

## **SCOTTISH MINISTERS' REQUIREMENTS**

### **SCHEDULE 8 PART 1**

#### **ABNORMAL INDIVISIBLE LOAD ROUTEING**

<b>CONTENTS</b>	<b>Page No.</b>
<b>1. INTRODUCTION</b>	<b>1</b>
1.1 General	1
<b>2. LOAD ROUTEING AND CO-ORDINATION</b>	<b>2</b>
2.1 Load Routeing and Co-ordination	2
2.2 Special Constraints for Crossing the Forth Road Bridge	3
2.3 Special Constraints for Crossing the Queensferry Crossing	3
<b>3. ROUTE ASSESSMENT</b>	<b>4</b>
3.1 Management and Records	4
3.2 Roads and Structures	4
3.3 High Loads	5
3.4 Electronic Service Delivery for Abnormal Loads	5
<b>4. INDEMNIFICATION</b>	<b>5</b>
<b>ANNEX 8.1/A – A Guide to Notification and Authorisation</b>	<b>7</b>
<b>ANNEX 8.1/B – The Association of Chief Police Officers in Scotland – Notification to Hauliers</b>	<b>11</b>



## SCOTTISH MINISTERS' REQUIREMENTS

### SCHEDULE 8 PART 1

#### ABNORMAL INDIVISIBLE LOAD ROUTEING

#### 1. INTRODUCTION

##### 1.1 General

- 1.1.1 Movement of abnormal indivisible loads and abnormal vehicles is regulated and controlled by:

- (i) *The Road Vehicles (Construction and Use) Regulations 1986* (SI 1986 No 1078),
- (ii) *The Road Vehicles (Authorised Weight) Regulations 1998* (SI 1998 No 3111),
- (iii) *The Road Vehicles (Authorisation of Special Types) General Order 2003* (SI 2003 No 1998) hereinafter referred to as *Special Types General Order 2003*, and
- (iv) Section 44 of the *Road Traffic Act 1988*.

- 1.1.2 The Operating Company shall, on behalf of the Director, act as the main contact for all communication and correspondence relating to the routeing and movement of abnormal indivisible loads within the Unit.

- 1.1.3 Movement of certain abnormal indivisible loads requires authorisation from the Department for Transport. Hauliers and companies are required to obtain authorisation for movements of abnormal indivisible loads with dimensions or weights as described in parts B and C of Annex 8.1/A of this Part.

Hauliers and companies moving abnormal indivisible loads are required to give notice to the police and all road and bridge authorities who have responsibility for the proposed route in accordance with the timescales specified in parts B and C of Annex 8.1/A of this Part.

- 1.1.4 The Operating Company shall inform and make recommendations to the Director regarding all proposed and agreed movements of abnormal indivisible loads within the Unit within the timescale specified within Annex 8.1/A of this Part. This timescale is required in order to allow authorisation where relevant by the Department for Transport on behalf of the Director.

- 1.1.5 The Director will issue a copy of the notifications and authorisation to the Operating Company. The Operating Company shall immediately check all notifications and authorisations issued and no later than five Working Days after checking, bring any discrepancies to the attention of the appropriate organisation.

- 1.1.6 Movement of certain loads, as stated in parts B and C of Annex 8.1/A of this Part, requires an escort. Hauliers are permitted to undertake the self escorting of abnormal indivisible loads and abnormal vehicles within certain limits as stated in parts B and C of Annex 8.1/A of this Part. The Operating Company shall inform all hauliers and companies intending to undertake the self escorting of abnormal indivisible load of the need to comply with Highways Agency publication Code of Practice – *Self-Escorting of Abnormal Loads and Abnormal Vehicles*. The Operating Company shall comply with

this guidance when executing any Operations that may involve self escorting of abnormal indivisible loads and abnormal vehicles.

- 1.1.7 Police Scotland has published a notice to all hauliers wishing to self-escort any abnormal indivisible loads on roads in Scotland. A copy of such notice is contained in Annex 8.1/B of this Part. The Operating Company shall bring this notice to the attention of all hauliers and companies seeking the routeing and movement of abnormal indivisible loads within the Unit.
- 1.1.8 The Operating Company shall develop, implement and maintain documented procedures for the effective management of abnormal indivisible load routeing within the Management System, including the Quality Plan.

The Operating Company's Abnormal Load Routeing Manager shall supervise and co-ordinate the duties to be undertaken by the Operating Company specified in this Part.

## **2. LOAD ROUTEING AND CO-ORDINATION**

### **2.1 Load Routeing and Co-ordination**

- 2.1.1 The Scottish Ministers have a duty to provide a statutory abnormal indivisible load routeing and coordination service throughout Scotland to hauliers and companies on behalf of the Department of Transport. The Operating Company shall provide advice on the routeing of abnormal indivisible loads to the Director, and on behalf of the Director, when required.

- 2.1.2 The Operating Company shall provide a routeing and coordination service for hauliers and industry for abnormal indivisible loads movements that take place on the Trunk Roads within the Unit.

The Operating Company shall liaise with the relevant Operational Partners and other concerned organisations as required, in order to advise on or identify a suitable route for the movement of abnormal indivisible loads and abnormal vehicles.

- 2.1.3 When any such movement requires statutory authorisation, the Operating Company shall advise the haulier or company accordingly. No later than three Working Days after advising the haulier or company of the need for statutory authorisation, the Operating Company shall seek prior authorisation from the Director and shall follow the procedures required by paragraph 2.3 of this Part. The Operating Company shall include the application or enquiry received from the haulier or company, together with a suggested abnormal indivisible load route.

- 2.1.4 The Operating Company shall identify suitable roadside stopping areas in both directions for temporary parking of abnormal indivisible loads prior to such abnormal indivisible loads crossing the Queensferry Crossing and shall propose their use to the Director in writing for his consent no later than 120 days prior to Commencement of Service Date 2.

- 2.1.5 Any advice that the Operating Company gives to hauliers or companies shall be based on such Records as the Operating Company may possess or to which the Operating Company has access. The Operating Company shall inform hauliers and companies that by advising or commenting on a proposed abnormal indivisible load route:

- (i) neither the Operating Company nor the Director assume responsibility of any kind in connection with the movement of the relevant abnormal indivisible load or abnormal vehicle, and
- (ii) in following any advice provided, the owner and the operator of the vehicle shall not be relieved of any of obligations or liabilities under the relevant Legislation.

## **2.2 Special Constraints for Crossing the Forth Road Bridge**

- 2.2.1 The requirements for abnormal indivisible load notification for the Unit as a whole are given in Annex 8.1/A of this Part.
- 2.2.2 In the course of producing its own procedures for the management of abnormal indivisible load routeing, the Operating Company's Mobilisation Manager and Abnormal Load Routeing Manager shall review the historical procedures used by FETA for abnormal indivisible loads crossing the Forth Road Bridge as referred to in Annex 8.1/C. The advance notification requirements within these procedures shall be brought into line with the procedures stated in Annex 8.1/A of this Part. Such review and updating shall be completed no later than 90 days prior to Commencement of Service Date 1. The proposed procedures and or any revisions to the same shall be submitted to the Director for his written consent.
- 2.2.3 Until the Operating Company's new procedures have received the Director's consent, for abnormal indivisible loads needing to cross the Forth Road Bridge, the historical FETA procedures *PO 009 "Vehicle Load Restrictions, Notification and Indemnity"* and *PO 010 "Movement of Abnormal Loads"* shall be followed. These are referred to in Schedule 5 Part 1 Annex 5.1/B.
- 2.2.4 The Operating Company shall route abnormal indivisible loads over the Queensferry Crossing after it opens on Commencement of Service Date 2. In any circumstances where the Operating Company believes that an abnormal indivisible load needs to cross the Forth Road Bridge after Commencement of Service Date 2, such abnormal indivisible load shall require special prior authorisation by the Director and the Operating Company shall follow the procedures required by paragraph 2.3.

## **2.3 Special Constraints for Crossing the Queensferry Crossing**

- 2.3.1 The Operating Company shall be required to review and update the draft procedure shown in Annex 8.1/C of this Part for abnormal indivisible loads needing to cross the Queensferry Crossing. Such review and updating shall be completed no later than 120 days prior to the Commencement of Service Date 2. The completed procedure shall be submitted to the Director for consent.
- 2.3.2 The Operating Company shall use the Queensferry Crossing weigh-in-motion system, which is a part of the Structural Health Monitoring system, to check the gross weights and axle loads of a representative ten per cent sample of all abnormal indivisible load transits with a gross vehicle weight greater than 80 tonnes to verify that the weights given in the hauliers' submissions are within acceptable limits. The results of these checks shall be submitted in the form of reports to the Director on a bi-annual basis, commencing six months after Commencement of Service Date 2. Where a vehicle is reported by the system to be overweight by more than ten per cent, a notification to the Director shall be made no later than five Working Days after the transit.

### **3. ROUTE ASSESSMENT**

#### **3.1 Management and Records**

- 3.1.1 The Operating Company shall use the structures management function of the Integrated Roads Information System, as referred to in Schedule 7 Part 6, and follow the procedures set out in the structures management function of the Integrated Roads Information System user manual to identify Structures that may be affected by the movement of an abnormal indivisible load.
- 3.1.2 The Operating Company shall update the data held within the structures management function of the Integrated Roads Information System in accordance with the requirements of Schedule 7 Part 6.
- 3.1.3 In undertaking a route assessment, the Operating Company shall take account of the guidance contained in the structures management function of the Integrated Roads Information System and the Operating Company's abnormal indivisible load routeing procedures for the Principal Crossings developed in sections 2.2 and 2.3 of this Part on the effects of heavy load movements across over-bridges, under-bridges and Structures within the Unit. The Operating Company shall record in the structures management function of the Integrated Roads Information System, data on the vehicles used in the movement of abnormal indivisible loads.
- 3.1.4 The Operating Company shall keep Records of the assessment of abnormal vehicle movements and the approved abnormal indivisible load route for each abnormal indivisible load. The Operating Company is advised that, whilst the findings of a given assessment and the vehicles checked along an approved abnormal indivisible load route are retained within the structures management function of the Integrated Roads Information System, the route is not.

#### **3.2 Roads and Structures**

- 3.2.1 In accordance with paragraph 2.1 and Annex 8.1/A of this Part, the Operating Company shall assess the proposed movement of vehicles with heavy, wide, long or high abnormal indivisible loads to determine the suitability of Structures and Trunk Roads within the Unit to accommodate such vehicles.
- 3.2.2 The Operating Company shall examine the Records available in the structures management function of the Integrated Roads Information System or other such documents or databases available to the Operating Company. The records in the structures management function of the Integrated Roads Information System provide an HB rating for the Structure and record what abnormal loads have previously crossed the Structure and as such provide the Operating Company with a basis on which to commence its assessment of the proposed movement.
- 3.2.3 The Operating Company shall not carry out structural assessments as part of its duties under this Part. When it is 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. The use of specialist tools for the assessment of custom defined vehicle configurations shall be made only with the written consent of the Director. The Operating Company shall submit a request for the use of such tools to the Director no later than 120 days prior to the respective commencement of service date for the Structure in question.

- 3.2.4 Subject to the haulier or company reaching agreement with the Director on a further structural assessment, the Operating Company shall provide assistance to the haulier or company or its agent by giving access to relevant Drawings, calculations and other appropriate Records held by the Operating Company.

### **3.3 High Loads**

- 3.3.1 The Operating Company shall provide advice to the Director, hauliers and the industry on the passage of high loads. In order that the maximum possible use is made of the Trunk Road network, except where signed height restrictions are in force, the overall laden height of a vehicle should not exceed 4.95 metres (16'3").
- 3.3.2 No later than 28 days before Commencement of Service Date 1, the Director will provide to the Operating Company a grid of high load routes within Scotland. These high load routes shall be for load heights up to 5.48 metres (18ft), with further information provided on routes that can accommodate 6.09 metres (20ft) high loads.
- 3.3.3 The Operating Company shall immediately notify the Director of any changes that need to be made to the abnormal load pinch point grid of high load routes.
- 3.3.4 The Operating Company shall ensure that no activity for which it is responsible reduces the existing height clearances available on Trunk Roads within the Unit unless consented to in writing by the Director.

### **3.4 Electronic Service Delivery for Abnormal Loads**

- 3.4.1 During Service Period 1 or Service Period 2, the Director may introduce a new system, known as the electronic service delivery for abnormal loads.
- 3.4.2 When the system for electronic service delivery for abnormal loads is introduced, the Operating Company shall be required to:
- (i) implement the use of this system through documented procedures contained within the Management System,
  - (ii) use this system until the Service End Date,
  - (iii) update data used in indicative capacity appraisals to identify potential problem Structures, and
  - (iv) add information to the system about any constraints that may impact on an abnormal indivisible load route.

## **4. INDEMNIFICATION**

- 4.1.1 The Operating Company shall, on behalf of the Director, request indemnification, in the format specified in the Specification of the Special Types General Order 2003, from any haulier or company whose abnormal indivisible loads are expected to travel within the Unit.
- 4.1.2 The Operating Company shall immediately notify the Director if it has not received any requested indemnity in advance of any movement of abnormal indivisible loads.
- 4.1.3 The Operating Company shall keep the indemnity forms received at its Central Office and shall prepare and maintain a list of hauliers and companies for whom indemnity forms are held. Indemnity forms shall be kept for a minimum period of 12 months after the indemnified movement has taken place. Should the 12 month period extend beyond

the Termination Date, any indemnity forms held by the Operating Company shall be passed to any incoming operating company.



This is Annex 8.1/A to Schedule 8 Part 1 referred to in the foregoing Agreement between Scottish Ministers and Amey LG Limited.

## **SCOTTISH MINISTERS' REQUIREMENTS**

### **SCHEDULE 8 PART 1**

#### **ABNORMAL INDIVISIBLE LOAD ROUTEING**

#### **ANNEX 8.1/A – A Guide to Notification and Authorisation**



## SCOTTISH MINISTERS' REQUIREMENTS

### SCHEDULE 8 PART 1

#### ABNORMAL INDIVISIBLE LOAD ROUTEING

#### ANNEX 8.1/A – A Guide to Notification and Authorisation of Abnormal Indivisible Load Movements

The following is a guide to notification and authorisation requirements for the movement of abnormal indivisible loads:

##### A. Dimensions within "Construction & Use Regulations"

Laden dimensions **not** exceeding:

2.90m (9'6") overall width,	No requirement for notice to Transport
18.75m (61'6") rigid length, or	Scotland, the police or for notice with
Gross weight or axle weight up to limits set	indemnity to road & bridge authorities
out in <i>The Road Vehicles (Construction and</i>	
<i>Use) Regulations 1986</i> or <i>The Road Vehicles</i>	
<i>(Authorised Weight) Regulations 1998</i>	

**The Secretary of State's authorisation is not required for the movement of abnormal indivisible loads with laden dimensions as stated 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 Working Days notice to police
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\* Secretary of State "VR1" authorisation is required for the movement of abnormal indivisible loads **with an overall width in excess of 5.0m (16'5") but not exceeding 6.1m (20'0")**. The VR1 authorisation requires 10 days notice to the Highways Agency in addition to the timeframe stated above.

30.0m (98'4") rigid length	2 Clear Working Days notice to police
80,000kgs (80t) gross weight	2 Clear Working Days notice with indemnity to road & bridge authorities
over 80,000kgs (80t) but not exceeding 150,000kgs (150t) gross weight	5 Clear Working Days notice with indemnity to road & bridge authorities <b>and</b> 2 Clear Working Days notice to police

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## C. Dimensions requiring Special Order

Laden dimensions exceeding:

6.1m (20'0") overall width**	5 Clear Working Days notice with indemnity to road & bridge authorities <b>and</b> 5 Clear Working Days notice to police
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**\*\* Secretary of State "HA form BE 16" authorisation is required for the movement of loads with an overall width in excess of 6.1m (20'0"). The BE16 authorisation requires 8 weeks notice to the Highways Agency in addition to the timeframes outlined above**

30.0m (98'4") rigid length***	5 Clear Working Days notice with indemnity, to road & bridge authorities, <b>and</b> 5 Clear Working Days notice to police
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**\*\*\* Secretary of State "HA form BE 16" authorisation is required for the movement of loads with an overall length in excess of 30.0m (98'5"). The BE16 authorisation requires 8 weeks notice to the Highways Agency in addition to the timeframes outlined above**

150,000kgs (150t) gross weight and/or 16,500kgs (16.5t) per axle****	5 Clear Working Days notice with indemnity, to road & bridge authorities, <b>and</b> 5 Clear Working Days notice to police
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**\*\*\*\* Secretary of State "HA form BE 16" authorisation is required for the movement of loads with an overall weight exceeding 150,000kgs (150t) and/or 16,500kgs (16.5t) per axle. The BE16 authorisation requires 8 weeks notice to the Highways Agency in addition to the timeframes outlined above**

**Secretary of State's "Special Order" authorisation is required for the movement of abnormal indivisible loads with laden dimensions as stated above.**

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## NOTES

1. 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 the overall laden height should not exceed 4.95m (16'3").
2. "Clear Working Days notice" excludes Saturdays, Sundays, bank holidays or public holidays.
3. The Transport Scotland Bridges Section offers an advisory service to the operating companies on the routing of abnormal indivisible loads on the Trunk Road network, including those loads within the laden dimensions stated in Part A of this Annex which do not require the Secretary of State's authorisation or notification to Transport Scotland.

This is Annex 8.1/B to Schedule 8 Part 1 referred to in the foregoing Agreement between Scottish Ministers and Amey LG Limited.

**SCOTTISH MINISTERS' REQUIREMENTS**

**SCHEDULE 8 PART 1**

**ABNORMAL INDIVISIBLE LOAD ROUTEING**

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



## **SCOTTISH MINISTERS' REQUIREMENTS**

### **SCHEDULE 8 PART 1**

#### **ABNORMAL INDIVISIBLE LOAD ROUTEING**

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



#### **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:

- (i) The Haulier complying with the Department for Transport/Highways Agency Code of Practice,
- (ii) 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, and
- (iii) 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.

**Inspector Simon Bradshaw  
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