

This is Document “Schedule 8 Part 1” referred to in this Contract

SCOTTISH MINISTERS’ REQUIREMENTS

SCHEDULE 8 PART 1

ABNORMAL INDIVISIBLE LOAD ROUTEING

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ABNORMAL INDIVISIBLE LOAD ROUTEING

1 INTRODUCTION

1.1 General

1.1.1 Movement of abnormal indivisible loads is regulated and controlled by

- (i) Part II of the Road Traffic Act 1988
- (ii) the Road Vehicles (Authorisation of Special Types) (General) Order 2003 (hereinafter referred to as Special Types General Order) and
- (iii) the Road Vehicles (Construction and Use) Regulations 1986.

Movement of certain abnormal indivisible loads is illegal unless the Department for Transport on behalf of the Scottish Ministers have authorised the movement.

Hauliers require to obtain authorisation for movements of abnormal loads with dimensions or weights described in Parts B and C of Annex 8.1/A of this Part 1 of this Schedule 8.

In addition hauliers moving abnormal indivisible loads (including those not requiring authorisation) require under the Special Types General Order to give notice to the police and all road and bridge authorities who have responsibility for the proposed route within timescales as specified in Parts B and C of Annex 8.1/A of this Part 1 of this Schedule 8.

1.1.2 Movement of certain loads shall require an escort.

Current arrangements permit hauliers to undertake the self escorting of abnormal loads and abnormal vehicles within certain limits.

A code of practice – self escorting of abnormal loads and abnormal vehicles has been published by the Highways Agency (publication number HA74/05) and endorsed by the Association of Police Officers in Scotland

A notice to hauliers wishing to use roads in Scotland has been published by The Association of Police Officers in Scotland.

The Operating Company shall assist in facilitating the requirements of this notice.

A copy of the notice shall be as referred to in Annex 8.1/B of this Part 1 of this Schedule 8.

1.1.3 The Operating Company shall include or procure the inclusion of documented procedures for the effective management of abnormal indivisible load routeing in the Quality Management System including the Quality Plan.

1.1.4 The Abnormal Load Routeing Manager shall be responsible for managing all aspects relating to the movement of abnormal indivisible loads and abnormal vehicles as referred to in this Part 1 of this Schedule 8.

1.2 Load Routeing and Co-ordination

1.2.1 The Director provides a statutory abnormal indivisible load routeing and co-ordination service throughout Scotland to hauliers and industry.

The Operating Company shall provide advice to the Director and on behalf of the Director as and when required.

- 1.2.2 The Operating Company shall provide a routeing and co-ordination service for hauliers and industry for those parts of movements that take place within the geographical area of the Unit.

The Abnormal Load Routeing Manager shall supervise and co-ordinate the carrying out of duties specified in this Part 1 of this Schedule 8.

The Operating Company shall liaise with the

- (i) adjoining local road authorities
- (ii) Police
- (iii) Network Rail
- (iv) British Rail Property Board
- (v) British Waterways
- (vi) Undertakers and
- (vii) the like

as required in order to advise on or identify a suitable route.

When any movement requires statutory authorisation the Operating Company shall advise the haulier or company accordingly and refer the application or enquiry together with a suggested route to the Director.

- 1.2.3 Any advice that the Operating Company shall give to hauliers or the companies shall be based on such records as the Operating Company may possess or to which it shall have access.

The Operating Company shall make it clear to hauliers or companies that the Operating Company or the Director in suggesting or commenting on a proposed route assumes no responsibility of any kind in connection with the movement.

Neither the owner nor the operator of the vehicle shall be relieved of any of his obligations or liabilities under the Road Vehicles (Authorisation of Special Types) (General) Order 2003 or otherwise.

2 ROUTE ASSESSMENT

2.1 Roads and Structures

- 2.1.1 The Operating Company shall assess the suitability of bridges and other Structures and roads within the Unit for the movement of heavy wide long or high abnormal indivisible loads.

The Operating Company shall utilise the Trunk Road Bridges Database which shall be as referred to in paragraphs 2.2.1 to 2.2.3 of Part 7 of Schedule 7 to identify Structures affected on the movement route of an abnormal load and shall examine the records available in the Trunk Road Bridges Database or otherwise available to the Operating Company.

The Operating Company shall not be required to carry out further structural assessments as part of its duties under this Part 1 of this Schedule 8.

When it shall be identified that a Structure may require further structural assessment to establish its capability to carry the proposed load the Operating Company shall bring this to the immediate attention of the Director.

Subject to the haulier reaching agreement with the Director on a further structural assessment the Operating Company shall on the direction of the Director give assistance to the haulier or company or his agent by providing access to relevant drawings calculations and other appropriate records held by the Operating Company.

2.2 Recommendations and Checks

2.2.1 The Operating Company shall make its recommendations on the suitability of a proposed movement to the Director in writing within the timescale specified in the Director's written request for comments in order to allow authorisation by the Department for Transport on behalf of the Scottish Ministers.

The Director shall issue a copy of the Special Types General Order to the Operating Company.

The Operating Company shall check all notifications and authorisations issued and shall bring to the attention of the appropriate organisation any discrepancies that it finds.

2.3 Management and Records

2.3.1 The Operating Company shall utilise and follow the procedures set out in the Trunk Road Bridges Database which incorporates a management system giving guidance on the effects of heavy load movements on certain underbridges within the Unit and allows input of historical records of all abnormal load movements (Trunk Road Bridges Database User Manual Abnormal Vehicle Movements) as referred to in Part 7 of Schedule 7.

2.4 High Loads

2.4.1 The Operating Company shall provide advice to the Director and hauliers and the industry on the passage of high loads.

The Director shall provide to the Operating Company a grid of high load routes within Scotland.

These routes shall be generally for 5.48 metres (18ft) load heights but some can accommodate 6.09 metres (20ft) high loads.

The Operating Company shall immediately notify the Director of any changes that shall be required to be made to the grid of high loads and shall ensure that no work including but not limited to any temporary work over which it has control decreases the height clearances available on Trunk Roads.

3 INDEMNIFICATION

3.1 General

3.1.1 The Operating Company shall request on behalf of the Scottish Ministers indemnification in the format specified in Part 2 of Schedule 9 of the Road Vehicles (Authorisation of Special Types) (General) Order 2003 from any haulier or company whose loads shall be expected to travel on Trunk Roads within the Unit.

The Operating Company shall immediately notify the Director should any requested indemnity not be received.

The Operating Company shall keep on file indemnity forms received and shall prepare and maintain a list of hauliers and companies where indemnity forms shall be held on file at the Central Office.

Indemnities shall be kept for a minimum period of 12 months after the indemnified movements have taken place.

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ANNEX 8.1/A – A Guide to Notification and Authorisation

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ANNEX 8.1/A - A Guide to Notification and Authorisation

Abnormal Load Movements

A brief guide to Notification and Authorisation requirements

A. Dimensions within "Construction & Use Regulations"

*Laden dimensions **not** exceeding*

2.90m (9'6") overall width,
18.30m (60'0") rigid length or
40,000kgs (40t) gross weight

No requirement for notice to Police
or for notice with indemnity to
Road & Bridge Authorities

***The Scottish Ministers' authorisation is not required for the movement of loads
with laden dimensions as above.***

B. Dimensions within "Special Types General Order"

*Laden dimensions in excess of "Construction & Use Regulations" but **not** exceeding*

6.1m (20'0") overall width *

2 clear days notice to Police

* Secretary of State "VR1" authorisation is required for the movement of loads
with an overall width in excess of 5.0m (16'5") but not exceeding 6.1m (20'0")

27.40m (90'0") rigid length

2 clear days notice to Police

80,000kgs (80t) gross weight

2 clear days notice with indemnity
to Road & Bridge Authorities

over 80,000kgs (80t) but not exceeding
150,000kgs (150t) gross weight

5 clear days notice with indemnity
to Road & Bridge Authorities **and**
2 clear days notice to Police

C. Dimensions requiring Special Order

Laden dimensions exceeding

6.1m (20'0") overall width	5 clear days notice with indemnity to Road & Bridge Authorities and 5 clear days notice to Police
27.40m (90'0") rigid length	5 clear days notice with indemnity to Road & Bridge Authorities and 5 clear days notice to Police
150,000kgs (150t) gross weight and/or 16,500kgs (16.5t) per axle	5 clear days notice with indemnity to Road & Bridge Authorities and 5 clear days notice to Police

Scottish Ministers' "Special Order" authorisation is required for the movement of load with laden dimensions as above.

NOTES

1. At present there is no legislation governing the overall laden height of a vehicle but in order that the maximum possible use is made of the motorway and Trunk Road network it should not exceed 5.0m (16'5").
2. "Clear days notice" excludes Saturdays, Sundays and Bank Holidays.
3. The Scottish Executive Bridges Section offers an advisory service on the routing of abnormal loads (including those which do not require the Scottish Ministers' authorisation) but does not need to be notified of their proposed movements.

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ANNEX 8.1/B – The Association of Chief Police Officers in Scotland – Notification to Hauliers

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NOTICE TO HAULIERS

ACPOS ABNORMAL LOADS WORKING GROUP

ACPOS Road Policing Standing Committee have endorsed the principle of self escorting abnormal indivisible loads on motorways and linking dual carriageways and on other roads deemed suitable by individual Chief Constables.

The self escorting of abnormal indivisible loads is acceptable only in the following circumstances:-

- **The Haulier complying with the Department for Transport/Highways Agency Code of Practice.**
- **The Haulier must give written notice at the time of notification that the self escort personnel will not engage in the direction or control of traffic.**
- **The Haulier must give an assurance that they will not operate or move abnormal indivisible loads on urban motorways during peak traffic flows.**

ROAD SAFETY UNDERPINS THE POLICY RELATIVE TO SELF ESCORTING. HAULIERS MUST ENSURE THAT THE SAFETY OF ALL ROAD USERS IS AT THE FOREFRONT OF SELF ESCORTING ACTIVITIES.

The draft code of conduct refers to Level 2 accredited persons. Level 2 accredited persons will not apply in Scotland. Chief Officers in England and Wales do not intend to accredit any individuals to Level 2 as referred to in the DfT Highways Agency Code of Practice.

The police service in Scotland are not forcing any haulier to self escort. Self escorting is an option available to all the hauliers using motorways and the linking dual carriageway network in Scotland. The savings in time will no doubt make self escorting very attractive to Hauliers. As a result of the “no escort” policy being adopted by the police service in England and Wales from 1 January 2004, many private companies have been set up as providers of abnormal load escorts. Such companies are in the process of contacting individual police forces seeking some form of endorsement for their company. Scottish Forces will not enter into any form of agreement with private abnormal load escort companies. The relevant legislation refers to the haulier and no provision is made for any agent or other person acting on behalf of the haulier. The onus relative to notification and indemnity rests with the haulier and with no other person.

The Association of Chief Police Officers in Scotland Road Policing Standing Committee are not requiring Hauliers to be members of any organisations or trade associations before they can operate self escorting.

It is essential that all Hauliers have insurance cover for the task of self escorting.

The onus for route planning and notification to both the Police and Roads Authorities remains with the Haulier.

Should any further information relative to the policy be required, contact should be made with the undersigned during normal office hours.

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