National legislation for car transporters

Version 2
October 2017
Established in 1997, ECG is the Association of European Vehicle Logistics and represents more than 100 leading vehicle logistics companies from 28 countries across Europe, including the Russian Federation, Ukraine and Turkey.

ECG Members provide transport, distribution, storage, preparation and post-production services to manufacturers, importers, car rental companies and vehicle leasing operators. ECG’s Brussels based Secretariat works daily to fulfil the core mission of the Association, i.e. Information & Awareness; Education; Networking & Integration; Lobbying & Representation; and Standardisation.

Created as a non-profit making organisation to promote the interests of the car carrier operators, ECG is now the established platform for the automotive logistics sector bringing together logistics service providers, manufacturer logistics managers and suppliers to the sector.

While lobbying the main EU institutions to give an external voice to the sector, within the industry ECG aims to facilitate non-commercial collaboration between member companies and assist them in sharing best practices in many operational areas, especially the harmonisation of operational standards.

In co-operation with KPMG, ECG has created the only existing Academy for higher education tailored and wholly dedicated to Finished Vehicle Logistics.

Additionally, through the Annual Conference and Regional Meetings as well as through Working Groups and Forums, ECG has positioned itself as the meeting point to discuss key non-commercial issues that affect the entire automotive outbound logistics sector. The Vehicle Manufacturers take an active part in this process by participating in many of the ECG events.

For more information, please visit the ECG website: www.ecgassociation.eu.
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Introduction

ECG has been lobbying for many years for a standard minimum loaded length for car transporters in Europe of 20.75m to remove many of the existing national differences. When the previous Directive 96/53/EC was reviewed in 2012-15 ECG stepped up its campaign and in April 2014 the European Parliament voted overwhelmingly in favour of its proposal. Critically almost no Member States disagreed with the principle but in the end ran out of the time necessary to reach agreement between them all on the wording.

For now the status quo has been maintained and the good news is that a review of the new Directive (EU) 2015/719 has been promised 3 years after the national implementation deadline in May 2017. The downside is that for now the plethora of different national rules exists and crossing of borders is still a potential risk, especially for journeys which cross more than one, as this is technically not allowed above 18.75m although so far no Member States have tried to enforce this.

In October 2015 the Lobbying Task Force was created, dedicated to this legislative dossier. ECG Board members and OEM representatives came together, on the initiative of Renault-Nissan, to continue to lobby for this objective. The Task Force’s goals in this regard are

1. Persuade Member States to already align their national rules
2. Achieve consensus amongst Member States ahead of the promised review of the new Directive whilst ECG maintains focus in Brussels with the European Parliament and European Commission

The first objectives of the Lobbying Task Force are

1. To collect the national legislations referring to car transporters from all the 28 Member States and to translate the relevant articles to English (for interest we also obtained Norway, Russia, Switzerland, Turkey and Ukraine)
2. To start to collect relevant government contact details by country, e.g. Transport Ministry. Also contact details at national OEM associations where these exist
3. To propose a technical text that addresses the problem
4. To start discussion with Member States to establish consensus on the text.
Methodology and analysis of the results

For each EU Member State the appropriate laws have been researched for the following issues where special rules exist for car transporters:

- Maximum loaded length
- Maximum front and rear overhangs where allowed
- The possibility to extend the trailer to support the load
- Markings

The basis for the legislation is the European Directive 96/53/EC which was amended by Directive (EU) 2015/719 in 2015. In this legislation the maximum unloaded length is fixed at 18.75m which is a common feature for all Member States. As far as the maximum loaded length is concerned, there are various length limits in force in Member States. In some cases, however, no maximum unloaded length limit is stated (e.g. Latvia) – this gives rise to the interpretation of individual companies and ‘custom and practice’. In such cases we aimed to have at least two different sources in order to compare the practices on the ground. In the case of Bulgaria or Hungary all oversized trucks need to pay a tax, depending on the actual loaded length, based on which other restrictions can be in force (authorisation needed, only a restricted road network can be used, accompanying needed, etc.)

In some cases, the use of the rear extension of the trailer is defined in the law (Belgium, France, Germany, Greece, Portugal and Spain). In some other countries it is not included in the legislation but our sources (in most cases ECG members) deemed it is part of the rear overhang (Czech Republic, Denmark, Italy, the Netherlands, Poland, Romania and Sweden). In the case of the UK, there is no provision to increase the length of the truck beyond the 18.75m limit, therefore the use of rear extension is prohibited in the country.

In most cases the companies we contacted expressed their positive feelings about the aim for a standardised length and overhangs within the European Union. It was even highlighted that car transporters as such are not recognised in the CMR legislation and therefore in many countries there is no separate legislation that refers to this niche market segment. Indeed, in some Member States car transporters are not defined in law (Bulgaria, Cyprus, Hungary, Luxembourg, Malta, Poland, Romania, Sweden and the UK). In other cases, the car transporters' loaded length is defined in the law (Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Lithuania, the Netherlands, Portugal, Slovakia, Slovenia and Spain) or, in the case of Austria, the car as a load type is mentioned separately.

On the next pages you will find a table that gives a comprehensive picture of the differences and similarities between the legislation and practices in EU Member States.
## Summary of situation in 2017

<table>
<thead>
<tr>
<th>Country</th>
<th>Special status for car transporters</th>
<th>Max loaded length in law</th>
<th>Rear extension permitted in law</th>
<th>Rear extension permitted in practice</th>
<th>Front overhang permitted in law</th>
<th>Front overhang permitted in practice</th>
<th>Rear load overhang permitted in law</th>
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Example of a loaded car transporter

A – unloaded length
B – loaded length from the front edge of the cabin and the edge of the load
C – overall loaded length
D – front overhang
E – rear overhang
F – distance between the centre of the steering wheel and the edge of the front overhang
G – distance between the centre of the rear axle(s) of the trailer and the edge of the load
H – loaded height
I – distance between the edge of the truck cabin and the load support extension at the front
J – length of the rear load support extension
K – rear overhang of the load beyond the edge of the trailer or load support extension at the rear
EU country profiles
Country: Austria

Summary:
In Austria the length of trucks is 18.75m, however, for exceptional cases, where car transport belongs, longer loaded length is allowed. If in these exceptional cases the overhang to the front or to the rear is more than 1m, the outermost points of the projecting parts have to be marked with reflective signs. The law prescribes that the overhang must be smaller than one quarter of the vehicle (however in practice the “vehicle” in the case of car carriers means the trailer). Rear extension of the trailer can be used to keep the overhang of a load in balance and to fix the goods. In this case the load must project beyond the extension device and its centre of gravity must lay on the structure of the trailer and not on the rear extension.

- Maximum permitted loaded length (including load) of road train: The law (“Kraftfahrgesetz”) sets the unloaded length of the trucks at 18.75m. The same law prescribes that the overhang of the load has to be smaller than one quarter of the vehicle. There is a resolution/decree of the ministry (attached to this country-profile) which declares that the use of a non-permanent extension (“Ladestützen”) is allowed when the centre of gravity of the load has to be on the vehicle. The function of the extension is only to stabilize the overhang of the load.
- Permitted extension of trailer when loaded: Yes
  - Special provisions: The load has to protrude beyond the load supporting structure and its centre of gravity has to lay on the vehicle and not on the rear extension.
- Permitted front load overhang: Not defined in law but, in practice, it is allowed
- Permitted rear load overhang: Yes
- Rear Signage required: Yes
  - Special provisions: If the load protrudes to the rear or to the front by more than 1m, it has to be made clearly visible to other road users
- Height limit: 4m
- EMS: No

National legislations (length of car transporters, overhangs, EMS):
Road Traffic Act 1967 BGBI. I No. 73/2015
Bundesgesetz vom 23. Juni 1967 über das Kraftfahrwesen (Kraftfahrgesetz)

Latest amendment:
2015

Original text:
II. ABSCHNITT
Bauart und Ausrüstung der Kraftfahrzeuge und Anhänger

§ 4. Allgemeines
(7a) Bei Kraftwagen mit Anhängern darf die Summe der Gesamtgewichte sowie die Summe der Achslasten 40 000 kg, im Vorlauf- und Nachlaufverkehr 44 000 kg, und beim Transport von Rundholz aus dem Wald oder bei der Sammlung von Rohmilch bis zum nächstgelegenen technisch geeigneten Verladebahnhof oder zu einem Verarbeitungsbetrieb, höchstens jedoch 100 km Luftlinie, wenn die hintere Achse des Anhängers mit Doppelbereifung oder einer der Doppelbereifung gleichwertigen Bereifung ausgerüstet ist oder beide Fahrzeuge jeweils mehr als zwei Achsen haben, 44 000 kg nicht überschreiten. Die größte Länge von Kraftwagen mit Anhängern darf 18,75m, von Sattelkraftfahrzeugen jedoch 16,5m nicht überschreiten.

§ 101. Beladung
(1) Die Beladung von Kraftfahrzeugen und Anhängern ist unbeschadet der Bestimmungen der Abs. 2 und 5 nur zulässig, wenn
c) die größte Länge des Fahrzeuges durch die Beladung um nicht mehr als ein Viertel der Länge des Fahrzeuges überschritten wird und


d) bei Bewilligungen gemäß Abs. 5 zweiter Satz erteilte Auflagen eingehalten werden,

(2) Bei Langgutfahrten, Wirtschaftsfahrten (§ 30 der StVO 1960), Großvieh-, Auto-, Boot- und Flugzeugtransporten oder bei der Beförderung von Geräten mit Zugmaschinen, Motorkarren oder Schneeräumfahrzeugen, dürfen die Abmessungen, bei anderen Transporten in Ausnahmefällen, wie bei unteilbaren Gütern, die Abmessungen, das höchste zulässige Gesamtgewicht und die höchsten zulässigen Achslasten durch die Beladung oder das Gerät überschritten werden, wenn die hiefür durch Verordnung (Abs. 6) festgesetzten Grenzen und Voraussetzungen eingehalten werden.

(4) Ragt die Ladung um mehr als 1 m über den vordersten oder hintersten Punkt des Kraftfahrzeugs, bei Kraftfahrzeugen mit Anhängern des letzten Anhängers, hinaus, so müssen die äußersten Punkte der hinausragenden Teile der Ladung anderen Straßenbenützern gut erkennbar gemacht sein.

(5) Transporte, bei denen die im Abs. 1 lit. a bis c angeführten oder die gemäß Abs. 6 festgesetzten Voraussetzungen nicht erfüllt werden, und Langgutfahrten, bei denen die Länge des Kraftfahrzeuges oder des letzten Anhängers samt der Ladung mehr als 16 m beträgt, sind nur mit Bewilligung des Landeshauptmannes, in dessen örtlichem Wirkungsbereich der Transport durchgeführt werden soll, zulässig. Diese Bewilligung darf höchstens für die Dauer eines Jahres und nur bei Vorliegen folgender Voraussetzungen erteilt werden:

1. Beförderung einer unteilbaren Ladung oder andere besondere Gegebenheiten, unter denen diese Fahrzeuge verwendet werden, und
2. wenn die Beförderung – ausgenommen Beförderungen bei denen die Be- und Entladestation nicht mehr als 65 km Luftlinie voneinander entfernt sind – wenigstens zum größten Teil der Strecke mit einem anderen, umweltverträglicheren Verkehrsträger (insbesondere Bahn, Schiff) nicht oder nur mit unvertretbar hohem Aufwand durchgeführt werden kann.

English translation:

SECTION II
Type and equipment of motor vehicles and trailers

§ 4. General information

(7a) For motor vehicles with trailers, the total weight as well as the total axle load may not exceed 40,000 kg, or 44,000 kg for transport to and from the chief mode of transport. For transport of round timber from the forest or the collection of raw milk to the nearest technically suitable loading station or processing plant, at a distance of up to 100 km in a straight line, if the rear axle of the trailer is equipped with double wheels or a double wheel equivalent, or both vehicles have more than two axles, the total weight and total axle load may not exceed 44,000 kg. The maximum length of motor vehicles with trailers may not exceed 18.75 m, or 16.5 m for articulated vehicles.

§ 101. Loading

(1) Loading of vehicles and trailers is only permissible, notwithstanding the provisions of para. 2 and 5, if
c) the greatest length of the vehicle when laden is not exceeded by more than a quarter of the length of the vehicle and
d) the stipulations of permits issued according to para. 5, second sentence, are observed,
e) the load and the individual parts of this load are stored on the vehicle or secured by appropriate
means so that they can withstand the forces exerted during normal driving and do not compromise safe
operation of the vehicle or endanger anybody. The individual parts of this load must be stowed and
secured with appropriate means so that their position in relation to each other and to the walls of
the vehicle can only change slightly; this does not, however, apply if the loaded goods cannot leave the
cargo space and safe operation of the vehicle is not compromised and nobody is endangered. The load
or individual parts must be, where necessary, secured with lashing straps, restraint bars, dunnage
bags, antislip matting or a combination of suitable cargo safety means. Sufficient cargo securement is
provided when the entire cargo area is completely filled with loaded goods in every position, providing
sufficiently strong barriers in the cargo area prevent cargo from falling or piercing the cargo area
barriers. The Federal Minister for Transport, Innovation and Technology is authorised to order further
provisions defining in which cases cargo is inadequately secured. Various deficiencies in securing
cargo can be combined in deficiency groups and a form compiled to record findings when inspections
are carried out.

(2) For the transport of long loads, commercial freight (Art. 30 of StVO 1960), heavy livestock, car, boat
and airplane transport, or for the transportation of appliances with tractor units, motor carts or
snowploughs and other transports in exceptional cases, as well as indivisible goods, the dimensions,
the maximum permissible weight and the maximum permissible axle loads may be exceeded by the
load or the machine as long as the pertinent limits and requirements which have been determined by
regulations (paragraph 6) are complied with. (N.B paragraph 6 refers to weight and axle loads).

(4) If the freight projects by more than 1 m beyond the furthest front or rear point of the motor vehicle,
or the last trailer on a motor vehicle with trailers, the outermost points of the projecting parts must be
made clearly visible to other road users.

(5) Shipments where the conditions defined in para. 1 point a) to c) or para. 6 are not met, and long
cargo vehicles where the length of the vehicle or the last trailer including the cargo is more than 16m,
may only be transported with the permission of the governor in whose local area the cargo is to be
transported. This permission may be issued for one year at the most and only if the following conditions
are met:
1. Transport of a load that cannot be separated or other special conditions where these vehicles are
used and
2. if the shipment – with the exception of shipments where the loading and unloading locations are no
more than 65km linear distance from each other – cannot be carried out or can only be carried out with
an unreasonably high effort, with another more environmentally friendly mode of transport (in particular
rail or ship) at least for the majority of the route.

Date of translation: 23 March 2016
Source: https://www.ris.bka.gv.at

USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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<th>Name</th>
<th>Title/Position</th>
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<td>Astrid Pansi</td>
<td>Abt. IV/ST1</td>
<td>+43 1 711 62 - 65 5579</td>
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Bestimmung der Fahrzeuglänge; 
Einfluß von Ladestützen.

An alle

Herren Landeshauptmänner

Das Bundesministerium für Öffentliche Wirtschaft und Verkehr gibt aus gegebenem Anlaß zur Frage der Länge von Fahrzeugen zum Transport von Fahrzeugen bzw. der Länge solcher Kraftwagenzüge nachstehendes bekannt:


Der Begriff "zusätzlich" setzt voraus, daß der Schwerpunkt der hinausragenden Ladung ohne die zusätzliche Sicherung zweifelsfrei auf bzw. über dem Fahrzeug liegen muß.

2. Sofern daher das Fahrzeug bzw. der Kraftwagenzug ohne Ladestützen die im §§ 4 Abs. 6 bzw. 104 Abs. 9 KFG 1967 festgesetzten Abmessungen nicht überschreitet, ist keine Ausnahmegenehmigung bzw. Ausnahmebewilligung erforderlich.

3.1 Werden Ladestützen verwendet, so ist ihre Länge so zu bemessen, daß in jedem Fall die hintere Begrenzung des Fahrzeuges oder des Kraftwagenzuges durch die Ladung gebildet wird.

3.2 § 101 Abs. 1 und 4 KFG 1967 sind einzuhalten.

3.3 Im unbeladenen bzw. teilbeladenen Zustand dürfen Ladestützen nicht über das Fahrzeug oder den Kraftwagenzug hinausragen.

4. Sofern die Voraussetzungen gemäß den Z. 1 bis 3 erfüllt werden, ist eine (Ausnahme-)Bewilligung nicht bzw. nicht mehr erforderlich.

Wien, am 16. März 1987
Für den Bundesminister:
Dr. W E B E R

Für die Richtigkeit der Ausfertigung:

Prechelmacher
Determination of vehicle length; influence of load support structures.

To all

State Governors

The Federal Ministry of Public Economy and Transport hereby issues the following notice regarding the length of vehicles transporting vehicles or the length of such truck/trailer combinations:

1.1 In the case of vehicles transporting other vehicles, exceeding of the permitted length owing to the use of load support structures for the additional securing and stabilising of permissible load protrusions, shall be disregarded, provided the load also protrudes beyond the load supporting structures. It is irrelevant whether the load support structures are removable or whether they are permanently attached to the vehicle and are merely extendible.

1.2 Load support structures in the sense of 1.1 are structures used to secure an overhanging load whose centre of gravity lies above the vehicle (loading bed). Load support structures therefore serve to stabilise the part of the load protruding at the rear and thus are used as an additional means of securing the load.
The term “additional” presupposes that the centre of gravity of the protruding load would unequivocally be on or above the vehicle without the additional means of securing the load.

2. If, therefore, the vehicle or the truck/trailer combination without load support structures does not exceed the dimensions set out in Sections 4 (6) or 104 (9) of the Road Traffic Act of 1967 (KFG), then no special permit or authorisation is required.

3.1 If load support structures are used, their length must always be calculated such that the load forms the rear limit of the vehicle or truck/trailer combination.

3.2 Sections 101 (1) and (4) KFG 1967 must be complied with.

3.3 If the vehicle is unloaded or partially loaded, then the load support structures may not protrude beyond the vehicle or truck/trailer combination.

4. If the conditions in 1 to 3 are met, then (exemption) authorisation is not or is no longer required.

Vienna, 16 March 1987
On behalf of the Federal Minister:
Dr. WEBER

Certified as a true copy by:
Prechelmacher
**Country:** Belgium

**Summary:**
Belgium recognises car carriers as a special sector in its legislation. Loaded car carrier trucks can have 0.5m overhang to the front and 1.5m overhang to the back, so the loaded length is a maximum of 20.75m. The use of rear extension devices is allowed in the country but can only be used to support the projecting part of the cargo and should be put back when empty and should not be taken into account when calculating the length of the empty trailer or the set. The rear extension device must not protrude beyond the load. This is not explicitly contained in the legislation, but according to an interpretation provided by the Ministry of Transport, the use of the rear extension in the above-mentioned manner conforms to the spirit of the two legislations we quote below.

- **Maximum permitted loaded length (including load) of road train:** 20.75m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
  - Special provisions: The rear extension device cannot protrude beyond the load
- Permitted front load overhang: Yes
  - Special provisions: Max. 0.5m
- Permitted rear load overhang: Yes
  - Special provisions: Max. 1.5m
- Rear Signage required: Yes
  - Special provisions: If the load protrudes by more than 1m to the rear it has to be marked by a 0.5x0.5m table with red and yellow diagonal stripes
- Height limit: 4m
- EMS: No

**National legislations (length of car transporters, overhangs, EMS):**

MARCH 15, 1968. Royal Decree establishing general regulations for the technical conditions to be complied with by automobiles and their trailers, their parts as well as safety features
Arrêté royal portant règlement général sur les conditions techniques auxquelles doivent répondre les véhicules automobiles et leurs remorques, leurs éléments ainsi que les accessoires de sécurité.

DECEMBER 1, 1975. Royal Decree establishing general regulations for road traffic police and the use of public highways
Arrêté royal règlement général portant sur la police de la circulation routière et de l'usage de la voie publique

**Latest amendment:**
2015

**Original text:**
Arrêté royal portant règlement général sur les conditions techniques auxquelles doivent répondre les véhicules automobiles et leurs remorques, leurs éléments ainsi que les accessoires de sécurité.

**Article 32bis** Dimensions et masses des véhicules dont la demande d'agrément est introduite à partir du 1er janvier 1985 (3/4)

3.1.3 La longueur maximale est fixée à

3.1.3.5. pour les trains routiers (camion et remorque) : 18,75 m, si le train satisfait aux conditions suivantes :

a) la distance maximale mesurée parallèlement à l’axe longitudinal du train routier entre les points extérieurs situés le plus à l’avant de la zone de chargement derrière la cabine et le plus à l’arrière de la remorque de l’ensemble, diminuée de la distance comprise entre l’arrière du véhicule à moteur et l’avant de la remorque ne peut être supérieure à 15,65 m;
b) la distance maximale mesurée parallèlement à l'axe longitudinal du train routier entre les points extérieurs situés le plus à l'avant de la zone de chargement derrière la cabine et le plus à l'arrière de la remorque de l'ensemble ne peut être supérieure à 16,40 m.

Pour la mesure de ces distances, les composants suivant ne sont pas pris en considération :

- la surface de chargement précédant l'extrémité arrière de la cabine;
- les dispositifs mentionnés au point 1.2.2.2;
- uitstekende koelapparatuur en andere voorzieningen die zich voór van laadruimte bevinden.

Si le train ne répond pas à ces conditions, la longueur maximale est limitée à 18 m.

Ces conditions sont obligatoires pour les trains dont le véhicule tracteur a été mis en service à partir du 17 septembre 1997 et pour tous les trains à partir du 1er janvier 2007.

English translation:
Royal Decree establishing general regulations for the technical conditions to be complied with by automobiles and their trailers, their parts as well as safety features.

**Article 32a** Dimensions and weights for vehicles for which the application for approval is introduced from January 1, 1985 (3/4)

3.1.3 The maximum length is fixed at

3.1.3.5. for road trains (truck and trailer): 18.75m, if the train satisfies the following conditions:

a) the maximum distance measured parallel to the longitudinal axis of the road train between the external points located at the foremost point of the cargo behind the cab and the furthest point behind the trailer set, reduced by the distance included between the rear of the motor vehicle and the front of the trailer may not be greater than 15.65m;

b) the maximum distance measured parallel to the longitudinal axis of the road train between the external points located at the foremost point of the cargo area behind the cab and the furthest point behind the trailer set may not be greater than 16.40m;

In order to measure these distances, the following components should not be taken into account:

- the loading surface preceding the rear edge of the cab;
- the devices mentioned in part 1.2.2.2; (these are the wipers; lighting equipment; registration plates, etc)
- Protruding cooling units and other equipment located ahead of the cargo area.

If the train does not comply with these conditions, the maximum length is limited to 18.0m.

These conditions are mandatory for road trains where the towing vehicle has been in service since September 17, 1997 and for all road trains in service since January 1, 2007.

Original text:
Arrêté royal portant règlement général sur la police de la circulation routière et de l'usage de la voie publique.

**Article 46.** Chargement des véhicules : dimensions

46.2.1. En aucun cas le chargement ne peut dépasser, à l'avant, l'extrémité du véhicule, ou s'il s'agit d'un véhicule à traction animale, la tête de l'attelage.

Toutefois, le chargement des trains de véhicules affectés exclusivement aux transports de véhicules automobiles peut dépasser à l'avant de 0,50 m au maximum.
46.2.3. Le chargement des autres véhicules ne peut dépasser l'extrémité arrière du véhicule de plus d'un mètre.

Toutefois, le dépassement peut atteindre :

b) 1,50 mètre, pour les chargements des trains de véhicules affectés exclusivement aux transports de véhicules automobiles.

*English translation:*
Royal Decree establishing general regulations for road traffic police and the use of public highways.

**Article 46.** Vehicle loading: dimensions

46.2.1. Under no circumstances may cargo exceed, at the front, the edge of the vehicle, or in the case of animal traction vehicles, the coupler heads.

However, cargo on vehicle trains for exclusive use of transporting automobiles may exceed the front by a maximum of 0.50m.

46.2.3. The loading of other vehicles may not exceed the rear edge of the vehicle by more than one metre.

However, the exceedance may reach:

b) 1.50 metres, for cargo on vehicle trains for the exclusive use of transporting automobiles.

*Date of translation:* 24 March 2016

*Source:* [http://www.code-de-la-route.be/](http://www.code-de-la-route.be/)

*Accessed on:* 14 March 2016

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**USEFUL CONTACTS**

**OEM National Association:** No

**National Ministry of Transport:**

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<td>Direction Certification et Surveillance</td>
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<tr>
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CHARGEMENT DES VEHICULES – LONGUEUR 
TRANSPORT DE VEHICULES

Pour le calcul de la longueur maximale autorisée de l'ensemble de véhicules chargé pour le transport de véhicules automobiles, composé d'un camion et d'une remorque, il y a lieu de tenir compte des règlements suivants :

- le règlement technique des véhicules (A.R. du 15.3.1968) : art. 32bis, point 3.1.3.5. ;
- le code de la route (A.R. du 1.12.1975) : art. 46.2.1. et 46.2.3. ;
- la directive 96/53/CE : annexe I, points 1.1., 1.7. et 1.8.

Si les conditions restrictives relatives à la longueur de la zone de chargement (*) sont respectées, les valeurs maximales s'élèvent à :

1. longueur de l'ensemble vide (camion + remorque) : 18,75 m ;
2. partie saillante du chargement à l'avant : 0,50 m ;
3. partie saillante du chargement à l'arrière : 1,50 m ;
4. longueur totale de l'ensemble, chargement compris : 20,75 m.

Si les conditions restrictives relatives à la longueur de la zone de chargement (*) ne sont pas respectées, les valeurs maximales s'élèvent à :

1. longueur de l'ensemble vide (camion + remorque) : 18,00 m ;
2. partie saillante du chargement à l'avant : 0,50 m ;
3. partie saillante du chargement à l'arrière : 1,50 m ;
4. longueur totale de l'ensemble, chargement compris : 20,00 m.

Le « tiroir » situé à l'arrière de la remorque peut uniquement être utilisé pour maintenir la partie saillante du chargement. Il doit être remis en place lors de la conduite à vide et n'entre pas en ligne de compte pour le calcul de la longueur de la remorque vide ou de l'ensemble. \textit{Il ne peut dépasser le chargement.}

Remarque : la hauteur maximale, chargement compris, est toujours de 4,00 m.

(*) Conditions relatives à la zone de chargement :

- la distance maximale mesurée parallèlement à l'axe longitudinal du train routier entre les points extérieurs situés le plus à l'avant de la zone de chargement derrière la cabine et le plus à l'arrière de la remorque de l'ensemble, diminuée de la distance comprise entre l'arrière du véhicule à moteur et l'avant de la remorque ne peut être supérieure à 15,65 m ;
- la distance maximale mesurée parallèlement à l'axe longitudinal du train routier entre les points extérieurs situés le plus à l'avant de la zone de chargement derrière la cabine et le plus à l'arrière de la remorque de l'ensemble ne peut être supérieure à 16,40 m ;
- les installations permettant le passage des véhicules chargés entre le véhicule à moteur et la remorque n'entrent pas en ligne de compte pour le calcul de ces valeurs.
SHIPMENT OF VEHICLES - LENGTH

VEHICLE TRANSPORTATION

In order to calculate the authorised maximum length of a set of vehicles loaded to transport motor vehicles, made up of a truck and a trailer, the following regulations should be taken into account:

- Technical Regulations for Vehicles (Royal Decree 15/3/1968): Art. 32a, part 3.1.3.5;
- Highway Code (Royal Decree 01/12/1975): Art. 46.2.1 and 46.2.3;

If the restrictive conditions relating to the length of the loading zone (*) are respected, the maximum values amount to:

1. length of the empty set (truck + trailer) 18.75 m
2. projecting part of the cargo at the front: 0.50 m
3. projecting part of the cargo at the rear: 1.50 m
4. total length of set, including cargo: 20.75 m

If the restrictive conditions relating to the length of the loading zone (**) are not respected, the maximum values amount to:

1. length of the empty set (truck + trailer) 18.00 m
2. projecting part of the cargo at the front: 0.50 m
3. projecting part of the cargo at the rear: 1.50 m
4. total length of set, including cargo: 20.00 m

The rear extension located at the rear of the trailer can only be used to support the projecting part of the cargo. It should be put back when empty and should not be taken into account in calculating the length of the empty trailer or the set. **The load must not be exceeded.**

Note: the maximum height, including cargo, is always 4.00 m.

(*) Conditions relating to the loading zone:

- the maximum distance measured parallel to the longitudinal axis of the road train between the external points located at the foremost point of the cargo behind the cab and the furthermost point behind the trailer set, reduced by the distance included between the rear of the motor vehicle and the front of the trailer may not be greater than 15.65m;
- the maximum distance measured parallel to the longitudinal axis of the road train between the external points located at the foremost point of the cargo area behind the cab and the furthermost point behind the trailer set may not be greater than 16.40m;
- Facilities allowing for the movement of loaded vehicles between the motor vehicle and the trailer should not be taken into consideration for the calculation of these values.
**Country:** Bulgaria

**Summary:**
Bulgaria doesn’t grant special status to car transporters – this niche sector is not differentiated in the legislation. All trucks being oversized, i.e. if the truck and the load are longer than 18.75m, need to pay a tax in the country. If the truck is shorter than 22m, it can circulate on the roads after paying a tax, depending on the oversize. 90% of car carriers in the country belong to this category. If it is longer than 22 but shorter than 24m, the truck needs to have an authorisation for circulation on the roads and pay the oversize tax. This category represents 9-10% of the cases. When the truck is longer than 24m, it needs to pay a tax, have an authorisation and be accompanied by a convoy. This is, however, almost never the case with car transporters.

Rear and front overhangs are not stipulated in the document, although it notes that a red flag has to be used when the load extends by more than 1m to the front or to the rear (Article 21). It can be deduced from this that both front and rear overhangs are authorised within the country, although without any explicit limitation. A contact at a member noted that he hasn’t seen a front overhang longer than the distance between the front bumper and the front tyre of the first loaded car on the upper deck of the truck. *(Information from GEFCO Bulgaria)*

The law stipulates the use of a flag to mark the overhangs that are longer than 1m, however, it is never used for car carriers in the country. Oversized trucks are marked with a square white and red sign at the rear.

Rear extensions are not referred to in the legislation, however, they are used in Bulgaria for internal and transit traffic. The majority of traffic into Bulgaria comes from Serbia and Greece and in these countries the use of rear extensions is penalised by the police. *(N.B. The rear extension is allowed in the legislation in Greece, but, as GEFCO Bulgaria reported, this is not the case in practice – trucks with rear extensions get fined by police on the roads.)*

- Maximum permitted loaded length (including load) of road train: 22m (after paying tax)
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Not defined in law but, in practice, it is allowed
- Permitted rear load overhang: Not defined in law but, in practice, it is allowed
- Rear Signage required: Yes
  - Special provisions: the marker is usually a red and white striped square sign at the rear
- Height limit: 4m
- EMS: Not permitted

**National legislations (length of car transporters, overhangs, EMS):**

Regulation No. 11 of 3 July 2001 on the movement of oversized and/or heavy goods vehicles
Наредба № 11 от 3 юли 2001 г. за движение на извънгабаритни и/или тежки пътни превозни средства

**Latest amendment:**
2011

**Original text:**

Раздел II. Норми за размери, masa и натоварване на ос на ППС

Чл. 5. (1) Допустимите максимални размери на ППС за движение по пътищата, отворени за обществено ползване, са за:

d) моторно превозно средство с едно или повече ремаркета - 18,75 m;

Раздел III. Условия за движение на извънгабаритни ППС

Чл. 8. (1) Движенето на извънгабаритни ППС се осъществява в рамките на специалното ползване на пътищата и се разрешава в случаите, когато е невъзможно или нецелесъобразно да се използва друг вид транспорт или когато товарите не могат да бъдат разглобени на части и превозени в рамките на общественото ползване на пътищата.
(2) Извънгабаритните ППС могат да се движат с разрешително, издадено от администрацията, управляваща пътя, съгласувано със съответната служба за контрол при Министерството на вътрешните работи (МВР).

Чл. 9. Всички извънгабаритни ППС трябва да бъдат сигнализирани съгласно изискванията на раздел V.

Чл. 10. (1) Извънгабаритните ППС с обща маса, по-голяма от 60 т, или на които поне един от габаритните размери е по-голям от съответно ширичина - 3,50 m, височина - 4,70 m, и дължина - 24,00 m, могат да се движат само ако имат разрешително по чл. 8, ал. 2 и ако се съпровождат съгласно изискванията на раздел VI.

Раздел IV. Ред за издаване на разрешителни

Чл. 14 (3) Извънгабаритните и/или тежките ППС, на които се разрешава да се движат след заплащане само на дължимата такса, са тези, които имат обща маса до 45 тона или натоварване на ос, което не превишава с повече от 30 % допустимите максимални натоварвания на ос по раздел II, както и тези с габаритни размери: ширичина - до 3,30 m, височина - до 4,30 m, и дължина - до 22 m.

Раздел V. Сигнализиране

Чл. 19. (1) На предната и задната част на извънгабаритните ППС се поставят опознавателни знаци при условията на чл. 46, ал. 1, т. 7 от Наредба № I-45 от 2000 г. За регистрацията, отчета, пускането в движение и спирането от движение на моторните превозни средства и на ремаркетата, теглени от тях.

(2) Извънгабаритните ППС с дължина над 12 m се сигнализират с опознавателни знаци при условията на чл. 46, ал. 3 от Наредба № I-45 от 2000 г. за регистрацията, отчета, пускането в движение и спирането от движение на моторните превозни средства и на ремаркетата, теглени от тях.

(3) На извънгабаритните ППС с дължина, по-голяма от 22,00 m, освен опознавателните знаци по ал. 1 и 2 се поставя на задната им част и табела с размери 750/350 mm, която указва тяхната дължина (приложение № 5).

English translation:

### Section II. Vehicle dimensions, mass and axle load limits

Art. 5. (1) The maximum dimensions of a vehicle permissible for its use on public roads are, in the case of:
- e) motor vehicles with one or more trailers - 18.75 m;

### Section III. Conditions for the movement of oversized vehicles

Art. 8. (1) The movement of oversized vehicles is considered special road usage and is permitted in the cases where it is not possible or expedient to use another form of transport or where loads cannot be divided into parts and carried as normal on public roads.

(2) The movement of oversized vehicles shall be allowed subject to a permit issued by the road traffic authority in coordination with the relevant control body at the Ministry of Internal Affairs

Art. 9. All oversized vehicles must carry the markings and signage referred to in Section V.

Art. 10. (1) The movement of oversized vehicles with a total mass greater than 60 tonnes or where at least one of the dimensions is greater than, respectively for, width: 3.50 m, height: 4.70 m, and length: 24.00 m, shall be only allowed on the condition that they hold a permit in accordance with Art. 8(2), and are escorted in accordance with the requirements laid down in Section VI.
Section IV. Procedure for issuing permits

Art. 14 (3) Oversized vehicles and/or HGVs which shall be permitted to travel solely upon payment of the charges due, are those vehicles which have a total mass of up to 45 tonnes or axle loads not exceeding the permissible maximum axle loads specified in Section II by more than 30%, as well as vehicles with the following dimensions: width - up to 3.30 m, height - up to 4.30 m and length - up to 22 m.

Section V. Markings and signings

Art. 19. (1) Identifying markings shall be fitted to the front and rear of oversized vehicles as specified in Art. 46(1) (7) of Regulation No. I-45 of 2000 on the registration, reporting, entry into service and banning from the road of motor vehicles and the trailers hauled by them.

(2) Oversized vehicles over 12 m in length shall be fitted with the identifying markings specified in Art. 46(3) of Regulation No. I-45 of 2000 on the registration, reporting, entry into service and banning from the road of motor vehicles and the trailers hauled by them.

(3) In addition to the identifying markings referred to in paragraphs 1 and 2 above, oversized vehicles longer than 22 m shall have a marker board measuring 750 by 350 mm fitted to the rear of the vehicle which indicates the vehicle’s length (Annex No. 5).

Date of translation: 20 April 2016

Source:
website
Accessed on: 13 April 2016

USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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<tr>
<th>Name</th>
<th>Title/Position</th>
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Country: Croatia

Summary:
Croatia grants special status for car transporters – such trucks are able to be loaded to a length of 21m. The law defines that the front and rear overhangs are both allowed: the front overhang can be up to 1m, while the rear overhang can be up to 1/6 of the last vehicle of the load. The law is silent on the use of the rear extension devices; however, they are allowed in practice and are treated as part of the trailer. The load may additionally overhang the end of the extension but this overhang is restricted to a maximum of 1/6 of the length of the final vehicle of the load and must remain within the maximum total loaded vehicle length of 21m. (Information from Lagermax Croatia)

- Maximum permitted loaded length (including load) of road train: 21m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Yes
  - Special provisions: max. 1m
- Permitted rear load overhang: Yes
  - Special provisions: the load may exceed the furthermost point in the rear of the vehicle (rear extension included) by not more than one sixth of its length which as a continuous load leans on the cargo body
- Rear Signage required: Yes
  - Special provisions: If the load protrudes to the rear by more than 1m it has to be marked by a square shaped plate, of a size of 50x50cm, with orange and white stripes
- Height limit: 4m
- EMS: No

National legislations (length of car transporters, overhangs, EMS):
Ordinance on the technical requirements of vehicles in road traffic
Pravilnik o tehničkim uvjetima vozila u prometu na cestama
Zakon o sigurnosti prometa na cestama pročišćeni tekst zakona na snazi od 11.06.2015
Road Traffic Safety Act consolidated text in force from 11 June 2015

Latest amendment:
2015

Original text:
Na temelju članka 236. stavak 4. Zakona o sigurnosti prometa na cestama (»Narodne novine« br. 67/08), ministar mora, prometa i infrastrukture uz suglasnost ministra unutarnjih poslova donosi PRAVILNIK O TEHNIČKIM UVJETIMA VOZILA U PROMETU NA CESTAMA

II. DIMENZIJE I MASE VOZILA

Članak 4.

(1) Najveće dopuštene duljine vozila iznose:

5) vučnog vozila s prikolicom 18,75 m

... 9) vučnog vozila i prikolice, za prijevoz automobila 21,00 m

Članak 6.

(1) Najveća dopuštena visina mopeda, mopeda s tri kotača, lakih četverocikla, motocikla, motocikla s tri kotača, motocikla s bočnom prikolicom i četverocikla je 2,5 m, a ostalih vozila je 4,0 m.
Pursuant to Article 236(4) of the Road Traffic Safety Act (Official Gazette No 67/08), the minister of maritime affairs, transport and infrastructure with the approval of the minister of internal affairs hereby adopts the following

ORDINANCE ON THE TECHNICAL REQUIREMENTS OF VEHICLES IN ROAD TRAFFIC

II. DIMENSION AND MASS OF VEHICLES

Article 4

(1) The maximum authorised length of a vehicle is:

5) drawing vehicle with a trailer 18.75 m

…

9) drawing vehicle and a trailer, for the transport of cars 21.00 m

Article 6

(1) The maximum authorised height of mopeds, three-wheel mopeds, light quadricycles, motorcycles, motor tricycles, motorcycles with a sidecar and quadricycles is 2.5 m, and of other vehicles is 4.0 m.

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English translation:

Pursuant to Article 236(4) of the Road Traffic Safety Act (Official Gazette No 67/08), the minister of maritime affairs, transport and infrastructure with the approval of the minister of internal affairs hereby adopts the following

ORDINANCE ON THE TECHNICAL REQUIREMENTS OF VEHICLES IN ROAD TRAFFIC

II. DIMENSION AND MASS OF VEHICLES

Article 4

(1) The maximum authorised length of a vehicle is:

5) drawing vehicle with a trailer 18.75 m

…

9) drawing vehicle and a trailer, for the transport of cars 21.00 m

Article 6

(1) The maximum authorised height of mopeds, three-wheel mopeds, light quadricycles, motorcycles, motor tricycles, motorcycles with a sidecar and quadricycles is 2.5 m, and of other vehicles is 4.0 m.

---

Original text:

Zakon o sigurnosti prometa na cestama pročišćeni tekst zakona na snazi od 11.06.2015.

1) Teret na vozilu ne smije premašiti najudaljeniju točku na prednjoj strani vozila više od jedan metar.

(2) Teret koji se prevozi na vozilu i priključnom vozilu može premašiti najudaljeniju točku na stražnjoj strani vozila najviše za jednu šestinu svoje duljine koja je kao kontinuirani teret oslonjena na tovarni prostor.

(3) Ako se vozilom prevozi teret u kombinaciji koja se sastoji od vučnog vozila i jednoosovinske prikolice, pod duljinom vozila razumijeva se ukupna duljina vučnog vozila i jednoosovinske prikolice.

(4) Ako teret na vozilu premašuje više od jednog metra najudaljenije točke na stražnjoj strani vozila, najizbočenija točka tereta mora biti označena crvenom tkaninom.

(5) Najizbočenija točka tereta koji se prevozi teretnim motornim ili priključnim vozilom mora u slučaju iz stavka 4. ovoga članka biti označena pločom. Ta je ploča kvadratnog oblika, dimenzija 50 x 50 cm, obojena naizmjeničnim kosim trakama reflektirajuće narančaste i bijele boje i postavljena okomito na uzdužnu os vozila.

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English translation:

Road Traffic Safety Act consolidated text in force from 11 June 2015

1) The load on a vehicle may not project more than one metre beyond the foremost point of the vehicle.

(2) A load being transported on a vehicle and trailer may not project beyond the rearmost point of the vehicle more than one sixth of its length that is lying on the load area as a continuous load.

(3) If a load is transported on a vehicle in a combination comprising a drawing vehicle and a single-axle trailer, the length of the vehicle represents the total length of the drawing vehicle and the single-axle trailer.

(4) If a load on a vehicle projects more than one metre beyond the rearmost point of the vehicle, the extreme outer edge of the load must be marked by a red cloth.

(5) In the event referred to in paragraph 4 of this Article, the extreme outer edge of a load being transported by a goods motor vehicle or trailer must be marked by a board. This board must be of square shape, dimensions 50 x 50 cm, with alternate diagonal orange and white stripes and fitted vertically to the vehicle's longitudinal axis.

Date of translation: 13 July 2016

Source:
http://www.zakon.hr
Accessed on: 24 May 2016
**USEFUL CONTACTS**

OEM National Association: No

National Ministry of Transport:

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Country: Czech Republic

Summary:

National traffic
The Czech Republic gives special status to car transporters: such trucks can be 20.75 metres long when loaded. The law is silent on front overhangs but there are currently no controls in the country – the whole length of the vehicle should be within the limits. Trucks can usually run with a front overhang of up to 0.5m. (Information from Helicar) This is confirmed by two other member companies, who noted that trucks are loaded in a way to respect the German rules: they are 20.75m long when loaded, with a max. 0.5m front overhang and a max. 1.5m rear overhang. (Information from Litra and GEFCO Czech Republic)

International traffic
The front overhang is not mentioned in the law so a member company assumes it is not allowed. As Czech LSPs operate a lot of transit through Germany, where a maximum rear overhang of 1.5m is allowed, calculating without the front overhang of 0.5m, the “useful” loaded length comes down to 20.25m in the Czech Republic with which the trucks can leave the country. The 1.5m possible rear overhang includes the rear extension device as well although this is not stipulated in the law explicitly. GEFCO noted that the transporters that circulate within the country can be maximum 20.75m long and 4.2m high, as fixed in the law. However, the height in the bordering countries is max 4m so the transit traffic is loaded only up to 4m. The same interpretation is valid to Slovakia. (Information from GEFCO SA)

- Maximum permitted loaded length (including load) of road train: 20.75m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Not defined in law but, in practice, it is allowed
- Permitted rear load overhang: Yes
  - Special provisions: The rear overhang limit not defined in law. Overall loaded length should be within 20.75m.
- Rear Signage required: Yes
  - Special provisions: If the load protrudes by more than 1m to the rear or to the front, it has to be marked by a red flag measuring 300 x 300mm (Road Traffic Act / Zákon o provozu na pozemních komunikacích / § 52)
- Height limit: 4.2m (this height is only for car transporters in the law)
- EMS: No

National legislations (length of car transporters, overhangs, EMS):
341/2002 Order of the Ministry of Transport and Communications approving the technical competence and technical conditions for operating vehicles on roads
341/2002 Sb. Vyhláška Ministerstva dopravy a spojů o schvalování technické způsobilosti a o technických podmínkách provozu vozidel na pozemních komunikacích

Latest amendment:
2002

Original text:
§ 16
(1) Největší povolené rozměry vozidel a jízdních souprav včetně nákladu jsou

c) největší povolená délka

6. soupravy motorového vozidla s jedním přívěsem: 18,75m,
7. soupravy motorového vozidla s jedním přívěsem kategorie O4 určeným pro přepravu vozidel: 20,75m,

(3) Délka zadního převisu vozidla, s výjimkou převisu s nápravami uprostřed, nesmí být větší než 1/3 celkové délky, nejvýše však 3,50 m; toto ustanovení se nepoužije pro vozidla homologovaná nebo schválená podle směrnic 96/53/ES a/nebo 97/27/ES.
§ 16
(1) The largest permitted dimensions of vehicles and articulated vehicles, including load, are
   c) largest permitted length

6. combination of a motor vehicle with one trailer: 18.75 m,
7. combination of a motor vehicle with one category O4 trailer designed for transporting vehicles: 20.75 m,

(3) With the exception of a centre-axle trailer, the length of the rear overhang shall not be greater than 1/3 of the total length, at most 3.50 m; this provision shall not apply to vehicles certified or approved under Directives 96/53/EC and/or 97/27/EC.

Date of translation: 8 March 2016

Source:
http://www.pro-ridice.cz/
Accessed on: 4 March 2016

USEFUL CONTACTS


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National Ministry of Transport:

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Country: Denmark

Summary:

Denmark gives special recognition to car transporters – such trucks can be loaded to 20.75m. The front overhang is not included in the Danish legislation, but in daily operations there are no special limitations. The extension of the trailer at the rear is allowed in Denmark, with a limitation of 2m. Rear and front overhangs are also allowed, however the overall loaded length of the truck must respect the limit of 20.75m.

- Maximum permitted loaded length (including load) of road train: 20.75m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Not defined in law but, in practice, it is allowed
  - Special provisions: In theory overhangs are unlimited as long as the total length is within the 20.75 m, and the vehicle is roadsafe, and marked according to the rules
- Permitted rear load overhang: Yes
  - Special provisions:
    - the transport has an underrun protection device placed less than 0.55m above ground and less than 0.40m ahead from the rearmost point of the transport and
    - the underrun protection device is established by one of the transported cars or another device that is a minimum of 0.10m high
- Rear Signage required: Yes
  - Special provisions: All load protruding to the back by more than 1m has to be marked. The marking consist of a white cylindrical item equipped with at least 2 red reflecting stripes, a minimum height of 30 cm and a minimum diameter of 10 cm.
- Height limit: 4m
- EMS: Trials started in 2008 and continue until 2017

National legislations (length of car transporters, overhangs, EMS):

Notice no. 577 of 06/06/2011 concerning the greatest width, length, height, weight and axle weight of vehicles (The Dimension Notice)
Bekendtgørelse om køretøjers største bredde, længde, højde, vægt og akseltryk (Dimensionsbekendtgørelsen) - BEK nr 577 af 06/06/2011

Latest amendment:

2015

Original text:

Kapitel 3
Køretøjers længde

§ 10. Andre vogntog end bil med sættevogn må ikke have en længde, der overstiger 18,75 m.

Stk. 4. Påhængsvogntog, bestående af lastbil med påhængsvogn, og hvor vogntogto er opbygget specielt til transport af køretøjer (autotransporter), må have en samlet længde på indtil 20,75 m i belæset stand, under forudsætning af, at

1) der alene transporteres køretøjer,
2) transporten er afskærmet bagtil mod underkøring med en afskærmning, der er placeret højest 0,55 m over vejbanen og højest 0,40 m foran det bageste punkt på transporten, og
3) afskærmningen udgøres af et af de køretøjer, vogntoget er belæset med, eller af anden afskærmning, der er minimum 0,10 m høj.
Chapter 3
Length of vehicles

Section 10. Road trains other than cars with semi-trailers must not have a length that exceeds 18.75 m.

Sub-section 4. Road trains, consisting of lorries with trailers, and where the road train has been specially constructed to transport vehicles (auto transporters), may have a total length of up to 20.75 m when loaded, provided that
1) only vehicles are being transported,
2) the transporter is fitted with a Rear Underrun Protection Device, which is placed at a maximum height of 0.55 m above the carriageway and a maximum distance of 0.40 m from the rearmost point of the transporter, and
3) the protection device consists of one of the vehicles that the road train is loaded with, or another protection device that is minimum 0.10 m high.
### Country:

**Estonia**

### Summary:

Estonia gives special recognition to car transporters – such trucks can have a maximum length of 20.75m when loaded. A special permit is granted to car transporters with which the truck can be used with an unloaded length of 20.75m. Without this permit the unloaded length is 18.75m for car transporter (motor vehicle) with centre-axle or drawbar trailer. For hauliers from a foreign country, permits are issued by the Estonian Road Administration, which will collect all necessary permits from local governments within Estonia. *(Information from the Estonian Ministry of Transport)*

According to the law, front and rear overhangs are allowed and for an overhang 2 metres or more a warning sign has to be attached to the truck.

- **Maximum permitted loaded length (including load) of road train:** 20.75m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
- **Permitted front load overhang:** Not defined in law but, in practice, it is allowed
  - **Special provisions:** The maximum loaded length of 20.75m has to be respected
- **Permitted rear load overhang:** Not defined in law but, in practice, it is allowed
  - **Special provisions:** The maximum loaded length of 20.75m has to be respected
- **Rear Signage required:** Yes
  - **Special provisions:** If the load protrudes by more than 2m it has to be marked by a square table with red and white stripes
- **Height limit:** 4m
- **EMS:** No

### National legislations (length of car transporters, overhangs, EMS):

- Special transport conditions and terms of granting special authorization, and rates of road owner cost compensation, special authorization processing and special fee
- Eriveo tingimused ning eriveo teostamise ja erilubade väljaandmise kord ning tee omanikule tekitatud kulutuste hüvitamise, erioa menetlustasut ja eritasu määrad

### Latest amendment:

2015

### Original text:

**§ 4. Eriveo teostamise erandjuhud**

(4) Eriveona võib vedada sõidukeid sadulveokist ja sihtotstarbelisest poolhaagisest koosneva autorongiga, mille pikkus veosega või veoseta ei ületa 20,75 m ning sõidukite tegelik massid ja tegelikud teljekoormused ei ületa sõidukite registrimasse ja registriteljekoormusi ning autorongi tegelik mass ei ületa liiklusseadusel § 80 lõike 3 alusel kehtestatud suurimaid lubatud suurusi.

**§ 12. Väljaulatuva veose tähistamine**

(1) Sõidukist, autorongist või masinrongist ette- või tahapoole üle kahe meetri väljaulatuva veose kaugeim punkt peab olema tähistatud väljaulatuva veose tunnusmärgiga. Väljaulatuva veose tunnusmärgi ülemise serva kõrgus ei tohi olla üle 1,6 m ja alumise serva kõrgus alla 0,4 m sõidutees pinnast.

(2) Väljaulatuva veose tunnusmärkide juures peab olema ees valge või kollane ja taga punane lahter. Väljaulatuva veose tunnusmärkide kalduvöötlite laius on 1/8 tunnusmärgi küljepikkusest. Võõdid langevad tee telje poole. Väljaulatuva veose tunnusmärkide graafilised kujutised on esitatud kääseoleva määruse lisas 2 joonisel 10.
§ 4. Special cases of exceptional transport

(4) Vehicles can be transported under special transport conditions with a road train consisting of a tractor and a semi-trailer that is intended for such use, when the length of such road train, loaded or empty, does not exceed 20.75 m and actual masses and actual axle loads of vehicles do not exceed maximum authorized masses and maximum authorized axle loads of vehicles and the actual mass of the road train does not exceed the maximum allowed by subsection 80 (3) of the Traffic Act.

§ 12. Marking of oversized load

(1) The farthest point of an oversized load that protrudes more than two metres to the front or to the rear from a vehicle, a road train or a machine train, must be marked with oversized load marking. The upper edge of the oversized load marking should not be higher than 1.6 m and the lower edge should not be lower than 0.4 m from the road surface.
(2) Oversize load markings must always have a white or yellow light at the front and a red light at the back. Width of the sloping stripes on the oversized load marking is 1/8 of the sign’s side length. Stripes slope towards the middle of the road. Graphic representations of oversized load markings are presented in appendix 2 figure 10 of this regulation.

**Date of translation:** 8 March 2016

**Source:**
www.riigiteataja.ee
Accessed on: 4 March 2016

### USEFUL CONTACTS

**National Ministry of Transport:**

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</table>
Country: Finland

Summary:
Finland grants special status to car transporters – such loaded trucks can be 20.75m long. In the country the load can overhang by a maximum 1m at the front and 2m at the rear. Although the legislation is silent on rear extensions, in practice the use of such extensions is permitted in Finland. The country has allowed the use of the European Modular System, i.e. trucks of 25.25m long can circulate on the roads.

- Maximum permitted loaded length (including load) of road train: 20.75m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Yes
  - Special provisions: max 1m, but the overall length of 20.75m has to be respected
- Permitted rear load overhang: Yes
  - Special provisions: max. 2m, but the overall length of 20.75m has to be respected
- Rear Signage required: Yes
  - Special provisions: If the load protrudes by more than 1m it has to be marked by a 300x300mm red flag
- Height limit: 4.4m
- EMS: Yes

National legislations (length of car transporters, overhangs, EMS):
4.12.1992/1257 Decree on the road use of vehicles
4.12.1992/1257 Asetus ajoneuvojen käyttöstä tiellä

Latest amendment:
2014

Original text:
24 § Auton, perävaunun ja niiden yhdistelmän pituus
(3.) Ajoneuvoyhdistelmän pituus ei saa ylittää seuraavia arvoja:

c) auton ja keskiakseliperävaunun yhdistelmä 18,75 m
   kuitenkin edellä säädetystä poiketen ajoneuvonkuljetusajoneuvo kuormattuna 20,75 m

d) kuorma-auton (N2- ja N3-luokka) ja kaksi- tai useampiakselisen varsinaisen perävaunun sekä
   kuorma-auton, apuvuunun ja puoliperävaunun samoin kuin kuorma-auton, puoliperävaunun ja siihen
   kytketyn keskiakseli- tai puoliperävaunun yhdistelmä 25,25 m

25 § Muut päämitat

1. Auton ja perävaunun suurin sallittu korkeus on 4,40 metriä. Tämä mita ei saa ylittää ajoneuvon
   ollessa kuormamattoman tai akselinostolaite yläasennossa. Jos ajoneuvon korkeus on yli 4,20
   metriä, kuljetuksen suorittajan ja kuljettajan on varmistettava, että kuljetuksen suorittaminen
   käytettävällä kuljetusreitillä on mahdollista ilman riskiä osumisesta tien yläpuolisiin rakenteisiin.

45 § Tavarakuljetus

1. Ajoneuvoa ei saa kuormata siten, että kuorma sivusuunnassa ulottuu ajoneuvon korin tai
   kuormatilan ulkopuolelle. Jos ajoneuvossa ei ole kuormakoria, kuormatilass oleva kuorma saa ylittää
   ajoneuvon etuakselin kohdalta mitatun leveyden enintään 0,35 metrillä. Rajoitusta ei kuitenkaan
   sovelleta veneen kuljetukseen.

2. Kuorma saa ajoneuvolle tai ajoneuvoyhdistelmälle tiellä sallitun pituuden rajoissa ulottua ajoneuvon
   edessä enintään yhden metrin ja takana enintään kaksi metriä ajoneuvon uloinnan osan ulkopuolelle.
Section 24 Length of car, trailer or vehicle combination
(3.) The overall length of vehicle combination must not exceed the following values:

c) combination of car and central-axle trailer 18.75 m
notwithstanding the previous regulation, a loaded vehicle transporter vehicle’s overall length 20.75 m

d) central-axle or semi-trailer combination of a lorry (N2 and N3 classes) as well as a full trailer with two or more axles and a dolly trailer or a semi-trailer combination 25.25 m

Section 25 Other principal dimensions

1. The maximum permitted height of a car and a trailer is 4.4 metres. This dimension must not be exceeded when the vehicle is unloaded or when the axle lift device is in the upper position. If the height of the vehicle is over 4.20 metres, the carrier and the driver must ensure that it is possible to perform the transport services on the transport road route used without the risk of hitting road overhead structures.

Section 45 Transport of goods

1. A vehicle must not be loaded in such a way that the load extends laterally beyond the vehicle’s shell/body or the load area (cargo area). If the vehicle does not have a cargo body, the load in the load area (cargo area) may not exceed the width of the front axles by more than 0.35 metres. However, these limits do not apply to boat transport.

2. The permitted length of a vehicle or vehicle combination on the road may at most extend one metre in front of the vehicle and at the rear, two metres beyond the rearmost part of the vehicle.

Date of translation: 20 April 2016
Source:
http://www.finlex.fi/fi/
Accessed on: 15 April 2016

USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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## Country:

**France**

## Summary:

France grants a special status to car transporters in its legislation – such trucks can be 20.35m long when loaded. The legislation prohibits front overhangs but allows that the cargo overhangs the structure of the truck at the rear. France allows the use of rear extension devices, however, they can't be longer than the load itself.

- **Maximum permitted loaded length (including load) of road train:** 20.35m
- **Permitted extension of trailer when loaded:** Yes
  - **Special provisions:** The rear extension device cannot protrude the load
- **Permitted front load overhang:** No
- **Permitted rear load overhang:** Yes
  - **Special provisions:** 1.6m allowed for car carriers
- **Rear Signage required:** Yes
  - **Special provisions:** If the load protrudes by more than 1m to the rear, it has to be marked at the rear and on the two sides of the truck. The marks shall contain red and white retroreflective stripes.
- **Height limit:** Not included in the legislation
- **EMS:** No

## National legislations (length of car transporters, overhangs, EMS):

- **Highway Code**
  - **Code de la route**

### Latest amendment:

- **2016**

### Original text:

#### Article R312-21

A l'arrière, le chargement d'un véhicule ou d'une remorque ne doit pas dépasser de plus de 3 mètres l'extrémité dudit véhicule ou de sa remorque.

La longueur des ensembles spécialisés dans le transport des véhicules peut, lorsqu'ils sont en charge, être augmentée par l'emploi d'un support de charge autorisé pour ces transports. L'ensemble, y compris son chargement, ne doit en aucun cas excéder une longueur totale de 20,35 mètres s'il s'agit d'un train routier ou de 16,5 mètres s'il s'agit d'un véhicule articulé.

Le fait, pour tout conducteur, de contrevenir aux dispositions du présent article est puni de l'amende prévue pour les contraventions de la quatrième classe.

Toutefois, lorsque les dépassements excèdent les limites réglementaires de plus de 20 %, l'amende encourue est celle prévue pour les contraventions de la cinquième classe.

Dans ce cas, la récidive de cette contravention est réprimée conformément à l'article 132-11 du code pénal.

#### Article R. 312-22.

À l'avant, le chargement ne doit, en aucun cas, dépasser l'aplomb antérieur du véhicule et, s'il s'agit d'un ensemble de véhicules, du véhicule tracteur. À l'arrière, il ne doit pas traîner sur le sol. Le support de charge des ensembles spécialisés dans le transport des véhicules ne doit pas faire saillie à l'arrière du chargement.

Le fait, pour tout conducteur, de contrevenir aux dispositions du présent article est puni de l'amende prévue pour les contraventions de la troisième classe.
**English translation:**

**Article R312-21**

The load of a vehicle or trailer shall not overhang the rear of said vehicle or trailer by more than 3 metres.

The length of specialist vehicle combinations that transport vehicles may, when loaded, be increased using a load support authorised for such transport. The vehicle combination, including its load, may not under any circumstances exceed a total length of 20.35 metres for a road train or 16.5 metres for an articulated vehicle.

Any infringement by the driver of the provisions of this section is punishable by a category 4 fine.

However, if the load exceeds the regulatory limits by more than 20%, the penalty is a category 5 fine.

In this case, any repeat offence is punishable in accordance with Section 132-11 of the Criminal Code.

**Article R. 312-22.**

At the front, under no circumstances should cargo exceed the front edge and, in the case of vehicle sets, the towing vehicle. At the back, it should not drag along the ground. The load support of the specialised sets used to transport vehicles should not project out behind the load.

All drivers found in breach of the provisions of this article will be punished by a fine imposed for third-class offences.

**Date of translation:** 24 March 2016

**Source:**

[https://www.legifrance.gouv.fr](https://www.legifrance.gouv.fr)

Accessed on: 26 February 2016

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**USEFUL CONTACTS**

**OEM National Association: Comité des Constructeurs Français d’Automobiles**

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**National Ministry of Transport:**

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</table>
Germany grants a special status to car transporters in its legislation – such trucks can have rear extensions in order to have additional support for the load, provided that the extension device doesn’t protrude beyond the load. (StVzo §32.7) StVO §22 notes that a front overhang of 0.5m and a rear overhang of 1.5m are allowed. Overall, the truck can be a maximum of 20.75m long when loaded.

- **Maximum permitted loaded length (including load) of road train: 20.75m**
- Permitted extension of trailer when loaded: Permitted
  - Special provisions: The load has to project out beyond the rear extension
- Permitted front load overhang: Yes
  - Special provisions/ Max. 0.5m
- Permitted rear load overhang: Yes
  - Special provisions: Max 1.5m
- Rear Signage required: Yes
  - Special provisions: If the load protrudes by more than 1m to the rear, it has to be marked with a red flag of 30x30cm
- Height limit: 4m
- EMS: Trials started in 2012 and until the end of 2016 in 12 Bundesländer. As of 1 January 2017, trucks weighing up to 44 tonnes and 25.25 meters long are permitted on Germany’s major road network.

### National legislations (length of car transporters, overhangs, EMS):

- Straßenververkehrszulassungs-Ordnung (StVzO - Road Traffic Licensing Regulations)
- Straßenverkehrs-Ordnung (StVO - Road Traffic Regulations)

### Latest amendment:
Both laws were amended in 2016

### Original text:

**StVzO §32 Abmessungen von Fahrzeugen und Fahrzeugkombinationen**

(4) Bei Fahrzeugkombinationen einschließlich mitgeführter austauschbarer Ladungsträger und aller im Betrieb mitgeführter Ausrüstungsteile (§ 42 Absatz 3) darf die höchstzulässige Länge, unter Beachtung der Vorschriften in Absatz 3 Nummer 1, folgende Maße nicht überschreiten:

3. bei Zügen, ausgenommen Züge nach Nummer 4:
   a. Kraftfahrzeuge außer Zugmaschinen mit Anhängern 18,00 m,  
   b. Zugmaschinen mit Anhängern 18,75 m,  
4. bei Zügen, die aus einem Lastkraftwagen und einem Anhänger zur Güterbeförderung bestehen, ... 18,75 m. Dabei dürfen die höchstzulässigen Teillängen folgende Maße nicht überschreiten:
   c. größter Abstand zwischen dem vordersten äußeren Punkt der Ladefläche hinter dem Führerhaus des Lastkraftwagens und dem hintersten äußeren Punkt der Ladefläche des Anhängers der Fahrzeugkombination, abzüglich des Abstands zwischen der hinteren Begrenzung des Kraftfahrzeugs und der vorderen Begrenzung des Anhängers 15,65 m und  
   d. größter Abstand zwischen dem vordersten äußeren Punkt der Ladefläche hinter dem Führerhaus des Lastkraftwagens und dem hintersten äußeren Punkt der Ladefläche des Anhängers der Fahrzeugkombination 16,40 m. 

Bei Fahrzeugen mit Aufbau – bei Lastkraftwagen jedoch ohne Führerhaus – gelten die Teillängen einschließlich Aufbau.

(4a) Bei Fahrzeugkombinationen, die aus einem Kraftomnibus und einem Anhänger bestehen, beträgt die höchstzulässige Länge, unter Beachtung der Vorschriften in Absatz 3 Nr. 1 bis 3 ... 18,75 m.

(7) Bei Fahrzeugkombinationen nach Art von Zügen zum Transport von Fahrzeugen gelten hinsichtlich

**English translation:**

StVZO Art. 32 Dimensions of vehicles and vehicle combinations

(4) For vehicle combinations, including attached removable load supports and all other pieces of equipment carried when the vehicle is in service (Art. 42 paragraph 3), the maximum permissible length, in accordance with the provisions in paragraph 3 number 1, must not exceed the following dimensions:

3. For long combination vehicles, excluding those defined under number 4:
   a. Motor vehicles except tractor units with trailers 18.00 m
   b. Tractor units with trailers 18.75 m.

4. For long combination vehicles consisting of a heavy goods vehicle and a trailer for the transport of goods... 18.75 m. The maximum permissible partial lengths must not exceed the following dimensions:
   c. the greatest distance between the furthest outer point at the front of the loading surface behind the driver’s cab and the furthest outer point at the rear of the loading surface of the trailer in the vehicle combination, minus the distance between the rear limit of the motor vehicle and the front limit of the trailer 15.65 m and
   d. the greatest distance between the furthest outer point at the front of the loading surface behind the driver’s cab and the furthest outer point at the rear of the loading surface of the trailer in the vehicle combination 16.40 m.

For motor vehicles with superstructures – however not including the driver’s cab on a heavy goods vehicle – the permissible partial lengths include the superstructure.

(4a) For combination vehicles that consist of a coach or bus and a trailer, the maximum permissible length, in accordance with the provisions in paragraph 3, numbers 1 to 3, is ... 18.75 m

(7) For vehicle combinations in the form of long combination vehicles for the transport of motor vehicles, the provisions of paragraph 4 number 4 apply regarding length. For articulated vehicles for the transport of motor vehicles, the provisions of paragraph 4 number 2 apply. Vehicles that exceed the given lengths due to support devices for added support and stability of the permitted overhang of loads are not taken into account on vehicle combinations and articulated vehicles, provided the load projects out beyond the support devices. When determining partial lengths, loading ramps between heavy goods vehicles and trailers in travelling position are not taken into account.

**Date of translation:** 24 March 2016

**Original text:**

StVo §22 Ladung

(3) Die Ladung darf bis zu einer Höhe von 2,5 m nicht nach vorn über das Fahrzeug, bei Zügen über das ziehende Fahrzeug hinausragen. Im Übrigen darf der Ladungsüberstand nach vorn bis zu 50 cm über das Fahrzeug, bei Zügen bis zu 50 cm über das ziehende Fahrzeug betragen.

(4) Nach hinten darf die Ladung bis zu 1,5 m hinausragen, jedoch bei Beförderung über eine Wegstrecke bis zu einer Entfernung von 100 km bis zu 3 m; die außerhalb des Geltungsbereichs dieser Verordnung zurückgelegten Wegstrecken werden nicht berücksichtigt. Fahrzeug oder Zug samt Ladung darf nicht länger als 20,75 m sein.

StVo § 46 Ausnahmegenehmigung und Erlaubnis

(2) Die zuständigen obersten Landesbehörden oder die nach Landesrecht bestimmten Stellen können von allen Vorschriften dieser Verordnung Ausnahmen für bestimmte Einzelfälle oder allgemein für...
bestimmte Antragsteller genehmigen. (...) Erstrecken sich die Auswirkungen der Ausnahme über ein Land hinaus und ist eine einheitliche Entscheidung notwendig, ist das Bundesministerium für Verkehr und digitale Infrastruktur zuständig.

(3) Ausnahmegenehmigung und Erlaubnis können unter dem Vorbehalt des Widerrufs erteilt werden und mit Nebenbestimmungen (Bedingungen, Befristungen, Auflagen) versehen werden. Erforderlichenfalls kann die zuständige Behörde die Beibringung eines Sachverständigengutachtens auf Kosten des Antragstellers verlangen. Die Bescheide sind mitzuführen und auf Verlangen zuständigen Personen auszuhändigen. (…)

(4) Ausnahmegenehmigungen und Erlaubnisse der zuständigen Behörde sind für den Geltungsbereich dieser Verordnung wirksam, sofern sie nicht einen anderen Geltungsbereich nennen.

**English translation:**

StVo Art. 22 Loads

(3) Up to a height of 2.5 m, freight may not project out beyond the front of the vehicle, or the hauling vehicle in long vehicle combinations. Otherwise the load may project out beyond the front of the vehicle, or the hauling vehicle in long vehicle combinations, up to 50 cm.

(4) Freight may project out beyond the rear up to 1.5 m, or up to 3 m for transportation over a distance of up to 100 km. Distances outside the scope of this regulation are not taken into account. Vehicles or long vehicle combinations including loads may not exceed 20.75 m in length.

StVo § 46 Exemptions and permits

(2) The competent supreme national authorities or bodies designated by national law may authorize exceptions for certain individual cases or in general for certain applicants from all provisions of this Regulation. (...) If the impact of the exception extends beyond a region and a uniform decision is necessary, the Federal Ministry of Transport and Digital Infrastructure is responsible.

(3) Exemptions and permits may be granted subject to revocation and be accompanied by secondary provisions (conditions, time limits, conditions). Where necessary, the competent authority may require the provision of an expert opinion at the applicant's expense. The notices must be carried at all times and handed over to responsible persons on request. (…)

(4) Exemptions and authorizations from the competent authority shall be valid for the scope of this Regulation, unless they specify a different scope.

**Date of translation:** 1 March 2016  
**Date of amendment:** 31 May 2017

**Source:**
http://www.verkehrsportal.de  
Accessed on: 26 February 2016

**USEFUL CONTACTS**

**OEM National Association: VDA**

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**National Ministry of Transport:**

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**Country:** Greece

**Summary:**
Greece gives special recognition to car transporters in its legislation. These trucks can have a maximum loaded length of 20.75m where the front overhang is limited to 0.5m and the rear overhang to 1.5m.

- **Maximum permitted loaded length (including load) of road train:** 20.75m
- **Permitted extension of trailer when loaded:** Yes
  - Special provisions: the rear extension device can’t protrude beyond the load
- **Permitted front load overhang:** Yes
  - Special provisions: Up to 0.5m
- **Permitted rear load overhang:** Yes
  - Special provisions: Up to 1.5m
- **Rear Signage required:** Yes
  - Special provisions: All load protruding to the rear or to the front has to be labelled
- **Height limit:** 4.0m
- **EMS:** No

**National legislations (length of car transporters, overhangs, EMS):**


N. 4313/2014 (ΦΕΚ Α 261/17-12-2014) Ρυθμίσεις θεμάτων Μεταφορών, Τηλεπικοινωνιών και Δημοσίων Έργων και άλλες διατάξεις.

**Latest amendment:**
2014

**Original text:**
Άρθρο 48. Ρυθμίσεις θεμάτων του Κώδικα Οδικής Κυκλοφορίας

2. Μετά την παρ. 4 του άρθρου 32 του Κώδικα Οδικής Κυκλοφορίας (κ.ν. 2696/1999) προστίθεται παράγραφος 4α ως εξής:

«4α. Ειδικότερα, για τους οδικούς συμπολούσιοι μεταφοράς οχημάτων επιτρέπεται η μεταφορά οχημάτων που προεξέχουν από το εμπρόσθιο τμήμα του συμπολού μέχρι 50 εκατοστά του μέτρου και από το πίσω τμήμα του συμπολού μέχρι 150 εκατοστά του μέτρου. Οι προεξόχασα αυτές μετρούνται από το απώτερο σταθερό τμήμα του αμαξώματος του συμπολού μπροστά ή πίσω μέχρι του απώτερου σημείου του πρώτου ή τελευταίου οχήματος που αποτελούν μέρος του φορτίου αντίστοιχα. Κάποια από τα οχήματα που αποτελούν το φορτίο μπορούν να στηρίζονται σε εκτεινόμενες φορητές κατασκευές που προεξέχουν του αμαξώματος και δεν λαμβάνονται υπόψη κατά τη μέτρηση των διαστάσεων, χωρίς να επιτρέπεται αυτές οι κατασκευές να εξέχουν και του φορτίου.»
English translation:
Article 48.
Regulation of issues about the Road Traffic Code

2. After paragraph 4 of Article 32 of the Road Traffic Code (Codified Law 2696/1999) the following paragraph 4a shall be added as follows:

“4a. More specifically, in the case of car-carrier trailers, it is permitted to transport vehicles which protrude beyond the front section of the trailer by up to 50 centimetres and beyond the rear section of the trailer by up to 150 centimetres. These projections are to be measured from the outermost fixed part of the body of the trailer forwards or backwards to the outermost point of the first or last vehicle in the cargo respectively. Some of the vehicles in the cargo may be supported by extendable moving structures which protrude from the body of the trailer: these structures are not taken into consideration when measuring dimensions, but they may not extend beyond the cargo.”

Date of translation: 8 March 2016

Source:
http://www.forin.gr/
Accessed on: 2nd March 2016

USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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**Country:** Hungary

**Summary:**
Three different laws contain the relevant information on permitted length and overhangs. In the country all vehicles exceeding the maximum length of 18.75m have to obtain an authorisation and pay a fee (approx. 22,000 HUF for 2016, less than €100). The authorisation can be granted on a case by case basis or for a fixed period. Vehicles equivalent to or shorter than 22m can obtain a certificate for the entire road network of the country. Two types of certificates are possible: for Budapest and for the rest of the country.

No front or rear overhangs are permitted in Hungarian law, therefore, the 22m length can only be obtained by the use of a rear extension. The load must not protrude beyond the load platform/support devices.

The oversize trucks need to be marked in a way that is “visible from all sides”, according to the authorisation document. In practice this means a yellow light that a member company places to the front right and to the rear left side of all of its trucks.

A permit to load up to a height of 4.2m (instead of 4m) can be requested. This permit is granted for certain roads as the Hungarian road handler company has to analyse if that height is applicable for that particular road section. (Information from Lagermax Hungary)

- **Maximum permitted loaded length (including load) of road train:** 22.0m (subject to permit & fees)
- Permitted extension of trailer when loaded: Not defined in the law but, in practice, it is allowed
- Permitted front load overhang: No
- Permitted rear load overhang: Yes
  - Special provisions: There must be a rear extension device extended as far as the load
- Rear Signage required: Yes
  - Special provisions: A sign is needed on the truck, visible from all sides
- Height limit: 4.0m (can be 4.2m with a permit)
- EMS: No

**National legislations (length of car transporters, overhangs, EMS):**

Decree No 6/1990 (IV. 12.) KöHÉM of the Minister of Transport, Telecommunication and Construction on the technical conditions for placing and keeping road vehicles in circulation

Decree No 13/2010 (X. 5.) NFM of the Minister of National Development on the circulation of vehicles exceeding a certain maximum mass, axle load and size

Joint Decree No 1/1975. (II. 5.) KPM-BM of the Minister of Transportation and Postal Affairs and the Minister of Interior on the rules of road traffic

**Original text:**

6/1990. (IV. 12.) KöHÉM rendelet a közúti járművek forgalomba helyezésének és forgalomban tartásának műszaki feltételeiről

II. FEJEZET
ALÁTALÁNOS MŰSZAKI ELŐÍRÁSOK
A járművek méreteire vonatkozó üzemeltetési műszaki feltételek

5. § b) gépkocsiból, mezőgazdasági vontatóból vagy lassú járműből és egy pótkocsiból álló járműszerelvénynél, továbbá csuklós autóbusznál: 18,75 méter
c) vontatóból vagy mezőgazdasági vontatóból és két pótkocsiból álló járműszerelvénynél: 22,00 méter,
CHAPTER II
GENERAL TECHNICAL REQUIREMENTS

Technical requirements of operation regarding the dimensions of vehicles

Article 5 (b) in the case of a combination consisting of a motorcar, agricultural tractor or slow vehicle, plus one trailer, and further, in the case of articulated buses: 18.75 metres

(c) in the case of a combination consisting of a tow vehicle or agricultural tractor, plus two trailers: 22.00 metres,
Article 47 (2) It shall be ensured in particular that the cargo (g) does not extend beyond the vehicle – except in the cases provided for in paragraphs (3) and (7) – and its load platform. *(paras (3) and (7) are not relevant to car transport)*

Article 47 (5) If, due to the dimensions of the cargo, the provisions of paragraph (2)(g) cannot be complied with, on vehicles with an open load platform the cargo may be placed in such a way that it extends beyond the load platform towards the front (at maximum until the front of the vehicle), extends beyond the vehicle rearwards (by a maximum of two metres but not more than half of the load platform’s length), or sideways (such that the total width of the cargo and vehicle does not exceed 2.5 metres). The load of a vehicle towing a trailer cannot protrude beyond the rear of the loading area.

**Date of translation:** 3 March 2016

**Source:**
http://internet.kozut.hu

**Accessed on:** 25 February 2016

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**USEFUL CONTACTS**

OEM National Association: No

**National Ministry of Transport:**

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**Country:**

Ireland

**Summary:**

In Ireland car transporters are permitted to operate at a maximum loaded length of 21.75m. Legislation governing rear load overhangs limits this to 1m without signage. There is no legislation referring to front load overhang but, in practice, this is allowed within the overall loaded length of 21.75m. There is no reference to extending the trailer when loaded but, in practice, this is permitted within the maximum loaded length of 21.75m.

- **Maximum permitted loaded length (including load) of road train:** 21.75m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Not defined in law but, in practice, it is allowed
- Permitted rear load overhang: Yes
  - Special provisions: Max. 3m
- Rear Signage required: Yes
  - Special provisions: Loads protruding by more than 1m has to be marked by a warning device.
- Height limit: 4.65m
- EMS: No

**National legislations (length of car transporters, overhangs, EMS):**

S.I. No. 5/2003 - Road Traffic (Construction and Use of Vehicles) Regulations 2003

**Latest amendment:**

2015

**Original text in English:**

Part 3

Dimensions

24. (1) Subject to this Regulation, the overall length of a vehicle is the distance between vertical planes at right angles to the longitudinal axis of the vehicle and passing through the extreme projecting points at the front and rear of the vehicle.

29. (1) Subject to this Regulation, the overall length of a combination of vehicles or of a large tractor drawing 2 trailers shall not exceed 18.75 metres.

34. A load, other than poles intended for use in connection with telephone or electricity services, on a vehicle which is not drawing a trailer, or on the trailer of a combination of vehicles, shall not project more than 3 metres to the rear beyond the rearmost point of such vehicle or trailer.

35. (1) In this Regulation a warning device means either a red flag or cloth at least 300 millimetres square, or a rigid device having a surface of a similar area coloured red or in two colours, one of which is red and the other is lighter than red.

(2) Where a load projects more than one metre to the rear beyond the rearmost point of a vehicle or trailer, a warning device shall be carried at the rear of the load during the day time.

**Source:**

http://www.irishstatutebook.ie

Accessed on 3 September 2016
**Country:**

**Italy**

**Summary:**

The Italian legislation refers to car transport within the “abnormal load” legislation. For any such vehicle, special transport authorisation is needed, except for car transporters, provided that they don’t exceed the legal limit by more than 12%. This brings the legal length limit for car transporters to 21m. For road trains overhang is allowed either at the front and the rear or just at the rear – overhang at the front only is not possible. There is no special regulation on the limit of these overhangs – however, they need to keep the overall loaded length within 21 metres.

No mention can be found in the legislation on rear extensions but it’s implied that it can be used to support the load within the rules we described above. This means that it can be used to support the load but overall length cannot exceed 21m.

- **Maximum permitted loaded length (including load) of road train:** 21m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
  - Special provisions: The overall length cannot exceed 21m
- **Permitted front load overhang:** Not defined in law but, in practice, it is allowed
  - Special provisions: The overall length cannot exceed 21m
- **Permitted rear load overhang:** Not defined in law but, in practice, it is allowed
  - Special provisions: The overall length cannot exceed 21m
- **Rear Signage required:** Yes
  - Special provisions: If the load protrudes to the rear, a square shaped reflective sign is required with red and white stripes.
- **Height limit:** 4.2m
- **EMS:** No

**National legislations (length of car transporters, overhangs, EMS):**

- Legislative Decree No. 285 of 30 April 1992 New highway code
- Decreto Legislativo N. 285 del 30/04/1992 Nuovo codice della strada

**Latest amendment:**

1992

**Original text:**

Articolo 10

3. È considerato trasporto in condizioni di eccezionalità anche quello effettuato con veicoli:
   d) isolati o costituenti autotreno, ovvero autoarticolati, purché il carico non sporga anteriormente dal semirimorchio, caratterizzati in modo permanente da particolari attrezzature risultanti dalle rispettive carte di circolazione, destinati esclusivamente al trasporto di veicoli che eccedono i limiti previsti dall'articolo 61;

6. I trasporti ed i veicoli eccezionali sono soggetti a specifica autorizzazione alla circolazione, rilasciata dall'ente proprietario o concessionario per le autostrade, strade statali e militari e dalle regioni per la rimanente rete viaria, salvo quanto stabilito al comma 2, lettera b). Non sono soggetti ad autorizzazione i veicoli:
   a) di cui al comma 3, lettera d), quando, ancorché per effetto del carico, non eccedano in altezza 4,20 m e non eccedano in lunghezza di oltre il 12%, con i limiti stabiliti dall'articolo 61; tale eccedenza può essere anteriore e posteriore, oppure soltanto posteriore, per i veicoli isolati o costituenti autotreno, e soltanto posteriore per gli autoarticolati, a condizione che chi esegue il trasporto verifichi che nel percorso siano comprese esclusivamente strade o tratti di strada aventi le caratteristiche indicate nell'articolo 167, comma 4;
English translation:

Article 10

3. Abnormal loads may also be transported using vehicles that are:
d) single or part of a road train, or articulated vehicle (provided that the load does not overhang the front of the semi-trailer) permanently fitted with special equipment as evidenced by the relevant registration certificates and intended exclusively for the transport of vehicles that exceed the limits laid down in article 61; (Article 61 not relevant to car transport)

6. Vehicles transporting abnormal loads are subject to special transport authorisation, issued by the legal entity that owns or operates the motorways, state highways (strade statali) and military roads, or by regional authorities for the rest of the road network, except as provided for in subsection 2(b).

Authorisation is not required for vehicles:
a) referred to in subsection 3(d) that, when loaded, do not exceed 4.20 metres in height and do not exceed by more than 12% in length, subject to the limits laid down in article 61; such overhang may be at the front and rear, or at the rear only, for single vehicles or vehicles forming a road train, and at the rear only for articulated vehicles, on condition that whoever carries out the transport verifies that the route comprises only roads or sections of road with the characteristics set out in article 167(4);

Date of translation: 1 March 2016
Source: http://www.mit.gov.it
Accessed on: 26 February 2016

USEFUL CONTACTS

OEM National Association: ANFIA (http://www.en.anfia.it/)

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National Ministry of Transport:

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Country: Latvia

Summary:

The relevant legislation notes that the length of 18.75m is only applicable to unloaded car carriers. Since there is no other limitation for loaded car carriers, it has been interpreted that there is no local regulation for loaded auto carrier length. A member company noted that their transporters are 18.75m long when unloaded and about 20.50m when loaded (it may vary somewhat depending on the load and the chosen route). (Information from Kurbads) The legal text prescribes that, when the cargo protrudes to the rear of the trailer by more than 1m, it has to be marked. From this we deduce that the load can protrude to the back of the trailer. However, another company runs its loaded trucks only as long as 18.75m. (Information from GEFCO Baltic)

- Maximum permitted loaded length (including load) of road train: Just the unloaded length is set in the legislation. The Latvian Ministry of Transport noted: ‘According to Road Traffic Regulations, the car transporter truck’s length must comply with the standard length, when they participate in the road traffic without load. This means the truck’s length with load is not limited.’
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Not defined in law but, in practice, it is allowed
- Permitted rear load overhang: Not defined in law but, in practice, it is allowed
- Rear Signage required: Yes
  - Special provisions: a cargo have to marked with light reflecting plates with red and white stripes, where the stripes are at least 50mm wide, if it protrudes to the rear or to the front by more than 1m
- Height limit: 4m
- EMS: No

National legislations (length of car transporters, overhangs, EMS):

Road Traffic Regulations Cabinet Regulation No. 279
Ceļu satiksmes noteikumi Ministru kabineta noteikumi Nr.279

Latest amendment:

Creation of the law: 2015
Entry into force: 1 January 2016

Original text:

193. Krava jāapzīmē atbilstoši šo noteikumu 239. punktā minētajām prasībām, ja:

193.1. priekšpusē vai aizmugurē tā izvirzīta ārpus transportlīdzekļa gabarītiem tālāk par 1 m;
193.2. platumā tā izvirzīta tālāk par 0,4 m no priekšējo vai pakaļējo gabarītlukturu ārējās malas

239. Ārpus transportlīdzekļa gabarītiem izvirzīta krava vai transportlīdzekļa daļas šo noteikumu 193. punktā minētajos gadījumos diennakts gaišajā laikā jāapzīmē ar gaismu atstarojošām signālplāksnītēm vai karodzieniem (malas garums 400 mm), kuriem abās pusēs pa diagonāli novilktas baltas un sarkanas 50 mm platas svītras (3. pielikuma 6. puncts), bet diennakts tumšajā laikā un nepietieka-mas redzamības apstākļos – ar minētajām gaismu atstarojošām signālplāksnītēm vai iedegtiem lukturiem: priekšējā – baltiem, aizmugurē – sarkaniem, sānos – oranžiem (dzelteniem).

2.pielikums
Pieļaujamie transportlīdzekļu (transportlīdzekļu sastāvu) gabarīti (ar kravu vai bez tās), faktiskā masa un āsā slodze

1. Garums:
1.1. mehāniskajiem transportlīdzekļiem (izņemot autobusus un trolejbusus) 12 m
English translation:

193. A cargo shall be marked in conformity with the requirements referred to in Paragraph 239 of this Regulation, if:

193.1. in front or rear area it protrudes outside the vehicle dimensions by more than 1 m;
193.2. in width it protrudes for more than 0.4 m from the external side of front or rear marker lamps.

239. The freight or the parts of the vehicle protruding outside the vehicle dimensions shall be marked with light reflecting signal plates or flags (the length of the edge 400 mm), on which white and red lines are drawn in the width of 50 mm on both sides (Paragraph 6, Annex 3), in the cases abovementioned in Paragraph 193 of this Regulation during daylight hours but during darkness and under non-sufficient visibility conditions — with the abovementioned light reflecting signal plates or lighted on lamps: in front — white, in rear part — red, on the sides — orange (yellow).

Annex 2
Permissible dimensions (with cargo or without it) of a vehicle (vehicle composition), actual mass and axle weight

1. Length:
   1.1. for motor vehicles (except buses and trolley buses) 12 m
   1.2. for trailers 12 m
   1.3. for vehicle compositions which consist of an automobile with a semi-trailer 16.50 m
   1.4. for vehicle compositions which consist of an automobile with a trailer 18.75 m

17. The requirements abovementioned in Sub-paragraphs 1.1, 1.2, 1.3 and 1.4 and Paragraph 3 of this Annex shall apply to vehicle carriers, when they participate in the road traffic without freight

Date of translation: 24 May 2016

Source: http://likumi.lv/
Accessed on: 18 May 2016

USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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Latvijas Valsts ceļi (Latvian State Roads)

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<tr>
<td>Māris Zaļaiskalns</td>
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<td><a href="mailto:Maris.Zalaiskalns@lvceli.lv">Maris.Zalaiskalns@lvceli.lv</a></td>
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</table>
**Country:** Lithuania

**Summary:**
Lithuania gives special recognition to car transporters – these trucks can be 20.75m long. It is not defined in law how the 2m overhang is divided between the front and rear of the truck. Police inspectors check the overall length in the country and not the overhangs or the rear extensions but if the overhangs and the rear extension are longer than 1m – then they have to be marked by appropriate signs. The law is silent on the use of rear extensions when the truck is loaded but in practice they are in use in Lithuania.

- **Maximum permitted loaded length (including load) of road train:** 20.75m
- **Permitted extension of trailer when loaded:** Not defined in the law but, in practice, it is allowed
- **Permitted front load overhang:** Not defined in the law but, in practice, it is allowed
  - Special provisions: Only the overall length of the truck is controlled
- **Permitted rear load overhang:** Not defined in the law but, in practice, it is allowed
  - Special provisions: Only the overall length of the truck is controlled
- **Rear Signage required:** Yes
  - Special provisions: If the load protrudes by more than 1m it has to be marked
- **Height limit:** 4m
- **EMS:** No

**National legislations (length of car transporters, overhangs, EMS):**
Order concerning amendment of order no. 3-66 of 18 February 2002 of the minister of transportation of the republic of Lithuania “on approval of the maximum limits permitted for loads on axles and maximum gross weight allowed”

Įsigymas dėl Lietuvos Respublikos susisiekimo ministro 2002 m. vasario 18 d. įsakymo nr. 3-66 ,dėl maksimalių leidžiamų transporto priemonių matmenų, leidžiamų ašies (ašių) apkrovų, leidžiamos bendrosios masės

**Latest amendment:**
2014

**Original text:**
II SKYRIUS
DIDŽIAUSIEJI LEIDŽIAMIS NAUDOJANTIS KELIAIS AUTOMOBILIŲ IR JŲ JUNGINIŲ PARAMETRAI

4. Ilgiai:

4.4. automobilio, sujungto su priekaba, 18,75 m;

4.10. pakrauto automobilio (kėbulo tipas – BAF), kuris sujungtas su priekaba ir specialiai suprojektuotas vienam ar keliems automobiliams vežti, 20,75 m.

6. Aukštis:

6.1. automobilių 4,00 m;
6.2. priekabų ir puspriekabų 4,00 m.
CHAPTER II
MAXIMUM PARAMETERS ALLOWED FOR AUTOMOBILES AND THEIR COMBINATIONS WHEN USING ROADS

4. Lengths:
4.4. automobile, connected to a trailer 18.75 m;
4.10. loaded automobile (body type – BAF), when connected to a trailer and specially designed to transport one or several automobiles, 20.75 m.

6. Height:
6.1. automobiles 4.00 m;
6.2. trailers and semitrailers 4.00 m.

Date of translation: 23 March 2016

Source:
http://www3.lrs.lt/
Accessed on: 8 March 2016

USEFUL CONTACTS

OEM National Association: Manufuture (association of manufacturing industries, with OEM representatives in its High-Level Group) http://www.manufuture.org/manufacturing/

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National Ministry of Transport:

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Luxembourg does not grant a special recognition to the car transporter sector within its legislation. The maximum length for road trains is 18.75m but, on a case by case basis, the country allows longer vehicles on its roads. In case a vehicle is longer than 18.75m it has to be marked at the rear with a yellow sign noting “Véhicule long” (Long vehicle). The Transport Ministry can grant authorisation to longer vehicles on the roads on a case-by-case basis. With this permit, the loaded length can be up to 20.0m, with a maximum 1.0m front overhang. (Information from the Transport Ministry)

- Maximum permitted loaded length (including load) of road train: 20.0m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Yes
  - Special provisions: Maximum front overhang is 1m. The overall loaded length of 20m has to be respected.
- Permitted rear load overhang: Yes
  - Special provisions: The overall loaded length of 20m has to be respected
- Rear Signage required: Yes
  - Special provisions: All vehicles longer than 18.75m have to be marked by a yellow “Long vehicle” sign
- Height limit: 4m
- EMS: No

**National legislations (length of car transporters, overhangs, EMS):**


**Latest amendment:**

2015

**Original text:**

Art. 4.

La longueur d’un ensemble de véhicules routiers couplés en circulation, soit sa longueur déterminée en vertu des dispositions du point a) de la rubrique 3.3. du paragraphe 3. de l’article 2, augmentée de la longueur de son chargement, ne doit pas dépasser:

(…)

b) pour un train routier 18,75 m

(…)

« Tout véhicule routier ou tout ensemble de véhicules routiers couplés dont la longueur hors-tout dépasse 18,75 m, y compris le chargement et tous les accessoires, démontables ou non, doit être muni à sa face la plus arrière d’un panneau rectangulaire de couleur jaune d’une longueur d’au moins 50 cm et d’une largeur d’au moins 15 cm, dont le bord est constitué d’une bande noire d’une largeur de 1 cm, comportant en couleur noire l’inscription « Véhicule long », écrite en lettres d’une hauteur d’au moins 10 cm et d’une épaisseur de trait d’au moins 1 cm. »

Art. 7.

Le Ministre des Transports peut accorder dans des cas exceptionnels des autorisations individuelles augmentant les maxima prévus aux articles 3 à 6.
Art. 4.
The length of coupled road vehicle sets in circulation, with specific lengths under the provisions of subparagraph a) of section 3.3 of paragraph 3 of Article 2, plus the length of its cargo, must not exceed:
(...)
b) for a road train 18.75m.
(...)
"Any road vehicle or coupled road vehicle set with an overall length exceeding 18.75m, including its cargo and any accessories, removable or not, must be fitted with a yellow rectangular panel with a length of at least 50cm on its furthest most rear side and width of at least 15cm, with a black edge with a width of 1cm, with "Long vehicle" written in black, in letters at least 10cm high and thickness of at least 1cm."

Art. 7.
The Transport Ministry may agree in certain exceptional cases to provide individual authorisation increasing the maximum dimensions mentioned in Articles 3-6.

Date of translation: 24 March 2016

Source:
http://www.legilux.public.lu/

USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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**Country:** Malta

**Summary:**
Malta does not grant special status to car transporters. In the country the maximum length, loaded and unloaded, is 18.75m.

- Maximum permitted loaded length (including load) of road train: 18.75m
- Permitted extension of trailer when loaded: No
- Permitted front load overhang: No
- Permitted rear load overhang: No
- Rear Signage required: No
- Height limit: 4m
- EMS: No

**National legislations (length of car transporters, overhangs, EMS):**
Subsidiary legislation 65.21 Motor vehicles (weights, dimensions and equipment) regulations

**Latest amendment:**
2012

**Original text:**
First schedule
General maximum weights and dimensions and related characteristics of vehicles

(1) Maximum authorised dimensions (m):
1.1 Maximum length:
- road train: 18.75 m

**Source:**

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### USEFUL CONTACTS

**OEM National Association:** No

**National Ministry of Transport:**

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</table>
**Country:** The Netherlands

**Summary:**

The Netherlands grants special status to car transporters – such vehicles can be up to 20.75m in length when loaded. The country allows for not more than 0.5m for the front overhang and 2m for the rear overhang. However, load should not extend by more than 5.00 m to the rear when measured from the centre of the rear axle of the trailer. This may result in it not being possible to load up to the maximum 20.75m authorised loaded length.

If a load protrudes at the back of the vehicle by more than 1m, it has to be fitted with a signalling mark. The flexible rear extension is seen as part of the 2m rear overhang and is allowed in the country; however it is not allowed to load a car fully on this platform. At least one axle has to be on the fixed part of the trailer structure.

- **Maximum permitted loaded length (including load) of road train:** 20.75m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
- **Permitted front load overhang:** Yes
  - **Special provisions:** Max. 0.5m (the overall length of 20.75m must be respected)
- **Permitted rear load overhang:** Yes
  - **Special provisions:** Max. 2m (the overall length of 20.75m must be respected)
- **Rear Signage required:** Yes
  - **Special provisions:** If the load protrudes by more than 1m, it has to be marked by a square plate with red and white diagonal stripes
- **Height limit:** 4m
- **EMS:** Yes (trials)

**National legislations (length of car transporters, overhangs, EMS):**

Regulation for the implementation of chapters III and VI of the Netherlands Road Traffic Act 1994 (Vehicle regulation)
Regeling tot uitvoering de hoofdstukken III en VI van de Wegenverkeerswet 1994 (Regeling voertuigen)

**Latest amendment:**

2016

**Original text:**

Artikel 5.18.13

(2) In afwijking van artikel 5.18.12 mag de lengte van een beladen samenstel van bedrijfsauto en aanhangwagen, niet zijnde een oplegger, dat is ingericht voor het vervoer van voertuigen, meer bedragen dan ingevolge artikel 5.18.12 is toegestaan doch niet meer dan 20,75 m, waarbij:

1°. de lading niet meer dan 2,00 m achter de aanhangwagen en niet meer dan 5,00 m achter het hart van de achterste as van de aanhangwagen mag uitsteken;
2°. de lading niet meer dan 0,50 m voor de voorzijde van de bedrijfsauto mag uitsteken;
3°. de lading die achter het voertuig meer dan 1,00 m, uitsteekt moet aan de achterzijde zijn voorzien van een markering die voldoet aan het bepaalde in bijlage VIII, artikelen 130 tot en met 133.

Artikel 5.18.30

(5) De hoogte van wagens mag met inbegrip van de lading niet meer bedragen dan 4,00 m.

**English translation:**

Article 5.18.13
In deviation from Article 5.18.12, the length of a loaded commercial vehicle and trailer assembly designed for the transport of vehicles, not a semi-trailer, may exceed that permitted in Article 5.18.12, but is limited to 20.75 m; whereas:

1. The load may not protrude further than 2.00 m behind the trailer, and no further than 5.00 m beyond the centre of the rear axle of the trailer;
2. The load may not protrude further than 0.50 m beyond the front of the commercial vehicle;
3. A load protruding more than 1.00 m behind the vehicle must be fitted with a sign that conforms to Appendix VIII of Articles 130 to 133.

Article 5.18.30

(5) The total height of the vehicle, including the load, may not exceed 4.00 m.

Date of translation: 24 March 2016
Date of amendment: 30 May 2017
Source: http://wetten.overheid.nl/
Accessed on: 15 March 2016

USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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Country:

Poland

Summary:

Poland doesn’t specifically mention car transporters in its legislation. The maximum loaded length in the country can be 20.75m. Regarding the overhangs a maximum of 0.5m is allowed at the front and a maximum 2.0m at the rear but with an overall maximum loaded length of 20.75m. The load protruding to the front or protruding to the rear by more than 0.5m has to be marked with a red and white square-shaped sign. The law is silent on rear extension devices but in practice they are used in the country.

- **Maximum permitted loaded length (including load) of road train:** 20.75m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
  - Special provisions:
    - **Permitted front load overhang:** Yes
    - Special provisions: max. 0.5m but the overall loaded length of 20.75m has to be respected
  - **Permitted rear load overhang:** Yes
    - Special provisions: max. 2m but the overall loaded length of 20.75m has to be respected
- **Rear Signage required:** Yes
  - Special provisions: All load protruding from the front and load protruding by more than 0.5m to the rear have to be marked by a square sign with red and white stripes
- **Height limit:** 4m
- **EMS:** No

National legislations (length of car transporters, overhangs, EMS):

Act of 20 June 1997 on traffic law
Ustawa z dnia 20 czerwca 1997 r. - Prawo o ruchu drogowym

Latest amendment:

2016

Original text:

Art. 61.
(1.) Ładunek nie może powodować przekroczenia dopuszczalnej masy całkowitej lub dopuszczalnej ładowności pojazdu.

(6.) Ładunek wystający poza płaszczyznę obrysu pojazdu może być na nim umieszczony tylko przy zachowaniu następujących warunków:

2) ładunek nie może wystawać z tylu pojazdu na odległość większą niż 2 m od tylnej płaszczyzny obrysu pojazdu lub zespołu pojazdów; w przypadku przyczepki kłonicowej odległość tę liczy się od osi przyczepy;

3) ładunek nie może wystawać z przodu pojazdu na odległość większą niż 0,5m od przedniej płaszczyzny obrysu i większą niż 1,5 m od siedzenia dla kierującego.

(8.) Ładunek wystający poza przednią lub boczne płaszczyzny obrysu pojazdu powinien być oznaczony. Dotyczy to również ładunku wystającego poza tylną płaszczyznę obrysu pojazdu na odległość większą niż 0,5 m.

English translation:

Art. 61.
(1.) The load may not lead to exceeding the maximum total weight or maximum load capacity of the vehicle.

(6.) A load which extends beyond the edge of the vehicle may be located on the vehicle only when the
following conditions are fulfilled:

2) the load may not extend beyond the rear of the vehicle by more than 2 m from the rearmost point of the vehicle or combination vehicle; for a timber lorry, the distance is calculated from the axis of the lorry;

3) the load may not extend beyond the front of the vehicle by more than 0.5 m from the most forward point and by more than 1.5 m from the driver’s seat.

(8.) Any load which extends beyond the front or side vehicle edge shall be marked. This is also applicable to any load which extends beyond the rearmost point by more than 0.5 m.

Date of translation: 11 April 2016

Source:
http://isap.sejm.gov.pl/

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### Summary:

Portugal gives special recognition to car transporters in its legislation. The maximum loaded length for such trucks is 20.55m. The law explicitly refers to the possibility of rear overhangs, while front overhangs are not allowed for car transporters. They are only allowed for the transport of indivisible loads. The 1.8m extra loaded length can also be reached by using a rear extension device. This is not mentioned in the law directly, however, it is allowed in practice.

- **Maximum permitted loaded length (including load) of road train:** 20.55m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed.
- Permitted front load overhang: No
- Permitted rear load overhang: Yes
- Rear Signage required: Yes
  - Special provisions: Signalisation must be used in case of car transport. The sign should be a rectangular table of 0.42x0.42m in size, with red and white stripes.
- Height limit: 4.6m for car carriers
- EMS: No

### National legislations (length of car transporters, overhangs, EMS):

Portaria n.o 472/2007 Anexo: Regulamento de Autorizações Especiais de Trânsito

### Latest amendment:

2007

### Original text:

SECÇÃO III
Isenções

Artigo 13.o

Veículos isentos de autorização

1—Estão autorizados a circular na via pública, sem necessidade de qualquer das autorizações previstas no presente Regulamento:

f) Os veículos ou conjuntos de veículos classificados como especiais para o transporte de automóveis, desde que:

i) Disponham de plataforma extensível à retaguarda adaptada para o transporte de automóveis, devendo, neste caso, o último eixo do veículo transportado mais à retaguarda ficar apoiado na plataforma;

ii) O comprimento total não exceda o do conjunto, acrescido de 1.80 m;

iii) A altura não ultrapasse 4,60 m;

iv) A plataforma não sobressaia em relação à carga

### English translation:

SECTION III
Exemptions

Article 13

Vehicles exempt from permits

1—The following vehicles are authorised to circulate on public roads without the need for any permits set forth in this Regulation:

f) Vehicles or sets of vehicles classified as special for motor vehicle transport, provided that:

i) They have an extendable rear platform adapted for transporting motor vehicles, whereby the last axle of the vehicle at the rear end of the transporter must be supported by the platform;

ii) Full length must not exceed that of the whole set of vehicles, plus 1.80 m;

iii) Height must not exceed 4.60 m;
iv) The platform must not jut out in relation to the load carried

**Date of translation:** 8 March 2016

**Source:**
[https://dre.pt/](https://dre.pt/)


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Country: Romania

Summary:
The maximum unloaded length is 18.75 metres. To have a loaded length longer than this falls under the AST system (autorizațiilor speciale de transport) – this governs the over-length of trucks in Romania. The country doesn’t grant special status to car transporters. The provisions on “indivisible load” refer to trucks carrying cars. These provisions stipulate that the load can overhang by max. 3m the structure of the truck. The individual front and rear overhangs are not specified in the legislation and in practice both are used.

- **Maximum permitted loaded length (including load) of road train:** 21.75m (Subject to Special Transport Authorisation, STA, which incurs a fee)
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
- **Permitted front load overhang:** Not defined in law but, in practice, it is allowed
  - Special provisions: Maximum length of 21.75m has to be respected
- **Permitted rear load overhang:** Not defined in law but, in practice, it is allowed
  - Special provisions: Maximum length of 21.75m has to be respected
- **Rear Signage required:** Yes
  - Special provisions: All vehicles exceeding the permissible dimensions must be equipped with a sign saying “TRANSPORT EXCEPTIONAL!” (Exceptional transport) or “ATENTIE! GABARIT DEPASIT!” (Attention! Oversize!). In addition, two special flashing yellow warning devices have to be mounted on the cab so that their light is visible at a distance of at least 100 m from the front, back and side.
- **Height limit:** 4m
- **EMS:** No

**National legislations (length of car transporters, overhangs, EMS):**

- Ordinance no. 43 of 28 August 1997 on highway regulations
  Ordonanta nr. 43 din 28 august 1997 privind regimul drumurilor (actualizata pana la data de 17 iulie 2011*)

  LEGE nr. 198 din 9 iulie 2015 privind aprobarea Ordonanței Guvernului nr. 7/2010 pentru modificarea și completarea Ordonanței Guvernului nr. 43/1997 privind regimul drumurilor

**Latest amendment:**

2015
Ordonanta nr. 43 din 28 august 1997 privind regimul drumurilor (actualizata pana la data de 17 iulie 2011*)

ANEXA 3
MASE ŞI DIMENSIUNI
1.1 Tren rutier: 18,75

LEGE nr. 198 din 9 iulie 2015 privind aprobarea Ordonanţei Guvernului nr. 7/2010 pentru modificarea şi completarea Ordonanţei Guvernului nr. 43/1997 privind regimul drumurilor

§ 18. La articolul I punctul 19, articolul 41 se modifică şi va avea următorul cuprins:

« Art. 41. - (1) Este interzisă circulaţia pe drumurile publice a vehiculelor rutiere, înmatriculate sau înregistrate în România sau în alte state, cu depăşirea masei totale maxime admise, maselor maxime admise pe axe şi/sau dimensiunilor maxime admise în circulaţie prevăzute în anexele nr. 2 şi 3.
(2) Prin excepţie de la prevederile alin. (1), circulaţia pe drumurile publice a vehiculelor rutiere, înmatriculate sau înregistrate în România sau în alte state, cu depăşirea masei totale maxime admise, maselor maxime admise pe axe şi/sau a dimensiunilor maxime admise prevăzute în anexele nr. 2 şi 3, se poate efectua numai în baza autorizaţiei speciale de transport, denumită în continuare AST, eliberată în prealabil, fără discriminare, în condiţiile stabilite prin norme privind autorizarea şi desfăşurarea circulaţiei vehiculelor rutiere, cu mase şi/sau dimensiuni care depăşesc limitele maxime admise, aprobate prin ordin comun al ministrului transporturilor, al ministrului dezvoltării regionale şi administraţiei publice şi al ministrului afacerilor interne.

(6) AST se eliberează pentru:

c) transporturi de mărfuri care nu sunt indivizibile, dacă este depăşită cel puţin una dintre masele sau dimensiunile maxime admise şi sunt îndeplinite, cumulativ, următoarele condiţii:
   (i) masa totală să fie de cel mult 50,0 tone;
   (ii) masa pe axe să nu depăşească masa maximă ce poate fi autorizată, prevăzută la alin. (8);
   (iii) lungimea să nu depăşească cu mai mult de 3,0 metri lungimea maximă admisă;
   (iv) lăţimea să nu depăşească 3,0 metri;
   (v) să nu fie depăşită înălţimea maximă admisă; »
**English translation:**

Ordinance no. 43 of 28 August 1997 on highway regulations (updated on 17 July 2011*)

**ANNEX 3**

LOADS AND DIMENSIONS

1.1 Trailer Trucks: 18.75

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§ 18. Due to an amendment to Article I, Item 19, Article 41 now reads as follows:

"Art. 41 – (1) It is prohibited to drive on public highways any road vehicles, either registered or recorded in Romania or other states, that exceed the maximum permissible axle weight and/or the maximum permissible size provided for in Appendices 2 and 3.

(2) Notwithstanding the provisions of Paragraph (1), driving on public highways any road vehicles, either registered or recorded in Romania or other states, that exceed the maximum permissible axle weight and/or the maximum permissible size provided for in Appendices 2 and 3, can only be carried out with special transport authorisation, hereafter referred to as STA, issued in advance and without discrimination, as determined by the rules on the authorisation and conduct of driving road vehicles with weights and/or sizes exceeding the maximum permissible limits that are approved by order of the Minister of Transport, the Minister of Regional Development and Public Administration and the Minister of Internal Affairs.

(6) AST is issued for:

   c) the transport of goods that are not indivisible, if at least one of the weights or the maximum permissible dimensions is exceeded, and all of the following conditions are met:

      (i) the total weight is not more than 50.0 tons;
      (ii) the axle weight does not exceed the maximum load which can be authorised under para. (8);
      (iii) the length does not exceed the maximum permissible length by more than 3.0 meters;
      (iv) the width does not exceed 3.0 meters;
      (v) the maximum permissible height is not exceeded."

**Date of translation:** 24 March 2016

**Source:**
http://www.cnadnr.ro
Accessed on: 20 March 2016

**USEFUL CONTACTS**


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National Ministry of Transport:

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Country: Slovakia

Summary:

Legal interpretation
Slovakia grants special status to car transporters – such trucks can be 20.75m long when loaded. The law is silent on overhangs, however they are not allowed in the country. The rear extension is not mentioned per se in the legislation but is allowed in practice. The 20.75m loaded length can, therefore, be obtained only with a rear extension device. (Information from the Slovakian Ministry of Transport)

Practice on the roads
A member company told us that the front overhang is not indicated anywhere in the Slovak (and Czech) legislation, so it is not allowed. Therefore:

National traffic
The car transporters of the company that circulate within the country can be a maximum 20.75m long and 4.2m high, as fixed in the law.

International traffic
The height in the bordering countries is maximum 4.0m so international traffic is loaded only up to 4.0m. In order to abide by German laws, where a rear overhang of 1.5m and a front overhang of 0.5m are allowed, the rear overhang is also set by the company at 1.5m. As no front overhangs are allowed, the “useful” loaded length becomes 20.25m in Slovakia with which the trucks can leave the country. The 1.5m possible rear overhang includes the rear extension device as well, although this is not stipulated explicitly in the law. (Information from GEFCO SA)

Another company confirmed that, due to the fact that no overhangs are mentioned in the law, the company reaches the loaded length limit of 20.75m only by extending the trailer to the rear. This is a standard practice, although the law is silent on rear extensions. (Information from Lagermax Hungary)

- Maximum permitted loaded length (including load) of road train: 20.75m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: No
- Permitted rear load overhang: No
- Rear Signage required: No
  - Special provisions: Signage required only for vehicles above 23m in length
- Height limit: 4.2m for car carriers (although in surrounding countries it is just 4m so trucks in transit use 4m)
- EMS: No

National legislations (length of car transporters, overhangs, EMS):

Government Regulation No 349/2009 concerning maximum permissible dimensions of vehicles and vehicle combinations
Nariadenie vlády č. 349/2009 Z. z. Nariadenie vlády Slovenskej republiky o najväčších prípustných rozmeroch vozidiel a jazdných súprav

Latest amendment:
2016

Original text:

§ 7 Označovanie nadrozmernej prepravy a nadmernej prepravy

(1) Každé vozidlo alebo jazdná súprava vykonávajúce nadrozemnú prepravu alebo nadmernú prepravu musia byť špeciálne označené podľa prílohy č. 4.
(2) Sprievodné vozidlá, ktoré sprevádzajú vozidlo alebo jazdnú súpravu pri nadrozmernej preprave alebo nadmernej preprave, musia byť špeciálne označené podľa prílohy č. 4.
Príloha č. 1 NAJVÄČŠIE PRÍPUSTNÉ ROZMERY VOZIDIEL A JAZDNÝCH SÚPRAV, NAJVÄČŠIE PRÍPUSTNÉ HMOTNOSTI VOZIDIEL A JAZDNÝCH SÚPRAV A ĎALŠIE SÚVISIACE TECHNICKÉ POŽIADAVKY NA VOZIDĽA A JAZDNÉ SÚPRAVY

1. Najväčšie prípustné rozmery

   c) najväčšia prípustná dĺžka

   9. súpravy motorového vozidla s jedným prívesom 18,75 m c)

   10. súpravy motorového vozidla s jedným prívesom kategórie O4 určeným na prepravu vozidiel 20,75 m ,

Príloha č. 4 ŠPECIÁLNE OZNAČENIA VOZIDIEL A JAZDNÝCH SÚPRAV

6. Vozidlá vykonávajúce nadrozmernú prepravu, ktorých šírka prevyšuje 3,00 m alebo výška prevyšuje 4,30 m alebo dĺžka prevyšuje 23,0 m vrátane prepravovaného nákladu, alebo nadmernú prepravu, ktorých vozidlo alebo jazdná súprava prevyšuje 50,0 t, musia byť v prednej a zadnej časti vozidla označené špeciálnym informatívnym označením, ktoré upozorňuje na zvláštnu prepravu. Špeciálne informatívne označenie je vyhotovené v žltej farbe z materiálu so spätným odrazom triedy 27) a s nápisom „ZVLÁŠTNA PREPRAVA“ alebo „VÝNIMOČNÁ PREPRAVA“. Farba písmen je čierna. Při medzinárodnej nadmernej preprave alebo nadrozmernej preprave nápis môže byť v jazyku členského štátu Európskej únie alebo v jazyku iného štátu, ktorý je zmluvnou stranou dohody o Európskom hospodárskom priestore, napríklad „SONDERTRANSPORT“, „EXCEPTIONAL TRANSPORT“, „TRASPORTO ECCEZIONALE“, „CONVOI EXCEPTIONNEL“, „ABNORMAL TRANSPORT“, „SPECIAL TRANSPORT“. Ostatné vozidlá vykonávajúce nadrozmernú prepravu alebo nadmernú prepravu, napríklad sprievodné vozidlá, sa tiež označujú špeciálnym informatívnym označením, ktoré upozorňuje na zvláštnu prepravu.

English translation:

Section 7 Labelling of abnormal loads

(1) Every vehicle or vehicle combination transporting abnormal loads must be specially labelled in accordance with the requirements laid down in Annex 4.

(2) Vehicle escorts for vehicles or vehicle combinations transporting abnormal loads must be specially labelled in accordance with the requirements laid down in Annex 4.

Annex 1 MAXIMUM PERMISSIBLE DIMENSIONS OF VEHICLES AND VEHICLE COMBINATIONS, MAXIMUM PERMISSIBLE MASSES OF VEHICLES AND VEHICLE COMBINATIONS AND OTHER RELATED TECHNICAL REQUIREMENTS FOR VEHICLES AND VEHICLE COMBINATIONS

1. Maximum permissible dimensions

   c) Maximum permissible length

   9. motor vehicle combinations with one trailer 18.75 m c)

   10. motor vehicle combinations with one category O4 vehicle transporter trailer 20.75 m ,

Annex 4 SPECIAL LABELLING FOR VEHICLES AND VEHICLE COMBINATIONS

6. Vehicles transporting abnormal loads measuring more than 3.00 m in width, more than 4.30 m in height, or more than 23.0 m in length, including the cargo carried, or abnormal loads (together with the vehicle or vehicle combination) weighing more than 50.0 t must be labelled at the front and rear with special information signs warning about the abnormal load. The special information signs must be yellow and made of a Class 27) retroreflective material, and must bear the words “ZVLÁŠTNA PREPRAVA” (“SPECIAL LOAD”) or “VÝNIMOČNÁ PREPRAVA” (“ABNORMAL LOAD”). The lettering must be black. In case of international overweight or oversize transport the text may be written in the language of the Member State of the European Union or in the language of another state being a contracting party of the European Economic Area, e. g. "SONDERTRANSPORT", "EXCEPTIONAL TRANSPORT", "TRASPORTO ECCEZIONALE", "CONVOI EXCEPTIONNEL", "ABNORMAL
TRANSPORT™, "SPECIAL TRANSPORT". Other vehicles engaged in oversize or overweight transport, e. g. accompanying vehicles, may also be marked with special markings drawing attention to the special transport.

**Date of translation:** 19 May 2016  
**Date of amendment:** 30 May 2017  
**Source:**  
[http://www.zakonypreludi.sk](http://www.zakonypreludi.sk)  
Accessed on: 13 March 2016

### USEFUL CONTACTS

**OEM National Association:** No

**National Ministry of Transport:**

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<tr>
<td>Mr. Marek Hudec</td>
<td>Senior adviser</td>
<td>+421 2 59494 343</td>
<td><a href="mailto:marek.hudec@mindop.sk">marek.hudec@mindop.sk</a></td>
</tr>
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</table>
**Summary:**

Slovenia grants special status to car transporters in its legislation – such trucks can be 22m long when loaded. Front overhangs are not allowed to be used in the country, while the rear overhang can be 1.5m but at least 5/6 of the load has to be supported by the trailer (rear extension included). The law is silent on the use of rear extension devices, however, these are allowed in practice and are treated as part of the trailer. The load may additionally overhang the end of the extension but this overhang is restricted to a maximum of 1/6 of the length of the final vehicle of the load and must remain within the maximum total loaded vehicle length of 22m. *(Information from Lagermax Croatia)*

- **Maximum permitted loaded length (including load) of road train:** 22m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
- **Permitted rear load overhang:** Yes
  - **Special provisions:** The load must lay on the trailer (rear extension included) on a minimum of 5/6 of its length. The overhang can be maximum 1.5m.
- **Rear Signage required:** Yes
  - **Special provisions:** When the load protrudes by more than 1m to the rear a square sign of 40x40cm with red and white diagonal stripes has to be placed to the rear of the truck
- **Height limit:** 4.2m
- **EMS:** No

**National legislations (length of car transporters, overhangs, EMS):**

Rules on the Dimensions and Weights of Vehicles in Road Traffic, Annex 1 (last amended in 2006)
Pravilnik o merah in masah vozil v cestnem prometu, Priloga 1

Road Traffic Regulations Act (last amended in 2010)
Zakon o pravilih cestnega prometa

**Original text:**
Pravilnik o merah in masah vozil v cestnem prometu
Priloga 1

1 NAJVEČJE DOVOLJENE MERE

1.1 Največja dolžina:

skupina vozil, prirejena posebej za prevoz osebnih avtomobilov (samo na avtocestah, hitrih cestah in glavnih cestah): 22,00 m

1.3 Največja višina (za vsa vozila): 4,20 m

**English translation:**
Rules on the Dimensions and Weights of Vehicles in Road Traffic
Annex 1

1 MAXIMUM PERMISSIBLE DIMENSIONS

1.1 Maximum length:

vehicles specially designed for transporting passenger cars (only on motorways, expressways and main roads): 22.00 m

1.3 Maximum height (for all vehicles): 4.20 m
74. člen
2) Če tovor, naložen na motornem ali priklopnem vozilu, ali naprave, ki so namenjene za prevoz ali pritrditev tovora, zakrivajo mesto, na katerem je nameščena registrska tablica ali svetilke na zadnji strani vozila, mora biti kot najbolj izpostavljen del na zadnji strani vozila nameščen nosilec z registrsko tablico in predpisanimi svetilkami in odsevniki.

3) Tovor ne sme segati čez sprednji del vozila. Lažje predmete je dovoljeno prevažati na zunanjem prtljažniku na osebnem avtomobilu ali tovornem vozilu tako, da sega tovor največ 1 m preko sprednjega dela vozila. Del tovora, ki sega preko sprednjega dela vozila, ne sme biti nižje od nivoja strehe vozila.

4) Tovor lahko sega največ 1,5 m preko zadnjega dela vozila oziroma skupine vozil, razen pri izrednih prevozih, ki se opravljajo na podlagi dovoljenja pristojnega organa. Na tovornem ali priklopnem vozilu mora biti tovor oprt na najmanj 5/6 svoje dolžine.

75. člen
1) Če sega tovor več kot 1 m preko zadnjega dela vozila, mora biti na najbolj izpostavljeni točki označen na:

1. osebnih avtomobilih, trikolesih, lahkih štirikolesih, štirikolesih in lahkih priklopnikih, ki jih vlečejo osebnih avtomobilih – s tablo, veliko najmanj 25 × 25 cm, pobarvano izmenično s poševnimi trakovi rdeče in bele barve, ki odseva svetlobo, nameščeno prečno na smer vožnje;

2. drugih vozilih – s tablo, veliko najmanj 40 × 40 cm, pobarvano izmenično s poševnimi trakovi rdeče in bele barve, ki odseva svetlobo, nameščeno prečno na smer vožnje.

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English translation:

Road Traffic Regulations Act

Article 74
2) If the cargo loaded on a motor vehicle or trailer or a device intended for transporting or securing cargo covers the location where the license plate or lights on the rear of the vehicle are installed, the mounting bracket for the license plate and the required lights and reflectors must be placed on the most exposed part of the rear of the vehicle.

3) The load must not extend beyond the front of the vehicle. Light articles are permitted to be transported on the exterior luggage compartment of a passenger car or cargo vehicle in such a way that they do not extend more than 1 m beyond the front of the vehicle. The part of the load extending beyond the front of the vehicle must not be below the level of the roof of the vehicle.

4) The load may extend a maximum of 1.5 m beyond the rear of the vehicle or group of vehicles, except in abnormal load transport carried out under a permit from the competent authority. The load on a cargo vehicle or trailer must be supported along a minimum of 5/6 of its length.

Article 75
1) If the load extends more than 1 m beyond the rear of the vehicle, its most exposed point must be marked as follows:

1. on passenger cars, tricycles, light quadricycles, quadricycles and light trailers towed by passenger cars: with a board measuring at least 25 × 25 cm which is painted with alternating red and white stripes and reflects light, mounted transversely to the direction of travel;

2. on other vehicles: with a board measuring at least 40 × 40 cm which is painted with alternating red and white stripes and reflects light, mounted transversely to the direction of travel.

Date of translation: 18 July 2016

Source:
https://www.uradni-list.si
Accessed on: 15 March 2016
# USEFUL CONTACTS

OEM National Association: No

National Ministry of Transport:

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**Country:** Spain

**Summary:** Spain grants special status for car transporter trucks in its legislation. Their loaded length limit is 20.55m, where a rear extension or load support can be used within this limit. The load can't exceed the front of the vehicle carrier, while rear extension is allowed, up to 1.8m. The height for car transporters can be 4.5m within Spain. A new law was introduced in December 2015 which allowed the circulation of 25.25 metres long trucks on the roads.

- **Maximum permitted loaded length (including load) of road train:** 20.55m  
- **Permitted extension of trailer when loaded:** Yes  
  - **Special provisions:** Rear extension cannot project beyond the load  
- **Permitted front load overhang:** No  
- **Permitted rear load overhang:** Yes  
  - **Special provisions:** Permitted up to 1.8m (providing rear axle of car is supported by the extendable platform)  
- **Rear Signage required:** Yes  
  - **Special provisions:** when the load protrudes to the rear, it has to be marked by a 50x50cm square with red and white diagonal stripes

**National legislations (length of car transporters, overhangs, EMS):**

Royal Decree 2822/1998 of 23 December, whereby the General Regulation on Vehicles, Annex IX  
Real Decreto 2822/1998, de 23 de diciembre, por el que se aprueba el Reglamento General de Vehículos, Anexo IX

Orden PRE/2788/2015, de 18 de diciembre, por la que se modifica el anexo IX del Reglamento General de Vehículos, aprobado por Real Decreto 2822/1998, de 23 de diciembre

**Latest amendment:**  
2015

**Original text:**

3.1 Longitud  
Las dimensiones máximas autorizadas a los vehículos para poder circular son las siguientes:  
Trenes de carretera (1) 18,75 metros

(1) La longitud de los trenes de carretera especializados en el transporte de vehículos, circulando con carga, puede aumentarse hasta un total de 20,55 metros utilizando un voladizo o soporte de carga trasero autorizado para ello. El voladizo o soporte de carga trasero no podrá sobresalir en relación a la carga. La carga podrá sobresalir por detrás, sin exceder el total autorizado, siempre que el último eje del vehículo que se transporta descanse en la estructura del remolque. La carga no podrá sobresalir por delante del vehículo de tracción.

3.1 Altura  
Altura máxima de los vehículos incluida la carga, como norma general 4,00 metros  
Altura máxima de los siguientes vehículos, incluida la carga:  

...  
Portavehículos: Camiones (rígidos) y conjuntos de vehículos (trenes de carretera y vehículos articulados), cuando estén especializados en el transporte de vehículos 4,50 metros.
3.1 The maximum authorized dimensions of vehicles for travel on roads are as follows:
Road trains (1) 18.75 metres

(1) The length of road trains specialised in transporting vehicles, and carrying a load, can be increased up to a total of 20.55 metres using a rear extension or load support authorised for that purpose. The rear extension or load support may not project beyond the load. The load may protrude from the rear, without exceeding the total permitted length, if the last axle of the vehicle being transported rests on the frame of the trailer. The load may not protrude from the front of the tractor unit.

3.1 Height
The maximum height of vehicles with load included, as general rule 4.00 metres.
The maximum height of the following vehicles, load included:

…
Car carriers: trucks and road trains/articulated vehicles, if specialized in the transport of vehicles, 4.50 metres.

Date of translation: 1 March 2016

Source: http://www.dgt.es/es/

USEFUL CONTACTS

OEM National Association: ANFAC

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Country: Sweden

Summary:
Road trains can be up to 24m long in Sweden, with the overhangs not being defined in the text of the law. The country allows the use of the European Modular System so trucks being as long as 25.25m.

- Maximum permitted loaded length (including load) of road train: 24m
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
- Permitted front load overhang: Not defined in law but, in practice, it is allowed
  - Special provisions: Overall length of 24m has to be respected
- Permitted rear load overhang: Not defined in law but, in practice, it is allowed
  - Special provisions: Overall length of 24m has to be respected
- Rear Signage required: Yes
  - Special provisions: the load has to be clearly marked if it protrudes to the front or when it protrudes by more than 1m to the rear. Load protruding less than a meter in front of the vehicle need not be marked if the projection is clear of other traffic
- Height limit: unrestricted but, in practice, 4.5m is the safe maximum operating height
- EMS: Allowed

National legislations (length of car transporters, overhangs, EMS):
Road traffic regulation (1998:1276)
Trafikförordning (1998:1276)

Latest amendment:
2016

Original text:
4 kap. Bestämmelser för trafik med motordrivna fordon

14 § Fordon eller fordonståg som huvudsakligen används i internationell trafik får föras på vägar med bärighetsklass 1 även om de bruttovikter som anges i 12 § första stycket 4 och bilaga 1 överskrids eller de avstånd som anges i 13 § underskrids. Undantaget gäller endast om följande bruttovikter och längdmått inte överskrids.

6. 18,75 meter för bil med släpvagn.

17 § Ett annat motordrivet fordon än en buss med eller utan ett därtill kopplat fordon får inte föras på andra vägar än enskilda om fordonet eller fordonståget, lasten inräknad, är längre än 24,0 meter. Längden av ett fordonståg, lasten inräknad, får dock uppgå till 25,25 meter om följande villkor är uppfyllda:
1. Varje ingående fordon är utrustat med sådana länningsfria bromsar och kopplingsanordningar som Transportstyrelsen föreskriver.
2. Varje ingående motordrivet fordon har en största längd av 12,0 meter.
3. Varje ingående släpvagn, utom påhängsvagn, har en största längd av 12,0 meter.
4. Avståndet mellan kopplingstappen och bakkanten på en påhängsvagn överstiger inte 12,0 meter.
5. Det horisontella avståndet mellan kopplingstappen och varje punkt på framkanten av en påhängsvagn överstiger inte 2,04 meter.
6. Fordonstågets sammanlagda lastlångd bakom förarhytten, mätt parallellt med fordonstågets långsående axel, överstiger inte 21,86 meter.
7. Avståndet, mätt parallellt med fordonstågets långsående axel, från den längst fram belägna yttre punkten på lastutrymmet bakom förarhytten till den längst bak belägna yttre punkten på fordonståget överstiger inte 22,9 meter.
8. Fordonsbredden, utom för påbyggnad för temperaturkontrollerade fordon, är högst 2,55 meter.
9. Bredden på påbyggnad för temperaturkontrollerade fordon är högst 2,60 meter.
10. Varje ingående motordrivet fordon som är i rörelse kan vända inom en cirkelring som har en yttre radie på 12,5 meter och en inre radie på 5,3 meter.
11. Fordonståget uppfyller de vändningskrav som Transportstyrelsen föreskriver.
Chapter 4: Provisions for traffic with motor vehicles

Section 14
Notwithstanding the provisions of Section 12, paragraph 4, Section 13 and Annex 1, vehicles and road trains that are mainly used in international traffic may circulate on BK 1 roads if the following lengths and gross weights are not exceeded.

6. 18.75 metres for a motor vehicle with a trailer.

Section 17
A power-driven vehicle other than a bus with or without a vehicle coupled to it may not circulate on roads other than private roads if the vehicle or road train, including its load, is longer than 24.0 metres. However, a road train, including its load, may have a length of 25.25 metres if the following conditions are met:

1. Every vehicle included in the road train is equipped with antilock brakes and coupling devices prescribed by the Swedish Transport Agency.
2. Every power-driven vehicle included has a maximum length of 12.0 metres.
3. Every trailer included, except for semi-trailers, has a maximum length of 12.0 metres.
4. The distance between the fifth-wheel king-pin and the rear edge of a semi-trailer does not exceed 12.0 metres.
5. The horizontal distance between the fifth-wheel king-pin and any foremost point at the front of a semi-trailer does not exceed 2.04 m.
6. The road train’s total length behind the cabin, measured parallel to the longitudinal axis of the road train, does not exceed 21.86 metres.
7. The distance, measured parallel to the longitudinal axis of the road train, from the foremost outer point of the cargo compartment behind the cabin to the rearmost outer point of the road train does not exceed 22.9 metres.
8. The vehicle width, apart from a superstructure for conditioned vehicles, is not more than 2.55 metres.
9. The width of the superstructure for conditioned vehicles, is not more than 2.60 metres.
10. Every power-driven vehicle included that is in motion is able to turn in a swept circle having an outer radius of 12.5 m and an inner radius of 5.3 m.
11. The road train fulfills the turning requirements prescribed by the Swedish Transport Authority

Date of translation: 16 March 2016
Source: https://www.notisum.se/
Accessed on: 10 March 2016

USEFUL CONTACTS

OEM National Association: BIL Sweden (http://www.bilsveden.se/in-english)

<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Position</th>
<th>Telephone</th>
<th>E-mail</th>
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</thead>
</table>

National Ministry of Transport:

<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Position</th>
<th>Telephone</th>
<th>E-mail</th>
</tr>
</thead>
</table>
Country: United Kingdom

Summary:
In the UK both front and rear overhangs are permitted but when the car transporter is loaded the load bearing area of the car transporter must not exceed 18.75m in length. An overhang not exceeding 1 metre doesn’t require any specific conditions. If the rearward projection is longer than 1 metre but shorter than 2 metres it needs to be made clearly visible. If the forward projection is longer than 1 metre but shorter than 2 metres, it doesn’t need any actions. If the projection is longer than 2 metres but not exceeding 3.05 metres: marker boards are required for a rearward projection and in the case of a forward projection in excess of 2 metres marker boards and an attendant is required. In reality, the load very rarely exceeds two metres at the front or rear and therefore the need to use marker boards is a rare exception.

In the UK, there is no provision within the C&U Regulations to increase the length of the vehicle when loaded beyond the maximum of 18.75m. Any extension of the vehicle is automatically prohibited by the absence of any provision to differ from the stated maximum of 18.75m.

- Maximum permitted loaded length (including load) of road train: 22.75m
- Permitted extension of trailer when loaded: No
- Permitted front load overhang: Yes
  - Special provisions: max. 2m
- Permitted rear load overhang: Yes
  - Special provisions: 2m
- Rear Signage required: No
  - Special provisions: Marker boards are only required if the overhang is more than 2m in any direction
- Height limit: No legal requirement (in practice 4.8m)
- EMS: No

National legislations (length of car transporters, overhangs, EMS):
S. I. 1986/1078 The Road Vehicles (Construction and Use) Regulations 1986, as amended

Latest amendment:
2015

Original text in English:

Part II Construction, Equipment & Maintenance of Vehicles : A – Dimensions and manoeuvrability

Length: 7. § (1) Subject to paragraphs (2) to (6), the overall length of a vehicle or combination of vehicles of a class specified in an item in column 2 of the Table (See Item 1 below) shall not exceed the maximum length specified in that item in column 3 of the Table, the overall length in the case of a combination of vehicles being calculated in accordance with regulation 81(g) and (h).

Item 1: A motor vehicle (other than a motor vehicle mentioned in Item 1A) drawing one trailer which is not a semi-trailer: 18.75m

Part IV Conditions Relating to Use: B – Dimensions of laden vehicles

82. § (7) Subject to the following provisions of this regulation no person shall use, or cause or permit to be used, on a road vehicle, not being a straddle carrier, carrying a load or fitted with a special appliance or apparatus if the load, appliance or apparatus has a forward projection of a length specified in an item in Column 2 of the Table (See Item 1 and 4 below), or rearward projection of a length specified in an item in Column 3, unless the conditions specified in that item in Column 4 are complied with.

Item 1
length of forward projection: exceeding 1m but not exceeding 2m
Conditions to be complied with: Para 4 of Schedule 12

Item 4:
length of rearward projection: exceeding 1m but not exceeding 2m
Conditions to be complied with: Para 4 of Schedule 12

Schedule 12

Para 4. – Marking of shorter projections
A projection to which this paragraph applies shall be rendered clearly visible to other persons using the road within a reasonable distance, in case of forward projection, from the front thereof or, in the case of rearward projection, from the rear thereof and, in either case, either side thereof.

Source:
InterRegs Ltd.
Copy obtained on 02/03/2016

N.B. All dimensions in this document refer only to road trains and are not to be used in reference to articulated car transporters.

USEFUL CONTACTS

OEM National Association: SMMT (http://www.smmt.co.uk/)

<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Position</th>
<th>Telephone</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
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</table>

National Ministry of Transport:

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
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<td></td>
</tr>
</tbody>
</table>
Non-EU country profiles
**Country:**

**Norway**

**Summary:**

Norway has three different lengths allowed depending on the type of road: where the permissible length is 19.5m, 15m or 12.4m (this refers to the maximum length in the law, without specifying whether this is loaded or unloaded). Car transporters are given the right to run with a loaded length of 22.0m but this can only happen on roads that are listed in the 19.5m category. Roads are listed in Appendix 2 of the regulation (Vedlegg 2).

The front and rear overhangs can both be 1.5m. The front overhang has to be marked, while the rear overhang has to be marked if it is longer than 1m. Besides this, if the vehicle is longer than 19.5m it has to bear an additional mark stating the length rounded up to the nearest metre.

- **Maximum permitted loaded length (including load) of road train:** 22.0m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
  - Special provisions: It is limited by the rear overhang, so its maximum length is 1.5m
- **Permitted front load overhang:** Yes
  - Special provisions: Max. 1.5m
- **Permitted rear load overhang:** Yes
  - Special provisions: Max. 1.5m
- **Rear Signage required:** Yes
  - Special provisions: Loads protruding to the front or by more than 1m to the rear need to be marked by a device with alternating red and white colour and a visible surface of at least 250 cm² from any direction. In addition, trucks longer than 19.5m have to be marked separately.
- **Height limit:** No legal limit
- **EMS:** Yes (allowed as of September 2014)

**National legislations (length of car transporters, overhangs, EMS):**

Regulations on vehicle use

Forskrift om bruk av kjøretøy

**Latest amendment:**

2016

**Original text:**

§ 5-3. Bruk av offentlig veg, dispensasjoner

2. Denne forskrift har to vedlegg. Disse vil komme i ny utgave hvert år.
   a. Vedlegg 1
   b. Vedlegg 2

1. Vedlegg 2 inneholder veglister som angir riksvegstrekninger hvor det kan tillates kjøring med spesialkjøretøy eller spesialvogntog som har større vekter eller dimensjoner enn tillatt etter § 5-4 og veglister gitt i medhold av § 5-3 nr. 2 bokstav a. Slik kjøring krever dispensasjon dersom ikke annet fremkommer direkte av denne forskrift.

2. Regionvegkontoret kan utarbeide tilsvarende veglister for fylkesveger og kommunalveger. Slike veglister er del av denne forskrift.

§ 5-4. Nærmere bestemmelser om tillatte vekter og dimensjoner for offentlig veg

**Tabell 4**

<table>
<thead>
<tr>
<th>Kjøretøy/vogntogtype</th>
<th>19,50 m-veger</th>
<th>15 m-veger</th>
<th>12,40 m-veger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorvogn med slepvogn eller pâhengsvogn</td>
<td>19,50</td>
<td>15,00</td>
<td>12,40</td>
</tr>
</tbody>
</table>
§ 5-6. Særlege bestemmelser om transport av 2 husmoduler, 2 båter og kjøretøy uten dispensasjon

1. På veger med største tillatte vogntoglengde 19,50 meter som ikke er i veggruppe IKKE i veglister gitt i medhold av § 5-2 nr. 3 bokstav a og b tillates transport av 2 husmoduler, 2 båter og kjøretøy uten dispensasjon med dimensjoner som angitt i tabellen.

<table>
<thead>
<tr>
<th>Gods- og vogntogtype</th>
<th>Lengde m</th>
<th>Bredde m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kjøretøy på vogntog særlig innrettet for transport av kjøretøy, bestående av motorvogn N2 eller N3 og slep- eller påhengsvogn O3 eller O4</td>
<td>22,00</td>
<td>2,55</td>
</tr>
</tbody>
</table>

2. Ved transport på vogntog bestående av motorvogn N2 eller N3 og semitrailer O3 eller O4, tillates gods å stikke ut 1,50 m bak vogntoget. Ved transport på vogntog bestående av motorvogn N2 eller N3 og slep- eller påhengsvogn O3 eller O4, tillates gods å stikke ut inntil 1,50 m foran og 1,50 m bak vogntoget.

§ 3-4. Utstikkende gods, merking m.m.

3. Merking av gods som stikker ut i lengderetningen:
Gods som stikker ut foran kjøretøyet eller mer enn 1,00 meter bak kjøretøyet, skal være merket ytterst med en anordning som har avvekslende rød og hvit farge og fra alle sider har et synlig areal på minst 250 cm². Det røde materialet skal være lysreflekterende. Anordningen skal være plassert slik at den er godt synlig.
Veiledende transport kan merkingen skje på annen tydelig måte.
I mørke eller usikbart vær skal gods som stikker ut mer enn 1,00 meter bak kjøretøyet også merkes med lykt som gir rødt lys bakover og til sidene. Lykten skal ha lysåpning på minst 30 cm². Lyset må ikke virke blendende og skal være godt synlig på minst 150 meter avstand.

5. Merking av vogntog med lengde over 19,50 meter:
Vogntog som har tillatt lengde mer enn 19,50 meter, skal ha skilt bakpå tilhengeren der lengden er angitt. Lengden angis for hele meter og rundes oppover.
Skillet skal være minst 100 X 50 cm med 20 mm rød, reflekterende bord. Bunnfargen skal være hvit og ureflekterende med symbol av vogntog og piler sammen med lengdeangivelse i hele meter med 70 mm tekststøyde:

Skilt som er godkjent i annet EØS-land godtas.

English translation:

Article 5-3. Use of public roads, dispensation

2. There are two appendices to these regulations. A new edition will be issued every year.
a. Appendix 1
b. Appendix 2

1. Appendix 2 contains road lists that set out stretches of highways where it is permitted to drive special vehicles or special trucks with greater weight or dimensions than what is permitted according to Article 5-4 and the road lists issued in accordance with Article 5-3 No. 2 letter a. Such driving requires dispensation, unless otherwise expressly stated in these regulations.

2. The Highway Office may issue equivalent road lists for county roads and municipal roads. These road lists are part of these regulations.
§ 5-4. Further provisions on permissible weight and dimensions for public roads

Table 4

<table>
<thead>
<tr>
<th>Type of vehicle/truck</th>
<th>19.50 m roads</th>
<th>15 m roads</th>
<th>12.40 m roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized vehicle with full trailer or axle trailer</td>
<td>19.50</td>
<td>15.00</td>
<td>12.40</td>
</tr>
</tbody>
</table>

§ 5-6. Specific provisions on transport of 2 housing modules, 2 boats and vehicles without dispensation

<table>
<thead>
<tr>
<th>Freight and truck type</th>
<th>Length m</th>
<th>Width m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles on trucks specifically designed for transporting vehicles, consisting of motorized vehicle N2 or N3 and full truck or axle truck O3 or O4.</td>
<td>22.00</td>
<td>2.55</td>
</tr>
</tbody>
</table>

2. For transport on truck consisting of motorized vehicle N2 or N3 and articulated trailer O3 or O4, goods may extend up to 1.50 m behind the trailer. For transport on truck consisting of motorized vehicle N2 or N3 and full or axle trailer O3 or O4, goods may extend up to 1.50 m in front of and 1.50 m behind the road train.

§ 3-4. Extended goods, marking, etc.

3. Marking goods extending in the direction of driving:
   Goods extending in front of the vehicle or over 1.00 m behind the vehicle should be marked at the extremity by a device with alternating red and white colour and a visible surface of at least 250 cm² from any direction. The red material must reflect light. The device must be placed so as to be easily visible.
   For occasional transportation, the marking can be made in a different but highly visible way.
   At night or in low visibility conditions, goods extending over 1.00 m behind the vehicle must also be marked by a light emitting red light to the back and sides. The light must have an aperture of at least 30 cm². The light must not be blinding and should be clearly visible at a distance of at least 150 m.

5. Marking trucks with a length of over 19.50 m:
   Trucks with a permitted length of over 19.50 m must have a sign behind the trailer, stating the length. The length should be rounded up to the nearest metre.
   The sign must be at least 100 x 50 cm, with a 20 mm red reflexive board. The base colour should be white and non-reflexive with an image of a truck and arrows, along with the length rounded up to the nearest meter and 70 mm tall font:

Signs that are approved in another EEA country are also accepted.

Date of translation: 29 August 2016
Source:
https://lovdata.no/
Accessed on: 4 August 2016
Country: Russia

Summary:
Russia doesn’t give special recognition to car transporters. The legislation defines a maximum length of 20.0m – the law doesn’t specify if this is an unloaded or loaded length. However, most of the trucks used on the Russian market are designed to be 20m long without load. This way they run without any overhangs or rear extensions.

An oversize permission can be granted for a length limit over 20m, but it is very complicated and bureaucratic to receive it so it is not widely used.

Front and rear overhangs are allowed in the country. An overhang of 1m to 2m has to be marked with an ‘Oversized Load’ board, while overhangs of more than 2m have to receive an authorisation.

- **Maximum permitted loaded length (including load) of road train: 20m**
- Permitted extension of trailer when loaded: Not defined in law but, in practice, it is allowed
  - Special provisions: However practically nobody uses it as the overall loaded length still needs to be within 20m
- Permitted front load overhang: Yes
  - Special provisions: No signings required until 1m overhang; for an overhang of 1-2m, a sign has to be provided; for an overhang of more than 2m an authorisation has to be applied for
- Permitted rear load overhang: Yes
  - Special provisions: No signings required until 1m overhang; for an overhang of 1-2m, a sign has to be provided; for an overhang of more than 2m an authorisation has to be applied for
- Rear Signage required: Yes
  - Special provisions: For an overhang of more than 1m
- Height limit: 4m
- EMS: No

National legislations (length of car transporters, overhangs, EMS):

- Russian Federation Governmental Decree No. 272 entitled "On the Adoption of Automotive Freight Transport Regulations" of 15/04/2011
  Постановление Правительства РФ от 15.04.2011 N 272 (ред. от 03.12.2015, с изм. от 17.05.2016) "Об утверждении Правил перевозок грузов автомобильным транспортом"

- Council of ministers – Russian federation governmental decree no. 1090 entitled "on highway regulations" of 23 October 1993
  Совет министров - правительство российской федерации постановление от 23 октября 1993 г. п 1090 о правилах дорожного движения

Latest amendment:
2016

Original text:
ПРИЛОЖЕНИЕ N 3 к Правилам перевозок грузов автомобильным транспортом

Длина
Прицеп: 12 метров
Автотолезд: 20 метров

Высота
Все транспортные средства: 4 метра
**English translation:**
ANNEX No. 3 to Automotive Freight Transport Regulations

<table>
<thead>
<tr>
<th>Length</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trailer: 12 metres</td>
<td>All means of transport: 4 metres</td>
</tr>
<tr>
<td>Multi-trailer lorry: 20 metres</td>
<td></td>
</tr>
</tbody>
</table>

**Original text:**
23. Перевозка грузов

23.4. Груз, выступающий за габариты транспортного средства спереди и сзади более чем на 1 м или сбоку более чем на 0,4 м от внешнего края габаритного огня, должен быть обозначен опознавательными знаками "Крупногабаритный груз", а в темное время суток и в условиях недостаточной видимости, кроме того, спереди - фонарем или световозвращателем белого цвета, сзади - фонарем или световозвращателем красного цвета.

23.5. Перевозка тяжеловесных и опасных грузов, движение транспортного средства, габаритные параметры которого с грузом или без него превышают по ширине 2.55 м (2.6 м - для рефрижераторов и изотермических кузовов), по высоте 4 м от поверхности проезжей части, по длине (включая один прицеп) 20 м, либо движение транспортного средства с грузом, выступающим за заднюю точку габарита транспортного средства более чем на 2 м, а также движение автопоездов с двумя и более прицепами осуществляются в соответствии со специальными правилами.

**English translation:**
23. Freight Transport

23.4. A load that projects more than one metre in front of or behind a means of transport or more than 0.4m beyond the outer edge of running lights on the side of a means of transport must possess the identifying marking: 'Oversized Load'. In addition, for night-time, low-light and poor visibility conditions, the load must be equipped with a white lamp or reflector fore and a red lamp or reflector aft.

23.5. Transport of heavy and hazardous goods, operation of a vehicle the clearance parameters of which are in excess (with or without a load) of 2.55m in width (2.6m for refrigerator lorries and isothermal bodies), of 4m in height from the surface of the carriageway, and of 20m in length (including one trailer), or the operation of a vehicle with a load that projects more than 2m beyond the rear clearance point of the means of transport and the operation of lorries with two or more trailers in compliance with special regulations.

**Date of translation**: 14 September 2016

**Source**: [http://www.consultant.ru/](http://www.consultant.ru/)

**Accessed on**: 30 August 2016
**Country:** Switzerland

**Summary:**
Switzerland grants a special status to car transporters. Such trucks can be a maximum of 20.35m long when loaded. The load should not extend by more than 5.00 m to the rear when measured from the centre of the rear axle and this may result in it not being possible to load up to the maximum 20.35m authorised loaded length.

The legislation allows for a front overhang of maximum 0.5m and a rear overhang of maximum 1.1m. The law is silent on the utilisation of the rear extension but in practice these devices are allowed.

- **Maximum permitted loaded length (including load) of road train:** 20.35m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
- **Permitted front load overhang:** Yes
  - Special provisions: Max. 0.5m
- **Permitted rear load overhang:** Yes
  - Special provisions: Max. 1.1m
- **Rear Signage required:** No
- **Height limit:** 4m
- **EMS:** No

**National legislations (length of car transporters, overhangs, EMS):**
Order concerning road traffic rules of 13 November 1962
Ordonnance sur les règles de la circulation routière (OCR) du 13 novembre 1962

**Latest amendment:**
2016

**Original text:**

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Art. 65
Longueur

1 La longueur des véhicules, chargement non compris, peut atteindre au maximum:

f. trains routiers 18,75

| g. bus à plate-forme pivotante | 18,75m³ |

3 Lorsqu’il s’agit de véhicules spécialement équipés pour le transport de véhicules automobiles à voies multiples, les dispositifs d’appui servant à maintenir en place les véhicules transportés peuvent dépasser la longueur autorisée de 1,10 m au plus à l'arrière et de 0,50 m au plus à l'avant, dans les limites admises pour le porte-à-faux (art. 73, al. 3).

Art. 66
Hauteur

La hauteur des véhicules, chargement compris, ne doit pas excéder 4 m.

Art. 73
Chargement en général

3 Sur les véhicules automobiles, le chargement ne doit pas dépasser de plus de 3,00 m à l'avant, à compter du centre du dispositif de direction; sur les véhicules automobiles et les remorques, le chargement ne doit pas dépasser de plus de 5,00 m à l'arrière, à compter du centre de l'essieu arrière ou de l'axe de rotation des essieux arrière, s'il dépasse la surface de charge.
**English translation:**

Art. 65
Length

1 Vehicles, excluding the load, may be of a maximum length of:

f. road trains 18.75m

g. articulated buses 18.75m

3 With respect to vehicles specially equipped for the transport of automotive vehicles driven in all lanes, the securing devices to keep the transported vehicles in place may exceed the authorised length by a maximum of 1.10 m at the rear and by a maximum of 0.50 m to the front, up to the limits allowed for the projected length (Art. 73, para. 3).

Art. 66
Height

The height of the vehicles, when laden, should not exceed 4.00 m.

Art. 73
Loading in general

3 On automotive vehicles, the load should not project by more than 3.00 m to the front, measuring from the centre of the steering equipment; on automotive vehicles and trailers, the load should not project by more than 5.00 m to the rear, measuring from the centre of the rear axle, or the rotational axle of the rear axles, if it exceeds the load surface.

*Date of translation:* 29 August 2016

*Date of amendment:* 30 May 2017

*Source:* [https://www.admin.ch/gov/de/start.html](https://www.admin.ch/gov/de/start.html)

*Accessed on:* 2 August 2016
<table>
<thead>
<tr>
<th><strong>Country:</strong></th>
<th><strong>Turkey</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>Summary:</strong></td>
<td>In Turkey trucks can be 18.75m long when loaded. Car transporters are not granted special status within the legislation. In the law a 2% tolerance is enshrined regarding the dimensions of trucks.</td>
</tr>
</tbody>
</table>
|  | • **Maximum permitted loaded length (including load) of road train: 18.75m**  
• Permitted extension of trailer when loaded: Not defined in law  
• Permitted front load overhang: No  
• Permitted rear load overhang: No  
• Rear Signage required: No  
• Height limit: 4m  
  - Special provisions: Max 4.08m (with the 2% tolerance enshrined in the law)  
• EMS: No |
| **National legislations (length of car transporters, overhangs, EMS):** | Regulations amending the Highway Traffic Regulation (17 April 2015, Official Gazette 29329)  
Karayollari trafik yönetmeliğinde değişiklik yapılmasına dair yönetmelik (17 Nisan 2015, Resmi Gazete 29329)  
Regulation on measurements and procedures, weight and dimension tolerance with regard to the loading of vehicles (8 November 2012, Official Gazette 28461)  
Araçların yüklenmesine ilişkin ölçü ve usuller ile boyut ölçüm toleransları hakkında yönetmelik (08.11.2012, Resmi Gazete 28461) |
| **Latest amendment:** | 2015 |
| **Original text:** | Regulations amending the Highway Traffic Regulation  
Karayollari trafik yönetmeliğinde değişiklik yapılmasına dair yönetmelik  
**MADDE 21** – Aynı Yönetmeliğinin 128 inci maddesi aşağıdaki şekilde değiştirilmiştir. Karayollarda seyreden araçların yüklü ve yüksüz olarak uyanacakları boyutlarının ve bu araçların karayolu yapısına zarar vermeden güvenle seyredebilecekleri ölçülerin aynı şekilde belirtilen şartlara uygun olması zorunludur.  
c) Azami uzunluk  
Römorklu kamyonlarda  
18,75 metre |
| **English translation:** | Regulations amending the Highway Traffic Regulation  
**ARTICLE 21** – Road vehicles, whether they carry a load or not, must conform in size and weight to the measurements stated below to ensure the security of goods and persons.  
c) Maximum length  
Truck with a trailer  
18.75m |
| **Original text:** | Araçların yüklenmesine ilişkin ölçü ve usuller ile tartı ve boyut ölçüm toleransları hakkında yönetmelik  
**MADDE 8** – (1) Boyut ölçüm toleransı; en çok araçların 5 inci maddede belirlenen boyutlarının % 2’si olarak kabul edilir. |
**English translation:**
Regulation on measurements and procedures, weight and dimension tolerance with regard to the loading of vehicles

**Dimensional tolerance**

**ARTICLE 8** – (1) Dimensional tolerance is fixed at a maximum of 2% of vehicle dimension as stated in Article 5.

**Date of translation:** 1 September 2016  
**Date of amendment:** 6 September 2017

**Source:**
http://www.trafikkurallari.com/  
Accessed on: 20 August 2016
**Country:** Ukraine

**Summary:**

In Ukraine the maximum loaded and unloaded length for trucks is 22m. The legislation doesn't make difference between the loaded and unloaded length and it doesn't mention car transporters as a separate category. Both front and rear overhangs are allowed in the country, however the law doesn't set a maximum limit for them. For an overhang of more than 1m a square shaped red and white sign and a position lamp has to be placed at the extremity of the load.

The rear extension is not mentioned in the law as such but its use is allowed on the roads in practice. The overall length shall not be exceeded though. An oversized permit exists but it is only granted to indivisible loads.

- **Maximum permitted loaded length (including load) of road train:** 22.0m
- **Permitted extension of trailer when loaded:** Not defined in law but, in practice, it is allowed
  - Special provisions: the maximum loaded length of 22m can't be exceeded.
- **Permitted front load overhang:** Yes
- **Permitted rear load overhang:** Yes
- **Rear Signage required:** Yes
  - Special provisions: If the front or rear overhang is more than 1m it has to be marked with a position lamp and by a square shaped table with red and white stripes.
- **Height limit:** 4m
- **EMS:** No

**National legislations (length of car transporters, overhangs, EMS):**

Road Traffic Regulations
Правила дорожного движения

**Latest amendment:**

2014

**Original text:**

§ 22. Перевозка груза

22.4 Груз, выступающий за габариты транспортного средства спереди или сзади более чем на 1 м, а по ширине превышающий 0,4 м от внешнего края переднего или заднего габаритного фонаря, должен быть обозначен в соответствии с требованиями подпункта «з» пункта 30.3 настоящих Правил.

22.5 По специальным правилам осуществляется дорожная перевозка опасных грузов, движение транспортных средств и их составов в случае, когда хотя один из их габаритов превышает по ширине 2,6 м, по высоте от поверхности дороги — 4 м (для контейнеровозов на установленных Укравтодором и Госавтоинспекцией маршрутах — 4,35 м), по длине — 22 м (для маршрутных транспортных средств — 25 м), фактическая масса свыше 40 т (для контейнеровозов — свыше 44 т, на установленных Укравтодором и Госавтоинспекцией для них маршрутах — до 46 т), нагрузка на одиночную ось — 11 т (для автобусов, троллейбусов — 11,5 т), сдвоенные оси — 16 т, строенные — 22 т (для контейнеровозов нагрузка на одиночную ось — 11 т, сдвоенные оси — 18 т, строенные — 24 т) или если груз выступает за задний габарит транспортного средства более чем на 2 м.

Запрещается движение транспортных средств с нагрузкой на ось более 7 т или фактической массой более 24 т автомобильными дорогами общего пользования местного значения.
§ 30. Номерные, опознавательные знаки, надписи и обозначения

30.3 На соответствующих транспортных средствах устанавливаются такие опознавательные знаки:

3) Негабаритный груз — сигнальные щитки или флажки размером 400×400 мм с нанесенными по диагонали чередующимся красными и белыми полосами (ширина — 50 мм), а в темное время суток и в условиях недостаточной видимости — световозвращателями или фонарями: спереди белого цвета, сзади — красного, сбоку — оранжевого. Знак размещается на крайних внешних частях груза, который выступает за габариты транспортного средства на расстояние, большее чем это предусмотрено пунктом 22.4 настоящих Правил.

**English translation:**

§22. Freight Transport

22.4 A load that projects more than 1m in front of or behind the means of transport or more than 0.4m beyond the external width of the front or rear clearance light must be marked in accordance with the requirements of sub-paragraph 30.3(e) of these Regulations.

22.5 Special regulations apply to the road transport of hazardous goods and the operation of means of transport and their components if even just one of the clearance dimensions thereof is in excess of 2.6m in width, of 4m in height from the carriageway (4.35 m for containers on routes set by Ukravtodor (the Ukrainian Highways Department and the State Motor Vehicle Inspectorate), and of 22m in length (25m for means of transport on a fixed route), if their actual mass exceeds 40 metric tons (44 tonnes for container carriers, and up to 46 tonnes for container carriers travelling along routes set by the State Motor Vehicle Inspectorate), if the load on a single axle exceeds 11 metric tons (11.5 tonnes for buses and trolleybuses), the load on a tandem axle exceeds 16 tonnes and that on a tri-axle exceeds 22 metric tons (11 tonnes on a single axle, 18 tonnes on a tandem axle, and 24 tonnes on a tri-axle in the case of container carriers), or if the load projects more than 2m beyond the tail radius of the means of transport.

The operation of means of transport with axle loads that exceed 7 metric tons or actual masses of more than 24 metric tons on general-use roads of local importance is prohibited.

§30. Number Plates, Identifying Markings, Lettering and Symbols

30.3 Identifying markings of the following types shall appear on the corresponding means of transport:

3) Out-of-gauge loads – 400 x 400mm warning patches or flags bearing alternating 50-mm wide red and white diagonal stripes, and reflectors or lamps for night-time, low-light and poor visibility conditions: white lights in front, red lights in the rear, and orange lights on the side. The sign or symbol shall be placed on the extreme outer edges of any load that projects beyond the dimensions of the means of transport more than the distance or distances stipulated in sub-paragraph 22.4 of these Regulations.

**Date of translation:** 14 September 2016

**Source:**
http://pdd.ua/
Accessed on: 7 September 2016
Proposal for harmonisation

This is ECG’s proposal as at 28 September 2017 but it is expected to be adapted over time as discussions with Member States progress.

In the case of a vehicle combination which is a road train constructed and used solely for the purpose of transporting motor vehicles, loads may project forward of the hauling vehicle up to 0.5m and rearward of the trailer up to 1.5m. Projecting loads may be supported by moveable load supports extending from the vehicle providing that any such support does not extend beyond the load. Load projections beyond these limits shall be determined by national legislation.
## Vehicle Transporter Dimensions in Europe

*(Update 27/09/2017)*

<table>
<thead>
<tr>
<th>Location</th>
<th>Special recognition for car transporters</th>
<th>Max. unloaded length (m)</th>
<th>Max. loaded length (m)</th>
<th>Max. loaded height (m)</th>
<th>Max. front overhang (m)</th>
<th>Max. rear overhang (m)</th>
<th>Permitted extension of vehicle when loaded</th>
</tr>
</thead>
<tbody>
<tr>
<td>Austria</td>
<td>Yes</td>
<td>18.75</td>
<td>See note 1</td>
<td>4.00</td>
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<td>See note 1</td>
<td>Yes 2</td>
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<td>22.00 ³ 24.00 ⁴</td>
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<td>Not defined *</td>
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<td>1.00</td>
<td>Yes ⁵</td>
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<td>Cyprus</td>
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<tr>
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<tr>
<td>Latvia</td>
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<tr>
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<td>20.75</td>
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<td>Not defined *</td>
<td>Not defined *</td>
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<tr>
<td>Luxemburg</td>
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<td>4.60</td>
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<tr>
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<td>21.75</td>
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<td>Not defined *</td>
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<tr>
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<td>1.80</td>
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</tbody>
</table>

**Disclaimer:** This data is acquired from many different sources and it is not always possible to cross-check the accuracy. In addition, as national regulations, all are subject to change.
Vehicle Transporter Dimensions in Europe  
(Update 27/09/2017)

<table>
<thead>
<tr>
<th>Country</th>
<th>Special recognition for car transporters</th>
<th>Max. unloaded length (m)</th>
<th>Max. loaded length (m)</th>
<th>Max. loaded height (m)</th>
<th>Max. front overhang (m) **</th>
<th>Max. rear overhang (m) **</th>
<th>Permitted extension of vehicle when loaded ***</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sweden</td>
<td>EMS</td>
<td>25.25</td>
<td>25.25</td>
<td>No legal limit</td>
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</tr>
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<td></td>
<td>No</td>
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<td>No legal limit</td>
<td>Not defined *</td>
<td>Not defined *</td>
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</tr>
<tr>
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<td>22.75</td>
<td>No legal limit</td>
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<td>2.00</td>
<td>No</td>
</tr>
<tr>
<td>Norway</td>
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<td></td>
<td>Yes</td>
<td>19.50</td>
<td>22.00</td>
<td></td>
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<tr>
<td>Russia</td>
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<td>4.00</td>
<td>Not defined *</td>
<td>Not defined *</td>
<td>Not defined *</td>
</tr>
</tbody>
</table>

General note: Regardless of the maximum front and rear overhangs allowed, the overall maximum loaded length must be respected.

NOTES

* Not defined in law but, in practice, it is allowed
** Overhang: the part of the loaded truck that is over 18.75m.
*** Deck extension: An extendable moving structure which protrudes from the body of the trailer

1) The Austrian law prescribes that the overhang of the load has to be smaller than one quarter of the vehicle.
2) The centre of gravity of the load has to be on the vehicle.
3) All vehicles longer than 18.75m have to pay a tax and can circulate on Bulgarian roads
4) Vehicles longer than 22m but shorter than 24m need to pay a tax and also ask for road authorisation in Bulgaria; vehicles longer than 24m have to be accompanied - car transporters almost never fall into this category
5) In Croatia the load may exceed the rearmost point of the vehicle (rear extension included) by not more than one sixth of the length of the last vehicle of the load.
6) In Cyprus the allowable overhang is 10% of the vehicle length, which refers to the rigid vehicle and not the rigid vehicle and the trailer. It is only the rigid vehicle that can bear the overhangs, so front overhangs are allowed, but the rear overhang is only allowed on the rigid vehicle, not the trailer.
7) In the Czech Republic the rear overhang limit for car transporters is not defined. The overall loaded length should be within 20.75m.
8) In Denmark the front and rear overhangs are not limited within the law but the overall length of the loaded truck has to be within 20.75m.
9) All trucks longer than 18.75m need to have an authorisation and pay a tax to circulate on the Hungarian roads. Road trains up to 22m long can have an authorisation to run on the national road network. Trucks longer than this length have restrictions regarding the road network.
10) No front or rear overhangs are permitted in Hungarian law, therefore, the 22m length can only be obtained by the use of a rear extension. The load must not protrude beyond the load platform/support devices.
11) Latvian legislation only specifies the unloaded length for car carriers. Thus, the Latvian Ministry of Transport interpreted this as no limitation to the loaded length.
12) Authorisation needed for trucks longer than 18.75m in Luxembourg - it is granted on a case-by-case basis.
13) In Romania for car transporters the provisions for “indivisible loads” apply. Trucks longer than 18.75m are governed by the AST (autorizărilor speciale de transport) system.
14) In Slovenia the load may additionally overhang the end of the extension but this overhang is restricted to a maximum of 1/6 of the length of the final vehicle of the load and must remain within the maximum total loaded vehicle length of 22m.
15) Legally there is no limit for the height of vehicles in Sweden however, in practice the maximum height is 4.5m.
16) There is no legal limit for the height of vehicles in the UK, however, in practice the maximum height is 4.8m.
17) In practice the rear extension can be used, however, almost no one uses it as the overall loaded length should be within 20m. If the overhang is longer than 1m, a sign has to be applied.

Disclaimer: This data is acquired from many different sources and it is not always possible to cross-check the accuracy. In addition, as national regulations, all are subject to change.