.

Usage of Information and Communication Technologies (ICT) would greatly improve the time needed to treat abnormal road transports application requests (See Annex 3 for examples of ICT usage).

Table 2: Best practice for time needed to obtain a permit (these are objectives Member States should strive to achieve)

Other authorities to be consulted	Permit granted within:
None	≤ 5 working days
1 other authority	≤ 7 working days
Between 2 and 5 other authorities	≤ 10 working days
More than 5 other authorities	≤ 15 working days

Table 3: Current average time needed to obtain a permit (Estimates made by the Expert Group in September 2005)

Country	Average time needed (in working days)	Remarks
Austria	7	Legal maximum: 3 months
Belgium	21	
Czech Republic	2.5	
Cyprus	n.a.	
Denmark	1	
Estonia	4	
Finland	2	> 100 tonnes: 5 days
France	20	Maximum: 40 days
Germany	7	
Greece	10	
Hungary	2.5	
Ireland	5	
Italy	25	Maximum: 60 days
Latvia	4	
Lithuania	4	
Luxemburg	3	
Malta	n.a.	
Netherlands	1.5	> 100 tonnes: 6 days
Poland	2.5	
Portugal	10	Maximum: 60 days
Slovakia	2.5	
Slovenia	3	
Spain	2	> 3.00 m width and/or > 20,55 m length and/or >4,50m height and/or ≥ 45 tonnes: 6 weeks
Sweden	2.5	
United Kingdom	2	> 80 tonnes: 5 days, >6.1m or >30m length or >150tonnes: 8 weeks

n.a.: not available

3.6 PERMITS APPLICATION FORM

Currently Member States prescribe different permits application forms. The Expert Group is of the opinion that the different application forms currently in use can and should be harmonised. Both hauliers and permit authorities would benefit from a harmonised layout and content of the application form. Only the language of the application form should vary between Member States.

If a Member State does not make use of the harmonised form, then it is considered necessary that the form is both in the Member State's national language(s) and in English.

3.6.1. Content

The application form should include general information. With respect to vehicle information the application form should only require several predefined vehicle characteristics related to the specific request that are necessary to assess the application. For example: for extra long transports, it could be necessary to ask whether the vehicle is technically suitable (extendable).

In the case of extra-wide transports no additional information should be required. The necessary information can be provided by a copy of the vehicle registration document or the SERT-document (see Chapter 4).

3.6.2. Lay-out

With respect to the layout of the application form the Expert Group advises to make use of the specimen application form in Annex 4. Areas deemed unnecessary by a Member State for national abnormal road transports can be left blank.

4. Vehicle information

4.1 SCOPE

Permit-granting authorities often need more detailed vehicle information than available on the registration certificate. They may need additional information to check the compatibility of a vehicle with the specific requirements of the abnormal road transport. This is the case for a heavy transport exceeding both maximum authorised total weight and axle loads, for instance.

Most countries have developed their own information documents for this purpose.

For international hauliers, these different national approaches constitute a great hindrance when applying for abnormal road transport permits because of:

- different procedures;
- physical inspection of the vehicle or vehicle combination sometimes required;
- different data required by the permit granting authorities;
- different standards of applications assessment by the permit granting authorities.

Most Member States accept national documents only. The Expert Group considers this an unnecessary hindrance to international abnormal road transport operations. Therefore the Expert Group proposes a two-stage approach for introducing a common abnormal road transport registration document at EU level:

- The first stage would be the mutual acceptance between Member States, as of now, of existing abnormal road transport registration documents as far as they provide the required information;
- The second stage would be to reach an agreement at EU level on the SERT document (see Section 4.2) and its utilisation by the EU permit granting authorities. The availability of an on-line central database would greatly enhance the efficiency of using the same registration document at EU level.

4.2 THE SPECIAL EUROPEAN REGISTRATION OF TRUCKS AND TRAILERS (SERT) DOCUMENT

To solve this problem these Best Practice Guidelines propose a single document that covers the needs of the different national authorities: the Special European Registration of Trucks and Trailers (SERT) document. The aim of the SERT document is to harmonise the technical vehicle information needed both for trailers and tractive units (tractors and lorries).

Annex 5 shows a SERT document for the registration of a trailer, as an example. The SERT document can also be used for registering modular trailers.

4.3 SERT CONTENTS

Each SERT document has a unique reference number that has to be mentioned on an application form.

The vehicle registration number is not mentioned on the SERT document because in some Member States it may change during the lifetime of the vehicle. A schematic drawing and the main dimensions of the vehicle are given. Steering characteristics, technically authorised loads and masses, possible reduced speeds requirements, are indicated.

Information about coupling, axles and tyres is also added, as this is required by some Member States.

The different parts of a modular trailer are indicated in an appendix to the SERT document. This appendix can be supplemented when parts are added or replaced.

4.4 SERT PROCEDURE

The application for a SERT document must be made by the vehicle manufacturer on a standardised form (See Annex 5).

The authority of the Member State where the application is made issues the document.

When evaluating/reviewing the SERT-document, the permit granting authority should:

- a. Consider the turning behaviour (See Annex 2);
- b. Check that total weight and axle load are within vehicle' limits as specified by the manufacturer;
- c. Check the adequacy of:
 - tyres (load index of ETRTO);
 - brakes (check on calculation or brake schematic).

4.5 SERT DATA BASE

All SERT documents issued within the European Union must be readily available. Therefore on-line access to the information is required for all Member States. It is recommended that Member States' Permit Granting Authorities collaborate in setting up a system for exchanging information.

5. Abnormal road transport corridors

(See Annexe 5 for examples of corridors in two Nordic Member States).

5.1 INTRODUCTION

Planning cross border abnormal road transports is currently very difficult because of the great variety of rules and procedures in the Member States.

Given the growing importance of abnormal road transports between various European industrial areas, it is important to provide the industry and the transport sector with the conditions enabling sustainable development. The objective is to facilitate cross-border operations for abnormal road transports in order to foster EU economic growth. Therefore the concept of corridors for abnormal road transports is examined and developed in this chapter.

The Expert Group is of the opinion that Member States should consider creating road corridors across the EU with the minimum dimensions and heights set out in Table 1. This would allow near automatic passage rights to abnormal road transports that meet certain pre-defined criteria.

These trans-European abnormal road transports corridors should include the roads with a high economic relevance, i.e. E-ways, highways, roads to industrial areas, harbours, container terminals, etc.

The information should be available to all the parties involved in abnormal road transport operations: hauliers, police, permit granting authorities, road, bridge and tunnel authorities, etc.

An abnormal road transport operation could then use the most appropriate roads according to its requirements within this network of abnormal road transports corridors with a simplified application procedure. Member States should provide up-to-date information on the abnormal road transports corridors' accessibility, e.g. through traffic announcements relative to road works in progress, climatic conditions, traffic density, etc.

Based on the experience of Member States already having such a network of abnormal road transports corridors and on discussions among the experts of the group, the main elements necessary to set up such a network can be summarised as follows:

5.2 A EUROPEAN ABNORMAL ROAD TRANSPORTS CORRIDORS NETWORK

To effectively connect the European industrial centres, the abnormal road transports corridors network should map economically important communication routes. It would be therefore logical for the abnormal road transports corridors network to be identical or follow the trans-European road network². Abnormal road transports corridors encompass roads having been pre-classified for abnormal road transports usage. This means that for that part of the road network, road pavements, bridges and other specific road structures are classified as adequate to carry abnormal road transports; that information should be kept up to date and be readily accessible to the stakeholders. For

² Decision No 884/2004/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network *Official Journal L* 167, 30/04/2004 P. 0001 – 0038

the remainder of the European road network, the suitability of the roads would be decided upon with each abnormal road transport application.

A sufficiently detailed map of the European abnormal road transport corridors network should be made readily accessible, for instance at a well publicised web site with all the necessary research facilities required by transport companies for the preparation of an abnormal road transport operation. The enforcement authorities, both in processing the permit applications and for traffic inspections, should also use this information.

It must be stressed that these abnormal road transports corridors would not constitute a means to routinely bypass the weights and dimensions limits sets by Directive 96/53/EC³. The corridors usage by vehicles exceeding these limits would still require a permit, although through a simplified application procedure (see next Section), and the indivisibility of the load should be demonstrated.

5.3 A SIMPLIFIED APPLICATION PROCEDURE FOR ABNORMAL ROAD TRANSPORT CORRIDORS USAGE

The availability of predefined abnormal road transport corridors would significantly improve the procedure of obtaining a permit for carrying out an abnormal road transport operation. The necessary documents required for obtaining a permit could be limited to:

- a roadworthiness certificate for the vehicles intended to perform the abnormal road transport operation;
- a Transport Classification Certificate issued by the relevant national authority. The classification of abnormal road transports could be based on the recommendation made in Table 1.

If both certificates are valid and compatible with the classification of road pavements and structures along the itinerary, the permit can be granted without further processing. Otherwise the application is processed the same as an abnormal road transport permit on any type of roads.

It is estimated that by a proper definition of the corridors and of the classifications of abnormal road transports, road pavements and structures, permits could be granted through this simplified application procedure in the majority of the cases (up to 90% in some Member States already applying the abnormal road transports corridor concept; see Annex 6 for examples of abnormal road transports corridors).

³ Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic; *Official Journal L 235, 17/09/1996 P. 0059 – 0075*.

6. Marking and Lighting of vehicle and load

6.1 INTRODUCTION

The purpose of marking an abnormal road transport is to avoid accidents by drawing the attention of other road users to the potential safety risks caused by the abnormal transport.

These Best Practice Guidelines propose a relatively simple, but highly effective, marking system. In this respect it must be borne in mind that in each Member State an abnormal road transport exceeding certain legal weights and/or dimensions limits has to be accompanied by either police escort, private escort, or both. The main task of the escort is to warn of and protect other road users from the dangers otherwise raised by the abnormal road transport. Therefore the escort fulfils an important warning function.

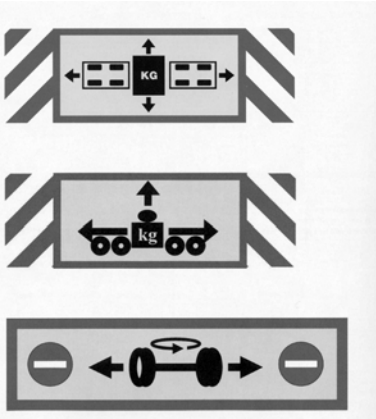
This means that an abnormal road transport without an escort is of rather moderate dimensions. In this case the marking can be done in a simple way. Extra markings generally used for more extreme abnormal road transports, which are always escorted, should be avoided.

Although traffic density may vary considerably between Member States and even between regions, common rules relative to escorts would be beneficial (see Chapter 7).

The different climate conditions in the EU constitute another important factor. Sweden and Finland for example are covered with snow a great part of the year and full daylight is absent during winter-time. These particular conditions require specific additional marking such as extra lights (not white!), also in daytime. Therefore some Member States may find necessary to add extra marking requirements to the standard marking package described below, in order to meet their extreme climatic conditions.

6.2 RECOMMENDED MARKING AND SIGNALLING FOR ABNORMAL ROAD TRANSPORTS

Table 4: Abnormal road transports marking and signalling

Item	Description	Remarks/details
General warning	Pictogram	

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Item	Description	Remarks/details
Wide loads	Warning sign - Red/white or red/yellow diagonal striping at 45° to 60° angle; - Retro-reflective UNECE Regulation 104 Class C; - Minimum dimensions (rectangular) 420x420, 280x560 or 140x800 mm; - Width of stripes 70 to 100 mm. During darkness, lights have to be added on the load (warning sign): - White at front; red at rear; - Bulb or LED type; - 15-21 Watts bulbs or LEDs with an equivalent luminance output.	- Required for load projecting more than 100 mm sideways. Installation: - Signs and lights must indicate the greatest width of the load and facing forward and backward; - Signs and lights may be mounted either to load or vehicle and must be clearly visible at a reasonable distance by other road users. The signs and lights must be placed at a height of maximum 2 m and not in front of the windshield.
(Un)laden length	Side marking during darkness: - White or yellow line marking; - Retro reflective UNECE Regulation 104 Class C; - Compulsory for lengths over 20 m.	Installation: On vehicle and/or load according to UNECE recommendations.
Projecting load at rear and front	Warning sign: Same as for wide loads but only square shape allowed. During darkness one white light forward and one red light backward have to be added.	- Required for load projecting more than 1000 mm beyond front and rear vehicle limits; Installation: - Signs and lights must be placed at the extremities of the projecting load.
Other marking	Use of special warning lamps (UNECE R 65) and headlights according to national regulations	

Further explanations to Table 4 items

General warning

To avoid language problems, a general warning consisting of a sign without text is preferable. The Expert Group recommends the use of the pictogram as shown in Annex 6.

Wide loads

For the marking of wide loads, a warning sign made of full retro-reflective (according to UNECE Regulation 104 Class C) red/white or red/yellow diagonal striping (at 45° to 60° angle) is recommended, with supplementary lights during darkness.

Full retro-reflection of the striping is recommended because:

- the signs have then optimal conspicuity during darkness even if approached at an angle;
- the signs are always identical as there is no confusion possible about which stripes should be retro-reflective or not.

(Un)laden length

Line marking according to UNECE Regulation 104 Class C is recommended for transport lengths over 20 m. This also includes front and rear projecting loads.

Projecting load

The same provisions as for wide loads are recommended except that in this case only the square shaped sign would be allowed.

Other marking

Certain Member States prescribe special warning lamps (rotating lights) and the use of headlights for various situations. As these features are always present on abnormal road transports, they do not constitute an obstacle to international abnormal road transport operations. Therefore no additional measures are proposed.

7. Escorts

7.1 INTRODUCTION

Due to its dimensions and/or weight, an abnormal road transport could significantly affect road safety. In addition, it can also hinder other traffic. For these reasons most Member States require an abnormal road transport to be accompanied by an escort. Currently each Member State has its own regime of police escorts, private escorts or a combination of both. In some Member States the police does not generally escort abnormal road transports, except for cargoes of extreme weights and/or dimensions. Sometimes police escorts have to be paid for.

To act as a traffic director, a person must have obtained the authorisation of the Member State being crossed. Some Member States do not allow traffic directors in the absence of the police.

7.2 ESCORT CATEGORIES

7.2.1 Categorisation by function

The primary functions of an escort are:

- warning other road users to the possible dangers of the abnormal road transport,
- assisting with the progress of the abnormal road transport and/or
- directing road traffic on junctions, bridges, roundabouts, etc. (This would be carried out by the police and/or a traffic director who would need a specific qualification.)

National authorisation of the Member State being crossed is required before acting as traffic director. Some Member States do not allow traffic directors in the absence of the police or even do not allow private people to direct traffic.

7.2.2 Categorisation by size

According to its dimension and weight as well as the category of road it is travelling on, an abnormal transport presents different level of risk to other road users.

These guidelines recommend the following escort categories with respect to this risk:

Table 5: Escort categories

	Type of road	No Escort Necessary	Type A Escort	Type B Escort
Width (W)	Motorways	$W \leq 3,50 \text{ m}$	$3,50 \text{ m} < W \leq 4 \text{ m}$	$W > 4 \text{ m}$
	Other roads	$W \leq 3,25 \text{ m}$	$3,25 \text{ m} < W \leq 3,50 \text{ m}$	$W > 3,50 \text{ m}$
Length (L)	Motorways	$L \leq 30 \text{ m}$	$30 \text{ m} < L \leq 50 \text{ m}$	$L > 50 \text{ m}$
	Other roads	$L \leq 27,5 \text{ m}$	$27,5 \text{ m} < L \leq 32,5 \text{ m}$	$L > 32,5 \text{ m}$
Weight (Not applicable to Denmark ¹)	All roads	No specific requirements		

1. In Denmark, all abnormal transports have a prescribed speed limit, but do not necessarily have to be escorted.

Type A Escort: At least one escort vehicle.

Type B Escort: At least:

- two escort vehicles, or
- one escort vehicle and a police escort or equivalent (licensed/certified traffic director).

Note:

- Table 5 should be used as a general recommendation. It should be kept in mind that the definitions of motorways and other roads can vary between Member States. Not only the width of the road is important, but also the traffic density, the road condition and the presence/absence of a hard shoulder.
- If a particular abnormal road transport falls in more than one column of the table the most stringent escort regime is applicable.
- At least one escort and/or qualified traffic director are always required when the abnormal transport operation requires that the general traffic rules and signing are not complied with (e.g. speed limits, no overtaking, one way traffic, bridge crossing...). In such situations, some Member States require a police escort. Some Member States require at least one qualified traffic director per escort vehicle.
- Hauliers can always use extra escort vehicles in addition to the prescribed number in the table. Generally, the 'better' escort always is good enough to replace a weaker escort model.

7.3 ESCORT VEHICLES

Escort vehicles accompanying an abnormal road transport provide a very important additional warning to other road users of the otherwise potential safety risk of an abnormal road transport (see Chapter 6).

A standard and conspicuous appearance of escort vehicles contributes to road safety. In cases where escort personnel acts as traffic director, a standard appearance of the personnel is required so their authority is easily recognised by other road users.

These Best Practice Guidelines recommend that escort vehicles conform with the description below (see Annex 7 for pictures of escort vehicles):

An escort motor vehicle shall have a minimum of four wheels. It must afford the driver good visibility. To facilitate good visibility to the rear and side, the vehicle shall be fitted with exterior mirrors on both sides. In addition, it is preferable to have rear windows to the side and rear windows at the back of the vehicle to aid driver visibility. The escort vehicle shall not form any part of the units carrying or hauling the abnormal load or the abnormal vehicle.

- **Colour of the car:** yellow (RAL codes 1003, 1004 or 1023; See Annex 9).
- **Front:** 0,5 m² striping to be placed diagonally (at 45° to 60° angle) in strips of 10-12 cm wide. Colour: red, preferably retro-reflective, with white retro-reflective strips.

A 'traffic advisor' (a signalling device made of a row of 8 bulbs, see picture in Annex 7) or a set of two flashing lights.

- **Rear:** 0,5 m² striping to be placed diagonally (at 45° to 60° angle) in strips of 10-12 cm wide. Colour: white, preferably retro-reflective, with red retro-reflective strips.
- **Sides:** On both sides, retro-reflective stickers with 'open arrows' shapes (see Annex 7).

These stickers must have a size of at least 1.00 m x 0,30 m. Colour: red/white or red/yellow. The arrows should point to the front side of the vehicle and must be 0,10 m wide.

- **Rotating lights/flashing lights:**

Every escort vehicle should have two amber rotating/flashing lights on the roof which should be on independent electric circuits to prevent simultaneous failure or a full roof width 'bar' type flashing lamp.

- **Equipment** (minimum requirements):

Eight traffic cones, one fire extinguisher, a dedicated full duplex communication channel between escort vehicles and the driver of the abnormal road transport. This radio voice link must fulfil the radio licence, if any, of the Member State being crossed and must allow hands-free operation. Hand-held mobile phones or similar devices shall not be used whilst driving.

Remark: Warning lights may only be used when an escort vehicle is actively escorting an abnormal road transport.

7.4 TRAINING

Given the important warning function of an escort, Member States should regulate the appearance and equipment of the escort vehicles, as well as the training and authorisation of the escort driver with respect to road safety. Training is even more important if the escort driver is allowed to act as a traffic director.

7.4.1 General requirements

The training of escort vehicle drivers should consist of theoretical and practical elements, concluded by a formal test on both aspects. According to the different function of the escort, specific training is needed. The practical part of the training should also include training on the job.

7.4.2 Training for escort drivers with no traffic direction responsibility

In some cases, escort drivers may have only a warning function and/or assist the progress of the abnormal transport, but do not act as traffic directors. Personnel need to be qualified.

The element of the training should focus on the following subjects:

- terminology and definitions referring to abnormal road transport,
- traffic risks in context with abnormal road transport,
- traffic rules and signals,

- rights, liability, responsibilities and assigned duties of escort personnel,
- familiarisation of the general procedures and requirements of abnormal road transports,
- requirements for escort vehicles and equipment,
- driving through tunnels and over bridges,
- communication between drivers of abnormal road transports and escort vehicles,
- escorting techniques,
- principles of defensive driving strategies – recognition of other road users' misbehaviour and countermeasures,
- relevant geographical information,
- training of the theoretical elements.

7.4.3 Training for traffic directors

In cases where an escort personnel has to direct traffic (e.g. for closing bridges for other vehicles or stopping traffic at intersections) or the abnormal road transport vehicle has to manoeuvre in contradiction with the traffic rules, he needs additional qualification.

In addition to the training given to escort drivers the following elements should be covered by the course for Traffic Directors:

- rights, liability, responsibilities and assigned duties when directing traffic,
- correct use of traffic directing equipment and ability to direct traffic.

7.4.4 Periodic Certification

Given the responsibility of escorting abnormal road transports, escort drivers and traffic directors should be periodically recertified.

7.4.5 Register for escort drivers and traffic directors

Member States should publish an up to date and easily accessible list of certified/qualified escort drivers and traffic directors.

8. Self-propelled machinery

8.1 MOBILE CRANES AND SIMILAR EQUIPMENT

In all Member States mobile cranes play an important role in building, overhaul and recovery operations. They are, because of their function, quite heavy and compact vehicles and therefore generally exceed the maximum authorised weight limits in most Member States. They often also exceed the maximum authorised dimensions.

Mobile cranes are often required to move at short notice between work sites and their availability depends on being able to quickly obtain permits to use the road network. This is also true for similar equipment like concrete pumps, articulated boom lifts, etc. It would therefore be beneficial to the European economy as a whole if these important investment items could easily be moved to where they are needed, resulting in better equipment utilisation ratios and lower operating costs.

8.2 SELF-PROPELLED MODULAR TRAILERS

These vehicles consist of modules which can be coupled in a variety of combinations to carry an indivisible load. They move by means of a power pack fixed to one of the module and are normally driven by remote control.

The speed of a self-propelled modular trailer combination is very low and the travel distance often limited to crossing the road and/or driving small distances on the public road.

Speed:	maximum 5 km/h, i.e. walking pace with the use of remote control hand steering, 25 km/h if there is a seat on the vehicle for the driver.
Escorting:	police escort or escort car needed
Maximum axle line:	15 tonnes (In Germany 12 tonnes)
Permits:	for each abnormal road transport being moved.

8.3 FRAMEWORK FOR ABNORMAL ROAD TRANSPORT PERMITS RELATIVE TO SELF-PROPELLED MACHINERY

8.3.1 Axle load

The maximum authorised driving axle load for vehicles in international traffic is 11,5 tonnes. Most Member States accept 12 tonnes on all axles, driven or not, for mobile cranes and similar equipment, even though they generally have single tyres. Also, suspension systems have significantly improved over the years: peak dynamic loads of the axles have been significantly reduced by the use of hydraulic suspensions. For these reasons, the Expert Group is of the opinion that a maximum authorised load of 12 tonnes per axle could readily be supported on most European roads.

8.3.2 Total weight

Total weight for most mobile cranes and similar equipment is generally a 12 tonnes multiple. Being generally heavy and compact, these vehicles constitute a big concern for bridges. The Expert Group considers as an acceptable maximum total weight limit 60 tonnes for long term permits

and 72 tonnes for corridors. Because of infrastructure constraints, several Member States have lower limits.

Self-propelled machinery heavier than 72 tonnes would require a specific permit. Of course the use of a number of roads and bridges would be excluded as they are unable to carry such weights. Every Member State should have readily available a list of its roads and bridges load bearing capacity.

8.3.3 Total length

Self-propelled machinery up to 20 meters length should be allowed to circulate without a permit. A permit would be required for vehicles longer than 20 meters. Some Member States require a test on the turning behaviour (See Annex 2).

8.3.4 Total width

Three meters width seems to be standard design for mobile cranes. The Expert Group thinks this is also an acceptable common limit for the movement of self-propelled machinery in the European Union.

8.3.5 Counterweights (ballast)

Mobile cranes often need counterweights (ballast) to be fixed depending on the required lift capacity. Some of the counterweights can be transported directly on the crane itself, but for bigger cranes counterweights are often transported on a ballast truck trailer combination. Some Member States authorise ballast transports under the same weight conditions as for the crane itself, i.e. exceeding the maximum authorised weight limits. The same regime (rules, conditions) should apply to ballast truck trailers as to mobile cranes.

Some Member States exclude ballast to be carried as an abnormal road transport.

Because of the considerations here above, the Expert Group is of the opinion that the granting of abnormal road transport permit for self-propelled machinery should follow the framework detailed in the following table.

Table 6: Framework for permits relative to self-propelled machinery

	No permit needed (1)	Long term permit (2)	Corridor (3) (Note: corridors are not possible in Germany)	Short term permit	Remarks
Width	≤ 3 m	≤ 3 m	≤ 3 m	> 3 m	Not possible in Germany
Overall length	≤ 20 m	≤ 22 m	≤ 22 m	> 22 m	Not possible in Germany
Overall height	≤ Dir. 96/53/EC	≤ Dir. 96/53/EC	≤ Dir. 96/53/EC	> Dir. 96/53/EC	Dir. 96/53/EC: max. 4 m
Weight	≤ 48 tonnes	48 < W ≤ 60 tonnes	≤ 72 tonnes	> 72 tonnes	Ballast not possible in Germany
Axle load	≤ 12 tonnes	≤ 12 tonnes	≤ 12 tonnes	> 12 tonnes	

(1) No permit needed: Member States may allow certain abnormal road transports with respect to Directive 96/53/EC (See Article 4.3 of the Directive).

(2) Long term permits: see 3rd paragraph of Section 3.4.

(3) A corridor is a predefined road network (see Chapter 5). Permits for using abnormal road transports corridors can be obtained much faster than short term permits because the number of authorities to be consulted is minimal. Of course the process could be delayed because of special circumstances, e.g. road works.

Annex 1: Useful internet links and addresses

EUROPEAN COMMISSION

http://ec.europa.eu/transport/roadsafety/vehicles/introduction_en.htm

EU MEMBER STATES

1. AT - Austria

Austria consists of 9 districts. Handling of applications is the responsibility of district governments.

National transport responsibility:

- the office of the district, in which the starting point is located, or
- the office in which the applicant is based.

International transport responsibility:

The office of the district where the itinerary enters in Austria.

1.1. Steiermark

Downloadable application form as DOC file.

Amt der Steirischen Landesregierung
Department 13B Transport
Grieskai 2, 8020 Graz
Tel.: +43 / 316 / 877 – 2917; Fax: +43 / 316 / 877 - 3427
<http://www.verkehrsserver.steiermark.at/projekt/Sondertransporte.htm#>

1.2. Wien

Downloadable application form as PDF file.

Amt der Wiener Landesregierung
Verkehrsorganisation und technische Verkehrsangelegenheiten
12., Niederhofstraße 21
Erreichbarkeit
Antrag (76-KB-PDF)
Einlaufstelle und Auskunft 1. Stock, Zimmer 121
Tel.: +43 / 1 / 811 14 - 92607 oder 92617; Fax: +43/ 1 / 811 14-99-92627
E-Mail: *post.r@m46.magwien.gv.at*
<http://www.magwien.gv.at/verkehr/organisation/route.htm>

1.3. Tirol

Downloadable form and information sheet as DOC files.

<http://www.tirol.gv.at/themen/verkehr/verkehrsrecht/transportbewilligung.shtml>

Amt der Tiroler Landesregierung
Abteilung Verkehr
Eduard-Wallnöfer-Platz 1
A-6020 Innsbruck
Tel.: +43 / 512 / 508 – 2454; Fax: +43 / 512 / 508 – 2455
<http://www.tirol.gv.at>

1.4. Vorarlberg

Only contact information:

http://www.vorarlberg.at/vorarlberg/wirtschaft_mobilitaet/mobilitaet/verkehrsrecht/weitereinformationen/kraftfahrrecht/transportbewilligungen.htm

Downloadable forms as DOC or RTF files at:

http://www.vorarlberg.at/vorarlberg/wirtschaft_mobilitaet/mobilitaet/verkehrsrecht/antraege_formulare/verkehrsrecht-antraege.htm

Amt der Vorarlberger Landesregierung
Verkehrsrecht
Egon Hellebrandt
Tel.: +43 / 5574 / 511 – 21219
E-Mail: egon.hellebrandt@vorarlberg.at

1.5. Salzburg

<http://www.salzburg.gv.at/themen/ve/verkehr/gueterverkehr-2/ausnahmegenehmigungen/spezialtransporte.htm>

Downloadable forms as PDF file at:

<http://www.salzburg.gv.at/service-2/formulare-service/verkehr-formular.htm>

Land Salzburg
KFZ-Prüfstelle
Postfach 527, A-5010 Salzburg
Tel.: +43 / 662 / 8042 - 5331 or 5332; Fax: +43 / 0662 / 8042 - 765313
E-Mail: kfz@salzburg.gv.at

1.6. Kaernten

Amt der Kaertner Landesregierung
Abt.15-Umweltschutz und Technik
Flatschacher Straße 70
9020 Klagenfurt
E-Mail: abt15.transport@ktn.gv.at

Downloadable form as PDF file.

<http://www.ktn.gv.at/index.html>; then go for 'Abteilungen', 'Abteilung 15', 'Kraftfahrwesen, Flugangelegenheiten, Sprengwesen', 'Kraftfahrwesen' and eventually 'Transportbewilligungen'.

1.7. Oberösterreich

Downloadable forms available as PDF, DOC and XLS files.

<http://www.ooe.gv.at/formulare/verkehr/index.htm>

Amt der OÖ Landesregierung
Abteilung Straßenbau
Stabstelle
Gruppe Sondertransporte
Kärntnerstraße 12
4021 Linz
Tel. Nr.: 0732/7720 DW 12581, 12931, 12932, 12515
Telefax: 0732 /7720 /12933
E-Mail: sondertransporte.baus.post@ooe.gv.at

1.8. Burgenland

Downloadable forms available as PDF and DOC files.

<http://e-government.bgld.gv.at/formulare/>

Amt der Bgld. Landesregierung
Europaplatz 1
7001 Eisenstadt
Abteilung 8 - Straßen-, Maschinen- und Hochbau
Hauptreferat Maschinenbau
Sondertransporte
Tel. +43 / 2682 / 64304 – 255
e-Mail: post.sondertransporte@bgld.gv.at

1.9. Niederoesterreich

Downloadable forms.

<http://www.noel.gv.at/Buergerservice/Formulare.htm#Verkehr>

Amt der Niederösterreichischen Landesregierung

Landhausplatz 1

A-3109 St.Pölten

Tel.: +43 / 2742 / 9005 / 15840; Fax.: +43 / 2742 / 9005 / 15844

Email: *post.st1t@noel.gv.at*

2. BE - Belgium

<http://www.mobilit.fgov.be>

3. BG - Bulgaria

Na

4. CY - Cyprus

Na

5. CZ - Czech Republic

Na

6. DE - Germany

Bundesland	Grenzübergang	Zuständige Straßenverkehrsbehörde	Ansprechpartner	Anschrift	Tel.	Fax.	eMail
Baden- Württemberg	Frankreich (Rheinau-Freistett) (Neuried- Altenheim)	Landratsamt Ortenaukreis		Badstraße 20 D - 77652 Offenburg	+49.(0)781.805 9973	+49.(0)781.805 9640	
Baden- Württemberg	Frankreich (Kehl am Rhein)	Stadt Kehl am Rhein Amt für öffentliche Ordnung		Hauptstraße 85 D - 77694 Kehl am Rhein	+49.(0)7851.88 266	+49.(0)7851.88 262	
Baden- Württemberg	Frankreich (Sasbach)	Landratsamt Emmendingen Straßenverkehrsamt		Schwarzwaldstraße 4 D - 79301 Emmendingen	+49.(0)7641.451 465	+49.(0)7641.451 469	
Baden- Württemberg	Frankreich (Breisach) (Mülheim- Neuenburg) (Neuenburg)	Landratsamt Breisgau- Hochschwarzwald Straßenverkehrsbehörde		Stadistraße 2 D - 79104 Freiburg i. Br.	+49.(0)761.2187 6610	+49.(0)761.2187 6699	
Baden- Württemberg	Frankreich (Weil am Rhein) Schweiz (Weil) (Weil-Friedlingen)	Bürgermeisteramt der Stadt Weil Rechts- und Ordnungsamt		Rathausplatz 1 D - 79576 Weil am Rhein	+49.(0)7621.704 316	+49.(0)7621.704 125	
Baden- Württemberg	Frankreich (Iffezheim)	Landratsamt Rastatt Straßenverkehrsbehörde		Untere Wiesen 6 D - 76437 Rastatt	+49.(0)7222.381 3205	+49.(0)7222.381 3297	
Baden- Württemberg	Schweiz (Bad Säckingen)	Bürgermeisteramt der Stadt Bad Säckingen Rechts- und Ordnungsamt		Rathausplatz 1 D - 79713 Bad Säckingen	+49.(0)7761.51 345	+49.(0)7761.5590 1921	
Baden- Württemberg	Schweiz (Waldshut- Tiengen) (Erzingen/Klettgau) (Stühlingen)	Große Kreisstadt Waldshut-Tiengen Ordnungsamt/ Straßenverkehrsamt		Wallstraße 26-28 D - 79761 Waldshut- Tiengen	+49.(0)7751.883 165	+49.(0)7751.883 127	

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Bundesland	Grenzübergang	Zuständige Straßenverkehrsbehörde	Ansprechpartner	Anschrift	Tel.	Fax.	eMail
Baden- Württemberg	Schweiz (Neuhaus-Randen)	Landratsamt Schwarzwald-Baar-Kreis Straßenverkehrsamt		Am Hopfbühl 2 D - 78048 Villingen- Schwenningen	+49.(0)7721.913 7209	+49.(0)7721.913 8912	
Baden- Württemberg	Schweiz (Bietingen) (Rielasingen)	Landratsamt Konstanz Straßenverkehrsamt		Max-Stromeyer-Straße 47 D - 78467 Konstanz	+49.(0)7531.892 8711	+49.(0)7531.892 8776	
Baden- Württemberg	Schweiz (Konstanz)	Stadt Konstanz Bürgeramt Straßenverkehrsbehörde		Untere Laube 24 D - 78459 Konstanz	+49.(0)7531.900 750	+49.(0)7531.900 486	
Bayern	Österreich	Landkreis Lindau	Fr. Waller	Bregenzer Straße 35 D - 88131 Lindau	+49.(0)8382.270 235	+49.(0)8382.270 237	<i>Carolin.Waller@landkreis-lindau.de</i>
Bayern	Österreich	Oberallgäu	Fr. Joerg	Oberallgäuer Platz 2 D - 87627 Sonthofen	+49.(0)8321.612 328	+49.(0)8321.612 67 328	<i>Christine.Joerg@lra-sf.bayern.de</i>
Bayern	Österreich	Ostallgäu	Fr. Rettich, Hr. Halmayer	Schwabenstraße 11 D - 87616 Marktoberdorf	+49.(0)8342.911 217	+49.(0)8342.911 553	<i>schwerverkehr@lra-oal.bayern.de</i>
Bayern	Österreich	Garmisch-Partenkirchen	Fr. Ostler	Olympiastraße 10 D - 82467 Garmisch- Partenkirchen	+49.(0)8821.751 255	+49.(0)8821.72 330	<i>Michaela.Ostler@lra-gap.de</i>
Bayern	Österreich	Bad Tölz- Wolfratshausen	Fr. Zimmermann	Prof.-Max-Lange-Platz 1 bis 7 D - 82467 Bad Tölz	+49.(0)8041.505 258	+49.(0)8041.505 251	<i>brigitte.zimmermann@lra-toelz.de</i>
Bayern	Österreich	Miesbach	Hr. Feichtner	Rosenheimer Straße 3 D - 83714 Miesbach	+49.(0)8025.704 305	+49.(0)8025.704 352	<i>alois.feichtner@lra-mb.bayern.de</i>
Bayern	Österreich	Rosenheim	Fr. Sieland	Wittelsbacherstraße 53 D - 83022 Rosenheim	+49.(0)8031.392 5362	+49.(0)8031.392 9003	<i>Mariamme.Sieland@lra-rosenheim.de</i>
Bayern	Österreich	Traunstein	Fr. Dürager	Gabelsberger Straße 8 D - 83278 Traunstein	+49.(0)861.58 498	+49.(0)861.58 513	<i>jutta.duerager@lra-ts.bayern.de</i>
Bayern	Österreich	Berchtesgadener Land	Hr. Riefer	Salzburger Straße 64 D - 83435 Bad Reichenhall	+49.(0)8651.773 344	+49.(0)8651.773 217	<i>georg.riefer@lra-bgl.bayern.de</i>
Bayern	Österreich	STV Bad Reichenhall	Hr. Huber	Rathausplatz 1 und 8 D - 83435 Bad Reichenhall	+49.(0)8651.775 237	+49.(0)8651.775 -213	<i>peter.huber@stadt-bad-reichenhall.de</i>

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Bundesland	Grenzübergang	Zuständige Straßenverkehrsbehörde	Ansprechpartner	Anschrift	Tel.	Fax.	eMail
Bayern	Österreich	Altötting	Hr. Brugger	Bahnhofstraße 38 D - 84503 Altötting	+49.(0)8671.502 518	+49.(0)8671.502 540	<i>schwerttransport@lra-aoe.de</i>
Bayern	Österreich	Rottal-Inn	Hr. Weidinger	Ringstraße 4 D - 84347 Pfarrkirchen	+49.(0)8561.20 830	+49.(0)8561.20 832	<i>ronald.weidinger@rottal-inn.de</i>
Bayern	Österreich	Passau	Hr. Hofbauer	Domplatz 11 D - 94032 Passau	+49.(0)851.397 374	+49.(0)851.49 05 95 374	<i>josef.hofbauer@landkreis-passau.de</i>
Bayern	Österreich	STV Passau	Fr. Zajic	Rathausplatz 2 und 3 D - 94032 Passau	+49.(0)851.396 389	+49.(0)851.396 -386	<i>petra.zajic@passau.de</i>
Bayern	Österreich und Tschechien	Freyung-Grafenau	Hr. Duschl	Wolferstraße 3 D - 94078 Freyung	+49.(0)8551.57 182	+49.(0)8551.57 244	<i>max.duschl@lra.landkreis-fyg.de</i>
Bayern	Tschechien	Regen	Hr. Huy	Poschetsrieder Straße 16 D - 94209 Regen	+49.(0)9921.601 328	+49.(0)9921.97 00 23 28	<i>verkehr@lra.landkreis-regen.de</i>
Bayern	Tschechien	Cham	Hr. Ederer	Rachelstraße 6 D - 94314 Cham	+49.(0)9971.78 247	+49.(0)9971.78 443	<i>verkehrsbehoerde@lra.landkreis-cham.de</i>
Bayern	Tschechien	Schwandorf	Fr. Stopfer Fr. Gotzler	Rachelstraße 6 D - 92421 Schwandorf	+49.(0)9431.471 259	+49.(0)9431.471 134	<i>barbara.stopfer@landkreis-schwandorf.de</i> <i>doris.gotzler@landkreis-schwandorf.de</i>
Bayern		Neustadt a. d. Waldnaab	Hr. Rauch	Wernberger Straße 12 D - 92648 Vohenstrauß	+49.(0)9651.3202	+49.(0)9651.3791	<i>jrauch@neustadt.de</i>
Bayern	Tschechien	Tirschenreuth	Hr. Land	Mehringener Straße 7 D - 95643 Tirschenreuth	+49.(0)9631.88 255	+49.(0)9631.88 304	<i>juergen.land@tirschenreuth.de</i>
Bayern	Tschechien	Wunsiedel i. F.	Hr. Molle	Jean-Paul-Straße 9 D - 95632 Wunsiedel i. F.	+49.(0)9232.80 217	+49.(0)9232.80 214 +49.(0)9232.80 9 217	<i>bernd.molle@landkreis-wunsiedel.de</i>
Bayern	Tschechien	Hof	Hr. Kemnitz	Schaumberger Straße 14 D - 95032 Hof	+49.(0)9281.57 210	+49.(0)9281.57 466	<i>Albrecht.Kemnitz@lra-hofbayern.de</i>
Brandenburg		Landesamt für Bauen, Verkehr und Straßenwesen		Lindenallee 51 D - 15366 Dahlwitz- Hoppegarten			
Mecklenburg- Vorpommern	Polen	Landesamt für Straßenbau und Verkehr		Erich-Schlesinger-Straße 35 18059 Rostock	+49.(0)381.122 3314	+49.(0)381.122 3500	<i>lsmv@mvnet.de</i>
Niedersachsen		Stadt Emden	Herr de Boer	Frickensteinplatz 2 26721 Emden	+49.(0)4921.871250	+49.(0)4921.871701	<i>stdeboer@emden.de</i>

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Bundesland	Grenzübergang	Zuständige Straßenverkehrsbehörde	Ansprechpartner	Anschrift	Tel.	Fax.	eMail
Niedersachsen		Landkreis Emsland Straßenverkehrsamt	Herr Egbrings	Ordeniederung 1 49716 Meppen	+49.(0)5931.44 2148	+49.(0)5931.44 3640	rainer.egbring@emsland.de
Niedersachsen		Landkreis Friesland	Herr Hinrichs	Postfach 12 14 26436 Jever	+49.(0)4461.919 8730	+49.(0)4461.919 8800	transport@friesland.de t.hinrichs@friesland.de
Niedersachsen		Landkreis Grafschaft Bad Bentheim Straßenverkehrsabteilung	Frau Poschmann- Matos	van-Delden-Straße 1-7 48529 Nordhorn	+49.(0)5921.961131	+49.(0)5921.961146	andrea.poschmann@grafschafft.de
Niedersachsen		Landkreis Leer Straßenverkehrsamt	Herr Backer		+49.(0)491.926 1404	+49.(0)491.926 1169	johann.backer@lkleer.de
Niedersachsen		Landkreis Leer, Außenst. Bunde	Frau Zeunert	Kirchring 2 26831 Bunde	+49.(0)4953.9235 13	+49.(0)4953.9235 35	zeunert@lkleer-svabunde.de
Niedersachsen		Stadt Nordenham	Herr Guhse		+49.(0)4731.84334	+49.(0)4731.84305	stadt@nordenham.de
Niedersachsen		Bez.Reg. Weser - Ems Dezernat 209	Herr Pundsack		+49.(0)441.799 2216	+49.(0)441.799 2174	richard.pundsack@br-we.niedersachsen.de
Niedersachsen		Stadt Wilhelmshaven Bürgerangelegenheiten/ öff. Sicherheit und Ordnung	Herr Braje		+49.(0)4421.161415	+49.(0)4421.161531	haben keine E - Mail
Niedersachsen		Landkreis Wittmund Ordnungsamt	Herr Ottmanns		+49.(0)4462.861212	+49.(0)4462.861229	werner.ottmanns@lk.wittmund.de
Nordrhein- Westfalen	Niederlande	Kreis Steinfurt Ordnungsamt		Tecklenburgerstrasse 10 48565 Steinfurt	+49.(0)2551.69 2365 +49.(0)2551.69 2072	+49.(0)2551.69 2369	
Nordrhein- Westfalen	Niederlande	Kreis Borken Fachbereich Verkehr		Burloerstr. 93 46325 Borken	+49.(0)2861.82 2027 +49.(0)2861.82 2031	+49.(0)2861.82 2016	
Nordrhein- Westfalen	Niederlande	Kreis Kleve 3.2 Straßenverkehr		Nassauer Allee 15 – 23 47533 Kleve	+49.(0)2821.85 372 +49.(0)2821.85 378	+49.(0)2821.85 360 +49.(0)2821.85 708	
Nordrhein- Westfalen	Niederlande	Kreis Viersen Straßenverkehrsamt		Rathausmarkt 3 41747 Viersen	+49.(0)2162.39 1548	+49.(0)2162.39 1556	
Nordrhein- Westfalen	Niederlande	Kreis Heinsberg Straßenverkehrsamt		Valkenburgerstr. 45 52525 Heinsberg	+49.(0)2452.1336 47	+49.(0)2452.1336 96	

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Bundesland	Grenzübergang	Zuständige Straßenverkehrsbehörde	Ansprechpartner	Anschrift	Tel.	Fax.	eMail
Nordrhein- Westfalen	Niederlande und Belgien	Kreis Aachen Straßenverkehrsamt		Würselen Carlo-Schmid-Strasse 4 52146 Würselen	+49.(0)2405.697 253 +49.(0)2405.697 254	+49.(0)2405.697 174	
Nordrhein- Westfalen	Belgien	Kreis Euskirchen Straßenverkehrsamt		Jülicher Ring 32 538770 Euskirchen	+49.(0)2251.15 287	+49.(0)2251.15 494	
Rheinland- Pfalz		Kreisverwaltung Trier- Saarburg		Willy-Brandt-Platz 1 54290 Trier	+49.(0)651.715 0	+49.(0)651 / 715 201	<i>kv@trier-saarburg.de</i>
Rheinland- Pfalz		Kreisverwaltung Daun		Mainzer Straße 25 54550 Daun	+49.(0)6592.933 0	+49.(0)6592.985033	<i>kv-daun@vulkaneifel.de</i>
Rheinland- Pfalz		Kreisverwaltung Südwestpfalz		Unterer Sommerwaldweg 40 – 42 66953 Pirmasens	+49.(0)6331.809 0	+49.(0)6331.809 300	<i>kv@lksuedwestpfalz.de</i>
Rheinland- Pfalz		Kreisverwaltung Südliche Weinstraße		An der Kreuzmühle 2 76829 Landau in der Pfalz	+49.(0)6341.940 0	+49.(0)6341.940 500	<i>kreisverwaltung@suedliche-weinstrasse.de</i>
Rheinland- Pfalz		Kreisverwaltung Bitburg- Prüm		Trierer Str. 1 54634 Bitburg	+49.(0)6561.15 0	+49.(0)6561.15 247	<i>webmaster@bitburg-pruem.de</i>
Rheinland- Pfalz		Kreisverwaltung Germersheim		Luitpoldplatz 1 76726 Germersheim	+49.(0)7274.53 0	+49.(0)7274.53 229	<i>kreisverwaltung@kreis-germersheim.de</i>
Saarland		Landeshauptstadt Saarbrücken - Straßenverkehrsbehörde _		Großherzog-Friedrich- Straße 111 66121 Saarbrücken			
Saarland		Stadtverband Saarbrücken - Straßenverkehrsbehörde		Schlossplatz 6 – 7 66119 Saarbrücken			
Saarland		Landkreis Saarlouis - Straßenverkehrsbehörde _		Kaiser-Wilhelm-Straße 4 – 6 66740 Saarlouis			
Saarland		Mittelstadt Völklingen - Straßenverkehrsbehörde _		Postfach 10 20 40 66310 Völklingen			

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Bundesland	Grenzübergang	Zuständige Straßenverkehrsbehörde	Ansprechpartner	Anschrift	Tel.	Fax.	eMail
Saarland		Landkreis Merzig- Wadern - Straßenverkehrsbehörde _		Bahnhofstraße 44 66630 Merzig			
Sachsen	Tschechien (GÜG Schönberg)	Landratsamt Vogtlandkreis	Herr Fickenscher		+49.(0)3765.53244	+49.(0)3765.53339	
Sachsen	Tschechien (GÜG Reitzenhain)	Landratsamt Mittlerer Erzgebirgskreis	Frau Baumann		+49.(0)3735.601 531	+49.(0)3735.22241 +49.(0)3735.601 533	
Sachsen	Tschechien (GÜG Oberwiesenthal)	Landratsamt Annaberg- Buchholz	Herr Hofmann		+49.(0)3733.832290	+49.(0)3733.832481	(nur mit Ausnahmegenehmigung vom Zollamt)
Sachsen	Tschechien (GÜG Zinnwald)	Landratsamt Weißeritzkreis	Herr Pohl		+49.(0)3504.6201331	+49.(0)3504.6201308	
Sachsen	Tschechien (GÜG Neugersdorf)	Landratsamt Löbau- Zittau	Herr Springer		+49.(0)3583.722316	+49.(0)3583.722338	
Sachsen	Polen (GÜG Ludwigsdorf)	Stadtverwaltung Görlitz	Frau Pache		+49.(0)3581.671883	+49.(0)3581.672134	
Schleswig- Holstein		Landeshauptstadt Kiel		Postfach 11 52 24099 Kiel	+49.(0)431.901 0	+49.(0)431.62008	
Schleswig- Holstein		Hansestadt Lübeck		Mühlendamm 12 23539 Lübeck	+49.(0)451.122 0	+49.(0)451.122 3388	
Schleswig- Holstein		Kreis Dithmarschen		Stettiner Straße 30 25746 Heide	+49.(0)481.97 0	+49.(0)481.97 1499	
Schleswig- Holstein		Kreis Ostholstein		Lübecker Straße 41 23701 Eutin	+49.(0)4521.788 0	+49.(0)4521.788 600	
Schleswig- Holstein		Kreis Schleswig- Flensburg		Flensburger Straße 7 24837 Schleswig	+49.(0)4621.87 0	+49.(0)4621.87 337	
Schleswig- Holstein		Kreis Nordfriesland		Marktstraße 6 25813 Husum	+49.(0)4841.67 0	+49.(0)4841.67 457	

7. DK - Denmark

<http://www.trafikken.dk> (Road Directorate [erhvervstransport] portal).

<http://www.politiet.dk> (Police portal).

8. EE - Estonia

Na

9. ES - Spain

<http://www.dgt.es>

10. FI - Finland

Finnish Road Administration (*Tiehallinto*) has 3 language versions of abnormal transport internet sites:

Finnish version <http://www.tiehallinto.fi/erikoiskuljetukset>

Swedish version <http://www.tiehallinto.fi/specialtransporter>

English version <http://www.tiehallinto.fi/abnormaltransports>

11. FR - France

<http://www.securiteroutiere.equipement.gouv.fr/infos-ref/route/transp-excep/index.html>

(Abnormal Transport portal of the Ministry of the Equipment)

12. GR - Greece

Na

13. HU - Hungary

Na

14. IE - Ireland Éire

Na

15. IT - Italy

ANAS s.p.a

Competent administration of the national roads

Directorate		Address	Tel	Fax
Direzione		V. Monzambano, 10 - 00185	06/44461	06/4456224 06/4454956 06/4454948 06/44700852
Compartiment	Sub compartment			
Ancona		V. Isonzo, 15 - 60124	071/5091	071/201559
Aosta		V. Grand Eyvia, 12 - 11100	0165/215311	0165/215331
Bari		V. Luigi Einaudi, 15 - 70125	080/5091111	080/5091437
	Foggia	Via Vittime Civili, 83 - 71100	0881/711341-2	0881/741433
	Lecce	V.le Gallipoli - 73100	0832/308119	0832/308119
Bologna		V.le Masini, 8 - 40126	051/6301111	051/244970
US Bologna		V.le Masini, 8 - 40126 Bologna	051/6089411	051/243996
	Trento - Autostrade	V.Amba Alagi, 24 - 39100 BZ	0471/289181	0471/282533
Cagliari		Via Biasi, 27 - 09131	070/52971	070/5297268
	Sassari	V.Carlo Felice, 1 - 07100	079/2830800	079/2830800
Campobasso		V. Genova, 54 - 86100	0874/772566	0874/96794
Catanzaro		V. E.De Riso, 2 - 88100	0961/531011	0961/725106
US Cosenza		Contrada Ligiuri - 87100	0984/308311	0984/36500
	Reggio Calabria	C.Racc. al Porto - 89100	0965/47991	0965/48421
	Salerno	Fratte loc. Matierno - 84100	089/484111	089/481420
	SA-RC	C.Racc. al Porto - 89100	0965/367111	0965/43816
Firenze		V.le dei Mille, 36 - 50131	055/56401	055/573497
Genova		V. Savona, 3 - 16129	010/54771	010/5477238
US Genova		V. Savona, 3 - 16129	010/594485	010/587355
L' Aquila		V. XX Settembre, 131 - 67100	0862/4351	0862/61983
	Pescara	V. Raffaello, 44 - 65124	085/42601	085/28429
Milano		P.zza Sraffa, 11 - 20136	02/582821	02/58313685
	Sondrio	V.Stelvio, 35 - 23100	0342/511096	0342/512335
Napoli		V.le Kennedy, 25 - 80125	081/7356111	081/7356312
	Salerno	Via Matierno, 6 - 84100	089/480221	089/274938
Palermo		V.le A De Gasperi, 247 - 90146	091/379111	091/521722
	Catania	Via Basilicata, 29 - 95045 Misterbianco (Catania)	095/7564111	095/7564234
	Catania	Via Basilicata, 29 - 95045 Misterbianco (Catania)	095/7564300	
	Trapani	V.M.Torre, 36 - 91100	0923/543503	0923/560436
	Enna	Contrada di Rupello - 94100	0935/26088	0935/26088
	Agrigento	V.le dei Templi - 92100	0922/401653	0922/24353
Perugia		V. XX Settembre, 33 - 06124	075/57491	075/5722929
Potenza		V. Nazario Sauro - 85100	0971/608111	0971/56531
Roma		V. B.Rizzieri, 142 - 00173	06/722911	06/72291452
Torino		V. Talucchi, 7 - 10143	011/473711	011/7420257
	Novara	V.S.Francesco, 8 - 28100	0321/622134	0321/622134
Trieste		V. Fabio Severo, 52 - 34127	040/5602111	040/577225
	Pordenone	V.Borgo San Antonio, 17 - 33170	0434/21176	0434/522153
	Udine	V.della Posta, 6 - 33100	0432/275711	0432/502356
Venezia		V. Millosevich, 49 - 30173 Mestre	041/2911411	041/5317321
	Belluno	V.le Europa, 71 - 32100	0437/9101	0437/942479

Autostrade per l'Italia S.p.A.⁴

Place	Address	Tel	Fax
Roma	V. Bergamini, 50 - 00159	06/43631	06/43634089 06/43634090
Firenze	C.P. 2310 - 50100	055/4202111	055/4202734

16. LT - Lithuania

Na

17. LU - Luxembourg

Na

18. LV - Latvia

Na

19. MT - Malta

Na

20. NL - Netherlands

<http://www.rdw.nl/tet>

21. PL - Poland

Na

22. PT - Portugal

Na

23. RO - Romania

Na

⁴ There are 24 highway companies in Italy, represented by **AISCAT** (addresses are available at <http://www.aiscat.it>). **Autostrade per l'Italia S.p.A** is the most important highway company (50% of total highway network).

24. SE - Sweden

- a) <http://www.vv.se/> (Road Administration [Vägverket] portal)
- b) http://www.vv.se/yrkestraf/regler/gods/vikt_dimension/transportdispens.htm
- c) http://www.vv.se/templates/page3____8666.aspx

Thomas Holmstrand

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Sweden

Röda vägen 1

Phone: +46 771 119 119

Fax: +46 243 758 25

25. SI - Slovenia

Na

26. SK - Slovakia

Na

27. UK - United Kingdom

<http://www.highways.gov.uk/business/>

www.esdal.co.uk

OTHER COUNTRIES

1. CH - Switzerland

Na

2. NO - Norway

<http://www.vegvesen.no/donnadiesel/> (Not dedicated to abnormal road transports; commercial transport issues).

3. TR - Turkey

Na

Annex 2: Turning behaviour tests applicable for overlong vehicle combinations

SCOPE

The tests for turning behaviour are applicable to unladen vehicle combinations intended for the transport of abnormal indivisible loads and falling within either of the following categories.

Category	Combination length not extended	Combination length extended
1	$\leq$ maximum authorised limit	$> 22,00$ m
2	$>$ maximum authorised limit	

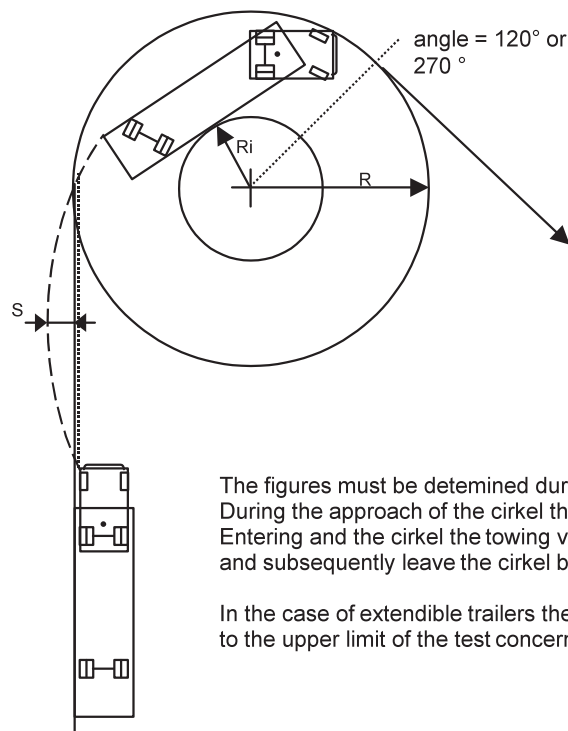
REQUIREMENTS

Test	Combination Length (CL)	R	Covered lane (= R - Ri)	Ri	S	Travelled Angle
I	$CL \leq 17\text{m}$	12,5 m	$\leq 7,2$ m	$\geq 5,3$ m	$\leq 0,8$ m	270°
II	$17\text{m} < CL \leq 20\text{m}$	12,5 m	$\leq 7,2$ m	$\geq 5,3$ m	$\leq 1,2$ m	120°
III	$20\text{m} < CL \leq 23\text{m}$	14,5 m	≤ 8 m	$\geq 6,5$ m	$\leq 1,4$ m	120°
IV	$23\text{m} < CL \leq 27\text{m}$	16,5 m	≤ 9 m	$\geq 7,5$ m	$\leq 1,7$ m	120°
V	$27\text{m} < CL \leq 30\text{m}$ Use of manual steering allowed	16,5 m	≤ 9 m	$\geq 7,5$ m	$\leq 1,7$ m	120°

No test is foreseen for overlong vehicle combinations longer than 30 m.

Vehicle combinations fulfilling the previous requirements may receive long term permits.

EXECUTION



Explanation of the abbreviations

R = external radius
Ri = internal radius
S = Swing out

The figures must be determined during the indicated travelling of the vehicle combination. During the approach of the circle the widest point of the vehicle must follow the tangent line. Entering the circle the towing vehicle must follow the radius with its utmost angular point and subsequently leave the circle by follow the tangent line.

In the case of extendible trailers the tests must be carried out with a CL as close as possible to the upper limit of the test concerned.

Annex 3: Usage of information & communication technologies

THE UK EXAMPLE.

1. The use of Information Communication Technologies (ICT) continues to improve access to data and speed up administrative processes as part of modernising government agenda - the movement of abnormal road transports should be no different. Member States are already providing greater access to documents and information on who to contact for permits through the Internet.
2. Some Member States are taking this further by making greater use of technology to improve processes and speed up the service to haulage and manufacturing industries. The United Kingdom has a project to provide Electronic Service Delivery of Abnormal Loads (ESDAL). This will give those moving an abnormal road transport assisted route planning and automated notification system via the Internet.
3. The current business process in the UK is entirely manual, largely based on the use of faxes to exchange and agree information. The use of ICT (Information & Communication Technologies) to automate much of this process will bring significant benefits to the large number of stakeholders involved and considerable abnormal road transports moved each year. The stakeholders include central and local government owners of highway structures, private structure owners, the police, manufacturers and the haulage industry. Their involvement will be a key element in the success of the ESDAL project.
4. The United Kingdom requires those moving an abnormal road transport up to 150 tonnes laden weight, 6.1 metres wide and 30 metres long to plan and notify the route together with the vehicle and load details to each of the different highway authorities and police forces on the route. Notification must be done a minimum of two to five working days in advance of the move taking place. Those wishing to move abnormal road transports above those weights or dimensions – known in the UK as Special Order loads - need to apply to government for a permit before they can be moved. If the haulier is granted permission to move the abnormal road transport a route will be planned and permit issued.
5. The ESDAL contract - which is in two parts: design/build and then two years operation - was awarded by the UK government to a private company on 30 April 2004. The design and development element is split into four phases expected to complete at the end of 2006.
6. Introducing the system to hauliers in a phased manner will also assist the change management necessary to deliver a successful project to the several hundred government stakeholders and several thousand hauliers. The existing paper based system will also run in parallel for those who do not have internet access.
 - **Phase 1 – Winter 2005** - is a web-based route planning system, providing contact details of all highway authorities and police forces that need to be notified of an abnormal road transport movement. The contact data will be comprehensive and regularly updated. In addition phase 1 provides the underlying software and hardware for the remaining three phases. The haulier will be able to plot the road route on a website map, which will give contact details of each authority that needs to be notified. The haulier will then notify the

movement of the abnormal road transport to the authorities identified by the ESDAL system using the existing fax based system.

- **Phase 2** – provides special tools for those within government processing the larger and heavier Special Order abnormal road transports. This includes streamlining the existing system using improved data and IT facilities, such as electronic maps. It will also act as pilot for the later Phase 4.
- **Phase 3** – will allow hauliers to send notifications for all abnormal road transport movements on their planned route via a single email portal. Hauliers will be able to save route and vehicle details and once a route is finalised the system will generate a list of all authorities notified. This phase will be a fully automated system, which will reduce the number of faxes sent saving both time and money.
- **Phase 4** – extends functionality to enable hauliers to carry out indicative route appraisals based upon a national database of bridge structures. Highway and police authorities will provide information on bridge capacities and other constraints such as road works. Extended functionality provided in this phase will encourage more hauliers to use the system and allow them to take constraints into account when planning their route thus reducing the number of notifications, as there will be fewer rejections and re-submissions.

Once the design and development of ESDAL is complete the private system developer will then operate ESDAL for two years before re-tendering for the operation.

For those who currently do not have Internet access the existing paper based system will remain in operation. However, as ESDAL is free to users the expectation is all abnormal road transports will be planned using ESDAL in the near future. Further details can be found on the site <http://www.esdal.co.uk>.

THE NETHERLANDS EXAMPLE.

The Netherlands is developing the ICT based central routing and issuing permits system CROS (Centraal Routeer- en Ontheffings Systeem). When fully operational, CROS will contain all data specific to each road authority (ca. 500).

CROS will determine the route in relation with the given input parameters (point of departure and arrival, weight and dimensions of the transport operation) and will indicate which road authority has to be contacted for acceptance. This system will be operational at the same time as when one-stop-shop is introduced by law in the Netherlands in the near future and as a consequence RDW (the Dutch road administration) will be handling all applications for abnormal road transports.

In its final stage, CROS will offer applicants a controlled access to the System by which they can prepare their permit.

Annex 4: Abnormal road transport application form

{NAME OF THE MEMBER STATE}

European flag and Member State flag

Abnormal Road Transport Application Form

1. GENERAL INFORMATION

RESERVED FOR THE ADMINISTRATION		
Client number* :		
File/reference number* :		
TO BE FILLED BY THE APPLICANT		
Name of the applicant :	Name of the haulier :	
Street, number :	Street, number :	
City :	City :	
Zip / Postal Code :	Zip / Postal Code :	
Country :	Country :	
Telephone: :	Telephone: :	
Fax: :	Fax: :	
E-mail: :	E-mail: :	
Country of vehicle's registration (if different)		
Date of the transport:	From (dd/mm/yyyy)	To (dd/mm/yyyy)
Completed truthfully Date (dd/mm/yyyy):	Name of the applicant:	Signature of the applicant (not required if sent by e-mail):

2. TRANSPORT INFORMATION

	Unladen vehicle	Load	Laden vehicle
Length (m)			
Width (m)			
Height (m)	(total / loading bed) /		
Mass (tonne)			
Overhang rear (m)	xxxxxxxxxxxx	xxxxxxxxxxxx	
Overhang front (motor vehicle) (m)	xxxxxxxxxxxx	xxxxxxxxxxxx	
Overhang front (drawbar) (m)	xxxxxxxxxxxx	xxxxxxxxxxxx	

If the maximum authorised mass is exceeded, please fill table 3 otherwise continue at table 4.

3. AXLE INFORMATION

Axle n°	Axle spacing	Axle load	Axle n°	Axle spacing	Axle load
1	mm	tonne	10	mm	tonne
2	mm	tonne	11	mm	tonne
3	mm	tonne	12	mm	tonne
4	mm	tonne	13	mm	tonne
5	mm	tonne	14	mm	tonne
6	mm	tonne	15	mm	tonne
7	mm	tonne	16	mm	tonne
8	mm	tonne	17	mm	tonne
9	mm	tonne	18	mm	tonne

4. VEHICLE INFORMATION

Type (1)	Registration n°	SERT n° (2)	Type (1)	Registration n°	SERT n° (2)
☐ Tractor			☐ Semi trailer		
☐ Lorry			☐ Drawbar trailer		
☐ Ballast tractor			☐ Dolly		
☐ Self-propelled machine					

(1) please tick the appropriate box

(2) provide SERT number in case of:

- overlong transport/vehicle (combination) and/or
- extendable trailers
- transports exceeding maximum legal mass and axle loads and/or
- a modular concept vehicle

Please send this application by e-mail to

Any errors arising from unclear handwriting are the responsibility of the applicant.

5. LOAD AND ROUTE INFORMATION

Load	Brief description of load	
☐ Divisible Load ☐ Indivisible Load	Evidence of indivisibility:	

Itinerary	Point of loading	
	Route / itinerary	
	Exit point country 1	
	Entry point country 2	
	Exit point country 2	
	Entry point country 3	
	Exit point country 3	
	Entry point country 4	
	Exit point country 4	
	Entry point country 5	
	Point of unloading	
Remark: If the direct distance between the points of loading and unloading is greater than 65 km, the applicant has to confirm and justify that other modes of transports are not possible or economically viable.		
Where applicable, describe the empty return trip.		

Please send this application by e-mail to

Any errors arising from unclear handwriting are the responsibility of the applicant.

Annex 5: Sert form

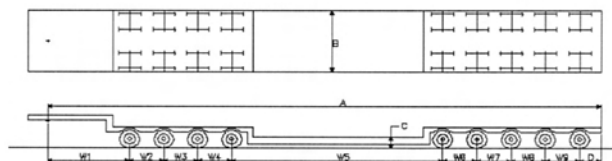
SERT
(SPECIAL EUROPEAN REGISTRATION TRAILER)

SERT Special European Registration Trailer

IKS (Individueel Keuren Speciaal)
POSTBUS 777 – 2700 AT ZOETERMEER
Tel. +31 (0)79 345 8302 – Fax +31 (0)79 345 8034

SERT DOCUMENT NUMBER : **SERT 00042 NL**

Make : Scheuerle
Type/version : S0SEU1854R5
VIN : see annex



A Centre of kingpin/towing eye to rear of trailer	min.	20360 max.	36360 (mm)
B Width	min.	3000 max.	6600 (mm)
C Height of loading platform in riding position	min.	740 max.	(mm)
D Overhang rear	min.	950 max.	(mm)
Specific design of loading platform	vesselbed	extendible and telescopic (width)	
Total weight unladen trailer	min.	49820 max.	61940 (kg)
King pin			3,5 inch
King pin D-value			280 (kN)
Towing eye diameter		N.A.	(mm)
Towing eye D-value		N.A.	(kN)

Turning behaviour

Vehicle meets RDW/TET regulation ONTH/N-03NL

Details :

Stroke of suspension = -325 / +325 mm

Width extendible vesselbed with loading possibility on the bottomflange of the beams.

[illegible][illegible]

This document is based on the information as given by the manufacturer or his authorized representative and is valid as long as the corresponding registration certificate(s) is (are) valid and providing that no vehicle modifications have been made that affect the contents of this document. The data are meant to be used as an indication for applications for abnormal road transports. Acceptance of the maximum values is strictly dependent on the policy in force in the concerning Member State.

The General Director of RDW
on his behalf,
Head of the Department Special Individual Approvals

SERT Special European Registration Trailer

Individueel Keuren Speciaal
POSTBUS 777 – 2700 AT ZOETERMEER
Tel. +31 (0)79 345 8302 – Fax +31 (0)79 345 8034

Appendix modulair vehicle

Only valid in connection to SERT document number : SERT 00042 NL			
Vehicle consists of the modules below	Identification numbers of permitted parts per module		
Gooseneck/ drawbar	W09891XXX4PS17011, W09898XX75PS17011		
Axle bogie	W09891XX04PS17034, W09891XX24PS17035		
Adapter	XMREUR01140000624		
Loading platform 2 optional	XMREUR01340000624	4400	Weight (kg)
Loading platform 3 optional	XMREUR01440000624	1400	Weight (kg)
Loading platform 4 optional	XMREUR01540000624	1680	Weight (kg)
Loading platform 5 optional	XMREUR01640000624	2040	Weight (kg)
Loading platform 6 optional	XMREUR01740000624	2600	Weight (kg)
Adapter	XMREUR01240000624		
Axle bogie	W09891XX54PS17031, W09891XX94PS17033, W09891XX74PS17032, W09891XX44PS17036		

Conditions

- The use of the modular composed vehicle on public roads is only permitted if:
- in the accompanying, valid, permit the applicable SERT document number is denoted;
 - for each axle bogie a valid vehicle registration document is present;
 - the vehicle is composed according to the SERT drawing (optional parts may be left out)
 - each used vehicle module is mentioned in the summary of permitted parts above

Substitutes appendix dd.

Date : 25-10-2005

The General Director of RDW
on his behalf,
Head of the Department Special Individual Approval
M. Uttien

SERT AF 2005F

Annex 6: Abnormal road transport corridors: the nordic examples

1. DENMARK

1.1 *The Danish Heavy Load Grid*

A major part of the Danish road network is pre-classified for heavy transports usage. This means that for that part of the road network, the classification of bridges and road pavements has been made and is publicly available. For the remaining part of the Danish road network, the classification of roads is made upon each application for an abnormal road transport, where necessary.

The Danish Heavy Load Grid encompasses all State Highways, most of the County roads but almost none of the municipality roads. A map displaying the Danish Heavy Load Grid is available at <http://www.trafikken.dk> – ‘erhvervstransport’. It is used by the police, both in administering the permit applications and at traffic inspections, as well as by the transport companies in planning their transport routes.

1.2 *Application procedure for abnormal road transports permits*

Hauliers willing to make an abnormal road transport operation have to introduce an application for a transport permit. The application includes:

- Certificates from the Danish Motor Vehicle Inspection Office for the vehicles intended to be used to carry the goods;
- A Transport Classification Certificate from the Danish Road Directorate.

These documents must accompany the application form, which is forwarded to the local Danish police authority. The police process the application and, before issuing the transportation permits, inquire with all the concerned road authorities if

- the planned transport route encompasses roads outside the Danish Heavy Load Grid;
- the transport classification exceeds the 100 class;
- the envisaged roads are inappropriate considering the transport classification.

For approximately 90 % of the applications, the police is able to issue the permits on the basis of the information available from the *Danish Heavy Load Grid* map and from the infrastructures clearance register as well as from the applicants own knowledge of the transport route.

General permits to use the *Danish Heavy Load Grid* are always issued by the police without consultation of the road authorities.

The condition for allowing bridge crossings by heavy transports is that the classification of the bridge is higher or equal to the transport's classification for bridges.

The condition for allowing heavy transports to drive on a road is that the classification of the road pavement is higher or equal to the transports classification for roads.

General permits for heavy transports is only issued for transports classified up to 100 (equivalent to approximately 100 tonnes Gross Weight), and principally only for driving on the *Danish Heavy Load Grid*.

In the transportation permits, the police specify the special conditions which are required for conducting the transport, e.g. time gaps for driving, notification of bridge wardens, transport speed, driving lane, escorting vehicles, police escort, etc.

1.3 Responsibility of the Danish Road Authority

Transports classification is issued by the Danish Road Directorate for the entire road sector on application from the hauliers. The characteristics of a transport configuration are encoded into an informatics program, which calculates the classification of the transport for bridges and roads. The classification certificate is forwarded to the applicant via fax or e-mail.

Applications are processed within one workday.

The application form can be downloaded or introduced on-line via an Internet portal (address: <http://www.trafikken.dk>).

Recommendations for the police

When the police is unable to issue the permits for a transport operation because of exceeded criteria, it should require recommendations from all concerned bridge and road authorities. Each bridge and road authority only answers inquiries concerning the part of the road network under its responsibility; the Danish Road Directorate should only answer inquiries about bridges and road pavements of the *Danish State Highway Network*.

For elaborating the recommendation, the classification of critical bridges is evaluated according to the actual transport. Where necessary, special conditions can be assigned, e.g. reduced speed and/or restrictions on general traffic at time of passage.

The situation is similar for roads. In addition, the possible road wear due to the transport is evaluated.

This information should also be available on thematic maps on the Internet portal mentioned earlier (<http://www.trafikken.dk>).

1.4 Danish Road Transport Classification System

In Denmark, the administration of heavy transports, including issuing the transport permits, is based on the classification system, which is used by all Danish road authorities, developed by the Danish Road Directorate for State Highways.

The Danish Road Transport Classification System consists of three parts:

- the classification of bridges;
- the classification of road pavements;
- the classification of transports.

The classification of bridges is a measurement of the load bearing capacity of each individual bridge. The classification of a bridge is normally done only once, and it is the responsibility of the bridge authority that a classification is made.

It is aimed that all bridges in the Danish *State Highway Network* have a minimum of Class 100, which means that the bearing capacity of the bridge allows up to 100 tonnes gross weight. A few bridges of the Highway Network still have a lower classification; these bridges are currently investigated for higher classification, through more advanced calculations, reinforcements or maybe replacement.

All the calculations leading to the classification of bridges are stored in the Danish Bridge Management System, DANBRO, used in Denmark since 1985 and now under implementation at several authorities in Europe and in the Far East. Four classifications exist for each bridge: one is the general classification and the other three are optional with attached special conditions for passage, e.g. reduced speed, lane requirements or restrictions for other simultaneous traffic on the bridge.

The classification of road pavements has traditionally been related to the classification of the bridges within the network link, and for the Danish *State Highway Network* the classification of road pavements is generally 100. This corresponds approximately to the road wear caused by 15 minutes of the annual average workday heavy traffic expressed in 10-tonne axle loads equivalent. If the general traffic volume of a road link is higher than the average for the State Highway Network, an optional classification of the road pavement is then calculated, which may lead to a higher classification. The road pavement classification of the link will be the highest of the two assessments.

The classification of transports is a measurement of the load/road wear which the transport causes to the bridges and road pavements.

For each transport two classifications are calculated, one for bridges and one for road pavements. The classification of the transport is the highest of these two figures and is used by the police for administering the application for transport permits. However as the axle configurations and the goods carried can vary greatly, it is required that a transport classification is assessed individually for each set-up.

2. FINLAND

2.1 Finnish road network for very large abnormal road transports

The Finnish road network for very large abnormal road transports is predefined part of the road network which is kept operable for the very large abnormal road transports. Taking the needs and requirements of abnormal road transports into consideration beforehand is not necessarily expensive, but afterwards it is often very expensive, even impossible, to correct mistakes made during the planning or building stages.

It is very important to keep in mind the requirements of abnormal road transports and to take them into consideration already when planning new roads and transportation systems. In many cases the people planning the roads and transportation systems lack information about the needs and requirements of abnormal road transports. Therefore, Finland has developed a set of standard values and instructions for dimensioning the road infrastructure.

2.2 Principles

The Finnish Road Administration, together with municipalities, maintains and develops the road network for very large abnormal road transports. Height and width obstructions on the network

have been either raised or moved aside, made easy and quick to remove temporarily or made easy to drive round. As a result, the Finnish very large abnormal road transports makes it possible to carry out abnormal road transports easier, faster and with less disturbance to other traffic.

The unobstructed transport height on this network is 7.0 metres; the unobstructed width on public roads and basic routes is 7.0 meters and on other streets and private roads, 6.0 metres. An abnormal road transport permit is needed, and all the rules and regulations concerning abnormal road transports are valid when moving on the network.

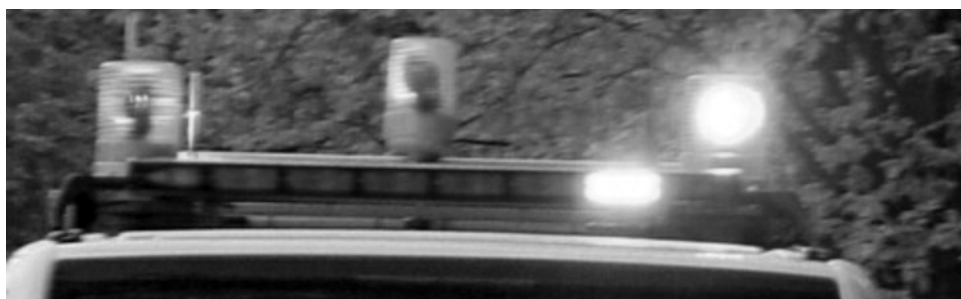
2.3 *Classification*

Administratively, the road network includes public, municipal and private roads. Outside population centres the network runs mostly along main roads and their parallel roads. Functionally, the road network is classified into 4 categories:

- Basic routes: routes from the biggest factories to the most important ports;
- Local routes: routes to local industrial areas or other destinations where abnormal road transports are very probable;
- Routes for heavy transformers: routes from the nearest railway station to a transformer substation;
- Other routes.

Annex 7: Marking of the load and escort vehicles





Traffic Director

Annex 8: Definitions

The definitions in this chapter should be read in conjunction with the following EC Directives and other international standards:

Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic *Official Journal L 235, 17/09/1996 P. 0059 – 0075*;

Directive 97/27/EC of the European Parliament and of the Council of 22 July 1997 relating to the masses and dimensions of certain categories of motor vehicles and their trailers and amending Directive 70/156/EEC *Official Journal L 233, 25/08/1997 P. 0001 – 0031*;

Directive 97/68/EC of the European Parliament and of the Council of 16 December 1997 on the approximation of the laws of the Member States relating to measures against the emission of gaseous and particulate pollutants from internal combustion engines to be installed in non-road mobile machinery *Official Journal L 059, 27/02/1998 P. 0001 – 0086*;

ISO Standard 612-1978, 15031978 Road vehicles -- Dimensions of motor vehicles and towed vehicles -- Terms and definitions.

Abnormal road transport

A vehicle or vehicle combination, having either no load or an indivisible load, which can only be transported by exceeding at least one of the maximum dimensions or axle, bogie or total weights authorised by Directive 96/53/EC and national legislation.

Abnormal vehicle/oversized vehicle

A vehicle that due to its construction exceeds at least one of the maximum dimensions or axle, bogie or total weights (for unladen vehicles) authorised by Directive 96/53/EC and national legislation.

Axle

An axle body (or axle bodies in case of an independent suspension) including two wheels, in one line perpendicular to the longitudinal axis of the vehicle.

Axle distance

Distance between axles measured perpendicular to the longitudinal axis of the vehicle.

Ballast tractor

A motor vehicle loaded with ballast weight intended for towing or pushing a heavy abnormal road transport drawbar trailer.

Convoy

A group of at least two abnormal road transports travelling one right after the other.

Dolly

A dolly is a trailer used to:

- 1) couple a semi-trailer to a towing vehicle. A dolly carries the load of the front part of the semi-trailer. When a semi-trailer is coupled to a dolly, it is considered as a drawbar trailer.
- 2) carry the rear (end) part of a long indivisible load, when the load operates as the chassis of the trailer.
- 3) couple an abnormal road transport semi-trailer to a towing vehicle. A dolly distributes the load of the semi-trailer to the fifth wheel axle of the towing vehicle and the axle(s) of the dolly.

Drawbar trailer (Directive 97/27/EC)

A towed vehicle with at least two axles and equipped with a towing device, which controls the direction of the front axle(s). The towing device can move vertically relative to the trailer and does not transmit significant vertical forces to the towing vehicle.

Escort vehicle

A motor vehicle that escorts an abnormal road transport along its itinerary. It should ensure the conspicuity of the abnormal road transport. It is located at the rear or at the front of the transport, depending on the type of road.

Foremost point of a vehicle

When the vehicle is on a horizontal pavement, point where a vertical plan perpendicular to the vehicle longitudinal axis touches the front of the unladen vehicle.

Front overhang

The distance measured horizontally and parallel to the longitudinal axis of the vehicle between two transverse planes passing through the foremost point of the load and foremost point of the vehicle.

Gross Vehicle Weight

For a motor vehicle the sum of the weights transmitted to the road surface by all the wheels of the vehicle and for a trailer the sum of the weights transmitted to the road surface by all the wheels of the trailer and of any weight of the trailer imposed on the drawing vehicle.

Group of axles (Directive 97/27/EC)

A combination of two or more axles being part of a bogie.

Indivisible load (Directive 96/53/EC)

A load that cannot, for the purpose of carriage by road, be divided into two or more loads without undue expense or risk of damage and which, owing to its dimensions or mass, cannot be carried by a vehicle complying with Directive 96/53/EC or national legislation.

Maximum Authorised Weight

The maximum weight for use of a laden vehicle in international traffic.

Mobile crane

A self-propelled machine specially designed for lifting loads.

Modular trailer

Any towed vehicle, for which a permit is needed to circulate on the roads, composed of interconnectable and interchangeable modules. Modules can be coupled in a variety of combinations.

One-stop shop (OSS)

OSS allows applicants to apply for and obtain an abnormal road transport permit for the entire itinerary from a single location.

Overall height

Maximum vertical distance between the road surface and a horizontal plane touching the highest point of the vehicle/load combination.

Overall length

When the laden vehicle is on a horizontal pavement, distance between the two vertical plans perpendicular to the longitudinal axis of the vehicle and touching the foremost and rearmost points of the vehicle/load combination.

Pendulum axle

Arrangement of two or more axles in one line perpendicular to the longitudinal axis of the vehicle with a provision for an equal load distribution on all wheels. (Note: Double mounted wheels are considered as one wheel).

Permit

A document issued by public authorities which authorises an abnormal road transport to use public roads or, in some Member States, private roads.

Police escort

A police force escorting an abnormal road transport along its itinerary.

Private escort

A private person escorting an abnormal road transport along its itinerary.

Rearmost point of a vehicle

When the vehicle is on a horizontal pavement, the point where a vertical plan perpendicular to the vehicle longitudinal axis touches the front of the unladen vehicle.

Rear overhang

The distance measured horizontally and parallel to the longitudinal axis of the vehicle between two transverse planes passing through the foremost rearmost point of the load and rearmost point of the vehicle.

Self-propelled machine (Directive 97/68/EC)

Any mobile machine, transportable industrial equipment or vehicle with or without body work, not intended for the use of passenger or goods transport on the road, propelled by an internal combustion engine.

Self-propelled modular trailer

A self-propelled modular trailer consists of modules which can be coupled in a variety of combinations to carry an indivisible load.

Semi-trailer (Directive 97/27/EC)

A vehicle which is designed to be coupled to a motor vehicle or to a dolly and imposes a substantial part of its weight on the motor vehicle or on the dolly.

Side overhang

Distance from the widest point of the vehicle to the widest point of the load, measured parallel to the lateral axis of the vehicle.

Towed machinery

A non-powered towed vehicle which is neither constructed nor equipped to carry goods or people.

Tractor unit

A semi-trailer towing vehicle.

Traffic director

A private person who has completed the abnormal road transport traffic director's training and has been granted a traffic director's license by national authorities. A traffic director has the legal right to direct, stop and give instructions to other traffic.

Trailer (or towed vehicle) (Directive 97/27/EC)

A non-self-propelled vehicle which is designed and constructed to be towed by a motor vehicle.

Vehicle combination (Directive 96/53/EC)

A road train or an articulated vehicle consisting of a motor vehicle and one trailer, or a motor vehicle and towed machinery. (Remark: this definition given by the Expert Group goes beyond Directive 96/53/EC and includes towed/self-propelled machine).

Vehicle height

The maximum vertical distance between the road surface and a horizontal plan touching the highest point of the vehicle.

Vehicle length

When the vehicle is on a horizontal pavement, the distance between the two vertical plans perpendicular to the longitudinal axis of the vehicle and touching its foremost and rearmost points.

Vehicle width

When the vehicle is on a horizontal pavement, the distance between the two vertical plans parallel to the longitudinal axis of the vehicle and touching the vehicle on the left and right sides when in a stretched position.

Warning light

Flashing or rotating amber beacon according to Regulation 65 of the UNECE Agreement concerning the Adoption of Uniform Technical Prescriptions.

Wheel base

Semi-trailers: distance between centres of king-pin and rearmost axle group.

Other vehicles: distance between centres of foremost and rearmost axle group

Annex 9: List of abbreviations and acronyms

CROS	(Centraal Routeer- en Ontheffings Systeem)
DANBRO	Danish Bridge Management and Maintenance System
ESDAL	Electronic Service Delivery of Abnormal Loads
ETRTO	European Tyre and Rim Technical Organisation
EU	European Union
GTW	Gross Trailer Weight
GVW	Gross Vehicle Weight
LED	Light Emitting Diode
OSS	One-Stop Shop
PDF	Portable Document Format
RAL	Reichsausschuss fuer Lieferbedingungen (a control authority for trade standards). About 210 colours are currently listed in the RAL table. The colours are defined by a 4-digit number code, the first number of which defines the colour range.
RDW	Dutch Road Administration
SERT	Special Registration of Trucks and Trailers
UNECE	United Nations Economic Commission for Europe
VIN	Vehicle Identification Number

Annex 10: Acknowledgements

The Commission wishes to thank all the experts, which have contributed to the elaboration of these guidelines and whose in-depth knowledge of the domain has been essential to the completion of this document.

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European Commission

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