

INDUSTRY DIALOGUE – MERGING ROAD STRATEGIES

How Can the Industry Work with National Authorities to Improve Pan-European Road Infrastructure and Simplify Regulations Impacting Heavy Cargo Transportation?



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ESTA Section Transport - Topics in European Abnormal Transport



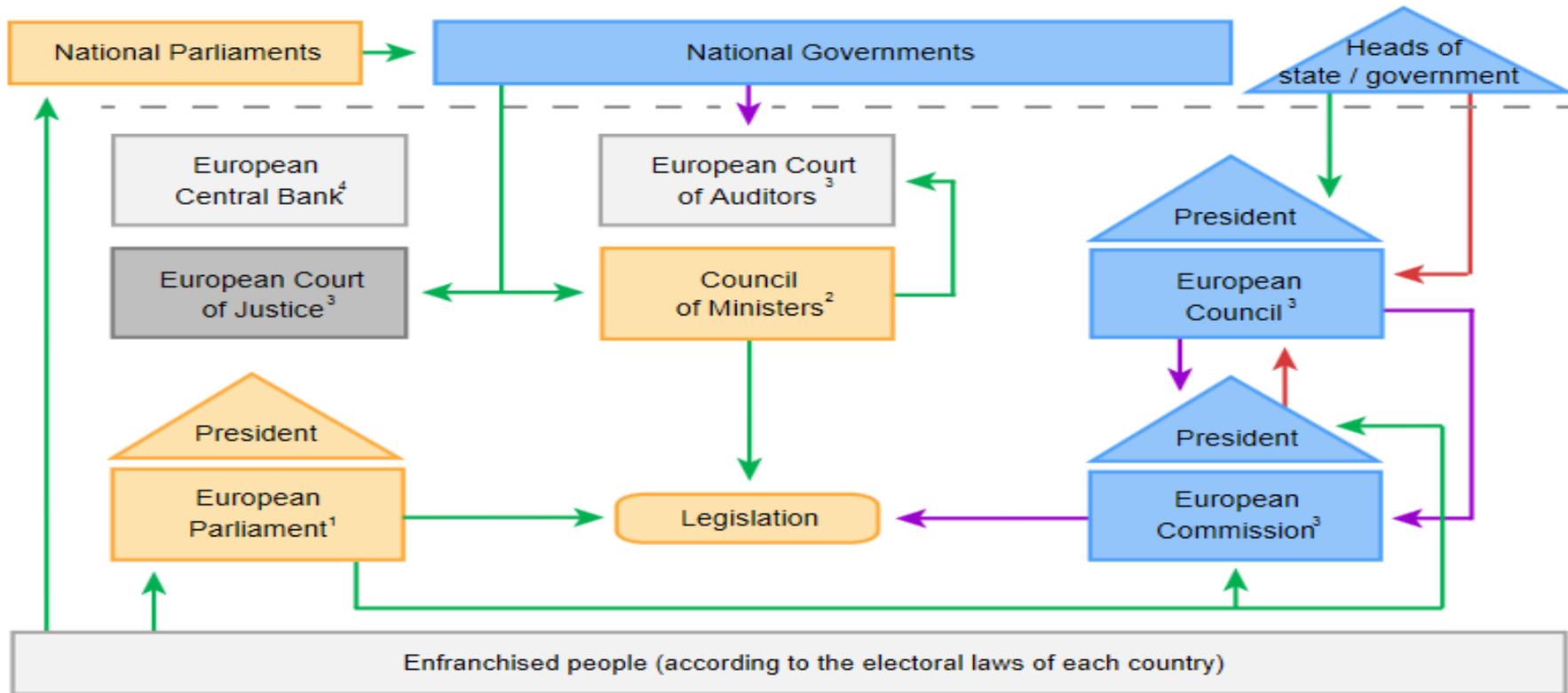
Section Transport Topics

Section – Transport



- SERT document
- Permitting procedures
- Corridors for Abnormal Transport
- Marking & Lighting of abnormal transports
- Escorting regulations





- Legislative branch
- Executive branch
- Judicial branch
- elects / appoints / decides on
- membership
- proposes

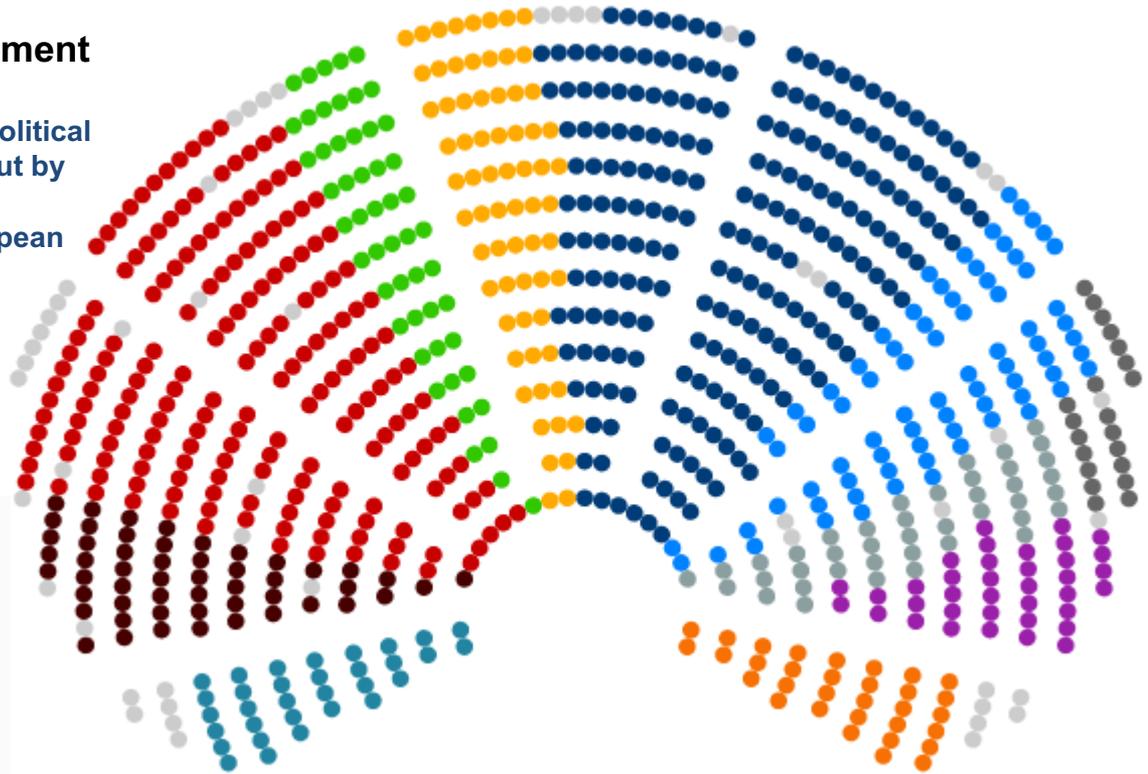
- 1: Elections are every 5 years. The right to vote may be different depending on the country
- 2: State chamber. Convenes in varying composition depending on the policy area. Each country is represented by one member per department
- 3: Each country is represented by one member
- 4: The European Central Bank is composed of representatives of the national central banks. Its Board is elected by the European Council on the proposal of the Council of Ministers



Political groups in the European Parliament

The Members of the European Parliament sit in political groups – they are not organised by nationality, but by political affiliation. There are currently 8 political groups in the European Parliament

- ▶ Group of the European People's Party (Christian Democrats)
- ▶ Group of the Progressive Alliance of Socialists and Democrats
- ▶ European Conservatives and Reformists Group
- ▶ Group of the Alliance of Liberals and Democrats for Europe
- ▶ Confederal Group of the European United Left - Nordic Green Left
- ▶ Group of the Greens/European Free Alliance
- ▶ Europe of Freedom and Direct Democracy Group
- ▶ Europe of Nations and Freedom Group



The European Commission and you

Give input

If you want to [give us your views](#) on EU policies or suggest changes or new policies, you have various options:

- send a response to a Commission [public consultation](#) on an issue that concerns you
- launch a [European Citizens' Initiative](#)
- make a [formal complaint](#) if you think EU law is not being applied properly in your case.

European Commission

Official register

European Commission > European Citizens' Initiative

Home, Mail, Profile icons

About the citizens' initiative

- Basic facts
- The procedure step by step**
- How to sign up to an initiative?
- Communication campaign
- FAQ
- Point of contact

Find an initiative

- Open initiatives
- Successful initiatives
- Archived initiatives
- Withdrawn
- Insufficient support
- Search
- Refused requests for registration

Organise an initiative

- Can your idea be a citizens' initiative?
- Prepare your online collection system
- Launch an initiative
- Manage your initiative

More information

- Guide to the European Citizens' Initiative

The procedure step by step

- Preparation and setting up of the citizens' committee (Max. 2 months)
- Registration of the proposed initiative (Max. 2 months)
- Certification of your online collection system (Max. 1 month)
- Collection of statements of support on paper and / or online (Max. 12 months)
- Verification of statements of support (Max. 3 months)
- Submission of the initiative to the Commission
- Examination, public hearing in the European Parliament and answer by the Commission (Max. 3 months)

If the Commission decides to follow your initiative -> the legislative procedure starts



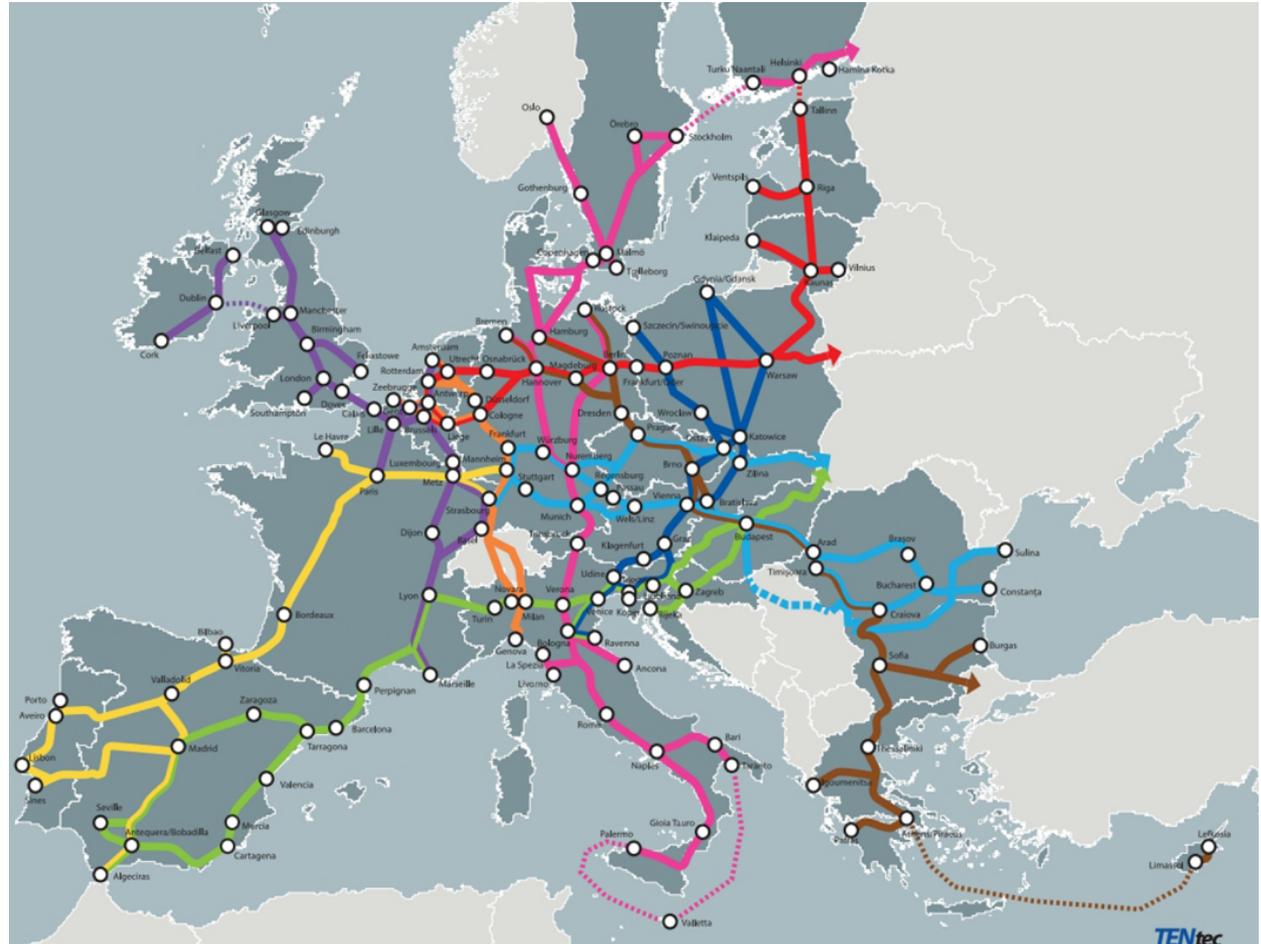
European Commission DG MOVE - Mobility & Transport

TEN-T (Trans-European Transport Network)

Road, Rail, Inland water and
Motorways of the Sea

https://ec.europa.eu/transport/themes/infrastrastructure_en

Started Council Regulation (EC) No 2236/95 of 18 September 1995 laying down general rules for the granting of Community financial aid in the field of trans-European networks

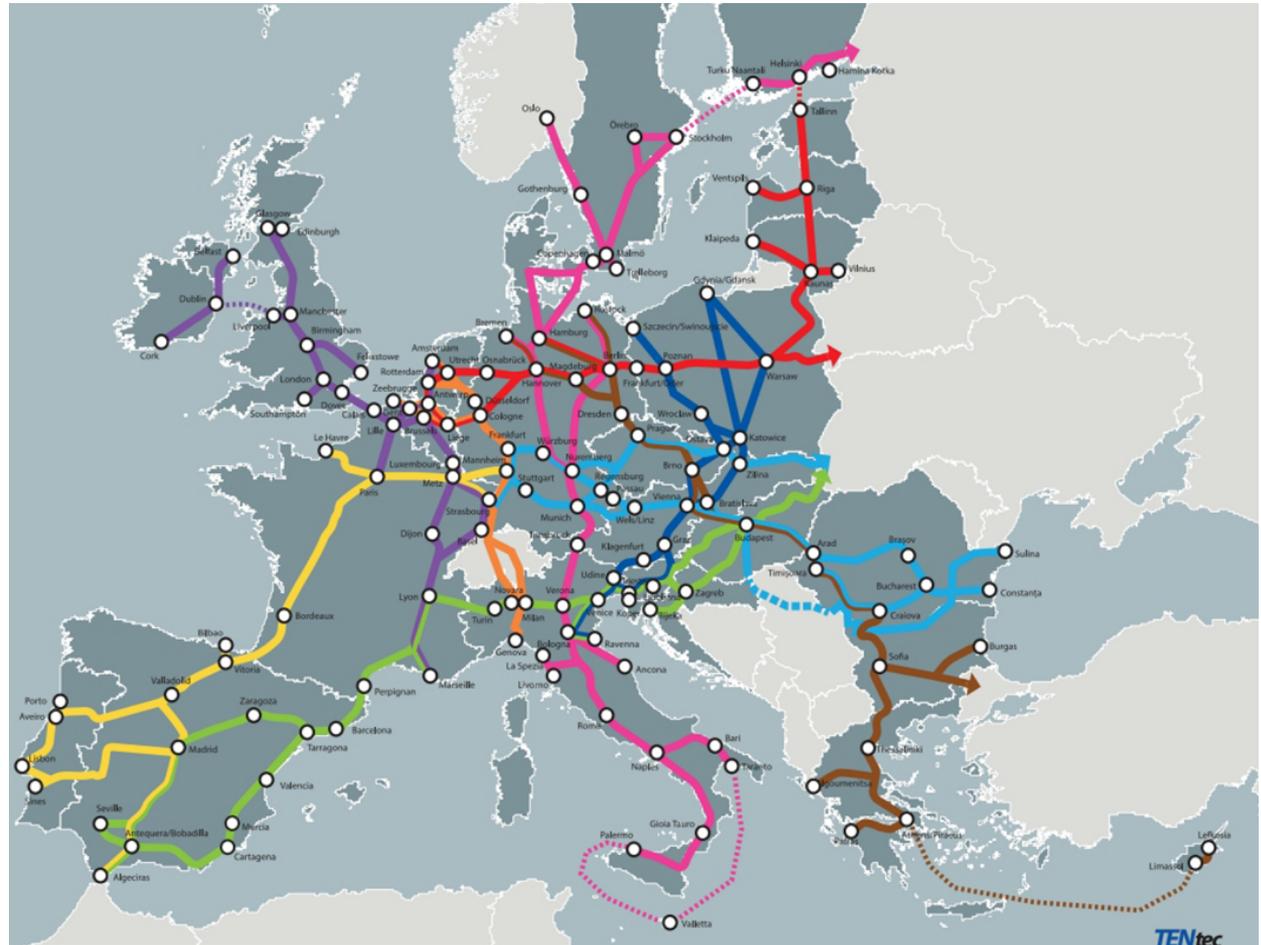


The Trans-European Transport Network (TEN-T) is a European Commission policy directed towards the implementation and development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and rail-road terminals.

It consists of two planning layers:

- The Comprehensive Network: Covering all European regions
- The Core Network: Most important connections within the Comprehensive Network linking the most important nodes

The ultimate objective of TEN-T is to close gaps, remove bottlenecks and eliminate technical barriers that exist between the transport networks of EU Member States



Topics in pan-European Abnormal Transport

What do we have to deal with every day ?

And what are our top five priorities ?

Sert Document

Standard technical document to replace:
\$ 70
Scheda Technica
Fiche Technica
Etc.

Permitting procedures

Aligning permitting procedures in EU countries and allow online issue of permits

Corridors for Abnormal Transports

Designated corridors for Abnormal transports will reduce permit cost, shorten issuing time, reduce cost for maintenance and enhance safety

Marking & Lighting

Rules for marking and lighting pf abnormal transports are different in every EU country, leading to unnecessary costs and annoyance

Escort Rules harmonisation

Rules for escorting abnormal transport are not aligned – outfit, training and authorizations.



Sert document = Special European Registration Trucks & Trailers

Vehicle documents for abnormal transports

- Different documents in every country
- No mutual acceptance (except Belgium and the Netherlands)
 - For one vehicle many documents needed

Goal: uniform vehicle document in the EU for all applications for abnormal Transport

- Recommended in “European Best Practice Guidelines for Abnormal Road Transports” (Dec. 2005)
- Dutch initiative introduced in the Netherlands Nov. 2005



Permitting procedures

- Permit issuing time varies from 48 hours to 8 weeks !
- Handling fees are unpredictable in some countries
- Bridge calculations are used as “milk cow”
- Local ‘hobby horses’ do not enhance traffic safety
- Every next country ‘invents the wheel’ in electronic permitting

ESTA 's request : Permitting authorities please talk to each other !!



Abnormal Transport corridors

- Abnormal transport corridors for trans-European moves
- Simplifies Permits issuing, reduces production time of permits
- Reduces costs for road furniture removal and signalisation
- Reduces infrastructural maintenance costs

ESTA proposal: a pilot project between major ports



Marking and lighting

- Signalisation of abnormal transports is a national hobby
- Rule enforcement is used as a restriction on competition
- ESTA proposal on Marking & Lighting for UN ECE Reg48
- ESTA published a '**Best Practice Guide**' in 2005 adopted as a EU document

https://ec.europa.eu/transport/road_safety/sites/roadsafety/files/vehicles/doc/abnormal_transport_guidelines_en.pdf



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Escort rules harmonisation

- Well-trained and properly performed Escorts can greatly enhance safety in Abnormal transports execution.
- Local knowledge should be combined with EU-aligned expertise and authorisations in traffic direction.
- Uniform / base line standard for Pilot cars required



Issues per country :

1. Germany:

\$ 29 revision is a disaster
– issue time is > 8 weeks

Use of two tractor brands
on one application.

Mention all tractors on a
\$70 document.

German speaking drivers
on a Exceptional
transport.

2. France:

Government project on
electronic permitting
stranded due to lack of
cooperation

Transport corridors are
not aligned between
various “Departments”

Bridge calculations are
used as ‘money-maker’

3. Switzerland:

Downgrading of highway
bridges leads to locked
equipment.

No alignment between
authorities and Transport
branch

Electronic permitting
project running envisaged
to be ready 2022

4. Bulgaria:

Permitting procedure is
over 20 years old

No permits with a year’s
validity.

High fees for permit
cancellation ??



Issues on an EU level:

1. Eastern Europe:

Permitting procedures and licence fees are opaque

Local language required for permit application process

Procedures are complicated and enforcement is absent

2. Driving and rest times regulations:

No provision for exceptional transport in “normal rulings”

45 hours rest ‘not in cabin rule’ is insurmountable obstacle

No proper parking places

3. Electronic permit issuing :

Every next nation tries to develop their own system

No ‘best practice’ culture among civil servants

We lose ground to USA and Australia



Exceptional transport in the Europe is largely ‘in the dark’

We should realise that all costs incurred in unnecessary red tape will finally raise the price of European products on the world market.





For more information about ESTA go to
www.estaeurope.eu

For more information about the European Crane Operator Licence go to
www.ecol-esta.eu

