

Decree of the Flemish government establishing the regulation for the circulation of port vehicles in the Port of Ostend

Legal basis

This decree is based on:

- Article 20 of the special law of 8 August 1980 on institutional reform;
- Decree of 2 March 1999 on the policy and management of seaports, Article 14a(1), inserted with the decree of 28 March 2014 and amended by the decrees of 22 December 2017 and 11 March 2022;
- Decree of 3 May 2013 on the protection of traffic infrastructure in the case of special road transport, Article 7(3), inserted by the decree of 28 March 2014, and Article 10(2), inserted by the decree of 26 April 2019 and amended by the decree of 23 December 2021;
- Decree of 3 May 2019 on the harbour master's office, Article 4(1), replaced by the decree of 25 February 2022 and amended by the decree of 21 January 2022, and Article 15(2), inserted by the decree of 21 January 2021.

Procedural requirements

The following procedural requirements have been met:

- The Ostend Port Authority submitted a proposal for a regulation on 28 January 2025.
- The Finance Inspectorate gave its opinion on [DATE].
- The city of Ostend failed to provide a timely opinion. In the absence of an opinion within the aforementioned period, the obligation to give an opinion was disregarded.
- The municipality of Oudenburg failed to provide a timely opinion. In the absence of an opinion within the aforementioned period, the obligation to give an opinion was disregarded.
- The Flanders Mobility Council issued its opinion on 23 May 2025.
- The Flemish Supervisory Committee for the Processing of Personal Data issued its opinion no. 2025/027 on 3 June 2025.
- The Council of State gave its opinion no. 78.189/3 on 8 October 2025, pursuant to Article 84(1)(1)(2) of the Council of State Acts, coordinated on 12 January 1973.
- The European Commission was informed of the draft in accordance with Article 5(1), third paragraph, of 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.

Legal framework

This decree is consistent with the following regulations:

- The Royal Decree of 15 March 1968 laying down general regulations on the technical requirements to be met by cars, their trailers, parts and safety ancillaries;
- The Royal Decree of 1 December 1975 establishing general regulations on road traffic policing and the use of public roads;
- The Royal Decree of 31 January 2006 establishing the BELAC accreditation system for conformity assessment bodies;
- The Royal Decree of 2 June 2010 on the road traffic of exceptional vehicles;
- The decree of the Flemish government of 19 January 2018 on the protection of transport infrastructure in case of the transport of longer and heavier convoys within the framework of a second pilot project;
- The Royal Decree of 17 March 2019 on driving licences for port vehicles;
- The decree of the Flemish government of 23 October 2020 determining the conditions for the professional competence of the driver of a longer and heavier convoy;
- The decree of the Flemish government of 30 October 2020 laying down the recognition requirements of escort undertakings and escorts of exceptional transport and amending the decree of the Flemish government of 20 December 2013 on the protection of the transport infrastructure in the case of exceptional transport;
- The Ministerial Decree of 22 June 2018 on the basic network, vehicles, feeder routes and permits for long and heavy vehicles (LHV) within the framework of the second pilot project.

Initiator

This Decree is proposed by the Flemish Minister for Mobility, Public Works, Ports and Sport.

After deliberations,

THE FLEMISH GOVERNMENT HEREBY DECREES THE FOLLOWING:

Title 1. Definitions

Article 1. In this decree, the following definitions apply:

- 1° Administrative requirements: the requirements referred to in Article 5(1), (4) and (5);
- 2° Adequate certification: a certificate that the inspection authority issues to confirm that failure to comply with certain requirements does not pose a risk to road safety;
- 3° ARAB: the General Occupational Health and Safety Regulations;
- 4° Industrial site: a site that has been fenced off or designated in another manner, located within the port area of Ostend and not freely accessible to all traffic;
- 5° Decree of 15 March 1968: the Royal Decree of 15 March 1968 laying down general regulations on the technical requirements to be met by cars, their trailers, their parts and their safety ancillaries;
- 6° Decree of 1 December 1975: the Royal Decree of 1 December 1975 laying down general rules on the policing of road traffic and the use of public roads;
- 7° Inspection certificate: the document that the inspection authority issues after inspecting a port vehicle, as referred to in Article 9;
- 8° Inspection certificate of conformity: the inspection certificate that is issued if a port vehicle meets all the administrative and technical requirements;
- 9° Inspection certificate of non-conformity: the inspection certificate that is issued if a port vehicle does not meet all the technical requirements;
- 10° Inspection authority: an inspection authority as referred to in Article 4;
- 11° Decree of 2 March 1999: the decree of 2 March 1999 on the policy and management of seaports;
- 12° Decree of 3 May 2013: the decree of 3 May 2013 on the protection of traffic infrastructure in the case of special road transport;
- 13° Harbour masters' office (HMO): the harbour masters' office of the port authority;
- 14° Port area of Ostend: the port area of Ostend, the boundaries of which are determined by the Flemish government pursuant to Article 14a(1) of the decree of 2 March 1999;
- 15° Port vehicle of category A1: the port vehicles referred to in Article 3(1)(1);
- 16° Port vehicle of category B1: the port vehicles referred to in Article 3(1)(2);
- 17° Port vehicle of category A3: the port vehicles referred to in Article 3(1)(3);
- 18° Port vehicle of category B3: the port vehicles referred to in Article 3(1)(4);
- 19° Port vehicle of category A4: the port vehicles referred to in Article 3(1)(5);
- 20° Port vehicle of category B4: the port vehicles referred to in Article 3(1)(6);
- 21° Port vehicles: the port vehicles referred to in Article 14a, (1)(3) of the decree of 2 March 1999;
- 22° Port vehicles with automatic guidance: unmanned port vehicles that, during relocation or operational transport via public roads, travel a route using a guidance system monitored remotely by one or more operators that are able to take over all of the functions of the driver at any time;
- 23° Main roads: the main road network referred to in Article 40/1(1)(1) of the decree of 26 April 2019 on basic accessibility, which the Flemish government selects in accordance with Article 40/3 of the aforementioned decree and that lie within the port area of Ostend;
- 24° Infrastructure manager: the actual manager of the road or tunnel in one of the following capacities:

- a) The person acting on behalf of or by delegation of the statutory manager;
- b) The statutory manager;
- 25° Public road: a road that is open to public vehicular traffic and located within the port area of Ostend. The sections of road located on an industrial site are not considered to be public roads;
- 26° Operational transport: transport by port vehicles other than transport falling under categories A1 or B1, with or without a load, via public roads within the port area of Ostend;
- 27° Relocation: the movement of a port vehicle of category A1 or B1 between two industrial sites via public roads within the port area of Ostend;
- 28° Convoy: a combination of port vehicles coupled together so that they are propelled by the same power source;
- 29° Technical requirements: the requirements of Title 3, Chapter 4.

Title 2. Geographical scope and designation

Article 2. This decree applies within the port area of Ostend.

Title 3. Port vehicles

Chapter 1. Categorisation, inspection and approval of port vehicles

Section 1. Categorisation of port vehicles

Article 3. Port vehicles are classified in the following categories:

- 1° Category A1: port vehicles of special construction that can move under their own power and that, due to their construction and origin, can reach a maximum speed of 30 kilometres per hour on horizontal roads. In the event of relocation, a port vehicle of this category does not tow or pull other vehicles;
- 2° Category B1: port vehicles of special construction that are intended solely for towing and the speed of which is limited to 30 kilometres per hour. In the event of relocation, a port vehicle of this category is towed or pulled by a port vehicle of category A3 and does not form a combination with other port vehicles of category B;
- 3° Category A3: slow-transport port vehicles that are able to move under their own power and are used to move goods at and between the industrial sites in the port area of Ostend. This movement takes place on public roads. Use of the main roads is not permitted. The circulation of such port vehicles is prohibited on motorways and motor traffic roads as specified in Article 2(2.3) and (2.4) of the decree of 1 December 1975;
- 4° Category B3: slow-transport port vehicles intended solely to be towed or pulled by other slow-transport port vehicles and used to move goods at and between industrial sites in the port area of Ostend. The circulation of such port vehicles is prohibited on motorways and motor traffic roads as specified in Article 2(2.3) and (2.4) of the decree of 1 December 1975;
- 5° Category A4: port vehicles that are able to move under their own power and are used to move goods at and between industrial sites in the port area of Ostend. Such movement takes place on public roads, including the main roads;

- 6° Category B4: port vehicles intended solely for towing and pulling and used to move goods at and between industrial sites in the port area of Ostend. Such movement takes place on public roads, including the main roads.

The following definitions apply in the first paragraph:

- 1° Port vehicles of special construction: port vehicles that, due to their construction or permanent modification, are intended for use as equipment for the loading, unloading or moving of loads at industrial sites within the port area of Ostend;
- 2° Slow-transport port vehicles: port vehicles with a maximum speed of 40 kilometres per hour due to their construction or origin.

Section 2. Inspection of port vehicles

Subsection 1. Inspection authorities

Article 4. By way of derogation from Chapter II of the decree of 15 March 1968, an inspection authority that satisfies the conditions of the second and fourth paragraphs carries out the inspection of port vehicles.

To be able to inspect port vehicles of category A1, B1, A3 and B3, the inspection authority must meet all of the following conditions:

- 1° It must have been accredited by a national accreditation body or equivalent in accordance with EN ISO IEC 17020 (2012);
- 2° It must have suitably qualified personnel, as referred to in points 2(b) and 4 of Annex 2 to the Royal Decree of 23 December 1994 establishing the approval requirements and the regulation of administrative control of the bodies responsible for inspecting vehicles put into service;
- 3° It must undertake to ensure that just the personnel referred to in point 2° carry out the inspection;
- 4° It must have a valid accreditation for the inspection of lifting and hoisting equipment as specified in the ARAB.

The term 'national accreditation body' in the second paragraph under 1° is understood to mean the Belgian accreditation body BELAC or an equivalent accreditation body that has signed the mutual recognition agreement on the accreditation of the European co-operation for Accreditation (EA MLA).

To be able to inspect port vehicles of category A4 and B4, the inspection authority must meet all of the following conditions:

- 1° It must have valid accreditation for the inspection of vehicles put into service in accordance with the Royal Decree of 23 December 1994 establishing the approval requirements and the regulation of administrative control of the bodies responsible for inspecting vehicles put into service;
- 2° It must comply with the provisions of Chapter 3 of the aforementioned Royal Decree.

Subsection 2. Obligations for the owner of a port vehicle

Article 5. Section 1. An owner who wishes to have a vehicle approved as a port vehicle of category A1, B1, A3 or B3 must have it inspected in advance by an inspection authority as referred to in Article 4(2).

An owner who wishes to have a vehicle approved as a port vehicle of category A4 or B4 that is used solely as a port vehicle in convoys and has a maximum length of 18.75 metres must have that vehicle inspected in advance by an inspection authority as referred to in Article 4(4).

An owner who wishes to have a vehicle approved as a port vehicle of category A4 or B4 that is used as a port vehicle in convoys of port vehicles of these categories with a length of more than 18.75 metres must submit a report issued by a technical service as referred to in Article 16b of the decree of 15 March 1968 that shows that the vehicle in question complies with the technical requirements for these categories of port vehicles that have been established in accordance with the aforementioned decree. The aforementioned report serves as an inspection certificate of conformity.

The owner must notify the inspection authority of the category of port vehicle in which its vehicle is to be used and present the international motor insurance card.

Where applicable, the owner must provide the following documents in addition to the information and document referred to in the fourth paragraph:

- 1° The most recent inspection certificate issued;
- 2° The registration certificate issued by the relevant Federal Public Service;
- 3° The lifting gear/towing vehicle reference report referred to in Article 281 of the ARAB;
- 4° The official approval report or official designation report.

Section 2. The first paragraph also applies if the owner has a port vehicle that has already been approved and wishes to have it approved in another category of port vehicles.

The owner of an approved port vehicle presents the vehicle to the inspection authority in question to verify compliance with the mandatory administrative and technical requirements for the category of port vehicles in question.

The owner of an approved port vehicle provides the HMO with the inspection certificates required in good time.

Subsection 3. Inspection obligations of the inspection authority

Article 6. The inspection authority checks the vehicle in question for compliance with the administrative and technical requirements for the category of port vehicle concerned.

The inspection authority issues the relevant inspection certificate to the owner based on the checks referred to in the first paragraph.

Subsection 4. Duration and validity of the inspection

Article 7. All port vehicles are inspected annually by an inspection authority to ensure compliance with the administrative and technical regulations applicable to the category of port vehicle in question.

The annual inspection referred to in the first paragraph is carried out no earlier than 60 days before the expiry of the validity period of the inspection certificate of conformity.

Subsection 5. Inspection certificates

Article 8. The inspection authority may issue the following inspection certificates to the owner of the port vehicle:

- 1° An inspection certificate of conformity;
- 2° A provisional inspection certificate of conformity;
- 3° An inspection certificate of non-conformity.

The inspection certificates issued by an inspection authority is only valid if it meets the conditions of Article 4.

Article 9. Section 1. The inspection authority issues an inspection certificate of conformity if a port vehicle complies with all the administrative and technical requirements for the category of port vehicle in question.

The inspection certificate of conformity is valid for one year, starting on the date on which it is signed.

If the annual inspection referred to in Article 7 takes place before the expiry of the most recent inspection certificate of conformity, the new validity period commences on the date following the expiry date of the validity period of the previous inspection certificate of conformity.

Section 2. The inspection authority issues a provisional inspection certificate of conformity if the inspection shows that some administrative requirements have not been met. The provisional inspection certificate is valid for 30 days. If the international motor insurance card is not submitted to the inspection authority at the time of inspection, the provisional inspection certificate is only valid for 15 days.

A provisional inspection certificate is valid from the date on which it is signed.

Section 3. The inspection authority converts the provisional inspection certificate into an inspection certificate of conformity if the owner of the port vehicle demonstrates that all administrative requirements have been met. The owner demonstrates the aforementioned to the inspection authority that issued the provisional inspection certificate within the validity period of the provisional inspection certificate.

The inspection certificate of conformity has a validity period of one year, commencing on the date on which the provisional inspection certificate is signed.

Section 4. The inspection authority issues an inspection certificate of non-compliance if an inspection reveals that the port vehicle in question does not comply with the technical requirements or if the owner fails to demonstrate to the inspection authority that issued the provisional inspection certificate that all the

administrative requirements have been met within the validity period of the provisional inspection certificate.

Subsection 6. Inspection location

Article 10. The inspection of port vehicles of category A1, B1, A3 or B3 is carried out at a location within the port area of Ostend that meets the requirements for the inspection of the category of port vehicle in question.

The inspection of port vehicles of category A4 or B4 is carried out at a location where all the necessary equipment is available to test the braking performance of the port vehicles under controlled conditions using a brake test bench.

Without prejudice to the application of the powers of the road authorities of public roads outside the port area of Ostend, the inspection of a port vehicle at a location outside the port area of Ostend may only take place with the prior consent of the HMO. The HMO determines the procedure, modalities and conditions under which it issues such consent.

Subsection 7. Content of the inspection

Article 11. Section 1. The inspection of port vehicles is carried out by means of inspection certificates for which the HMO determines the form and content.

The HMO may issue additional guidelines to inspection bodies with the inspection certificates, which additional guidelines relates to all of the following elements:

- 1° The working practices to be followed when carrying out inspections;
- 2° Use of the prescribed inspection certificates;
- 3° The administrative procedures to be observed for inspections.

Section 2. If the inspection of compliance with administrative requirements is included in the inspection certificates, the inspection authorities carry out this inspection based on the original documents and the designations affixed to the vehicle.

Section 3. If the inspection of compliance with the technical requirements for brake efficiency is included in the inspection certificates, the inspection for the following port vehicles is carried out in the following manner, with the application of load simulation or laden as referred to in Article 23 of the decree of 15 March 1968:

- 1° For port vehicles of category A4 or B4: with a brake test bench via the RD method referred to in Article 23(2)(B)(2) of the aforementioned decree;
- 2° For all categories of port vehicles other than the categories of port vehicles referred to in point 1, with a decelerometer.

Subsection 8. Ex-officio inspection

Article 12. Without prejudice to the application of the powers of the HMO, a port vehicle may be subject in the following cases to an ex-officio inspection by an inspection authority to verify its compliance with the technical requirements for the category of port vehicle in question:

- 1° The port vehicle is in a condition that endangers its safe use;
- 2° The port vehicle could cause damage to the road infrastructure, engineering structures or the environment.

Without prejudice to the application of Article 5 of the decree of 3 May 2019 on the harbour masters' office, the enforcement officers referred to in Article 13 of the aforementioned decree and persons recruited or appointed to a position as referred to in Articles 10 and 12 of the aforementioned decree, are authorised to subject a port vehicle to an ex officio inspection as referred to in the first paragraph.

Where applicable, the enforcement officers and the persons referred to in the first paragraph immediately inform the HMO of their decision to subject the port vehicle in question to an ex-officio inspection.

Section 3. Approval of a vehicle as a port vehicle

Subsection 1. Approval procedure

Article 13. A vehicle may only be used as a port vehicle within the port area of Ostend after the HMO has approved it as such in one of the categories referred to in Article 3(1).

The HMO approves a vehicle as a port vehicle once a certificate of conformity has been issued for the vehicle after an inspection as referred to in Article 6.

Approval as a port vehicle is valid for one year and be renewed automatically on an annual basis, unless one of the circumstances of Article 14 applies.

Subsection 2. Termination of approval

Article 14. Approval as a port vehicle is terminated immediately in the following cases:

- 1° The port vehicle no longer meets the requirements for the category of port vehicle, as referred to in Article 3(1);
- 2° The validity period of the inspection certificate of conformity or the provisional inspection certificate has expired;
- 3° The port vehicle has been permanently taken out of use, destroyed or converted, because of which it can no longer be classified in one of the categories referred to in Article 3(1). The owner reports this to the HMO immediately in writing.

Section 4. Data processing and recording

Article 15. The inspection authority and/or owner of the vehicle provides the HMO with the data relating to the inspection referred to in Section 2. The HMO may determine the procedure and modalities applicable in this respect.

The following data is recorded in a central system that the HMO organises and manages:

- 1° The data collected by the inspection authority as a result of the inspections carried out in accordance with Section 2;
- 2° The data collected by the HMO in connection with the approval of port vehicles, as set out in Section 3.

The data referred to in the second paragraph is recorded and processed in order to:

- 1° organise, in an optimal and efficient manner, the exchange of data between the owners of the port vehicles, inspection authorities, HMO, enforcement officers and infrastructure managers referred to in this decree on approval, permit applications and enforcement;
- 2° ensure the coherence of and interaction between the processes referred to in this decree, for which different authorities are responsible for collecting data, so that each authority can effectively and efficiently fulfil its responsibilities or powers as set out in this decree;
- 3° enable the port authority to obtain an accurate picture of the composition, characteristics and transport movements of port vehicles and develop a targeted flanking policy to optimise the management of freight transport within the port area of Ostend.

The following personal data are recorded:

- 1° The following data that identifies the owner and the port vehicle:
 - a) First and last name of the owner;
 - b) Owner's address;
 - c) VAT number or company registration number;
 - d) Contact details;
 - e) Transport documents;
 - f) Licence plate;
 - g) Chassis number;
- 2° The following data that identifies the person who carried out the inspection:
 - a) First and last name of the person who carried out the inspection;
 - b) Name of the manager at the inspection authority in question, if this manager did not carry out the inspection in question personally.

HMO and the following persons and bodies may consult the data referred to in the fourth paragraph:

- 1° Inspection authorities, limited to the data from the inspections they carried out personally;
- 2° Owners of port vehicles, limited to data about their own port vehicles;
- 3° Enforcement officers;
- 4° Infrastructure managers.

The data referred to in the fourth paragraph is only kept during the period for which the HMO has approved the port vehicle in question based on a valid inspection certificate.

The port authority acts as the data controller as referred to in Article 4(7), of Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free circulation of such data, and repealing Directive 95/46/EC (General Data Protection Regulation), for the data referred to in the

fourth paragraph. The port authority processes personal data pursuant to the regulations on the protection of natural persons when processing personal data.

Chapter 2. Port licence plate

Article 16. The HMO provides each vehicle that has been approved as a port vehicle with a port licence plate, which is affixed to the port vehicle in the following manner:

- 1° On port vehicles of category A: on the left side of the vehicle at the same height as the driver's seat;
- 2° On port vehicles of category B: on the rear of the vehicle.

If there is no space to affix the port licence plate on the port vehicle itself, the owner provides an appropriate provision on the prescribed side of the port vehicle, as referred to in the first paragraph.

The information on the port licence plate must always be clearly legible.

The port licence plate must be returned to the HMO as soon as the approval of the port vehicle has expired.

Chapter 3. Transport documents

Article 17. Without prejudice to the application of other regulations concerning transport documents, any port vehicle travelling on public roads must have a copy of the inspection certificate referred to in Article 8 on board.

Where applicable, a port vehicle that is travelling on public roads must have the following documents on board:

- 1° A copy of the permit referred to in Article 52;
- 2° A copy of the test report referred to in Article 38(2).

Chapter 4. Technical requirements for port vehicles

Section 1. General provisions

Article 18. The provisions of Title IV of the decree of 1 December 1975 do not apply to port vehicles.

Article 19. The actual emissions of air pollutants from port vehicles must be measured during the inspections referred to in Article 4 of this Decree by means of an opacity test as specified in Article 39(2), Points 1 to 3, of the decree of 15 March 1968.

The results of the measurements of all port vehicles referred to in the first paragraph are recorded in the inventory of port vehicles. Article 15 applies to such data recording and processing.

By way of derogation from Article 39(2), (4) and (3) of the decree of 15 March 1968 and without prejudice to the provisions of Regulation (EU) 2016/1628 of the European Parliament and of the Council of 14 September 2016 on requirements relating to gaseous and particulate pollutant emission limits and type-approval for internal combustion engines for non-road mobile machinery,

amending Regulations (EU) No. 1024/2012 and (EU) No. 167/2013, and amending and repealing Directive 97/68/EC and Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No. 715/2007 and (EC) No. 595/2009 and repealing Directive 2007/46/EC, the Flemish government determines, based on the measurements carried out in the 48-month period following the date of the entry into force of this decree, a regulatory framework on the air-pollutant emissions of port vehicles. The aforementioned framework enters into force no later than 60 months after the date on which this decree enters into force.

Without prejudice to the application of the third paragraph, Article 39(2) and (3) of the aforementioned decree applies to vehicles on which inspections are carried out after 31 December 2027 prior to their approval as port vehicles.

Section 2. Port vehicles of category A1

Article 20. Articles 31, 32 and 32bis of the decree of 15 March 1968 do not apply to port vehicles of category A1.

Except in cases of relocation, Article 28 of the aforementioned decree does not apply to port vehicles of category A1.

When relocating port vehicles of category A1, the lights and reflectors may consist of a detachable unit to which the required lights and reflectors and their electrical wiring are fitted, which unit must be securely attached to the port vehicle during relocation.

Article 21. The HMO may exempt port vehicles of category A1 from the provisions referred to in Article 34(1)(1) of the decree of 15 March 1968 if these provisions impair the functionality of the port vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Article 22. Article 70 of the decree of 15 March 1968 only applies to port vehicles of category A1 in the case of relocation.

Section 3. Port vehicles of category B1

Article 23. Articles 31, 32 and 32bis of the decree of 15 March 1968 do not apply to port vehicles of category B1.

Except where relocation is the case, Article 28 of the aforementioned decree does not apply to port vehicles of category B1.

The lights and reflectors may consist of a detachable unit to which the required lights and reflectors and their electrical wiring are fitted, which unit must

be securely attached to the port vehicle during the relocation of port vehicles of category B1.

Article 24. The HMO may exempt port vehicles of category B1 from the provisions referred to in Article 34(1)(1) of the decree of 15 March 1968 if these provisions impair the functionality of the port vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Section 4. Port vehicles of category A3

Article 25. Articles 31, 32, 32a, 49a, 51, 52, 53 and 56 of the decree of 15 March 1968 do not apply to port vehicles of category A3.

Article 26. The HMO may exempt port vehicles of category A3 from the provisions referred to in Article 27 and 27a of the decree of 15 March 1968 if these provisions impair the functionality of the vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

By way of derogation from Article 28 of the aforementioned decree, the lights and reflectors may consist of a detachable unit to which the required lights and reflectors and their electrical wiring are fitted, which unit must be securely attached to the port vehicle during the movement of port vehicles of category A3.

Article 27. The HMO may exempt port vehicles of category A3 from the provisions referred to in Article 35 of the decree of 15 March 1968 if the spray suppression systems impair the functionality of the vehicle or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Article 28. By way of derogation from Article 43(1) of the decree of 15 March 1968, the odometer may be replaced with a meter that records the number of operating hours of the port vehicle of category A3.

Article 46(2) of the decree of 15 March 1968 does not apply to port vehicles of category A3 with a maximum speed of 30 kilometres per hour.

Article 29. The HMO may exempt port vehicles of category A3 from the provisions referred to in Article 55 of the Decree of 15 March 1968 if these provisions impair the functionality of the vehicles or are incompatible with their

construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Section 5. Port vehicles of category B3

Article 30. Articles 31, 32, 32a, 49a, 51, 52 and 53 of the decree of 15 March 1968 do not apply to port vehicles of category B3.

Article 31. The HMO may exempt port vehicles of category B3 from the provisions referred to in Article 27 of the decree of 15 March 1968 if these provisions impair the functionality of the vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Article 32. By way of derogation from Article 28 of the decree of 15 March 1968, the lights and reflectors may consist of a detachable unit to which the required lights and reflectors and their electrical wiring are fitted, which unit must be securely attached to the port vehicle during the movement of port vehicles of category B3.

Article 33. The HMO may exempt port vehicles of category B3 from the provisions referred to in Article 34(1)(1) of the decree of 15 March 1968 if these provisions impair the functionality of the port vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Article 34. The HMO may exempt port vehicles of category B3 from the provisions referred to in Article 35 of the Decree of 15 March 1968 if the spray suppression systems impair the functionality of the vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Article 35. The HMO may exempt port vehicles of category B3 from the provisions referred to in Article 47, 48, 49 and 50 of the decree of 15 March 1968 if these provisions impair the functionality of the port vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Operational transport using port vehicles of category B3 always requires a permit; the towing or pulling port vehicle is required to have adequate braking capacity.

Article 36. The HMO may exempt port vehicles of category B3 from the provisions referred to in Article 55 of the decree of 15 March 1968 if these provisions impair the functionality of the vehicles or are incompatible with their construction and if failure to comply with these provisions does not endanger road safety.

The HMO only grants the exemption referred to in the first paragraph after the relevant inspection authority has issued a satisfactory certificate to this effect.

Section 6. Port vehicles of category A4

Article 37. Article 32bis of the decree of 15 March 1968 does not apply to port vehicles of category A4.

Article 38. Port vehicles of category A4 that form part of a convoy of port vehicles of category B4 with a total length exceeding 18.75 metres and that are used on the main roads must comply with the following additional technical requirements:

- 1° The masses must meet the following conditions:
 - a) The total mass does not exceed five and a half times the mass on the driven axles;
 - b) Irrespective of the suspension, the mass per tridem is limited to the value specified for the mechanical suspension in accordance with Article 32bis, point 1.6.4, of the decree of 15 March 1968;
 - c) The formulas in Article 32bis, point 1.4.1.1, of the aforementioned decree are applied from each individual axle or the leading axle of a group of axles to each subsequent individual axle or the centre of a group of axles;
 - d) The sum of the masses below the axles of the centre-axle trailer propelled by another centre-axle trailer does not exceed the sum of the masses below the axles of the towing centre-axle trailer;
- 2° On the dolly, an additional coupling device is installed that is in compliance with UN Regulation 55, as stated in Annex I of Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on the approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles as regards their general safety and the protection of vehicle occupants and other vulnerable road users, amending Regulation (EU) 2018/858 of the European Parliament and of the Council and repealing Regulations (EC) No. 78/2009, (EC) No. 79/2009 and (EC) No. 661/2009 of the European Parliament and of the Council and Regulations (EC) No. 631/2009, (EU) No. 406/2010, (EU) No. 672/2010, (EU) No. 1003/2010, (EU) No. 1005/2010, (EU) No. 1008/2010, (EU) No. 1009/2010, (EU)

- No. 19/2011, (EU) No. 109/2011, (EU) No. 458/2011, (EU) No. 65/2012, (EU) No. 130/2012, (EU) No. 347/2012, (EU) No. 351/2012, (EU) No. 1230/2012 and (EU) 2015/166 of the Commission. Compliance with the said obligation is demonstrated by a test report issued by an approved technical service or an approved manufacturer;
- 3° The towing vehicle has the steering mechanism on the left side of the cab;
 - 4° All port vehicles in the convey are able to rotate horizontally and vertically in relation to each other;
 - 5° The port vehicles have adequate pneumatic suspensions;
 - 6° Each axle of the combination of port vehicles is equipped with an axle load meter with a readability of 100 kilograms. It is possible to read the axle load meter either inside the driver's cab or from the outside of the port vehicles;
 - 7° The engine power of the port vehicle, expressed in kilowatts, is at least five times the mass of the convoy of port vehicles.

Section 7. Port vehicles of category B4

Article 39. Article 32bis of the decree of 15 March 1968 does not apply to port vehicles of category B4.

Article 40. Port vehicles of category B4 that form part of a convoy of port vehicles of category A4 with a total length exceeding 18.75 metres and that are used on the main roads must comply with the following additional technical requirements, stated in Article 38. 1, 2, 4, 5 and 6.

Title 4. Requirements and modalities for the use of port vehicles on public roads

Chapter 1. General

Article 41. If convoys consist of approved port vehicles and other vehicles that are not approved port vehicles, the approved port vehicles alone fall within the scope of application set out in Article 2.

Article 42. If convoys consist of port vehicles, the following conditions set out in this decree always apply to the port vehicle of the lowest category that forms part of the convoy in question:

- 1° The roads on which the vehicles in question are permitted to drive;
- 2° The conditions under which the port vehicle may be used on public roads.

For purposes of the first paragraph, the port vehicles of the categories referred to in Article 3(1)(1) and (2) are deemed to be the lowest category and the port vehicles of the categories referred to in Article 3(1)(5) and (6) are deemed to be the highest category.

Article 43. The decree of 3 May 2013 does not apply to transport by port vehicles, except if Article 55(3) of this decree applies.

Chapter 2. Operation and maintenance

Article 44. In the following cases, a port vehicle may not be used in the port area of Ostend, regardless of the inspections carried out on it by the relevant inspection bodies:

- 1° In terms of operation and maintenance, its condition jeopardises road safety, the environment or the safety of persons;
- 2° It does not comply with the provisions applicable to the port vehicle.

Chapter 3. Visibility

Section 1. Visibility of port vehicles using or stationary on public roads

Article 45. Articles 30.1 and 31.1 of the decree of 1 December 1975 do not apply.

Article 46. At the following times, port vehicles using or stationary on public roads must activate the warning signals specified in Title 3, Chapter 4 at the very least:

- 1° Between sunset and sunrise;
- 2° In all circumstances where clear visibility is not possible up to a distance of 200 metres.

Section 2. Visibility of port vehicles in the event of a breakdown, loss of load or accident

Chapter 4. Loading port vehicles safely

Article 47. Articles 45.3 and 45.4 of the decree of 1 December 1975 do not apply to port vehicles of categories A1 and B1.

Without prejudice to the application of Article 45 of the aforementioned decree, the loader of port vehicles of categories A3, A4, B3 and B4 is responsible for:

- 1° the balanced distribution of the load;
- 2° the fitting of the tie-down hooks required;
- 3° preventing the load from being catapulted forward in the event of sudden braking manoeuvres;
- 4° balanced brake distribution.

Article 45a of the aforementioned decree only applies to port vehicles of category A4 and B4 if they use the main roads within the port area of Ostend.

Chapter 5. Dimensions of the loads that port vehicles carry

Article 48. Articles 46 and 49 of the decree of 1 December 1975 does not apply.

Article 49. Notwithstanding any provisions to the contrary, the load carried by a port vehicle travelling on public roads may consist of a combination of various parts or pieces, whether divisible or indivisible, regardless of how they differ in size.

Chapter 6. Relocation of and operational transport with port vehicles on public roads

Section 1. General

Article 50. Before a port vehicle is used on public roads, the person carrying out the relocation or operational transport must ascertain the following:

- 1° The availability of the public road;
- 2° When, how and by which means the relocation of and operational transport via port vehicles can take place without compromising road safety or causing unnecessary disruption to other traffic and without causing damage to public roads and their associated structures and facilities.

Section 2. General provisions on permits

Subsection 1. Permit requirement

Article 51. A permit is required for the relocation of port vehicles and operational transport with port vehicles that do not comply with the provisions of Articles 66 and 74.

The HMO issues the permit referred to in the first paragraph.

Subsection 2. Procedure for obtaining a permit for relocation or operational transport

Article 52. The organiser of a relocation of or operational transport within the port area of Ostend submits a written application to the HMO. The HMO determines:

- 1° the modalities regarding the data that the applicant is to provide;
- 2° the contents of the application;
- 3° the application procedure.

Article 53. After the HMO receives an application, it seeks the advice of the infrastructure manager.

After the HMO receives the application, it may take the following steps:

- 4° Request any additional information from the applying organiser of the relocation or operational transport that may be useful when assessing the application;
- 5° Require the organiser of the operational transport to carry out inspections, such as a test run or a digital simulation.

The HMO determines the modalities for the test run or the digital simulation.

Article 54. The HMO may make the following decisions:

- 1° To issue the permit;
- 2° To issue the permit subject to conditions;
- 3° To not issue the permit.

When assessing the permit application, the HMO considers all of the following elements:

- 1° The load capacity of the public roads and engineering structures on which the port vehicles travel;
- 2° The need to guarantee road safety.

By way of derogation from the first and second paragraphs, permits for the relocation of and operational transport with port vehicles is applied for from and issued by the Agency for Roads and Traffic if the dimensions or mass of the port vehicles, including, where applicable, their indivisible load, are such that the relocations or operational transport can only be carried out safely if the public road is completely closed to other road traffic for more than one hour. Where applicable, the decree of 3 May 2013 and its implementing decrees applies.

In the third paragraph the term 'Agency for Roads and Traffic' is understood to mean the Agentschap Wegen en Verkeer, established by decree of the Flemish government of 7 October 2005 establishing the Agency for Roads and Traffic, which is an internal independent agency without legal personality.

Subsection 3. The permit

Article 55. The permit holder may apply the permit granted to all relocations of port vehicles and to operational transports with port vehicles that it owns or has in its possession if all the following conditions are met:

- 1° The relocations or operational transports involve the same category of port vehicles with the same composition of convoys of port vehicles;
- 2° The total length, width, height and masses, always including any load, and the axle loads are not exceeded;
- 3° The start and end points of the relocations and operational transport operations are located within the route for which the permit or the conditional permit has been granted.

The permit is granted for an indefinite period of time.

Article 56. The HMO may revoke or suspend a permit or impose restrictions on it if:

- 1° traffic conditions on the permitted routes have changed, either temporarily or permanently;
- 2° it is not (or no longer) possible to guarantee safety;
- 3° the person to whom the permit has been issued fails to comply with the conditions set out in the permit.

Article 57. The port authority keeps records of the permits granted and, where appropriate, also of the conditions thereof and the routes for which relocations and operational transports are permitted, including changes to them due to road works or other circumstances that temporarily prevent the use of those routes.

Subsection 4. Data recording and retention

Article 58. The data collected further to an application for a permit or the notification of a relocation or operational transport to be carried out is recorded in a central system that the HMO organises and manages.

The data referred to in the second paragraph is recorded and processed to:

- 1° organise the exchange of data between all persons or bodies involved in a permit application or the notification of a relocation or operational transport in an optimal and efficient manner;

- 2° ensure that the traffic flows into which the port vehicles in question merge are able to proceed safely in all circumstances;
- 3° facilitate the administrative and procedural aspects of a relocation or operational transport quickly and easily.

The following personal data relating to the organiser of a relocation or operational transport operation are recorded:

- 1° Company name;
- 2° First and last name of the representative of the company;
- 3° Owner's address;
- 4° Contact details;
- 5° Identification marks of the port vehicles in question.

The following bodies may consult all the information referred to in the third paragraph:

- 1° HMO;
- 2° Infrastructure managers;
- 3° Enforcement officers.

The data referred to in the third paragraph is only retained for the validity period of the permit issued for the port vehicles in question and, in the case of notifications of relocation and operational transport, until the end of the time block during which the operational transport is carried out.

The port authority acts as the data controller referred to in Article 4(7) of Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free circulation of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) for the data referred to in the third paragraph. The port authority processes personal data pursuant to the regulations on the protection of natural persons when processing personal data.

Section 3. General provisions on assistance

Subsection 1. Assistance coordinator and signalman

Article 59. The organiser responsible for a relocation or operational transport only deploys assistance coordinators or signalmen who meet the conditions set out in the second paragraph. Compliance with the aforementioned conditions may be demonstrated during the relocation or operational transport.

The assistance coordinator and signalman are required to meet one of the following two conditions:

- 1° Recognition as an escort type 1 for signalmen or an escort type 2 for assistance coordinators in accordance with the decree of the Flemish government of 30 October 2020 laying down the recognition requirements of escort undertakings and escorts of exceptional transport and amending the decree of the Flemish government of 20 December 2013 on the protection of the transport infrastructure in the case of exceptional transport, or have an equivalent recognition from another region;
- 2° Cumulatively meet the following three conditions:
 - a) Be in possession of a certificate of the successful completion of the training modules referred to in Article 61;

- b) Have held a valid driving licence for the escort vehicle in question, which vehicle is referred to in Article 63, for a minimum of three years;
- c) Have not been disqualified from driving a motor vehicle for more than one month as a principal penalty in the past three years.

An assistance coordinator or signalman who is recognised as an escort type 1 for signalmen or an escort type 2 for assistance coordinators in another Member State of the European Union is required to meet the conditions set out in the second paragraph under 1°.

Subsection 2. Powers of the assistance coordinator and signalman

Article 60. The assistance coordinator and signalmen ensure that a relocation or operational transport proceeds safely and smoothly. They give the other road users the instructions required. If necessary, they may halt other traffic and prevent vehicles from overtaking or passing the relocation or operational transport.

The assistance coordinator acts as a signalman and is responsible for the following tasks:

- 1° Supervising the relocation or operational transport;
- 2° Before departure, taking all measures required to ensure a safe and smooth relocation or operational transport;
- 3° Ensuring that the escort conditions set out in this section and any additional conditions and modalities for the escort that the HMO might impose are met;
- 4° Providing the instructions required to the driver of the port vehicle and to the other signalmen;
- 5° Giving the sign to depart for the relocation or operational transport.

Subsection 3. Training modules for the assistance coordinator and signalman

Article 61. The training modules for the assistance coordinator and signalman are organised by a training institution that the HMO has recognised as such.

The signalman training module consists of the following elements:

- 1° Knowledge of the decree of 1 December 1975 and the use of public roads;
- 2° Knowledge of the requirements and modalities for the use of port vehicles on public roads, as set out in this decree;
- 3° Knowledge of the various types of port vehicles and their characteristics;
- 4° Knowledge of the safety requirements for the loading of vehicles.

The training module for the assistance coordinator consists of the training module referred to in the second paragraph, supplemented by the following components:

- 1° Knowledge of public roads and engineering structures, their related installations within the port area and their characteristics;
- 2° Knowledge of the traffic impact of speed, dimensions, masses and axle load distribution of vehicles and of the impact on public roads and engineering structures;

- 3° Knowledge of the methods and techniques required to prepare and organise a relocation or an operational transport operation using port vehicles.

Subsection 4. Equipment, signalling and means of traffic signalling equipment

Article 62. The clothing and signalling equipment of the assistance coordinator and signalman must comply with the obligations set out in Article 27(1) of the Royal Decree of 2 June 2010 on the road traffic of exceptional vehicles.

Article 63. The following vehicles alone may be used as escort vehicles:

- 1° A passenger car as referred to in Article 1(2)(44) of the decree of 15 March 1968;
- 2° A dual-purpose vehicle as referred to in Article 1, Section 2(47) of the aforementioned decree;
- 3° A light truck as referred to in Article 1, Section 3(4) of the aforementioned decree.

Article 64. An escort vehicle must have:

- 1° At the front and rear:
 - a) A square panel measuring 50 centimetres on each side, bearing a logo - the image of which has been included in the annex to this Decree - in black against a yellow reflective background;
 - b) Alternating white and red stripes, each 7.5 centimetres wide, at an angle of 45 to 60 degrees, covering a minimum area of 0.5 m². The white stripes are retro-reflective at the front; the red strips are retro-reflective at the rear;
- 2° On each side: retro-reflecting surfaces with open arrows in red and white, or in red and yellow, with a minimum width of 1 metre and a minimum height of 30 centimetres, pointing towards the front of the escort vehicle;
- 3° A yellow-orange rotating or flashing light on the roof that is visible from all sides.

If an escort vehicle is required to follow the port vehicles involved in a relocation or operational transport, the escort vehicle must be fitted with a roof-mounted light bar with orange directional warning arrows.

During a relocation or operational transport, the dipped headlights of an escort vehicle and the signalling referred to in the first paragraph under 3° and the second paragraph are in operation.

An escort vehicle is driven by a signalman.

If a stationary escort vehicle is used to help a signalman exercise the powers set out in Article 60, the driver of the escort vehicle may leave the vehicle to act as a signalman and give the instructions required to other road users.

Section 4. Relocation of port vehicles

Subsection 1. General conditions for relocation

Article 65. The HMO must be notified in writing of any relocation of a port vehicle within the port area of Ostend no later than five days before the scheduled relocation.

Article 66. Section 1. Relocation of a port vehicle of category A1 or B1 in combination with a port vehicle of category A3 is permitted if the vehicle or convoy meets all of the following conditions:

- 1° The vehicle is of category A1 or B1 and is unladen;
- 2° The total length of the vehicle or the convoy does not exceed 25.25 metres;
- 3° The width of the vehicle or convoy does not exceed 3.5 metres;
- 4° The height of the vehicle or convoy does not exceed 4.5 metres;
- 5° The total mass of the vehicle or convoy does not exceed 60 tonnes;
- 6° The distance between the rear axle or group of axles of the vehicle and the vehicle connected to it is at least 3 metres;
- 7° The relocation is not carried out by port vehicles with automatic guidance;
- 8° The masses and axle distances comply with the values set out in the following table:

	Maximum permissible mass if the route does not include roads or structures of normal load capacity. The port authority includes roads with normal load capacity in an updated list that can be consulted on the website of the port authority.	Maximum permissible mass if the route does not include roads or engineering structures with a normal or limited increased load capacity. Roads with normal or slightly increased load capacity are included by the port authority in an updated list that can be consulted on the website of the port authority
1. Mass per single axle	12 tonnes	15 tonnes
2.1 Mass per tandem (group of two consecutive axles arranged one after the other)		
Distance between the centres of the axles ≤ 1.5 m	18 tonnes	20 tonnes
Distance between the centres of the shafts > 1.5 m and ≤ 1.8 m	24 tonnes	30 tonnes
2.2 mass per tridem (group of three consecutive axles placed one after the other)		
Distance between the centres of the axles ≤ 1.5 m	24 tonnes	27 tonnes
Centre-to-centre distance between the centres of each of the consecutive axes > 1.5 m and ≤ 1.8 m	32 tonnes	40 tonnes

3. Maximum permissible mass of single vehicles		
with two axles (axle spacing >1.8 m)	24 tonnes	30 tonnes
with three axles (at least an axle spacing >1.8 m between two consecutive axles and a minimum axle spacing $\geq 1,5$ m for the remaining axle)	36 tonnes	45 tonnes
with four axles: - composed of a combination of two tandems, where the axle spacing between the two tandems is at least 1.8 m - or composed of a combination of four axles with a minimum axle spacing of 1.8 m between each axle	48 tonnes	60 tonnes

Section 2. If the route includes engineering structures with a standard load capacity, the masses of the axles, axle groups and port vehicles must comply with the conditions of Article 32bis of the decree of 15 March 1968.

The total mass of the vehicle or convoy, including the load, may deviate from Article 32bis of the aforementioned decree provided that all of the following conditions are met:

- 1° The total mass of the vehicle or convoy, including the load, does not exceed 60 tonnes;
- 2° The total mass does not exceed five and a half times the mass on the driven axles;
- 3° The mass per tridem, regardless of the suspension, is limited to the value specified for the mechanical suspension referred to in point 1.6.4 of Article 32bis of the aforementioned decree;
- 4° The formulas in Article 32bis, point 1.4.1.1, of the aforementioned decree are applied from each individual axle or the leading axle of a group of axles to each subsequent individual axle or the centre of a group of axles;
- 5° The sum of the masses under the axles of the centre-axle trailer towed by another centre-axle trailer does not exceed the sum of the masses under the axles of the towing centre-axle trailer.

Section 3. If the conditions set out in the first or second paragraph are not met or if the HMO has granted an exemption pursuant to Article 21 or 24 relocation is only possible after the HMO has granted a permit as set out in Article 51.

Without prejudice to the application of the first paragraph, a route survey is carried out prior to a relocation if the port vehicle or convoy of port vehicles is longer than 25.25 metres.

Subsection 2. Additional conditions for relocation

Article 67. The relocation of port vehicles is prohibited on the main roads within the port area of Ostend.

Article 68. Subject to local speed limits or the provisions of the permit, the maximum speed is 30 kilometres per hour.

Article 69. A port vehicle of category A1 must have a yellow-orange rotating or flashing light on the driver's cab and a yellow-orange rotating or flashing light on its rear left-hand side.

A port vehicle of category B1 that is part of a convoy must have a yellow-orange rotating or flashing light on its rear left-hand side.

The yellow-orange rotating or flashing light on the driver's cab must be visible from an angle of at least 270 degrees. The yellow-orange rotating or flashing light on the left rear must be visible backwards over an angle of at least 180 degrees.

Dipped headlights and the rotating and flashing lights referred to in the first and third paragraphs must be switched on at all times during a relocation.

Article 70. If a port vehicle of category A1 is more than three metres wide, two panels with alternating diagonal white and red retro-reflective stripes must be affixed to the front and rear of the vehicle to indicate its maximum width.

If a port vehicle of category B1 is more than three metres wide, two panels with diagonal alternating white and red retro-reflective stripes must be affixed to the rear of the vehicle to indicate its maximum width.

The panels referred to in the first and second paragraphs must have a minimum surface area of 0.15 m² and be fitted with a white light at the front and a red light at the rear, which lights must remain illuminated at all times during the relocation.

A square panel must be affixed to the rear of the port vehicle, bearing the logo - the image of which has been included in the annex to this decree - in black on a yellow reflective background. The aforementioned panel must have a minimum surface area of 0.25 m².

Article 71. If the total length of a port vehicle of category A1 or the convoy of which a port vehicle of category B1 is part exceeds 25.25 metres, an additional warning sign ('LET OP EXTRA LANG' (which translates as 'CAUTION! EXTRA LONG')) must be affixed to the rear of the port vehicle in black text with a height of 12 cm, in accordance with Annex 11, Appendix XIII to the decree of 15 March 1968.

Article 72. If a port vehicle of category A1 has been fitted with lifting, hoisting or gripping mechanisms, the following conditions must be met:

- 1° White lights at the front and red lights at the rear must be fitted on the extreme sides to the left and right of those mechanisms. The aforementioned lights may be installed as a removable fitting. These lights must be in permanent operation during a relocation;

- 2° The facilities are restricted during relocation:
 - a) to the retracted height;
 - b) in length and width to their minimum dimensions.

Article 73. A port vehicle with a width of more than 3 metres must be preceded by an escort vehicle as referred to in Article 63 if traffic from the opposite direction is impeded.

The HMO may always impose additional conditions and modalities when relocating a port vehicle.

Section 5. Operational transport with port vehicles of category A3, B3, A4 and B4

Subsection 1. General conditions for operational transports

Article 74. Section 1. Operational transports with port vehicles on roads other than main roads are possible if all of the following conditions are met:

- 1° The total length of the vehicle or convoy, including the load, does not exceed 25.25 metres;
- 2° The width of the vehicle or convoy, including the load, does not exceed 3.5 metres;
- 3° The height of the vehicle or convoy, including the load, does not exceed 4.5 metres;
- 4° The total mass of the vehicle or convoy, including the load, does not exceed 60 tonnes;
- 5° The distance between the rear axle or group of axles of the vehicle and the vehicle connected to it is at least 3 metres;
- 6° The HMO has not granted an exemption for the port vehicle;
- 7° The operational transport is not carried out by port vehicles with automatic guidance;
- 8° The axle loads do not exceed the values given in the table referred to in Article 66(1)(8).

Section 2. Operational transports with port vehicles on the main roads are possible if all of the following conditions are met:

- 1° The operational transport is carried out with port vehicles of category A4 or B4;
- 2° The masses and dimensions do not exceed the ceilings referred to in Article 32bis of the decree of 15 March 1968;
- 3° The operational transport is able to proceed along the entire route at the minimum speed applicable;
- 4° The operational transport is not carried out by port vehicles with automatic guidance.

Section 3. If the route includes engineering structures with a standard load capacity that the port authority has included in an updated list and made available for consultation, the masses of the axles, axle groups and port vehicles must comply with the conditions set out in Article 32bis of the decree of 15 March 1968.

The total mass of the vehicle or convoy, including the load, may deviate from Article 32bis of the aforementioned decree provided that the following conditions are met:

- 1° The total mass of the vehicle or convoy, including the load, does not exceed 60 tonnes;
- 2° The total mass does not exceed five and a half times the mass on the driven axles;
- 3° The mass per tridem, regardless of the suspension, is limited to the value specified for the mechanical suspension referred to in point 1.6.4 of Article 32bis of the aforementioned decree;
- 4° The formulas in Article 32bis, point 1.4.1.1, of the aforementioned decree are applied from each individual axle or the leading axle of a group of axles to each subsequent individual axle or the centre of a group of axles;
- 5° The sum of the masses under the axles of the centre-axle trailer towed by another centre-axle trailer does not exceed the sum of the masses under the axles of the towing centre-axle trailer.

Section 4. If the conditions set out in the first, second or third paragraphs are not met or if the HMO has granted an exemption pursuant to Article 26, 27, 29, 31, 33, 34, 35 or 36, operational transport is only possible after the HMO has issued a permit as set out in Article 51.

Without prejudice to the provisions of the first paragraph, a route reconnaissance is carried out prior to the operational transport if the port vehicle or convoy of port vehicles exceeds a length of 25.25 metres.

Subsection 2. Additional conditions for operational transport with port vehicles of category A3 and B3

Article 75. Operational transport operations carried out with port vehicles of category A3 and B3 are prohibited on:

- 1° main roads;
- 2° motorways and motor traffic roads referred to in Article 2, points 2.3 and 2.4, of the decree of 1 December 1975.

Article 76. Subject to local speed limits or the provisions of the permit in question, the maximum speed is 40 kilometres per hour.

Article 77. A port vehicle of category A3 must have a yellow-orange rotating or flashing light on the driver's cab and a yellow-orange rotating or flashing light on its rear left-hand side.

By way of derogation from the first paragraph, a yellow-orange rotating or flashing light on the driver's cab is sufficient if a port vehicle of category A3 is the towing vehicle in a convoy.

A port vehicle of category B3 must have a yellow-orange rotating or flashing light on its rear left-hand side.

The yellow-orange rotating or flashing light on the driver's cab must be visible from an angle of at least 270 degrees. The yellow-orange rotating or flashing light on the left rear must be visible backwards over an angle of at least 180 degrees.

During operational transport, the dipped headlights and the rotating and flashing lights referred to in the first to fourth paragraphs must be switched on at all times.

Article 78. If a port vehicle of category A3, or the load it is carrying, is more than three metres wide, two panels with diagonally-alternating white and red retro-reflective stripes must be affixed to the front and rear of the port vehicle to indicate the maximum width of the port vehicle or its load.

If a port vehicle of category A3 is the towing vehicle in a convoy and the towed port vehicles or the load that they are being used to carry are the same width as or wider than the towing vehicle, two panels are sufficient in the front view of the towing vehicle.

If a port vehicle of category B3, or the load that it is carrying, is more than three metres wide, two panels with diagonally-alternating white and red retro-reflective stripes must be affixed to the rear of the port vehicle to indicate the maximum width of the port vehicle or its load.

The panels referred to in the first to third paragraphs must have a minimum surface area of 0.15 m² and be fitted with a white light at the front and a red light at the rear, which must remain illuminated at all times during the operational transport referred to in this subsection.

A square panel must be affixed to the rear of the port vehicle, bearing the logo - the image of which has been included in the annex to this decree - in black on a yellow reflective background. The aforementioned panel must have a minimum surface area of 0.25 m².

Article 79. If a port vehicle of category A3 or B3, or the convoy of which it is part, including the load, exceeds a total length of 25.25 metres, an additional warning sign ('LET OP EXTRA LANG' (which translates as 'CAUTION! EXTRA LONG') must be affixed to the rear of the port vehicle in black text with a height of 12 cm, in accordance with Annex 11, Appendix XIII to the decree of 15 March 1968, on the rear of a port vehicle of the following categories, in the following cases:

- 1° Category A3 if the port vehicle is to carry out the operational transport as a single vehicle;
- 2° Category B3 if the port vehicle will be the last vehicle in a convoy during implementation of the operational transport.

Article 80. A port vehicle as referred to in this subsection that is wider than three metres must be preceded by an escort vehicle as referred to in Article 63 if it impedes traffic from the opposite direction.

The HMO may always impose additional conditions and modalities on the operational transport referred to in the first paragraph.

Subsection 3. Additional conditions for operational transport with port vehicles of category A4 and B4

Article 81. The speed of port vehicles of category A4 or operational transports carried out exclusively with port vehicles of category A4 and B4 is as follows:

- 1° On the main roads within the port area of Ostend: the maximum speed on the main roads referred to in Article 11 of the decree of 1 December 1975;
- 2° On other roads within the port area of Ostend: a maximum of 50 kilometres per hour, unless road signs, the permit issued for operational transport in accordance with Article 51 of this decree, or a condition imposed by the HMO stipulate a lower speed limit;
- 3° On the structural works within the port area of Ostend, on roads other than the main roads: a maximum of 40 kilometres per hour.

Article 82. A port vehicle of category A4 must have a yellow-orange rotating or flashing light on the driver's cab and a yellow-orange rotating or flashing light on its rear left-hand side.

By way of derogation from the first paragraph, a yellow-orange rotating or flashing light on the driver's cab is sufficient if a port vehicle of category A4 is the towing vehicle in a convoy.

A port vehicle of category B4 must have a yellow-orange rotating or flashing light on its rear left-hand side.

The yellow-orange rotating or flashing light on the driver's cab must be visible from an angle of at least 270 degrees. The yellow-orange rotating or flashing light on the left rear must be visible backwards over an angle of at least 180 degrees.

During operational transport, the dipped headlights and the rotating and flashing lights referred to in the first to fourth paragraphs must be switched on at all times.

Article 83. If a port vehicle of category A4, or the load it carries, is more than three metres in width and it is to carry out the operational transport as a single vehicle, two panels with diagonally-alternating white and red retro-reflecting stripes, each showing the extreme width of the port vehicle or its load, must be affixed to the front and rear view of the port vehicle.

If a port vehicle of category A4 is the towing vehicle in a convoy and the towed port vehicles or the load they are being used to carry are the same width as or wider than the towing vehicle, two panels are sufficient in the front view of the towing vehicle.

If a port vehicle of category B4, or the load that it is carrying, is more than three metres wide, two panels with diagonally-alternating white and red retro-reflective stripes must be affixed to the rear of the port vehicle to indicate the maximum width of the port vehicle or its load.

The panels referred to in the first to third paragraphs must have a minimum surface area of 0.15 m² and be fitted with a white light at the front and a red light at the rear, which lights must remain illuminated at all times during transport.

A square panel must be affixed to the rear of the port vehicle, bearing the logo - the image of which has been included in the annex to this decree - in black on a yellow reflective background. The aforementioned panel must have a minimum surface area of 0.25 m².

Article 84. If a port vehicle of category A4 or B4, or the convoy of which it is part, including the load, exceeds a total length of 25.25 metres, an additional warning sign ('LET OP EXTRA LANG' (which translates as 'CAUTION! EXTRA LONG') must be affixed to the rear of the port vehicle in black text with a height of 12 cm, in accordance with Annex 11, Appendix XIII to the decree of 15 March 1968, on the rear of a port vehicle of the following categories, in the following cases:

- 1° Category A4 if the port vehicle is to carry out the operational transport as a single vehicle;
- 2° Category B4 if the port vehicle is to be the last vehicle in a convoy when carrying out the operational transport.

The HMO may always impose additional conditions and modalities on the operational transport referred to in the first paragraph.

Article 85. The driver of an operational convoy with a total length that exceeds 18.75 metres, operating on the main roads within the port area of Ostend, is required to meet the conditions of Article 3 of the decree of the Flemish government of 23 October 2020 determining the conditions for the professional competence of the driver of a longer and heavier convoy.

Title 5. Infringements

Article 86. Infringements of the following provisions are sanctioned in accordance with Article 15(2)(1) of the decree of 3 May 2019 on the harbour masters' office:

- 1° The provisions referred to in Article 11, Section 1(2) of this decree;
- 2° The requirement of Article 16(3) of this decree;
- 3° The requirements of Article 17 of this decree;
- 4° The conditions of Article 85 of this decree.

Title 6. Final provisions

Article 87. This decree enters into force on [DATE].

Article 88. The Flemish Minister responsible for road mobility and road transport is responsible for the implementation of this decree.

Brussels, [DATE]

Minister-President of the Flemish Government,

Matthias DIEPENDAELE

The Flemish Minister for Mobility, Public Works, Ports and Sport,

Annick DE RIDDER