

Enclosure 1. ‘Change of Policy Regulation on granting permits for abnormal loads’

Introduction

During the Central Consultation on Granting Permits (OCOV) of 10 December 2009 it was decided to amend certain sections of the ‘Policy Regulation on granting permits’. It concerns:

- Article 8: Evaluation of the regulation on escorting transports and
- Article 9: Restriction of transport escort (driving times).
- In addition it is the intention to harmonise the ‘notification’ of a transport.

General problems

The table below lists a number of problems and in the next column the preferred situation. The problems are stated in more detail in Enclosure 2.

Current	New
1. Driving times and escort are linked.	Unlink driving times and escort.
2. Escort of transport in consequence of road width says little about traffic hindrance. This also makes the deployment of escort vehicles inconsistent.	An unambiguous escort regulation, to ensure road safety.
3. The driving times in one permit with more than one road authority are not always the same.	Driving times are unambiguous and to ensure traffic flow.
4. Notification is not structurally laid down.	Notification as a standard part of the procedure.

Amendments

1. *Unlinking driving times and escort*

Escort of transports and driving times are being unlinked. This is because the escort is primarily aimed at ensuring the safety of other road users and driving times are important for traffic flow. By ending the link, certain situations can be improved.

2. *Driving times unambiguous and aimed at ensuring traffic flow*

For driving times the breadth of the transport will be the criterion. This results in the representation below, which will apply to all road authorities (including municipalities):

Transport breadth	Driving times	Days of the week
Up to 4.00 m (inc.)	No restrictions	All
4.01 m – 4.50 m.	10.00 – 15.00, and 20.00 – 06.00	All (Sat + Sun no restrictions)
4.51 m – 5.00 m.	20.00 – 06.00	All (Sat + Sun no restrictions)
5.01 m and wider	22.00 – 06.00	All (Sat + Sun no restrictions)

There is still room for deviation for a road authority (Article 2, Road Traffic Act), but a substantiation will be required when applying for permission.

Advantages:

- Consistent permits
- Simple enforcement

3. An unambiguous escort regulation, to ensure road safety

The escort of transports is primarily aimed at ensuring the safety of other road users. Here the dimensions of the transport determine the extent of the hindrance to other road users.

On 1 March 2009 the new Traffic Controllers Regulation 2009 came into effect. This meets the requirements of the particularly broad tasks of the transport escort. In practice the examination requirements contained in the Regulation are monitored by the police in spot checks, with positive results. This shows that the transport escorts are very capable of estimating the extent of the hindrance and dealing with it accordingly.

In view of the above it has been proposed to link the number of escort vehicles to the dimensions of the transport:

A) Breadth:

Transport breadth	Subsidiary roads	Motorways
Up to 3.50 m (inc)	No escort*	No escort
3.51 m – 4.00 m	One escort vehicle	No escort
4.01 m – 4.50 m	Two escort vehicles	One escort vehicle
4.51 m and wider	Two escort vehicles	Two escort vehicles

* 3.50 m is the limit for long-term permits.

It is not possible to apply this to all roads (for instance, roads in built-up areas), but it does apply to roads leading to an industrial estate. It will be similar to the roads for EcoCombis.

B) Length and mass:

	Road type	No escort	One escort vehicle	Two escort vehicles
Length	Motorways	Up to 40.00 m (inc.)	40.00 – 50.00 m	> 50.00 m
	Other	Up to 27.50 m	27.50 – 32.00 m	> 32.00 m
Massa	All roads	Up to 100,000 kg		> 100,000 kg

There is still room for deviation for a road authority (Article 2, Road Traffic Act), but a substantiation will be required when applying for permission. For example, with 'passing an engineering structure in the centre during large load transports'.

Linking the transport escort to the transport dimensions has a number of advantages:

- It is clear in advance how many escort vehicles will be required.
- The transport operator can make a reliable cost estimate in advance.
- The enforcer can, without stopping a transport, make a good evaluation of whether the number of escort vehicles is correct.
- Road authorities will receive advice from the TET on the number of transport escort vehicles when applying for approval. It is possible to deviate from this, but it has to be substantiated.
- This proposal already takes long-term safety into account, with regard to the free space next to the road.

Attention: the RDW will equalize the number of escort vehicles within certain road-types in accordance with the strictest applicable regulation. However, the distinction between subsidiary roads and motorways will continue to apply.

4. Notification as a standard part of the procedure

In order to simplify the communication between the transport operator and the road authority and to improve the coordination of their expectations, it has been proposed to make the following uniform agreements:

- Notification will become 'coordination'.
- Coordination of a certain breadth of transport, for instance from 4.01 m (driving times also involve notification).
- Coordination of a certain longer validity of the permit (project permits).
- Communication will take place one working day before the start of the transport (only during office hours on working days). This period is short on purpose, as it concerns coordination on calamities.

There is still room for deviation for a road authority (Article 2, Road Traffic Act), but a substantiation will be required when applying for permission. We would like to lay down a sound foundation for all parties, on which we can base possible follow-up developments later this year.