Harmonising European ITS Services

Freight & Logistic Services

ACCESS TO ABNORMAL GOODS TRANSPORT REGULATIONS

Deployment Guideline

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The Deployment Guidelines have been developed in EasyWay, EIP and EIP+
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Trans-European Transport Network (TEN-T)

Support

Further information	dg.its-platform.eu	**Questions/help**	dg.its-platform.eu/user-support

Preface (2016)

After the EasyWay project ended in 2012, the Deployment Guidelines have been updated by the EIP / EIP+ projects. They focussed on updating Best Practice and did neither have the capacity nor the intention for a full revision of the text, since especially the Member State adoption of the guidelines' requirements form a huge asset of European harmonisation. In the light of recent European Delegated Regulations, the EU EIP platform will now consider a full revision of the format and the content of the whole set of Deployment Guidelines.

Preamble (2012)

EasyWay is a cooperation of road authorities and road operators from 27 European countries that have teamed up to unlock the benefits of cooperation and harmonisation in the deployment of Intelligent Transport Systems (ITS) on Europe's major road network. ITS as a technology is a known contributor to sustainable mobility in terms of improved safety, efficiency and reduced environmental impact. Nevertheless, fragmented deployment on a national level will fail to deliver seamless European services and will not contribute to a coherent European Transport network. The European Member States have consequently launched the EasyWay project together with the European Commission as a platform to harmonise their ITS deployments.

This document has been drafted by EasyWay as part of the set of documents containing the 2012 version of the EasyWay Deployment Guidelines (DG 2012). These guidelines have been developed by EasyWay experts and practitioners. They have undergone a thorough review by international domain experts in an intense peer review exercise and they have been validated by the participating Member State Partners of EasyWay in an extensive formal Member State consultation process, which finally led to their adoption as basis for all deployment activities in future EasyWay phases.

EasyWay as a project is not a standardisation body, nor does it have any power to legally constrain the Member State in their national deployment activities. It is therefore crucial to understand that these documents are neither technical standards, nor are they specifications as they would be required for such cases, e.g. as currently developed by the European Commission as their part of the implementation of the ITS Directive 2010/40/EU. But since a certain level of strictness in compliance is required to achieve the intended goal of the EasyWay Deployment Guidelines – harmonisation and interoperability in Europe – the guideline documents are written in a way that clearly defines criteria that deployments have to fulfil in order to claim overall compliance with the guideline.

Although not legally binding in any sense, compliance may be required for the eligibility of deployments in future ITS road projects co-funded by the European Commission. Deviation from compliance requirements may nevertheless be unavoidable in some cases and well justified. It is therefore expected that compliance statements may contain an explanation that justifies deviation in such cases. This is known as the "comply or explain" principle.

Although not standards themselves, the EasyWay DG2012 Deployment Guidelines in some cases do mention – and sometimes require – the use of such standards. This is the case in particular regarding the use of the CEN/TS 16157 series of technical specifications for data exchange ("DATEX II"). Although standardised data exchange interfaces are a powerful tool towards harmonised services in Europe, it must be understood that real world deployments have to fit into existing – and sometimes extensive – infrastructures and investment in these infrastructures must be protected. It is therefore important to note that the use of DATEX II mentioned below as a MUST is referred to implementation of "new" data exchange systems and not the utilisation of the existing ones, unless these latter affect harmonisation of deployments or interoperability of services.

Service at a Glance

SERVICE DEFINITION

"Access to abnormal goods transport regulations" is an information service where the applicant gets country-specific information on the vehicle regulations and permit application procedures, contact persons, and guidelines for completing application forms for abnormal transports.

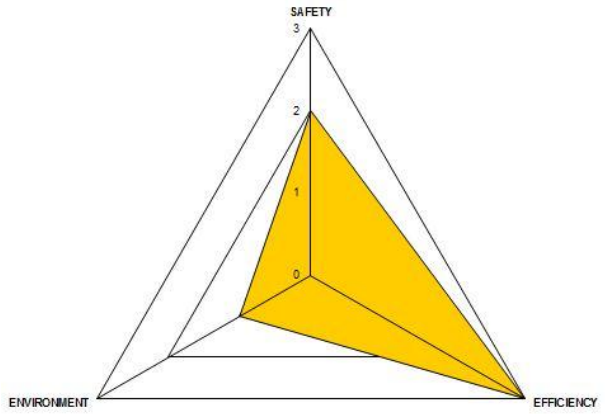
This service provides access to the necessary information and procedures regarding abnormal transports standardised for all European States, in a language understandable to the haulier/applicant (English and the respective national languages), and in a time frame acceptable to modern logistics.

In this service, both the necessary information and the contact details for the relevant authorities are easily accessible.

SERVICE OBJECTIVE

The objective of the Core European ITS Service is to provide a portal that offers all the relevant national characteristics for abnormal transports in the Member States in a reliable, comprehensive, and interactive manner, in order to provide all the requested information needed for particular transport permits and the contact data for all relevant authorities.

SERVICE BENEFITS RADAR



EUROPEAN DIMENSION

The European dimension of the service relates to geographical and legal aspects.

Transports taking place in European transport corridors such as the TEN-T include short sea shipping. The legal aspect of the European dimension includes several regulations and agreements. Within the EU, the Council Directive 96/53/EC gives information about the permissible dimensions and weights for certain road vehicles in international traffic. Vehicle combinations (trucks with ordinary trailers or semi-trailers) which comply with the criteria specified here may travel on roads within the EU without a special permit. The 'European Best Practice Guidelines for Abnormal Road Transports' also provides additional details.

The relevant legal guidelines for abnormal transports can be found under the following link:

EC-Directive 96/53/EC (for heavy goods vehicles):
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:1996L0053:20020309:EN:PDF

European Best Practice Guidelines for Abnormal Road Transports:
http://ec.europa.eu/transport/road_safety/vehicles/doc/abnormal_transport_guidelines_en.pdf

The nationwide combination of the EU-directive and the national regulation of abnormal transportation is complex within EU; this service makes it easier for hauliers to apply for permits for transnational transports across EU-Member States.

The service, however, covers normal accessibility only. Please note that local restrictions for low bearing capacity or obstacles such as abnormally low bridges are not covered.

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List of Abbreviations

AIL	Abnormal Indivisible Load
BE16	[Application form]
C&U	Construction and Use
CL&FR	Common Look & Feel Requirements
CMS	Content Management System
DG	Deployment Guideline
DGT	Dirección General de Tráfico/ (Spanish) Directorate General for Traffic
EC	European Commission
ESDAL	Electronic Service Delivery for Abnormal Loads
EU	European Union
EW	EasyWay
F&L / FL	Freights and Logistics
FR	Functional requirement
GB	Great Britain
GIS	Geographic Information System
ICT	Information and Communication Technology
ITS	Intelligent Transport System
LoS	Level of Service
LoSC	Level of Service Criteria
OE	Operating Environments
OPSI	Office of Public Sector Information
OR	Organisational Requirements
RFC	Request for Comments
SORT	Special Order Routing Tool
STGO	Special Types General Order
TEN-T	Trans European Network for Transport
TERN	Trans European Road Network
TIS	Traffic Information System
TMS	Traffic Management System
TR	Technical Requirements
VCA	Vehicle Special Orders under Section 44 of the UK Road Traffic Act 1988
VR1	[Application form]
VSO	Vehicle Special Order

FR<#>	Functional requirement <number>
OR<#>	Organisational requirement <number>
TR<#>	Technical requirement <number>
CL&FR<#>	Look and feel requirement <number>
LoSR<#>	Level of service requirement <number>
LoSC<#>	Level of service criteria <number>

1 Introduction

1.1 The concept of the EasyWay Deployment Guidelines

1.1.1 Preliminary note

This document is one of a set of documents for the EasyWay project, a project for Europe-wide ITS deployment on main TERN corridors undertaken by national road authorities and operators with associated partners including the automotive industry, telecom operators and public transport stakeholders. It sets clear targets, identifies the set of necessary European ITS services to deploy (Traveller Information, Traffic Management and Freight and Logistic Services) and is an efficient platform that allows the European mobility stakeholders to achieve a coordinated and combined deployment of these pan-European services.

EasyWay started in 2007 and has since established a huge body of knowledge and a consensus for the harmonised deployment of these ITS services. This knowledge has been captured in documents providing guidance on service deployment - the EasyWay Deployment Guidelines.

The first iteration of the Deployment Guidelines mainly captured best practice. This strongly supported service deployment within EasyWay by:

- making EasyWay partners in deployment aware of experiences made in other European deployment programmes.
- helping to avoid making errors others had already made
- reducing risk and facilitating efficient deployment by highlighting important and critical issues to consider

Meanwhile, this best practice has already successfully contributed to ITS deployments across Europe. It is now possible to take the logical next step and actually start recommending those elements of service deployment that have proven their contribution to both the success of the local deployment, as well as the European added value of harmonised deployment for seamless and interoperable services.

1.1.2 Applying Deployment Guidelines – the “comply or explain” principle

The step from descriptive best practice towards clear recommendations is reflected in the document structure used for this generation of the Deployment Guidelines. Apart from introduction and the annexes that cover specific additional material, the Deployment Guidelines consist of two main sections:

Part A – this part covers the recommendations and requirements that are proven to contribute to successful deployment and have been agreed by the EasyWay partners as elements that should be part of all deployments of this particular service within the scope of EasyWay. Thus, the content of this section is prescriptive by nature. EasyWay partners are expected to ensure that their deployments are compliant with the specifications in this section. Wherever concrete circumstances in a project do not allow these recommendations to be followed fully, EasyWay partners are expected to provide a substantial explanation for the need for this deviation. This concept is known as the “comply or explain” principle.

Part B – this part offers an opportunity to provide more valuable but less prescriptive information. Supplementary information may be contained including – but not limited to – regional/national examples of deployment and business model aspects like stakeholder involvement or cost/benefit analysis results.

1.1.3 Use of Language in Part A

It is essential for every prescriptive document to provide specifications in a well-defined and unambiguous language. There are various definitions that clarify the use of particular words (such as those listed below) within their prescriptive texts.

For the purpose of the EasyWay Deployment Guidelines, the well-established provisions of the RFC 2119 (http://www.ietf.org/rfc/rfc2119.txt, see (1)) are used, which is used to specify the basic Internet standards:

The key words "MUST", "MUST NOT", "REQUIRED", "SHALL", "SHALL NOT", "SHOULD", "SHOULD NOT", "RECOMMENDED", "MAY", and "OPTIONAL" in this document are to be interpreted as described in RFC 2119.

An overview of the keywords, their meaning and the possible answers in the context of part A provides the following table. In general the keywords in brackets are possible, but their use is not recommended in order to avoid confusion which may arise as a consequence of different common linguistic usage of the terms in the different EU member states.

Requirement wording	Meaning in RFC 2119	Meaning in EasyWay	Possible checklist answers
MUST (REQUIRED, SHALL)	the definition is an absolute requirement	there may exist insurmountable reasons to not fulfill (e.g. legal regulations…)	**fulfilled: yes** **or** **Fulfilled: no - explanation of insurmountable reasons**
MUST NOT (SHALL NOT)	the definition is an absolute prohibition		
SHOULD (RECOMMENDED)	there may exist valid reasons in particular circumstances to ignore a particular item, but the full implications must be understood and carefully weighed before choosing a different course.	The Definition is very close to a "MUST", "MUST NOT" Meaning in EasyWay conform to RFC 2119	**fulfilled: yes** **or** **Fulfilled: no - with explanation**
SHOULD NOT (NOT RECOMMENDED)	there may exist valid reasons in particular circumstances when the particular behavior is acceptable or even useful, but the full implications should be understood and the case carefully weighed before implementing any behavior described with this label		
MAY (OPTIONAL)	The item is truly optional. One deployment may choose to include the item because of particular local circumstances or because it is felt to deliver a special added value	Meaning in EasyWay conform to RFC 2119	**fulfilled: yes - with explanation** **or** **Fulfilled: no**

Table 1: Part A - requirement wording

Note: the capitalisation of these keywords that is frequently used in IT standards is not recommended for EasyWay Deployment Guidelines.

The use of this 'requirements language' allows the direct transfer of the requirements stated in part A to a compliance checklist.

The following paragraph gives an example for a functional requirement:

Functional requirement:

- **FR2:** Data and information collected by both automatically and non-technical sources must be based upon both a consistent geographic reference model and a time validity model, which both **must** be part of data description.

Beneath "Requirement" a new semantic element "Advice" is proposed for part A, which has not the character of a hard requirement but of a "recommendation" and hence must not be listed in the compliance checklist. "Advice" is not immediately related to the three pillars of ITS-service harmonization (Interoperability, Common look & feel, Quality criteria) but to "inner features" of an ITS-service. Nevertheless such an element delivers a European added value and hence should be addressed by the deployment guidelines.

The notation for using the advice element in the text is as follows:

Organisational advice:

- Clear definitions of organisational aspects are a crucial precondition for the successful implementation of a "Forecast and real-time event information service" and should be documented and accepted of all involved parties/partners in form of a Common partner arrangement/MoU - Memorandum of understanding, which establishes the details of co-operation.

1.2 ITS-Service Profile

1.2.1 ITS-Service Strategy

1.2.1.1 General Service Description

In the context of this guideline, abnormal transport is defined as follows:

"Abnormal transports mean transports of no load or an indivisible load on vehicles or vehicle combinations that exceeds at least one authorised dimension or weight allowed in normal road traffic in the Member States where the transport will be carried out".

In the past years, traffic density has increased perceptibly, especially on the European roads. In addition, abnormal transports have also increased. The regulations for abnormal transports differ within the European countries. Furthermore, the application procedures, application forms, and responsible authorities vary depending on the country.

As abnormal transport traffic increases, so does the administration effort. In particular, abnormal transports need a special permit issued by the responsible national authorities and the particular road operators from all Member States through which they want to pass. For each state, the applicant needs specific information on the regulations, permit procedures, contact persons, and guidelines for completing the country-specific application forms.

The service aims to provide hauliers and truck drivers a single European portal or access point that will provide them the necessary information on abnormal transport regulations within the EU and links to national services and additional information.

In summary, this service provides a general access to the main information and procedures regarding a specific abnormal transport, homogenised for all Member States, in a language understandable to the trucker/applicant (English and the respective national languages), and in a timeframe acceptable for modern logistics, supplying a direct link to the already existing different National web platforms.

1.2.1.2 What is the Vision?

The objective of the Core European ITS Service is to provide a portal that offers all the relevant national characteristics for abnormal transports in the Member States in a reliable, comprehensive, and interactive manner, in order to provide all the requested information needed for particular transport permits and the contact data for all relevant authorities.

1.2.1.3 What is the Mission?

Users of the services will be able to check

- if special permits are needed;
- if special requirements have to be fulfilled;
- which authorities are involved; and
- whether online applications are available and the corresponding links to the national application procedures.

The service will provide the necessary information and procedures for the communication between the involved authorities and the target group. The target group consists of

- manufacturers producing the product;
- consignors presenting the goods for transport;
- forwarding agencies organising the entire transport;

- shipping companies involved in the sea/waterway transport;
- hauliers/carriers carrying out the transports passing through several countries; and
- consignees receiving the product.

1.2.1.4 EasyWay harmonisation focus

The main focus of this EasyWay-deployment guideline is to provide a common web-interface service on European level.

1.2.1.5 Distinctiveness from other ITS-services

As "Access to abnormal goods transport regulations" is an information service related to transport regulations it cannot be compared with the other TIS-, TMS- and F&L-services, which are related to the road network and road using and travelling conditions.

1.2.2 Contribution to EasyWay Objectives

Member States have to provide reliable up-to-date information in advance to abnormal goods transports, simplified communication, and easy access to the relevant application procedure (documents or online service). Furthermore, the provision of additional services, such as, for example, special route planning, reservation of suitable parking lots, support for the hauliers' preparation of the specific transport in determining the safest and most suitable route with minimal disturbance from traffic and ideal timeslots in consideration of traffic and road conditions is considered highly desirable.

In summary, the service aims to:

- improve traffic safety;
- reduce congestion; and
- lead to a better environment.

1.2.2.1 Service radar

The graph below provides a quantification of the added value of the "Access to abnormal good regulations" service regarding the three main objectives of EasyWay which are: safety, efficiency and environment. The applied scales for the service radars are based on an expert view and not on specific scientific analysis.

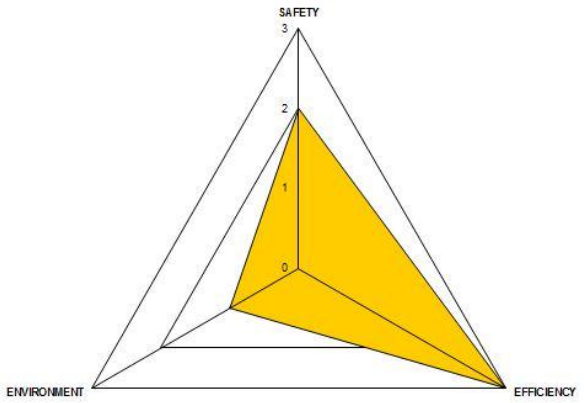


Figure 1: Service radar "Access to abnormal good regulations"

1.2.2.2 Safety

The information on the requirement of special permits is a basic foundation of transports. Good preparation of ones transportation route prevents not only inconveniences with authorities but also a higher stress level. The avoidance of stress reduces the risk of accidents.

The intended service is going to provide all information needed for hauliers for a smooth transportation process concerning legal authorities and as a matter of fact the prescribed routes.

1.2.2.3 Environmental impact

The provided information related to application processes for getting permits leads to optimised planning of transportation routes. Well planned transport minimises environmental pollution.

The application process partly includes prescribed routes. These routes are planned to be network efficient. Optimised traffic flow decreases CO2 emission.

1.2.2.4 Network efficiency

The information on the requirement of special permits partly leads to prescribed routes by the authorities. These routes are optimised routes and guide drivers through traffic. Particular areas can be avoided. The traffic flow can be improved.

1.2.3 Current status of deployment

For abnormal transports within the EU, different references must be considered, in particular, the Council Directive 96/53/EC and the European Best Practice Guideline for Abnormal Road Transport published in 2006 by the European Commission Directorate-General for Energy and Transport in cooperation with the European Association of Heavy Haulage Transport and Mobile Cranes. The documents can be downloaded from the following links:

Council Directive 96/53/EC:

- http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:1996L0053:20020309:EN:PDF

European Best Practice Guideline for Abnormal Road Transport:

- http://ec.europa.eu/transport/roadsafety_library/vehicles/abnormal_transport_guidelines_en.pdf

1.2.4 European Dimension

The European dimension of the service relates to geographical and legal aspects.

Transports taking place within European transport corridors such as the TEN-T include short sea shipping. The legal aspect of the European dimension includes several regulations and agreements. Within the EU, the Council Directive 96/53/EC gives information on the permissible dimensions and weights for certain road vehicles in international traffic. Vehicle combinations (trucks with ordinary trailers or semi-trailers) which comply with the criteria specified here may travel on roads within the EU without a special permit.

The relevant legal guidelines for abnormal transports can be found under the following link:

EC-Directive 96/53/EC, which deals with heavy goods vehicles:
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CONSLEG:1996L0053:20020309:EN:PDF

The ‘European Best Practice Guidelines for Abnormal Road Transports’ provides additional information.

European Best Practice Guidelines for Abnormal Road Transports:
http://ec.europa.eu/transport/road_safety/vehicles/doc/abnormal_transport_guidelines_en.pdf

The nationwide combination of the EU-directive and the national regulation of abnormal transportation is complex within EU; this service makes it easier for hauliers to apply for permits for transnational transports across EU-Member States.

2 Part A: Harmonization Requirements

2.1 Service Definition

Access to abnormal goods transport regulations is an information service where the applicant gets country-specific information on the vehicle regulations and permit application procedures, contact persons, and guidelines for completing application forms for abnormal transports.

This service provides a general access to the main information and procedures regarding a specific abnormal transport, homogenised for all Member States, in a language understandable to the trucker/applicant (English and the respective national languages), and in a timeframe acceptable for modern logistics, supplying a direct link to the already existing different National web platforms.

In this service, both the necessary information and the contact details for the relevant authorities are easily accessible.

It is planned to build an umbrella that combines all national services. One possible way for an umbrella is the web service TransportXXL. As this project gathers around several countries using the steps developed for this deployment guideline to find and implement new participants, it offers very good knowledge about and conditions to handle the development as a comprehensive web service.

2.2 Functional Requirements

This chapter presents the website structure of the umbrella service for abnormal transports, which enables the user to gain a general overview of the topic, 'abnormal transports' and enquire about detailed information for each country.

In the course of its implementation, this service may require additional levels, such as, for example, specific rules regarding escort vehicles inside a Member State. To make the navigation of the website easier, graphical interfaces such as maps will be used.

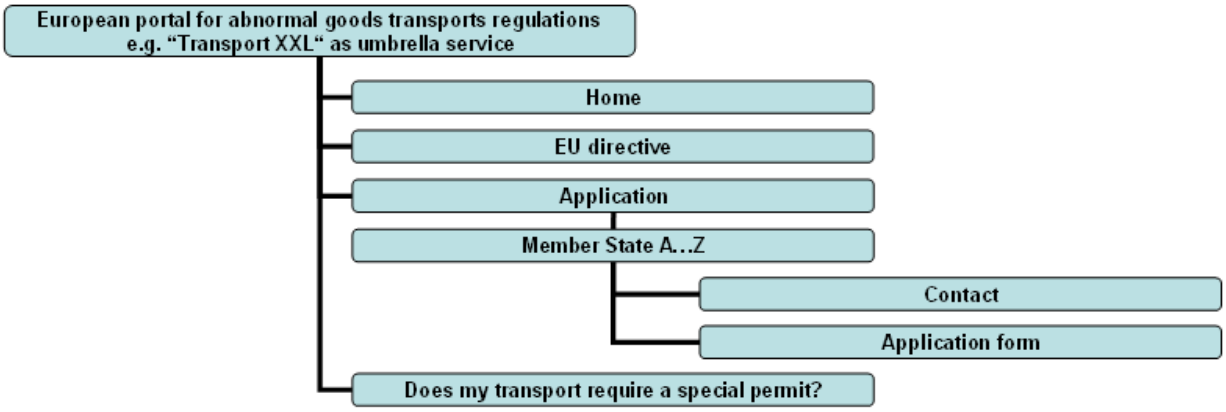


Figure 2: Sitemap draft

The section, 'Home', welcomes the user in the local language (determined via user agent detection) and gives him an introduction to the content of this website. Under the headline 'EU rules and regulations for abnormal transports' the EU-level relevant legislation is specified and described as well as the link to National rules (see figure 1 for depicted sections Home and EU directive).

Functional requirements:

- **FR1**: The website **must** provide information on 'EU rules and regulations for abnormal transports'.

The user gets all the necessary information regarding the application procedure in the section, 'Application' (see figure 1), which presents the information according to Member States and subdivided into the sections, 'Contact' and 'Application form'. If there are national online application services in place, the application data may be transferred directly to the corresponding system. Otherwise, the data may be transferred to an application form ready for printing or sending. At the very least, the necessary application forms should be linked to the service.

- **FR2**: The website **should** provide information on the question: 'Does my transport need a special permit?

In the section 'Does my transport require a special permit?' a query asks the user to submit measurement and weight information to be passed on to the countries of a transport. This data will be compared (by query) to the national regulations of the chosen countries. As an output, the user receives a response explaining whether the transport falls into the category of 'abnormal transport' or not.

- **FR3**: The website **must** provide information on the question: 'How to apply for a special permit?'

The service must explain the formal procedure. Application forms can be offered for download. If an online application system exists, the link to this service should be provided. A guide through the application process is recommended. All these services can be provided on the national website and be made available by an external link.

Functional advice:

- The service will also feature a search engine. This engine searches the website for the keywords entered by the user. The national project partners are going to be listed in the section 'Imprint And Terms of Use' (or similar), so that users can contact them if they have any further questions.

The service provides information about abnormal transports in the Member States. The responsibilities fall under three main scopes:

- the technical support of the web based service;
- the accuracy and topicality of the information and links; and
- the accuracy of translations.

Technical support of a web service is a common task of a webmaster. The webmaster, being responsible for the technical support of the umbrella service, cooperates with the webmasters responsible for the services in the various Member States. The accuracy and topicality of the information provided by the service and the corresponding translations are overseen by a group of experts which consists of one representative from each Member State whose rules and regulations are rendered by the service. These experts are representatives from authorities, road administrations and road operators. Every Member State has to appoint one representative for the expert group. This representative is the experts group's contact to the Member States and vice versa. In addition, the expert group is supervised by a corresponding manager who coordinates the teamwork. This position will be continuously assumed by a common service provider.

For a comprehensive platform it should be strived for the transformation of an information portal to a transaction portal.

2.3 Organisational Requirements

Organisational requirements:

Each Member State has to contribute monetary funding if the service is to be launched. The funding form will then be clarified and communicated.

In order to realise this service, resources should be made available for

- **OR1**: Resources and organisations **should** be made available for operating appropriate services as mentioned in chapter 1.2.2 in an integrated manner.
- **OR2:** Resources and organisations **should** be made available for the development of a common umbrella for these services.

The nomination of a coordinator will be useful during the development of the umbrella service.

There are other special requirements for Member States participating in this project:

- **OR3**: One contact person for each country **must** be available for guaranteeing the websites' accuracy and topicality.
- **OR4**: Regular quality improvement loops **should** be established in which user feedback is integrated and the quality of the service can constantly be improved.
- **OR5** Update processes **must** be defined and implemented so that the offered information is always up to date.
- **OR6**: Resources **should** be made available for dissemination and promotion activities for the service.

2.4 Technical Requirements

2.4.1 ICT Infrastructure requirements

Technical advice:

- As an ICT infrastructure, a web-based solution complies best with the requirements. A web service can be used to develop an interactive and secure access to databases and services containing information regarding national regulations and permit application procedures. The general structure of a web service is shown below:

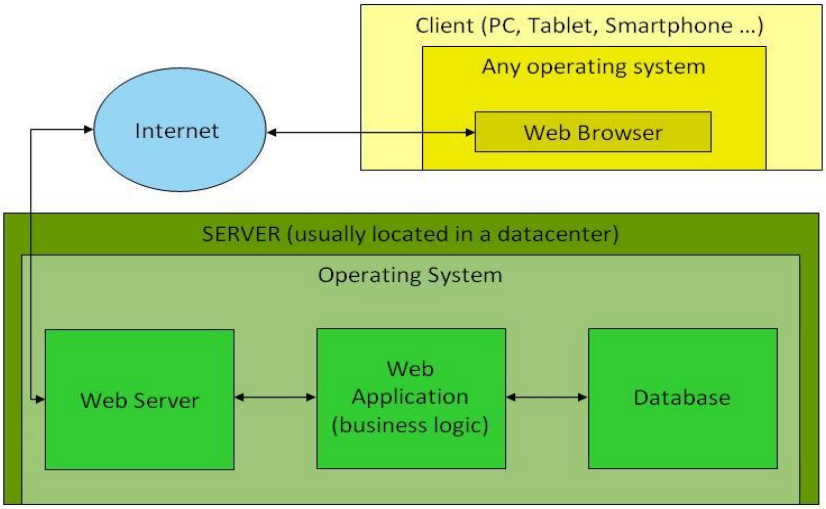


Figure 3: General structure of a web service

The umbrella service incorporates existing services regarding abnormal transports. The hard- and software should be adaptable and flexible to further developments and expansions. The update and validation of the data will be conducted online with a specific content management system in connection with the concerted and documented processes defined by one responsible manager. This person in charge will be supported by a working group of national experts form each participating country.

Exchange of data:

In order to identify the requirements of a stable, safe, and sustainable ICT infrastructure, a qualified collection of proven, tested, and comparable existing services (e.g. services introduced as part of implementation of the services directive) will be compiled. Based on this, participating countries must identify hard- and software requirements from these existing services that may also be suitable or applicable to the umbrella service.

The technical requirements for the implementation of an information service for a new country will be quite low, requiring only the relevant regulations and specifications for the new country, as the existing platform will be able to handle these requests.

Technical requirement:

A bilateral information and communication system with a uniform data language enables the participants of the web service to communicate changes of national legislation more easy and convenient. In order to support future developments and services a data model like DATEX II as a language for traffic information, describing all traffic items, their condition and linkage, is recommended.

- **TR1:** A DATEX II data model **may** be used to exchange data.

2.5 Common Look & Feel

The user will experience a common look and feel of the Internet-based service. 'Common look and feel' means that the umbrella service will have a consistent appearance for the sections corresponding to each Member State. The requirements for abnormal transport approvals work under the same principle for each country, so that the user eventually becomes acquainted with the information structure. This only applies to new platforms. Already existing platforms will not have to change their web interface.

The prerequisite for the uniform interface is a common structure on the pages of the several states and direct links to respective approval authorities.

The following steps are required to launch the web service, 'Access to abnormal goods transport regulations' (please refer to the supplementary Part B for supporting forms and tables):

Common look & feel requirements:

- **CL&FR1**: The website **must** provide a description of the services in the local language for the 'Home' section.
- **CL&FR2:** The website **must** provide the section, 'EU rules and regulations' in the local language and in English in order to provide information on procedures in individual EU states.
- **CL&FR3**: The website **must** provide a table containing relevant dimensions[1] as input for the database in the section, 'Does my transport need a special permit?'
- **CL&FR4**: The website **must** provide a general description of the national application procedures, including a link to national application forms, relevant contact information for the application procedure and any additional documents a country would like to make available for download purposes. This information must be provided in English and the local language.
- **CL&FR5:** The website **must** provide a translation of the websites' general text highlights describing the web service for users in the local language.

After providing the webmaster with the above texts, translations, and tables, the service will be implemented in the up-and-running system, e.g. 'Transport XXL'. The newly integrated country will then be able to access the relevant part of the CMS. After a certain period of testing, the implemented data would go live.

[1] Dimensions are measures (height, length, width and overhang) and weights including axle loads.

2.6 Level of Service Definition

2.6.1 Preliminary remarks

The scope of EasyWay is to provide Core European Services to European road users. These services are harmonized in content and functionality, but also in their availability: The road users shall be able to expect a certain services offer in a specific road environment. In order to provide a basis for the harmonization process EasyWay needs a tool to define such environments in an agreed manner. This tool is the Operating Environments – a set of pre-defined road environments combining physical layout of the road and network typology with traffic characteristics.

In essence, EasyWay has agreed on a set of 18 pre-defined Operating Environments (OE) where each OE is a combination of three criteria:

- Physical characteristics – Motorways, other 3/4 lane roads or 2-lane roads
- Network typology – Corridor, Network, Link or Critical spot
- Traffic characteristics – Traffic flow and road safety situations (with optional additions)

For more information and details, visit https://dg.its-platform.eu.

2.6.2 Level of Service Criteria: Provision

The levels are arranged according to their benefit for the user. Service level A stands for the minimum service available and service level three for the highest user benefit.

- **Service level A: National (Internet-based) Service**

All necessary information about relevant rules and regulations on abnormal goods transports will be provided in the local language on the national website in each EU-Member State. Application forms will be available in the national language.

- **Service level B: National Service in English and the Local Language**

All necessary information on the relevant rules and regulations on abnormal goods transports will be provided in the local and international (i.e. English) languages on the website in each Member State. Application forms will be available in both languages.

- **Service level C: National Service Connected to the European Portal**

All necessary information on the relevant rules and regulations on abnormal goods transports will be provided in the local and international (i.e. English) languages on the website connected to the other Member States. Application forms will be available in both languages.

For the provision of a service there are three main criteria:

- **LoSC1**: Do you provide information regarding restrictions and regulations for abnormal transports on an Internet platform in your local language?
- **LoSC2**: Do you provide information regarding restrictions and regulations for abnormal transports on an Internet platform in English?
- **LoSC3**: Is this information service connected to a European portal?

2.6.3 Level of Service Criteria: Query and Application

In addition, the level of service may also be extended by a query and/or an application.

Using a query, the user will be able to check whether his transport is subject to special requirements and/or permissions or not. To do so, he must enter all relevant facts (e. g. measurements and weights) regarding his transport.

An online application and, if technically possible, the issued permission may be provided in a standardised form for related countries. Data already entered in the query may be transferred to the linked national services.

For the provision of a query there is one main criteria:

- **LoSC4**: Is it possible to make a query on whether the transport is subject to special requirements and needs specific permissions?

For the provision of an online application there is one main criteria:

- **LoSC5**: Is the query connected to an online application?

Criteria	LEVEL OF SERVICE		
	A	B	C
Provision	National Information Service	+ Provision in English	+ Connection to European Portal
Query	Query Available		
Online Application	National Online Application Available		

Table 2: Service level definition

2.6.4 Level of Service Criteria related to Operating Environment

The levels of service are applicable for all operating environments.

3 Part B: Supplementary Information

The EasyWay Deployment Guidelines contain two main elements:

- *Part A elaborates on the content of the ITS service addressed, describing the entire deployment framework including Requirements and Levels of Services.*
- *Part B is an appendix of informative content. Its objective is to illustrate part A with examples and feedback from deployments in the field.*

Part B is a lively chapter – in contrast to Part A, which by nature should be stable for a certain time – and subject to continuous development and update. The focus of Part B lies on national practices and experiences which, as cross-fertilisation material, can benefit any road operator in Europe and which are documented in Chapter "3.1 Best Practice" consisting of two main sections:

Examples of deployment 2010 - 2012

This section consists of contributions delivered by those EasyWay-Partners that have actively participated in the development and editing of the EW Deployment Guidelines 2012. Against this background, the examples - in detail listed in Chapter "3.1.1 Examples of deployments 2010 - 2012" – reflect the state of the art at the end of the year 2012. As such they delivered the basis for the discussion of the EW-deployment guideline development process and the setup of Part A "Harmonization requirements" at this point in time. But this means also that no direct relation or compliance to the harmonization requirements of Part A (as they are listed in the Compliance checklists in Annex A) can be assumed for these examples. Nevertheless, the given examples provide a concrete documentation of the state of the art at that time and in most cases, they can still be considered as current best practice.

EIP/EIP+ user and application survey 2013 - 2015

In trying to keep Part B up-to-date, the EasyWay follow up project EIP (European ITS Platform) – launched in 2013 – started two phases of activities to contribute to Part B by collecting user as well as application experiences (both technical and organisational) of national deployments that applied or at least considered the EW-DG 2012:

- *In the time period from the beginning of 2013 to the end of 2014, the EIP work programme provided essential post-processing steps to improve the usability of the DGs in ITS deployments and further to reflect the initial experiences and feedback gained with the guidelines since their release at the end of the year 2012.*
- *In 2015, the EIP+ work programme contained a follow-up activity with the goal to monitor and collect feedback on the application of the DGs in the five European ITS Deployment Corridor projects and to consolidate reporting of the results, lessons learned and best practices concerning the DG practicability and the compliance with the DG requirements on a European scale.*

The results of those two activities are based on responses on questionnaires which were circulated to national ITS deployment experts and European ITS corridor projects and finally are reflected in Chapter "3.1.2 EIP/EIP+ user and application survey 2013 - 2015".

3.1 Best Practice

3.1.1 Examples of Deployment 2010 - 2012

3.1.1.1 Denmark

An online application to the approving authority "Vejdirektoratet" for classification of heavy transports shall be conducted <Erhverv>, <Tunge> by –vejdirektoratet.dk.

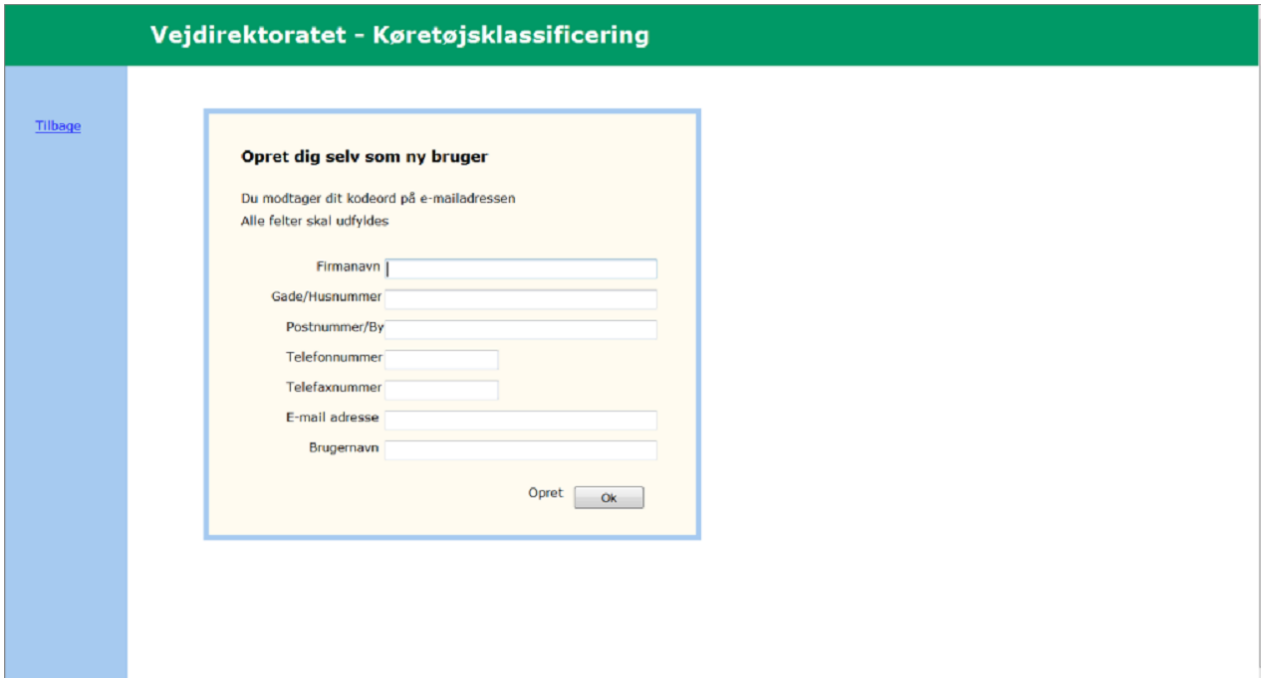
At this point select “e-ansøgning” or follow the link:
http://danbroweb.vd.dk/webklas/webklassificering.dll/Start

The following start up screen will appear.

Registered users, have to complete the login window by indicating the user name and password. Subsequent press <Enter> or click <Ok>.

Please consider upper and lower case.

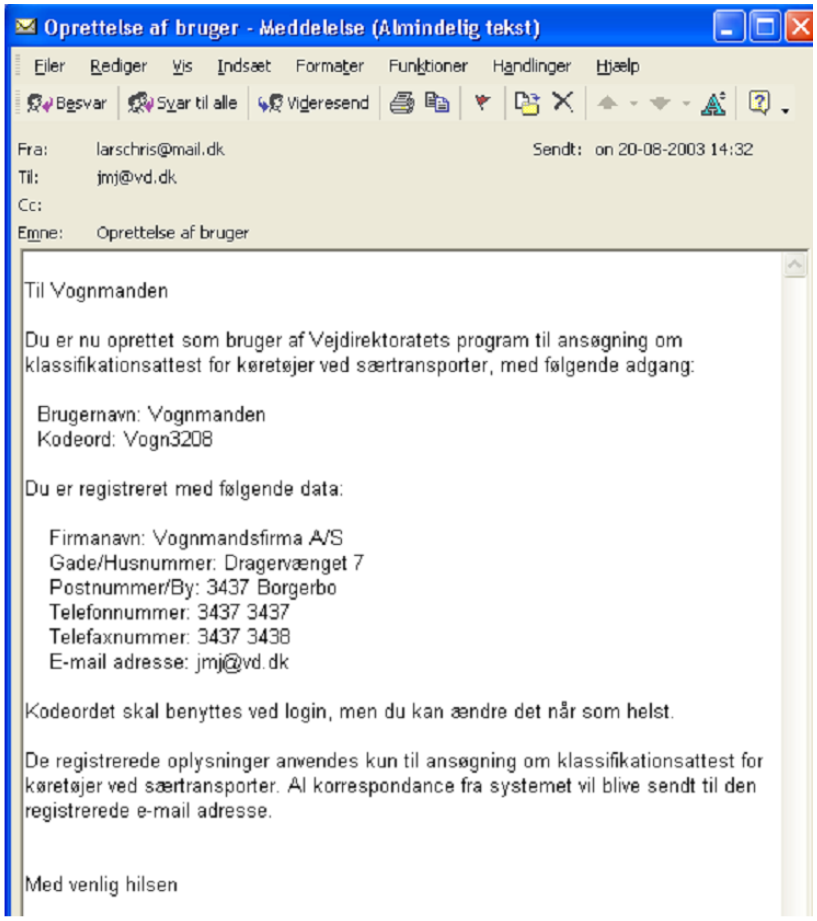
New users have to register the system by opening <New user> - mask in the menu bar. New users have to complete all necessary information.



The user has to indicate the e-mail address to receive information and certificate of classification, after the completed evaluation, from the system. Press <Ok> to confirm the registration.

The system will send the registered information, the user name and the password to the indicated e-mail address automatically.

An example of the conformation mail is shown following.


Oprettelse af bruger - Meddelelse (Almindelig tekst)

Filer Rediger Vis Indsæt Formater Funktioner Handlinger Hjælp

Besvar Svar til alle Videresend

Fra: larschris@mail.dk Sendt: on 20-08-2003 14:32
Til: jmj@vd.dk
Cc:
Emne: Oprettelse af bruger

Til Vognmanden

Du er nu oprettet som bruger af Vejdirektoratets program til ansøgning om klassifikationsattest for køretøjer ved særtransporter, med følgende adgang:

Brugernavn: Vognmanden
Kodeord: Vogn3208

Du er registreret med følgende data:

Firmanavn: Vognmandsfirma A/S
Gade/Husnummer: Dragervænget 7
Postnummer/By: 3437 Borgerbo
Telefonnummer: 3437 3437
Telefaxnummer: 3437 3438
E-mail adresse: jmj@vd.dk

Kodeordet skal benyttes ved login, men du kan ændre det når som helst.

De registrerede oplysninger anvendes kun til ansøgning om klassifikationsattest for køretøjer ved særtransporter. Al korrespondance fra systemet vil blive sendt til den registrerede e-mail adresse.

Med venlig hilsen

After completing the first three masks to create a new application will appear the following mask which is indicated in the red marked <correct application> at the top of the window, as shown in the following screenshot.

The top of the mask shows all screens which have to be passed through to complete n application for classification of heavy transports by “current progress”.

These fields must be filled in with the applicant´s information, transported maximum weight in tonnes and the maximum tire in pressure in bar or p sieve, and information of the supplier, if it´s necessary in the name of the supplier, g. in the case of a foreign haulier. When the relevant fields are completed (required fields are yellow marked), opens the next image by clicking on <vehicles> in the menu bar.

Vehicles get registered by specifying the number of records (vehicle categories) and the vehicle identification number or the number of registration. This will be made by create total entries" in the bottom of the data schema.

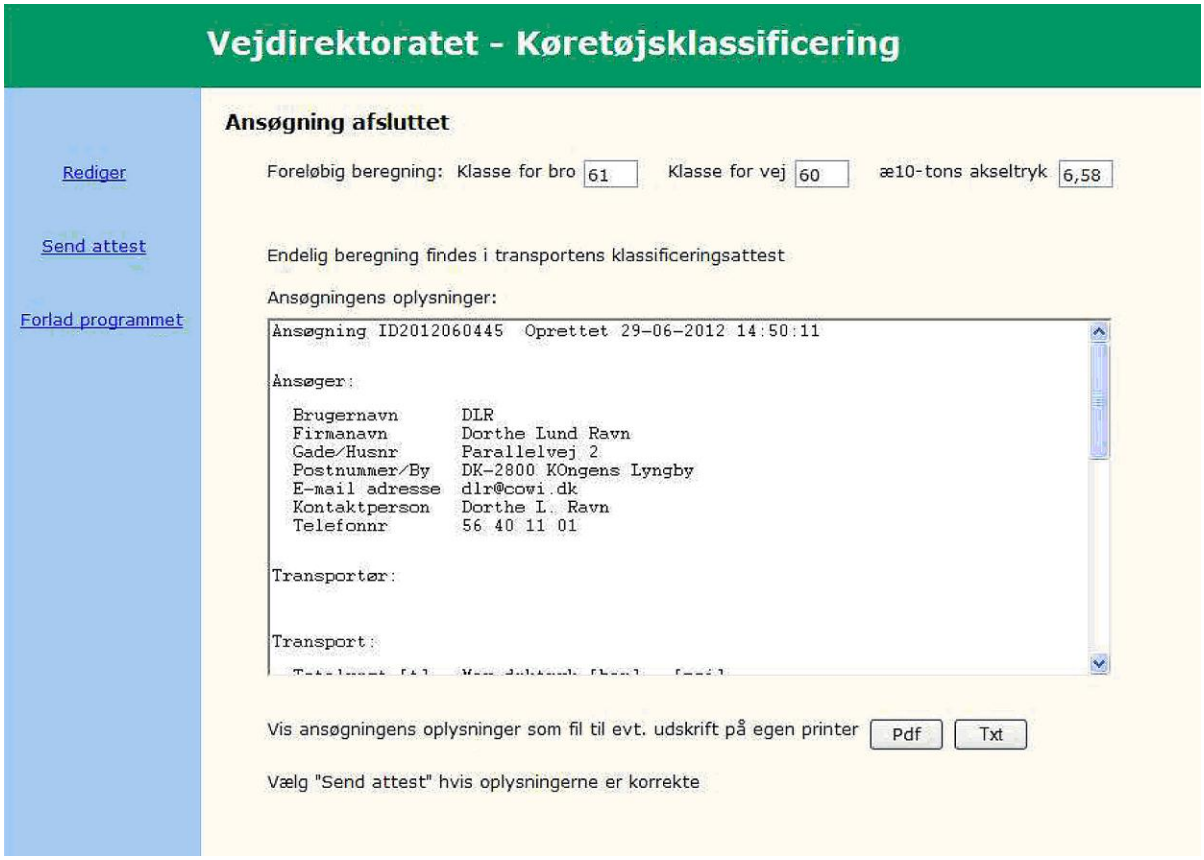
This creates the required number of free data field. For each entry, the specification of the vehicle category and also the vehicle identification number respectively the number of the vehicle registration is necessary. Alternatively new data sets could be added by using <insertion>.

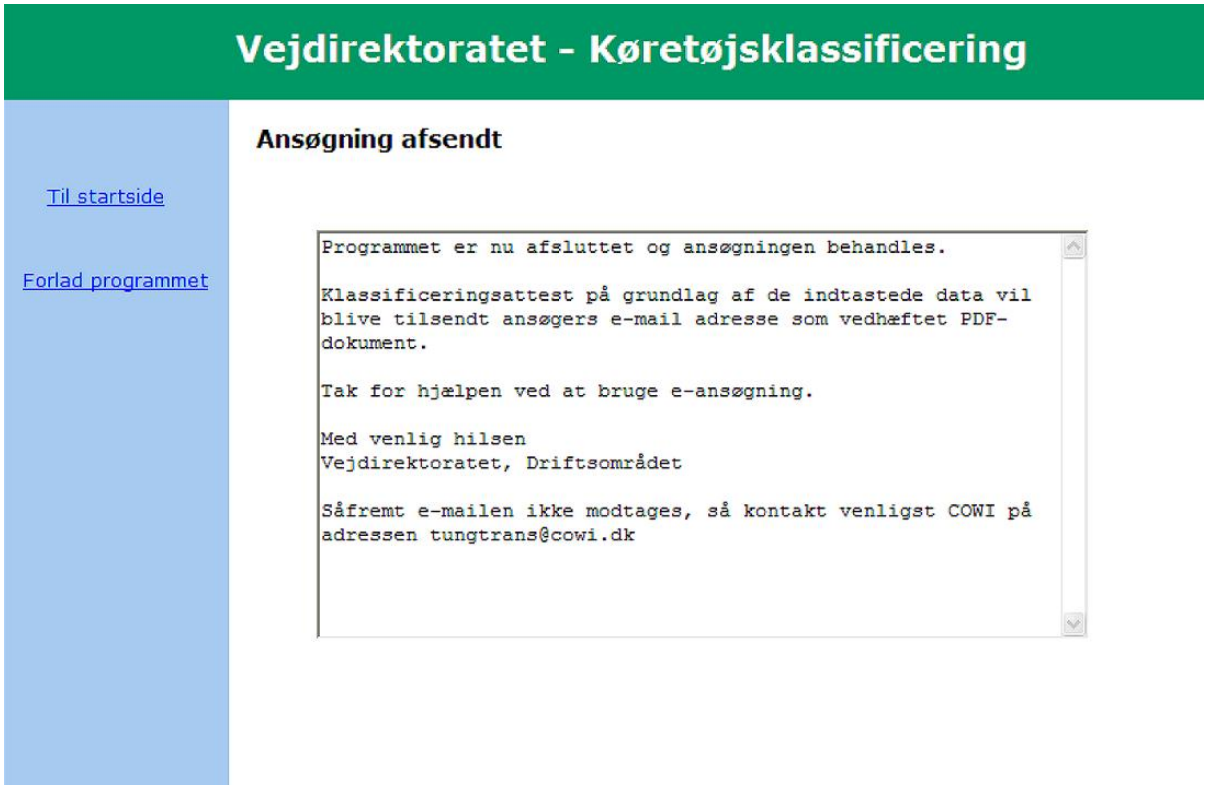
The registration of the axles shall be conducted in the same principle as shown in the screen for entering vehicle information. For each combination of axle line, axle load have to be specified in tonnes, track width in metres, the number of tires per axle line, minimum axis distance in m, the section width in mm, wheel base in m for subsequent axle line and axle suspension type. The last axle wheel base must not be indicated. Subsequently there have appear 0.0.

"Exit application" means the entry is completed. Subsequently all inserted data of the applicant will be shown by an image to check the data entry before sending the application.

In case of errors it´s possible to correct the entry by clicking <edit> in the menu bar. Sending the application by clicking <send>.

The application will not be send by quitting the program in a different way.


Vejdirektoratet - Køretøjsklassificering
Rediger
Send attest
Forlad programmet
Ansøgning afsluttet
Foreløbig beregning: Klasse for bro 61 Klasse for vej 60 æ10-tons akseltryk 6,58
Endelig beregning findes i transportens klassificeringsattest
Ansøgningens oplysninger:
Ansøgning ID2012060445 Oprettet 29-06-2012 14:50:11
Ansøger:
Brugernavn DLR
Firmanavn Dorthe Lund Ravn
Gade/Husnr Parallelvej 2
Postnummer/By DK-2800 KOngens Lyngby
E-mail adresse dlr@cowi.dk
Kontaktperson Dorthe L. Ravn
Telefonnr 56 40 11 01
Transportør:
Transport:
Vis ansøgningens oplysninger som fil til evt. udskrift på egen printer
Pdf
Txt
Vælg "Send attest" hvis oplysningerne er korrekte


Vejdirektoratet - Køretøjsklassificering
Til startside
Forlad programmet
Ansøgning afsendt
Programmet er nu afsluttet og ansøgningen behandles.
Klassificeringsattest på grundlag af de indtastede data vil blive tilsendt ansøgers e-mail adresse som vedhæftet PDF-dokument.
Tak for hjælpen ved at bruge e-ansøgning.
Med venlig hilsen
Vejdirektoratet, Driftsområdet
Såfremt e-mailen ikke modtages, så kontakt venligst COWI på adressen tungtrans@cowi.dk

3.1.1.2 Great Britain

ESDAL (ELECTRONIC SERVICE DELIVERY FOR ABNORMAL LOADS)

What is ESDAL?

ESDAL is a free-to-use web-based service from the Highways Agency. It provides assisted route planning and automated notification of AIL (Abnormal Indivisible Load) movements. Replacing a paper-based system, ESDAL brings significant cost savings to a task that can be complex due to the large number of parties involved, including the police, highway authorities, and the haulage industry.

ESDAL makes sending abnormal load notifications easy and hauliers are able to make a complete notification through the ESDAL website - there is no need to send faxes/emails. Notifications will only be sent to the people or organisations that need it. ESDAL holds details of every structure that has an effect on the road network, whether under or over the road. In this way, we can cut down on the number of unnecessary notifications, and only inform the people that need to know. The whole process of notifying an abnormal load is more efficient for everyone involved.

ESDAL provides up-to-date contact information for the people hauliers need to notify and using the personal address book they can add contact details of people that might also need to receive the notifications e.g. dock authorities or electricity boards. Hauliers can also store the routes and vehicles they use regularly for future notifications.

Police forces and highway authorities are able to provide feedback to hauliers on notifications online removing the need for fax or e-mail contact.

ESDAL can also automatically plan a route and return route if required, from the start and end point selected. Hauliers can then drag and drop the route on the map to select roads that they wish to use.

ESDAL is a tool to streamline the notification process; it does not replace the need for structure owners and police to review incoming notifications. ESDAL will improve accuracy and safety standards.

ESDAL is free to use, all that's needed is a PC with an internet connection and web-browser.

In order to ensure that the ESDAL service moves with the time it was modernised in line with new technology. The new system was released on 27th January 2015. ESDAL provides now one integrated system for all users and is faster and more user friendly and facilitates improved Special Order handling. The new system also provides updated route planning capabilities and maps.

The benefits of using ESDAL

The free-to-use service completely overhauled and improved the system for the notification of abnormal load movements across GB, providing new technology which brings together transport stakeholders via an extremely user friendly interface.

The ESDAL system enables stakeholders to work together more effectively, offering integrated services allowing easy to use interactions, ensuring that the data is as informative and accurate as possible.

ESDAL enables organisations to reduce errors and administrative tasks by replacing paper based processes with electronic data transfer and distribution. The data is regularly verified and updated with electronic processes.

Other potential benefits of ESDAL include a cut in the number of bridge strikes and associated reductions in congestion, and the risk of damage to structures due to unknown or unplanned loading from AILs.

Benefits for hauliers

- Access to ESDAL is password protected – vehicles and routes can't be accessed by competitors
- Accurate contact information
- Rapid and electronic response from highway authorities and police
- Reduced administration costs
- Assisted & automated route planning
- All you need to do is sketch or use our innovative A2B functionality to plan a route on the website, and ESDAL will tell you who needs to be notified and notify them for you if you wish.
- ESDAL will improve accuracy and safety standards
- ESDAL is free to use

Benefits for highways authorities and police

- Number of misdirected and incorrect applications is reduced as structure owners and police will only receive notifications for their own area
- Enables decisions on notifications to be made quickly and easily
- Improves working practice
- Reduces clutter and paper use by significantly cutting down on faxes
- Police and highways authorities now seeing administration benefits of the system
- Display maps of proposed routes
- Identify potential 'problem structures' on a route
- Enables constraint information to be added to the system, advising hauliers of restrictions on the network that may impact on an abnormal load movement
- Sort and store incoming notifications in a way that suits your business practices.

Data collection

Nearly 500 different organisations were contacted to collect structure data, which was input onto ESDAL.

This data is key to the system providing information to all the stakeholders to make informed decisions which makes the journeys safer for the haulier, the roads and structures that they use, and reduces disruption to the general public.

The contact details of every highway authority and police force that may need to be notified of abnormal load movements was collected. This data is verified every 3 months which means that, combined with the routing facilities, the system can be relied upon to notify the right people for the right reasons every time. This greatly reduces unnecessary notifications and time needed by the haulier to check that they have up to date contact details.

The system, while providing facilities to help improve working practices, also supports existing working practices where the preference of the user is to continue to receive faxes or emails instead of the online services provided.

Route Planning

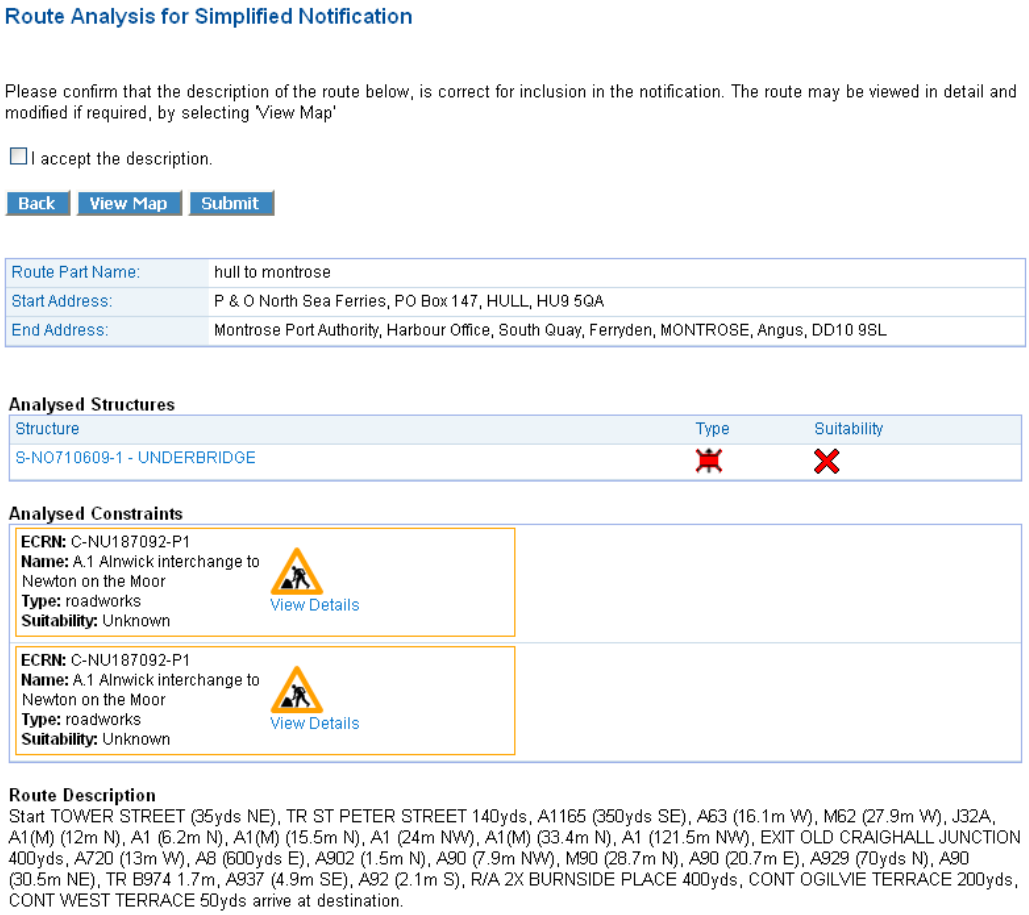
In order to ensure that an abnormally wide, heavy or long load moving across GB does not damage the roads or structures, or cause traffic chaos, it is vital that hauliers take the most appropriate route.

ESDAL provides hauliers with the option of either planning a route using the A2B facility or manually using the assisted route planning facility.

A2B is an easy to use route planning facility where the haulier enters basic information such as postcode start and end points and then lets the system work out the route using bespoke algorithms. The algorithms can take into account route grids that can be entered by highways authorities to give preference to a particular route.

ESDAL will then show the haulier, via the appraisal functionality, any unsuitable structures according to the details they have entered about the vehicle and load they are using. Route appraisal will also display any appropriate cautions or constraints that have also been entered into the system. The haulier can then drag and drop the route according to the information provided to avoid unsuitable structures such as weak bridges etc.

Example of route appraisal result screen:



Route Analysis for Simplified Notification

Please confirm that the description of the route below, is correct for inclusion in the notification. The route may be viewed in detail and modified if required, by selecting 'View Map'

☐ I accept the description.

Back | View Map | Submit

Route Part Name:	hull to montrose
Start Address:	P & O North Sea Ferries, PO Box 147, HULL, HU9 5QA
End Address:	Montrose Port Authority, Harbour Office, South Quay, Ferryden, MONTROSE, Angus, DD10 9SL

Analysed Structures

Structure	Type	Suitability
S-NO710609-1 - UNDERBRIDGE		

Analysed Constraints

ECRN: C-NU187092-P1
Name: A.1 Alnwick interchange to Newton on the Moor
Type: roadworks
Suitability: Unknown
View Details

ECRN: C-NU187092-P1
Name: A.1 Alnwick interchange to Newton on the Moor
Type: roadworks
Suitability: Unknown
View Details

Route Description
Start TOWER STREET (35yds NE), TR ST PETER STREET 140yds, A1165 (350yds SE), A63 (16.1m W), M62 (27.9m W), J32A, A1(M) (12m N), A1 (6.2m N), A1(M) (15.5m N), A1 (24m NW), A1(M) (33.4m N), A1 (121.5m NW), EXIT OLD CRAIGHALL JUNCTION 400yds, A720 (13m W), A8 (600yds E), A902 (1.5m N), A90 (7.9m NW), M90 (28.7m N), A90 (20.7m E), A929 (70yds N), A90 (30.5m NE), TR B974 1.7m, A937 (4.9m SE), A92 (2.1m S), R/A 2X BURNSIDE PLACE 400yds, CONT OGILVIE TERRACE 200yds, CONT WEST TERRACE 50yds arrive at destination.

This will display any structures that are marginal or unsuitable. It will also display any constraints relevant to this movement.

For the user to view the details of the structure click on the ESDAL key link.

For the constraint they would click 'view details' to see its related information.

Assisted route planning can also be used to plan a route from point to point and is usually selected when a haulier is moving a significantly heavy or long load which is classed as a Special Order. The route travelled will

need to be carefully chosen in order to make sure that the load and vehicle used will be able to get to its destination safely and without causing any damage along the way. The appraisal facility is also available when using the assisted route planning facility to provide the haulier with information that they may not be aware of on particular roads and structures.

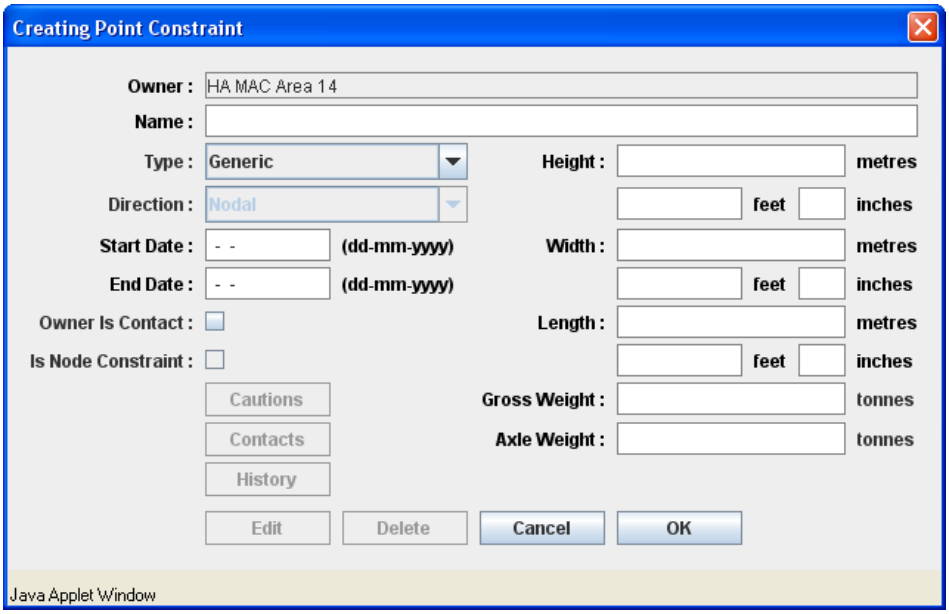
Grids

Grids which can be entered by highway authorities provide the facility for owners of roads and structures to encourage particular routes which they know are more appropriate for abnormal load movements and preferred ways of travelling through their areas. These are taken into account by the route planning engine.

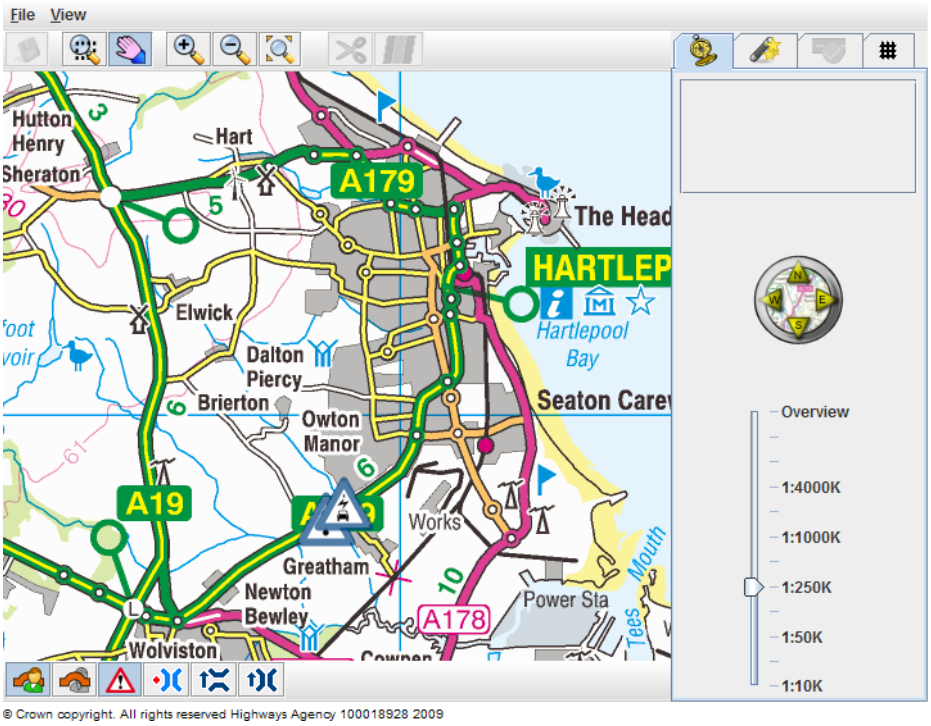
Cautions and constraints

Cautions and constraints can also be used to provide the hauliers using the system with vital information such as temporary restrictions or roadworks that may affect movements and will also be shown to the haulier when appraising the route they have planned.

Example of constraints entry screen for police and highway authorities:



The constraints map page opens over your area of responsibility. The constraints button will be selected automatically:

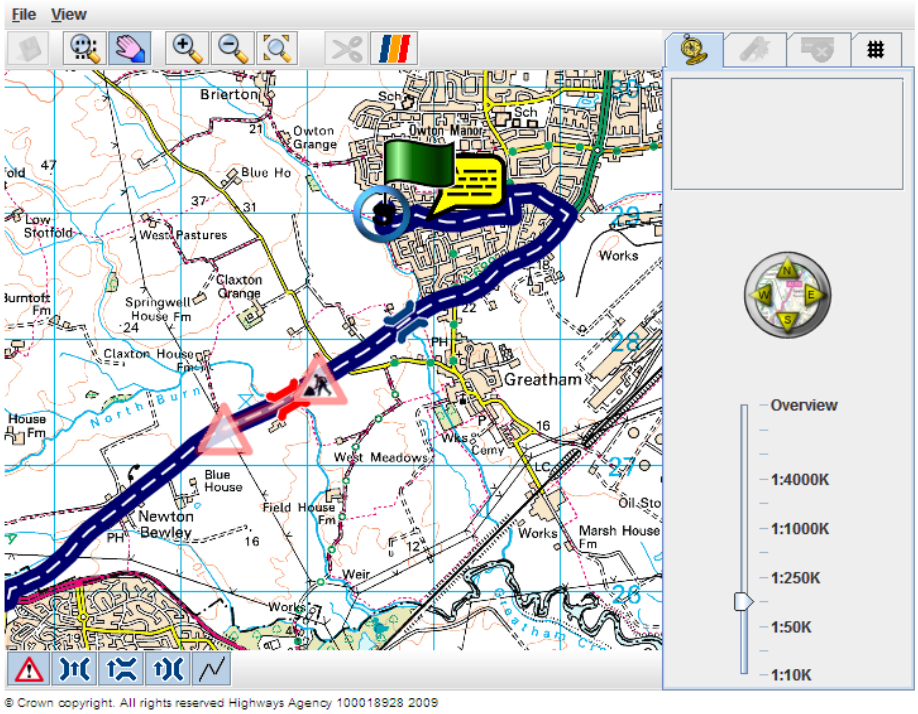


Clicking on the constraint icon will display the constraint:

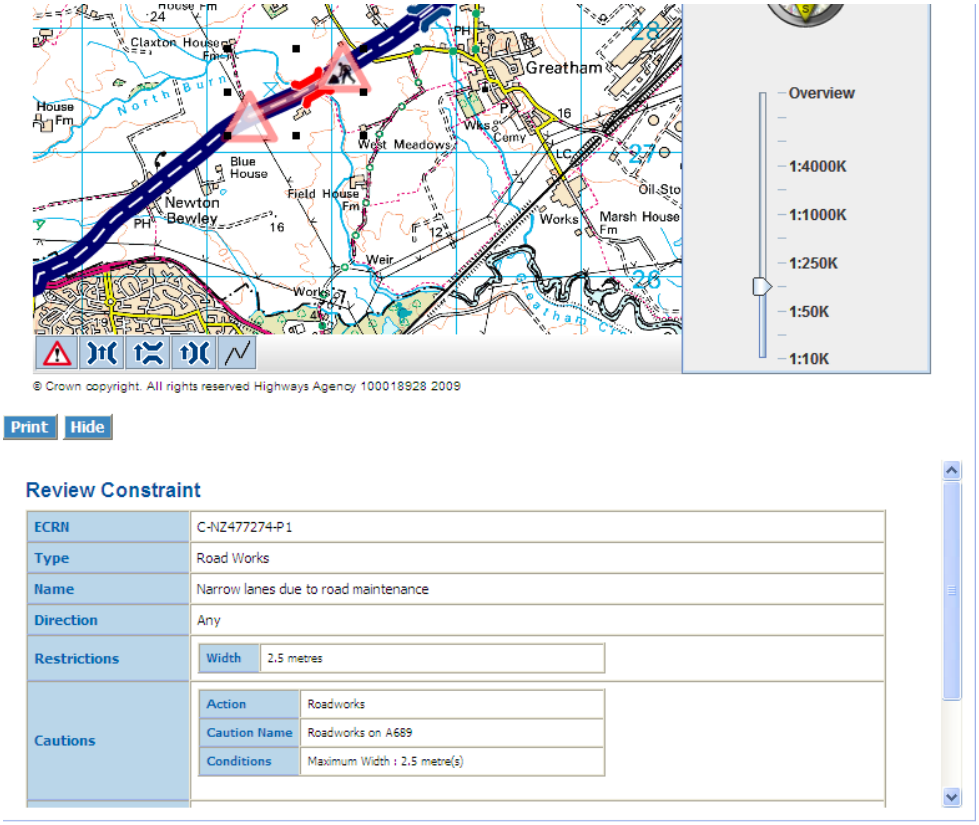
Review Constraint

ECRN	C-NZ514201-P1
Type	Road Works
Name	Carriageway Repairs
Direction	Any
Restrictions	Width: 4 metres
Owner	Middlesbrough Borough Council
Contacts	

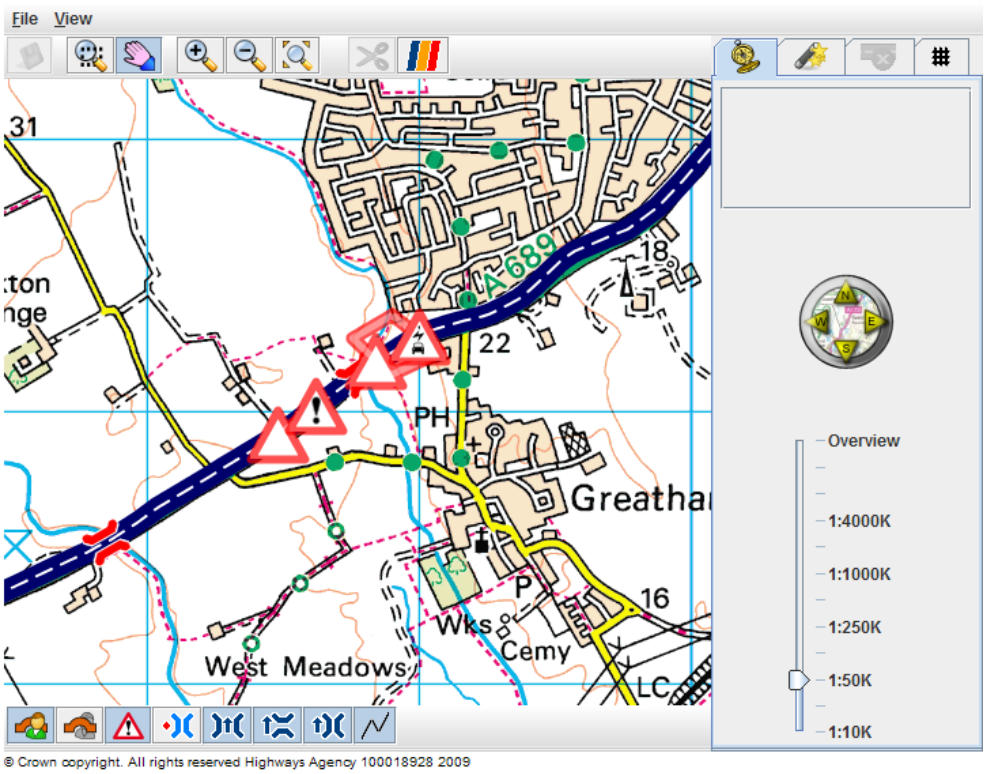
Hauliers view of route displaying appraisal results:



Clicking on the coloured structures and constraints will provide more information about each item:



Highway authorities and police can perform route appraisal on inbox items from the 'See a map of the movement' option.



Notification requirements

If you intend to move an abnormal indivisible load by road in GB then the following pages will provide some of the necessary forms and guidance. Many cases will be covered by forms and guidance held on the Businesslink website, especially Special Types General Order (STGO) moves and Vehicle Special Orders.

Vehicle Special Order (VSO)

Applications to move Special Types or Special Purpose vehicles, such as very large agricultural vehicles, that may not be fully permitted by the Construction and Use (C & U) Regulations or fall outside the scope of the STGO should be made to the Vehicle Certification Agency. For more information please see the VCA - Vehicle Special Orders under Section 44 of the UK Road Traffic Act 1988.

Mobile cranes

The notification requirements for mobile cranes can be found in the Road Vehicles (Authorisation of Special Types) (General) Order 2003, statutory instrument number 1998, which is available on the OPSI website - Part 2 (Articles 10 to 18) is the relevant section.

Abnormal Indivisible loads

An abnormal indivisible load is defined in The Road Vehicles (Authorisation of Special Types) (General) Order 2003 [2] as -

"a load that cannot without undue expense or risk of damage be divided into two or more loads for the purpose of being carried on a road and that -

(a) on account of its length, width or height, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with Part 2 of The Construction and Use Regulations; or

(b) on account of its weight, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with-

(i) the Authorised Weight Regulations (or, if those Regulations do not apply, the equivalent provisions in Part 4 of the Construction and Use Regulations); and

(ii) Part 2 of the Construction and Use Regulations."

Notifications for abnormal indivisible loads are only required where loads or vehicles exceed maximum vehicle weight, axle weight or dimensions in the Construction and Use (C & U) Regulations in any of the following ways:

Weight:

Gross weight or axle weights exceeding C & U or Authorised Weight limits up to 80,000kgs (78.74 tons).

Action Required:

- 2 clear days notice with indemnity to highway and bridge authorities.

Gross weight (of vehicle carrying the load) exceeding 80,000kgs (78.74 tons) up to 150,000kgs (147.63tons).

Action Required:

- 2 clear days notice to police and 5 clear days notice with indemnity to highway and bridge authorities.

Gross weight (of vehicle carrying the load) exceeding 150,000kgs (147.63tons).

Action Required:

[2] A copy can be obtained from The Stationary Office Website (http://www.tso.co.uk/bookshop/bookstore.asp?FO=1159966&Action=Book&From=SearchResults&ProductID=0110472462); by email book.orders@tso.co.uk, by fax 0870 600 5533 or by telephone 0870 600 5522 quoting statutory instrument No. 1998

- Special Order (see below for information) plus 5 clear days notice to police and 5 clear days notice with indemnity to highway and bridge authorities.

Width**:**

Width exceeding 2.9 metres (for C & U loads) 3.0 metres (9' 10") up to 5.0 metres (16' 5") for other loads

Action Required:

- 2 clear days notice to police.

Width exceeding 5.0 metres (16' 5") up to 6.1 metres (20')

Action Required:

- VR1 approval (see below for information) plus 2 clear days notice to police.

Width exceeding 6.1 metres (20')

Action Required:

- Special Order plus 5 clear days notice to police and 5 clear days notice with indemnity to highway and bridge authorities.

Length**:**

When exceeding 18.65 metres (61' 2") up to 30 metres (98' 5") rigid length - (vehicle or train of vehicles)

Action Required:

- 2 clear days notice to police.

Vehicle combination exceeding 25.9 metres (85')

Action Required:

- 2 clear days notice to police.

When exceeding 30.0 metres (98' 5") rigid length

Action Required:

- Special Order plus 5 clear days notice to police and 5 clear days notice with indemnity to highway and bridge authorities.

NB: For some very light indivisible loads, such as yacht masts, that are moved using conventional motor vehicles not exceeding 12 tonnes gross vehicle weight or on trailers not exceeding 10 tonnes gross vehicle weight, a Special Order will be required if the rigid length exceeds 27.4 metres (89' 11").

VR1 approval:

VR1 approval is required for vehicles where the overall width of the vehicle or load exceeds 5.0 metres but does not exceed 6.1 metres.

Applications should be submitted to the Agency's abnormal indivisible loads (AIL) team at least 2 weeks prior to the planned date of the movement(s). You cannot apply too early. We invite applications for agreement in principle even at the pre-tender stage, before any financial commitment is made to supply and deliver the load.

If you wish to apply for a VR1 you can login for an online application [3]

Special Order:

A Special Order is required for vehicles that exceed: 30.0 metres (98' 5") rigid length or 6.1 metres (20' 0") in width or 150,000kgs (147.63 tons) in weight, where the weight is the gross weight of any vehicle or

[3] https://www.esdal.com/public/login.do?method=login

combination of vehicles actually carrying the load. In order for the necessary approvals to be obtained from the police and highway and bridge authorities, forms should be submitted to the Agency's AIL team at least 10 weeks prior to the planned date of the movement(s). You cannot apply too early. We invite applications even at the pre-tender stage, before any financial commitment is made to supply and deliver the load.

NB: Approval of VR1 and Special Order applications is not automatic and is at the discretion of the AIL team acting on behalf of the Secretary of State for Transport. For example, the amount of disruption and congestion the load could cause, and whether alternative modes of transport (such as water, rail etc) could be used is taken into account when considering whether to grant a permit to allow the load to move by road.

By applying online the AIL team, using a unique Special Order Routing Tool (SORT), is able to plan and distribute detailed routes for assessment to all the relevant authorities. SORT then allows the authorities to collaborate with us in planning and approving the Special Order application. Once an application has been approved you are able to send your notifications and indemnities through the ESDAL website. Thus, the laborious task of manually sending faxes is removed. Moreover, the consultation period with the authorities might be significantly reduced.

If you wish to apply for a Special Order you can login for an online application .[4]

Forms and Guides:

The following are available for download on the Forms & Guides page[5] of this website:

- Form VR1
- Form BE16
- Aide memoire for notification requirements when not complying with C&U
- Form of notice to police, highway and bridge authorities
- Form of notice to police only
- Form of indemnity

ESDAL is accessible at www.highways.gov.uk/esdal

For enquiries relating to Special Order and VR1 movements in GB contact:

Highways Agency Abnormal Loads Team, 9th Floor, The Cube, 199 Wharfside Street, Birmingham B1 1RN
E-mail: abnormal.loads@highways.gsi.gov.uk
Tel: 0121 678 8068
Fax: 0121 678 8569

For enquiries relating to ESDAL contact:

The ESDAL help desk, Cavendish House, Clearwater Park, Prince's Wharf, Stockton-on-Tees TS17 6QY

E-mail: enquiries@esdal.comTel: 01642 636789Fax: 01642 636719

[4] Ibd.

[5] http://www.highways.gov.uk/business/32080.aspx

3.1.1.3 Spain

TRAZA

GENERAL INFORMATION	
Name of service/project	
Name of operator/organisation	
Web link	
Contacts	
Other	
Applicable Deployment Guideline	FL DG02 Abnormal and dangerous goods transport

GEOGRAPHICAL ASPECTS	
Country	Spain
Region of implementation	
Networks concerned	
Deployment indicators	Choose an item.

SERVICE DESCRIPTION	
Problem(s) addressed / Objectives (Relation to EW objectives. Background/motivation to the ITS application - basic question: WHY)	☐Reduction of congestion ☒Increase of safety ☒Reduction of environmental damage (%) ☒Other:
ITS service description (Description of ITS application, example of systems used functionality and technologies used, users involved, location, context within wider ITS system, current status of the application. (maximum 50 words)	

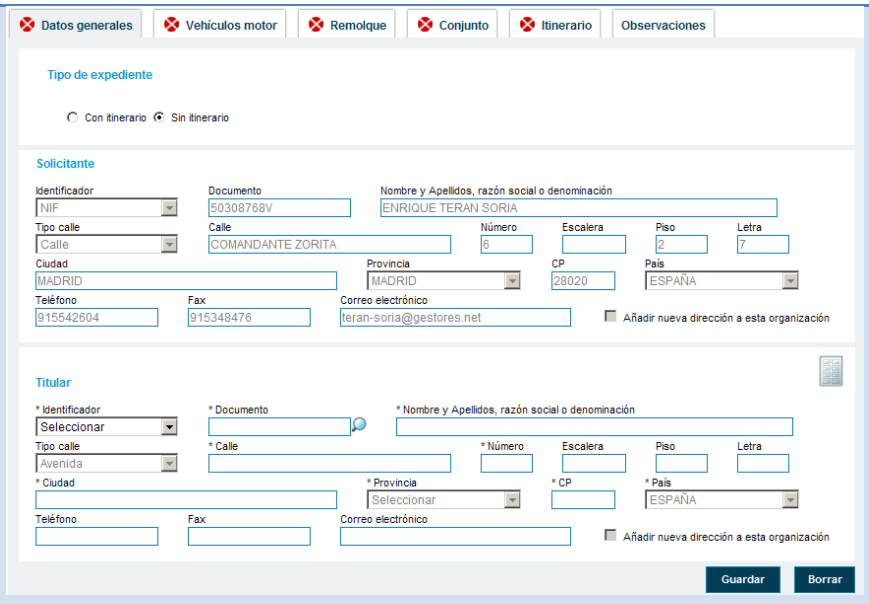
IMPLEMENTATION ASPECTS	
Duration (start, end)	Start: 1/9/2005 End: Click here to enter a date.
Lessons learnt / factor of success (Key lessons learnt in various aspects of the planning and implementation process; could be technical, institutional/organizational, legal, financial – basic questions: Was the implementation a success / Were the objectives met? Why? What could be done differently next time?)	Technical Continuous updates and developments of the technical aspects are being done to improve the usability of the system. Integration with GIS and route calculation are being implemented also Institutional/organisational

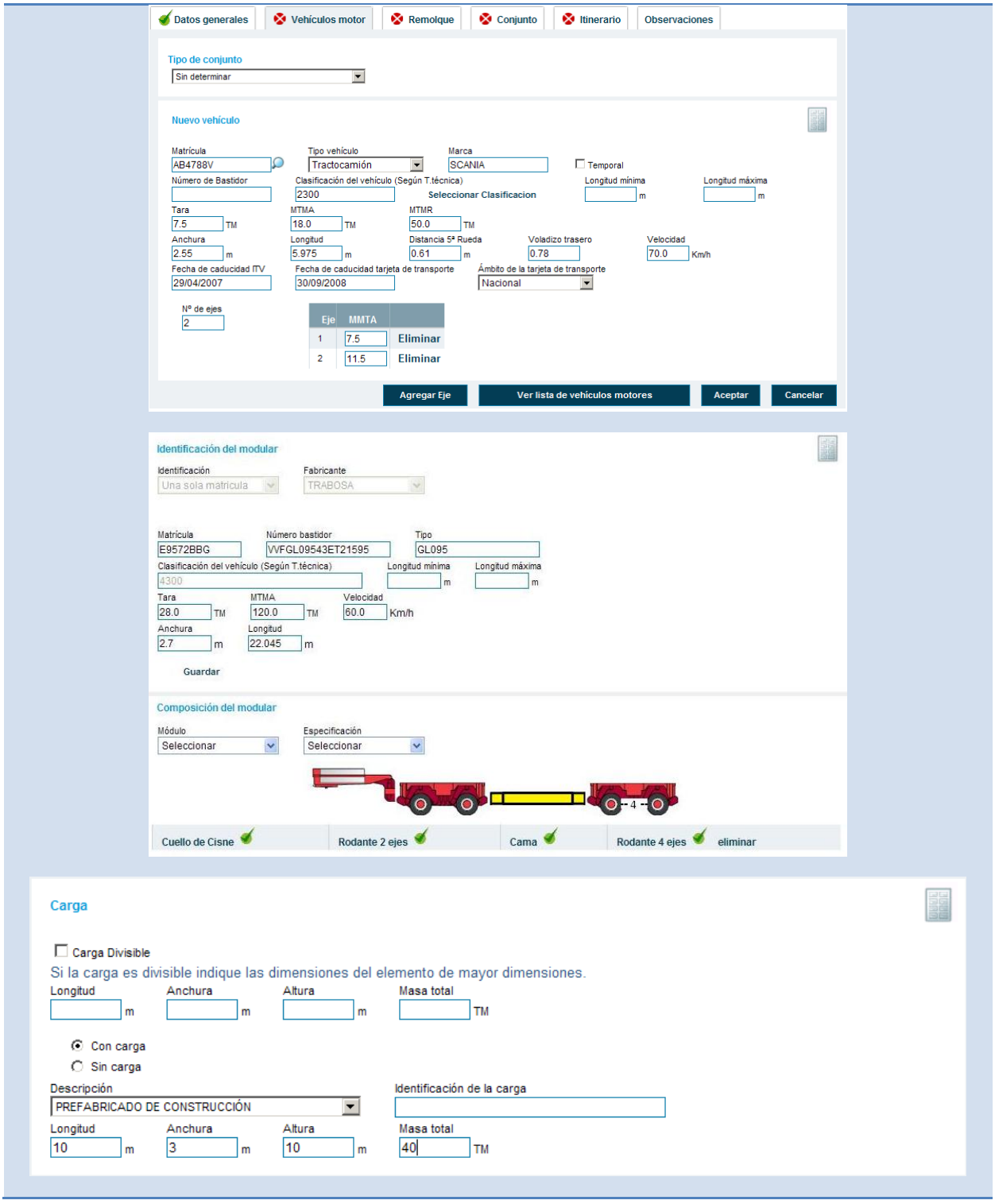
	Centralization of the completion of formalities. Depending on the road, the authorization authorities are different so, with this system, it's easy for the applicants to complete the formalities. Legal In Spain, a special permission for abnormal transports is necessary. The system helps this process Financial
Impacts assessment / results (Description of impacts in terms of safety, travel efficiency, environmental impacts, security, traffic management…)	Good experience. The user can plan his/her itinerary and ask for the convenient permissions from a centralized site. The authorities have an organised travel plan of abnormal transports that need special treatment.

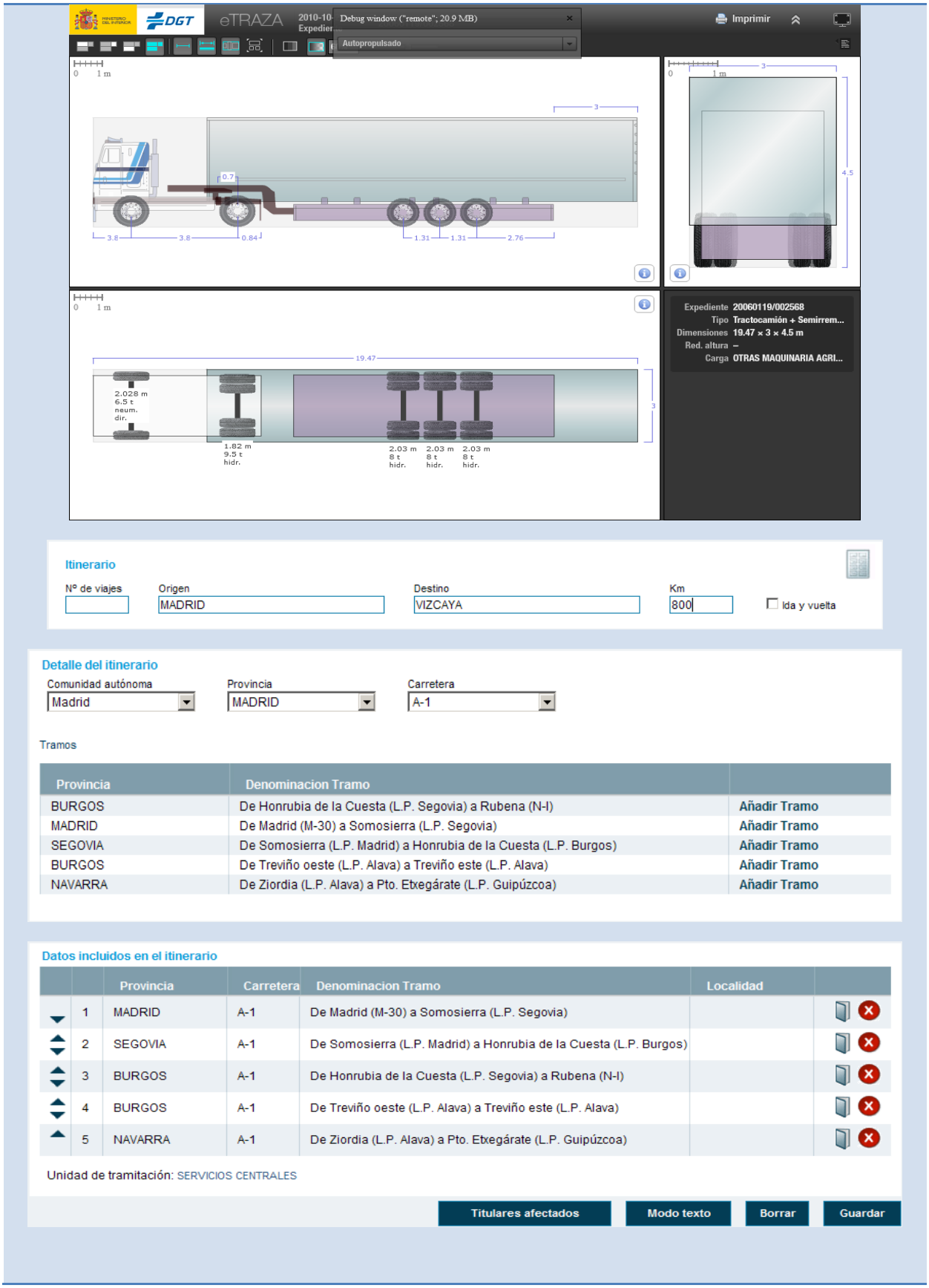
REFERENCES

Documentation available on the project	Title: Presentation of TRAZA in EASYWAY Annual Forum 2010 by Pilar del Real (pdelreal@dgt.es) • Contact: http://easyway2010.inir.pt/Presentations/03-AF51.2010TRAZA%20en%202.pdf Language: English ☐ EW/TEMPO evaluation

ILLUSTRATIONS




Datos generales
Vehículos motor
Remolque
Conjunto
Itinerario
Observaciones
Tipo de conjunto
Sin determinar
Nuevo vehículo
Matrícula
AB4788V
Tipo vehículo
Tractocamión
Marca
SCANIA
Temporal
Número de Bastidor
Clasificación del vehículo (Según T.técnica)
2300
Seleccionar Clasificacion
Longitud mínima
Longitud máxima
Tara
7.5
TM
MTMA
18.0
TM
MTMR
50.0
TM
Anchura
2.55
m
Longitud
5.975
m
Distancia 5ª Rueda
0.61
m
Voladizo trasero
0.78
Velocidad
70.0
Km/h
Fecha de caducidad ITV
29/04/2007
Fecha de caducidad tarjeta de transporte
30/09/2008
Ámbito de la tarjeta de transporte
Nacional
Nº de ejes
2
Eje
MMTA
1
7.5
Eliminar
2
11.5
Eliminar
Agregar Eje
Ver lista de vehículos motores
Aceptar
Cancelar
Identificación del modular
Identificación
Una sola matrícula
Fabricante
TRABOSA
Matrícula
E9572BBG
Número bastidor
VVFGL09543ET21595
Tipo
GL095
Clasificación del vehículo (Según T.técnica)
4300
Longitud mínima
Longitud máxima
Tara
28.0
TM
MTMA
120.0
TM
Velocidad
60.0
Km/h
Anchura
2.7
m
Longitud
22.045
m
Guardar
Composición del modular
Módulo
Seleccionar
Especificación
Seleccionar
Cuello de Cisne
Rodante 2 ejes
Cama
Rodante 4 ejes
eliminar
Carga
Carga Divisible
Si la carga es divisible indique las dimensiones del elemento de mayor dimensiones.
Longitud
Anchura
Altura
Masa total
Con carga
Sin carga
Descripción
PREFABRICADO DE CONSTRUCCIÓN
Identificación de la carga
Longitud
10
Anchura
3
Altura
10
Masa total
40


DGT
eTRAZA
Debug window ("remote"; 20.9 MB)
Imprimir
Autopropulsado
Expediente 20060119/002568
Tipo Tractocamión + Semirrem...
Dimensiones 19.47 × 3 × 4.5 m
Red. altura –
Carga OTRAS MAQUINARIA AGRI...
Itinerario
Nº de viajes
Origen
MADRID
Destino
VIZCAYA
Km
800
Ida y vuelta
Detalle del itinerario
Comunidad autónoma
Madrid
Provincia
MADRID
Carretera
A-1
Tramos
Provincia
Denominacion Tramo
BURGOS
De Honrubia de la Cuesta (L.P. Segovia) a Rubena (N-I)
Añadir Tramo
MADRID
De Madrid (M-30) a Somosierra (L.P. Segovia)
Añadir Tramo
SEGOVIA
De Somosierra (L.P. Madrid) a Honrubia de la Cuesta (L.P. Burgos)
Añadir Tramo
BURGOS
De Treviño oeste (L.P. Alava) a Treviño este (L.P. Alava)
Añadir Tramo
NAVARRA
De Ziordia (L.P. Alava) a Pto. Etxegárate (L.P. Guipúzcoa)
Añadir Tramo
Datos incluidos en el itinerario
Provincia
Carretera
Denominacion Tramo
Localidad
1 MADRID A-1 De Madrid (M-30) a Somosierra (L.P. Segovia)
2 SEGOVIA A-1 De Somosierra (L.P. Madrid) a Honrubia de la Cuesta (L.P. Burgos)
3 BURGOS A-1 De Honrubia de la Cuesta (L.P. Segovia) a Rubena (N-I)
4 BURGOS A-1 De Treviño oeste (L.P. Alava) a Treviño este (L.P. Alava)
5 NAVARRA A-1 De Ziordia (L.P. Alava) a Pto. Etxegárate (L.P. Guipúzcoa)
Unidad de tramitación: SERVICIOS CENTRALES
Titulares afectados
Modo texto
Borrar
Guardar

3.1.1.4 Transport XXL

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Welcome to the website www.transportxxl.eu dealing with the topic of abnormal transports.

Here, you will find an overview of the regulations and application procedures for oversized and heavy transports in the EU. At the moment the website contained the following EU contries: Denmark, Germany, Great Britain, Finland, France, Netherlands, Norway, Spain and Sweden.

Transports which exceed the maximum authorised weight or axle load are referred to as "heavy transports". Transports whose dimensions exceed the maximum authorised values are referred to as "oversized transports" (or, in some countries, as "high and wide transports"). The term "abnormal transport" is used on this website as a collective term for oversized and heavy transports.

In the section EU Directive you will find the maximum authorised dimensions and weights with which a transport can be made on European roads without a special permit. You can determine whether you will need a special permit for your transport in the VIKING Region under the category Does my transport require a special permit?

The application procedures for each country, as well as contact information for the responsible authorities and links for required forms, can be found under Application procedures. In the Forum, you have the opportunity to discuss the subject of abnormal transports with other users and send us your feedback about the website.

We hope to be able to provide you with some useful information through this site and wish you great success in your search!

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GERMANY

The authorised dimensions, weights and axle loads which a transport in Germany may not exceed are laid down by the StVZO, Germany's Road Traffic Licensing Regulations, and the StVO, Germany's Road Traffic Regulations. Permits for abnormal transports in Germany are issued in the form of single permits (Einzelerlaubnis), general permits (Dauererlaubnis) and special permits (Ausnahmegenehmigung).

For heavy transports, the vehicles and vehicle combinations whose dimensions, axles loads and/or total laden weight exceed the limits specified by the StVZO require an special permits (Ausnahmegenehmigung) in accordance with § 70 StVZO for the special technical equipment of the vehicle. This permit also specifies guidelines for the attachment of safety equipment such as warning signs and flashing lights or the repositioning of side lights. The Ausnahmegenehmigung can also be included in the documents delivered with the vehicle from the manufacturer.

The use of the vehicle for a specific transport, including load, must be approved separately. For this purpose, an application must be submitted for either an single permit (Einzelerlaubnis) or a general permit (Dauererlaubnis) in accordance with § 29 StVO. In this context, the responsible authorities will assess whether the vehicle can be used on the planned route with transport dimensions and/or weights which are above the legal limits with respect to road conditions/parameters and traffic considerations. A Dauererlaubnis is valid for a period of up to three years for one or more specified routes. The Einzelerlaubnis is generally valid for one or more trips within a onemonth period on one or more specified routes.

If the vehicle itself complies with the legal limits for dimensions and weights but is to be used for transporting a load which projects past the boundaries of the vehicle, a special permit (Ausnahmegenehmigung) in accordance with § 46 StVO for the transport of loads with excessive widths, heights or lengths must be requested.

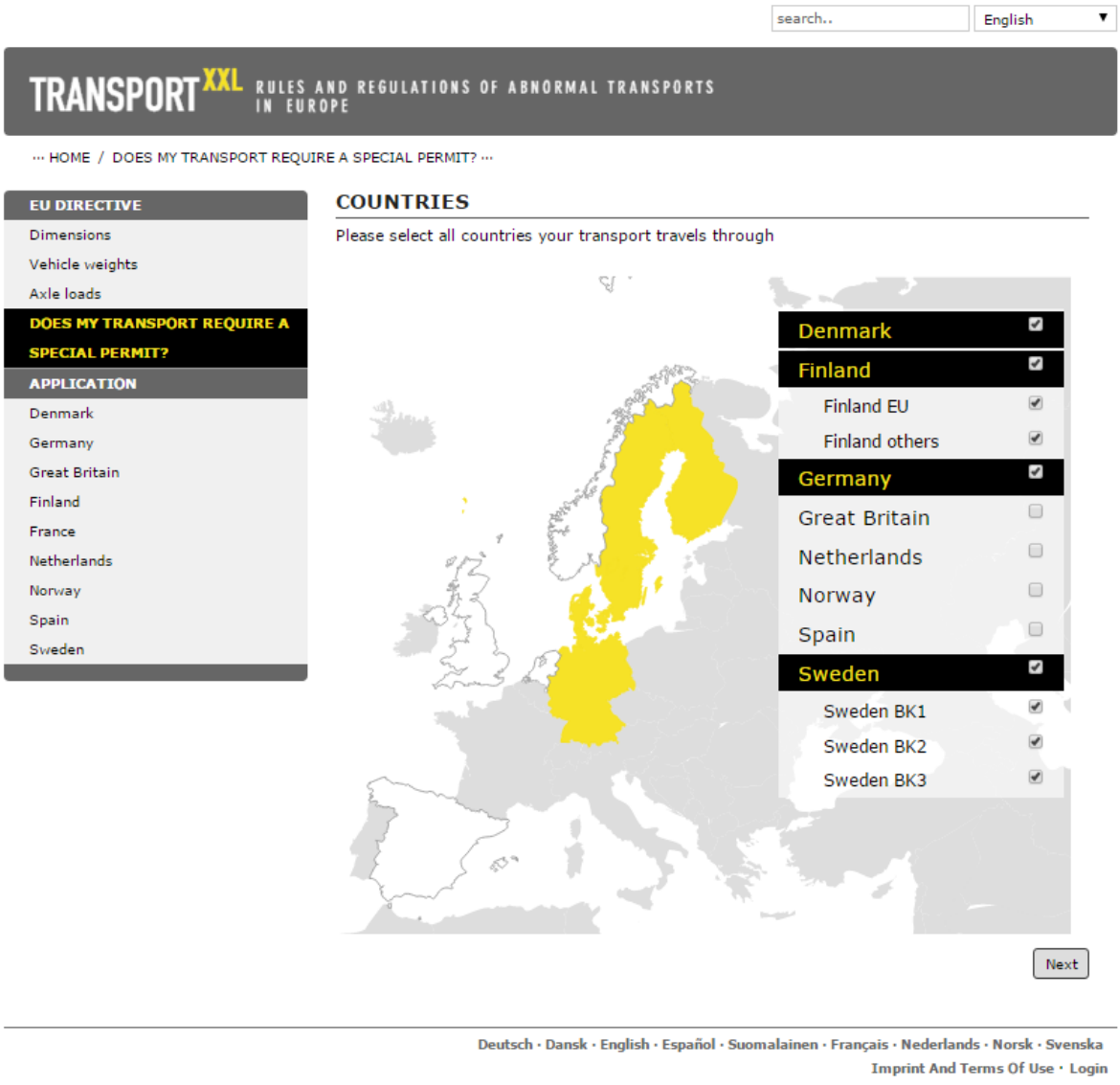
The applications related to §§ 46 and 29 StVO have been combined in one form.

The responsible authorities vary from state to state. In some cases, all applications can be applied for at the lower traffic authorities on the municipal level. Or a higher traffic authority on the state level is responsible (as in the states of Mecklenburg-Vorpommern and Brandenburg).

For applications regarding oversized transports, the information on axle-load, distance between axles and on tyres is not required.

If the transport shall cross the borders of other municipalities or administrative districts, (intra-official) permits from the other affected authorities must be collected through the responsible traffic authority. The application from the haulage contractor cannot be approved until these permits have been issued. Currently, this communication between the municipalities is generally carried out in paper form because of the differences in the procedures followed by the individual municipalities for the processing of applications and permits. The responsible municipality will assess whether the route specified in the application is passable for the transport with respect to dimensions and weight. The permit may include special conditions such as the lowering of the load when passing beneath bridges, the dismantling of signs, the removal of construction sites, the trimming of greenery, the requirement of a police escort or escort by private safety vehicles, or a no-stopping provision for certain sections of the route.

The application procedure takes, on average, between one and three weeks, and the fees, in accordance with the official fee scale for road traffic measures, can amount to between 10.20 and 767.00 euros.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Please select all countries your transport travels through
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Finland
Finland EU
Finland others
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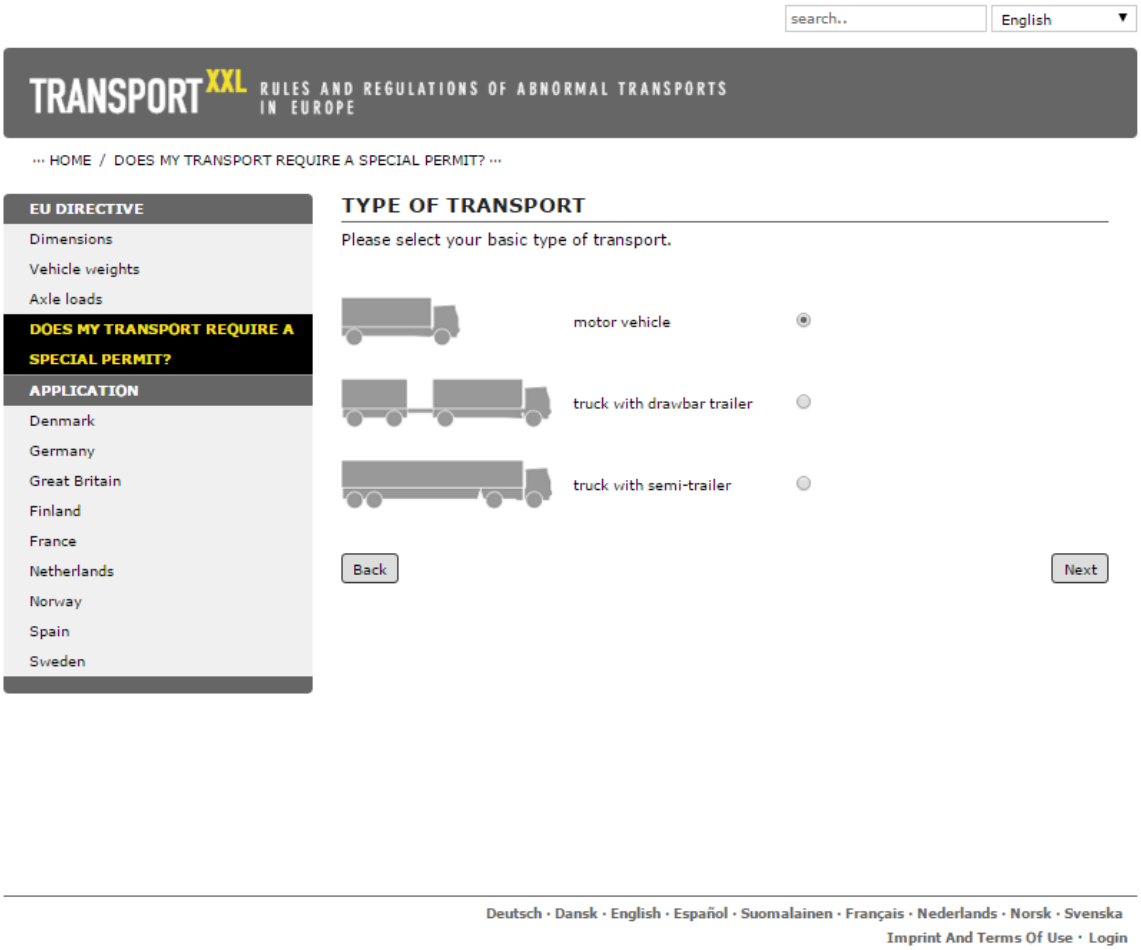
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TYPE OF TRANSPORT
Please select your basic type of transport.
motor vehicle
truck with drawbar trailer
truck with semi-trailer
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DIMENSIONS

Please enter the dimensions and possible load overhangs of your vehicle.

HEIGHT AND LENGTHS

4 m total height

0 m rear overhang | 12 m vehicle length | 0 m front overhang

WIDTHS

0 m left overhang | 2.54 m vehicle width | 0 m right overhang

CARGO

Is your transport laden? ☐

EXTRA INFO: REFRIGERATOR

This is a refrigerator vehicle. ☐

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AXLE LOADS

Please click plus/minus buttons to adjust the number of axles matching your transport. Then, enter the load of each axle and the distance between each pair of axles into the table below.

NUMBER OF AXLES

number of axles of motor vehicle	- +	2
number of axles of trailer	- +	1
total number of axles (max. 12)		3

AXLE LOADS AND DISTANCES

	motor vehicle		drawbar trailer semi-trailer
	1	2	1
driving axle	✓	✓	
axle load (t)	7.5	7.5	0
distance (m)	10.5		

TOTAL WEIGHTS

total weight of motor vehicle (t)	15
total weight of trailer (t)	0
total weight of transport (t)	15

Note: For Sweden, wvery two adjoined axles of a vehicle with a distance of 2 meters or less will be considered tandem-axles. Every three adjoined axles of a vehicle with a distance of 5 meters (first to third axle) or less will be considered tri-axles.

In every other country, three adjoined axles of a vehicle with a distances of less than 1.8 meters from first to second and second to third axle are considered to be tri-axles. Also, Two adjoined axles with a distance of less than 1.8 meters are considered a tandem axle.

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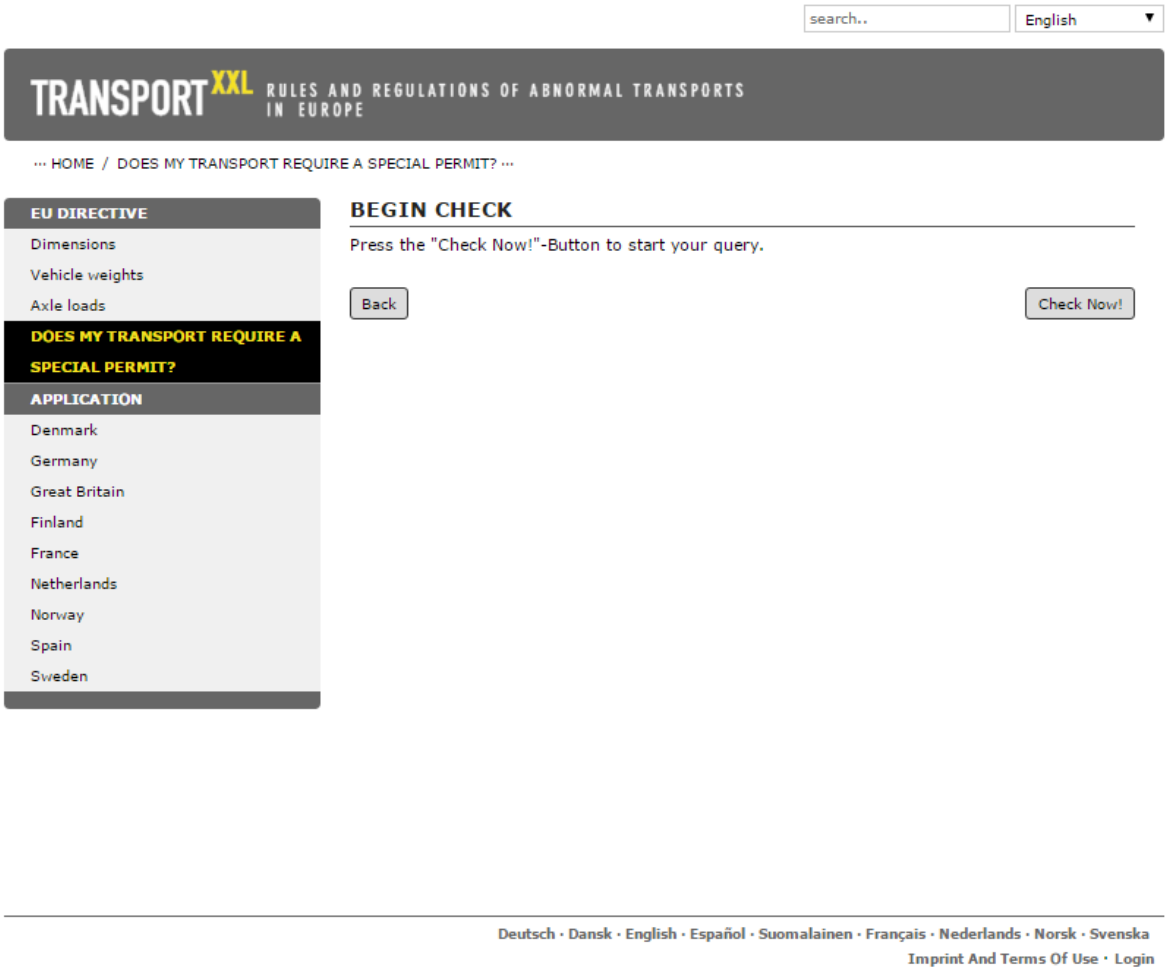
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BEGIN CHECK
Press the "Check Now!"-Button to start your query.
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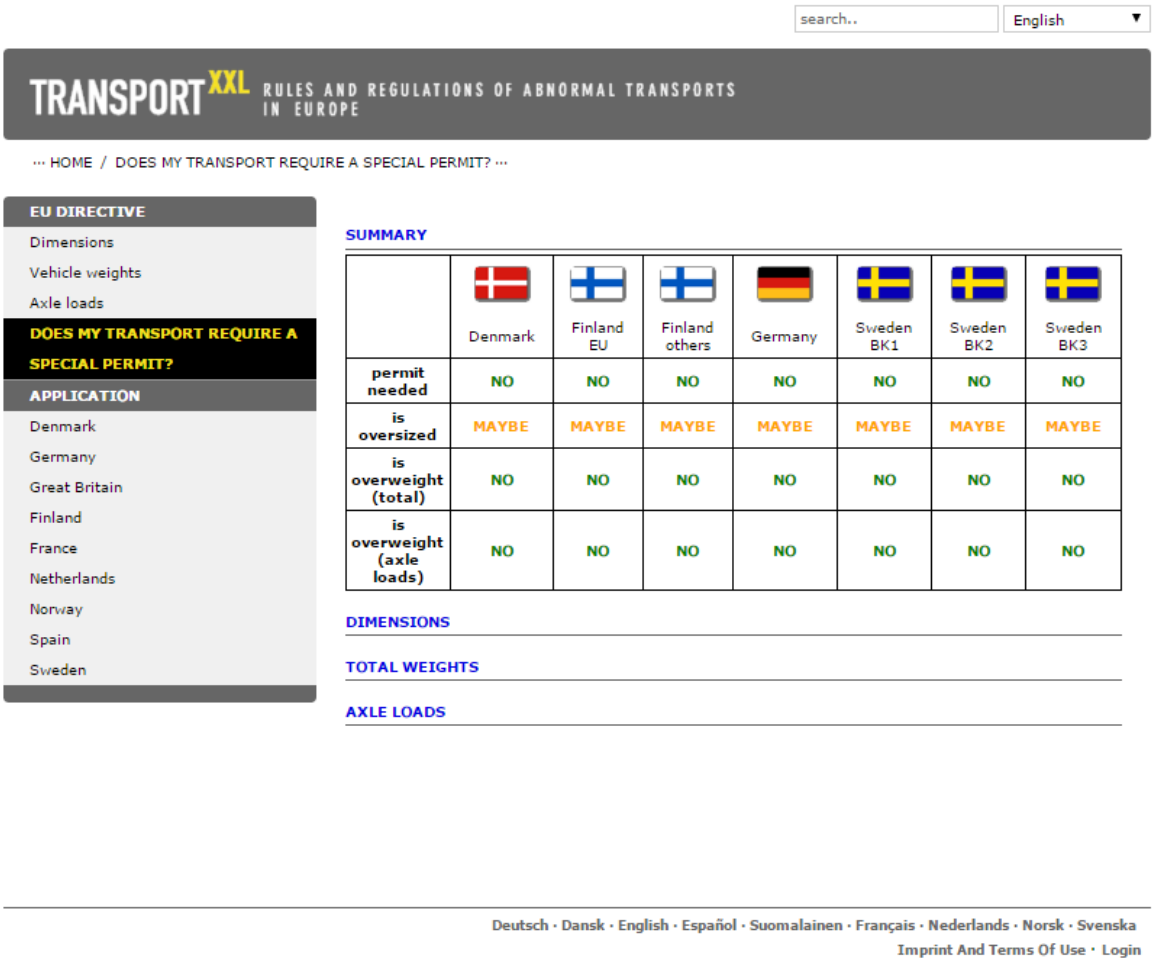

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SUMMARY

	Denmark	Finland EU	Finland others	Germany	Sweden BK1	Sweden BK2	Sweden BK3
permit needed	NO	NO	NO	NO	NO	NO	NO
is oversized	MAYBE	MAYBE	MAYBE	MAYBE	MAYBE	MAYBE	MAYBE
is overweight (total)	NO	NO	NO	NO	NO	NO	NO
is overweight (axle loads)	NO	NO	NO	NO	NO	NO	NO

DIMENSIONS

TOTAL WEIGHTS

AXLE LOADS

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SUMMARY

DIMENSIONS

	Denmark	Finland EU	Finland others	Germany	Sweden BK1	Sweden BK2	Sweden BK3
height	4m [1]	4m [1]	4m	4m	4m [1]	4m [1]	4m [1]
width	2.54m	2.54m	2.54m	2.54m	2.54m	2.54m	2.54m
length	12m	12m [11]	12m [11]	12m	12m	12m	12m
front overhang	0cm	0cm	0cm	0cm	0cm	0cm	0cm
rear overhang	0cm	0cm	0cm	0cm [3]	0cm	0cm	0cm
left overhang	0cm	0cm	0cm	0cm	0cm [4]	0cm [4]	0cm [4]
right overhang	0cm	0cm	0cm	0cm	0cm [4]	0cm [4]	0cm [4]

TOTAL WEIGHTS

AXLE LOADS

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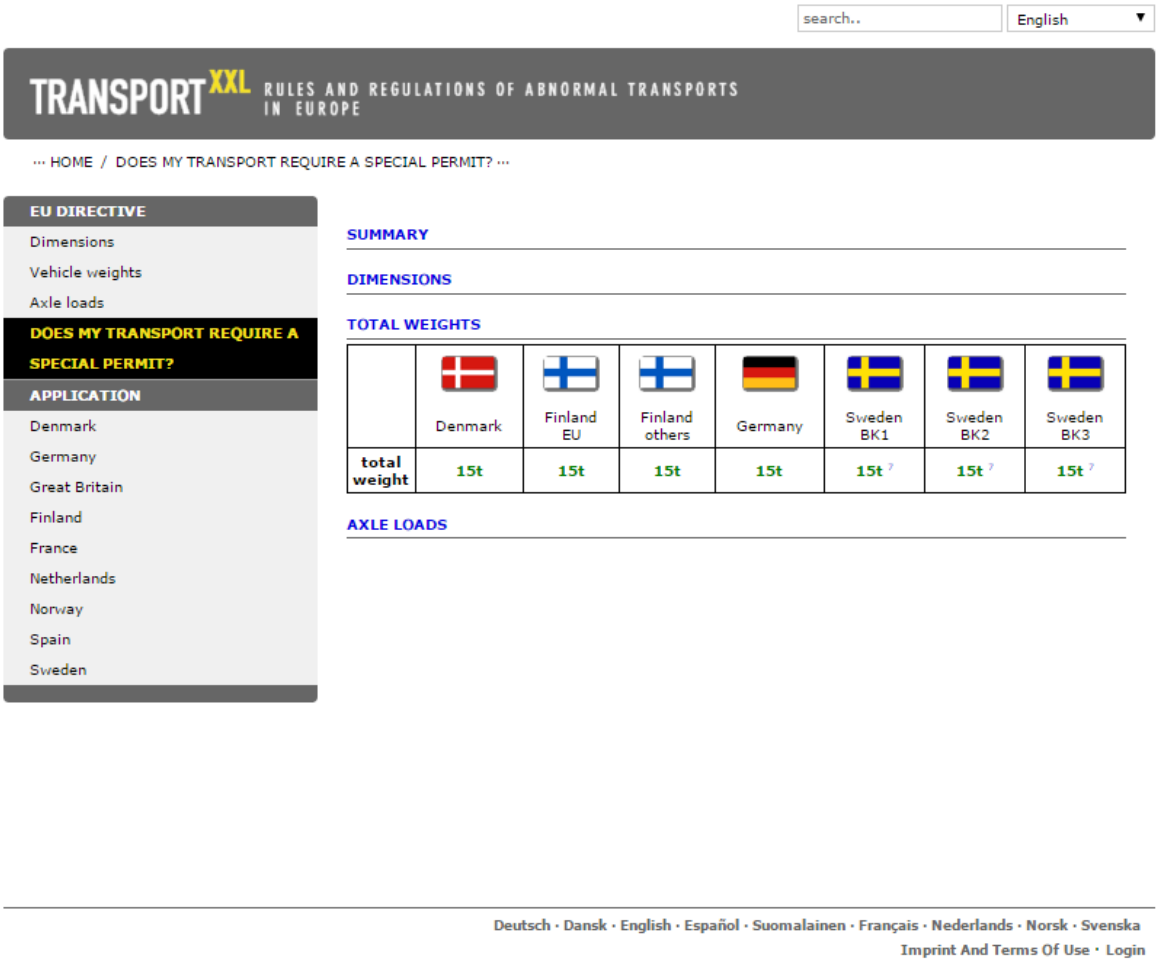

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SUMMARY

DIMENSIONS

TOTAL WEIGHTS

	Denmark	Finland EU	Finland others	Germany	Sweden BK1	Sweden BK2	Sweden BK3
total weight	15t	15t	15t	15t	15t	15t	15t

AXLE LOADS

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SUMMARY

DIMENSIONS

TOTAL WEIGHTS

AXLE LOADS

Denmark	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load†	7.5 [6]	7.5 [6]	
distance[m]	10.5		
tandem axles†	—		
tri-axles†			

Finland EU	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load†	7.5	7.5	
distance[m]	10.5		
tandem axles†	—		
tri-axles†			

Finland others	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load†	7.5	7.5	
distance[m]	10.5		
tandem axles†	—		
tri-axles†			

Germany	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load†	7.5	7.5	
distance[m]	10.5		
tandem axles†	—		
tri-axles†			

Sweden BK1	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load†	7.5	7.5	
distance[m]	10.5		
tandem axles†	—		
tri-axles†			

Sweden BK2	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load†	7.5	7.5	
distance[m]	10.5		
tandem axles†	—		
tri-axles†			

Sweden BK3	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load†	7.5	7.5	
distance[m]	10.5		
tandem axles†	—		
tri-axles†			

Deutsch · Dansk · English · Español · Suomalainen · Français · Nederlands · Norsk · Svenska
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3.1.2 EIP/EIP+ user and application survey 2013 - 2015

3.1.2.1 Results “Concept and Practicability” questionnaire

The applicability questionnaire for the FLS-DG01 was answered by 8 projects. Parts of this DG were easy, others have been hard to apply. The costs to apply the DG have been rated mainly between medium and low. According to this, the acceptance of the deployment guideline is rated medium to high.

3.1.2.2 Results "Compliance checklists questionnaire"

The compliance checklist for this DG was answered by 10 projects. Most of the functional requirements, technical and organisational requirements were met. Although there is no category of requirements which has been fully fulfilled by the projects.

3.1.2.3 New best practice examples of deployment 2013-2015

The following examples show the adaptation of the website ‘Transport XXL’ on the current situation in participating countries.

The Netherlands

In the Netherlands, the RDW is the central provider for exemptions. The RDW does this on behalf of the Dutch road authorities. The RDW is the Dutch Vehicle and Driving Licence Registration Authority.

There are two types of exemptions for indivisible cargo:

- Short-term / incidental exemptions;
- Long-term exemptions.

The characteristics of the types of exemptions and the corresponding types of exemptions are briefly described below.

Short-term / incidental exemption

An incidental exemption can be issued for a vehicle or a vehicle combination. When you apply for an incidental exemption, a check is performed for each application to determine whether the transport is possible. This means that permission to use a particular route will be reassessed when the next application is submitted, so your next application will not be approved automatically. There are different types of incidental exemptions. All incidental exemptions specify pre-conditions for the transport.

An incidental exemption can be issued for the following types of cargo:

- Indivisible cargo;
- Divisible cargo (such as ballast/crane parts and LHVs);
- Self-propelled machines.

Long-term exemption

A long-term exemption is valid for 1 year. Depending on the type of cargo and your vehicle, specific dimensions are defined in the exemption.

You can apply for this exemption for state roads, provincial roads, municipal roads and water ship roads. Each road authority has its own restrictions on the maximum dimensions. In addition, it is not permitted to use all of the roads managed by road authorities. Only through roads, roads that lead from or to an industrial zone and roads inside industrial zones are included − and then only if they are suitable for exceptional transport and the road authority has granted its permission.

The exemption is issued on the basis of your vehicle's license number. The dimensions and stipulations in the exemption apply to the entire combination.

Period of validity

Incidental exemption: 4 weeks, which can be extended to a maximum of 12 weeks when it involves a project exemption; you must specify this in your application.

Long-term exemptions are valid for 1 year. There is one exception to this: exemptions for agricultural machines are valid for 3 years.

Costs

The costs of an incidental exemption depends on the number of road authorities your transport will pass through, the number of routes and the duration of your exemption. You pay at least the basic tariff for an exemption for a maximum of 4 vehicles or combinations. You pay a surcharge for each route and for each extension of the delivery time. In addition, you pay a contribution to each road authority. This contribution (legal fee) must be paid to RDW, which will then pass it on to the road authority on your behalf.

The price for long-term exemptions is fixed. It is one tariff for the whole Netherlands, regardless the number of road authorities your transport will pass trough.

Delivery time

The delivery time for incidental exemptions depends on the dimensions. The following is an overview of the delivery times that RDW tries to achieve but unfortunately cannot guarantee. They depend on the decision space, the complexity, the total number of applications and the reaction speed of the road authorities.

	10 working days	4 working days	2 working days
Width	> 4.50 metres	< 4.50 metres	< 3.50 metres
Height	> 4.50 metres	< 4.50 metres	< 4.20 metres
Length	> 40 metres	< 40 metres	< 27.00 metres
Weight	> 100,000 kilos and < 150,000 kilos	< 100,000 kilos	< 100,000 kilos*

* A delivery time of 2 days is not always possible for some road authorities. In that case, you need to take a minimum of 5 working days into account.

The turnaround time for a long-term exemption is approximately 5 working days. This partly depends on the number of applications to be processed and the availability and clarity of your vehicle data.

Technical inspection

To qualify for an exemption, your cargo and your (combination of) vehicles must comply with certain conditions. You must confirm that your cargo is indeed indivisible. We may ask you a number of questions about this. In addition, your vehicle must be technically suitable for the transport of this cargo. You may be asked to produce additional documents for the technical inspection.

Foreign vehicle documents

The foreign vehicle documents that we need to examine during an assessment must be issued by the registration authority of the relevant country or by the vehicle manufacturer. Your application should also

include a clear copy of your vehicle registration document. You should also send any additional technical documents with your application so that your exemption application can be assessed properly.

From 1 March 2015, non-Dutch vehicles need to have been registered with RDW before an application for an exceptional transport permit can be made. Non-Dutch vehicles can be registered as from 7 July 2014.

More information:
https://www.rdw.nl/sites/ontheffingen/Paginas/International-Customers-English.aspx?Path=Portal/Ontheffingen/English

General conditions and stipulations

Every exemption is governed by general conditions and stipulations, such as the requirements for the markings on your transport. In addition, there are often additional conditions and stipulations defined for incidental exemptions, such as driving times, transport supervision and harmonization. These conditions are specified by the road authorities and are included in the exemption.

Route & Route study

Before you start your journey, you must be certain in all cases that the route you want to drive is free of obstacles. For an incidental exemption, depending on the dimensions of your transport an additional route study may be required. This additional study must comply with particular requirements and must be appended to your exemption application.

8 Hours before the actual transport, a transporter is obliged to check for roadworks via this site: http://dkw.rdw.nl/

Pilotcars and time windows

Depending on transport with, length, heigth and/or mass, a pilotcar is required. Also time windows may apply.

For highways:

Width	Number of pilots	Allowed time	Days of the week
Up till 4.00 m	None	No limitations	No limitations
4.01 m – 4.50 m	One	10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
4.51 m – 5.00 m	Two	20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
5.01 m and wider	Two	22.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Length	Number of pilots	Allowed time	Days of the week
Up till 40.00 m	None	No limitations	No limitations
40.01 m – 50.00 m	One	10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
50.01 m and longer	Two	20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Mass	Number of pilots	Allowed time	Days of the week

No special operations	None	No limitations	No limitations
Special operations	At the place of special operation Two	At the place of special operations 10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
Up till 100.000 kg	None	No limitations	No limitations
100.001 kg and more	Two	10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Heigth	Number of pilots	Allowed time	Days of the week
No special operations	None	No limitations	No limitations
Special operations	At the place of special operation Two	At the place of special operations 10.00 hrs – 15.00 hrs en 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Underlying road network:

Width	Number of pilots	Allowed time	Days of the week
Up till 3.50 m	None	No limitations	No limitations
3.51 m – 4.00 m	One	No limitations	No limitations
4.01 m – 4.50 m	Two	10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
4.51 m – 5.00 m	Two	20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
5.01 m and wider	Two	22.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Length	Number of pilots	Allowed time	Days of the week
Up till 27.50 m	None	No limitations	No limitations
27.50 m – 32.00 m	One	10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
32.01 m – 50.00 m	Two	10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
50.01 m and longer	Two	20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Mass	Number of pilots	Allowed time	Days of the week

No special operations	None	No limitations	No limitations
Special operations	At the place of special operation Two	At the place of special operations 10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*
Up till 100.000 kg	None	No limitations	No limitations
100.001 kg and more	Two	10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Heigth	Number of pilots	Allowed time	Days of the week
No special operations	None	No limitations	No limitations
Special operations	At the place of special operation Two	At the place of special operation 10.00 hrs – 15.00 hrs and 20.00 hrs – 06.00 hrs	All (Saturday and Sunday no limitations)*

Other languages

For more information in English use the following link (also for application forms):

https://www.rdw.nl/sites/ontheffingen/Paginas/English-customers.aspx?path=Portal/Ontheffingen/English

The site is also available in German (also for application forms):

https://www.rdw.nl/sites/ontheffingen/Paginas/Deutsche-Information.aspx?path=Portal/Ontheffingen/Deutsch

Contact

Telephone

You can contact the department Exceptional Transport by telephone from Monday through Friday from 8.30 – 17.00 hrs on telephone number +31 (0)79 345 81 34.

Sending an e-mail

You can send us your questions by e-mail. You will receive a reply within 3 working days. Needless to say, we will do our best to respond even earlier.

E-mail addresses

All questions regarding exceptional transport: ontheffingen@rdw.nl

Address

RDW

Ontheffingen Department

Europaweg 205

2711 ER Zoetermeer

PO Box 777

2700 AT Zoetermeer

The Netherlands

Web application

You can apply for your exemption applications in two ways: by filling in an application form or by applying on the website. Online exemption applications have several advantages – for example, you can view your own exemption history and you can reuse previous application data in a new application, which can save you a lot of time.

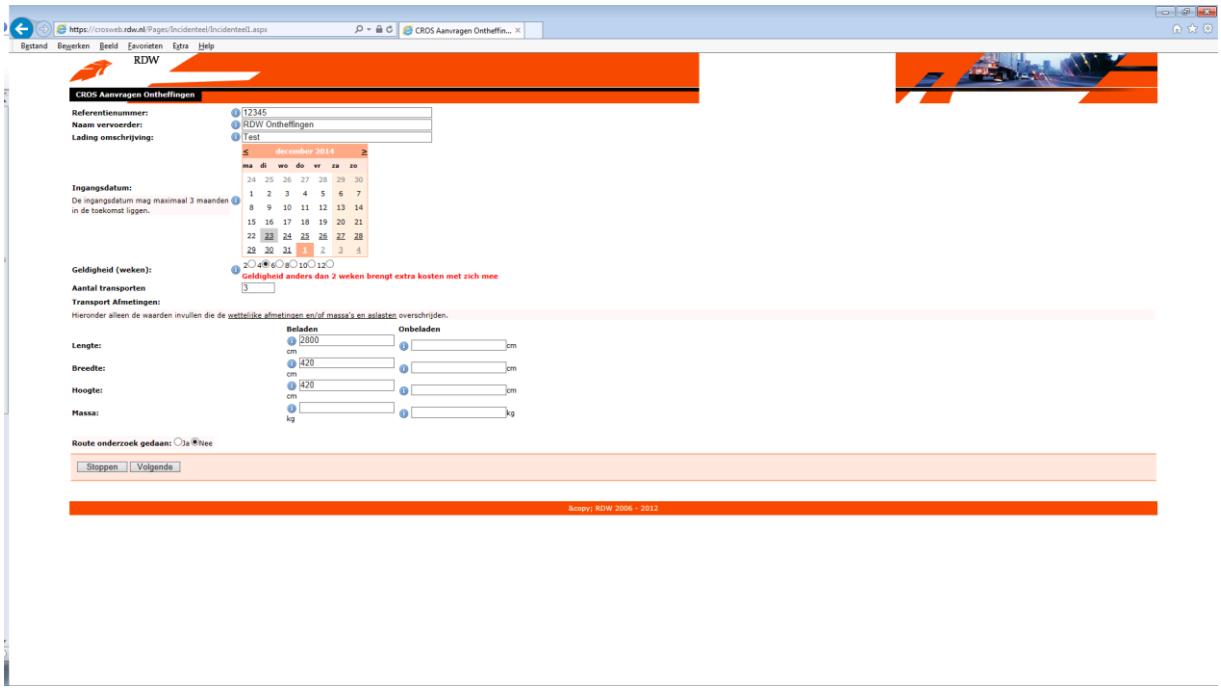
Internet certificate

In order to submit your applications through the Internet, you must have an internet certificate specifically for this website. An internet certificate is a file that you install on your computer from a CD-ROM; you use the file to identify yourself after entering the correct internet address. The application form for the internet certificate is displayed on the right of the following page: https://www.rdw.nl/sites/ontheffingen/Paginas/Contact-English.aspx?path=Portal/Ontheffingen/English

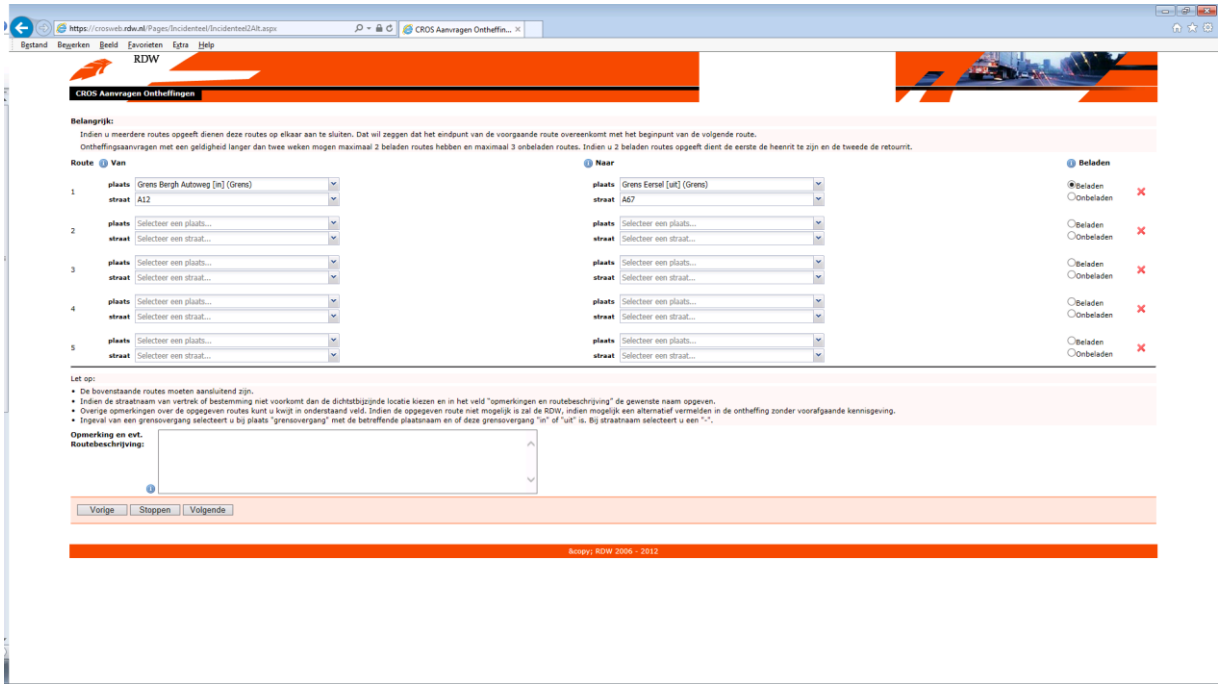
This is free of charge.

With the internet certificate you can open the following website: https://crossweb.rdw.nl/

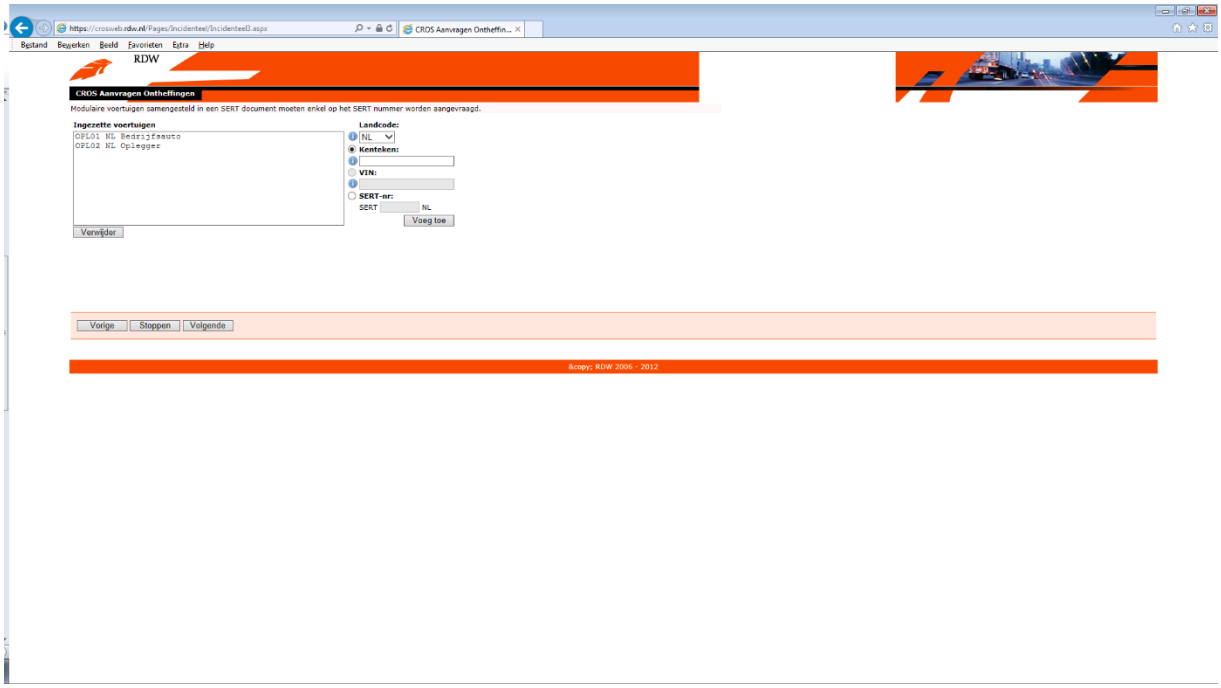
In the first screen you can fill in details like name, date and load dimensions:



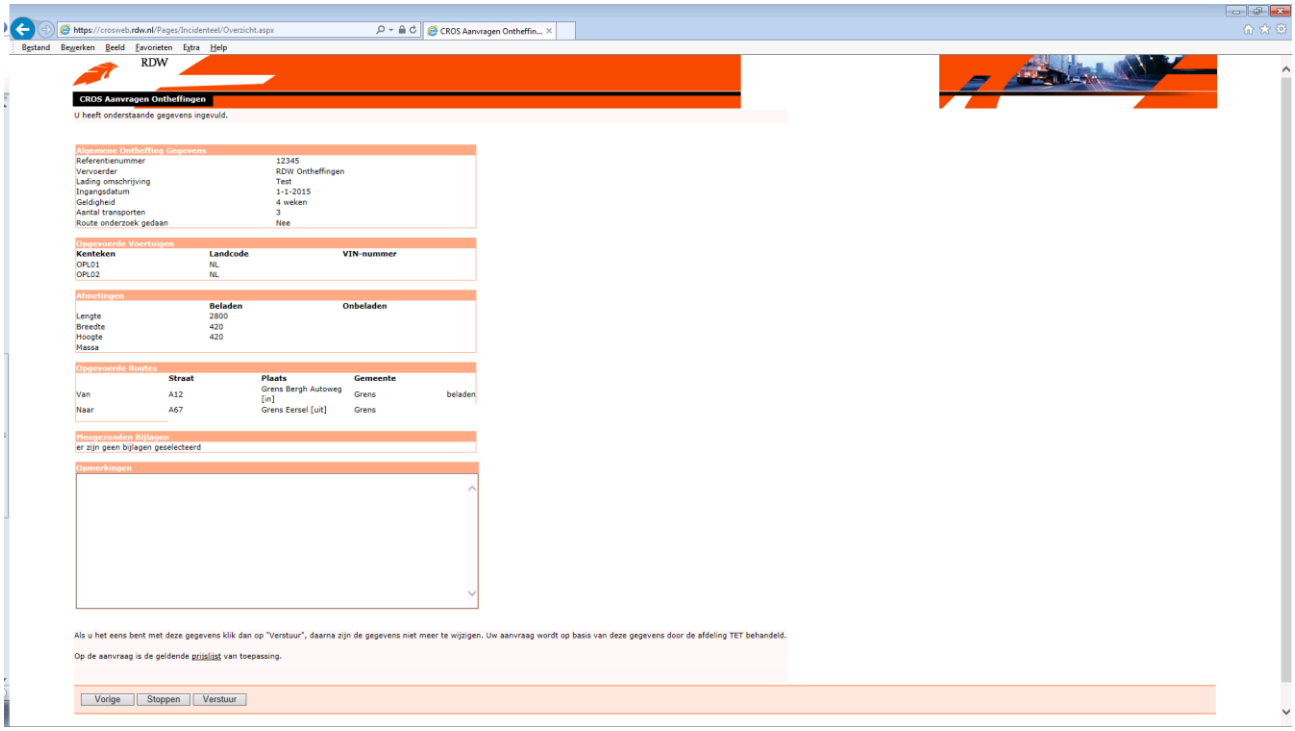
Fill in start point en destination



Fill in registration numbers of vehicles (for non-dutch vehicles the VIN number is required)

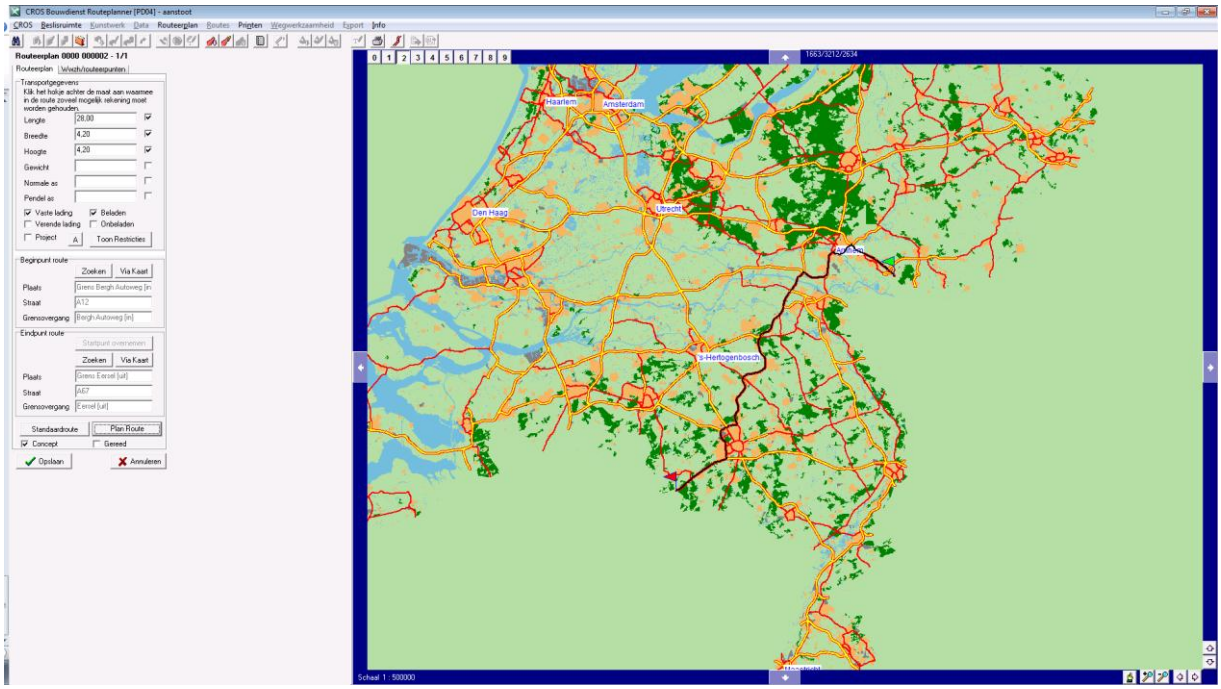


Push the “send”button

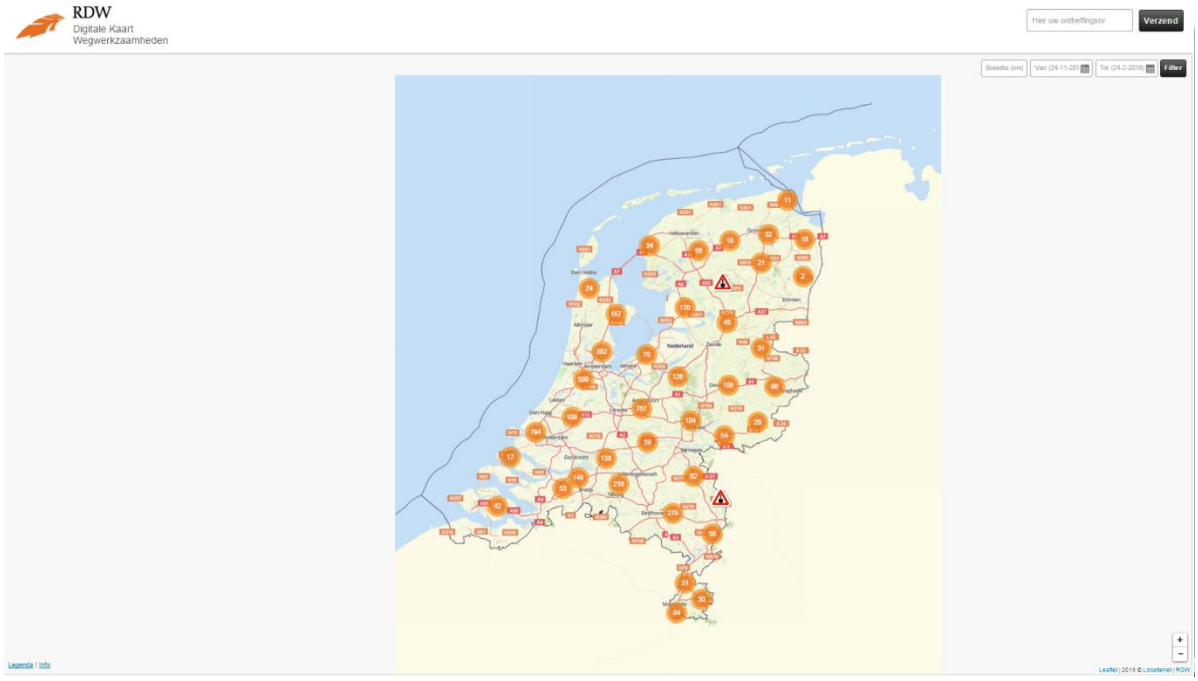


At the RDW, the track will be generated automatically (this can't be done by the transporter).

This is for RDW only, but gives a good overview:



Actual roadworks are shown http://dkw.rdw.nl. The Digital Roadworks Map got updated on the 1st of July 2015. It now also includes roadworks on national trunk roads.



Sweden

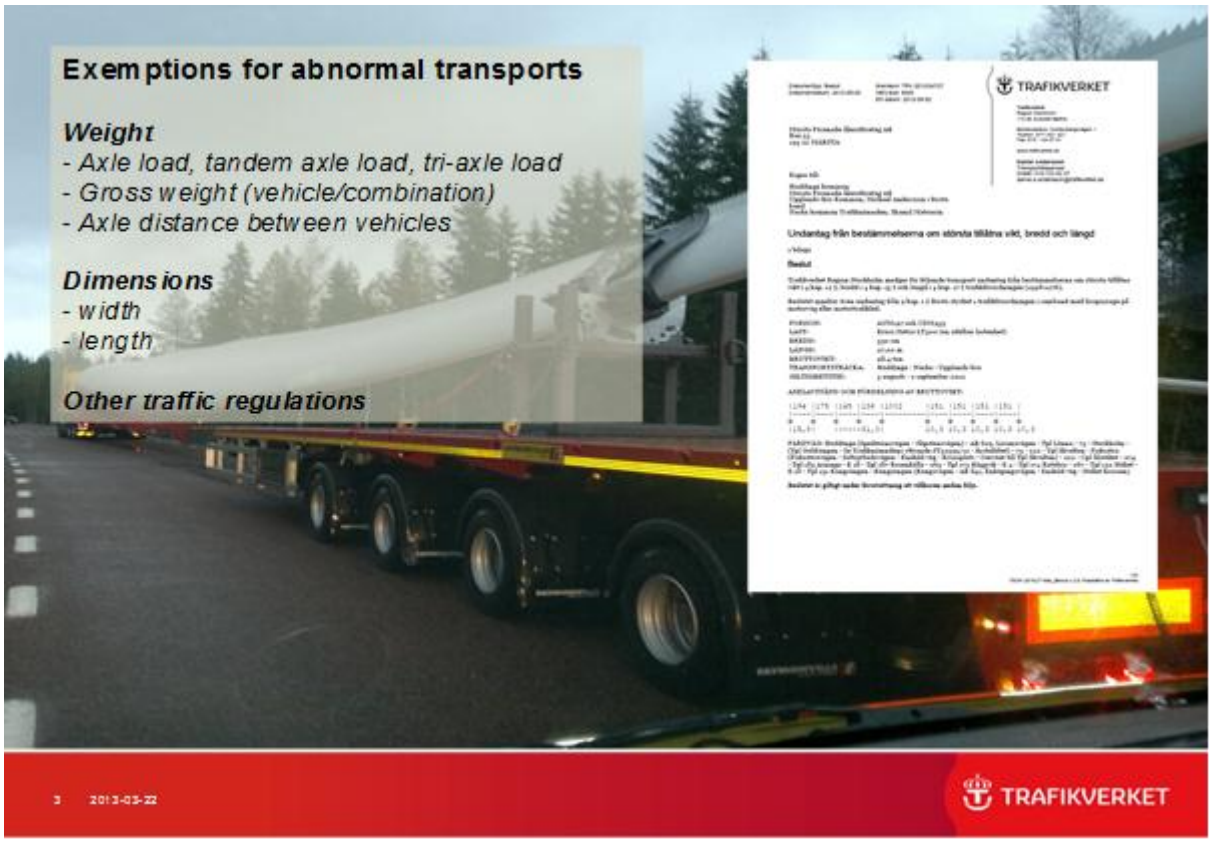
TRIX –traffic system for handling transport exemptions for internal and external users

All information about the transport exemption for abnormal road transport you will get here:

http://www.trafikverket.se/transportdispens

The direct entrance to the TRIX-System you can find here:

http://trix.trafikverket.se



The Swedish Transport Administration's regions, regional offices and local offices

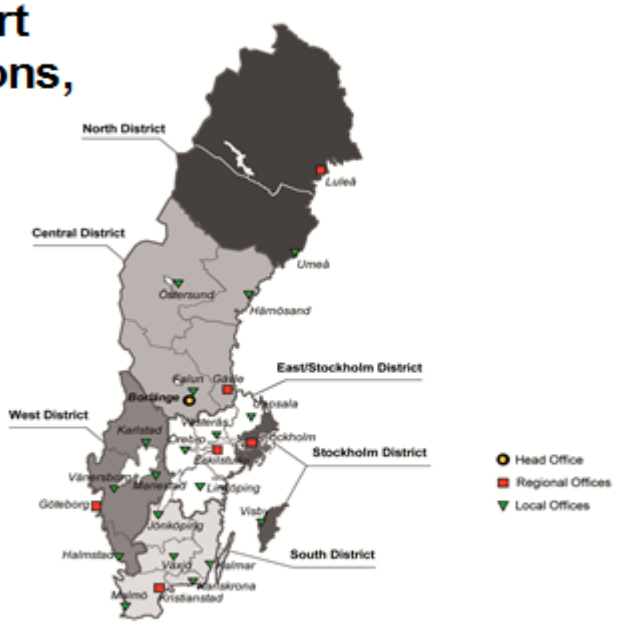
One stop shopping

One municipality = the municipality

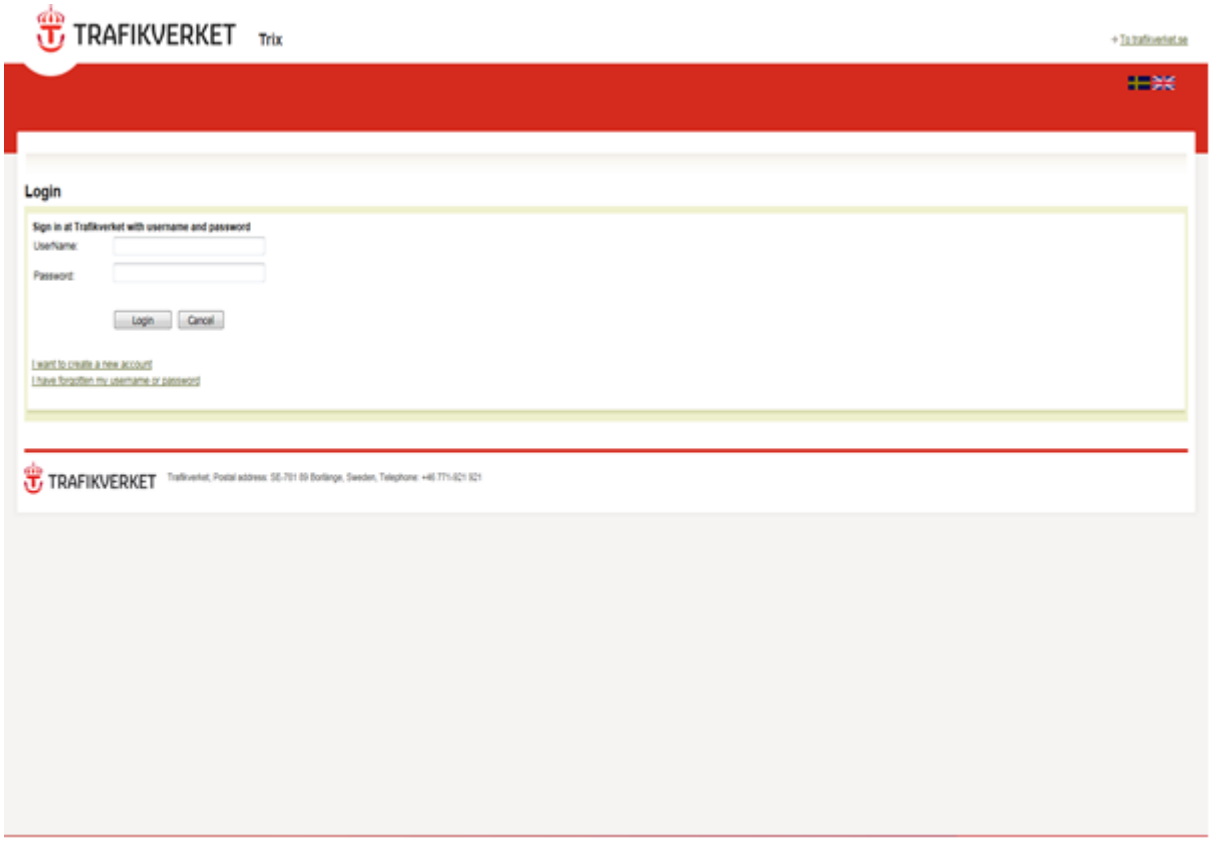
More than one municipality = Trafikverket regional district where the transport starts

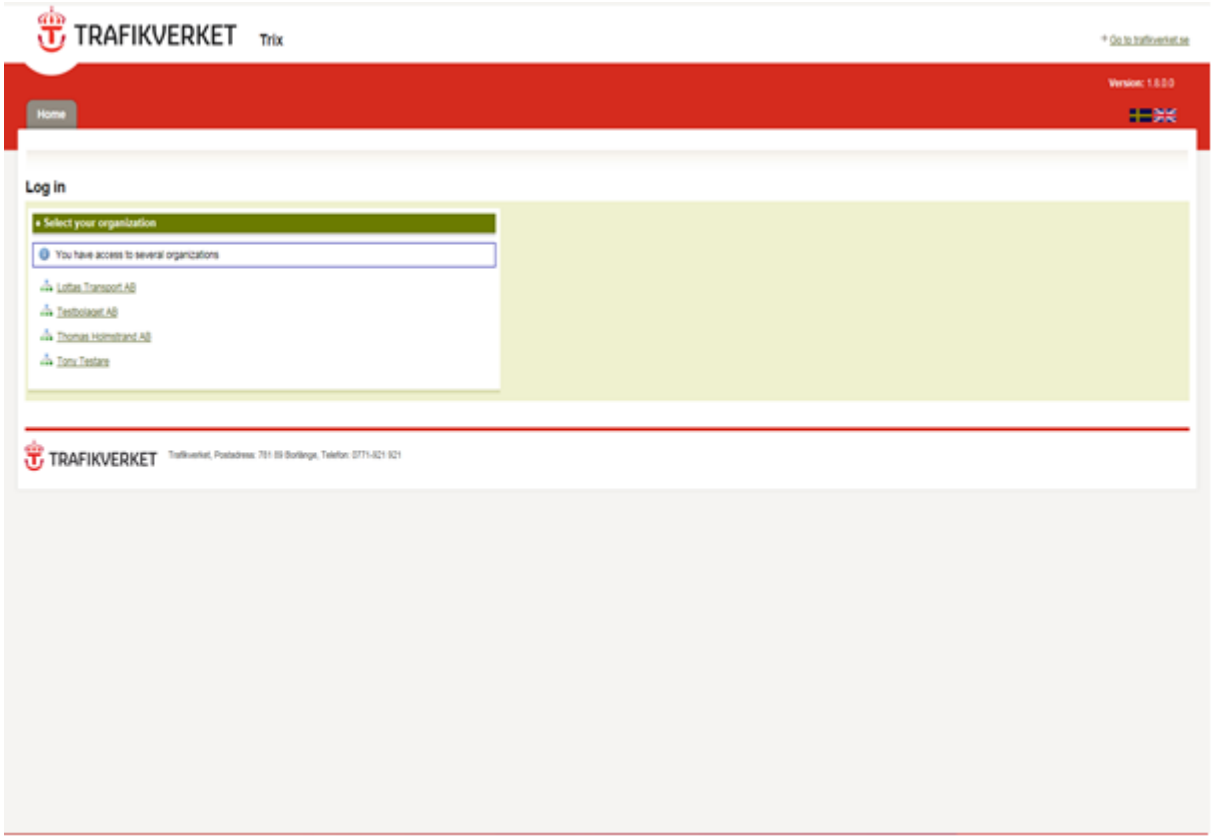
6 state regional road authorities

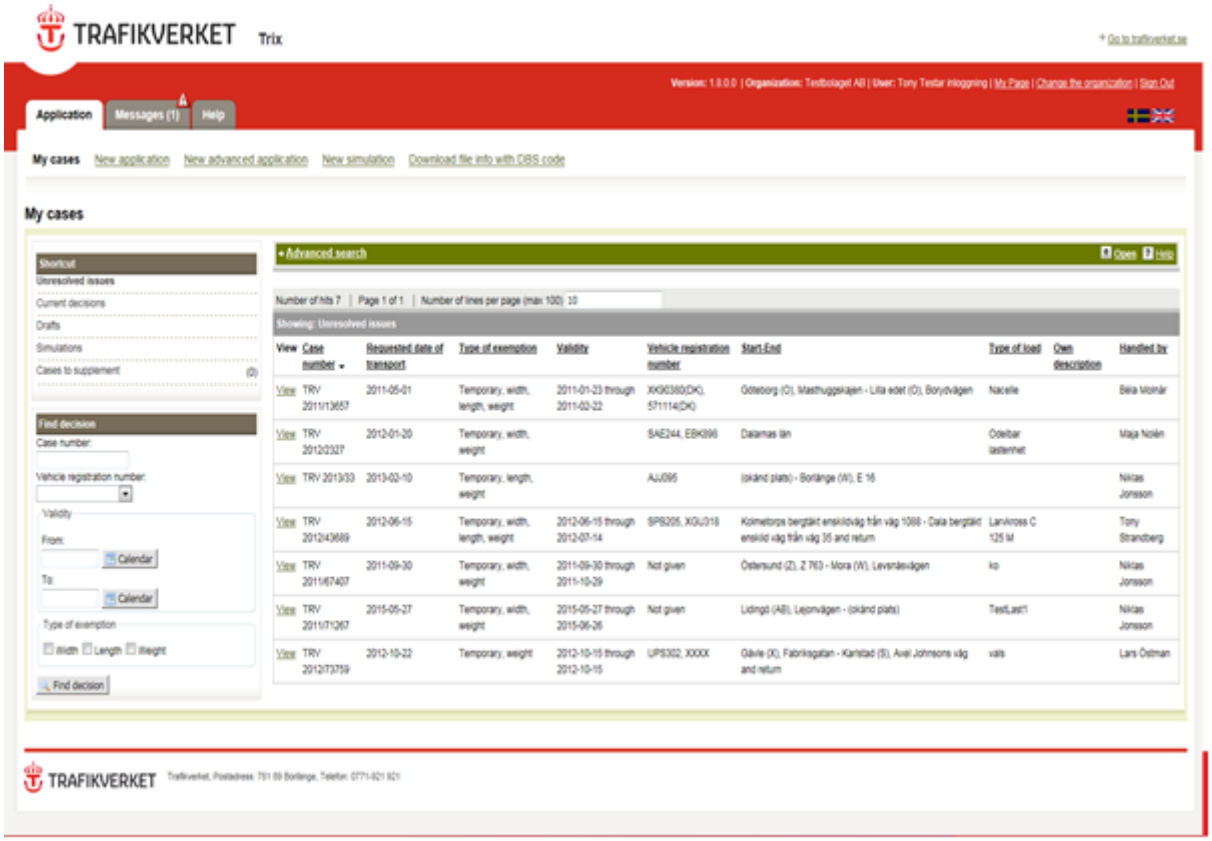
Our transport exemption staff are formally employed in all regions and works nationally in TRIX

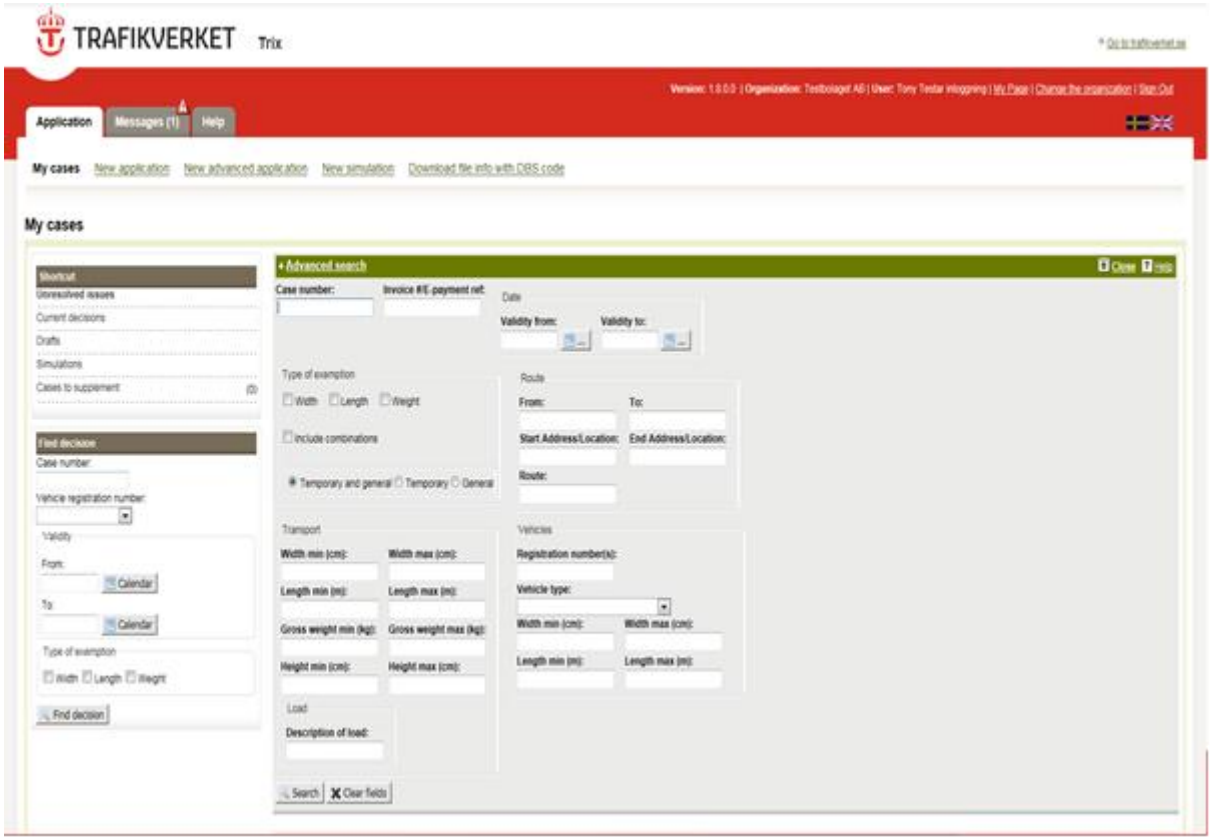


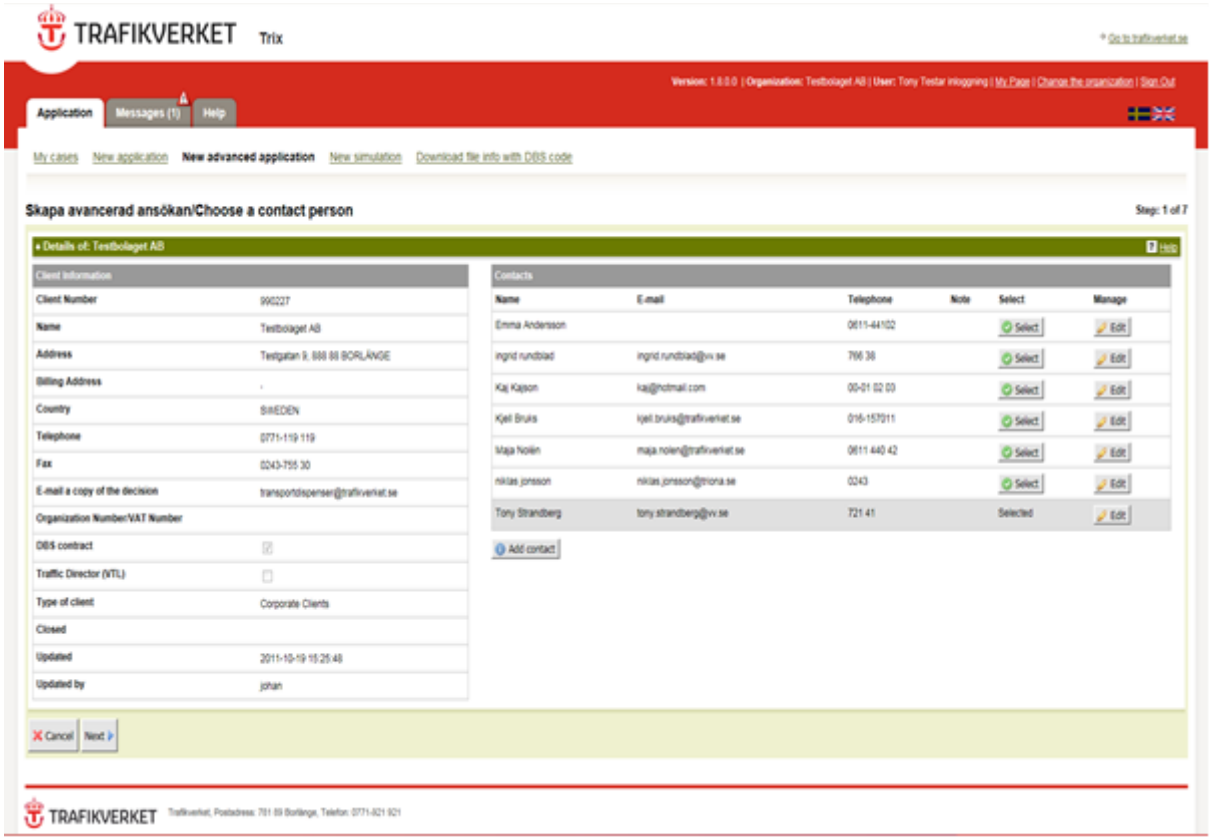
4 2013-03-22 TRAFIKVERKET

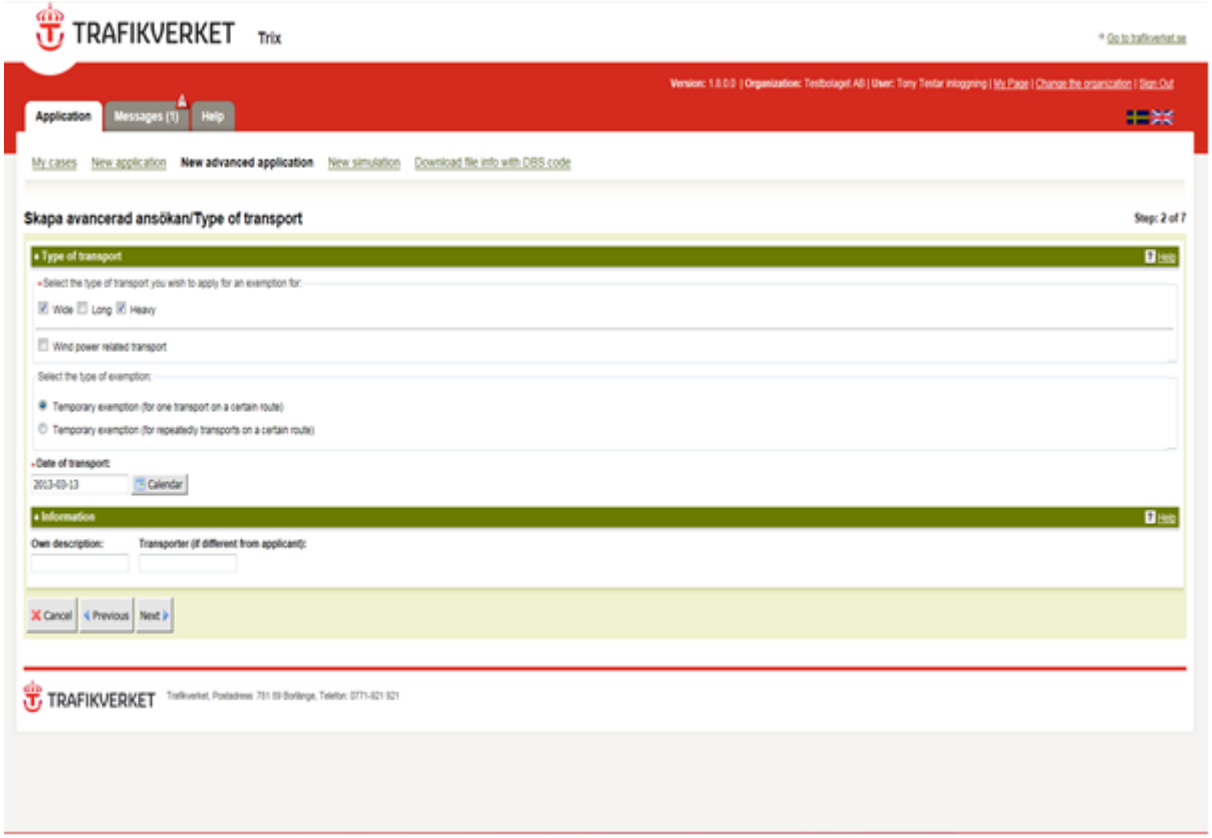

TRAFIKVERKET Trix
Login
Sign in at Trafikverket with username and password
Username:
Password:
Login
Cancel
I want to create a new account
I have forgotten my username or password
TRAFIKVERKET

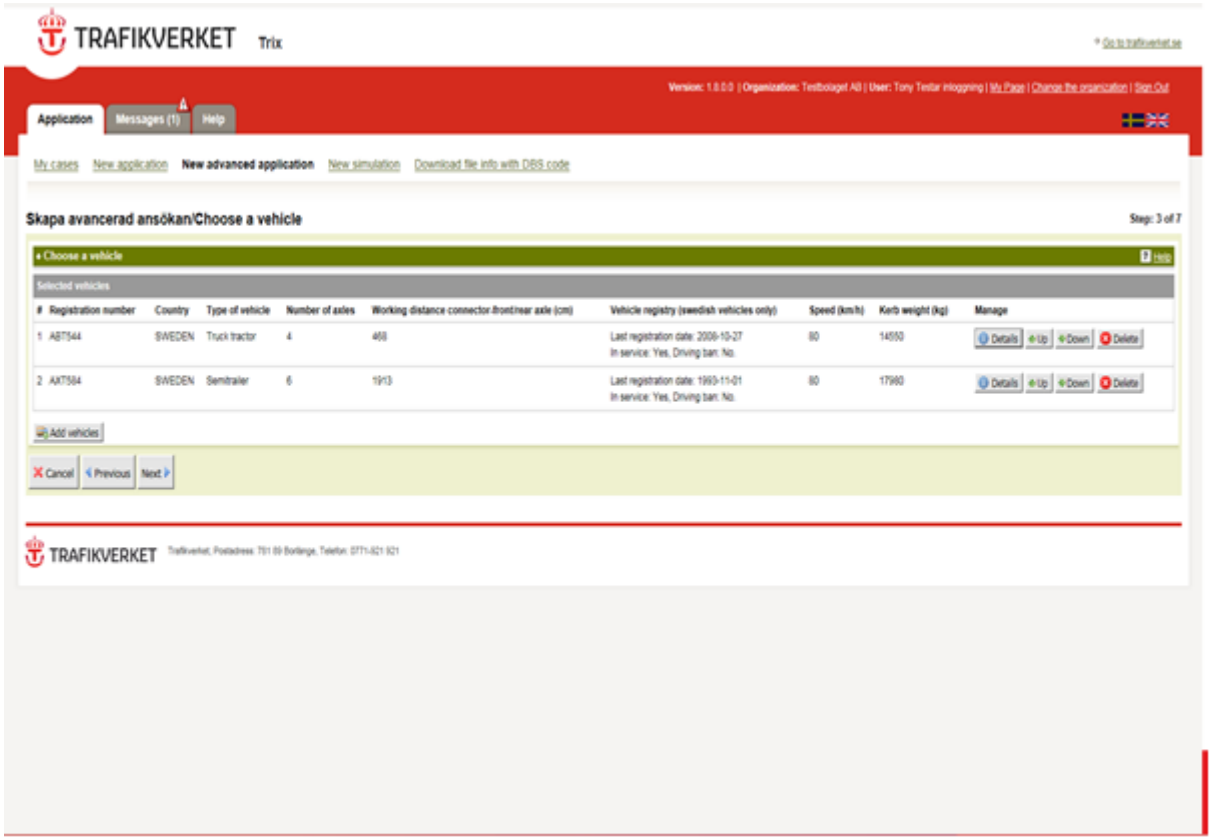

TRAFIKVERKET Trix
Home
Log in
Select your organization
You have access to several organizations
Lotbas Transport AB
Testbolaget AB
Thomas Holmstrand AB
Tony Testare
TRAFIKVERKET

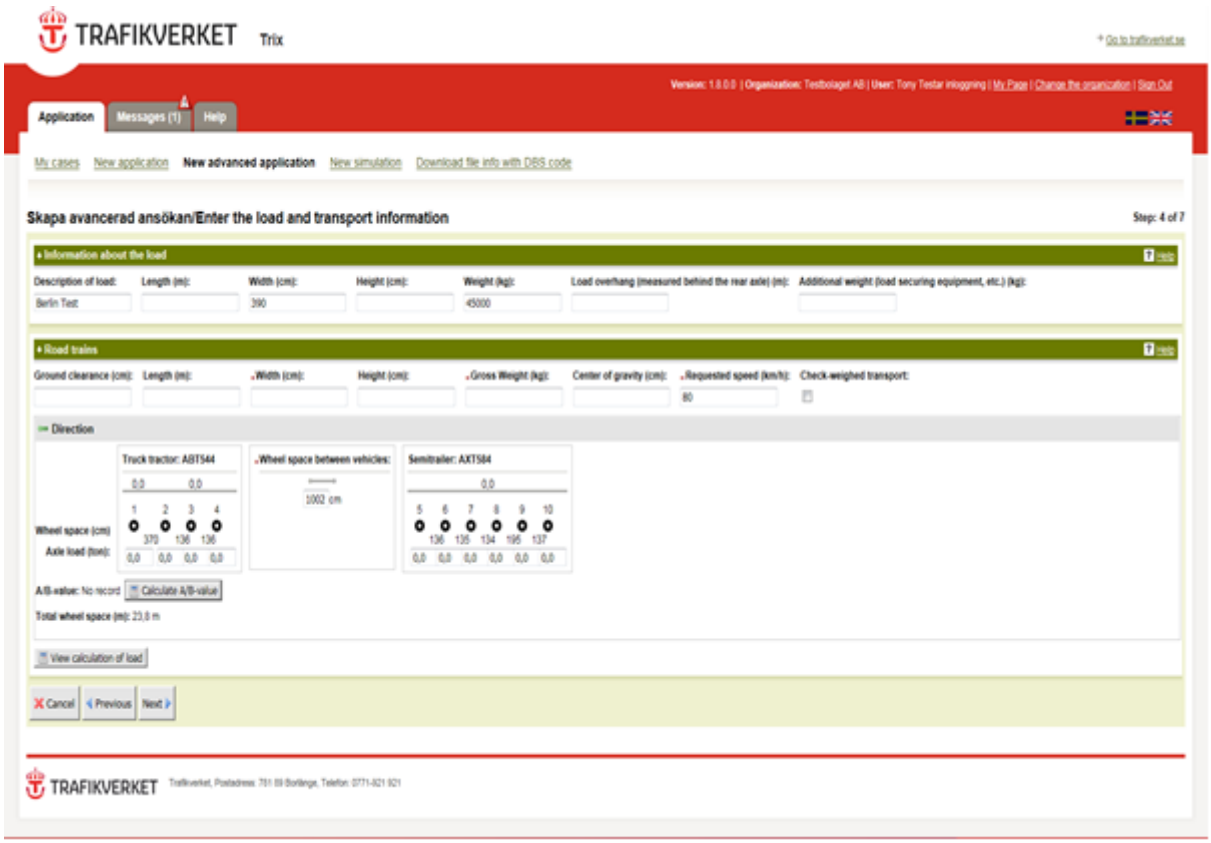

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
My cases
Shortcut
Unresolved issues
Current decisions
Drafts
Simulations
Cases to supplement
Find decision
Case number:
Vehicle registration number:
Validity
From:
To:
Calendar
Type of exemption
Width
Length
Weight
Find decision
+ Advanced search
Open
Help
Number of hits 7 | Page 1 of 1 | Number of lines per page (max 100) 10
Showing: Unresolved issues
View
Case number
Requested date of transport
Type of exemption
Validity
Vehicle registration number
Start-End
Type of load
Own description
Handled by
TRAFIKVERKET

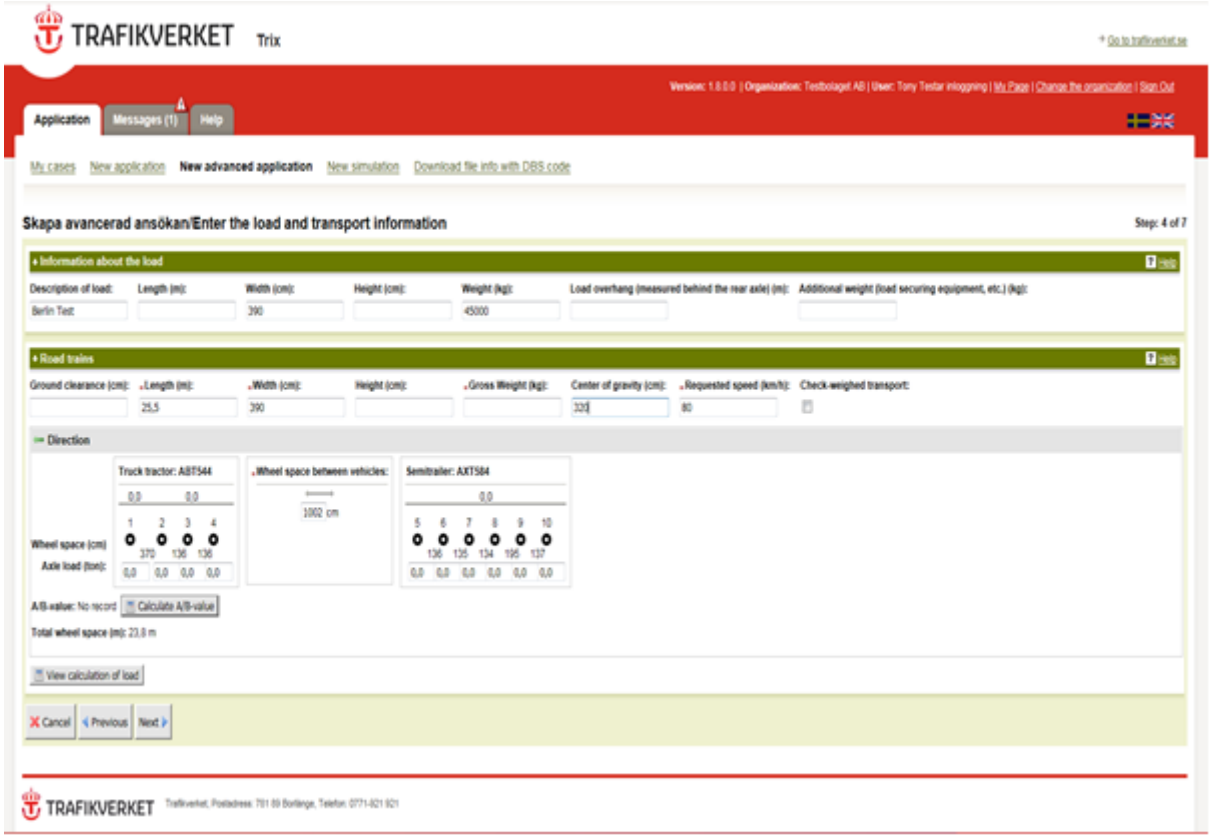

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
My cases
Shortcut
Unresolved issues
Current decisions
Drafts
Simulations
Cases to supplement
Find decision
Case number:
Vehicle registration number:
Validity
From:
To:
Calendar
Type of exemption
Width
Length
Weight
Find decision
+ Advanced search
Close
Help
Case number:
Invoice #/E-payment ref:
Date
Validity from:
Validity to:
Type of exemption
Width
Length
Weight
Include combinations
Temporary and general
Temporary
General
Route
From:
To:
Start Address/Location:
End Address/Location:
Route:
Transport
Width min (cm):
Width max (cm):
Length min (m):
Length max (m):
Gross weight min (kg):
Gross weight max (kg):
Height min (cm):
Height max (cm):
Vehicles
Registration number(s):
Vehicle type:
Width min (cm):
Width max (cm):
Length min (m):
Length max (m):
Load
Description of load:
Search
Clear fields

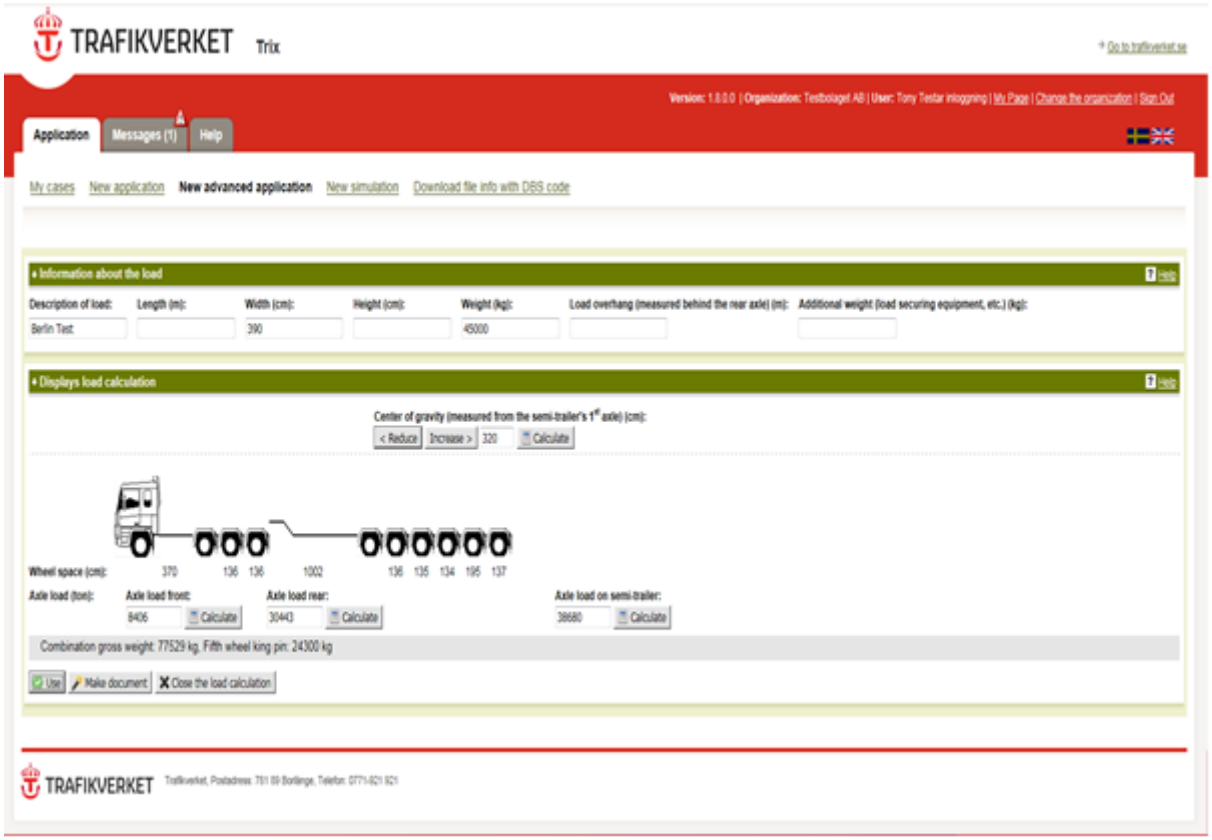

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Choose a contact person
Step: 1 of 7
Details of: Testbolaget AB
Client Information
Client Number 990227
Name Testbolaget AB
Address Testgatan 9, 888 88 BORLÄNGE
Billing Address
Country SWEDEN
Telephone 0771-119 119
Fax 0243-755 30
E-mail a copy of the decision transportdispenser@trafikverket.se
Organization Number/VAT Number
DBS contract
Traffic Director (VTL)
Type of client Corporate Clients
Closed
Updated 2011-10-19 15:25:48
Updated by johan
Contacts
Name E-mail Telephone Note Select Manage
Emma Andersson 0611-44102 Select Edit
ingrid rundblad ingrid.rundblad@vv.se 786 38 Select Edit
Kaj Kajson kaj@hotmail.com 00-01 02 03 Select Edit
Kjell Bruks kjell.bruks@trafikverket.se 010-157011 Select Edit
Maja Nolén maja.nolen@trafikverket.se 0611 440 42 Select Edit
niklas jonsson niklas.jonsson@triona.se 0243 Select Edit
Tony Strandberg tony.strandberg@vv.se 721 41 Selected Edit
Add contact
Cancel
Next
TRAFIKVERKET

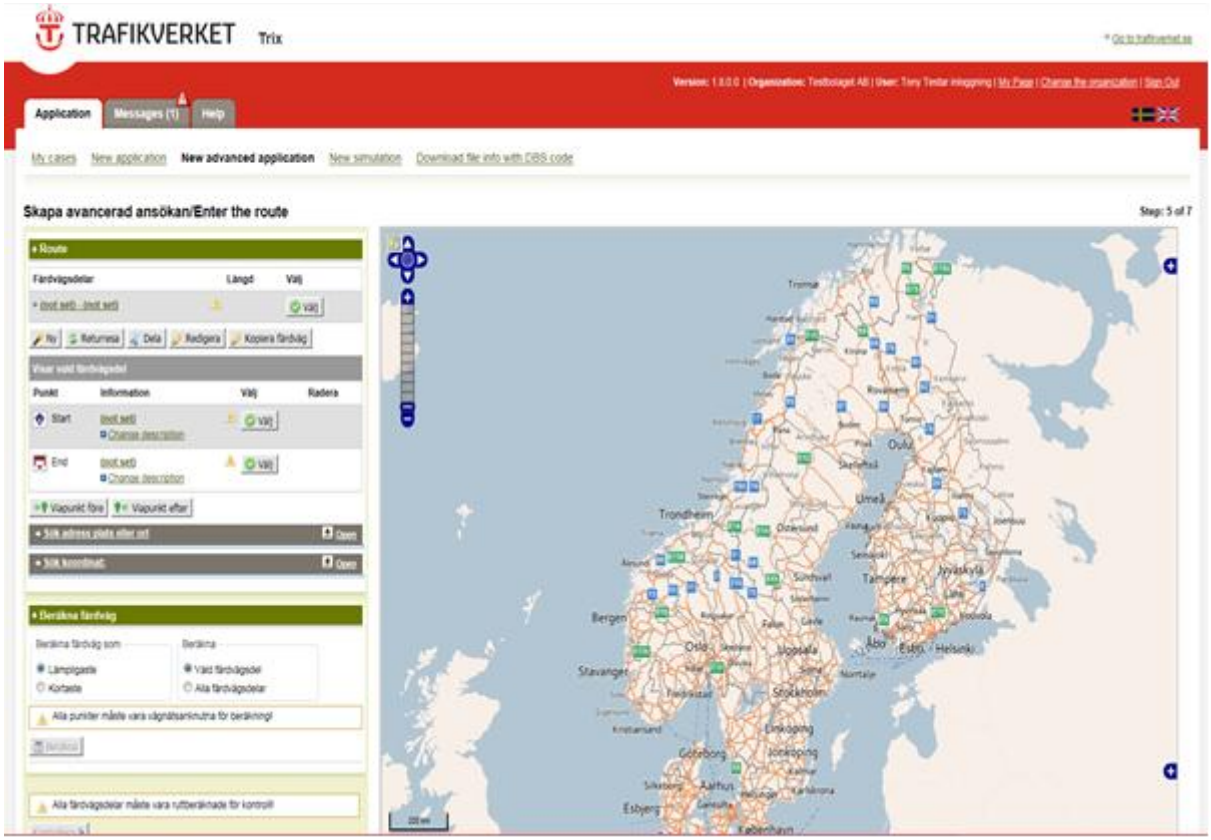

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Type of transport
Step: 2 of 7
Type of transport
Select the type of transport you wish to apply for an exemption for:
Wide
Long
Heavy
Wind power related transport
Select the type of exemption:
Temporary exemption (for one transport on a certain route)
Temporary exemption (for repeatedly transports on a certain route)
Date of transport:
2013-09-13
Calendar
Information
Own description:
Transporter (if different from applicant):
Cancel
Previous
Next
TRAFIKVERKET

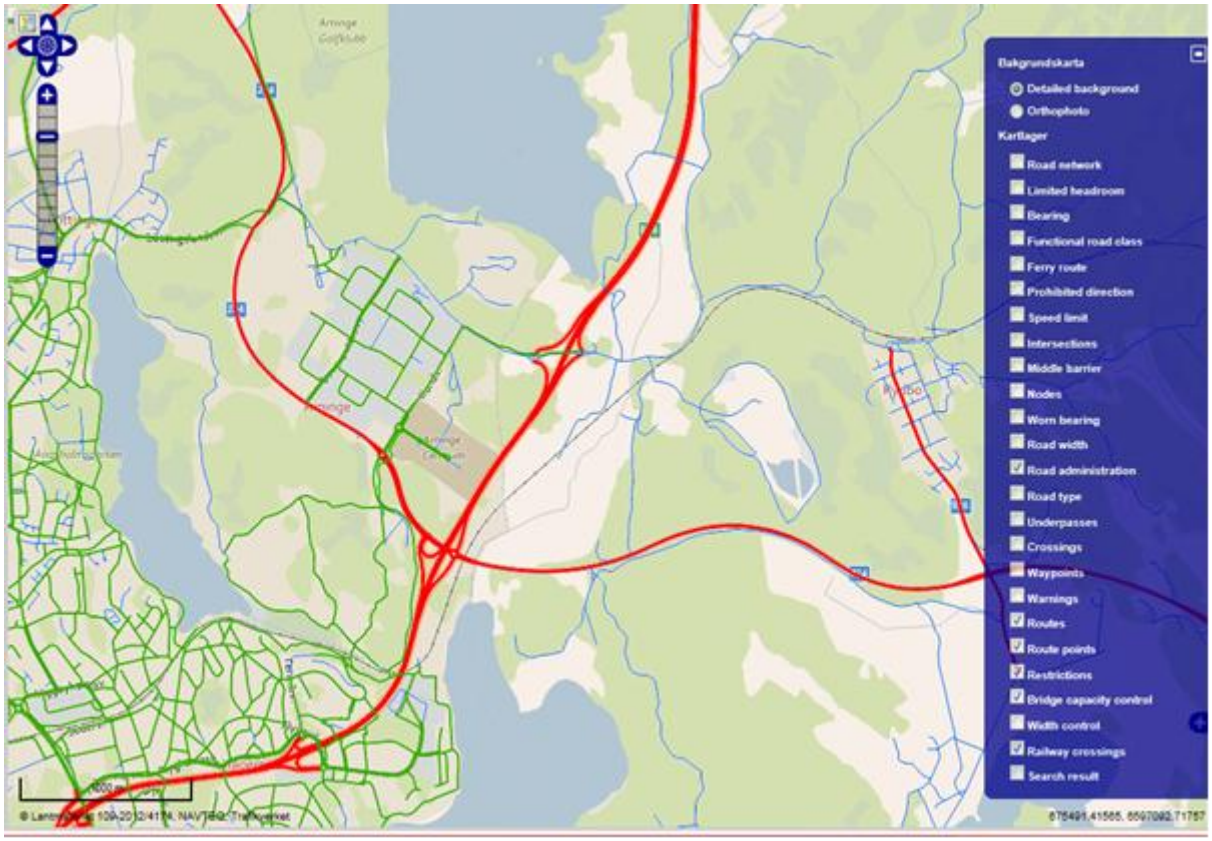

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Choose a vehicle
Step: 3 of 7
Choose a vehicle
Selected vehicles
Registration number
Country
Type of vehicle
Number of axles
Working distance connector /front/rear axle (cm)
Vehicle registry (swedish vehicles only)
Speed (km/h)
Kerb weight (kg)
Manage
1 ABT544
SWEDEN
Truck tractor
4
468
Last registration date: 2006-10-27
In service: Yes, Driving ban: No.
80
14550
Details
Up
Down
Delete
2 AXT584
SWEDEN
Semitrailer
6
19/13
Last registration date: 1993-11-01
In service: Yes, Driving ban: No.
80
17960
Details
Up
Down
Delete
Add vehicles
Cancel
Previous
Next
TRAFIKVERKET

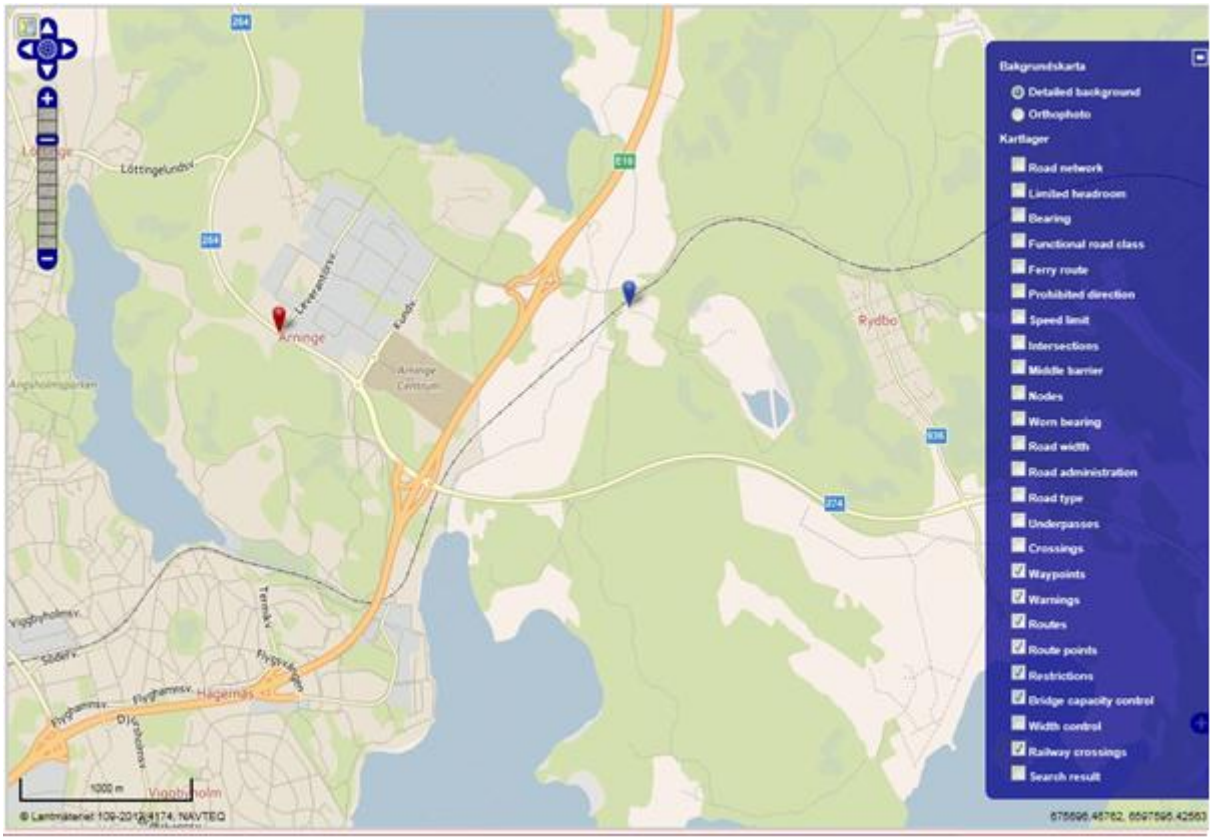

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Enter the load and transport information
Step: 4 of 7
Information about the load
Description of load:
Length (m):
Width (cm):
Height (cm):
Weight (kg):
Load overhang (measured behind the rear axle) (m):
Additional weight (load securing equipment, etc.) (kg):
Berlin Test
390
45000
Road trains
Ground clearance (cm):
Length (m):
Width (cm):
Height (cm):
Gross Weight (kg):
Center of gravity (cm):
Requested speed (km/h):
Check-weighed transport:
80
Direction
Truck tractor: ABT544
Wheel space between vehicles:
1002 cm
Semitrailer: AXT584
Wheel space (cm)
Axle load (ton):
370
136
136
136
135
134
195
137
A/B-value: No record
Calculate A/B-value
Total wheel space (m): 23,8 m
View calculation of load
Cancel
Previous
Next
TRAFIKVERKET

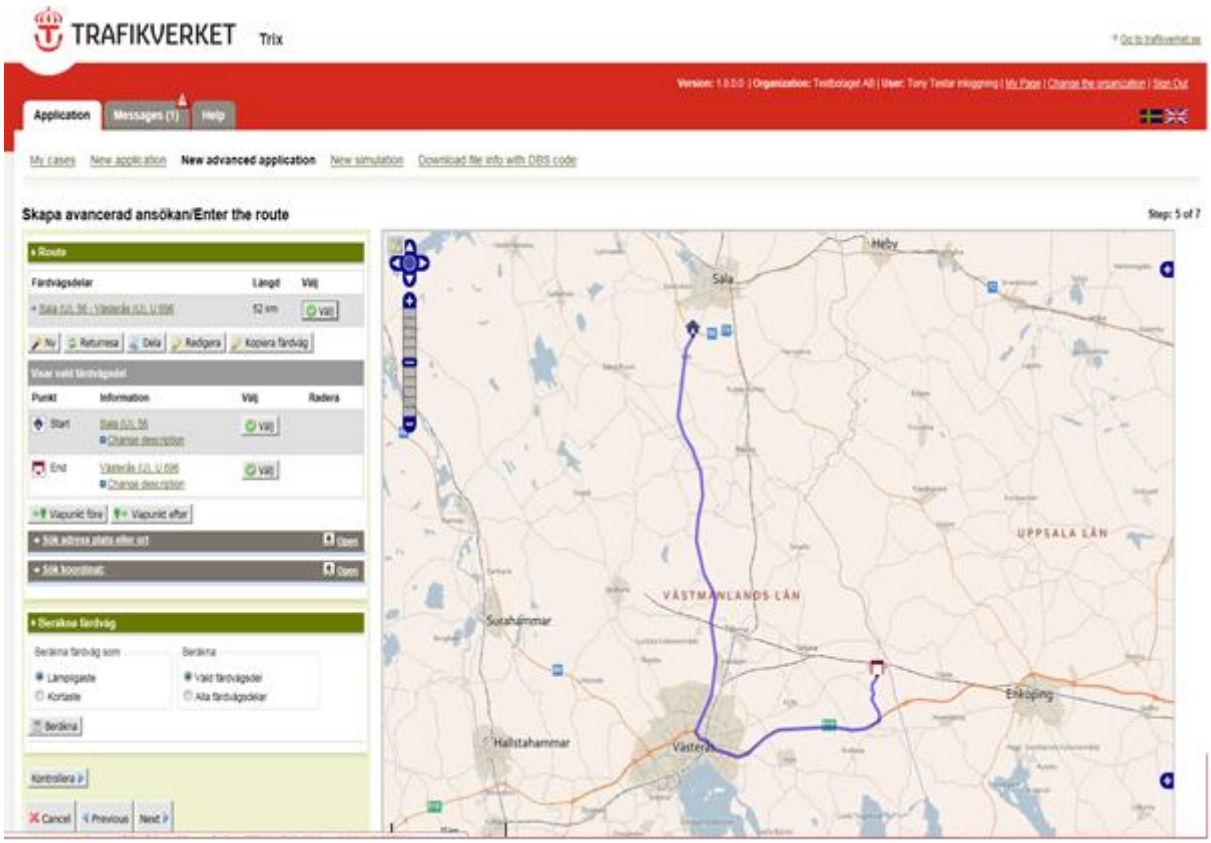

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Enter the load and transport information
Step: 4 of 7
Information about the load
Description of load:
Length (m):
Width (cm):
Height (cm):
Weight (kg):
Load overhang (measured behind the rear axle) (m):
Additional weight (load securing equipment, etc.) (kg):
Berlin Test
390
45000
Road trains
Ground clearance (cm):
Length (m):
Width (cm):
Height (cm):
Gross Weight (kg):
Center of gravity (cm):
Requested speed (km/h):
Check-weighed transport:
25,5
390
320
80
Direction
Truck tractor: ABT544
Wheel space between vehicles:
Semitrailer: AXT584
1002 cm
Wheel space (cm)
Axle load (ton):
370 136 136
136 135 134 195 137
A/B-value: No record
Calculate A/B-value
Total wheel space (m): 23.8 m
View calculation of load
Cancel
Previous
Next
TRAFIKVERKET

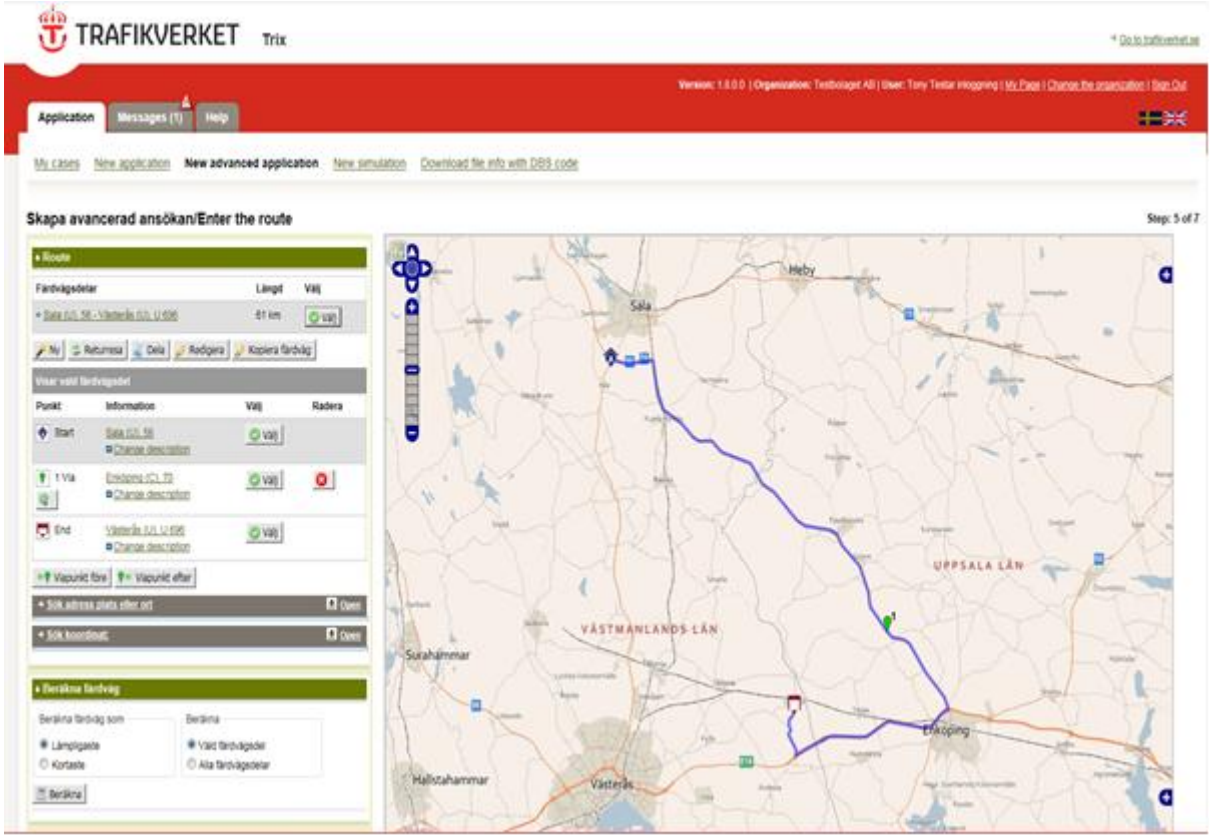

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Information about the load
Description of load:
Length (m):
Width (cm):
Height (cm):
Weight (kg):
Load overhang (measured behind the rear axle) (m):
Additional weight (load securing equipment, etc.) (kg):
Berlin Test
390
45000
Displays load calculation
Center of gravity (measured from the semi-trailer's 1st axle) (cm):
< Reduce
Increase >
320
Calculate
Wheel space (cm):
370 136 136 1002 136 135 134 195 137
Axle load (ton):
Axle load front:
Axle load rear:
Axle load on semi-trailer:
8406
30443
38680
Combination gross weight: 77529 kg, Fifth wheel king pin: 24300 kg
Use
Make document
Close the load calculation
TRAFIKVERKET

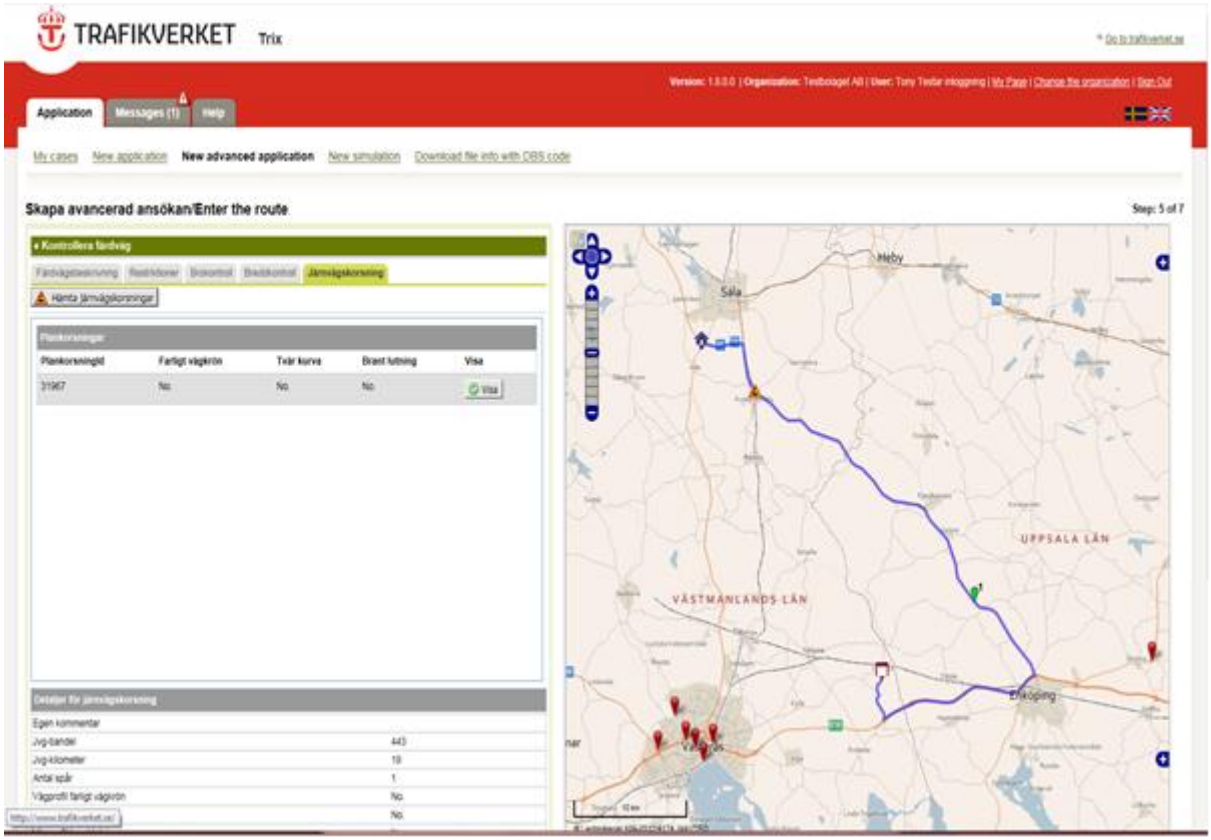

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Enter the route
Step: 5 of 7
Route
Färdvägsdelar
Längd
Välj
Ny
Returresa
Dela
Redigera
Kopiera färdväg
Punkt
Information
Välj
Radera
Start
End
Change description
Viapunkt före
Viapunkt efter
Beräkna färdväg
Beräkna färdväg som
Lämpligaste
Kortaste
Beräkna
Vald färdvägsdel
Alla färdvägsdelar
Alla punkter måste vara vägnätsanknutna för beräkning!
Alla färdvägsdelar måste vara ruttberäknade för kontroll!
Trondheim
Oulu
Umeå
Bergen
Oslo
Uppsala
Stockholm
Stavanger
Göteborg
Linköping
Jönköping
Aarhus
Esbjerg
Åbo
Helsinki

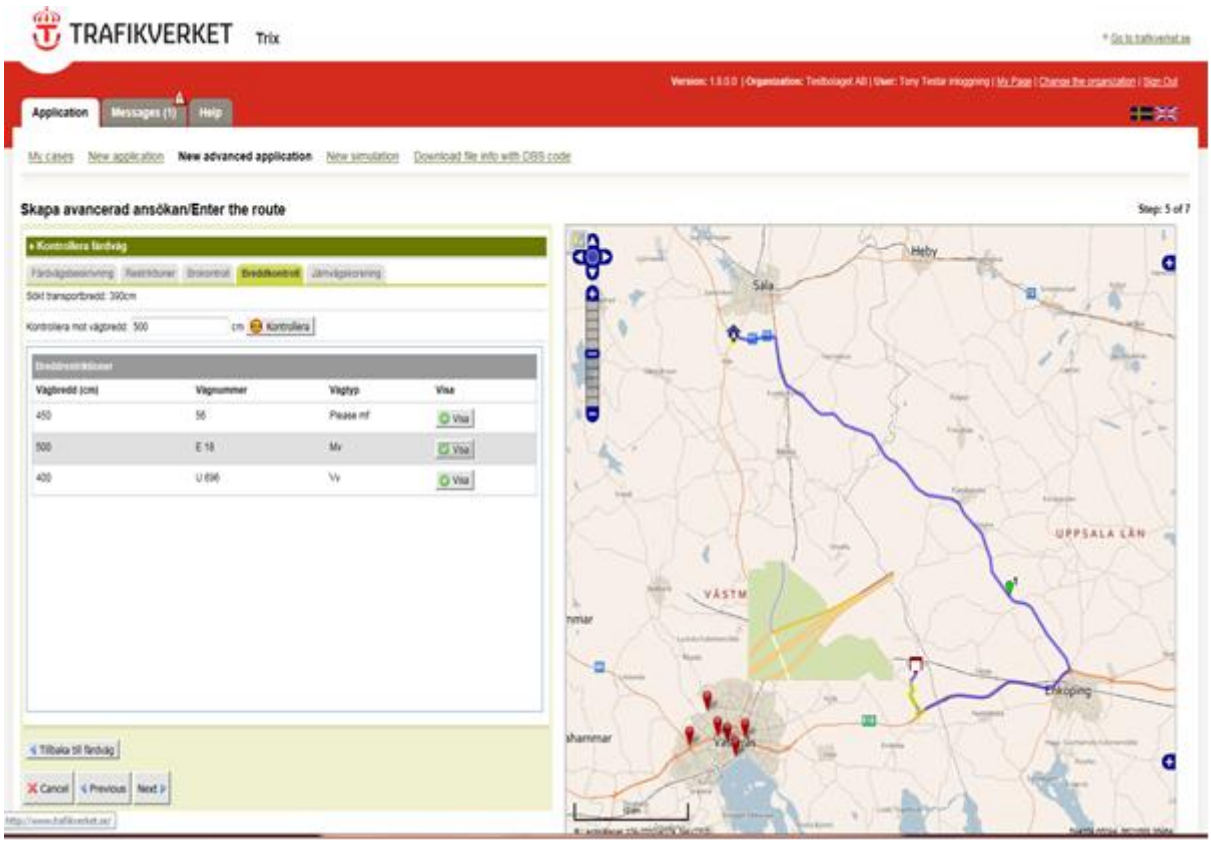

Bakgrundskarta
Detailed background
Orthophoto
Kartlager
Road network
Limited headroom
Bearing
Functional road class
Ferry route
Prohibited direction
Speed limit
Intersections
Middle barrier
Nodes
Worn bearing
Road width
Road administration
Road type
Underpasses
Crossings
Waypoints
Warnings
Routes
Route points
Restrictions
Bridge capacity control
Width control
Railway crossings
Search result

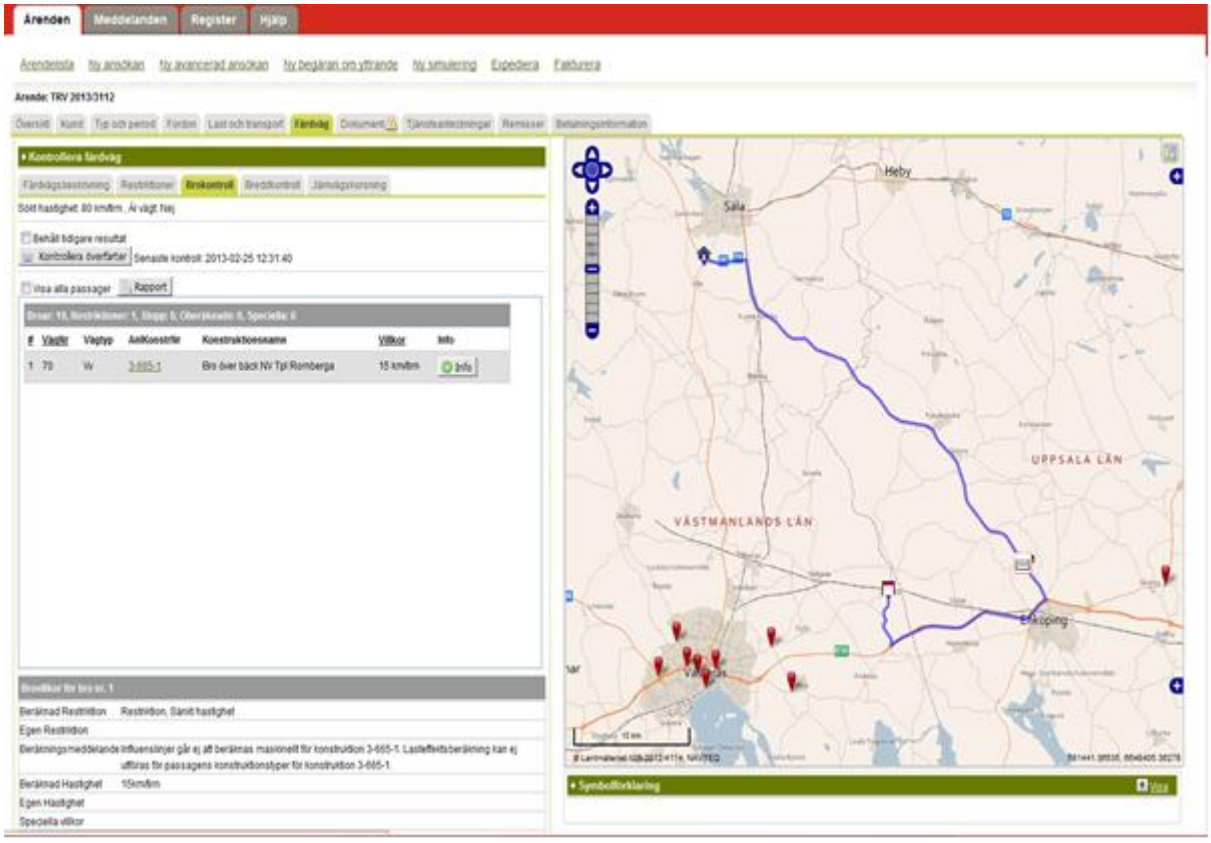

Bakgrundskarta
Detailed background
Orthophoto
Kartlager
Road network
Limited headroom
Bearing
Functional road class
Ferry route
Prohibited direction
Speed limit
Intersections
Middle barrier
Nodes
Worn bearing
Road width
Road administration
Road type
Underpasses
Crossings
Waypoints
Warnings
Routes
Route points
Restrictions
Bridge capacity control
Width control
Railway crossings
Search result
Löttinge
Löttingelundsv
Arninge
Rydbo
Hägernäs
Vigeholm
1000 m

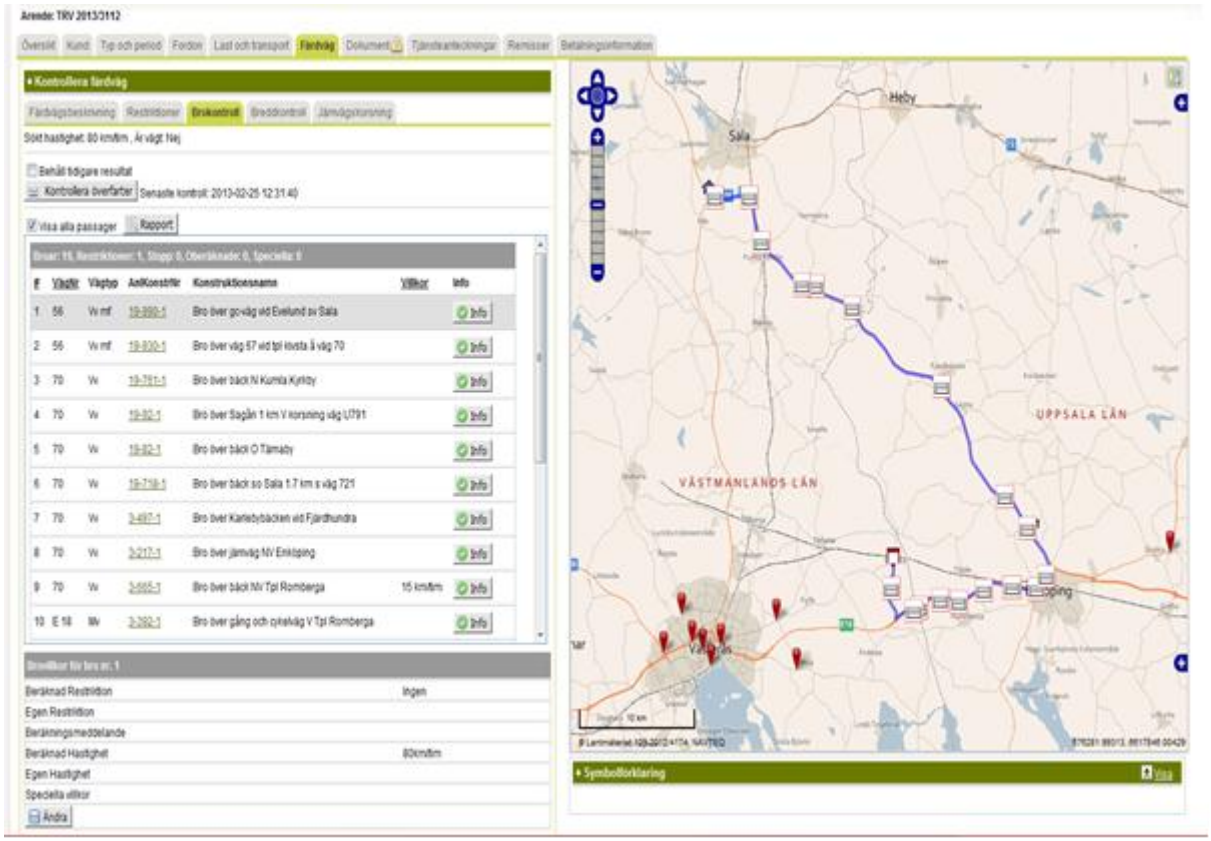

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DRIS code
Skapa avancerad ansökan/Enter the route
Step: 5 of 7
Route
Färdvägsdelar
Längd
Välj
Ny
Returresa
Dela
Redigera
Kopiera färdväg
Punkt
Information
Välj
Radera
Start
End
Vapunkt före
Vapunkt efter
Beräkna färdväg
Beräkna färdväg som
Lämpligaste
Kortaste
Beräkna
Vald färdvägsdel
Alla färdvägsdelar
Kontrollera
Cancel
Previous
Next
Sala
Heby
Enköping
Hallstahammar
Surahammar
Västerås
VÄSTMANLANDS LÄN
UPPSALA LÄN

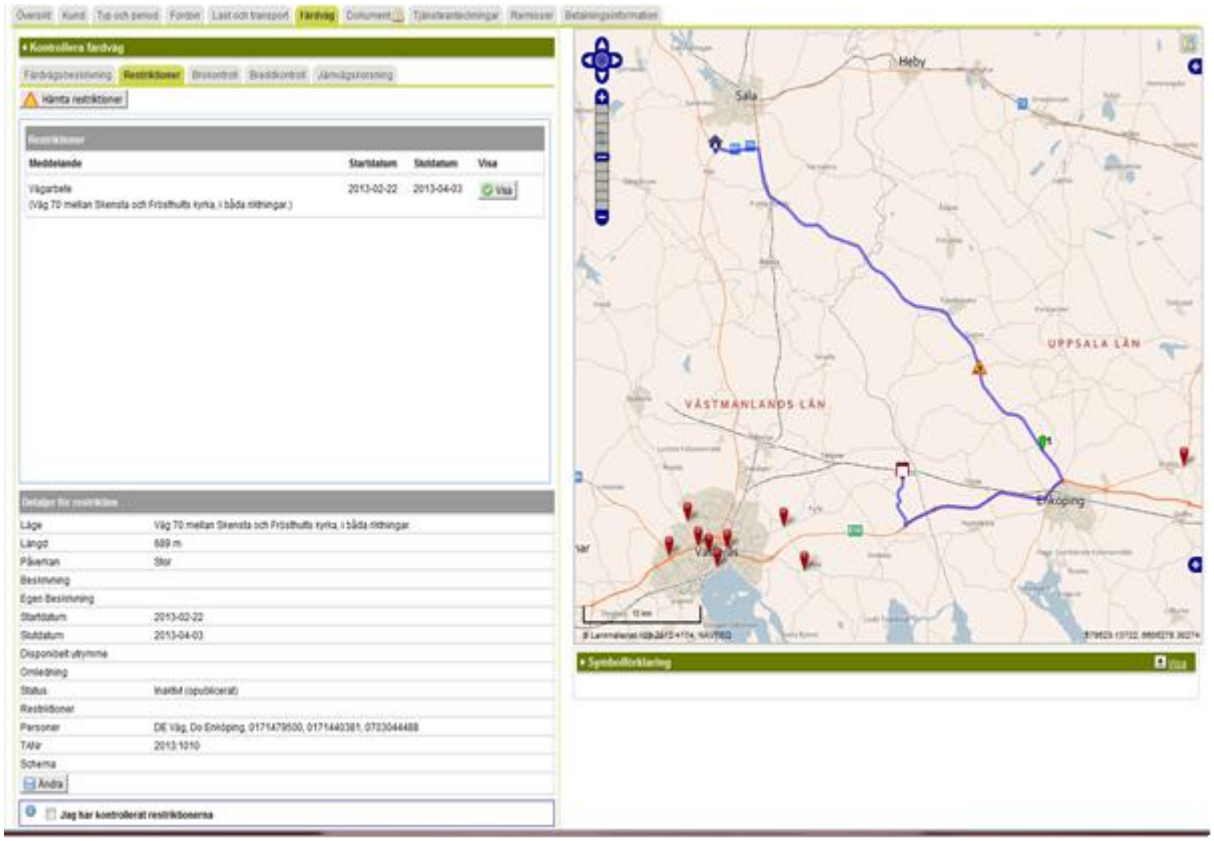

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Enter the route
Step: 5 of 7
Route
Färdvägsdelar
Längd
Välj
Ny
Returresa
Dela
Redigera
Kopiera färdväg
Visar vald färdvägsdel
Punkt
Information
Välj
Radera
Start
1 Via
End
Vapunkt före
Vapunkt efter
Sök adress plats eller ort
Sök koordinat
Beräkna färdväg
Beräkna färdväg som
Lämpligaste
Kortaste
Beräkna
Vald färdvägsdel
Alla färdvägsdelar
Beräkna
Heby
Sala
UPPSALA LÄN
VÄSTMANLANDS LÄN
Surahammar
Hallstahammar
Västerås
Enköping

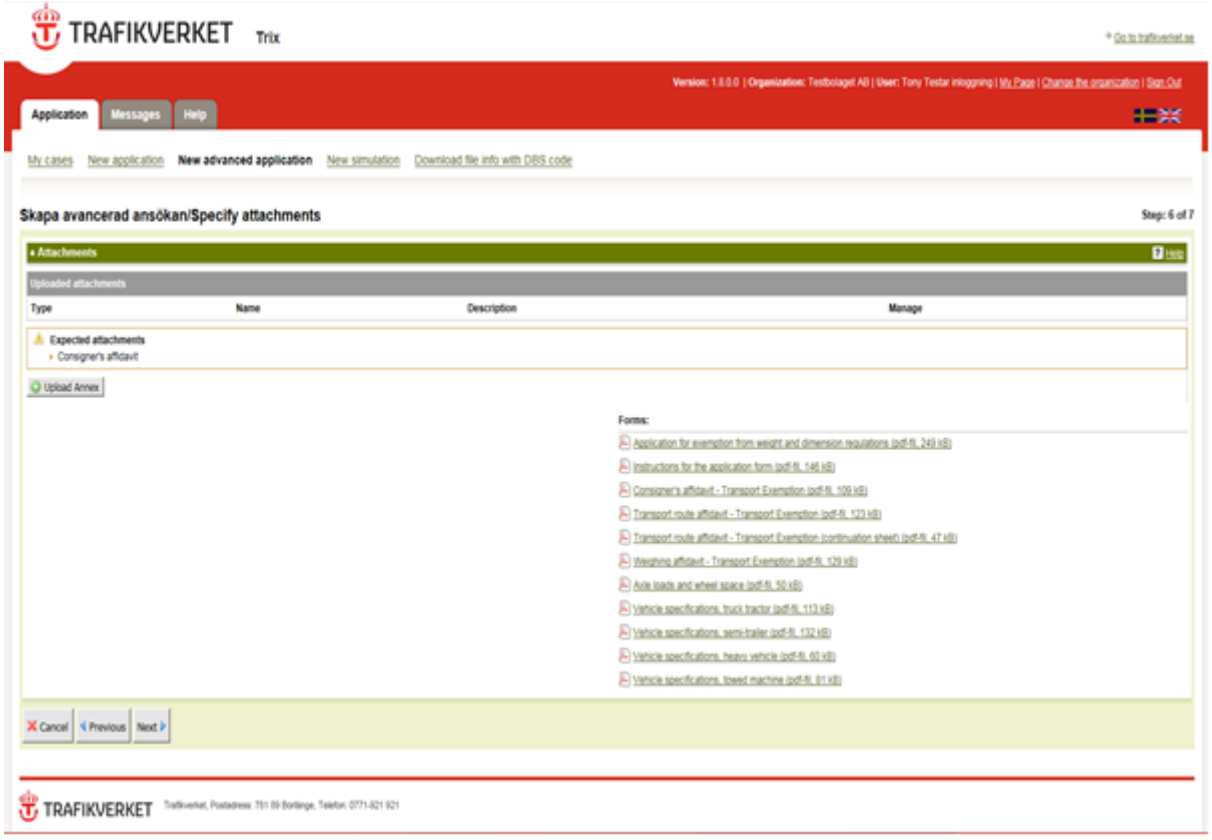

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Enter the route
Step: 5 of 7
Kontrollera färdväg
Färdvägsavgränsning
Restriktioner
Bromsväg
Bredd/kontroll
Järnvägskorsning
Hämta järnvägskorsningar
Plankorsningar
Plankorsningsid
Farligt vägkrön
Tvär kurva
Brant lutning
Visa
31967
No
No
No
Visa
Detaljer för järnvägskorsning
Egen kommentar
Jvg-bandel
443
Jvg-kilometer
19
Antal spår
1
Vägprofil farligt vägkrön
No
No
Heby
Sala
UPPSALA LÄN
VÄSTMANLANDS LÄN
Enköping

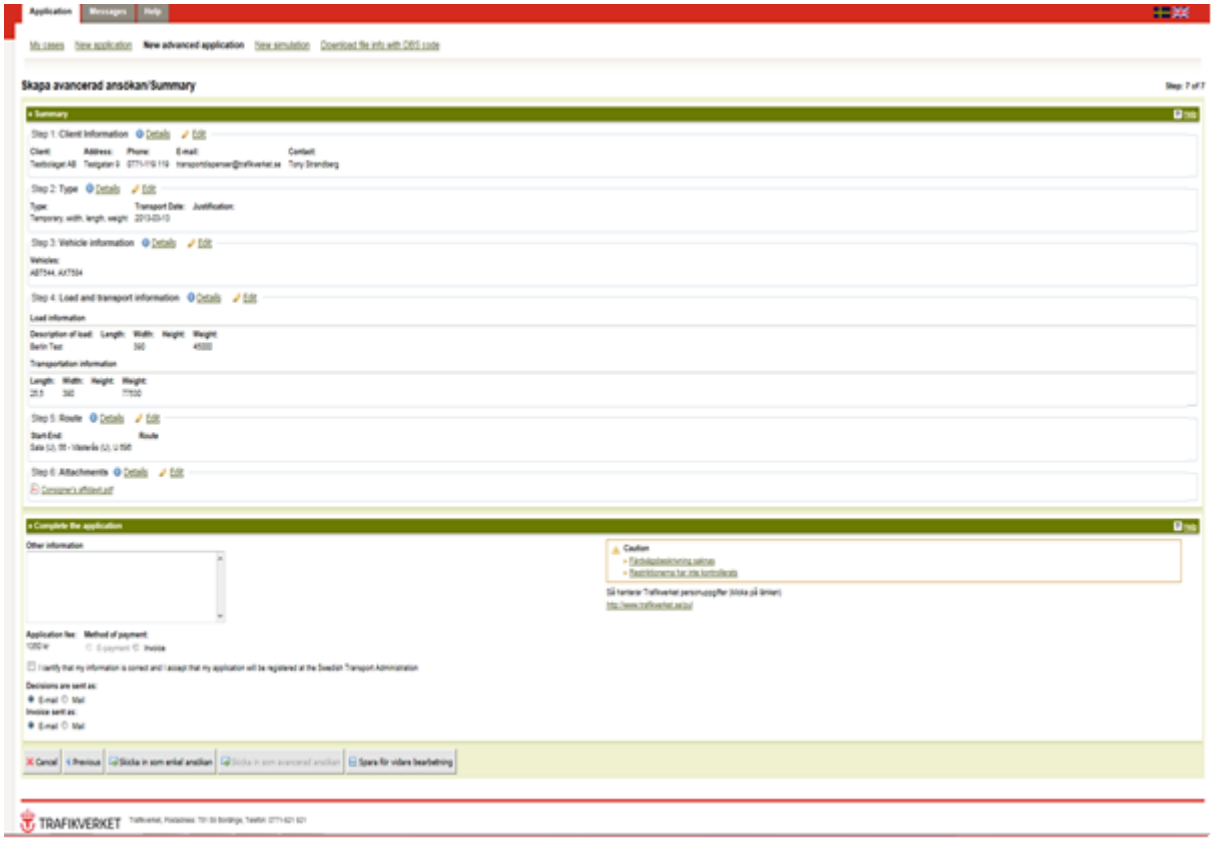

TRAFIKVERKET
Trix
Application
Messages (1)
Help
My cases
New application
New advanced application
New simulation
Download file info with CBS code
Skapa avancerad ansökan/Enter the route
Step: 5 of 7
Kontrollera färdväg
Färdvägsbeskrivning
Restriktioner
Brokontroll
Breddkontroll
Järnvägskontroll
Sökt transportbredd: 390cm
Kontrollera mot vägbredd: 500
cm
Kontrollera
Vägbredd (cm)
Vägnummer
Vägtyp
Visa
450
56
Please mf
Visa
500
E 18
Mv
Visa
400
U 696
Vv
Visa
Tillbaka till färdväg
Cancel
Previous
Next
Heby
Sala
UPPSALA LÄN
VÄSTM
Enköping
Västerås

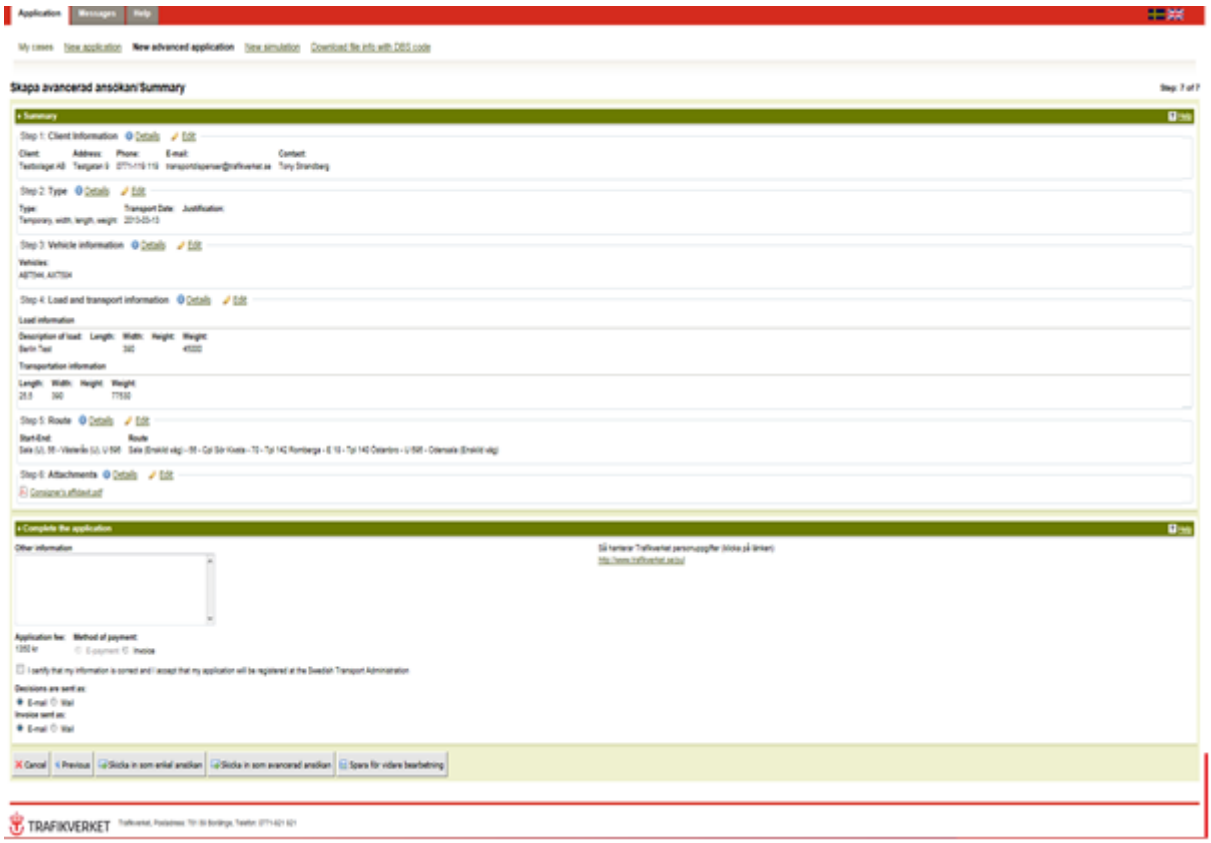

Ärenden
Meddelanden
Register
Hjälp
Kontrollera färdväg
Heby
Sala
UPPSALA LÄN
VÄSTMANLANDS LÄN
Symbolförklaring


Kontrollera färdväg
Heby
Sala
UPPSALA LÄN
VÄSTMANLANDS LÄN
Symbolförklaring


Översikt
Kund
Tur och period
Fordon
Last och transport
Färdväg
Dokument
Tjänsteanteckningar
Remisser
Betalningsinformation
Kontrollera färdväg
Färdvägsbestämning
Restriktioner
Bromskontroll
Breddkontroll
Järnvägskorsning
Hämta restriktioner
Meddelande
Startdatum
Slutdatum
Visa
Vägarbete
(Väg 70 mellan Skensta och Frösthults kyrka, i båda riktningar.)
2013-02-22
2013-04-03
Visa
Detaljer för restriktion
Läge
Väg 70 mellan Skensta och Frösthults kyrka, i båda riktningar
Längd
689 m
Påverkan
Stor
Beskrivning
Egen Beskrivning
Startdatum
2013-02-22
Slutdatum
2013-04-03
Disponibelt utrymme
Omledning
Status
Inaktivt (opublicerat)
Restriktioner
Personer
DE Väg, Do Enköping, 0171479500, 0171440381, 0703044488
TANr
2013:1010
Schema
Ändra
Jag har kontrollerat restriktionerna
Heby
Sala
UPPSALA LÄN
VÄSTMANLANDS LÄN
Enköping
Symbolförklaring
Visa


TRAFIKVERKET
Trix
Application
Messages
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Specify attachments
Step: 6 of 7
Attachments
Uploaded attachments
Type
Name
Description
Manage
Expected attachments
Consigner's affidavit
Upload Annex
Forms:
Application for exemption from weight and dimension regulations (pdf-fil, 249 kB)
Instructions for the application form (pdf-fil, 146 kB)
Consigner's affidavit - Transport Exemption (pdf-fil, 109 kB)
Transport route affidavit - Transport Exemption (pdf-fil, 123 kB)
Transport route affidavit - Transport Exemption (continuation sheet) (pdf-fil, 47 kB)
Weighing affidavit - Transport Exemption (pdf-fil, 129 kB)
Axle loads and wheel space (pdf-fil, 50 kB)
Vehicle specifications, truck tractor (pdf-fil, 113 kB)
Vehicle specifications, semi-trailer (pdf-fil, 132 kB)
Vehicle specifications, heavy vehicle (pdf-fil, 60 kB)
Vehicle specifications, towed machine (pdf-fil, 61 kB)
Cancel
Previous
Next
TRAFIKVERKET


Application
Messages
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Summary
Summary
Step 1: Client information
Step 2: Type
Step 3: Vehicle information
Step 4: Load and transport information
Step 5: Route
Step 6: Attachments
Complete the application
Other information
Caution
Application fee:
Method of payment:
Decisions are sent as:
Invoice sent as:
Cancel
Previous
TRAFIKVERKET


Application
Messages
Help
My cases
New application
New advanced application
New simulation
Download file info with DBS code
Skapa avancerad ansökan/Summary
Summary
Step 1: Client information
Details
Edit
Step 2: Type
Step 3: Vehicle information
Step 4: Load and transport information
Step 5: Route
Step 6: Attachments
Complete the application
Other information
Application fee:
Method of payment:
Invoice
I certify that my information is correct and I accept that my application will be registered at the Swedish Transport Administration
Decisions are sent as:
E-mail
Mail
Invoice sent as:
Cancel
Previous
Skicka in som enkel ansökan
Skicka in som avancerad ansökan
Spara för vidare bearbetning
TRAFIKVERKET

4 Annex A: Compliance Checklist

4.1 Compliance Checklist "**must**"

#	Requirement	Fulfilled?		If no – quote of insurmountable reasons
		Yes	No	
Functional requirements				
FR1	The website **must** provide information on 'EU rules and regulations for abnormal transports'.			
FR3	The website **must** provide information on the question: 'How to apply for a special permit?'			
Organisational requirements				
OR3	One contact person for each country **must** be available for guaranteeing the websites' accuracy and topicality.			
OR5	Update processes **must** be defined and implemented so that the offered information is always up to date.			
Technical requirements				
None				
Common look & feel requirements				
CL&FR1	The website **must** provide a description of the services in the local language for the 'Home' section.			
CL&FR2	The website **must** provide the section, 'EU rules and regulations' in the local language and in English in order to provide information on procedures in individual EU states.			
CL&FR3	The website **must** provide a table containing relevant dimensions[6] as input for the database in the section, 'Does my transport need a special permit?'			
CL&FR4	The website **must** provide a general description of the national application procedures, including a link to national application forms, relevant contact information for the application procedure and any additional documents a country			

[6] Dimensions are measures (height, length, width and overhang) and weights including axle loads.

	would like to make available for download purposes. This information must be provided in English and the local language.			
CL&FR5	The website **must** provide a translation of the websites' general text highlights describing the web service for users in the local language.			
Level of Service requirements				
None				

4.2 Compliance checklist "**should**"

#	Requirement	Fulfilled?		If no – explanation of deviation
		Yes	No	
Functional requirements				
FR2	The website **should** provide information on the question: 'Does my transport need a special permit?'			
Organisational requirements				
OR1	Resources and organisations **should** be made available for operating appropriate services as mentioned in chapter 1.2.2 in an integrated manner.			
OR2	Resources and organisations **should** be made available for the development of a common umbrella for these services.			
OR4	Regular quality improvement loops **should** be established in which user feedback is integrated and the quality of the service can constantly be improved.			
OR6	Resources **should** be made available for dissemination and promotion activities for the service.			
Technical requirements				
none				
Common look & feel requirements				
None				
Level of Service requirements				
None				

4.3 Compliance checklist "**may**"

#	Requirement	Fulfilled?		If yes –remarks
		Yes	No	
Functional requirements				
none				
Organisational requirements				
none				
Technical requirements:				
TR1	A DATEX II data model **may** be used to exchange data.			
Common Look & Feel requirements				
none				
Level of service requirements				
none				

4.4 Special compliance checklist "Level of Service Criteria"

#	Requirement	Fulfilled?		If no – quote of insurmountable reasons
		Yes	No	
Compliance Checklist: Provision				
LoSC1	Compliance check LEVEL A			
	Do you provide information regarding restrictions and regulations for abnormal transports on an Internet platform in your local language?			
LoSC2	Compliance check LEVEL B (additional to level A)			
	Do you provide information regarding restrictions and regulations for abnormal transports on an Internet platform in English?			
LoSC3	Compliance check LEVEL C (additional to level B)			
	Is this information service connected to a European portal?			
Compliance Checklist: Query				
LoSC4	Compliance check LEVEL A			
	Is it possible to make a query on whether the transport is subject to special requirements and needs specific permissions?			
Compliance Checklist: Application				
LoSC5	Compliance check LEVEL A			
	Is the query connected to an online application?			