



Freight & Logistic Services ACCESS TO ABNORMAL GOODS TRANSPORT REGULATIONS

Deployment Guideline

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Preamble

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.

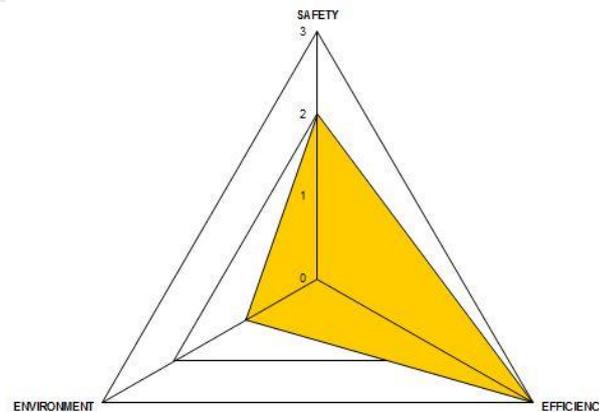
This service provides access to the necessary information and procedures regarding abnormal transports standardised for all European States, in a language understandable to the haulier/applicant (English and the respective national languages), and in a time frame acceptable to modern logistics.

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.

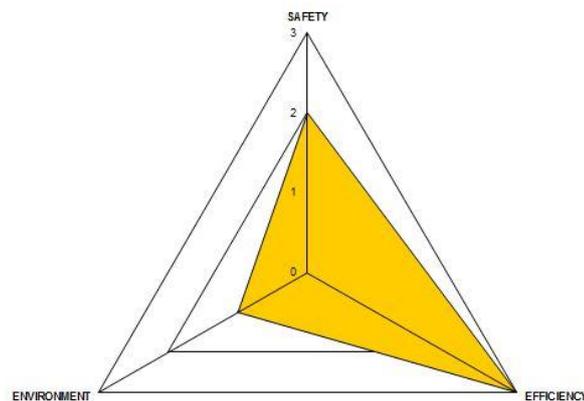


Figure 1: Service radar "Access to abnormal good regulations"

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.

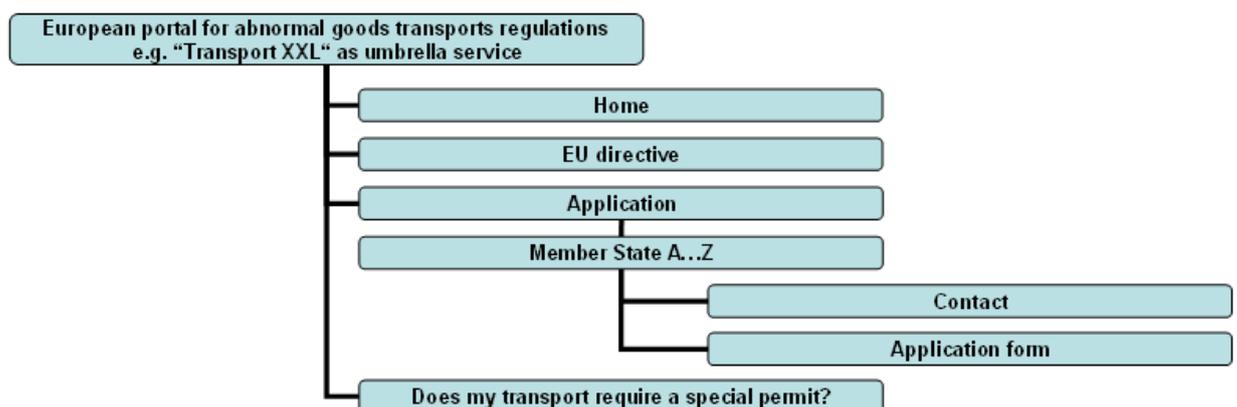


Figure 2: Sitemap draft

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:

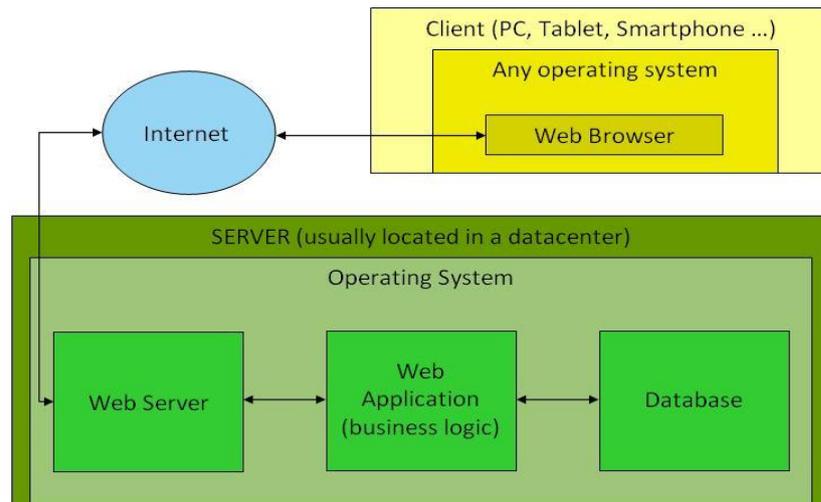


Figure 3: General structure of a web service

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 from 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 dimensions¹ 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 <http://www.easyway-its.eu/document-center/document/open/490/> and download the Guidance for Classifying the EasyWay Network into OE ver 1.0.

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

EasyWay Deployment Guidelines are twofold:

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

This lively chapter is subject to continuous development and update. It consists in a database of national practices and experiences which, as cross-fertilisation material, can benefit any road operator in Europe.

Bearing in mind the cyclic nature of the elaboration of EasyWay Deployment Guidelines, one can assume that the first edition of the 2012 Guidelines will not yet include users' experience on its content. Forthcoming ITS deployments based on part A of this Deployment Guideline will generate feedback which will in-turn be integrated into the next revised version of part B.

3.1 Examples of Deployment:

3.1.1 Denmark

E-ANSØGNING



Vejdirektoratet - Køretøjsklassificering

Bruger login, e-ansøgning

Brugernavn

Kodeord

Log in

[Skift kodeord](#)

[Ny bruger](#)

[Udskriv tomt skema](#)

[Glemt login-kode](#)

[Afslut](#)

Vejdirektoratet - Køretøjsklassificering

[Køretøjer](#)
[Tilbage](#)
[Afslut ansøgning](#)
[Slet ansøgning](#)

Ansøgning Vejen hertil: [Login](#) => [Hovedside](#) => **Ret ansøgning** => [Køretøjer](#) => [Aksler](#)

Ansøgning ID: 2012060444 Oprettet dato: 29/6/2012

Ansøger: Vælg brugernavn: -- No Selection -- Fax

Firmanavn:

Gade/Husnr:

Postnummer/By:

E-mail adresse:

Kontaktperson:

Telefonnr: Telefaxnr:

Transportør, hvis anden end ansøger

Firmanavn:

Gade/Husnr:

Postnummer/By:

Kontaktperson:

Telefonnr: Telefaxnr:

Transport

Totalvægt (t): Max dæktryk (bar)
 eller (psi)

Vejdirektoratet - Køretøjsklassificering

[Aksler](#)
[Afslut ansøgning](#)
[Tilbage](#)

Køretøjer Vejen hertil: [Login](#) => [Hovedside](#) => [Ret ansøgning](#) => **Køretøjer** => [Aksler](#)

Ansøgning ID: 2012060445

Post nr	Vognnr	Køretøjskategori	Stelnr/Registreringsnr
1		Lastbil	
2		Blokvogn	

Opret i alt: poster i tabellen

Rediger data:

Flyt post til efter vogn nummer:

Kopier data i post til vogn nummer:

Vejdirektoratet - Køretøjsklassificering

Aksler Vejen hertil: [Login](#) => [Hovedside](#) => [Ret ansøgning](#) => [Køretøjer](#) => **Aksler**

Ansøgning ID 2012060445

Post	Aksel nr	Akseltryk [t]	Sporvidde [m]	Dæk pr aksel	Dækafstand [m]	Akselafstand [m]	Dækbredde [mm]	Affjedring
▶	1							Bladfjedre
	2							Bladfjedre
	3							Bladfjedre
	4							Bladfjedre
	5							Bladfjedre
	6							Bladfjedre

Opret i alt poster i tabellen

Rediger data

Flyt post til efter aksel nummer

Kopier data i post til aksel nummer

Vejdirektoratet - Køretøjsklassificering

Ansøgning afsluttet

Foreløbig beregning: Klasse for bro Klasse for vej æ10-tons akseltryk

Endelig beregning findes i transportens klassificeringsattest

Ansøgningens oplysninger:

Ansøgning ID2012060445 Oprettet 29-06-2012 14:50:11

Ansøger:

Brugernavn DIR
 Firmanavn Dorthe Lund Ravn
 Gade/Husnr Parallelvej 2
 Postnummer/By DK-2800 Kongens Lyngby
 E-mail adresse dlr@cowi.dk
 Kontaktperson Dorthe I. Ravn
 Telefonnr 56 40 11 01

Transportør:

Transport:

Vis ansøgningens oplysninger som fil til evt. udskrift på egen printer

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

3.1.2 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.

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-N0710609-1 - UNDERBRIDGE		

Analysed Constraints

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

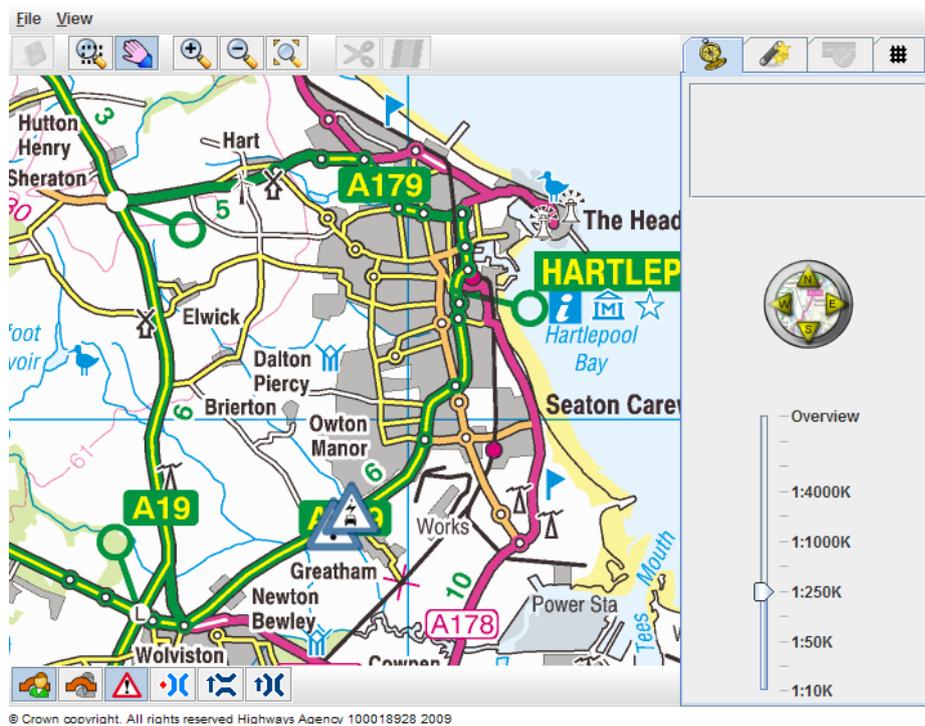
Grids which can be entered by highway authorities provide the facility for owners of roads and structures to encourage particular routes which they know are more appropriate for abnormal load movements and preferred ways of travelling through their areas. These are taken into account by the route planning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



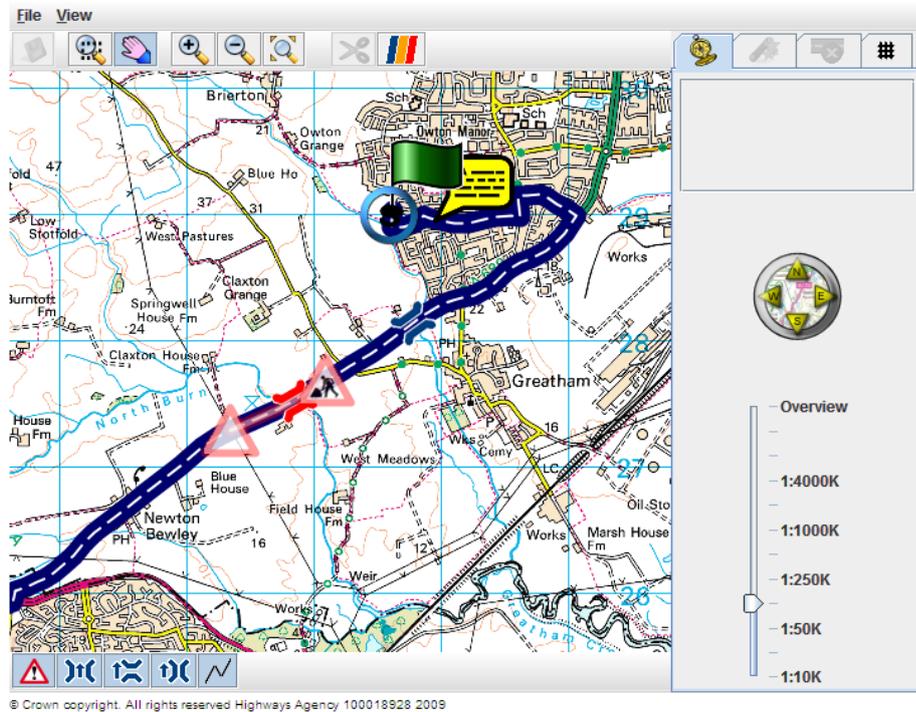


Clicking on the constraint icon will display the constraint:

Review Constraint

ECRN	C-NZ514201-P1		
Type	Road Works		
Name	Carriageway Repairs		
Direction	Any		
Restrictions	<table border="1"> <tr> <td>Width</td> <td>4 metres</td> </tr> </table>	Width	4 metres
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:

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Review Constraint

ECRN	C-NZ477274-P1
Type	Road Works
Name	Narrow lanes due to road maintenance
Direction	Any
Restrictions	Width 2.5 metres
Cautions	Action Roadworks
	Caution Name Roadworks on A689
	Conditions Maximum Width : 2.5 metre(s)

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

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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 2003² 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 combination of vehicles actually carrying the load. In order for the necessary approvals to be obtained from

³ <https://www.esdal.com/public/login.do?method=login>

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.com Tel: 01642 636789 Fax: 01642 636719

⁴ Ibid.

⁵ <http://www.highways.gov.uk/business/32080.aspx>

3.1.3 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.



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

REFERENCES

<p>Documentation available on the project</p>	<p>Title: Presentation of TRAZA in EASYWAY Annual Forum 2010 by Pilar del Real (pdelreal@dgt.es)</p> <ul style="list-style-type: none"> Contact: http://easyway2010.inir.pt/Presentations/03-AF51.2010TRAZA%20en%202.pdf <p>Language: English</p> <p><input type="checkbox"/> EW/TEMPO evaluation</p>
------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

ILLUSTRATIONS

The screenshot shows a web application interface with a navigation bar at the top containing tabs: 'Datos generales', 'Vehiculos motor', 'Remolque', 'Conjunto', 'Itinerario', and 'Observaciones'. The main content area is titled 'Tipo de expediente' and has two radio buttons: 'Con itinerario' and 'Sin itinerario' (selected). Below this is a 'Solicitante' section with fields for 'Identificador' (NIF), 'Documento' (50308768V), 'Nombre y Apellidos, razón social o denominación' (ENRIQUE TERAN SORIA), 'Tipo calle' (Calle), 'Calle' (COMANDANTE ZORITA), 'Número' (6), 'Escalera' (2), 'Piso' (7), 'Letra' (7), 'Ciudad' (MADRID), 'Provincia' (MADRID), 'CP' (28020), and 'País' (ESPAÑA). There are also fields for 'Teléfono' (915542604), 'Fax' (915348476), and 'Correo electrónico' (teran-soria@gestores.net). A 'Titular' section below it has similar fields with asterisks indicating required information. At the bottom right, there are 'Guardar' and 'Borrar' buttons.

Datos generales
 Vehículos motor
 Remolque
 Conjunto
 Itinerario
Observaciones

Tipo de conjunto
 Sin determinar

Nuevo vehículo

Matrícula: Tipo vehículo: Marca: Temporal

Número de Bastidor: Clasificación del vehículo (Según T. técnica): Longitud mínima: m Longitud máxima: m

Tara: TM MTMA: TM MTMR: TM

Anchura: m Longitud: m Distancia 5ª Rueda: m Voladizo trasero: m Velocidad: Km/h

Fecha de caducidad ITV: Fecha de caducidad tarjeta de transporte: Ámbito de la tarjeta de transporte:

Nº de ejes:

Eje	MMTA	
1	<input type="text" value="7.5"/>	Eliminar
2	<input type="text" value="11.5"/>	Eliminar

Identificación del modular

Identificación: Fabricante:

Matrícula: Número bastidor: Tipo:

Clasificación del vehículo (Según T. técnica): Longitud mínima: m Longitud máxima: m

Tara: TM MTMA: TM Velocidad: Km/h

Anchura: m Longitud: m

Composición del modular

Módulo: Especificación:

Cuello de Cisne Rodante 2 ejes Cama Rodante 4 ejes

Carga

Carga Divisible

Si la carga es divisible indique las dimensiones del elemento de mayor dimensiones.

Longitud: m Anchura: m Altura: m Masa total: TM

Con carga Sin carga

Descripción: Identificación de la carga:

Longitud: m Anchura: m Altura: m Masa total: TM

eTRAZA

2010-10- Expediente

Debug window ("remote"; 20.9 MB)

Imprimir

Autopropulsado

Expediente 20060119/002568

Tipo Tractocamión + Semirrem...

Dimensiones 19.47 x 3 x 4.5 m

Red. altura -

Carga OTRAS MAQUINARIA AGRIL...

Itinerario

Nº de viajes Origen Destino Km Ida y vuelta

Detalle del itinerario

Comunidad autónoma Provincia Carretera

Tramos

Provincia	Denominación 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. Etegarate (L.P. Guipúzcoa)	Añadir Tramo

Datos incluidos en el itinerario

	Provincia	Carretera	Denominación 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. Etegarate (L.P. Guipúzcoa)	

Unidad de tramitación: SERVICIOS CENTRALES

Titulares afectados

Modo texto

Borrar

Guardar



3.1.4 TransportXXL

TRANSPORT^{XXL} RULES AND REGULATIONS OF ABNORMAL TRANSPORTS
IN EUROPE

... HOME ...

EU DIRECTIVE

Dimensions

Vehicle weights

Axle loads

APPLICATION

Denmark

Germany

Finland

Norway

Sweden

**DOES MY TRANSPORT REQUIRE
A SPECIAL PERMIT?**



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 VIKING Region. The VIKING Region encompasses the countries Denmark, Germany, Finland, Norway 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!

[Imprint And Terms Of Use](#) · [Login](#)

search..

english



TRANSPORT^{XXL} RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / APPLICATION / GERMANY ...

EU DIRECTIVE

Dimensions
Vehicle weights
Axle loads

APPLICATION

Denmark

Germany

Contact search

Application form

Finland

Norway

Sweden

DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT?

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 (Einzelurlaubnis), general permits (Dauerurlaubnis) 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 (Einzelurlaubnis) or a **general permit** (Dauerurlaubnis) 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 Dauerurlaubnis is valid for a period of up to three years for one or more specified routes. The Einzelurlaubnis 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.

TRANSPORT **XXL** RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT? ...

EU DIRECTIVE

Dimensions
Vehicle weights
Axle loads

APPLICATION

Denmark
Germany
Finland
Norway
Sweden

**DOES MY TRANSPORT REQUIRE
A SPECIAL PERMIT?**

TYPE OF TRANSPORT

Please select your basic type of transport.



motor vehicle



truck with drawbar trailer



truck with semi-trailer



Next

TRANSPORT **XXL** RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT? ...

EU DIRECTIVE

Dimensions
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**DOES MY TRANSPORT REQUIRE
A SPECIAL PERMIT?**

COUNTRIES

Please select all countries your transport travels through

Denmark



national



international (*1)



Germany



Finland



registered in the EU/EEA



registered elsewhere



Norway



Sweden



class BK1 roads



class BK2 roads (*1)



class BK3 roads (*1)



Back

Next

(*1) Denmark intl. and Sweden BK2/BK3 checks are currently disabled due to the need of database updates and verifications.

search.. english

TRANSPORT^{XXL} RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT? ...

- EU DIRECTIVE**
- Dimensions
- Vehicle weights
- Axle loads
- APPLICATION**
- Denmark
- Germany
- Finland
- Norway
- Sweden
- DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT?**

AXLE LOADS

number of axles of motor vehicle



motor vehicle

1 2
driving axle
axle load (t)
distance (m)

Note: Every 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.

search.. english

TRANSPORT^{XXL} RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT? ...

- EU DIRECTIVE**
- Dimensions
- Vehicle weights
- Axle loads
- APPLICATION**
- Denmark
- Germany
- Finland
- Norway
- Sweden
- DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT?**

SUMMARY

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

DIMENSIONS
TOTAL WEIGHTS
AXLE LOADS

TRANSPORT **XXL** RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT? ...

EU DIRECTIVE

Dimensions
Vehicle weights
Axle loads

APPLICATION

Denmark
Germany
Finland
Norway
Sweden

DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT?

SUMMARY

DIMENSIONS

	 Denmark national	 Finland EU	 Finland others	 Germany	 Sweden BK1
height	4m	4m	4m	4m	4m
width	2.54m	2.54m	2.54m	2.54m	2.54m
length	12m	12m	12m	12m	12m
front overhang	0cm	0cm ¹⁴	0cm	0cm ³	0cm
rear overhang	0cm	0cm ¹⁰	0cm	0cm	0cm
left overhang	0cm	0cm	0cm	0cm	0cm ⁴
right overhang	0cm	0cm	0cm	0cm	0cm ⁴

TOTAL WEIGHTS

AXLE LOADS

TRANSPORT **XXL** RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT? ...

EU DIRECTIVE

Dimensions
Vehicle weights
Axle loads

APPLICATION

Denmark
Germany
Finland
Norway
Sweden

DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT?

SUMMARY

DIMENSIONS

TOTAL WEIGHTS

	 Denmark national	 Finland EU	 Finland others	 Germany	 Sweden BK1
total weight	15t	15t	15t	15t	15t ⁷

AXLE LOADS



search. english

TRANSPORT^{XXL} RULES AND REGULATIONS OF ABNORMAL TRANSPORTS IN EUROPE

... HOME / DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT? ...

EU DIRECTIVE

- Dimensions
- Vehicle weights
- Axle loads

APPLICATION

- Denmark
- Germany
- Finland
- Norway
- Sweden

DOES MY TRANSPORT REQUIRE A SPECIAL PERMIT?

SUMMARY

DIMENSIONS

TOTAL WEIGHTS

AXLE LOADS

Denmark national	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load ^t	7.5 ^g	7.5 ^g	
distance ^m	10.5		
tandem axles ^t	-		
tri-axles ^t			

Finland EU	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load ^t	7.5	7.5	
distance ^m	10.5		
tandem axles ^t	-		
tri-axles ^t			

Finland others	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load ^t	7.5	7.5	
distance ^m	10.5		
tandem axles ^t	-		
tri-axles ^t			

Germany	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load ^t	7.5	7.5	
distance ^m	10.5		
tandem axles ^t	-		
tri-axles ^t			

Sweden BK1	motor vehicle		drawbar trailer semi-trailer
axle number	1	2	
driving axle	X	X	
axle load ^t	7.5	7.5	
distance ^m	10.5		
tandem axles ^t	-		
tri-axles ^t			

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 would like to make available for download purposes. This information must be			

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



	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?			