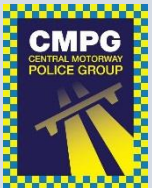
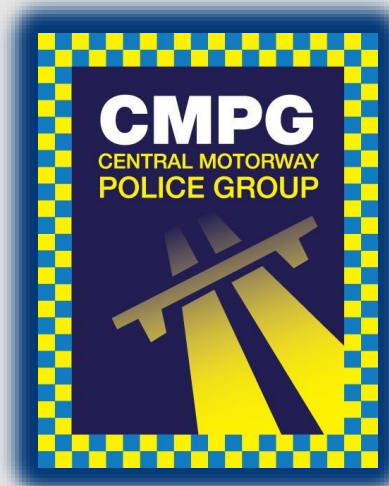


CPA

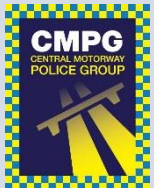
Transporting Heavy Haulage Within Our Force Areas



Who are we?

Central Motorway Police Group (CMPG) is a collaboration between Staffordshire and West Midlands Police working together to provide a dedicated policing service on several hundred miles of the motorway network in the Staffordshire and West Midlands police force areas.

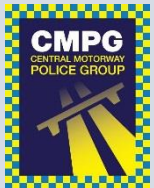
Away from the motorway, the respective forces both have roads policing units that proactively patrol and respond to incidents on the counties roads providing road users with education, engagement and enforcement



Our Officers

Are trained to educate, engage and enforce with all types of road users from our most vulnerable pedestrians and motorcyclists up to the heaviest and largest vehicles that can be transported on the road network.

We often work in partnership with other agencies such as National Highways, DVSA, VCA, HMRC and Environment Agency when engaging with companies and road users.



Document purpose

This document is not intended to replace or supersede any of the current regulatory documents or road traffic law. The links to those documents can be found at the end of this presentation

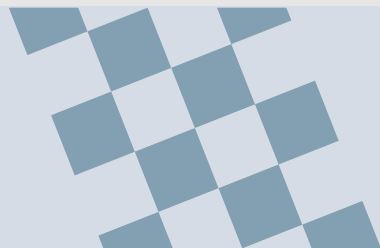
‘Every effort should be made by contractors and the Police to engage at the earliest opportunity to develop an effective working relationship and to ensure public safety when working on long or short term projects in our counties, where the transportation of abnormal loads will be involved.’



Document Purpose (contd)

This briefing pack has been put together to assist the construction and haulage industry when working in our counties and is designed to

- Increase knowledge in construction industry about transporting heavy haulage and therefore increasing productivity and reducing downtime
- To highlight and improve road safety, sharing our expectations with you
- Sharing the most common defects ourselves and our partner agencies find, ensuring that your project and chosen hauliers are always compliant



What is an Abnormal Load?

- An abnormal load is a load which exceeds the following weight and/or dimensions:
 - 2.9 metres (9ft 51in) wide;
 - 305mm (1ft) lateral projection;
 - 44 tonnes in weight;
 - 18.65 metres (61ft 2in) length;
 - 25.9 metres (85ft) draw-bar length;
 - 3.05 metres (10 ft) front or rear projection;

Although there is no height limit, most motorway bridges are 5.02 metres (16ft 6in) in height

An abnormal indivisible load is an abnormal load that cannot without undue expense or risk of damage be divided into two or more loads for the purpose of being carried on a road.



The truth

There is no haulier that can move any item quicker than any other haulier

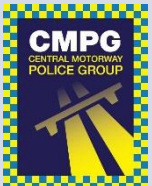
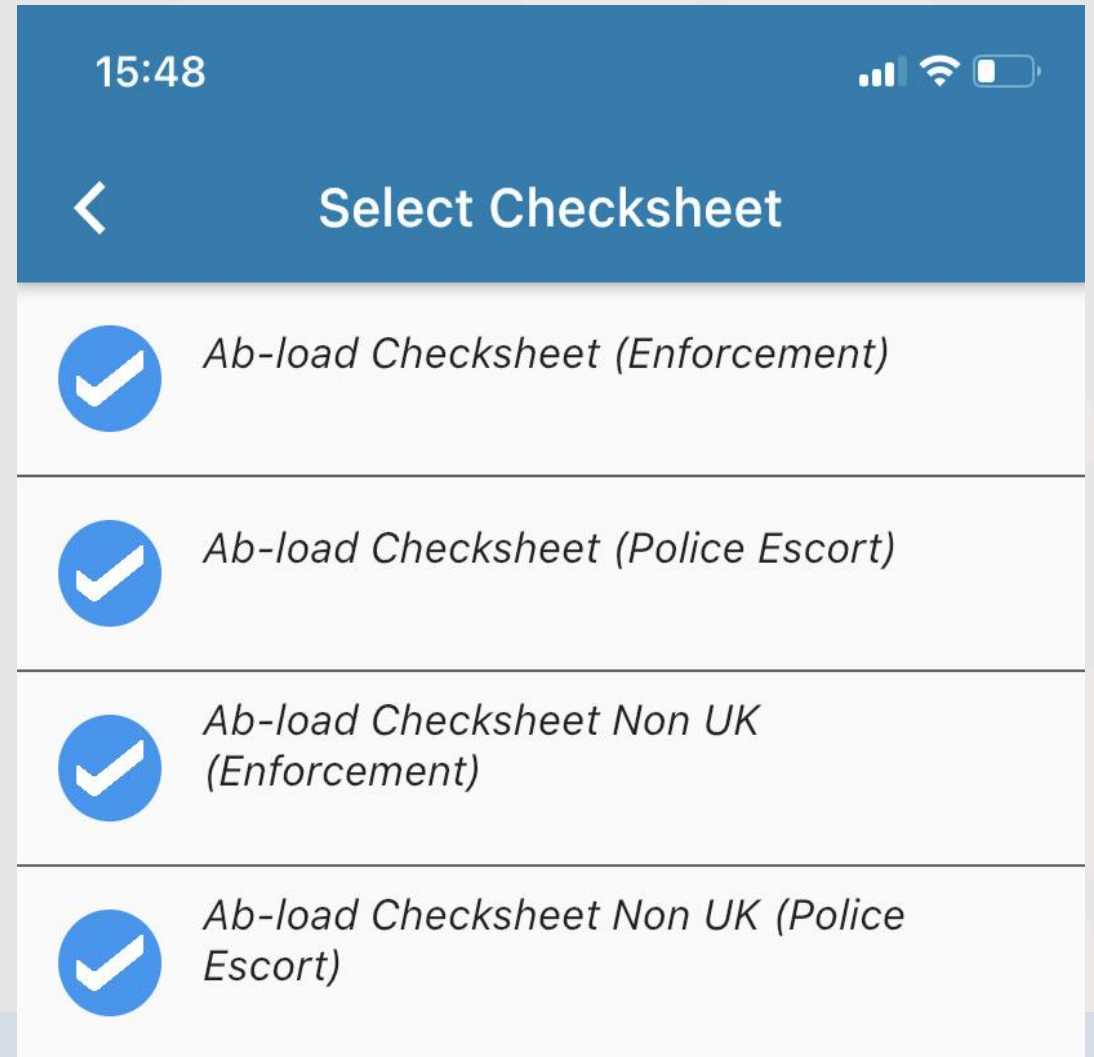
The only difference is a compliant haulier and non compliant haulier

Which would your project prefer to be associated with?



What can a driver expect if they are stopped?

- App in use by many regional and national forces
- Ensures a consistent set of questions are being asked each time, every time no matter which force area
- Provides a robust time/date stamped audit trail of photos and supporting information, emailing the officer a PDF version of check sheet
- Easily shared with another stakeholder if needed – Traffic Commissioner, DVSA, neighbouring force, operator
- Our checksheets are available to purchase from Fleetcheck if you also wish to utilise them



What happens to non compliant drivers/operators?*

- The most common rectification process involves parking up the vehicle up until physical and paperwork defects rectified, this could be for anything from a few hours up to a few weeks. Short notice movement requests are not approved following a prohibition

In addition

- * Driver of vehicle prosecuted and/or reported to court
- Operator will be reported to DVSA for further investigation
- Operator may be reported to Traffic Commissioner
- Company owner and transport manager may be reported to court
- Company may be reported to HSE

(*list not exhaustive)



Movement Orders

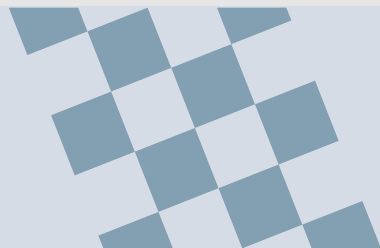
If you're responsible for transporting an abnormal load, you need to follow regulations for notifying highway, police and bridge authorities.

You cannot apply too early to move an abnormal load. We invite applications for agreement in principle even at the pre-tender stage, before any financial commitment is made to supply and deliver the load.

There are different application forms depending on the dimensions and weight of the load and vehicle you are using. Depending on the dimensions and weight the notification process will take a different amount of time before the load can be transported. This is known as 'clear days'.

For STGO loads, Saturday, Sunday or a public holiday in any part of Great Britain does not count as a clear day. For Construction and Use loads neither Sunday or a public holiday in any part of Great Britain counts as a clear day.

When considering applications to move a load by road, we will consider the disruption and congestion it could cause and whether alternative modes of transport (such as water or rail) could be used.



Dispensations

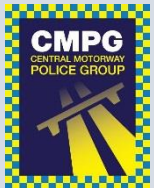
Companies may benefit from applying for a dispensation if their load/vehicles does not exceed 3.5 metres in width and all other dimensions/weights comply with the Construction & Use Regulations 1986. In addition to this, the loads must be able to move at normal traffic speeds. **Whilst having a dispensation still means that you must submit a notification, you do not have to wait your clear days.**

A dispensation must be obtained for each for area that you wish to travel in and the driver must carry this with them and produce it when stopped.

Dispensations are operator and O licence specific and cannot be subcontracted out.

Dispensations are VRN specific.



Dispensations are route specific.



Common Errors

Movement Orders

- No movement order in place – the operator details, including O licence number, address, and contact details must match those of the vehicle being used
 - Incorrect or lack of measurements on movement order
- Incorrect description of load
- Your route should, where possible, also include locations for tacho breaks/overnight parking

 
electronic service delivery for abnormal loads

FACSIMILE MESSAGE
ESDAL² reference: AT10/81/1#1
Notification of movement: Birmingham to Warrington
Date sent: 06 May 2022 08:31:35
No of pages: 5
NH reference:
Classification: Stgo ail cat 2

Form of notice to Road and Bridge Authorities
The Road Vehicles (Authorisation of Special Types)
(General) Order, 2003 Schedule 9 Part 1

Operator:	A Test Organisation	Telephone no:	0300
Contact name:	Test User	Fax no:	+442
Address:	1 Street Town County	E-mail address:	testm
Postcode:	TEST	Operator licence no:	OPS
		Operator reference no:	Test

In pursuance of Part 2 or Part 4 of the above Order, I being the user of the under mentioned Order applies, hereby give notice that it is my intention to use the said vehicle(s) on the roads

Details of the journey

From	Date and time	To
6 Florence Road, Acocks Green, BIRMINGHAM, B27 6LW	23 May 2022 8:00	4 Green Lane, Padgate, WARRINGTON, WA1 4HU

Indemnity

DEMUNITY

A Test Organisation agree to indemnify you Birmingham City Council Abnormal Load damage that is caused in the course of a journey of which you have been notified under the (Authorisation of Special Types)(General) Order 2003 (which is referred to below as "the 2003 Order"). This indemnity relates to the journey scheduled to take place between 23 May 2022 and 24 May 2022, the date on which the indemnity was signed.

Damage covered:

Except as stated in paragraph 4, the damage in respect of which this indemnity is given is limited to any road or bridge for the maintenance of which you are responsible.

This indemnity also extends to any damage caused to any other road or bridge that is used in the course of the journey to which the indemnity relates, in any case where a separate indemnity required by the 2003 Order has been given to, or received by, the authority, body or person ("third party") which is responsible for the maintenance of that other road or bridge.

Scope of damage:

The damage covered in this indemnity is limited to damage caused by - (a) the construction of the road or bridge; (b) the weight transmitted to the road surface by any vehicle used; (c) the dimensions, distribution or position of the load carried on any vehicle used in the carriage of an abnormal indivisible load; (d) the use of any vehicle used in any case where that damage results from the vehicle used (but excluding damage caused, or contributed to, by the negligence of the driver of the other vehicle).

Enforceability of indemnity:

This indemnity is enforceable by you, to the extent of the damage specified in paragraph 3.

This indemnity is enforceable by any third party referred to in paragraph 4, in its own right, in respect of damage caused to any road or bridge for the maintenance of which it is responsible (but excluding damage covered by payment in respect of that damage by virtue of a claim made by it under the 2003 Order or other indemnity given under the 2003 Order).

A claim in respect of damage covered by this indemnity will only be entertained if the claimant can show that the damage is caused by the vehicle used and (a) is made before the end of the period of 12 months from the date on which the vehicle was last used in the course of the journey during which the damage occurred.

06 May 2022 08:31:35

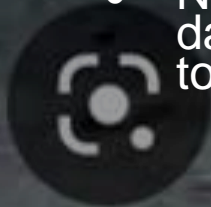
Signed: Test User

Movement Orders (contd)

- Incorrect use of *emergency* movements (sometimes called short notice movements)

*Please note an emergency is defined as, but not restricted to “terror attack, national emergency where there is a threat to life or a declared rail disaster”. Where your movement does not meet this criteria, you should not move until you have submitted the correct paperwork and **waited the correct number of days.***

- Not waiting 2 clear days after submitting movement order (e.g submit on Thursday – Friday is day 1, Saturday Sunday do not count, Monday is day 2, move on Tuesday). This also extends to loads requiring a 5 day notification



SAFTENG.net



Movement Orders (contd)

- A movement order is required for each and every journey, this includes loaded and empty trailers for STGO; including correct vehicle registration, the exact load being moved, the route and date of movement. You cannot use one movement order repeatedly for multiple journeys.
- Additionally, although not a legal requirement, we ask for you to provide all of your drivers a copy of the movement order to carry with them on their journey for the whole route (paper or digital copy). By adhering to this best practise, this will assist the process at the side of the road, enabling us to get them back on the road more quickly. Afterall, if the driver doesn't have access to the movement order how can the prescribed route be followed?

National Highways Form VR1 (Permit)

This is an additional permit required for vehicles / loads with widths exceeding 5.0 metres (16.402” ft) up to 6.1 metres (20.013” ft)

The preferred method to request a VR1 permit is through ESDAL <https://www.gov.uk/register-with-esdal> however the operator can also download the form via this link <https://nationalhighways.co.uk/media/lsuothab/vr1-form-updated-09-22.pdf>

The operator can then submit the completed form via email to abnormal.loads@nationalhighways.co.uk

Once the VR1 permit has been agreed by National Highways, the operator can submit the notification for movement. **The notification must have the VR1 permit number on it.** Any notifications that require a VR1 permit, but do not include the permit number, will be rejected and the vehicle will not have authority to move through the force areas of West Midlands or Staffordshire Police.



Common Errors

VR1 Applications and Usage

national highways
Form VR1 (Revised 01/22)

Application for authority to move a vehicle with load that exceeds 5.0 metres but does not exceed 6.1 metres in width. All applicants must complete Part 1 and the supplement overleaf.

Amendments to this form are not acceptable. Errors must not be corrected by scoring through or using correcting fluid.

Part 1

1. Applicant's name and address. Big Trucks Haulage Ltd Wheelbase Lane Trailersville	2. Name and address of Haulier (if different from 1.) Same
3. Approximate date(s) of movement.	Oct - December 2022
4. Address from which journey will start.	Location A Crescent Drive Shire A
5. Address at which journey will end.	Location B Road Avenue Shire B
6. Description of vehicle.	6 Axle Semi trailer
7. Overall width of vehicle with load. Overall length of vehicle with load. Overall height of vehicle with load. Gross weight of vehicle with load.	5.5 metres 21 metres 4.2 metres 65,000 kilograms
8. Nature or description of piece with net dimensions and weight.	Frame: 12mL x 5.5mW x 2.5mH
9. a. Number of movements b. Maximum pieces per load	3 1

Signature Date 4 Oct 2022 Phone
 Name (BLOCK CAPITALS) Mrs A Haulier
 Email address:

Part 2 – Authority for movement

The Secretary of State hereby authorises under the provisions of the Motor Vehicles (Authorisation of Special Types) General Order 2003 the movement of the vehicle(s) and load(s) detailed above.
 This Authority should not be taken in any way as relieving the haulier of any obligations under the Road Vehicles (Construction and Use) Regulations, the Motor Vehicles (Authorisation of Special Types) General Order 2003, or otherwise.

Attention is drawn to any safety precautions or instructions issued with the signed VR1 permit.

Signed by Authority of the Secretary of State Date

This actual Authority must be carried by the Driver of the vehicle on any journey authorised by it.

Supplementary Information

The below information is for National Highways and their decision making process.

1. What is the total distance by road (in miles)?	55
2. What is approximate value of each individual piece?	£35,000
3. If applicable, please provide a date and reference number of any similar previously authorised movement(s).	May 2022 ref: 5XXXX
4. Would division of the load (to reduce its width) cause any undue expense or risk of damage? – Yes or No? If yes, state: (a) the additional cost. (b) the nature of the risk.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> The item would become defunct
5. Has the use of water been considered in a bid to reduce the road mileage? – Yes or No? If yes, state: (a) between which ports. (b) amount and source of quotation for any additional cost incurred if moving by water	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> This is an inland movement where water is not an option and would not save miles
6. Is address given at 5. overleaf the final destination? – Yes or No? If no, please provide details of further proposed movements.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
7. What is approximate cost of road movement?	£8,000
8. Any additional consideration you wish taken into account should be mentioned here.	Sunday morning movement under police assistance.

Send this form to: - National Highways Abnormal Loads Team 9th Floor, The Cube 195 Wharfedale Street Birmingham B1 1RN Email: abnormal.loads@nationalhighways.co.uk

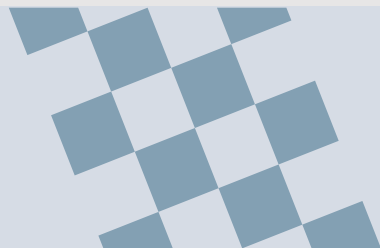
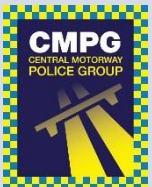
For journeys originating in Scotland send this form to: - Transport Scotland Network Administration Team, Roads Directorate Buchanan House, 68 Port Dundas Road Glasgow G4 0HF Email: AbnormalLoads@transport.gov.scot

For Office Use Only

- Incorrect process followed when application made – you must first apply for VR1, once approved, submit movement order with VR1 number on it
- VR1 application made with inaccurate information on it
- Not including the haulier details if different to the applicant
- Driver not carrying a copy (electronic or paper) of VR1 with them

National Highways Special Order (Permit)

- This is an additional permit required for vehicles/loads with widths exceeding 6.1m (20ft) or maximum rigid length exceeding 27.4m (C&U) or 30.0m (98ft 5ins) – see STGO Schedule 1, part 4, paragraph 25 for definition of maximum length or gross weight of vehicle carrying the load exceeding 150,000kgs (147.63 tons)
- A Special Order application can be completed and submitted online at www.highways.gov.uk/esdal however the operator can also download the form via this link
- <https://nationalhighways.co.uk/media/dnwb44dp/be16-form-revised-jan-22.pdf>
- The operator can then submit the completed form via email to abnormal.loads@nationalhighways.co.uk

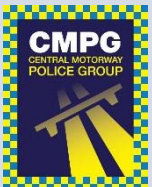


National Highways Special Order (continued)

It is important to note approval is not automatic and is at the discretion of the National Highways abnormal loads team acting on behalf of the Secretary of State for Transport.

To ensure that the necessary clearances can be obtained in good time from the Police, Highway and Bridge Authorities, **you should request permission for the move by returning the completed form 10 weeks prior to the scheduled date of the move.** In fact, you cannot apply too early and **National Highways invite manufacturers or hauliers to contact them at pre tender stage, before making a financial commitment to supply the load, to check whether permission would be granted.**

Once the Special Order has been agreed by National Highways, the operator can then submit the notification for movement. **The notification must have the Special Order reference number on it.** Any notifications that require a Special Order, but do not include the reference number, will be rejected and the vehicle will not have authority to move through the force areas of West Midlands or Staffordshire Police.



Case Study – Operator from Avon and Somerset

- Vehicle stopped on M5 by CMPG as a result of intel supplied to the force
- Haulier tracked via ANPR moving within clear days and embargo times without a Police escort despite needing one
- Upon inspection the following issues were found:
 - Insecure items on the bed of the trailer.
 - Incorrect, broken and missing marker boards
 - The load was wider and taller than the movement order stated
 - No side projection declared when it was in fact 80cm

As a result

- Load taken to Doxey DVSA yard to be weighed
- Found to be 162,520kg, this is over 13,520kg over the original movement order and now needing a Special Order from National Highways in order to move (takes up to 10 weeks). Haulier has chosen to hire a crane to try and remove some of the weight in stead to bring it under 150,000 kgs
- The tractor and trailer were in excess of the design weight, putting other road users and structures in danger
- Operator, Company Director and driver reported to court



Restrictions

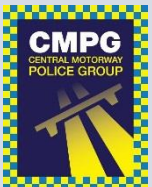
The roads in the Midlands are considered some of the busiest in Europe and the economic impact of traffic congestion is significant. We need your help to avoid further disruption and delays between these times.

Abnormal loads cannot move during the following times

Monday to Friday 7.00 – 9.30am and 16.00 – 18.30

In addition further restrictions are in place on

- Bank holiday weekends; inclusive of Saturday, Sunday and the bank holiday day
- During periods where a major event has been planned (you will receive advance notice of this)
- Other times at the discretion of the forces



Case Study – Operator from Bridgend, South Wales

- 8th May (Bank Holiday) Police in Paignton receive a call a crane driving dangerously through Paignton, having also knocked down a lamp post
- 6 axle crane stopped by Special Constabulary Inspector, weighing approx. 110 tonne, Category C
- No movement order in place and travelling during embargo (Bank Holiday Monday)
- 26 year old male driver provided a positive breath test at the side of the road and was arrested
- Back at the station driver blew 95 (3 times the drink drive limit)

As a result

- Driver charged with drink driving
- Driver charge with dangerous driving
- Driver charged with failing to stop



Common Errors - Planners, drivers, projects not adhering to and respecting the embargo times

- Drivers not adhering to the route on the movement order
- Driver unaware of prescribed route as they have no access to the movement order
- Specified restrictions not adhered to
- Routes with roadworks not properly planned in advance

https://nationalhighways.co.uk/media/1ump5sv2/movement-of-abnormal-loads-through-planned-roadworks_report-bhm22_0106.pdf



Case Study – Operator from Humberside

* Vehicle stopped on M42 by Warwickshire for travelling during embargo times

- Driver not on prescribed route
- Officer entered cab to complete tacho check and was able to smell cannabis. Driver admitted to being a regular user
- STGO board incorrectly positioned

As a result

- 59 year old driver completed road side test which came back positive for cannabis, he was arrested and provided a blood sample at the station
- * Vehicle prohibited
- Reported to the Traffic Commissioner
 - 2nd abnormal load arrest of our campaign
 - Story picked up by the press

Case Study – Operator from Lincolnshire

- Vehicle left the M6 at J5 only to get wedged between the temporary and permanent barrier
- Haulier originally requested to enter Birmingham via the A38M, but BCC refused as they were too heavy for a couple of structures
- Approved route was via M6 J5, however the paperwork clearly stated to check the route before travel due to the roadworks (and the haulier failed to do so)

As a result

- * Road closed from 6.45 am until 13.15 (6.5 hours)
- National Highways had to get the temporary barrier moved and re-pinned
- Haulier also damaged the permanent barrier
- National Highways able to evidence who has caused the damage and that haulier was asked to check the route due to road works
- National Highways will now pursue haulier for costs



Escorting of Abnormal Loads

Self-Escort (by or on behalf of the haulier)

- An attendant will be required when the vehicle/load width exceeds 3.5m or the rear projection exceeds 3.05m or a front projection exceeds 2m. The attendant can accompany the driver in the HGV or travel separately in an escort vehicle. One attendant is required for each vehicle/load that reaches this criteria.
- The National Highways Code of Practice sets guidance for self-escort <https://nationalhighways.co.uk/media/fcod1urg/lighting-and-marking-cop-for-abnormal-load-self-escorting-vehicles.pdf> Particular attention should be paid to the equipment that should be carried
- As the main purpose is that of safety, if the abnormal load officer or other suitable trained representative of West Midlands and Staffordshire Police deem that a self-escort is required outside of these measurements, it will then be the requirement of the operator/company to provide the required level of escort(s) as requested, at the cost of that operator/company.
- Where the operator provides their own self / private escort/attendant, they are expected to comply with any instructions issued by either West Midlands or Staffordshire Police or National Highways and to comply with the National Highways Code of Practice.



Common Errors

• Escorting

- No attendant/self-escort provided when size of load mandates one (wider than 3.5m or longer than 18.65m)
- Incorrect or insufficient equipment being carried as best practise (guidance can be found in the useful links section)
- Overweight escort vehicle
- Not requesting a Police escort when size meets/exceeds requirements





Escort vehicle from West Mercia

- Stopped by CMPG on the M5, overtaking an unmarked car in lane 3
- Not wearing a seatbelt
- Travelling over 60mph whilst towing
- When stopped driver held no insurance and the vehicle was not taxed
- No tachograph

As a result

- Vehicle seized, DVLA advised
- Driver reported to court

Escorting of Abnormal Loads (continued)

Police Escort

In West Midlands and Staffordshire Police force areas it is the responsibility of the operator, to notify and request a police escort, if the load dimensions meet or exceed the criteria below

	Width	Length	Weight
MOTORWAY	Over 4.6M 15'1"	Over 30M 98'4"	Over 130T
OTHER ROADS	Over 4.1M 13'5"	Over 27M 88'5"	Over 100T

This must be done by sending the appropriate paperwork to police.escort@westmidlands.police.uk It is the responsibility of West Midlands and Staffordshire Police forces to decide whether a police escort is required for an abnormal load. **Time and resources will only be put towards escort planning upon receipt of the correct and accurate paperwork.**



Escorting of Abnormal Loads (continued)

Police Escort (continued)

- Where a Police escort is required, at least one hour prior to moving must be allowed for a suitably trained person of West Midlands or Staffordshire Police choosing to carry out compliance checks
- Where a Police escort is provided, the services of West Midlands and Staffordshire Police will recover costs from the haulier, as set out in the national guidance and our own force policy.
- **A minimum of twenty working days notice will be required for the arrangement of a police escort**
- Charges are to be paid in full in the event of any cancellation of Police resources or amendment to the movement date, within fifteen working days of the agreed move date.
- Abnormal Indivisible Loads, will not be picked up and escorted by West Midlands and Staffordshire Police whilst already 'on the move', unless suitable documentation has been provided, in advance, by the previous force area showing that all compliance checks have been completed

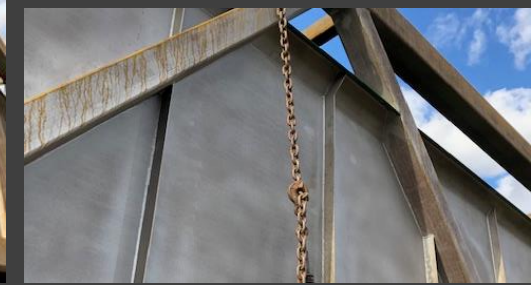


Case Study - Operator from Yorkshire

- Police escort not requested from force area, despite meeting threshold and moving under Special Order
- Vehicle inspected by CPMG prior to commencing Police escort. Vehicle/load found to be completely different dimensions and number of axles as to what was submitted on the Special Order application form approved by National Highways.
- Incorrect load security for the size and weight of load, including loose spare chains in neck
- Defective tyres on tractor unit and oil leak

As a result

- Vehicle and load prohibited from moving for 7 days until all defects and paperwork resubmitted and approved
- Load security increased from 6 to 10 chains
- Bridge section failed to make it to site to be fitted on the date agreed
- Other contractors let down
- Operator fined by the customer for failing to deliver



Common errors

Speeding

Abnormal loads have different speed limits than a normal HGV, due to weight and dimensions of the load

AILV or AILV combination	Motorway	Dual carriageway	Other roads
Category 1	60mph	50mph	40mph
Categories 2 & 3	40mph	35mph	30mph
Category 1, 2 & 3 with overall width of vehicle and load exceeding 4.3m	40mph	35mph	30mph

Common Errors (contd)

NOOTEBOOM TRAILERS B.V.



XMREUR000A0000596

TYPE: EURO-136-25(ICP)

SPECIAL TYPES USE

	17 mph	20 mph	25 mph	30 mph	35 mph	40 mph	
Max gross weight	175940	150810	150810	146070	142100	136410	kg
Kingpin weight	48540	42940	42940	41070	39200	38830	kg
Weight per axle	18200	15410	15410	15000	14700	13940	kg

NIEL WEG 190 - NL 6603 BV WICHEN - T +31 74648864 - INFO@NOOTEBOOM.COM - WWW.NOOTEBOOM.COM

Speeding (contd)

Abnormal loads that come under STGO may have further restrictions on speed that they have to adhere to by law. These restrictions can be found on the trailer plate, examples of which are given on this slide

The speed at which the vehicle can travel will affect delivery times and should be taken into account in the planning stages of the project.

MPH	Max. design weights		MAX. GROSS WEIGHT	
	AXLE LOAD (AXLE 1-4)	MAX. LOAD ON TOWING VEHICLE		
20	12100	18000	66400	kg
25	12100	18000	66400	kg
30	11000	18000	62000	kg
35	11000	18000	62000	kg
40	11000	18000	62000	kg

BROSHUIS HOLLAND
 BROSHUIS TRAILERS LTD.
 SPECIAL TYPES USE
 Chassis number: XNJ42N5GA21L01232
 Model / Type: 4ASD-18-40/1
 Tyre size / Load index: 245/70R17.5 141J (146F)
 Unit 1C, Uppingham Gate, Uppingham, Oqkham LE15 9NY



Case Study 4 – Operator from Norfolk

- Vehicle originally stopped for speeding by CMPG on Warks, travelling on M6 Toll on Warks at T3 during embargo times
- Excess speed at 55mph, correct speed for this vehicle/load is 40mph
- Vehicle declared at 80t, when weighed it is 89,920t, 12.4% overweight. 5 axles overweight, despite being a divisible load and max plate load is 80t
- No valid movement order
- No rear marker boards at projection of 2.4m
- 15 year old child presented by driver as attendant
- Marker boards present not illuminated after sunset
- STGO board wrong size
- Height marker not in view of driver

As a result

- Vehicle prohibited and parked for 4 days
- 2 Vehicles to move the load
- Reported to court and to the TC

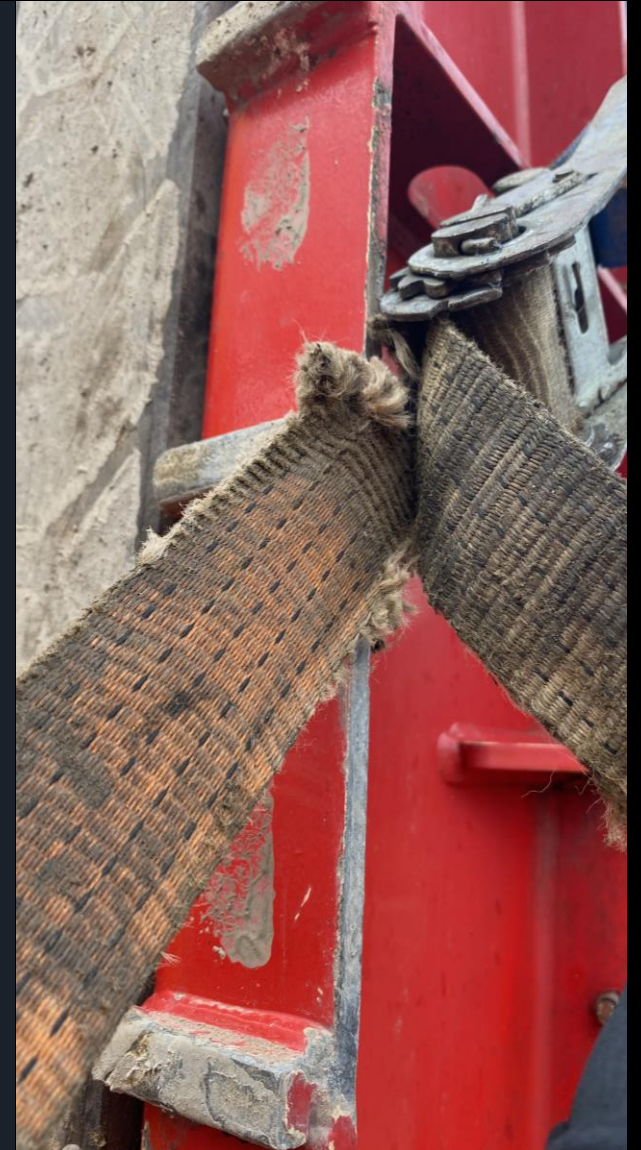


Common Errors

Load Security

- Lack of loading plan; leading to not enough/poor condition straps or chains
- Weight of load not distributed correctly
 - Incorrect trailer type for load/submitted on notification
- No use of chocks for wheeled items

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1152227/categorisation-of-vehicle-defects-from-5-May-2023.pdf



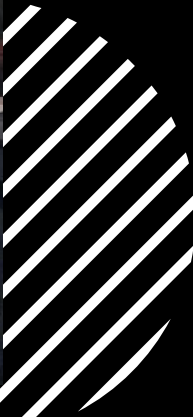


Case Study – Operator from Staffordshire

- Vehicle stopped as part of a joint enforcement day held at Doxey DVSA yard on the M6 between CMPG and DVSA
- Vehicle stopped as travelling during county embargo times
- Load security poor
- No movement order (MO) in place for the load and tried to supply a false new MO roadside when stopped
- Driver without CPC card
- Driver was company director and transport manager
- Escort vehicle rear nearside tyre cord exposed
- Escort vehicle had no valid insurance for the driver

As a result

- Tractor unit and load prohibited until MO was valid (parked for 4 days)
- Driver of escort vehicle reported for no insurance and tyre defect
- HGV driver (Director) reported for Use, Cause Permit and no insurance
- Both Interviewed by DVSA for above offences and reported to the Traffic Commissioner





Loading Errors (contd)

Marker Boards

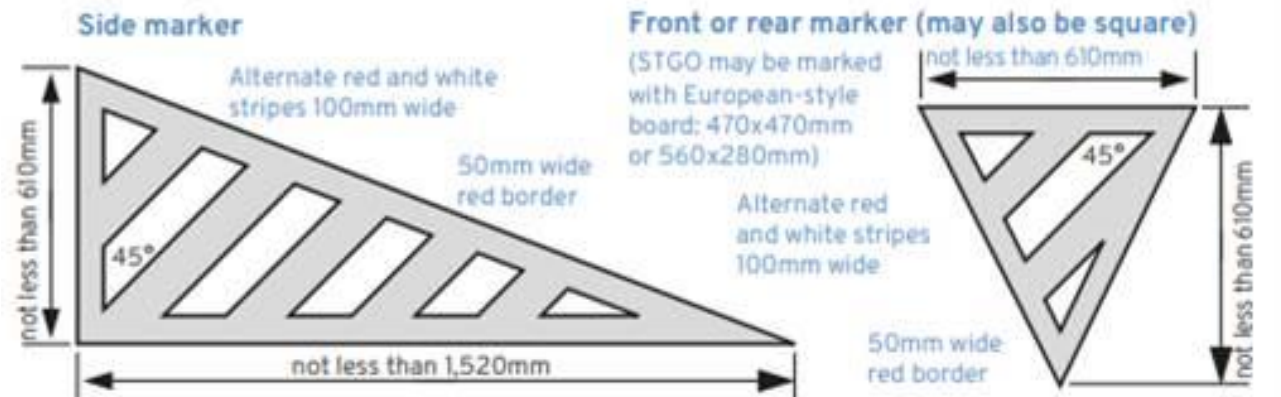
- No marker boards
- Incorrect distance from load
- Incorrect dimensions
- Dirty or in poor condition
- Not correct size
- Not lit between sunset and sunrise or poor weather

What is required?

Marker Boards

Correctly sized marker boards should look like this.

Independently lit from sunset to sunrise



Case Study – Operator from Derbyshire

- Vehicle stopped on M4 by Gwent Police
- Load security poor – incorrect number of chains, no chocks
- No movement order (MO) in place for the load
- No marker boards
- No STGO board
- Incorrect height set inside tractor unit
- Knife found in tractor unit
- Police hi-vis found in tractor unit

As a result

- Tractor unit and load prohibited until MO was submitted, load security correct and marker boards in place
- Driver arrested for possession of bladed article
- Reported to the Traffic Commissioner and CTU



Common Errors



STGO Boards

- No STGO board displayed
- STGO board incorrectly displayed to the front of the vehicle
- Incorrect size STGO board; incorrect size of characters
- Incorrect category displayed



What is required?

The correct STGO Board requirements are as follows

Identification sign

Abnormal load-carrying vehicles must display a sign at the front to aid identification and state the relevant category. The sign (below) has white lettering on a black background and measures 400mm x 250mm.

NOTE: The number could be 1, 2 or 3 depending on the category of the vehicle.



Common Errors

Height Indicator

- Not set correctly
- Not visible to driver
- Missing from cab

<https://s3.eu-west-2.amazonaws.com/assets.nationalhighways.co.uk/Commercial+Vehicles/NH+Bridge+Strike+s+Safety+Card+2022.pdf>

<https://s3.eu-west-2.amazonaws.com/assets.nationalhighways.co.uk/Commercial+Vehicles/Driver+education+course+fact+sheet+overview+bridge+strikes+and+health+and+wellbeing.pdf>





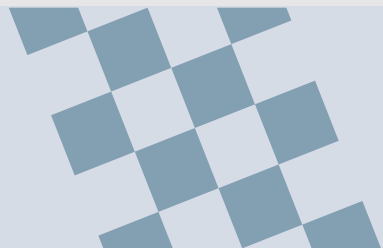
Whistleblowers Hotline

We do not underestimate the efforts that most hauliers go to in order that they remain safe and within the law. However, there are often hauliers that unfairly cut corners and commit breaches. Should you be aware of any haulier who is not adhering to the law in any part of Great Britain, please report the matter to

opnightstare@westmidlands.police.uk

Support from the Traffic Commissioners Office

‘Road safety and fair competition are the cornerstones of operator licensing. These cornerstones are best achieved through education and ongoing professional development within the industry but when enforcement is required then inter-agency initiatives such as Operation Nightstare will help realise a better consistency of approach, timely and effective sharing of digital data and more informed regulatory action being taken by the Traffic Commissioners’



Case Study – (Not)The Greatest Showman

Dear Abnormal loads officer

I have sent over information previously regarding individuals operating a business for hire and reward with no operators licence or compliance of any sort in place

I enclose another new set up who is running a business transporting static caravans across the UK for hire and reward whilst having no operators licence, transport manager, correct insurance or any compliance in place whatsoever

I believe this to be another vehicle registered under showmans insurance which covers the owner to transport his own goods for the intention of business use on the funfair

If this vehicle is registered showmans it is test exempt as well as having no compliance in place

It would also be wise to dip the tank of showmans vehicles if stopped because they are known to regularly use red diesel

This operator is undercutting reputable businesses who are complying and it is not only extremely unsafe to have these old vehicles operating on our roads with no maintenance agreement in place, it is also very frustrating for the operators being undercut by those who have no expense of compliance

This owner is advertising on facebook on many static caravan sites and can be seen blatantly covering his registration plates

They are advertising work completed on a regular basis and are collecting used homes for customers as well as brand new units from the manufactures in the Hull area

No operators licence =no transport manager, no maintenance provider, no drivers hours regs, no public liability insurance, no goods in transit insurance, absolutely nothing in place and this is just one of many operating a business on our roads

This needs to be stopped before we have another major accident on our roads

Kind regards

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- Intel received via an anonymous letter, advising that someone is abusing the allowances that those of the Showmans Guild hold
- Sent to Op Nightstare on 1st December

A yellow truck is shown from a front-three-quarter view, carrying a large, white, rectangular load on its flatbed. The truck has multiple auxiliary lights on the roof and a license plate that reads 'FCO-UFJ'. The scene is at night, with some lights visible in the background.

Case Study – This is it

- Stopped by CMPG travelling M6 Southbound on M6 in February
- Incorrect rear and side marker boards, not illuminated at night
- Admitted transporting for hire and reward under showmans insurance
 - No o licence, tachograph or records held
 - No transport manager
 - Insecure load
 - Vehicle in dangerous condition
- No number to front of vehicle, read number plate damaged
 - No ministry plate (one on display was for a crane)
 - No paperwork for load
 - No height indicator
 - No movement order

As a result

- Vehicle and load seized
- Report to Traffic Commsisioner
- Report to Showmans Guild

amongst other things. Many of our interactions are with law abiding drivers/haulers. This one being one of today's 👍 #GMPCVU #saferoads



Van-Elle – Sharing Best Practice

- Wrote presentation and delivered to several members of the Van Elle (VE) exec team to explain the current level of non compliance within the industry and how increased Police interest in abnormal loads could/does affect VE

Outcomes of that meeting were –

- Going forward VE contracts would include more information about transport mobilisation.
- Contracts will include travel restrictions, embargos and key STGO information for that county. Will also highlight the areas most likely to request additional escort vehicles / police escorts to make allowances for additional costs.
- Ensured VE in house escort vehicle is fully compliant to code of practice and category of defects update 2023 (we also only use a single approved sub-contractor for additional support with escort vehicles)
- Police embargo map on the wall in drivers room, smaller versions given to operational divisions and estimating team
- After increase in highways work and changing in some regulations we renewed our step frame standard, this means we ensure ALL our stepframe trailers include 4no. wheel chocks and are to full chapter 8 compliance (we even adapted the back of the trailers so we could allow for more coverage of the chevrons)

Useful Contacts

To request a Police escort Police.escort@westmidlands.police.uk

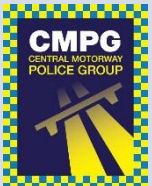
To report a non compliant operator or project opnightstare@westmidlands.police.uk

Your CMPG Police point of contact for abnormal loads
20820@westmidlands.police.uk

Esdal enquiries esdalenquiries@nationalhighways.co.uk

National Highways abnormal loads team(VR1 and SO permits only)
abnormal.loads@nationalhighways.co.uk

DVSA Enquiries enquiries@dvsa.gov.uk



Useful Links

National Highways Documents

Esdal Training Guide <https://nationalhighways.co.uk/media/zmhpps5/esdal2-haulier-user-guide-updated-oct-22.pdf>

Escorting Vehicle Guidance <https://nationalhighways.co.uk/media/fcod1urg/lighting-and-marking-cop-for-abnormal-load-self-escorting-vehicles.pdf>

Travelling through Roadworks https://nationalhighways.co.uk/media/1ump5sv2/movement-of-abnormal-loads-through-planned-roadworks_report-bhm22_0106.pdf

Water Preferred Policy <https://nationalhighways.co.uk/media/rp2dh1ca/water-preferred-policy-guidelines.pdf>

Commercial Vehicle Incident Prevention Team <https://nationalhighways.co.uk/road-safety/commercial-vehicles/>



Useful Links (continued)

Law and Legislation Documents

The Road Vehicles (Construction and Use) Regulations 1986

<https://www.legislation.gov.uk/ukxi/1986/1078/contents/made>

The Road Vehicles (Authorisation of Special Types) (General) Order 2003

<https://www.legislation.gov.uk/ukxi/2003/1998/contents/made>

Road Traffic Act 1991 <https://www.legislation.gov.uk/ukpga/1991/40/contents>

Category of Defects

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1152227/categorisation-of-vehicle-defects-from-5-May-2023.pdf

HSE Legislation <https://www.hse.gov.uk/legislation/>



Thank you

PC 20820 Jim Barry CMPG &
Marie Biddulph National Highways

