

## Enclosure 2. Problems

### *Driving time problems:*

- In practice it appears that many road authorities deviate from the standard, whereby it is often unclear whether this deviation really relates to Article 2 of the Road Traffic Act 1994. It states there:
  - ‘1. The rules laid down pursuant to this Act provide for:
    - a. ensuring road safety;
    - b. the protection of road users and passengers;
    - c. maintenance of the road and vouchsafing its usefulness;
    - d. maintaining the freedom of traffic as much as possible.
  2. The rules laid down pursuant to this Act provide for:
    - a. prevention or restriction of nuisance, hindrance or damage caused by traffic, as well as the consequences for the environment, as defined in the Environmental Management Act;
    - b. prevention or restriction of the degradation of the nature or the function of objects or areas caused by traffic.’

### *Problems concerning the escort of transport:*

- Road width by itself says little about the degree of hindrance to other traffic during a transport.
- An escort is only prescribed from 4.00 metres on a motorway, while the overview can be too restricted for a driver from under 4.00 metres.
- There are many categories on the subsidiary road network where the deployment of escort vehicles is inconsistent. It can happen that, within one route, first one escort is required, then two and then one again, etc.
- In practice the second escort will continue to drive along. However, an escort is only authorised if it is prescribed in the permit. If it is not cited for a (short) part of the journey, it cannot carry out activities during that time.
- For transport operators it is unclear in advance how many escort vehicles will be required. There is no possibility for a price estimate or a preliminary calculation.
- Enforcers do not know whether a transport satisfies the requirements unless it is stopped. This obstructs effective supervision.

### *Problems concerning the notification of transports:*

- There are different periods within which communications must take place, these vary between 8 and 48 hours before the start of a transport.
- Different means of communication. The possibilities are currently by telephone, fax and e-mail. Sometimes it is unclear whether a notification that has been sent has been received. Some telephone and fax numbers are not up-to-date.
- It is unclear whether a transport operator should expect a reply, and within which period of time.
- The aim of the notification for passage is not clear. Sometimes last-minute changes to the conditions of the permit take place, while approval has already been given to the application for approval. (One example is the requirement for an extra escort. If it is not prescribed in the permit, it is not authorised to carry out activities.)