

# **Permits for abnormal transports in the north**

Finn Bjerremænd DTL Danske Vognmænd  
fba@dtl.eu



# Have there been any development within abnormal transport at Nordic level?

- The ideal situation would be common rules for the Nordic countries
- For example, you should only apply for a permit in one place for an abnormal transport that must pass through two or more of the four Nordic countries, Finland, Denmark, Norway and Sweden.

## Down Memory Lane

Hans Skat made a report about an abnormal transport and described

- the difference in applying for special transport permits,
- marking of vehicles,
- requirements for pilot cars,
- restrictions for oversized loads
- the prices of the various services.

A study of a trip with abnormal load.

An abnormal transport that ran from Finland via Sweden to Norway, further via Sweden, Denmark and Germany to The Netherlands.

\*) A study of a trip with abnormal load, Hans Skat, DTL 2012



# A study of a trip with abnormal load v/Hans Skat, 2012





## A study of a trip with abnormal load v/Hans Skat, 2012



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## Very different rules

The conclusion showed  
Very different rules for abnormal transports in the countries involved.

\*) A study of a trip with abnormal load, Hans Skat, DTL 2012

# No improvement

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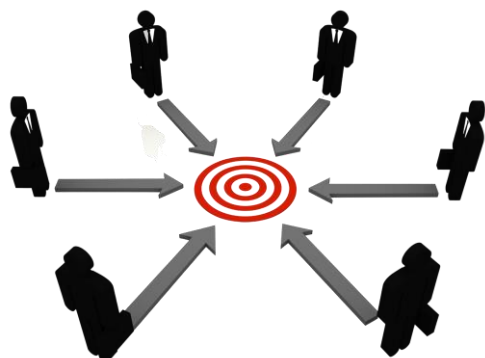
- In 2016, an update was made to Hans Skat's analysis, which was presented at Via Nordica 2016 in Trondheim
- The updated analysis showed that there had been absolutely no development in harmonization within the Nordic countries apart from the acceptance of certain markings.



## Expensive process



- The lack of harmonization of the entire licensing area every day entails huge unnecessary costs for the transport industry
- Ultimately, it affects the entire business community and affects competitiveness





# How is the status right now

<b>Denmark</b>	In recent years there have only been minor adjustments New digital application procedure for permits
<b>Finland</b>	New Road Traffic Act clarifies the difference between normal transport with HCT combinations and abnormal transport of undivided loads. New requirements for pilot cars
<b>Faroe Islands</b>	Nothing has changed
<b>Iceland</b>	Nothing has changed
<b>Norway</b>	Nothing has changed
<b>Sweden</b>	Analysis work towards more digitalisation

**Maximum width (with no need for special permit)**

**Denmark                      3,30 m**

**Finland                      4,00 m**

**Faroe Islands              -**

**Iceland                      -**

**Norway                      3,25**

**Sweden                      3,50**

## Maximum height (with no need for special permit)

<b>Denmark</b>	<b>4,10 m</b>
<b>Finland</b>	<b>4,40 m</b>
<b>Faroe Islands</b>	<b>-</b>
<b>Iceland</b>	<b>-</b>
<b>Norway</b>	<b>no limit</b>
<b>Sweden</b>	<b>no limit</b>



# Denmark

## New digital application procedure for permits

Development of application system in Denmark

- Two annual releases in relation to special transports, development tasks are underway.
- Better content in notification emails,
- The possibility of uploading larger files,
- Better search facilities in lists and
- The possibility of using a vehicle register.

VD (The Danish Road Directorate) are also looking at a possible solution with locations on a map.



## Sweden

- Working on new regulations and general guidelines.
- That's mainly affects international transports.
  - New dimensions
  - The appearance of clouds that mark width and length
- "Digital dispensers"
  - to develop the process.



# Thank you

Finn Bjerremand  
DTL Danske Vognmænd  
[fba@dtl.eu](mailto:fba@dtl.eu)

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