

Guidelines for Oversized and Heavy Transport (ROHT 2026)

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Notified in accordance with Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (OJ L 241, 17/9/2015, p. 1).

1. Information on the application and procedure

pursuant to § 29(3) and § 46(1)(1) Point 2 Variant 2 and Point 5 of the Road Traffic Regulations (StVO)

1.1. Preliminary remark

In order to process the increasing number of permit and approval procedures for oversized and/or heavy transport operations quickly and efficiently, these Guidelines were introduced in 1992 to establish a uniform procedure that is binding for all Federal States.

The aim is to ensure that the permits and approval procedure is as automated as possible and carried out within a reasonable time, while at the same time ensuring that the authorities' objectives – protecting the road infrastructure and ensuring the safe and orderly flow of traffic – are met. This takes into account the interests of the economy as well as the public interest in road safety and the protection of roads and bridges.

These Guidelines describe the application process, the opinion-making process and the decision-making process, all of which should preferably be carried out using the internet-based, cross-border eGovernment application 'Procedure Management for oversized and heavy transport (VEMAGS)' in order to reap the benefits of IT systems.

1.2. Information on the application procedure

Applications should preferably be submitted via VEMAGS (online) to the competent authority (hereinafter referred to as the licensing and approval authority, EGB).

A written application may be made in the alternative and only by means of the form set out in Section Error: Reference source not found. Higher fees may apply for written applications in accordance with the Schedule of Fees for Road Traffic Measures (GebOST).

Applications must be completed in full. Incomplete applications cannot be processed.

1.3. Explanations on the procedure

The following explanations refer to the respective section of the application form (see section Error: Reference source not found).

1.3.1. *Re 1: General indications*

Information on the local competent licensing and approval authority. If, pursuant to § 47 StVO, there are multiple authorities with local jurisdiction, the applicant may choose which of these authorities to submit the application to.

Name or company name and address of the applicant. The applicant and subsequent addressee of the decision is the company or person carrying out the transport. Details of a specific contact person at the applicant's organisation, including telephone number, email address and fax number (if any), and the applicant's reference number.

If a representative acts on behalf of the applicant when submitting the application, the relevant details of the representative must be provided. The authorities then contact the authorised representative as a matter of priority for the application procedure (cf. § 14(3) VwVfG [Administrative Procedure Act]).

1.3.2. *Re 2: Type of application*

Select the appropriate option. Individual, short-term, route-specific permanent or comprehensive permanent permits and/or exemptions are available.

The exemption permit pursuant to § 70 StVZO must also be enclosed with applications pursuant to § 29(3) StVO, stating the file number and the issuing authority. If a corresponding operating licence is available which renders the exemption permit pursuant to § 70 StVZO unnecessary, this must be enclosed.

1.3.3. *Re 3: Period/journeys*

In the case of applications for individual and short-term permits, the application period and the number of journeys to be carried out shall be indicated. In the case of an application for a permanent permit, only the application period shall be indicated.

1.3.4. *Re 4: Load*

Indication of the type and designation of the load and information on the actual dimensions and mass of the cargo. It is sufficient to specify generic terms (e.g. excavator, wind turbine rotor blade), unless more detailed information is required for the purpose of checking indivisibility (e.g. because a particular type of cargo exists in both divisible and indivisible forms).

Indication and justification of why a load is to be considered indivisible, as well as indication of whether the load is symmetrical or asymmetrical. For asymmetrical loads, a load sketch is recommended. The reasoning on indivisibility may be omitted if the indivisibility is obvious.

If accessories are to be transported as part of an indivisible load (see Recital 89 of the Administrative Regulations on Road Traffic Regulations [VwV-StVO] regarding § 29), this must be indicated in the application by ticking the corresponding box and stating the mass of the accessories. The accessories must not exceed 10% of the total mass of the load. The values to be specified in the application for the total mass and axle loads of the unladen journey are to be understood as including any accessories.

Additional divisible loads for laden journeys of oversized transport (co-loading) and for unladen journeys as part of oversized and/or heavy transport, in so far as they can be authorised up to the limits of § 32 and § 34 StVZO (see in detail Recitals 90 and 90a VwV-StVO on § 29), do not need to be specified in the application.

Transport of parts of the approved vehicle combination on unladen journeys (see Recital 90b VwV-StVO regarding § 29) does not need to be specified as cargo in the application. However, the information provided in the application regarding the dimensions, axle loads, etc. of the empty journey must be measured accordingly.

1.3.5. *Re 5: Vessel*

The type of motor vehicle and type of trailer, as well as all registration plates and vehicle identification numbers, shall be indicated. Where a towing vehicle or trailer is composed of modules, the number plate and the vehicle identification number of the rearmost module shall be indicated.

For applications pursuant to § 29(3) of the Road Traffic Regulations (StVO), a maximum of five identical tractors and ten identical trailers or a maximum of ten identical tractors and five identical trailers may be specified. The decisive factor is the number of combinations that can be used simultaneously. Their maximum number may not exceed five. Vehicles and vehicle combinations are considered to be of identical construction if their dimensions (length, width, height), field of vision, total masses, axle loads and axle distances, as well as cornering behaviour, are identical.

Information on the maximum design speed of the vehicle combination must be provided.

It is also necessary to indicate whether the vehicle has chain or crawler drive.

1.3.6. *Re 6: Dimensions and edge finishing*

Actual dimensions and masses for both unladen journeys subject to authorisation and unladen journeys shall be indicated. The values of the exceeding load shall be included in the load journey information. In the case of overhang towards the rear, the distance from the last axle to the end of the load shall also be indicated.

1.3.7. *Re 7/8. Unladen journey/laden journey*

The axle image shall be completed for laden transport, unladen transport or laden and unladen transport subject to authorisation. The actual values shall be reported. Lifted axles shall not be indicated.

Where a single axle load of more than 12 tonnes is requested, the request shall be accompanied by a statement of reasons.

Self-propelled work machines must only be registered when travelling under load.

The axle diagram does not need to be provided if the permissible total masses, axle distances and axle loads specified in § 34 StVZO are complied with.

In addition, information can be provided on the tyre/double tyre width of the maximum axle load and the track width between the outer edges of the outer wheels.

1.3.8. *Re 9: Route/scope*

Address of the place of departure, including postal code, town, street, number.

Address of destination, including postal code, town, street, number.

Coordinates (WGS84 in decimal notation) may be used for the start and destination locations if a specific address cannot be provided.

For single and short-term permits (or authorisations), one route may be requested per application. In the case of route-specific permanent permits (or authorisations), up to five routes may be applied for per application, provided that neither the actual total mass of 68 tonnes nor the single axle load of 12 tonnes is exceeded.

A single route may consist of one to three route sections. Possible route combinations for a single route include in particular: laden, empty-laden, laden-empty, empty-laden-empty, empty, empty-empty, laden-laden, laden-laden-laden.

As far as possible, routes should be indicated as machine-readable route data (via the VEMAGS card tool or suitable interfaces) in order to avoid transmission errors and enable rapid (partially) automated processing. Alternatively, the course of a route may also be indicated as text. To this end, it must be indicated in a chronological and comprehensible manner using official street names.

Individual route segments shall be numbered and named after the laden and unladen journey. Start and destination must be indicated for each route segment. The route must be continuous, i.e. the destination of part of the route must be the starting point for the next route segment.

When applying for a comprehensive permanent permit or permanent authorisation, the area of application must be specified. These may include cities, districts, administrative districts and comparable spatial areas, as well as Federal States. State-specific regulations are possible. In areas not subject to consultation, comprehensive permanent permits or permanent authorisations may also be issued without spatial restrictions (see Recital 101 VwV-StVO on § 29, Recital 101); in this case, the area of application must be entered as 'entire area of application of the StVO'.

1.3.9. *Re 10: Application-relevant notifications*

This may include references to, inter alia:

- route log;
- certificates of urgency

Reference application ID: If applicable, a VEMAGS application ID from a previous application can also be entered here.

1.3.10. Re 11: Evidence of transport by rail or water

Select the appropriate option.

If no certificates can be provided with the application, plausible justification must be provided as to why transport by rail or water is not possible or causes unreasonable additional costs. Strict requirements must be placed on the proof.

1.3.11. Re Explanation 12

In the case of a written application, the application must be signed and, if applicable, stamped with the company stamp. In the case of electronic applications, a qualified electronic signature or the submission of the application via the applicant's VEMAGS user account (or the user account of their authorised representative) replaces the signature and company stamp.

1.4. Structure of transmission systems

A decision to grant a permit and/or exemption is structured as follows:

Part of the decision	ROHT section
Notice cover sheet	2.2
Application form	2.1
Annex 1 General ancillary provisions and notes	2.3
Annex 2 Specific ancillary provisions	2.4
Annex 3 Ancillary provisions relating to routes (in the case of comprehensive permits/authorisations, Annex 3A may also be required)	2.5
Annex 4 Traffic regulations	
Other appendices	

Insofar as certain elements are not necessary – e.g. in the case of rejection, recruitment or revocation notices – these may be omitted.

1.4.1. Notice cover sheet

The decision begins with the notice cover sheet (see Section 2.2) from which the essential decisions of the authority are derived.

The applicant must be named as the recipient in the address field, unless an authorised representative is acting on their behalf. Otherwise, the recipient is in principle the authorised representative (see § 14(3) VwVfG). The applicant (= addressee of the decision) must then be specified separately below with their name and address.

1.4.2. Application form

The application form, as completed by the applicant, in the latest version relevant to the decision, follows the decision cover sheet.

1.4.3. *General ancillary conditions and instructions (Annex 1)*

This form (Annex 1) shall be attached as an integral part of the permit and/or exemption approval.

1.4.4. *Specific ancillary provisions (Annex 2)*

The ancillary provisions necessary for the individual case are to be taken from the national catalogue reproduced in Section of Error: Reference source not found these Guidelines and included in the notice as Annex 2. The catalogue itself does not need to be enclosed with the permit or exemption.

The catalogue is divided horizontally into:

- Keyword
- Scope
- Number
- Text of the consumer information notice

The number and keyword are used to provide quicker guidance in the catalogue and to facilitate the reading of the text in the notice.

The scope of application specifies the conditions under which the respective special ancillary provision is to be ordered. This ensures the uniform processing of applications and the issuing of decisions, taking into account the public interest in road safety and the protection of infrastructure and the interests of the transport industry. The licensing and approval authorities are free to deviate from the requirements in the scope of application if this is necessary due to special circumstances (**individual case assessment**).

The text of the ancillary provision reflects the actual ancillary provision, i.e. the clearly formulated binding requirement for the addressee of the decision.

Only the number, key words and text of the ancillary provision may appear in the permit or derogation. All text form fields must be filled in when using the respective special ancillary provisions.

Modification of the texts of ancillary provisions is not permitted apart from the text form fields provided therein. Exceptionally, a modification of the text of an ancillary provision is permitted if a decree of a Supreme Federal State Authority or body designated by it allows this. Such decrees must specify the exact wording (subject to the possibility of text form fields) and must be brought to the attention of the other competent supreme state authorities and the Federal Ministry of Transport. In order for the modification to be recognisable, the number of the modified ancillary provision must be marked in the decision with a suitable addition.

The formulation of additional ancillary provisions not listed in the catalogue is only permissible in exceptional cases (see Special Ancillary Provision 101 of the Catalogue of Special Ancillary Provisions). In particular, it is inadmissible to include ancillary provisions provided for in Annex 2 in an amended form as Special Ancillary Provision 101.

1.4.5. *Ancillary provisions relating to routes (Annex 3)*

Annex 3 contains route-specific ancillary provisions and information from the road construction authorities and road traffic authorities resulting from the consultation process, as well as information on existing traffic regulations, where applicable.

The abbreviations and terms to be used for this purpose are those set out in Annex 1 to the Notices (see Section Error: Reference source not found).

The route sections shall be clearly indicated in Columns A to F. In principle, they should also be georeferenced (Columns E and F). For this purpose, the coordinates of the beginning and end of the obstacle in the WGS84 coordinate system shall be specified in decimal terms.

Where route sections are specified via the stationing, the section and station are specified in Columns B and C for the beginning and end of the route section. The station must be specified in metres. Details of the section and the station are separated by a semicolon. The section (or branch, if applicable) can be specified by the section number (branch number) or in the format 'zero point-zero point' or 'network node-network node' (e.g. '280; 300', '5208059H-5208059L; 300' or '5031008-5031002; 300').

In the case of route-related permits/authorisations, driving restrictions may only be included in Annex 3 of the notice if they are temporary. The fixed term must be indicated in Column O.

1.4.6. Traffic regulations (Annex 4)

Traffic regulations to be visualised by administrative assistants or indications of such traffic law orders may be attached to the notice in Annex 4.

The traffic regulations are independent administrative acts of the local authority responsible for issuing them, which are legally distinct from the OHT notice, to which the OHT notice merely refers.

1.4.7. Other appendices

Other appendices, such as information on legal remedies, follow Annex 4 as other appendices.

1.5. Guidance on the examination procedure and the decision-making process

1.5.1. Opinions of consulted bodies

Opinions are in principle transmitted digitally via VEMAGS. The transmission in digital form of special ancillary provisions and ancillary provisions relating to routes ensures that they can be automatically sorted in chronological order in the route and processed further.

The result of the hearing may be approval, refusal or unprocessed return due to a lack of competence. Any refusal shall be justified. In the explanatory memorandum, the specific location (e.g. road, bridge) for which the conditions are not met should be indicated for ease of reference.

The following data shall be provided in the opinion:

- The VEMAGS application ID and application version must be stated in full as the reference number.
- Full details of the body consulted must be given.
- For any queries, please provide the contact details of the person responsible for the file. In the case of automated processing, the specification of a functional mailbox is sufficient.
- The type of application, the hearing body and the applicant shall be indicated.
- For each route segment or for the relevant section of a route segment, the necessary special ancillary provisions shall be indicated in accordance with Annex 2.
- For each route segment or for the relevant section of the route, the necessary additional provisions for the route shall be specified in accordance with Annex 3. The ancillary provisions for the route must be listed in chronological order in the route. They must be clearly specified (see Section Error: Reference source not found for more details).
- In order to ensure that the relevant sections of a route segment can also be sorted chronologically, the starting and ending coordinate pair of the section in question must be indicated as far as possible.
- Where applicable, the period for which approval is granted must be specified if it differs from the period requested (including reasons for the difference).
- Where appropriate, indicate modified routes or scopes to be determined by the EGB in derogation from the application. (Only if these changes are made within the area of the consulted body and the under-hearings that may be required for the different routes/areas of application have been carried out with a positive result.)

In collecting opinions, a summary and a chronological sorting of the special ancillary provisions in the route should be carried out in the best possible way, so that a better comprehensibility and at the same time clarity of the decision can be achieved.

1.5.2. Decision by the EGB

It must be clear from the decision whether it is an individual, short-term or permanent permit and/or an exemption permit.

For a permit pursuant to § 29(3) StVZO, an exemption pursuant to § 70 StVZO or a corresponding operating licence that renders this exemption unnecessary is required. Ancillary provisions from the exemption pursuant to § 70 StVZO may not be repeated in the decision.

In the event of a limitation of the period of validity during the hearing, the shortest period of validity should be fixed. This also applies when applying for multiple routes. If the validity periods are mutually exclusive according to the consultation procedure, the application must be rejected either in part or in full.

In the decision, ancillary provisions must be sorted chronologically according to the route and summarised as far as possible.

If, in the case of comprehensive permits/approvals, a driving restriction is indicated in at least one line of Annex 3 in Column P, the EGB must include an additional Annex 3A 'List of driving restrictions (negative list)' in the decision in accordance with Annex 3. Columns A–F, N and O shall be reproduced in this table as a table of all rows of Annex 3 with driving restriction.

All pages of the decision must be marked at the top with the file reference number or the version of the decision, the page number and the total number of pages.

For reasons of legal clarity, a new notice must be issued for all changes to the vehicle or vehicle combination, the dimensions and masses as well as the axle configuration, the start and destination, the parts of the journey, the load, the vehicle registration plate or the VIN. The previous decision must be annulled.

Costs (fees and expenses) must be claimed for the decision. If there is no fee, expenses can nevertheless be claimed in accordance with § 2(2) GebOSt.

1.5.3. Use of water resources

An application recorded in VEMAGS must be processed by means of VEMAGS.

An application received by the EGB in writing, e.g. by fax, must be recorded in VEMAGS by the licensing and approval authority and forwarded via VEMAGS to the authorities to be consulted.

Handwritten amendments to applications received via VEMAGS are not permitted.

1.6. Split transport

In the case of split transport (main leg by rail or water, preliminary and/or final leg by road), permits or authorisations in accordance with these Guidelines are only required for the part of the transport carried out by road.

If only one initial or one final leg is planned to be carried out by road, there are no special features for the application and processing of the application.

If both an initial and final leg take place on the road, the following shall be taken into account for route-related permits and authorisations:

- Separate applications must be submitted for the initial and final leg, and separate decisions will be issued. The competent authority and the fees shall make its determination separately for each application.

- If, under certain conditions, more than one route is possible per decision in the case of route-related permanent permits (see section Error: Reference source not found), it may also be possible to apply for both initial and final legs in a single application.
- It is recommended that the applicant submit the application for the initial leg and the application for the final leg at the same time and to indicate that they are related applications in the context of split transport.
- If the applicant wishes to have a point of single contact, it is advisable to submit both applications to the EGB that is competent based on the applicant's registered office or branch. The EGB shall then coordinate the processing of the applications as far as possible.

2. Templates for applications and decisions

2.1. Application form

See the following pages for the form.

Application to carry out oversized and/or heavy transport

1 . Licensing and approval authority (EGB) to which the application is submitted

Title (optional)
Name of EGB
Additional recipient names (optional)
EGB local division (optional)
EGB Street and house number or post box
Postcode, city/town

Applicant (transport undertaking):
Name/company
Additional recipient name (optional)
District information (optional)
Postcode, city/town
Street and house number / post box
 Contact person transport company:
Title (optional)
Name
Telephone no.
Fax no. (optional)
E-mail
Reference (optional)

authorised representative where applicable:
Name/company
Additional recipient name (optional)
District information (optional)
Postcode, city/town
Street and house number / post box
 Contact person authorised representative:
Title (optional)
Name
Telephone no.
Fax no. (optional)
E-mail
Reference (optional)

In case of an application with electronic signature / via VEMAGS user account, signature and company stamp are omitted.

2 . I am applying for **Individual** **Short-term** **Permanent (route-related)**
 Permanent (comprehensive)

Permission in accordance with § 29(3) StVZO to carry out oversized and/or heavy transport operations and enclose the exemption(s) in accordance with § 70 StVZO or operating licence:
File number1 and issuing authority 1
File number2 and issuing authority 2
File number3 and issuing authority 3

Exemption pursuant to § 46(1)(1)(2) Var. 2 StVO from the prohibition on using a motorway or a motor road with vehicles not permitted there (§ 18(1)(1) StVO).

Special permit in accordance with § 46(1)(1)(5) StVO for the transport of loads that are oversized in width, height and/or length (§ 18(1)(2) and § 22(2) to (4) StVO).

3 . For the period from 28 May 2018 up to and including 28 June 2018 for 11 journey(s)

4 . Description and designation of the load:
Text line 1
Text line 2
 Length: 12.05 m Width: 3.21 m Height: 1.06 m Mass: 342.50 t

The load is:
 considered indivisible. asymmetrical, load sketch enclosed.

Plus accessories for the indivisible load with a mass of 34.250 t. The accessories have been taken into account in the following information on the masses and the axle configuration of the transport. It will be listed in the accompanying documents with a precise description.

5 .

Motor vehicle type: tractor unit	Type of trailer: semi-trailer
VIN: W0L000051T2123450 Registration number: SWT HO 850	VIN: W0L000051T2123450 Registration number: SWT HO 850
VIN: W0L000051T2123451 Registration number: SWT HO 851	VIN: W0L000051T2123451 Registration number: SWT HO 851
VIN: W0L000051T2123452 Registration number: SWT HO 852	VIN: W0L000051T2123452 Registration number: SWT HO 852
VIN: W0L000051T2123453 Registration number: SWT HO 853	VIN: W0L000051T2123453 Registration number: SWT HO 853
VIN: W0L000051T2123454 Registration number: SWT HO 854	VIN: W0L000051T2123454 Registration number: SWT HO 854
VIN: W0L000051T2123455 Registration number: SWT HO 855	VIN: Registration number:
VIN: W0L000051T2123456 Registration number: SWT HO 856	VIN: Registration number:
VIN: W0L000051T2123457 Registration number: SWT HO 857	VIN: Registration number:
VIN: W0L000051T2123458 Registration number: SWT HO 858	VIN: Registration number:
VIN: W0L000051T2123459 Registration number: SWT HO 859	VIN: Registration number:

Maximum design vehicle speed: 82 km/h

Vehicles with chain or crawler drive
 Vehicle/vehicle combination with alternative propulsion/zero-emission technology as defined by § 34(5b), 6a StVZO

6 . Dimensions and edge finishing

	Transport	mass
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2.2. Notice cover sheet

See following pages

Notice concerning the carrying out of oversized and/or heavy transport operations

<p>1. Applicant:</p> <p>EGB address as sender address</p> <p>Title (optional) Name of recipient Additional recipient names (optional) District information (optional) Street and house number and/or post box Postcode, city/town</p> <p>Subsequent decision is issued <input type="checkbox"/> to the applicant named in the address field <input type="checkbox"/> To Name / Company of applicant Additional recipient name (optional) District information (optional) Post code, city/town of applicant Street and house number / PO box of applicant</p>	<p>Licensing and approval authority</p> <p>Title (optional) Name of EGB Additional EGB names (optional) District information (optional) Street and house number and/or post box Postcode, city/town</p> <p>Reference number or decision version Re application version 201800000294 B 01 201800000294 A 03</p> <p>Administrator: Mr Max Mustern Telephone No.: 0611 94580- Fax No.: 0611 94 50- Email: locomotive</p>
<p>2. On the basis of the initial application of 28 May 2018, as amended by the last amendment application of 28 May 2018,</p> <p><input type="checkbox"/> Permission pursuant to § 29(3) StVO</p> <p><input type="checkbox"/> subject to revocation Issued for the following route(s)/area(s) of validity as follows</p> <p>Text line 1 Text line 2 Text line 3 Text line 4 Text line 5</p> <p>The period of validity includes 10 journey(s) in the period from 28 May 2018 up to and including 28 June 2018</p> <p><input type="checkbox"/> All previous versions of the decision on the applicant/reference number 201800000294 are hereby declared invalid.</p> <p>Cargo specified in the application may be transported. Cargo not specified in the application, including divisible cargo, may be transported in the following cases:</p> <ul style="list-style-type: none"> - in the case of laden transport journeys not subject to authorisation on the basis of their axle loads or total masses, up to the maximum permissible masses and axle loads (co-loading) in accordance with § 34 StVZO; - for unladen journeys as part of oversized and/or heavy transport up to the total masses and axle loads permitted under § 34 StVZO, if the laden area of the vehicle combination complies with the dimensions (partial lengths, length, width) permitted under § 32 StVZO; - parts of the approved vehicle combination for unladen journeys. <p>The dimensions, weights and axle loads specified in the application must not be exceeded. Dimensions, weights and</p>	<p><input type="checkbox"/> Individual <input type="checkbox"/> Short-term <input type="checkbox"/> Permanent (route-related) <input type="checkbox"/> Permanent (comprehensive)</p> <p><input type="checkbox"/> Exemption pursuant to § 46(1)(1)(2) Var. 2 StVO from the prohibition on using a motorway or a motor road with vehicles not permitted there (§ 18(1)(1) StVO)</p> <p><input type="checkbox"/> Derogation pursuant to § 46(1)(1)(5) StVO from the provisions on the height, length and width of the vehicle and cargo (§ 18(1)(2) and § 22(2) to (4) StVO)</p>

axle loads under the amounts specified are approved to the following extent:

- in full (areas not subject to consultation)
- for load dimensions up to 200 cm in length, 50 cm in width and 25 cm in height, provided that the position of the vertical centre of gravity indicated in the application remains unchanged; with a total mass of up to [redacted] tonnes; for axle loads up to the following values:

Laden journey										
Axle sequence	1. Axle	2. Axle	3. Axle	4. Axle	5. Axle	6. Axle	7. Axle	8. Axle	9. Axle	10. Axle
Axle load [t]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

The ancillary provisions and notes listed in the annexes and appendices form an integral part of this decision.

3. The application is rejected (rejection, including for lack of competence).
 The application is otherwise rejected (partial rejection)

Grounds:

Text line 1
Text line 2
Text line 3
Text line 4
Text line 5

4. The decision dated 28 May 2018 ([redacted]), issued as decision version / AZ [redacted], is hereby revoked with immediate effect for the future.
 The permit/authorisation procedure for the applicant/AZ [redacted] is discontinued.
 The application was withdrawn by the applicant on [redacted] May 2018.

Grounds:

Text line 1
Text line 2
Text line 3
Text line 4
Text line 5

5. The applicant is exempt from paying the fee. Grounds:

Text line 1
Text line 2
Text line 3
Text line 4
Text line 5

- The applicant shall bear the costs of the procedure. Grounds:

Text line 1
Text line 2
Text line 3
Text line 4
Text line 5

6. A separate decision on costs will be issued.
 No separate decision on costs will be issued.

Fees of € [redacted] will be charged for this decision.

The expenses amount to [redacted].

The decision on costs is based on § 1, § 2 and § 4 of the Schedule of Fees for Road Traffic Related Services (GebOST) in conjunction with No 263.1.1 and the Annex to Fee Number 263.1.1 of the Fee Schedule.

Total amount of **€35,000.00**

- has been paid (in advance) in accordance with § 16 VwKostG.

- Must be transferred with the information:

Recipient: [redacted]

Use type 1: [redacted]

Decision version / Ref.: [redacted]

Transaction number: [redacted]

Use type 2: [redacted]

Application ID / Ref.: [redacted]

within a payment period of [redacted] days from the date of issue, to one of the following bank accounts:

Name of bank/credit institution

BIC

IBAN

Sample bank 1

ERFBDE8E759

DE89 1234 4762 4758 1234 01

Sample bank 2

ERFBDE8E759

DE89 1234 4762 4758 1234 01

Sample bank 3

ERFBDE8E759

DE89 1234 4762 4758 1234 01

- will be debited from your account:

Name of bank/credit institution

BIC

IBAN

First applicant bank

ASFBDE8E100


DE19 5432 1111 4711 1234 01

7. other information:

e.g. reference to a separate traffic authority order or other permits or authorisations

Text line 2

Text line 3

	Text line 4 Text line 5
8.	Place of application, 28 May 2018  _____ Name Signature Official seal, if applicable

In the case of an electronic signature / notification via VEMAGS, the signature and service seal are omitted.

2.3. General ancillary conditions and instructions (Annex 1)

Annex 1 to the permit/exemption approval, which is to be attached to the decision unchanged

See following pages

Annex 1:

General ancillary provisions and notes

1. The permit granted under § 29(3) StVZO may only be used if the vehicle/vehicle combination has a valid exemption permit in accordance with § 70 StVZO or a corresponding operating licence at the time of transport.
2. A journey may be commenced only if an inspection carried out by the person or undertaking carrying out the transport immediately before the start of the journey has revealed that:
 - the dimensions, axle loads and total mass specified in the permit/exception permit are complied with; and
 - the approved route is actually suitable for safe performance of the transport (in particular, there are no restrictions due to line routing, condition and width of roads and bridges, level crossings including overhead lines, traffic restrictions, closures and diversions or due to gradients). In the case of overheight, the test shall also be carried out with regard to the clearance profile and overhead lines. The ground clearance shall be respected for the entire route, in particular at junctions, sinks, roadworks and level crossings.
3. Transports with a total mass of more than 100 t or individual axle loads of more than 12 t (with the exception of autocranes, self-propelled machinery, calibration vehicles and other vehicles without cargo in each case) may only be carried out if, immediately before the start of the journey, compliance with the dimensions, total mass, axle loads, load distribution and load securing referred to in the permit notice have been tested in accordance with the recognised state of the art by an officially recognised expert or inspector or a test engineer of an officially recognised monitoring organisation, each with an additional qualification for the assessment of oversized and heavy transport as well as knowledge of load securing. The findings shall be substantiated by an expert opinion. The certificate must be carried during transport and handed over to competent persons upon request. The report may also be carried in digitised form on a storage medium in such a way that it can be made readable during an inspection at the request of the competent persons.

In the case of recurring transports in which the same vehicle or combination of vehicles or combination of vehicles of the same construction is used and the same load or type of load is transported and there is an initial assessment free of objection in accordance with the preceding paragraph, an expert opinion of an officially recognised expert or examiner with expert knowledge of the vehicle, combination of vehicles and cargo, or a test engineer of an officially recognised monitoring organisation with expert knowledge of the vehicle, combination of vehicles and cargo, confirming the conformity of the transport with the initial assessment free of objection after inspection of the transport, shall be sufficient from the second transport. The confirmation and the initial report shall be carried during transport and handed over to competent persons upon request. The confirmation or initial assessment may also be carried in digitised form on a storage medium in such a way that it can be made readable during an inspection at the request of the competent persons.

4. It must be ensured that all persons involved in carrying out the transport are aware of the decision with all its provisions or at least the provisions of the decision relevant to their role in carrying out the transport. The use of digital driver assist systems for oversized and heavy transport operations (digital driver assist system) does not entail

exemption from the requirement to ensure that those involved in carrying out the transport are fully briefed on the relevant regulations.

5. During transport, the permit/special exemption (original or printout of an electronically issued notice) must be carried along with all attachments and presented to the competent authorities upon request. The digitised form on a storage medium is sufficient if it is carried in such a way that it can be made readable to the competent persons upon request during an inspection.
6. In the event of significantly reduced visibility due to fog, snowfall or rain, or in the event of slippery snow, slush, ice, frost or black ice, the journey must be interrupted, the nearest suitable place on the approved route must be found and the vehicle parked and secured. This does not apply to transport carried out in the event of a state of tension, alliance or defence, or in preparation for such a state, by the armed forces of NATO or EU states or on their behalf.
7. Where Annex 2 requires the involvement of private escort vehicles, administrative assistants, transport escorts in accordance with the Road Transport Escort Order or the police (Special Ancillary Provisions Nos 20-37), communication between the transport vehicle and the other vehicles involved must be ensured throughout.
8. Private escort vehicles with variable traffic signs system (VTS unit), including where these are necessary for the implementation of traffic regulations by administrative assistants, must be equipped in accordance with section 3.2 of the Guidelines for Oversized and Heavy Transport in the current version in force. When using these vehicles, a copy of the approval certificate issued for the respective signal image, including the VTS unit, together with the corresponding test report from the Federal Highway Research Institute (BAST) must be carried in the escort vehicles and handed over to competent persons upon request. The digitised form on a storage medium is sufficient if it is carried in such a way that it can be made readable by the competent persons upon request during an inspection.
9. Only trained driving personnel complying with the requirements of Section 3.3 of the Guidelines for Oversized and Heavy Transport, as amended, may be used on private escort vehicles with a VTS unit. A valid authorisation certificate shall be carried during the journey and handed over to competent persons upon request during an inspection.
10. Insofar as Annex 2 requires that the vehicle be escorted to the rear by a private escort vehicle with a VTS unit (special ancillary provisions Nos 26-29), the symbol 101 and yellow flashing lights to the rear must always be switched on:
 - when accessing motorways and high-quality dual carriageways;
 - on inclines/gradients at a speed of less than 40 km/h;
 - broken-down and stationary vehicles; and
 - while passing through roadworks.

On motorways and high-quality dual carriageways, when using the 2nd lane, yellow flashing lights to the rear must be switched on, and

- with 2 lanes, Traffic Sign 276,
- with 3 lanes, Traffic Sign 277 or
- otherwise Traffic Sign 101

must be displayed. In these cases, a private escort vehicle with a VTS unit may drive in the middle of the road or on the left.

11. Where ancillary provisions in accordance with Annex 3 have been made for the use of bridges, underpasses, roadworks and load-restricted sections as well as the associated lane changes or for the placement of traffic signs, these must be observed.

If Annex 2 requires that the vehicle be escorted by a private escort vehicle with a VTS unit on the affected section of the route (special additional provisions 26-29), the following applies:

- 500 m before the start of the restricted area, the yellow flashing lights to the rear shall be switched on and Traffic Sign 101 StVO shall be displayed.
 - If an overtaking ban with Traffic Sign 276 or 277 StVO is to be shown after the Column 'sign to be displayed' in Annex 3, the yellow flashing lights to the rear shall be switched on 1,000 m before the start of the restricted area and Traffic Sign 101 StVO shall be displayed. Signs 276 and 277 must then be displayed 500 metres before the start of the restricted area and, at the same time, the respective lane change must be initiated. The following traffic must not be endangered.
 - After leaving the restricted area and returning to the original lane, the VTS unit and the yellow flashing lights to the rear must be switched off.
12. The Directive on marking extra-wide and extra-long road vehicles, vehicle combinations and certain projecting loads, as amended, and best engineering practice for load securing technology must be observed.
 13. In the case of transports subject to consultation, in order to ensure safe and orderly traffic flow, it must be ensured that the personnel employed to carry out the transport can communicate sufficiently with each other and that one of these persons can communicate sufficiently in German.
 14. When crossing a level crossing not requiring consultation of railway operators (pursuant to Recital 114(2) VwV-StVO on § 29), it must be ensured, if necessary, by waiting for a gap in the traffic flow, that there is no oncoming traffic in the area around the level crossing over a length of 50 m before and after the level crossing. The level crossing can only be crossed one by one, excluding all oncoming traffic. The level crossing must be crossed at a minimum clearance speed of 20 km/h without manoeuvring.

When driving over a level crossing on electrified lines, it must be ensured that there are no persons on the vehicle and that no objects, vehicle parts (e.g. antennas) or parts of the load protrude above a maximum height of 4.50 m.

Escort vehicles must not stop at the level crossing.
 15. If administrative assistants are used based on a traffic regulation, they must be given a copy of the permit/exemption approval before the beginning of the transport. The digitised form on a storage medium is sufficient if it is carried in such a way that it can be made readable to the competent persons upon request during an inspection.
 16. Insofar as the position of the vertical centre of gravity axis is not obvious and is not marked on the cargo, a certificate from the manufacturer of the cargo (or of the person who fundamentally changed the cargo or of the assembly or dismantling of parts) in accordance with VDI 2700 Sheet 13, Section 5.1.2 describing the centre of gravity of the cargo, must be provided. This shall be handed over to competent persons on request. The digitised form on a storage medium is sufficient if it is carried in such a way that it can be made readable to the competent persons upon request during an inspection.
 17. Permission/exemption is granted subject to the subsequent inclusion, amendment or addition of conditions.

Notes

18. The granting of a permit in accordance with § 29(3) of the Road Traffic Regulations (StVO) or an exemption in accordance with § 46(1)(1)(2) Var. 2 and Point 5 StVO does not replace the requirement for a special permit in accordance with § 46 StVO in other respects (e.g. in the case of existing traffic restrictions or transport on Sundays and public holidays).
19. In order to ensure the smooth running of oversized and/or heavy traffic, the competent police department may, on a case-by-case basis, determine a deviation from the time limit set in the permit/exception permit if the traffic situation requires or permits it.
20. The following abbreviations and terms shall be used in the following Annexes 2 and 3 to this Decision (if available):

MW = motorways

high-quality dual = other high-quality dual carriageways
carriageways

Peak hours = Monday to Friday, 06:00 – 09:00 and 16:00 – 19:00

Off-peak hours = Sunday 22:00 – Saturday 06:00, but excluding peak hours

Night driving = 20:00 to 06:00 each time, excluding the night from Saturday to Sunday and excluding 20:00 to 22:00 on Sunday

Night driving = From 22:00 to 06:00 each day, except for Saturday night to (abbreviated) Sunday morning.

VTS = Variable traffic signs

EV2 = Private escort vehicle with yellow flashing warning lights (rotating lights)

EV3 = Private escort vehicle with VTS unit to the rear in accordance with Section 3.2 of the Guidelines for Oversized and Heavy Transport, as amended

StTbV = Road Transport Accompanying Ordinance (Straßenverkehrs-Transportbegleitungsverordnung), as amended

SoR = Start of roadworks

EoR = End of roadworks

Br = Bridge (marks a static obstacle)

H = Height (indicates a geometric obstacle restricting clearance height)

W = Width (indicates a geometric obstacle restricting clearance width)

Tu = Tunnels/Enclosures

LS = Load-restricted sections

RW = Retaining wall

TL = Traffic lane (the number preceding it indicates the lane to be driven in to avoid the obstacle, for example '2 TL'; this includes all lanes available to traffic from the right, except for lanes for exits and entrances or hard shoulders temporarily opened to traffic; the

indication '1./2. TL' means that the centre of the vehicle should be between the first and the second lane)

HS = hard shoulders/emergency lanes

TOHS = Temporarily opened hard shoulder

Centre = In the case of static obstacles, 'centre' refers to the entire superstructure of the structure and not to the carriageway (= carriageway plus hard shoulder). In the case of geometric obstacles and in the vicinity of roadworks, 'centre' refers to the carriageway area.

Single file = If it is necessary to pass an obstacle single file, the structure must be free of any other traffic (including traffic travelling in the opposite direction, if it is using the same structure) while passing.

Distance = Distance [m] before and after the OHT to any other motor vehicle traffic (in the case of Traffic Sign 277: to any other motor vehicle traffic over 3.5 tonnes) in the same direction of travel

2.4. Catalogue of Specific Ancillary Conditions (provided in Annex 2)

Compilation of individual ancillary provisions results in Annex 2 to the permit/exemption approval

The articles consist of:

Driving area (10 – 19)

10	Unladen journey
11	Laden journey

Escort area (20 – 49)

20 – 25	Private, no VTS unit (EV2)
26 – 29	Private, with VTS unit (EV3)
30 – 31	with escort/digital driver assist system
32 – 33	by administrative assistant / as per StTbV
34 – 37	by the police/as per StTbV

Measures area (50 – 59)

50 – 51	by the police/as per StTbV
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Area for registration with the police and relevant bodies (60 – 69)

60	Registration with the police
61	Notification of transport execution
62	Notification to other authorities

Traffic regulations area (70 – 99)

70 – 74	on motorways
75 – 78	off motorways
79 – 86	Night driving
87 – 88	on public holidays
89 – 90	individual regulation

Information and other ancillary provisions (100 – 109)

100	roadworks information
101	Further ancillary provisions and information

Catalogue of Specific Ancillary Conditions

Keyword	Scope	No.	Ancillary provision
Unladen journey	If special ancillary conditions are imposed for the unladen journey	10	The following ancillary provisions apply to unladen journeys:
Laden journey	If special ancillary provisions are imposed for the unladen journey	11	The following ancillary provisions apply to the transport of goods:
Accompanying document EV2 to the rear on motorways and high-quality dual carriageways on the entire route	on motorways, as a rule, for transport with oversized loads, with oversized loads in roadworks or to maintain safety distances at/on structures in accordance with Annex 3.	20	To ensure safety during transport, a private escort vehicle with yellow flashing warning lights (rotating lights) is required to the rear for the entire route on motorways and high-quality dual carriageways.
Accompanying document EV2 to the rear on motorways and high-quality dual carriageways on sections	On high-quality dual carriageways as a rule for transports > 3.75 m wide	21	In order to secure the transport to the rear, a private escort vehicle with yellow flashing warning light (rotating lights) is required on the following sections of motorways and high-quality dual carriageways: <Sections>
Accompanying document EV2 to the front off motorways and high-quality dual carriageways on the entire route	As a rule, for transports with a width > 3.00 m	22	To secure the transport to the front, a private escort vehicle with yellow flashing warning lights (rotating lights) is required on the entire route off motorway and off high-quality dual carriageways.
Accompanying document EV2 to the front off motorways and high-quality dual carriageways on sections		23	To ensure safe transport to the front, a private escort vehicle with yellow flashing warning lights (rotating lights) is required on the following sections off motorway and off high-quality dual carriageways: <Sections>
Accompanying document EV2 to the rear off motorways and high-quality dual carriageways on the entire route	As a rule, for transports with a width > 3.00 m	24	To secure the transport to the rear, a private escort vehicle with yellow flashing warning lights (rotating lights) is required on the entire route off motorway and off high-quality dual carriageways.

Keyword	Scope	No.	Ancillary provision
Accompanying document EV2 to the rear off motorways and high-quality dual carriageways on sections		25	In order to secure the transport to the rear, a private escort vehicle with yellow flashing warning lights (rotating lights) is required on the following sections off motorway and off high-quality dual carriageways: <Sections>
Accompanying document EV3 to the rear on motorways on the entire route	As a rule, on motorways, for transport with oversized loads, with oversized loads on roadworks or to maintain safety distances at/on structures in accordance with Annex 3, if EV2 escort to the rear is not sufficient.	26	Transport must be secured to the rear along the entire section of motorway by private escort vehicle with a VTS unit to the rear.
Accompanying document EV3 to the rear on motorways on sections		27	Transport shall be secured to the rear on the following sections of motorway by private escort vehicle with a VTS unit to the rear: <Sections>
Accompanying document EV3 to the rear off motorways on the entire route	Usually off motorways, if the transport - exceeds 3.50 m in overall width; or - cannot maintain a safety clearance of 0.10 m under overpass structures, or - exceeds a length of 27.00 m, provided that there are roundabouts along the route	28	Transport must be secured to the rear on the entire route off the motorway by a private escort vehicle with a VTS unit to the rear.
Accompanying document EV3 to the rear off motorways on sections		29	Transport must be secured to the rear along the sections mentioned below off motorway by private escort vehicle with a VTS unit to the rear. <Sections>
Escorts along the entire route	If private escort (ancillary provisions 20–29, 32–33) is ordered, but not normally in cases involving fewer than 4 ancillary provisions for the route (Annex 3),	30	The heavy transport to be accompanied shall be staffed throughout the entire route by an escort who shall transmit the ancillary provisions as well as the restricted areas to the escort using an appropriate means of communication. An electronic driver assist system (digital co-driver) may be used instead, provided that the requirements of Section 3.1 of the Guidelines for Oversized and Heavy Transport, as amended, are complied with.

Keyword	Scope	No.	Ancillary provision
Passengers on certain sections		31	<p>The heavy transport to be escorted must be accompanied by an escort on the sections of road listed below, who will communicate the ancillary provisions and the areas subject to restrictions to the escort vehicle using a suitable means of communication:</p> <p><Sections></p> <p>An electronic driver assist system (digital co-driver) may be used instead, provided that the requirements of Section 3.1 of the Guidelines for Oversized and Heavy Transport, as amended, are complied with.</p>
Escort by administrative assistant or in accordance with StTbV on motorway throughout the entire journey	<p>If the use of private escort vehicles with VTS equipment is insufficient, but the route sections in question can be planned and regulated in advance and involve standard situations and cases where no discretionary decisions based on the respective traffic situation are required on site to ensure safe and smooth traffic flow.</p>	32	<p>Along the entire motorway section, accompaniment by administrative assistants of Autobahn GmbH of the Federal Government is required. Unless otherwise required by Ancillary Provision 33 in conjunction with Annex 3, the latter shall visualize the following traffic law order(s) of Autobahn GmbH of the Federal Government with one or more escort vehicles with a VTS unit:</p> <p><Designation of traffic regulations></p> <p>In accordance with the StTbV, transport escorts may also be used instead of administrative assistants. These may deviate from the traffic regulations to be visualized only in unforeseen circumstances.</p>
Traffic regulation by administrative assistants or as per StTbV		33	<p>For sections of road marked in Annex 3, the traffic regulations specified there (see Column 'Special measures and information') must be implemented.</p> <p>In accordance with the StTbV, transport escorts may also be used instead of administrative assistants. These may deviate from the traffic regulations to be visualized only in unforeseen circumstances.</p>
Escort by police or in accordance with StTbV by motorway along the entire route	<p>Only if the use of private escort vehicles with VTS equipment or administrative assistants is insufficient; this may be the case on motorways, in particular, if</p>	34	<p>Police escort is required on the entire stretch of motorway.</p> <p>Instead of police escorts, transport escorts may also be used in accordance with the StTbV.</p>

Keyword	Scope	No.	Ancillary provision
Escort by police or in accordance with StTbV on motorways in certain sections	<ul style="list-style-type: none"> - traffic on the oncoming lane or oncoming traffic must be stopped, - for other difficult road or traffic conditions, a discretionary decision on the spot is required 	35	<p>On the following sections of the motorway, police escort is required:</p> <p><Sections></p> <p>Instead of police escorts, transport escorts may also be used in accordance with the StTbV.</p>
Escorted by police or to StTbV off motorways along entire route	Only if use of private escort vehicles with a VTS unit or administrative assistants is not sufficient; this may be the case off motorways, in particular, if:	36	<p>Police escort is required along the entire route off motorways.</p> <p>Instead of police escorts, transport escorts may also be used in accordance with the StTbV.</p>
Escorted by police or according to StTbV off motorways on sections	<ul style="list-style-type: none"> - on high-quality dual carriageways, traffic on the oncoming lane or the oncoming traffic has to be stopped, - in exceptional road or traffic conditions, an overall width of 3.50 m is exceeded and private escort vehicles/administrative assistants cannot ensure the safe stopping or passing of oncoming traffic; or - for other difficult road or traffic conditions, a discretionary decision on the spot is required 	37	<p>Police escorts are required on the following sections off the motorway:</p> <p><Sections></p> <p>Instead of police escorts, transport escorts may also be used in accordance with the StTbV.</p>
Measures by police or according to StTbV on motorways on sections	<p>Only if the use of private escort vehicles with VTS equipment or administrative assistants is insufficient; this may be the case on motorways, in particular, if</p> <ul style="list-style-type: none"> - traffic on the oncoming lane or oncoming traffic must be stopped, - for other difficult road or traffic conditions, a discretionary decision on the spot is required 	50	<p>Police measures are required on the following sections of the motorway.</p> <p><Route points/section></p> <p>Instead of the police, the measures may also be carried out by transport escorts in accordance with the StTbV.</p>

Keyword	Scope	No.	Ancillary provision
Police measures or according to StTbV off motorways on sections	<p>Only if use of private escort vehicles with a VTS unit or administrative assistants is not sufficient; this may be the case off motorways, in particular, if:</p> <ul style="list-style-type: none"> - on high-quality dual carriageways, traffic on the oncoming lane or the oncoming traffic has to be stopped, - in other exceptional road or traffic conditions, an overall width of 3.50 m is exceeded and private escort vehicles/administrative assistants cannot ensure the safe stopping or passing of oncoming traffic; or - for other difficult road or traffic conditions, a discretionary decision on the spot is required 	51	<p>Police measures are required on the following sections off motorways:</p> <p><Route points/section></p> <p>Instead of the police, the measures may also be carried out by transport escorts in accordance with the StTbV.</p>
Registration with the police	Insofar as police escort or police measures are ordered (ancillary provisions 34–37, 50–51)	60	<p>The police escort or police measures must be registered at least 48 hours (Saturdays, Sundays and public holidays are not counted) before departure at:</p> <p><Police services and their contact details></p> <p>This does not apply to the use of transport escorts in accordance with the StTbV; their obligation to inform the police (§ 3 (3) StTbV) remains unaffected.</p>
Notification of transport execution	If implementation of traffic regulations is prescribed by administrative assistants (ancillary provisions 32, 33), but only to the extent that notification is necessary for any coordination with other transports that may be required.	61	<p>The transport operation must be notified two hours before the start of the journey and two hours before reaching the scope of the traffic regulations, with an estimated transit time, to:</p> <p><Police services and their contact details></p>
Notification to other authorities	If notification of the transport operation is required by the relevant tunnel control centres, motorway maintenance depots or other relevant authorities	62	<p>The transport must be notified before departure to:</p> <p><relevant places and their contact details, if applicable, indication of lead time in hours before departure></p>

Keyword	Scope	No.	Ancillary provision
Journey times during peak and off-peak hours on motorways along the entire route	As a rule, in the case of motorways on sections without significant traffic peaks, if, due to the dimensions, the speed or the provisions in Annex 3, disruption to residual traffic is to be expected	70	Transport may only take place on the motorway between 22:00 on Sunday and 06:00 on Saturday.
Journey times during peak and off-peak hours on motorways on certain sections		71	Transport on the motorway may only take place on the following sections between 22:00 on Sunday and 06:00 on Saturday: <Sections>
Driving times during off-peak hours on motorways along the entire route	As a rule, in the case of motorway on sections with significant traffic peaks, if, in the case of transport, due to the dimensions, speed or the provisions in Annex 3, disruption to residual traffic is to be expected	72	Transport may only take place on the motorway between 22:00 on Sunday and 06:00 on Saturday. Exceptions to this are the times from Monday to Friday between 06:00 and 09:00 and between 16:00 and 19:00
Driving times during off-peak hours on motorways on certain sections		73	Transport may only take place on the motorway on the following sections between 22:00 on Sunday and 06:00 on Saturday. Exceptions to this are the times from Monday to Friday between 06:00 and 09:00 and between 16:00 and 19:00 <Sections>
Driving time change on motorways on certain sections	After case-by-case examination of proven requirement (e.g. passage for roadworks, etc.) As a rule, permitted only for certain sections	74	<On DD.MM.YYYY or from DD.MM.YYYY to DD.MM.YYYY> , the supplementary provision(s) No. <Number(s) of the supplementary provision(s)> may be deviated from on the following sections: <Sections> The following police stations responsible for the route and, if applicable, the following offices of Autobahn GmbH of the Federal Government are to be informed <lead time in hours> hours before the start of the journey, together with the transport data, of the transport operation with changed journey times: <Police services and their contact details> <relevant bodies of Autobahn GmbH of the Federal Government and their contact details>

Keyword	Scope	No.	Ancillary provision
Journey times during peak and off-peak hours off the motorway on the entire route	As a rule, in the case of roads without heavy professional traffic, if, due to the dimensions, the speed or the provisions in Annex 3, an impairment of the other traffic is to be expected.	75	Transport off the motorway may only take place between 22:00 on Sunday and 06:00 on Saturday.
Journey times main and off-peak periods off motorways on certain sections		76	Transport off the motorway may only take place between 22:00 on Sunday and 06:00 on Saturday. This applies to the following sections: <Sections>
Driving times for off-peak hours along the entire route	As a rule, in the case of: - roads (including in urban areas) with heavy commuter traffic - roadworks;	77	Transport off the motorway may only take place between 22:00 on Sunday and 06:00 on Saturday. Exceptions to this are the times from Monday to Friday between 06:00 and 09:00 and between 16:00 and 19:00
Driving times for off-peak periods off motorways on certain sections	if, due to the dimensions, speed or the provisions in Annex 3, disruption to other traffic is to be expected Assessment of the traffic situation on a case-by-case basis, if necessary in coordination with the road construction authority/police etc.	78	Transport off the motorway may only take place between 22:00 on Sunday and 06:00 on Saturday. Exceptions to this are the times from Monday to Friday between 06:00 and 09:00 and between 16:00 and 19:00 This applies to the following sections: <Sections>
Night driving on motorways along the entire route	As a rule, if it is necessary to close a motorway or a lane on a motorway	79	Transport on the motorway may only be carried out between 20:00 and 6:00. The night from Saturday to Sunday and the period from 20:00 to 22:00 on Sunday are excluded from this.
Night driving on motorway on certain sections		80	Transport on the motorway may only be carried out between 20:00 and 6:00. The night from Saturday to Sunday and the period from 20:00 to 22:00 on Sunday are excluded from this. This applies to the following sections: <Sections>
Night driving (abbreviated) on motorway along the entire route	If the conditions specified in Nos. 79/80 are met but the volume of traffic or the temperature conditions in the supporting structure of bridges	81	The transport may only be carried out on the motorway between 22:00 and 06:00. The night from Saturday to Sunday is excluded.

Keyword	Scope	No.	Ancillary provision
Night driving (abbreviated) on motorways on some sections	require night driving to commence at 22:00	82	The transport may only be carried out on the motorway between 22:00 and 06:00. The night from Saturday to Sunday is excluded. This applies to the following sections: <Sections>
Night driving off motorways along the entire route	As a rule, in the event of complete or partial closure of a road with heavy traffic	83	Transport may only be carried out off the motorway between 20:00 and 06:00. The night from Saturday to Sunday and the period from 20:00 to 22:00 on Sunday are excluded from this.
Night driving off motorways on certain sections		84	Transport may only be carried out off the motorway between 20:00 and 06:00. The night from Saturday to Sunday and the period from 20:00 to 22:00 on Sunday are excluded from this. This applies to the following sections: <Sections>
Night driving (abbreviated) off motorways along the entire route	If the conditions specified in Nos. 83/84 are met but the volume of traffic or the temperature conditions in the supporting structure of bridges require night driving to commence at 22:00	85	Transport may only be carried out off the motorway between 22:00 and 06:00. The night from Saturday to Sunday is excluded.
Night driving (abbreviated) off motorways on certain sections		86	Transport may only be carried out off the motorway between 22:00 and 06:00. The night from Saturday to Sunday is excluded. This applies to the following sections: <Sections>
Travel times on public holidays on motorways along the entire route	'Holiday closure time regime' Only applicable to motorways during the period from - Holy Thursday to Tuesday after Easter and - Friday before Pentecost to Tuesday after Pentecost	87	Transport is not permitted on the motorway from 22:00 on Holy Thursday to 06:00 on the Tuesday after Easter, and from 22:00 on the Friday before Pentecost to 06:00 on the Tuesday after Pentecost.
Driving times on high-quality dual carriageways on public holidays along the entire route	'Holiday closure time regime' Only applicable to high-quality dual carriageways in the period from - Holy Thursday to Tuesday after Easter and - Friday before Pentecost to Tuesday after Pentecost	88	Transport is not permitted on high-quality dual carriageways from 22:00 on Holy Thursday to 06:00 on the Tuesday after Easter and from 22:00 on the Friday before Pentecost to 06:00 on the Tuesday after Pentecost.




Keyword	Scope	No.	Ancillary provision
Driving times with individual regulation on the entire route	For example, Christmas should be worded here in the same way as the ancillary provision for public holidays: from 22:00 on 24 December to 06:00 on 27 December, provided that Christmas Day does not fall on a Saturday or Sunday.	89	<free to formulate>
Driving times with individual regulation on certain sections		90	<free to formulate>
roadworks information	Here references to sources for current roadworks and information about road closures should be provided.	100	Before the transport is carried out, current roadworks and closures must be checked by the person carrying out the transport at: <Owner and link>
Other ancillary provisions or instructions	Other provisions or references which are not covered by the above-mentioned special ancillary provisions may be formulated under this ancillary provision. This is to be used sparingly and only in exceptional cases. In particular, it is inadmissible to order modified versions of the above-mentioned special ancillary provisions as an ancillary provision 101.	101	<free to formulate>

2.5. Ancillary provisions relating to routes (Annex 3)

Annex 3 to the permit/exemption approval

In the case of comprehensive permits

- The information on the route, section of the route, place of departure, place of destination in the header of Annex 3 is omitted, and
- if driving restrictions are imposed in Annex 3, the EGB shall add an additional Annex 3A (blacklist) in accordance with Annex 3 (see Section Error: Reference source not found for more details).

ALL the following provisions must be complied with:			
Distance for Traffic Sign 276 StVO = distance before and after the OHT from any motor vehicle traffic in the same direction of travel			
Distance for Traffic Sign 277 StVO = distance before and after the OHT from any motor vehicle traffic above 3.5 t in the same direction of travel			
Re Column G: SoR/EoR = Start of roadworks / End of roadworks Br = Bridge H = Height W = Width Tu = Tunnels/enclosures LS = Load-restricted section RW = Retaining wall	Re Column H: OHT = oversized and heavy transport TL = traffic lane HS = hard shoulders TOHS = Temporarily free hard shoulder Single file always <u>without</u> reciprocal traffic on the structure	Re Column K: EV2 = Private escort vehicle without VTS unit EV3 = Private escort vehicle with variable traffic sign system P = Police/transport escort in accordance with the StTbV VAO = Traffic regulation order <i>if required: VAO-A for beginning or VAO-E for end</i>	Re Column M: Traffic sign 101 StVO  Traffic sign 276 StVO  Traffic sign 277 StVO 

Annex 3:
Ancillary provisions relating to routes

Route: **1** unladen journey laden journey

Route section: **1.1 Departure Place 1 Destination → Place 1**

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
No. road	from (km) From section; station [m]	to (km) Up to section; station [m]	Coordinates of starting point [WGS84]	Coordinates of endpoint [WGS84]	localisation Structure No.	SoR/ EoR, Br, H, Tu, LS, RW	Position of OHT inspector TL/HS/ TOHS (single file)	Speed [km/h]	Distance [m]	EV2/ EV3/ P/ VAO	position EV2/ EV3/ P	Sign to be displaye d	special measures and information	Time limit from to	Driving restrict ion
1															<input type="checkbox"/>
2															<input type="checkbox"/>

3																	<input type="checkbox"/>
4																	<input type="checkbox"/>
5																	<input type="checkbox"/>
6																	<input type="checkbox"/>

3. Catalogue of requirements

3.1. Requirements for digital driver assist systems for the execution of oversized and heavy transport operations (digital driver assist system)

If a permit/exemption for carrying out an oversized or heavy transport operation provides for the use of a digital driver assist system in accordance with the specifications of this catalogue of requirements (digital driver assist system), the following must be observed:

- Only systems may be used that meet the following requirements in accordance with Error: Reference source not found and whose manufacturer (system provider) confirms compliance with these requirements by its system and the error-free transfer of the specific decision into the system in accordance with the requirements in accordance with 3.1.2.5 on a control view.
- The company carrying out the transport is responsible for the selection, fixing and correct operation of the hardware in the vehicles in accordance with the following requirements under Error: Reference source not found.

3.1.1. *Requirements for the transport operator*

3.1.1.1. The systems must be present at the same time in the driver cabin of the oversized and/or heavy transport vehicle and in all escort vehicles involved in the transport (except for police vehicles in the case of a police escort). During the transport operation, the systems must run software from the same system provider, which reproduces the same notice.

3.1.1.2. For the devices used, commercially available tablet PCs, in-vehicle display units, hardware for navigation systems or, if necessary, dedicated hardware for digital driver assist systems can be used if the following requirements are met on the hardware side or by the operating system:

- a)** Permanent location registration by GPS or equivalent method with an accuracy of 10 m.
- b)** Screen size of at least 9 inches (screen diagonal). Optimal screen sizes are between 9 and 12 inches.
- c)** Mounting the screen at a viewing angle of $<30^\circ$. In special cases, viewing angles of 50° are permitted under special structural conditions in the vehicle.
- d)** Adjustable brightness (glare prevention).
- e)** Support for distinction between day and night modes.
- f)** Adjustment of comfort functions while driving via touch function or simple push of a button.
- g)** Possibility of acoustic output with adjustable volume.
- h)** Exclusion of automatic 'standby' mode during transport.
- i)** For external devices: Guaranteed power supply and charging function via on-board vehicle network. Fixed car charging cradle on the dashboard or suction cup bracket without no restriction of the field of vision.

j) Compliance with the minimum requirements for equipment (e.g. for computing power and storage, operating system, etc.), as specified by the system provider.

k) Possibility of simultaneous acoustic and optical output.

3.1.1.3. The control view according to 3.1.2.5 shall be called up on request during inspections and made readable to the person responsible.

3.1.1.4. It must be ensured that the personnel used during transport can understand one of the output languages of the digital driver assist system (cf. requirement 3.1.2.1 f) to the extent necessary and that this output language is set on the respective device.

3.1.1.5. Appropriate organisational and technical measures must be taken to ensure data protection and information security in accordance with the current state of the art.

3.1.1.6. If malfunctions, failures or other incidents occur during the use of the digital driver assist system, these must be reported immediately to the Licensing and approval authority. For the reporting obligation, it does not matter who caused the impairment.

a) 'Disturbance' means that the digital driver assist system, while temporarily functioning as a whole, does not meet certain requirements (e.g. faulty acoustic output).

b) 'Failure' in this context means that the digital driver assist system is temporarily or permanently completely inoperative.

c) 'Other malfunction' in this context means that the intended operation of the digital driver assist system is impaired in some other way.

3.1.2. *Requirements for system providers*

3.1.2.1. Software requirements – general:

a) Announcement and visualisation of the route permitted by the notice with up-to-date map material, in accordance with a navigation software function.

b) Announcement and visualisation of the ancillary provisions from Annex 3 to the decision, the ancillary provisions from Annex 2 to the decision relating to sections or route points and traffic regulations to be implemented. If an ancillary provision or traffic regulation to be implemented is not attached to the notice in Annex 4, if it cannot be obtained automatically or if it cannot be meaningfully reproduced, for example because the wording does not allow automated reading, it is sufficient for the system to expressly inform the driver before the start of the journey by means of a warning that certain ancillary provisions or traffic regulations are not stored in the system. Insofar as the affected route section can be determined by automated reading, the necessary implementation of a non-reproduced traffic regulation order/ancillary provision must be pointed out on the affected route section by announcement and visualisation.

c) The system is based on exactly one part of a route in a decision for one route. A combination of several notices is not permitted.

d) When leaving the approved route, a warning shall be issued for at least 15 seconds, both acoustic (voice output or sound) and optical (warning). An alternative route may not be calculated. In accordance with Sentence 1, a warning may also be issued when driving on a route subject to a secondary driving time restriction at a time other than the permitted driving time.

- e)** No operation while driving except for individual button presses (via hard keys or touch control).
- f)** German must be supported as a system language. This includes reproducing the content of the decision. Other languages may be supported.

3.1.2.2. Software requirements – visual output:

- a)** The minimum font size should not be smaller than that which displays the lowercase letter m at a viewing angle of 0.145°. A viewing angle of 0.17° should be aimed for, provided that all text information can still be presented.
- b)** Permanent display of driving speed.
- c)** Visualisation of the next restricted area in the map view or the next restricted areas in closely adjacent restricted areas. The support area must be visually highlighted in the displayed route history.
- d)** Visualisation of the next ancillary provisions and traffic regulations to be implemented (traffic sign plans/regulatory plans) in accordance with the decision.
- e)** Day and night mode.

3.1.2.3. Software requirements – acoustic edition:

- a)** Timely announcement of upcoming ancillary provisions/restricted areas and the distance to the next restricted area (at least 2000 metres in advance).
- b)** In any event, 500 m before the start of the measure to be initiated, a short reminder of the upcoming ancillary provision and announcement of the distance. Optionally other staggered memories.
- c)** Implementation of special announcement solutions in closely adjacent restricted areas, where the duration of the announcements would otherwise lead to overlays (e.g. announcement that several ancillary provisions in close succession and can be retrieved from the display).
- d)** Location-specific announcement of the start of the coverage area with accuracy to 10 metres.
- e)** Possibility to completely throttle the acoustic announcement only if a 'wake-up announcement' (similar to traffic radio) with sufficient volume in the pre-announcement area (> 2000 m) is achieved.
- f)** Navigation instructions and the content of ancillary provisions must be distinguishable from each other semantically or acoustically. This can be achieved by not using the same keywords (e.g. drive on the right) or by having clearly distinguishable voices.

3.1.2.4. Software requirements – comprehensive notices (optional):

- a)** Comprehensive notices can, but do not need to, be supported. Before starting the journey, one or more route options permitted by the decision must be specified and these routes, including the provisions of the decision relevant to the route(s) (cf. requirement 3.1.2.1 b), must be transferred to the digital driver assist system.

- b)** System behaviour requirements during the journey then correspond to the requirements for route-related permits (including warning tone when leaving the line transmitted to the digital driver assist system).

3.1.2.5. Software Requirements - Control view:

- a)** Electronic confirmation from the system provider must be displayed in a control view of the system that can be called up by the user, stating that its system complies with the requirements of section 3.1.2 of this catalogue of requirements, the decision has been duly transferred to the system (restricted to certain routes or parts of routes, if applicable) and its system, including the transferred decision, is available for use by the transport operator and all third parties involved in the transport operation (with time restrictions, if applicable). Part of the control view is also a QR code enabling digital control of the information by control bodies.

- b)** In particular, the following data must be indicated:

- VEMAGS ID including the notification version of the transferred notification,
- the name of the digital driver assist system;
- name/company and address of the system provider as well as telephone number and email address for any queries from the competent authorities,
- Specification of the transferred routes or route sections (in accordance with the numbering in the application) or – in the case of comprehensive permission – specification of the transferred route(s) with the official road names in chronological and comprehensible order,
- if applicable, time restrictions or activation of the provision of the system for use by the transport operator and, if applicable, third parties used in transport execution,
- QR code linking to a website offered by the system provider where the information is available daily.

3.1.2.6. Requirements for the transfer process of VEMAGS notifications in digital driver assist systems:

Existence of a digital procedure for error-free transfer of the VEMAGS notice to the digital driver assist system. Possible guarantee of transmission security: Dual control principle.

3.1.2.7. Data protection and information security requirements:

Appropriate organisational and technical measures must be taken to ensure data protection and information security in accordance with the current state of the art.

3.1.2.8. Reporting of misuse:

If a system provider becomes aware that a transport company is misusing the digital driver assist system or that another system provider deliberately fails to meet the requirements relevant to it (in particular by stating in the control view that its system meets the requirements under section 3.1.2 of this document), this must be reported to the Federal Ministry of Transport.

3.2. Requirements for the equipment of private escort vehicles with variable traffic sign system

Escort vehicles as defined by this catalogue of requirements are motor vehicles with a maximum permissible total mass of 3.5 tonnes with a built-in alternating traffic sign system (VTS unit), built specifically for the protection of oversized and heavy transport and are used at the request of the road traffic authorities.

3.2.1. Exterior features

3.2.1.1. Escort vehicle with VTS unit to the rear with 3 traffic signs (EV3)

The escort vehicles shall be equipped on the outside as follows:

- The escort vehicle shall be equipped in a uniform colour scheme 'yellow' (RAL 1016, sulphur yellow)
- VTS unit, foldable or coverable as a roof attachment for rear projection of StVO signs 101, 276, 277 with integrated lights for yellow flashing light
- Red-white hatched retroreflective vehicle backfront including the VTS unit in film type RA2/structure B, with white base area between the hatched areas
- detachable/removable sign 'heavy transport' (black font and black frame, non-retro-reflective, on a white background, retro-reflective RA2), which must be placed on the rear face in the lower half of the white base between the hatched areas
- At least 2 warning lights for yellow flashing lights (rotating lights) in accordance with § 52(4)(4) StVZO, taking into account the impairment (over-radiation) of the VTS unit

3.2.1.2. Escort vehicle with VTS unit to the rear with 11 traffic signs (EV3plus)

The escort vehicles shall be equipped on the outside as follows:

- The escort vehicle shall be equipped in a uniform colour scheme 'yellow' (RAL 1016, sulphur yellow)
- VTS unit foldable or coverable as a roof top for retro-reflecting StVO symbols 101, 222-10, 222, 250, 274-40, 274-60, 274-80, 274-100, 274-120, 276, 277 with integrated yellow flashing lights
- Red-white hatched retroreflective vehicle backfront including the VTS unit in film type RA2/structure B, with white base area between the hatched areas
- detachable/removable sign 'heavy transport' (black font and black frame, non-retro-reflective, on a white background, retro-reflective RA2), which must be placed on the rear face in the lower half of the white base between the hatched areas
- At least 2 warning lights for yellow flashing lights (rotating lights) in accordance with § 52(4)(4) StVZO, taking into account the impairment (over-radiation) of the VTS unit

3.2.1.3. Escort vehicles with front, rear and side-facing traffic sign system with 11 traffic signs (BF4)

The escort vehicles shall be equipped on the outside as follows:

- The escort vehicle in uniform colour configuration 'yellow' (RAL 1016, sulphur yellow) shall be fitted with lateral contour markings 'white' in accordance with § 53(10) StVZO (ECE 104)
- VTS unit foldable or coverable as a roof top for forward, rear and lateral reflecting (lateral placement of the VTS unit in the centre of the vehicle or starting at the A-pillar) of the

StVO Traffic Sign 101, 222-10, 222, 250, 274-40, 274-60, 274-80. 274-100, 274-120, 276, 277 with integrated yellow flashing lights

- **Front:** red-white hatched retro-reflective vehicle front including the VTS unit in RA2/B slide with white base between hatched areas
- **Page:** Red and white hatched retro-reflective surface around the VTS unit, continuing on the vehicle side across the width of the VTS, in RA2/structure B foil, whereby the surface between the hatched areas must be white
- **Backfront:** Marking of the backfront as escort vehicle in accordance with 3.2.1.1 or 3.2.1.2
- coverable/removable heavy transport sign (black lettering and black frame, non-retro-reflective, on a white background, retro-reflective RA2), which must be placed on the backfront, on the front in the bonnet area and on the side of the white surface between the hatched areas on both sides
- 4 warning lights for yellow flashing lights (rotating lights) in accordance with § 52(4)(4) StVZO, taking into account the impairment (overglare) of the VTS unit
- Equipped with at least 3 yellow side-marker lamps distributed along the longitudinal side in accordance with § 51a(6) StVZO (Directive 76/756/EEC)

3.2.2. Interior equipment

The above-mentioned escort vehicles according to 3.2.1.1 to 3.2.1.3 shall be equipped internally as follows:

means of communication

- Mobile radio telephone, hands-free system, radio connection to large space and/or heavy transport and 1 additional hand-held radio device in the same frequency band operational at any time

Barrier materials (in addition to the warning devices required by § 53a StVZO)

- 5 traffic cones, StVO sign 610 red-white retro-reflective (TL traffic cones or TLP SA tested, height 750 mm, weight class III, reflective film RA2 or film type B)
- 4 double-sided warning lights with flashing light of type WL2 according to TL warning lights or TLP SA
- 4 additional warning triangles in accordance with § 53a of the German Road Traffic Licensing Regulations (StVZO)
- 2 red/white warning flags
- one safety vest per vehicle occupant
- Only for escort vehicles according to 3.2.1.3: 4 additional folding signals with VZ 101 (edge length 60 cm), highly reflective according to reflection class R2

Other

- Height measuring device (at least 5 m) and a measuring tape (at least 50 m)
- Control panel for operation of the VTS unit by on-board staff, with feedback on system functions and functionality (in addition, in the case of light-conductor technology, automatic switching from main to secondary lamp), a twilight switch for night-time operation, and an automatic adjustment system (in the case of light-conductor technology and LED technology, the system must be switched off if the adjustment does not allow traffic signs to be clearly identified).

- Note for control of the VTS unit for escort vehicles in accordance with 3.2.1.2 and 3.2.1.3: it must be possible to radiate all road signs permanently and – with the exception of VZ 101 StVO – alternately with VZ 101 StVO.

The functions and punctuation of the VTS unit shall be recorded by means of a black box (recording device) with the location reference and the data record created kept by the vehicle owner for 12 months.

3.2.3. Prohibition on Advertisements

In the case of all escort vehicles, the full rear-view road-signage image shall not include advertising; in the case of the escort vehicle referred to in 3.2.1.3, this requirement shall apply to the entire motor vehicle as assembled. Vehicle manufacturers' logos are not advertising in this sense.

3.2.4. Further requirements

- In order to achieve a uniform rear, side and front traffic sign image, the distance in the transition area between the vehicle and the traffic sign system must not exceed 90 mm in relation to the hatched films on both sides.
- The warning lights for yellow flashing lights (rotating lights) and the VTS unit shall be positioned in such a way that their geometric visibility is ensured. Rotating lights must be recognisable from all viewing directions, while light signals from the VTS unit must be recognisable in its main direction. The entire VTS matrix and at least one rotating beacon must be visible on a flat surface at a distance of 20 m (from the centre of the vehicle) at a height of 0 m (ground level).
- In all other respects, the provisions of the StVZO apply without restriction. In particular, with regard to § 30(1) and 32 StVZO – condition of motor vehicles and vehicle parts that pose a traffic hazard – the motor vehicle must be suitable for the dynamic roof load and the roof rack system must not impair the safe handling of the motor vehicle in terms of the resulting increase in the centre of gravity and the change in axle load distribution. The escort vehicle referred to in 3.2.1.3 shall be suitable for the additional wind load at a speed of 80 km/h.

3.2.5. Quality conditions and lighting specifications for the VTS unit

3.2.5.1. Display of indicators

- In principle, traffic signs as variable traffic signs in the VTS unit may not differ from the standard traffic signs according to the StVO. Only the traffic signs shown under 3.2.9 or 3.2.10 may be displayed as variable traffic signs.
- White areas can be inverted in black and the black senses in white (B&W reversal); the symbol Z 250 must not be inverted (without colour reversal).
- Simplifications are only permitted insofar as the essential elements of the mark, colours and characteristic features are retained.
- The size of the characters must not exceed or fall below the fixed sizes specified in Annexes 1 and 2 within the tolerance; dimensions must be selected in accordance with the dimension values.
- A line width of 51 mm ± 9 mm is permitted for the red line in circles and triangles.
- To ensure a clearly recognisable and legible representation of the sign, the distance between two light elements must not be greater than 20 mm.

3.2.5.2. Lighting requirements classes of the VTS display surface and the integrated VTS flashing light based on DIN EN 12966:2019-02

- Display area: Luminance = L3 (brightness level 1 for day and at night reduction brightness level 4), luminance ratio = R2, beam width = B4 and light colour = C2
- yellow flashing light: Luminance = L3 (brightness level 1 for day and at night reduction brightness level 3), luminance ratio = R2, beam width = B4 and light colour = C2
- Flashing rate of the flashing light = $(60 \pm 5) \text{ min}^{-1}$ and on-time of the flashing light = 50 % (min. 40 %, max. 60 %)
- Visible flicker: Image repetition rate for LED technology $\geq 1000 \text{ Hz}$

3.2.5.3. Requirements for retro-reflective films

- Insofar as this catalogue of requirements contains requirements for reflective film construction and reflection class, these relate to DIN 67520:2025-06. The colour of the retroreflective materials must meet the requirements on colour ranges and luminance factors for retroreflective materials in new condition as per DIN 6171:2025-06.
- Reflective films must have a clearly legible manufacturer's label indicating the manufacturer, the reflection class and the reflective film structure (e.g. as a watermark).

3.2.6. BAST approval certificate for the signal image, including the VTS unit

- The signal image, including the VTS unit, must be approved by the Federal Road and Transport Agency (BAST). For release, the equipment characteristics are checked in accordance with 3.2.1 to 3.2.4, 3.2.8 and 3.2.9 (detection) and the VTS unit is checked in accordance with 3.2.5 in terms of lighting technology and geometry. Such approval shall be applied for from the BAST.
- If the manufacturer/applicant for a sample inspection installs a third-party VTS unit on their escort vehicle, the latter does not need to be tested again. A copy of the test report of the VTS unit of the foreign manufacturer can be provided at the time of sampling by the BAST.
- The test of the VTS unit is carried out on a model-by-model basis, i.e. the test applies to all the same construction products of the manufacturer. If it makes changes to production, the quality assessment must be carried out again.
- The sample escort vehicle is taken on a vehicle-type basis (small van) and on a model basis, i.e. the manufacturer/applicant may produce the same combination of VTS unit and vehicle model as described in the sample test report. The VTS unit, including the corresponding test report, may be sourced from a third-party manufacturer. However, as soon as the VTS unit or vehicle model changes, a new sampling must be carried out.
- Identical equipment for displaying the signal image of other vehicles can be approved in a simplified procedure (type approval) if the identical construction of this equipment, particularly with regard to vehicle design, can be proven in comparison with the originally approved equipment. In this case, approval is granted without further lighting tests or sampling.

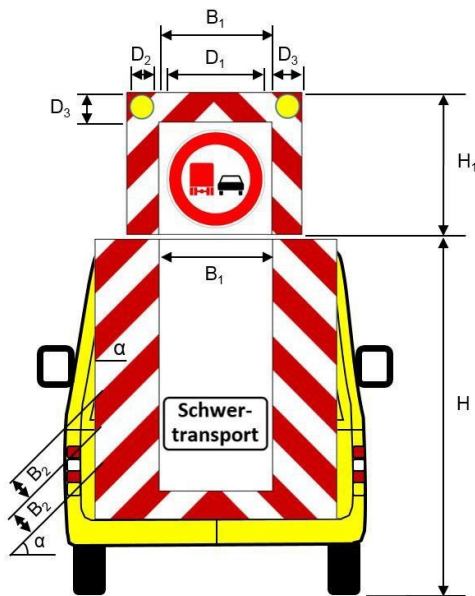
3.2.7. Grandfathering clause

Escort vehicles that were registered before 1 January 2027 in accordance with the Reference Document on the Equipment of Private Escort Vehicles (VkBl. 1992, p. 219, as amended by VkBl. 2003 p. 786 and VkBl. 2015 p. 404) are regarded as in line with this catalogue of requirements. This shall also apply if, by way of derogation from the reference document, they represent traffic signs in the shape of a blank with a diameter of 600 mm. Proof of entry into service before 1 January 2027 must be provided to the competent persons during an inspection, accompanied by an appropriate document (e.g. correspondingly dated vehicle registration as escort vehicle for oversized and heavy

transports or correspondingly dated report pursuant to § 13 EG-FGV/§ 21 StVZO); digitised form on a storage medium is sufficient if it is carried in such a way that it can be made legible to competent persons during an inspection on request.

VTS units manufactured before 1 January 2027 and tested and approved for lighting by the BAST in accordance with the Reference Document on the Equipment of Private Escort Vehicles (VkBl. 1992, p. 219, as amended by VkBl. 2003 p. 786 and VkBl. 2015 p. 404), may also be installed in escort vehicles in accordance with this catalogue of requirements. This shall also apply if, by way of derogation from the reference document, they represent traffic signs in the shape of a blank with a diameter of 600 mm.

3.2.8. Rear-view traffic sign image EV3 and EV3plus



Contents of the VTS unit BF 3

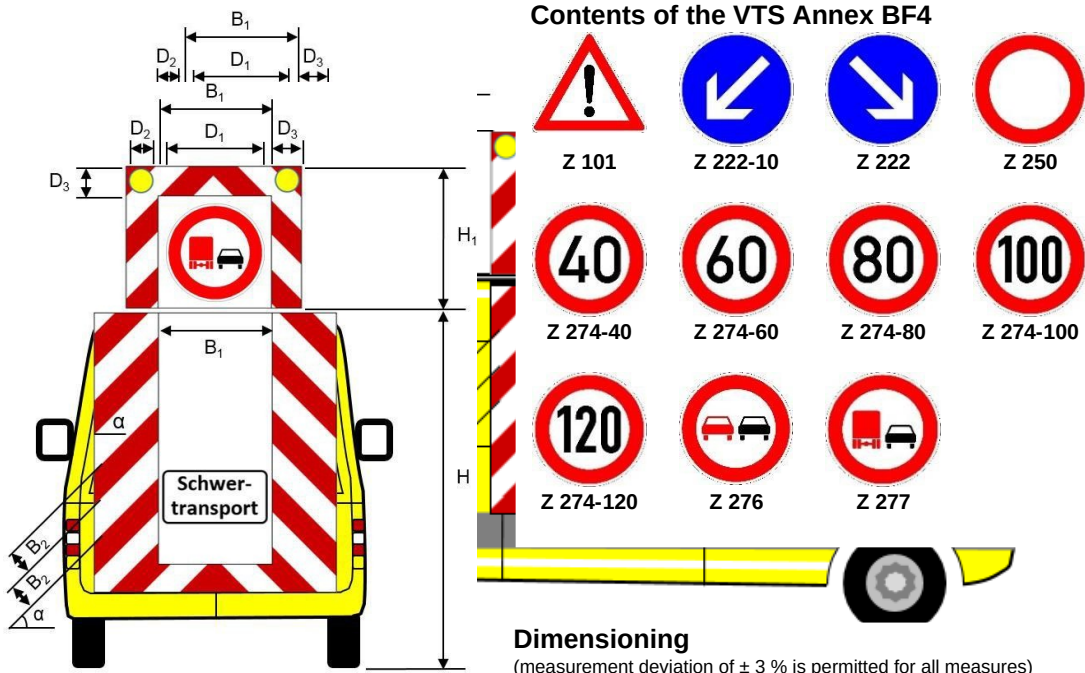


Dimensioning

(in case of deviation from the technical measures)

Content of the VTS unit EV3plus			
	Inner width of the red and white frame and the VTS matrix	=	900 mm
	Width of the white and red hatching respectively	=	180 mm
	Diameter of round traffic signs	=	750 mm
	Edge length of sign Z 101	=	900 mm
	Diameter of amber flashing or blinking lights	=	150 mm
	Width of red and white hatching around the	≥	175 mm
			
			
	Minimum height of lower edge of VTS unit above carriageway	=	2,000 mm
	Height of VTS unit	=	1,050 mm
			

3.2.9. Front, rear and side traffic sign BF4



(The illustration shows the right side of the vehicle; the left side of the vehicle is analogous; rotatable VTS unit possible.)

B	= Inner width of the red and white frame and the VTS matrix	= 900 m
B₁	= Width of the white and red hatching respectively	= 180 m
D	= Diameter of round traffic signs	= 750 m
D₁	= Edge length of sign Z 101	= 900 m
D₂	= Diameter of amber flashing or blinking lights	= 150 m
D₃	= Width of the red and white frame around the VTS unit	≥ 175 m
H	= Minimum height of lower edge of VTS unit above carriageway	= 2,000 mm
H	= Height of VTS unit	= 1,050

3.3. Requirements for driving personnel used on private escort vehicles with variable traffic sign systems

Driving personnel to be deployed on private escort vehicles equipped with variable traffic sign systems must be trained in accordance with the following requirements:

3.3.1. Implementation of the training:

- a) The training is provided by the Federal Association for heavy transport and Crane Work (BSK).
- b) The training shall involve specialised staff from the administrative authority and the police.
- c) The training of these persons shall be repeated at intervals not exceeding two years.

3.3.2. Attestation:

- a) Participation in the training shall be evidenced by an authorisation certificate issued by the training centre.
- b) The authorisation certificate must be carried when driving on public roads and handed over to competent persons for examination upon request.
- c) The authorisation certificate shall indicate the period of validity of the certificate in accordance with Point 3.3.1(c). Revalidation due to re-training may be indicated on the previous authorisation certificate or evidenced by the issuance of a new certificate authorisation certificate.
- d) The authorisation certificate shall be issued revocably and may be withdrawn on a permanent basis in the event of non-compliance with requirements relating to the carrying out of oversized or heavy transport operations.
- e) The certificate of authorisation shall be drawn up in accordance with the template published in Verkehrsblatt 1993, p. 478 and adapted to the current data of the training centre.

3.3.3. Minimum content of training courses:

- a) Knowledge of the content of permits and exemptions.
- b) Basic knowledge of individual bridge types and the associated cost sharing.
- c) Knowledge of behaviour at bridge crossings according to prescribed bridge areas.
- d) Familiarity with the identification of oversized and heavy transports.
- e) Familiarity with specific behaviour required towards other road users and their effects.

3.3.4. Equivalent or higher quality training:

- a) Transport escorts as defined by the Road Transport Escort Regulation meet the requirements of this catalogue of requirements.
- b) The competent Supreme Federal State Authorities or the bodies designated by them may recognise equivalent or higher-quality training provided by other training establishments. The requirements of 3.3.1(b), 3.3.2(a) to (d) and 3.3.3 must be fulfilled. By way of derogation from Point 3.3.1(c), the Supreme Federal State Authority or body designated by it may specify other intervals for training repetition or refresher and, by way of derogation from Point 3.3.2(e), may specify other authorisation certificates. A certificate issued by a recognised training centre is valid throughout Germany. The recognising Supreme Federal State Authority shall inform the other competent Supreme Federal State Authorities and the Federal Ministry of Transport of the name and address of the recognised training centre and the model certificate used.