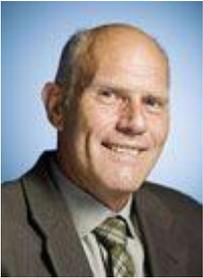


To Via Nordica



The presentation will consist of 3 sections

The first will be information on how special transport takes place in different countries.

The presentation will include some general views on uniformity. For cars, gear.

There will also be information on different ways to use Escort vehicles

Presentation, the second part will consist of a review of a fictional trip from Finland through Sweden and Norway to Denmark and through Germany to Holland

the third part will consist of visions of the future rules for abnormal transport across Europe, where best guidelines will be highlighted in relation to current regulations.

all conditions can not be presented, but the material could be used to compare the different national rules and give the authorities and the basis for any changes in the various countries.

Introduction:

Driving an abnormal road transport through Europe is often problematic. Each country has different regulations with regard to the signs and marking of the vehicles.

Furthermore there is a difference as to how each country handles an escort. There are in fact two categories for drivers and two categories for vehicles. Several countries have no system at all.

In NVF (Nordiskt vägforum) we have tried to list the differences which exist today. Furthermore we will try to implement the "European Best Practice Guidelines for Abnormal Road Transports", so that vehicles complying with these rules will be able to drive all over Scandinavia.

The research method consists of:

1: Gathering of information on the differences which exist today and preparation of an overview to illustrate the differences.

2: An actual tour through Scandinavia and Europe, starting from Finland and going through Norway and Sweden to Denmark, and further on through Germany to Holland.

All the phases of the tour will be described, starting from the application to the actual transport, from the classification, design, documents, equipment and marking of the vehicle to paper flows, driving restrictions, escorts and possible customs restrictions.

The tour will be based on the European Best Practice Guidelines for Abnormal Road Transports, and will be concluded with a description of the differences and similarities in comparison to the guidelines.

The results of the research will be processed, and will hopefully be an illustration of what could be changed and what could be maintained in the different countries.

Furthermore the results could be used for a revision of the Best Guidelines.

Conclusion:

The research and the documentation from the actual tour should be able to show that all countries are handling the safe transit of an abnormal road transport through their country very well, and should also show that the regulations may not be so different.

Furthermore, the results of the research will lift the level of information for each country when it comes to persuading the authorities that the technical obstacles which may exist today should be handled in the same way by all countries, and that there should be a common set of rules to allow large objects to be transported through Europe without re-loading, or without changing the vehicles on the route or changing the signs and marking for each country.

Also, the research should show that the best guidelines compared to the results of this research, could be the basis for revising the best guidelines.

On behalf of the group Best Practice under NVF Fordon och transporter (Trucks and transports)

Hans Skat