

Session : 1

Progression & Development on the Movement of Abnormal Loads

**Cian Ó Céilleachair,
Engineering Inspector,
Department of Transport.**

Overview of Current Developments

Movement of Abnormal Loads



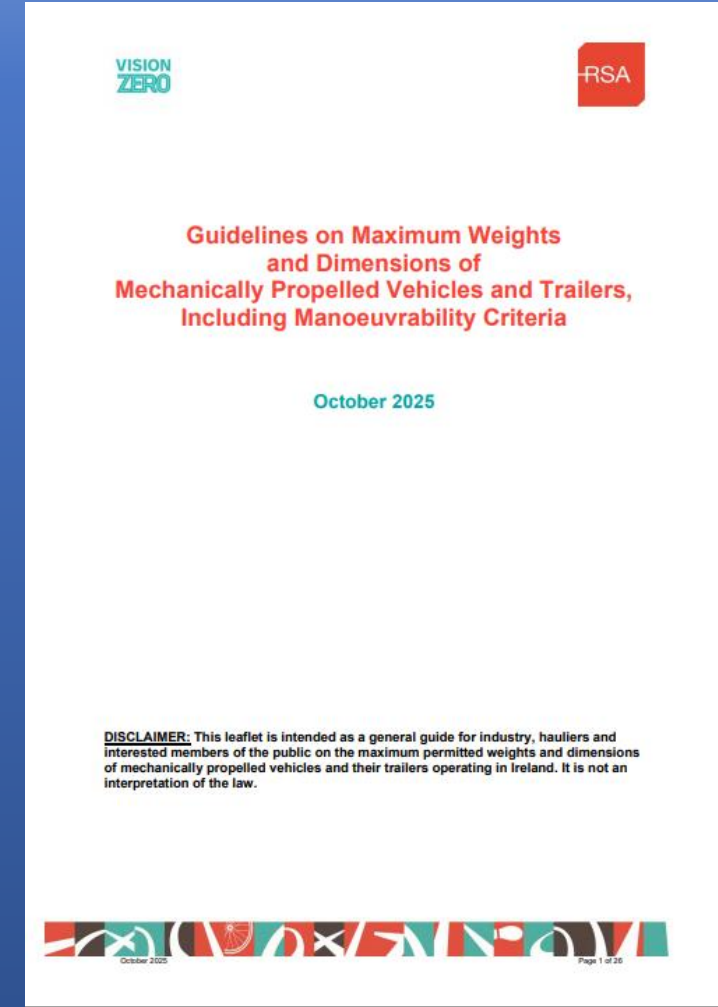
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Overview: Abnormal Loads

- S.I. No. 5/2003 sets the maximum authorised weights and dimensions for mechanically propelled vehicles and trailers on public roads above which a Abnormal Load Permit is required.
- No notable developments in the application or assessment processes of Abnormal Loads in recent past
- Currently several developments underway
- Largely driven by government policy in the following areas:
 - Digital Public Services Plan 2030
 - Climate Action Plan
 - The Road Safety Strategy 2021-2030



Single Application & Payment Point

- Digital Public Services Plan 2030:
 - 100% of key public services available online
 - 90% of applicable services consumed digitally.
- Current Abnormal Load Application Process:
 - Paper/Email Based system
 - Separate applications form required for each LA
 - Separate fee payment made to each LA
- Abnormal Load Working Group Established
 - Develop Single Application & Payment System
 - Chaired by MCC, with reps from RMO/TII/LA's

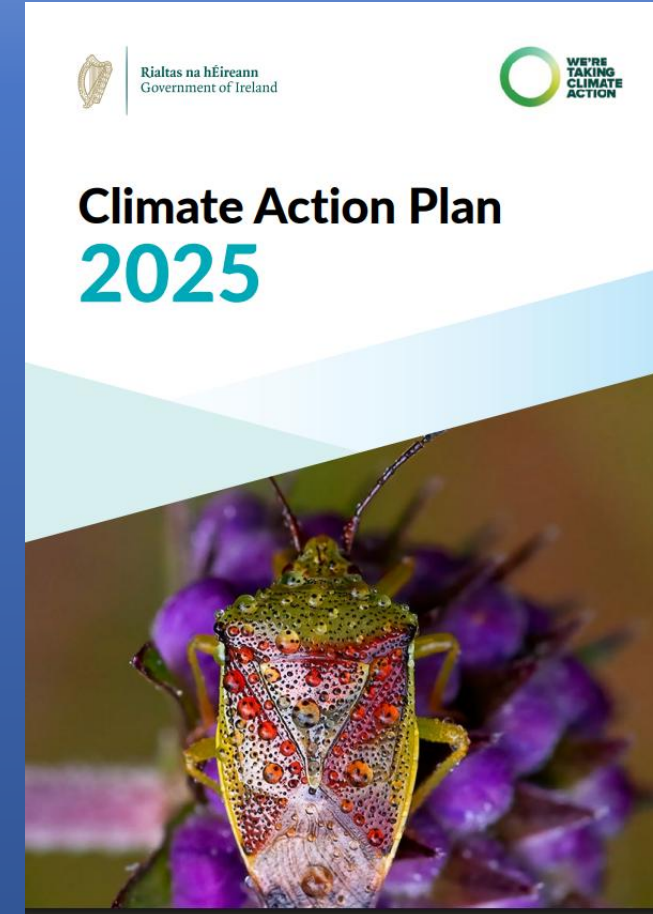


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Progression & Development on the Movement of Abnormal Loads

Exceptional Abnormal Loads (>180t)

- The Climate Action Plan 2025
 - Sets key decarbonisation activities
 - Indigenous renewables - Wind and Power
 - Key components turbines, transformers and battery storage
 - Significant pipeline of ALs greater than 150t and up 570t road transport
 - Risk to structures and pavement
- RW18/24 Exceptional Abnormal Loads:
 - Provide clarity on assessments for EAL's exceeding 180t
 - Currently under review – update pending
 - Assessments widely acknowledged as specialised area
 - Need for central support unit identified



Vehicle Weights Checking & Compliance

- Management of Abnormal Loads is a critical component Road Safety Strategy
- Evidence of Significant Overloading:
 - Increased braking distance
 - Reduced vehicle stability
 - Mechanical failure (incl. blowouts)
 - Bridge Collapse (Axle Loads/Total Loads)
 - Pavement Failure (4th Power Law)
- Vehicle Weights Checking and Compliance Group
 - RSA/AGS/DoT/Other Stakeholders
 - Establish compliance requirements

Legal Limits:

5-Axle Artic: 40t
Drive Axle: 11.5t
Other axles: 10t

Gross Weight Overload

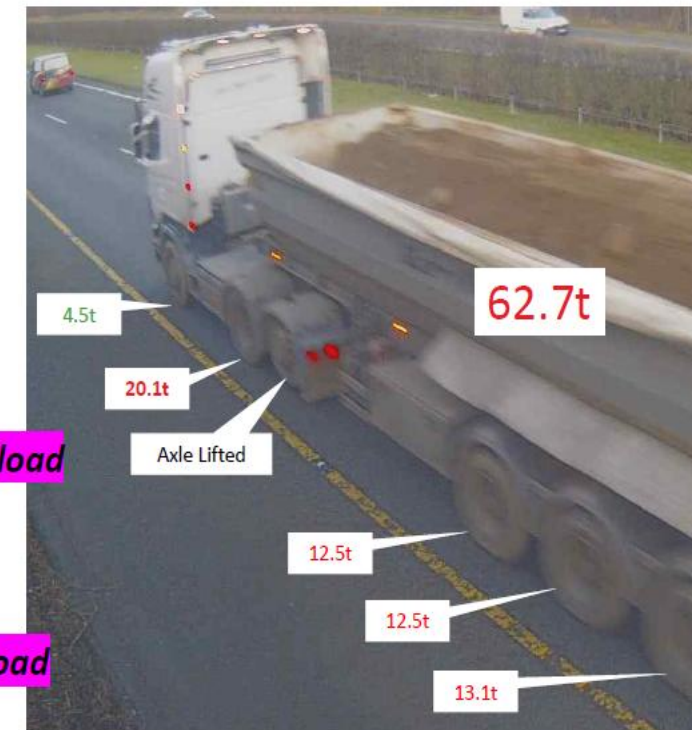
$62.7t / 40t = 1.57$

57% Gross Weight Overload

Axle Weight Overload

$20.1t / 11.5t = 1.74$

74% Axle Weight Overload



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Progression & Development on the Movement of Abnormal Loads

Carmel O'Hare,
Director of Corporate Services, Innovation and Emergency Management
Monaghan County Council

MyCoCo: A Coordinated Digital Solution for Abnormal Load Permits



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Progression & Development on the Movement of Abnormal Loads

Contents

- The Haulier Story
- Systemic Issues
- Scale and Demand
- Why MyCoCo
- The Coordinated Process
- Videos
- Practical Benefits
- Data, Insight and Future Potential
- Governance and Pilot
- Funding and Next Steps



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Cumann Lucht Bailistíochta Contae agus Cathrach
County and City Management Association

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Progression & Development on the Movement of Abnormal Loads

The Haulier Story

One Job - Four Councils, Four Processes

Local Authority	Fee	Format	Permit Issued
Council A	€150	Manual form, scan, invoice, phone payment	6 working days
Council B	€150	Online form with bank details, fee processed after permit issue	2 working days
Council C	€180	Payment in advance, online form requires receipt number	1 working day
Council D	€225	Online form, email, invoice, phone payment	5 working days

Separate application also required to An Garda Síochána



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Systemic Issues

Fragmented Process, Fragmented Visibility

- No shared view of multi-county journeys
- Inconsistent timelines, fees and conditions
- Multiple agencies involved, working independently
- Complexity impacts experience and compliance

Scale and Demand

Abnormal Load Permits: Volume and Activity

- RW 23 of 2024 Abnormal and Exceptional Abnormal Loads Survey - Survey of Movements
- Period covered: January 1st, 2022 to October 31st, 2024

Analysis of Returns Submitted

Intro	RW23	2022	2023	2024	3yr	Q2	Q3	Q4	Q5	Q6 & 7	Sought	By Cat	Des. Routes	>180t Granted	Axles / Weight
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Question 4. Total number of Abnormal Load permits granted for the period, categorised by weight: <46t / 46t - 80t / 81t - 150t / 151t - 180t / >180t

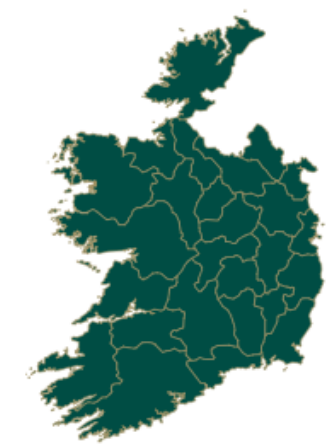
2022						
Abbv	Granted - GW: <46t	Granted - GW: 46t-80t	Granted - GW: 81t-150t	Granted - GW: 151t-180t	Granted - GW: >180t	
C	0	21	12	0	0	
CE	0	24	27	0	0	
CK	0	91	51	0	3	
CN	0	25	15	0	0	
CW	0	19	17	0	0	
DCC	0	168	129	3	1	
DL	0	77	32	0	0	
Total	28	2223	1427	22	5	

2024						
Abbv	Granted - GW: <46t	Granted - GW: 46t-80t	Granted - GW: 81t-150t	Granted - GW: 151t-180t	Granted - GW: >180t	
C	0	56	12	2	0	
CE	0	49	19	0	0	
CK	0	122	51	0	2	
CN	0	10	1	0	0	
CW	0	23	18	2	1	
DCC	0	195	72	9	6	
DL	0	38	22	0	0	
Total	33	2321	1082	77	28	

2023						
Abbv	Granted - GW: <46t	Granted - GW: 46t-80t	Granted - GW: 81t-150t	Granted - GW: 151t-180t	Granted - GW: >180t	
C	0	29	16	4	0	
CE	0	40	13	2	0	
CK	0	125	58	2	0	
CN	0	26	14	2	2	
CW	0	51	22	0	1	
DCC	0	239	168	3	7	
DL	0	112	48	0	0	
Total	56	2667	1551	59	18	

Full Period						
Abbv	Applications - GW: <46t	Applications - GW: 46t-80t	Applications - GW: 81t-150t	Applications - GW: 151t-180t	Applications - GW: >180t	
C	0	106	40	6	0	
CE	0	114	59	2	0	
CK	0	358	167	2	5	
CN	0	61	31	0	2	
CW	0	93	57	2	3	
DCC	0	602	369	15	19	
DL	0	179	102	0	0	
Total	127	7195	4110	169	80	

- Region
- Connaught
 - Leinster
 - Munster
 - Ulster



Local Authority Permit Rates & Fees Collected

- Intro
- RW23**
- 2022
- 2023
- 2024
- 3yr
- Q2
- Q3
- Q4
- Q5
- Q6 & 7**
- Sought
- By Cat
- Des. Routes
- >180t Granted
- Axles / Weight

Question 6. Schedule of charges for Abnormal Loads Permits (per vehicle)
Question 7. Total fees paid to the Local Authority per year

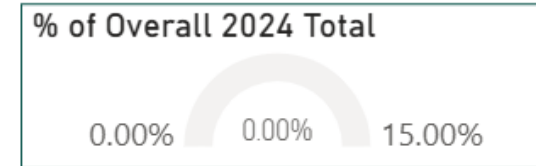
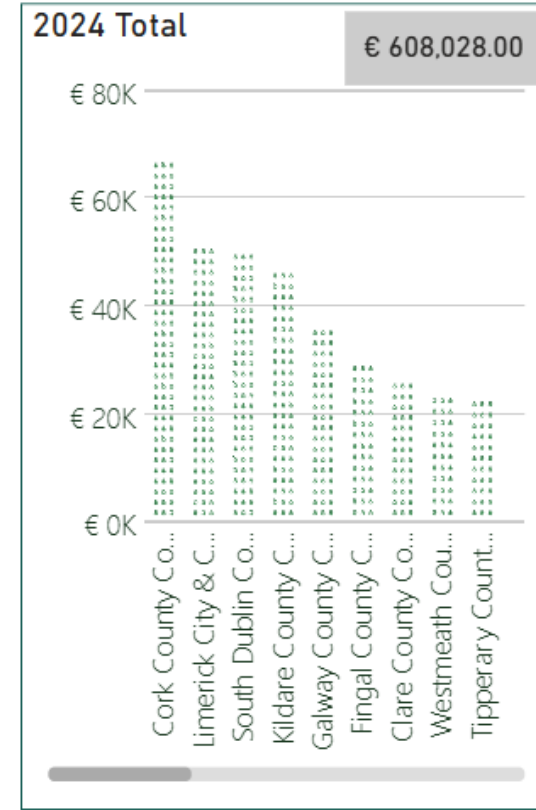
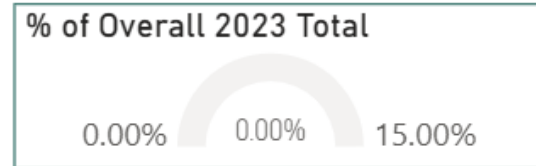
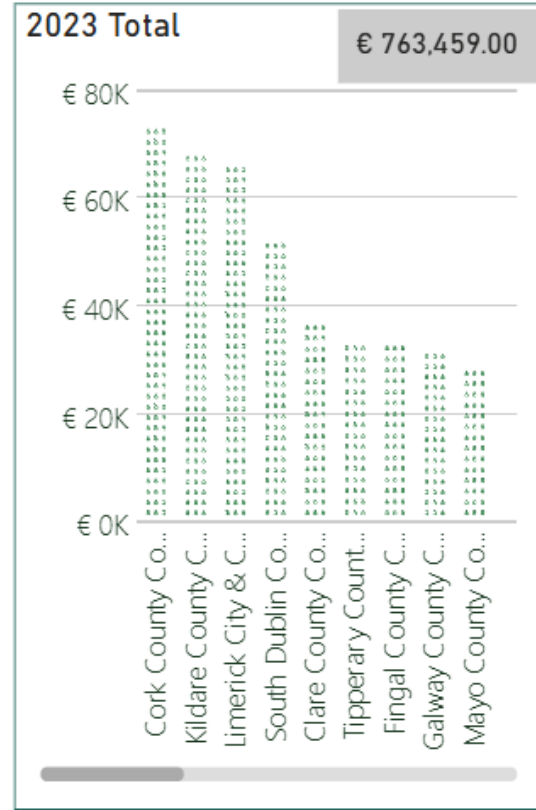
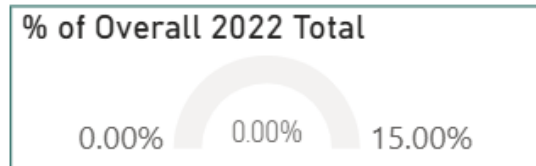
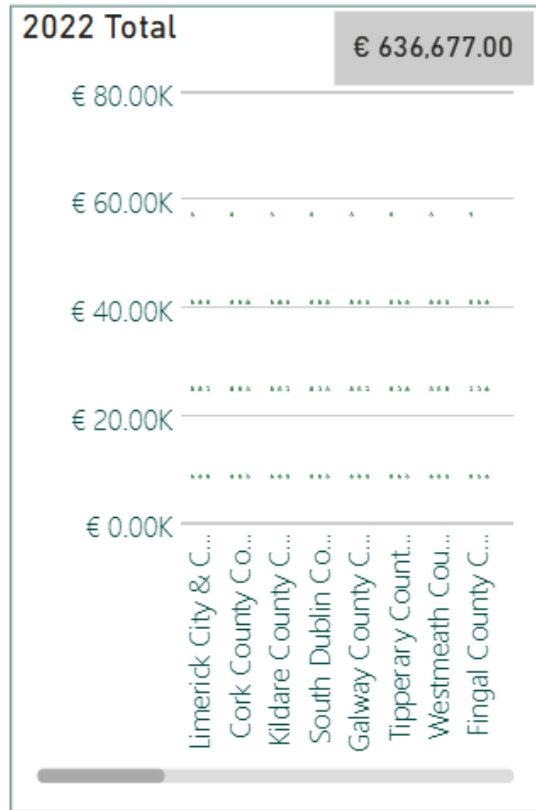
3 Year Period - Full Total Collected (displays LA total when filtered)

€ 2,008,164.00

- LA NAME
- Carlow County Council
 - Cavan County Council
 - Clare County Council
 - Cork City Council
 - Cork County Council
 - Donegal County Council
 - Dublin City Council
 - Dun Laoghaire / Rathdown
 - Fingal County Council
 - Galway City Council
 - Galway County Council
 - Kerry County Council
 - Kildare County Council

- Region
- Connaught
 - Leinster
 - Munster
 - Ulster

€ 0.00
Single Journey
€ 0.00
1 Month
€ 0.00
3 Months
€ 0
6 Months
€ 0
Annual
€ 0
Other



Why MyCoCo

- Earlier work paused due to governance maturity
- Platform now proven at national scale
- Department of Transport sought sector developed digital solution
- Improved coordination and user experience, without changing legislation

The Coordinated Process

- One application and one payment by the haulier
- Each local authority processes its section of the route
- Each authority issues its own permit
- Permits combined into one digital file

Videos

- The Haulier Experience – Submitting an application
- The Local Authority View – Processing Permits

- ✓ Abnormal/Extra-ordinary Load
- ✓ Contact Information
- Load Details
 - Permit Duration
 - Route Details
 - Local Authorities Details
 - Tractor and Load Details
 - Insurance Details
 - Review & Submit

Disclaimer: Local Authorities in accordance with **Section 13 of the Road Traffic Act 1961** the **Road Traffic (Special Permits for Particular Vehicles) Regulations 2007 (S.I. 283 of 2007)**, issue a Permit authorising vehicles, which contravene the maximum weight, height and dimensions of mechanically propelled vehicles and trailers set down in the relevant legislation, to be used on public roads.

- **Abnormal/Extra-ordinary Load**
- Contact Information
- Load Details
- Permit Duration
- Route Details
- Local Authorities Details
- Tractor and Load Details
- Insurance Details
- Review & Submit

Step 1 of 9

Prev

Next

- Orders
- Tasks
- Notifications
- Admin View
- Quick Pay
- Abnormal Load
- MyCoCo Reporting

Dashboard Agents

Show entries

Search In Search Value

[Search](#) [Reset](#)

Application ID Submitted Date	Weight Tractor/Trailer Registration Number	Journey Type Start Date	Route	Start Point End Point	Action
162 02/03/2026	46 tonnes to 180 tonnes (abnormal load) 10D12345, 10D12356	Single Journey 13/02/2026	Cavan, Dublin City, Fingal, Meath	Dublin, Ireland Cavan, Ireland	
151 28/01/2026	46 tonnes to 180 tonnes (abnormal load) TRACTORREGISTRATION, TRAILERREGISTRATION	Multi Journey 23/01/2026	Dublin City, Fingal	Dublin, Ireland Cavan, Ireland	
149 28/01/2026	46 tonnes to 180 tonnes (abnormal load) TRACTORREGISTRATION, TRAILERREGISTRATION	Single Journey 16/01/2026	Cavan, Dublin City, Fingal, Meath	Dublin, Ireland Cavan, Ireland	
148 28/01/2026	46 tonnes to 180 tonnes (abnormal load) TRACTORREGISTRATION, TRAILERREGISTRATION	Single Journey 15/01/2026	Cavan, Dublin City, Fingal, Meath	Dublin, Ireland Cavan, Ireland	
144 28/01/2026	46 tonnes to 180 tonnes (abnormal load) TRACTORREGISTRATION, TRAILERREGISTRATION	Single Journey 10/01/2026	Cavan, Dublin City, Fingal, Meath	Dublin, Ireland Cavan, Ireland	
138 28/01/2026	46 tonnes to 180 tonnes (abnormal load) TRACTORREGISTRATION, TRAILERREGISTRATION	Single Journey 24/01/2026	Cavan, Dublin City, Fingal, Meath	Dublin, Ireland Cavan, Ireland	
129 13/01/2026	46 tonnes to 180 tonnes (abnormal load) TESTVEH261225, TESTTRA261225	Single Journey 07/01/2026	Cavan, Fingal, Meath	Cavan, County Cavan, Ireland Fingal County Council, Main Street, Swords Demesne, Swords, County Dublin, Ireland	
128 12/01/2026	46 tonnes to 180 tonnes (abnormal load) TESTVEH261225, TESTTRA261225	Single Journey 10/01/2026	Cavan, Dublin City, Fingal, Meath	Dublin, Ireland Cavan, Ireland	
127 12/01/2026	46 tonnes to 180 tonnes (abnormal load) TESTVEH261225, TESTTRA261225	Single Journey 24/01/2026	Cavan, Dublin City, Fingal, Meath	Dublin, Ireland Cavan, Ireland	

Version - 1.0

Practical Benefits

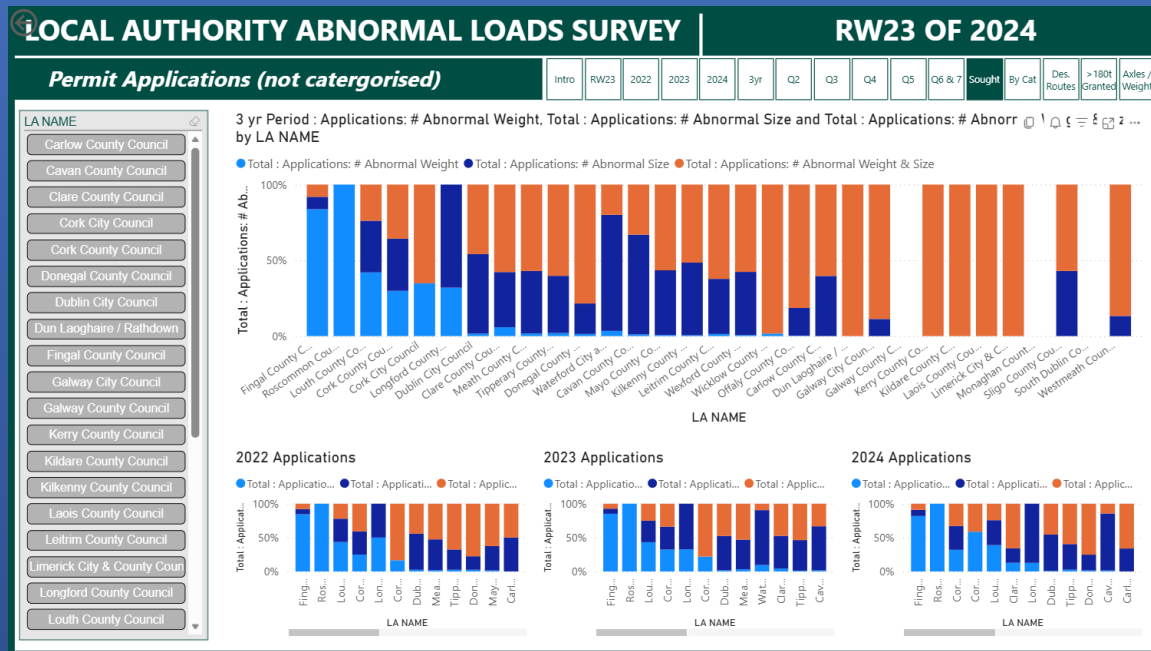
- Haulier and Haulier Agent Accounts
- Haulier Dashboard
- Vehicle, trailer, insurance details stored for easier application
- One application and one payment
- Single digital file containing all permits
- More consistent experience across counties
- Shared visibility for local authorities

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Progression & Development on the Movement of Abnormal Loads

Data, Insight and Future Potential

A single national view of routes, volumes and patterns of movement



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Progression & Development on the Movement of Abnormal Loads

Governance and Pilot

Sector-Led Design and Validation

- National working group established in 2024, two sub-groups
- Representation from local authorities, Dept. of Transport. TII, AGS, RMO, CCMA TIN
- Multi-authority pilot underway led by Limerick City & County Council



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Funding and Next Steps

Pilot to National Rollout

- Development fully funded by Department of Transport
- Recommendation to CCMA after Pilot
- Year one costs for all LAs fully funded (onboarding, user training, hosting, support)
- Phased rollout subject to endorsement from CCMA

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Progression & Development on the Movement of Abnormal Loads

Seamas O'Reilly
Senior Executive Engineer
Limerick City and County Council.

RW18/2024

Management of Exceptional Abnormal Loads



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Progression & Development on the Movement of Abnormal Loads

Contents

- Background
- Lessons Learnt and process adopted in Limerick City and County Council



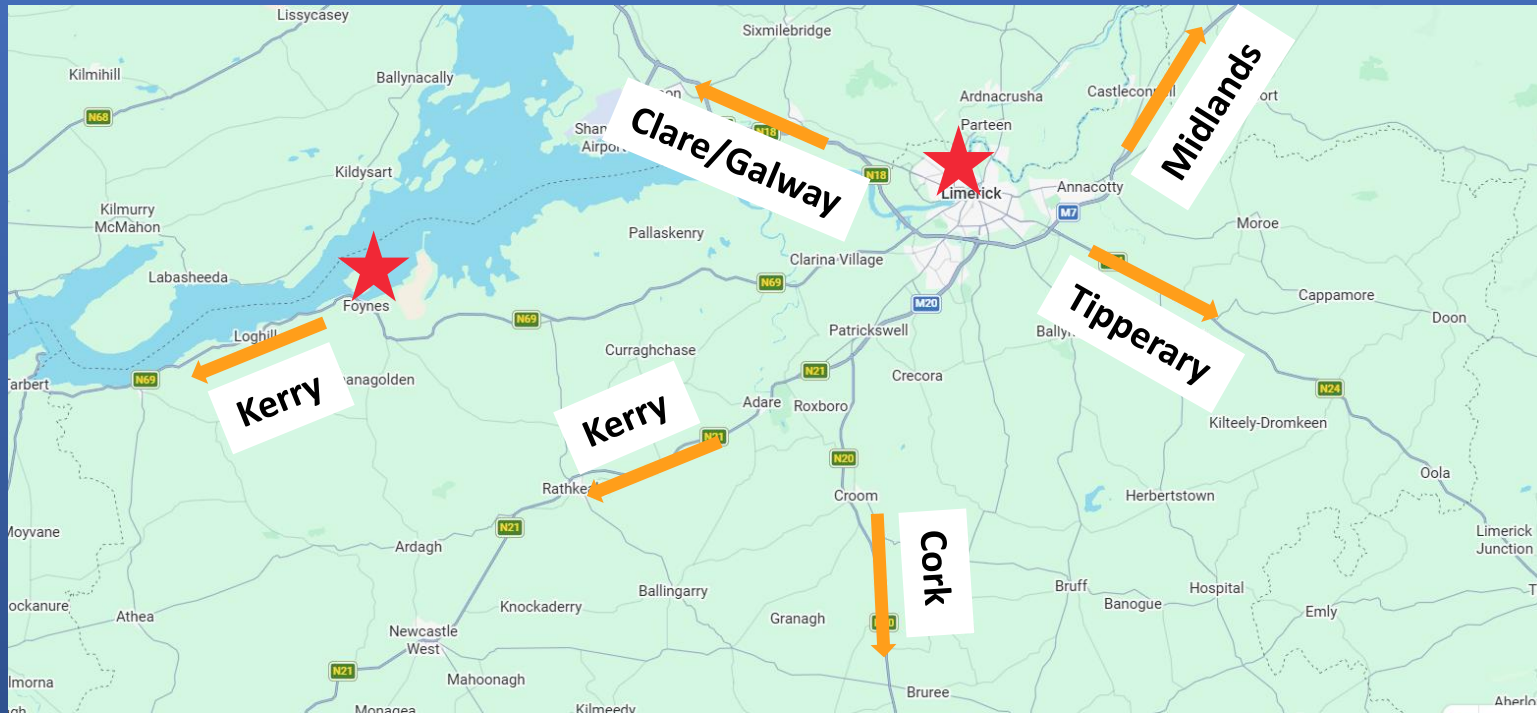
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Limerick is a gateway to Ireland given its ports and access to the national road network. Midlands accessible from M7, Western seaboard via N18, South via N20 and N24 and west via N21 and N69.



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Progression & Development on the Movement of Abnormal Loads

To date we have managed a number of EAL using the Management of Exceptional Abnormal Loads process

Destination	LAs	Gross Weight
Limerick Port to Shannonbridge	Limerick, Tipperary, Offaly	300 T
Limerick Port to Kilonan Power Station	Limerick	367 T
Limerick Port to Garreenleen 110kV Substation	Limerick, Tipperary, Offaly, Laois, Carlow	253 T
Limerick Port to Erinka	Limerick, Tipperary, Offaly, Laois	237 T
Limerick Port to Ballyroe (Lead by Cork CoCo)	Limerick, Cork	237 T
Limerick Port to Tarbert	Limerick, Kerry	336 T and 227 T
Limerick Port to Coolnabacky	Limerick, Tipperary, Offaly, Laois	557 T

Given the number of Movements managed we have established a methodology, and this presentation is provided to outline how we have chosen to manage these movements

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9 steps program

STEP 1 – First Contact

STEP 2 – Stakeholders

STEP 3 – Route and Structure review

STEP 4 – Tender for LA Peer Reviewer

STEP 5 – Identify Project needs

STEP 6 – Insurances

STEP 7 – RW18/2024 Process

STEP 8 – Other Considerations

STEP 9 – Movement

EAL Check List	Y/N/NA	Comment
Has the RW18/2024 been adhered to and followed		
Have you received written confirmation that the Process is complete		
Has the Application form been processed and signed off correctly		
Have the Relevant stakeholders been contacted and area aware of the delivery date. Written confirmation or date of verbal confirmation preferred		
TII		
Irish Rail		
MmARC		
Direct Route		
AGS		
Waterways Ireland		
ESB		
OPW		
Have the TM plans, outside the AGS plans been reviewed and agreed		
Have the relevant pre route works been completed. Socketing of signs etc.		
Has a timetable for delivery been provided		
Have the relevant insurances been provided		
Have the Road Notices been issued		
Have Road Closures been advertised		
Have the MD offices been notified and there are no Road Works etc.		
Date Completed		
Date of Movement		
Signed		

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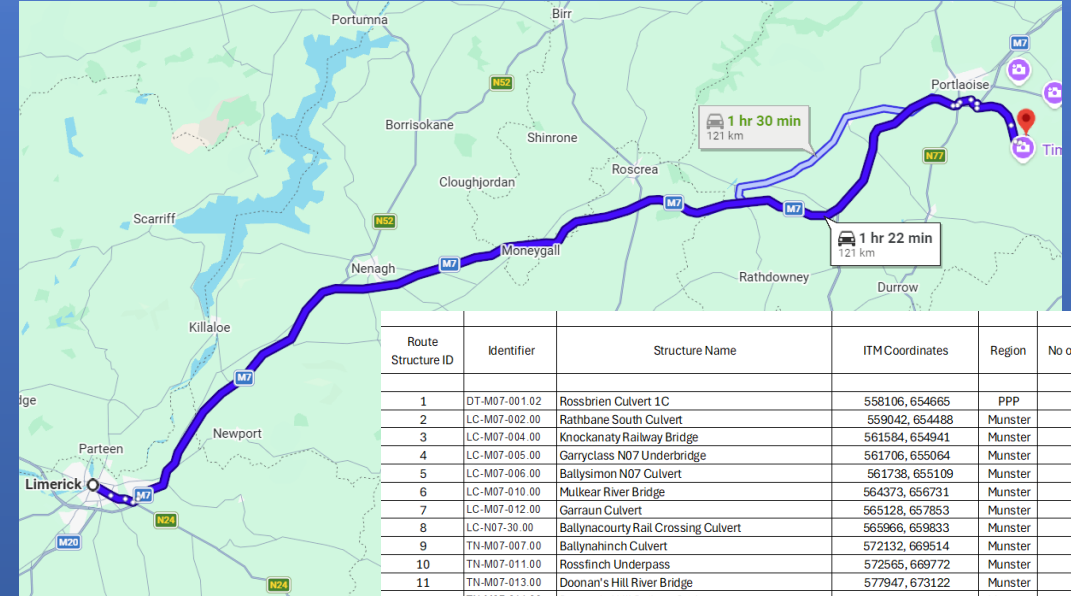
Progression & Development on the Movement of Abnormal Loads

Step 1- First Contact

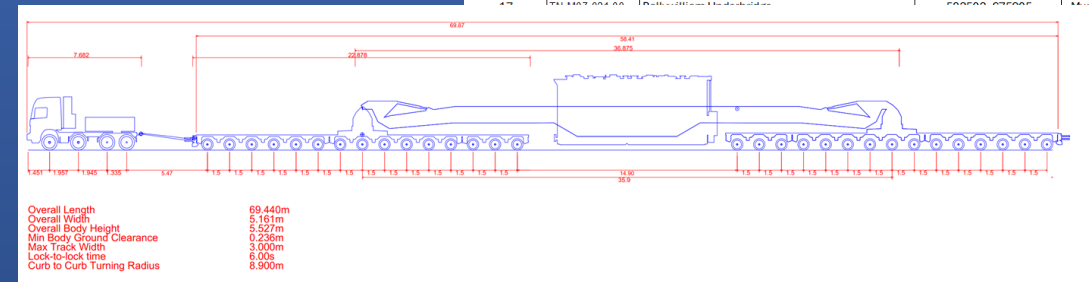
The Haulier should identify the following

The proposed preferred route

- Outline roads to be driven
- Contra flows/Potential closures
- A list of the known structures that they intend to cross
- Details of the vehicle and load to be moved
 - Loadings/Dimensions
 - Push/Pull set up
 - How many Movements
- Target Dates for movement



Route Structure ID	Identifier	Structure Name	ITM Coordinates	Region	No of Spans
1	DT-M07-001.02	Rossbrien Culvert 1C	558106, 654665	PPP	2
2	LC-M07-002.00	Rathbane South Culvert	559042, 654488	Munster	3
3	LC-M07-004.00	Knockanaty Railway Bridge	561584, 654941	Munster	1
4	LC-M07-005.00	Garryclass N07 Underbridge	561706, 65064	Munster	1
5	LC-M07-006.00	Ballysimon N07 Culvert	561738, 655109	Munster	1
6	LC-M07-010.00	Mulkear River Bridge	564373, 656731	Munster	3
7	LC-M07-012.00	Garraun Culvert	565128, 657853	Munster	1
8	LC-M07-30.00	Ballynacourty Rail Crossing Culvert	565966, 669833	Munster	1
9	TN-M07-007.00	Ballynahinch Culvert	572132, 669514	Munster	1
10	TN-M07-011.00	Rosfinch Underpass	572565, 669772	Munster	1
11	TN-M07-013.00	Doonan's Hill River Bridge	577947, 673122	Munster	4
12	TN-M07-014.00	Doonan's Hill Railway Bridge	584161, 677110	Munster	1
13	TN-M07-016.00	Kinacranna Underbridge	578378, 672230	Munster	1
14	TN-M07-017.00	Castlecrauna Underbridge	579151, 673739	Munster	1
15	TN-M07-019.00	Gortmore Underbridge	579290, 674081	Munster	1
16	TN-M07-020.00	Ballywilliam Culvert	579412, 674375	Munster	1



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Step 2 - Stakeholders

Upon review of the route the stakeholders should be identified, this is generally best done by each LA in their area.

Stakeholders can be

- LAs
- TII
- Irish Rail
- Waterways Ireland
- ESB
- PPPs
- Mmarc Contractors
- Bord Gais



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Step 2 - Stakeholders

Initiate the process with a Teams call inviting all impacted LAs and known stakeholders.

Within this call a Lead Authority should be appointed.

Lead Authority Responsibilities

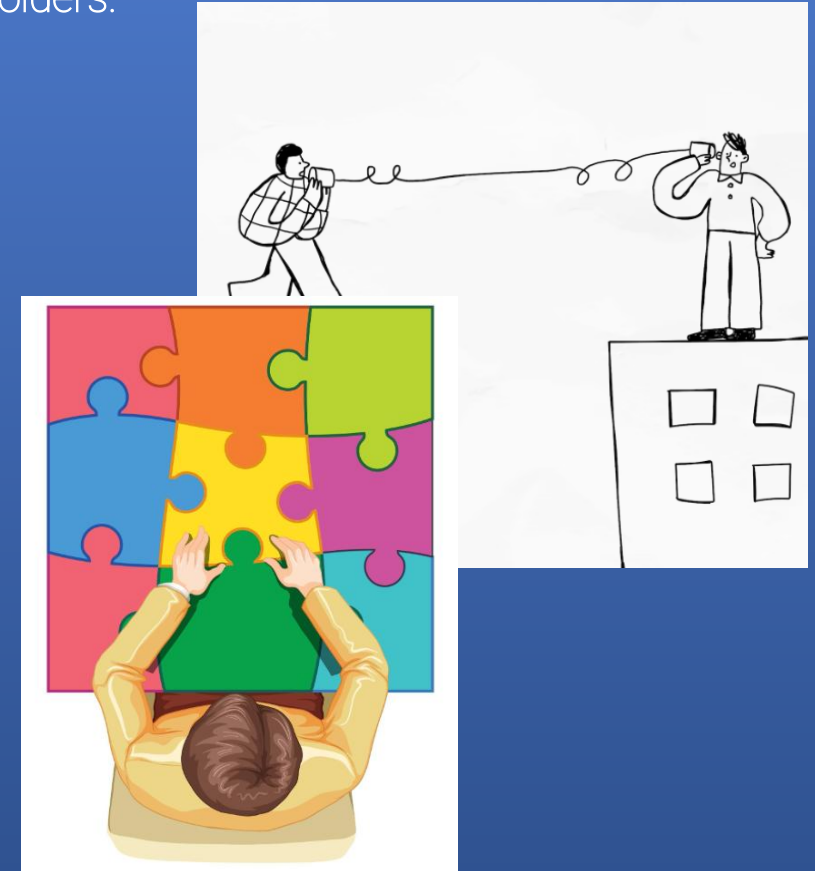
Coordinate communication between the Applicant and the LAs + Stakeholders

Chair and organise meetings

Run Tender for appointment of LA Peer reviewer

Manage LA Peer Reviewer including arranging payments etc

Have a general overview of the process



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Progression & Development on the Movement of Abnormal Loads

STEP 3 – Route and Structure review

Structures on Regional and Local Roads should be identified

While smaller drainage crossings etc may not need to be included in the assessment larger historical culverts may warrant inclusion.

Additional National Road Structures should be identified

Under 2.0m span is the LA responsibility and will not be included in the TII Database.



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STEP 3 – Route and Structure review

For Example N69: Mount Trenchard Culvert pictured is not a TII structure but should be included in assessment

N69 Sea Wall: Not a traditional structure but needs to be considered in assessment



Step 4 - Progress RW18/2024 & Tender for LA Peer Reviewer

- Agree Route in Principle, the Assessment list and allow the Haulier to progress the RW18/2024 process.

Peer Reviewer

- Lead Authority to run Tender for Peer Reviewer using Framework on Etenders.
- Limerick City and County council ran a National framework seeking assistance from a suitably qualified consultant with respect to the management, review and final recommendations associated with the RW18/2024 process

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Step 4 - Progress RW18/2024 & Tender for LA Peer Reviewer

Scope of Services

The overall purpose of this frame work will be to provide the Local authorities with the structural expertise to enable them to review and adjudicate on submissions made by abnormal load applicants.

A high level overview of the services expected are listed below

The consultant will need to have a detailed understanding of the process as outlined on the flow chart or subsequent versions of this chart and be in a position to determine if the submissions made by applicants meets the steps outlined or are any assumptions made are reasonable and accurate.

The consultant may wish to undertake site visits of the proposed route to gain an understanding of the crossing points in question.



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Scope of Services Continued

The consultant will be expected to peer review and comment on the bridge assessments, regarding the methodology used, assumptions made and the conclusions of the report.

The consultant will be expected to review and advise on any mitigation measures identified by the applicants, including but not limited to over-spanning or proposed rehabilitation works carried out on a bridge. The consultant will be expected to peer review and comment on the mitigation measures, regarding the methodology used, assumptions made and overall design philosophy.

The consultant will be expected to advise, agree and manage any monitoring proposals that are required as part of the process, including onsite monitoring where necessary.

It is expected that the routes assessments will cover Motorway, National, Regional and Local Roads.



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Step 4 - Progress RW18/2024 & Tender for LA Peer Reviewer

8 Consultants qualified on the framework

- Atkins
- Fehily Timoney
- Hewson
- Langan
- OCSC
- Punch
- ROD
- RPS

Allows independence from schemes and Hauliers

Information was provided regarding this framework in RW 23 of 2025



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Department of Transport



23rd October 2025

RW 23 of 2025

Local Authority Management of Exceptional Abnormal Loads (EAL)

Framework for Consultancy Services for Structural Assessment Reports

Dear Director of Services/Senior Engineer

The Department of Transport wishes to inform all Local Authorities that Limerick City & County Council has undertaken a tender process for the provision of Exceptional Abnormal Loads (EAL) Consultancy Services for Structural Assessment Reports via the e-Tenders platform for the Local Authority Sector.

The award notice for Local Authority Management of Exceptional Abnormal Loads (EAL) Framework has been published the Governments etenders website and is available to all local authorities to run mini-competitions and can be found on the www.etenders.gov.ie, the reference to the Framework is [CFT 5936279](http://www.etenders.gov.ie).

With regard to Appendix 1 of Circular RW18 of 2024 Exceptional Abnormal Loads, (Appendix 1 is set out below for ease of reference). Authorities may initiate mini-tenders under this framework for external expertise in assessing EAL Structural Assessment Reports on Regional and Local Roads, submitted as part of the RW18 of 2024 process.

The term of this contract is 12 months from the contract award date, with an option for the Local Authorities to extend this contract for three (3) further 12-month periods.

The Qualified Consultants on the Framework (in alphabetical order):

- Atkins
- Fehily Timoney
- Hewson
- Langan
- OCSC
- Punch
- ROD
- RPS

Lána Liosain, Baile Átha Cliath, D02 TR60, Éire
Leeson Lane, Dublin 2, D02 TR60, Ireland
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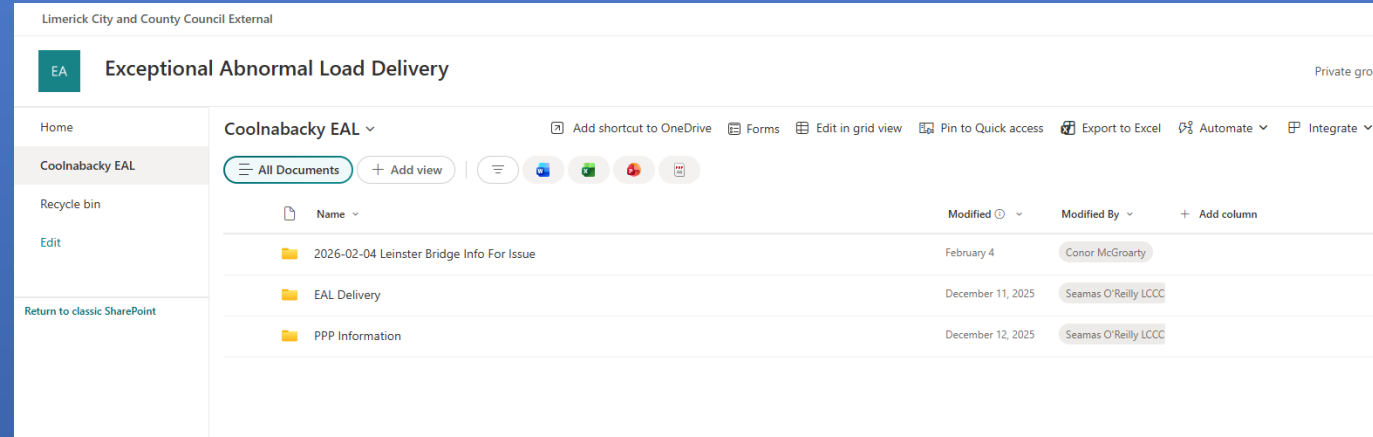
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STEP 5 – Identify Project needs

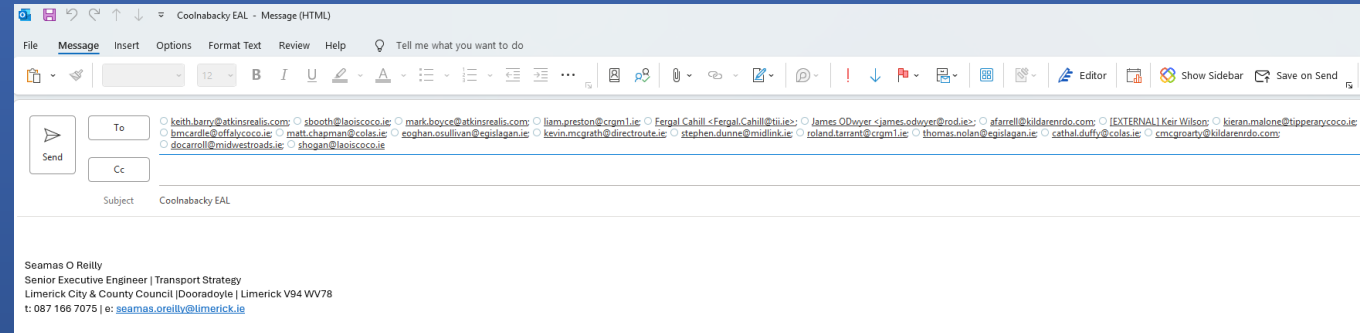
Common Data Environment

- Depending on the size and complexity it may be beneficial to create a Common Data Environment.
- A CDE such as Sharepoint can be created to act as a repository for reports photos and information ascertaining to the EAL movement. Avoids need for emails and track report revisions etc.



Identifying the technical team and information team groups

- You will most likely have a technical team which are directly involved in the approval process of the movement
- You will also have an information team who need to be aware of the progress of the process and the dates of movement etc.



Step 6 - Insurances

- Insurance requirements can vary wildly across different routes and movements.
 - PPPs may have their own separate requirements
 - Currently our approach is to review the route and identify the estimated rebuild cost of the most expensive structure. This is set as the minimum level of insurance required.
 - Request, Motor Insurance with a Third Party Property Damage indemnity limit of not less than €xxxx
 - Would suggest speaking to IPB regarding the selection of insurance levels
- * Roads with specific requirements may need greater levels of insurance so this needs to be examined nationally and levels set.

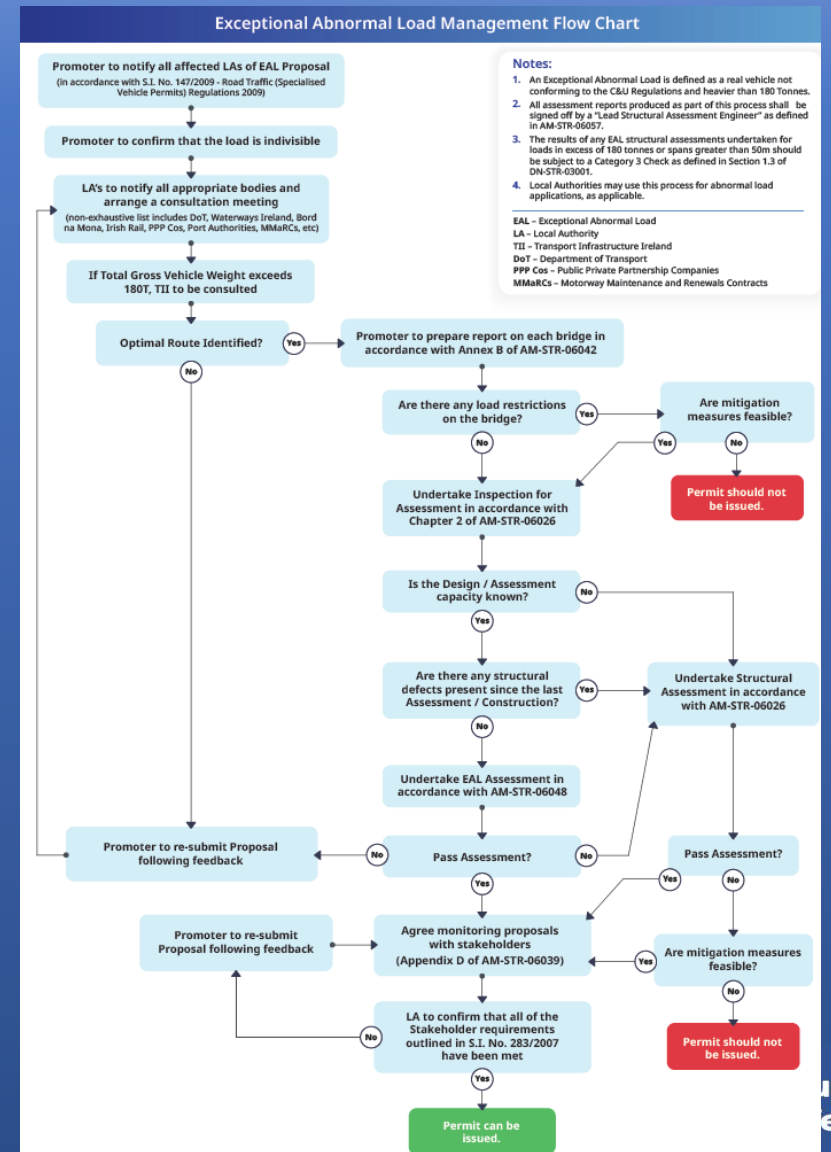
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Step 7 – RW18/2024 Process

Follow the RW18/2024 process

- Carryout necessary reviews of reports.
- Items to expedite
 - Overbridging
 - Understand any potential overbridging from a structural perspective and also the installation and removal of same is important. This can lead to road closures and TM impacts as well as structural issues.
 - Monitoring
 - Agreeing monitoring proposals early is key as this can lead to some installations being required on bridges
 - You may need to carryout baseline monitoring
 - Alternative routes
 - Should Alternative routes be proposed based on assessments. Identify ASAP.



An Roinn Iompair
Department of Transport



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Step 7 – RW18/2024 Process

Follow the RW18 process

- Regular update meetings regarding progress and proposed mitigations.
- Track comments/queries through a shared sheet and the close out comments as responded to. Normally managed by peer reviewer.
- Open Lines of communication between Peer reviewer and Haulage team.
- We don't ask for CAT III Calcs unless we have a specific issue, we just look for a cert to be provided.
- Sample cert has been developed which the DoT may look to role out for guidance

Assessment and Check Certificates for Structures DESIGN CHECK
Dublin, Transformer Transport CATEGORY - 3

Assessment and Check Certificate for Structures Category 3

Scheme

DoT reference N/A Assessment Report Reference 19606-MWP-SC-XX-RP-C-0561 P0X

Structure Name N/A Road Number N/A

Design/Check Certificate

Submitted Certificate reference

Accepted

Design & Check

Conditions / Amendments / Addenda

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Assessment and Check Certificates for Structures DESIGN CHECK
Dublin, Transformer Transport CATEGORY - 3

Assessment and Check Certificate for Structures

1.1 This assessment covers the passage of “100 Tg Transformer (14 Axle Flat Top)“, total load of 242 tonnes as shown on Drawing No. 19606-MWP-2Z-2Z-DR-C-251081 over the structures as listed in Item 1.2. A breakdown of the vehicle details is as follows:

Axle No.	Axle Weight (t)	Axle No.	Spacings (m)
1	10.0	1-2	1.957
2	10.0	2-3	1.945
3	12.0	3-4	1.335
4	12.0		
		4-5	5.470
5	14.1		
6	14.1	5-6	1.500
7	14.1	6-7	1.500
8	14.1	7-8	1.500
9	14.1	8-9	1.500
10	14.1	9-10	1.500
11	14.1	10-11	1.500
12	14.1	11-12	1.500
13	14.1	12-13	1.500
14	14.1	13-14	1.500
15	14.1	14-15	1.500
16	14.1	15-16	1.500
17	14.1	16-17	1.500
18	14.1	17-18	1.500

1.2 The assessment covers the passage of this vehicle over the following structures:

- Sligo, Culvert (LC-M20-011.00)
- Drogheda, Culvert 2 (LC-M20-008.00)
- Roslagh, Culvert (LC-M20-007.00)
- Cleghacloka, Culvert (LC-M20-003.00)
- Eotessa, Culvert (LC-M20-001.00)
- Toobau, Farm Pass (LC-N20-014.00)
- Faoningstown, Farm Pass (LC-N20-013.00)
- Caberessa, Farm Pass (LC-N20-011.20)
- Caberessa, Culvert (LC-N20-011.10)
- Skaugh, Bridge (LC-N20-011.00)
- Abbd, East Farm Pass Bridge (LC-N20-009.00)

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Step 9 – Proceed with Movement

- Once all elements in place and all agreements and conditions agreed ALP can be issued.

Suggestions

- Send out Road Traffic notifications prior to movements
- If there are multiple deliveries, we would look for an inspection between deliveries. Usually can be a week or so between movements.
- On site supervision recommended to ensure conditions adhered to.

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Progression & Development on the Movement of Abnormal Loads

EAL Limerick to Coolnabacky



Session : 1

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EAL Limerick to Coolnabacky



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Session : 1

Progression & Development on the Movement of Abnormal Loads

Cian Ó Céilleachair– Engineering Inspector, Department of Transport

Carmel O’Hare, Director of Corporate Services, Innovation and Emergency Management, Monaghan County Council

Seamas O’Reilly, Senior Executive Engineer, Limerick City and County Council

THANK YOU



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**Questions must include name
and associated Local Authority
to be considered by the panel.**

