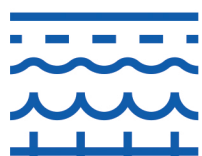


National legislation for car transporters

VERSION 5, FEBRUARY 2021



ECG

The Association
of European
Vehicle Logistics

Established in 1997, ECG is the Association of European Vehicle Logistics representing 130 member and partner companies throughout Europe.

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.

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Vehicle Transporter Dimensions in Europe table

Introduction

ECG has been lobbying for many years for a standard minimum loaded length for car transporters in Europe of 20.75m to harmonise 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 this proposal. Critically almost no Member States disagreed with the principle but in the end ran out of the time necessary to reach agreement on the wording.

The new Directive (EU) 2015/719 therefore does not mention car transporters and loaded length, it only refers to the unloaded length of any road train being 18.75m. The 'Summary of legal situation in 2020' table shows, however, that the authorised loaded length on national roads is often longer than that and in more than half of the EU Member States car transporters have a special status in the law and, thus, specific allowable loaded lengths.

The Directive stresses that each Member State can decide to allow, or not, the use of longer vehicles on their territory, based on local circumstances and concerns. Amid the plethora of different national rules crossing of borders remains a potential risk, however, as it is EU law that applies to the borders.

In this booklet ECG researched, analysed and translated the appropriate national legislation in each EU Member State, taking into account whether car transport is mentioned with a corresponding loaded length, whether front or rear overhangs are specified and whether reference is made to the rear extension devices. Besides this, for greater ease, in this version 4 of 2020 we added the paragraphs of the national laws where the EU rule of a 12m long trailer and 18,75m long truck is transposed. In this way all national legislations referring to the length of trucks is found in the same place.

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 loaded length limit is stated (e.g. Latvia) – this gives rise to the interpretation of individual operators 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. Regarding overhangs, some countries can be specific, while others omit the mention of overhangs and only the overall loaded length is mentioned.

The use of the rear extension of the trailer is usually not defined in the law, but a small minority of Member States refer to it (e.g. Belgium). When the law is silent on this issue our sources (in most cases ECG members) deem it is part of the rear overhang. 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.

Summary of legal situation in 2020



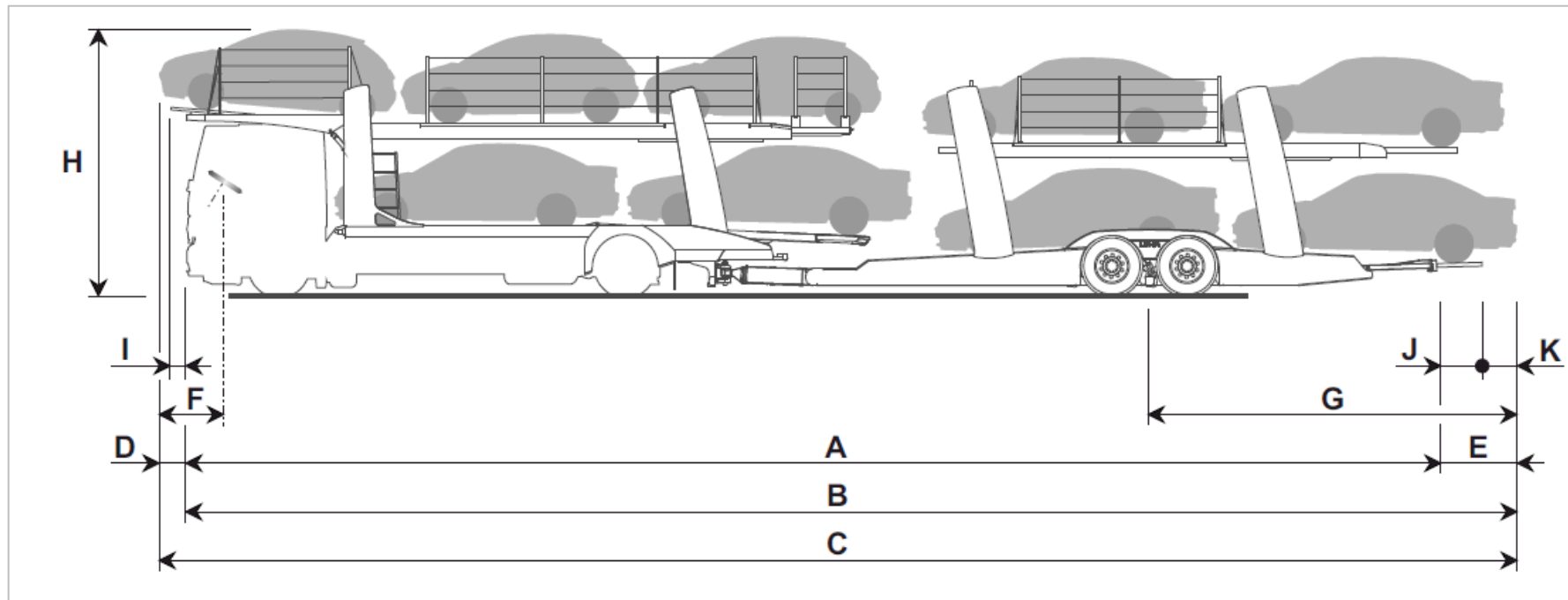
	Special status for car transporters	Max loaded length in law	Rear extension permitted in law	Rear extension permitted in practice	Front overhang permitted in law	Front overhang permitted in practice	Rear load overhang permitted in law	Rear load overhang permitted in practice	Rear signage required in law
EU Member States									
Austria	Yes		Yes	Yes	Not defined	Yes	Yes	Yes	Yes
Belgium	Yes	20.75	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Bulgaria	No	22	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Croatia	Yes	21	Not defined	Yes	Yes	Yes	Yes	Yes	Yes
Cyprus	No		Not defined	Not defined	Not defined	Yes	Not defined		No
Czech Republic	Yes	20.75	Not defined	Yes	Not defined	Yes	Yes	Yes	Yes
Denmark	Yes	20.75	Not defined	Yes	Not defined	Yes	Yes	Yes	Yes
Estonia	Yes	20.75	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Finland	No	20.75	Not defined	Yes	Yes	Yes	Yes	Yes	Yes
France	Yes	20.35	Yes	Yes	No	No	Yes	Yes	Yes
Germany	Yes	20.75	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Greece	Yes	20.75	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Hungary	No	22.00	Not defined	Yes	No	No	Yes	Yes	Yes
Ireland	No	21.75	Not defined	Yes	Not defined	Yes	Yes	Yes	No
Italy	Yes	21.00	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Latvia	Yes	No legal limit	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Lithuania	Yes	20.75	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Luxembourg	No	20.00	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Malta	No	18.75	No	No	No	No	No	No	No
Netherlands	Yes	20.75	Not defined	Yes	Yes	Yes	Yes	Yes	Yes
Poland	No	20.75	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Portugal	Yes	20.55	Not defined	Yes	Not defined	No	Yes	Yes	Yes

Summary of legal situation in 2020



	Special status for car transporters	Max loaded length in law	Rear extension permitted in law	Rear extension permitted in practice	Front overhang permitted in law	Front overhang permitted in practice	Rear load overhang permitted in law	Rear load overhang permitted in practice	Rear signage required in law
Romania	No	21.75	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Slovakia	Yes	20.75	Not defined	Yes	Not defined	No	Not defined	No	No
Slovenia	Yes	22.00	Not defined	Yes	No	No	Yes	Yes	Yes
Spain	Yes	20.55	Yes	Yes	No	No	Yes	Yes	Yes
Sweden	No	24.00	Not defined	Yes	Not defined	Yes	Not defined	Yes	Yes
Non-EU countries									
Norway	No	22.00	Not defined	Yes	Yes	Yes	Yes	Yes	Yes
Russia	No	20.00	Not defined	Yes	Yes	Yes	Yes	Yes	Yes
Switzerland	Yes	20.35	Not defined	Yes	Yes	Yes	Yes	Yes	No
Turkey	No	18.75	Not defined	n/a	No	No	No	No	No
Ukraine	No	22.00	Not defined	Yes	Yes	Yes	Yes	Yes	Yes
United Kingdom	No	22.75	No	No	Yes	Yes	Yes	Yes	Yes

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

European Union

(Technically applicable at EU borders)

Summary:

European legislation doesn't specifically recognise car carrier trucks and only refers to the unloaded length of 18.75m, which had to be implemented in national legislations. No reference is made to loaded length, load overhangs or the use of rear extension devices in the EU Directive.

- **Maximum permitted loaded length (including load) of road train: not mentioned in the European law. It only refers to unloaded length**
- Permitted extension of trailer when loaded: Not mentioned
- Permitted front load overhang: Not mentioned
- Permitted rear load overhang: Not mentioned
- Rear Signage required: No EU legislation on rear signage
 - Recommendations from the European Commission include the placing of a square warning sign made of full retro-reflective (according to UNECE Regulation 104 Class C) red/white or red/yellow diagonal striping (at 45° to 60° angle), with supplementary lights during darkness
 - Such a sign is required for any load projecting more than 1.0m beyond front and rear vehicle limits
- Height limit: 4.0m
- EMS: Each Member State remains free to allow different combinations of the existing standardised EU modules (e.g. Spain 25.25m, Finland 34.5m)

Legislation (length of car transporters, overhangs, EMS):

Directive (EU) 2015/719 of the European Parliament and of the Council of 29 April 2015 amending Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic

Latest amendment:

2015

Original text:

ANNEX 1

MAXIMUM WEIGHTS AND DIMENSIONS AND RELATED CHARACTERISTICS OF VEHICLES

1. Maximum authorized dimensions for the vehicles referred to in Article 1 (1) (a)

1.1 Maximum length:

— trailer 12,00 m

— road train 18,75 m

1.3 Maximum height (any vehicle) 4,00 m

1.5 Any motor vehicle or vehicle combination which is in motion must be able to turn within a swept circle having an outer radius of 12,50 m and an inner radius of 5,30 m

Article 4 (4) b)

The Member State which permits transport operations to be carried out in its territory by vehicles or vehicle combinations with dimensions deviating from those laid down in Annex I also permits motor vehicles, trailers and semi-trailers which comply with the dimensions laid down in Annex I to be used in such combinations as to achieve at least the loading length authorized in that Member State, so that every operator may benefit from equal conditions of competition (modular concept).

Source:

<https://eur-lex.europa.eu>

Accessed on: 12 September 2019

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 unloaded length of the truck is 18.75m, while the overhang of the load has to be smaller than one quarter of the trailer length. There is a resolution/decreed of the ministry (attached to this country-profile) which declares that the use of a non-permanent extension ("Ladestütze") is allowed but 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 BGBl. I No. 73/2015
Bundesgesetz vom 23. Juni 1967 über das Kraftfahrwesen (Kraftfahrgesetz)

Latest amendment:

2020

Original text:

II. ABSCHNITT

Bauart und Ausrüstung der Kraftfahrzeuge und Anhänger

§ 4. Allgemeines

(6) Die Abmessungen von Kraftfahrzeugen und Anhängern dürfen nicht überschreiten

1. eine größte Höhe von 4 m,

3. eine größte Länge von

a) bei Kraftfahrzeugen und Anhängern, ausgenommen Sattelanhänger, Omnibusse und Gelenkkraftfahrzeuge 12,00 m,

(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,

e) die Ladung und auch einzelne Teile dieser, auf dem Fahrzeug so verwahrt oder durch geeignete Mittel gesichert sind, dass sie den im normalen Fahrbetrieb auftretenden Kräften standhalten und der sichere Betrieb des Fahrzeuges nicht beeinträchtigt und niemand gefährdet wird. Die einzelnen Teile einer Ladung müssen so verstaut und durch geeignete Mittel so gesichert werden, dass sie ihre Lage zueinander sowie zu den Wänden des Fahrzeuges nur geringfügig verändern können; dies gilt jedoch nicht, wenn die Ladegüter den Laderaum nicht verlassen können und der sichere Betrieb des Fahrzeuges nicht beeinträchtigt und niemand gefährdet wird. Die Ladung oder einzelne Teile sind erforderlichenfalls zB durch Zurrgurte, Klemmbalken, Transportschutzkissen, rutschhemmende Unterlagen oder Kombinationen geeigneter Ladungssicherungsmittel zu sichern. Eine ausreichende Ladungssicherung liegt auch vor, wenn die gesamte Ladefläche in jeder Lage mit Ladegütern vollständig ausgefüllt ist, sofern ausreichend feste Abgrenzungen des Laderaumes ein Herabfallen des Ladegutes oder Durchdringen der Laderaumbegrenzung verhindern. Der Bundesminister für Verkehr, Innovation und Technologie kann durch Verordnung nähere Bestimmungen festsetzen, in welchen Fällen eine Ladung mangelhaft gesichert ist. Dabei können auch verschiedene Mängel in der Ladungssicherung zu Mängelgruppen zusammengefasst sowie ein Formblatt für die Befundaufnahme bei Kontrollen festgesetzt werden.

(2) Bei Langgutfahren, Wirtschaftsfahren (§ 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 hierfür 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 Kraftfahrzeuges, bei Kraftfahrzeugen mit Anhängern des letzten Anhängers, hinaus, so müssen die äußersten Punkte der hinausragenden Teile der Ladung anderen Straßenbenutzern 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 Langgutfahren, 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 Entladestelle 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

(6.) The dimensions of motor vehicles and trailers shall not exceed

1. a maximum height of 4 m,

3. a maximum length of

(a) 12.00 m for motor vehicles and trailers, excluding semi-trailers, buses and coaches and articulated vehicles.

(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

Date of amendment: 26 November 2020

Source:

<https://www.ris.bka.gv.at>

Accessed on: 26 November 2020



REPUBLIC ÖSTERREICH
Bundesministerium für öffentliche
Wirtschaft und Verkehr

Zl. 439.342/1-IV/2/87

Bitte im Antwortschreiben die Zahl dieses
Schreibens anführen.

1701. 3
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Telex Nr.: 111800
Telex Nr.: 132481 (Straßenverkehr)
DVR: 0090204
Sachbearbeiter: OR Dr. Stratil
Tel. (0 22 2) 75 76 31 Kl. 9387
od. 75 65 01

Bestimmung der Fahrzeuglänge;
Einfluß von Ladestützen.

An a l l e

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:

- 1.1 Bei Fahrzeugen zum Transport von Fahrzeugen haben Längenüberschreitungen durch Ladestützen zur zusätzlichen Sicherung und Stabilisierung des zulässigen Überhangs von Ladungen außer Betracht zu bleiben, sofern die Ladung auch über die Ladestützen hinausragt. Dabei ist es gleichgültig, ob die Ladestützen abnehmbar oder mit dem Fahrzeug fest verbunden und nur ausziehbar sind.
- 1.2 Als Ladestützen im Sinne der Z. 1.1 gelten Einrichtungen, die zur Sicherung des Überhangs einer Ladung, deren Schwerpunkt über dem Fahrzeug (Ladefläche) liegt, verwendet werden. Die Ladestütze dient daher der Stabilisierung des hinten hinausragenden Teils der Ladung und wird insoweit zu deren Sicherung zusätzlich verwendet.

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. Ausnahmegenehmigung 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



REPUBLIC OF AUSTRIA
Federal Minister of Public
Economy and Transport

Ref. No. 439.342/1-IV/2/87

**Please quote the reference number in all
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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.

A federal legislation exists on the use of the rear extension devices. The 6th state reform in 2011 transferred some responsibilities in two stages (2012 and 2014) from the federal state to the three regions: Brussels, Flanders and Wallonia. In 2014 the technical control of road vehicles was transferred to the regions, however the federal legislation of which there is a copy in this booklet still remains valid. The loading of vehicles is also a remit of the three regions but article 46.2.3 (b) of the federal decree of 1975, mentioning car transporters, remains valid.

According to an interpretation provided by the Ministry of Transport the rear extension devices are allowed in the country but can only be used to support the projecting part of the cargo. They 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.

- **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):

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 (of 15 March 1968)

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 (du 15 mars 1968)

Royal Decree establishing general regulations for road traffic police and the use of public highways (of 1 December 1975)

Arrêté royal règlement général portant sur la police de la circulation routière et de l'usage de la voie publique (du 1 décembre 1975)

Latest amendment:

2019

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

3.1.3.2. pour les remorques, à l'exclusion des semi-remorques : 12 m.

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;
- les éléments refroidissants saillants et autres dispositifs auxiliaires à l'avant de la surface de chargement.

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

3.1.3.2. for trailers (with the exception of semi-trailers): 12m.

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 furthestmost 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 furthestmost 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

Date of amendment: 20 October 2020

Source:

<http://www.code-de-la-route.be/>

Accessed on: 22 October 2020

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. **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;
- Directive 96/53/EC: Annex I, parts 1.1, 1.7 and 1.8.

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 furthestmost 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;
- la 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 furthestmost 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 oversized trucks, 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 22m 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 legislation, 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. 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.

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 a member company 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:

2018

Original text:

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

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

б) ремарке - 12,00 m

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

Раздел III. Условия за движение на извънгабаритни ППС

Чл. 8. (1) Движението 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 t, или на които поне един от габаритните размери е по-голям от съответно широчина - 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: широчина - 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).

Чл. 21. Товарът се сигнализира с червен флаг с размери 400/400 mm, когато:

1. излиза от страни на най-издадената част на ППС с повече от 0,20 m;
2. излиза от предната или задната част на ППС с повече от 1,00 m.

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:

- b) trailer - 12.00 m
- 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).

Art. 21. The load is signalled by a red flag measuring 400/400 mm when:

1. it goes beyond the side of the most protruding part of the vehicle with more than 0.20 m;
2. it goes beyond the front or rear of the vehicle by more than 1.00 m.

Date of translation: 20 April 2016

Date of amendment: 30 November 2020

Source:

<https://www.lex.bg>

Accessed on: 30 November 2020

Country:

Croatia

Summary:

Croatia grants special status for car transporters – such trucks can 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 overall length including the rear extension devices must remain within the maximum total loaded length of 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
- Permitted front load overhang: Yes
 - Special provisions: max. 1m
- Permitted rear load overhang: Yes
 - Special provisions: the load may exceed the furthestmost point in the rear of the vehicle (rear extension included) by not more than 1/6 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 08.04.2020)
Road Traffic Safety Act (consolidated text in force from 8 April 2020)

Latest amendment:

2020 for both laws

Original text:

PRAVILNIK O TEHNIČKIM UVJETIMA VOZILA U PROMETU NA CESTAMA
1. DIMENZIJE I MASE VOZILA

Članak 7.

- (1) Najveće dopuštene duljine vozila iznose:
- 2) priključnog vozila s rudom 12,00 m
 - 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 vozila kategorije L je 2,50 m, a ostalih vozila 4,00 m.

English translation:

ORDINANCE ON THE TECHNICAL REQUIREMENTS OF VEHICLES IN ROAD TRAFFIC
1. DIMENSION AND MASS OF VEHICLES

Article 7

- (1) The maximum authorised length of a vehicle is:
- 2) drawbar trailer 12.00m
 - 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 height of category L vehicles is 2.5 m, and of other vehicles is 4.0 m.

Original text:

Zakon o sigurnosti prometa na cestama
Članak 155.

- (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.

English translation:

Road Traffic Safety Act
Article 155.

- (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

Date of amendment: 27 October 2020

Source:

<http://www.zakon.hr>

Accessed on: 27 October 2020

Country:

Cyprus

Summary:

Cyprus does not give special recognition to car transporter trucks in its legislation. The length of unloaded road trains in the country is 18.75m. According to the legislation of Cyprus the permissible overhang of a load transported by a vehicle is equal to 10% of the total length of the vehicle, without specifying if it is for front or rear, or front and rear in total. With the term 'vehicle' it includes only 'rigid vehicles' and not combinations of vehicles like tractor units for semitrailers in combination with semitrailer or rigid vehicles in combination with drawbar trailer.

According to the above for the case of car transporters (and only for the rigid vehicle or semitrailer and NOT the trailer) the length of the permissible overhang of the load is measured from the outer fixed point of the rigid vehicle or the semitrailer to the outer rear point of the transported car (placed on overhang) regardless if it is placed on rear extension or not (and provided that the rear extension does not extend further than the outer rear point of the transported car).

Based on this, the overall loaded length in Cyprus can be: (A) the total length of the vehicle combination (max 18.75m) plus up to 10% of the rigid vehicle's length as front overhang (provided that there is no overhang to the rear of the vehicle); (B) 18.75m plus part of the 10% overhang as front overhang of the rigid vehicle (the rest of the 10% overhang is then at the rear of the rigid vehicle and not the trailer).

- **Maximum permitted loaded length (including load) of road train:** Not specified in the law, see explanation above
- 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: Admitted only for the rigid vehicle and not the trailer
- Rear signage required: Not specified
- Height limit: 4m
- EMS: No

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

The motor vehicles and road traffic regulations of 1984

Οι περι Μηχανοκίνητων Οχημάτων και Τροχαίας Κινήσεως Κανονισμοί του 1984

Latest amendment:

2018

Original text:

50. (2)(α) Οι πρόνοιες των παραγράφων (3) και (4) για τα οχήματα με κινητήρα M2 και M3 και για τα ρυμουλκούμενα τους της κατηγορίας Ο καθώς και για τα οχήματα με κινητήρα των κατηγοριών N2 και N3 και για τα ρυμουλκόμενά τους της κατηγορίας 03 και 04, όπως οι κατηγορίες αυτές και τα ρυμουλκόμενα ορίζονται στο Μέρος Α του Δέκατου Τρίτου Παραρτήματος των περί Έγκρισης Τύπου Οχημάτων (Κατηγορίες M,N, και Ο των Κατασκευαστικών στοιχείων, Συστημάτων και Χωριστών Τεχνικών Μονάδων τους Κανονισμών.

3(α) Οι μέγιστες επιτρεπόμενες διαστάσεις και τα συναφή με αυτές χαρακτηριστικά των οχημάτων που αναφέρονται στις πρόνοιες της υποπαραγράφου (α) της παραγράφου 2 και χρησιμοποιούνται στις διεθνείς μεταφορές είναι τα ακόλουθα:

(α)	Μέγιστο μήκος	
(iv)	Οδικός συρμός	18.75 m
(γ)	Μέγιστο ύψος (όχημα οποιουδήποτε τύπου):	4.00 m:

(4B) (i) Δυνάμει αδείας του Εφόρου, χορηγούμενης σε εξαιρετικές περιπτώσεις, και τηρουμένων των όρων τους οποίους ήθελε εκάστοτε επιβάλει, δύναται να επιτραπεί η κυκλοφορία οχημάτων ή συνδυασμών οχημάτων για τη μεταφορά εμπορευμάτων στη Δημοκρατία, τα χαρακτηριστικά των

οποίων δε συνάδουν προς τα χαρακτηριστικά που καθορίζονται στις παραγράφους (1)(γ), (2), (3), (4)(α) και (4)(γ) πιο πάνω.

(4Γ) Η κυκλοφορία οχημάτων ή συνδυασμών οχημάτων τα οποία υπερβαίνουν τις μέγιστες επιτρεπόμενες διαστάσεις μπορεί να επιτρέπεται μόνο βάσει ειδικής άδειας που εκδίδεται χωρίς διακρίσεις από τον Έφορο ή βάσει διαδικασιών μη συνεπαγομένων διακρίσεις, που συμφωνούνται για κάθε μεμονωμένη περίπτωση, όταν το όχημα ή συνδυασμός οχημάτων μεταφέρουν ή προορίζονται να μεταφέρουν αδιαχώριστα φορτία.

(16) Εκτός δυνάμει αδειας του Εφόρου, η οποία δίδεται σε εξαιρετικές μόνο περιπτώσεις και τηρουμένων των όρων τους οποίους ήθελεν ο Έφορος εκάστοτε επιβάλλει, το υπό μηχανοκινήτων οχημάτων μεταφερόμενον φορτίον δέον όπως μή -

(α) Μη εκτείνηται πέραν του πλάτους του αμαξώματος του οχήματος.

(β) μη εκτείνεται πλέον του 10% πέραν του συνολικού μήκους του οχήματος.

(γ) μη υπερβαίνη εις ύψος τα τέσσερα μέτρα από του εδάφους.

English translation:

50. (2) (a) The provisions of paragraphs (3) and (4) for M2 and M3 motor vehicles and their category O trailers and for N2 and N3 motor vehicles and their trailers of category 03 and 04, as these categories and trailers are defined in Part A of the Thirteenth Annex to Vehicle Type Approval (Classes M, N, and O of their Components, Systems and Separate Technical Regulations).

3 (a) The maximum permitted dimensions and associated characteristics of the vehicles referred to in subparagraph (a) of paragraph 2 and used in international transport shall be as follows:

(a) Maximum length

(iv) Road train 18.75 m

(c) Maximum height (vehicle of any type): 4.00 m

(4B) (i) By virtue of a permit granted by the Commissioner in exceptional circumstances, complying with the terms imposed in each case, the transport of cargoes in the Republic using vehicles or vehicle combinations the specifications of which do not conform to those stipulated in paragraphs (1)(c), (2), (3), (4)(a) and (4)(c) above may be permitted.

(4C) The movement of vehicles or vehicle combinations which exceed the maximum permitted dimensions may be allowed only under a special licence issued without discrimination by the Commissioner, or under non-discriminatory procedures agreed in each individual case, when the vehicles or vehicle combinations are transporting or are intended to transport indivisible loads.

(16) Other than with the Commissioner's authorisation which is given only in exceptional circumstances, complying with the conditions imposed by the Commissioner in each case, loads being transported by motor vehicles must not:

(a) protrude beyond the width of the body of the vehicle.

(b) protrude by more than 10% of the total length of the vehicle.

(c) exceed a height of four metres above the ground.

Date of translation: 26 May 2017 & 4 September 2019

Source:

<http://www.mcw.gov.cy>

Accessed on: 4 September 2019

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 – the whole length of the vehicle should be within the limits. Several companies confirmed that trucks can run with a front overhang of up to 0.5m. Car transporters that circulate within the country can be maximum 20.75m long and 4.2m high.

International traffic

The front overhang is not mentioned in the law so a company assumed 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 possible 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 the use of extension devices is not stipulated in the law explicitly. In the Czech Republic the height is 4.2m, however the permitted height in neighbouring countries is maximum 4m so the transit traffic is loaded only up to 4m. (The same interpretation is valid for Slovakia.)

- **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: Allowed in 2019

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

341/2014 Sb. Vyhláška o schvalování technické způsobilosti a o technických podmínkách provozu vozidel na pozemních komunikacích

Latest amendment:

2020

Original text:

§ 39

(1) Největší povolené rozměry vozidel a jízdních souprav včetně nákladu jsou

c) největší povolená délka

6. jízdní soupravy motorového vozidla s jedním přívěsem: 18,75m,

7. jízdní soupravy motorového vozidla s jedním přívěsem kategorie O určeným pro přepravu vozidel: 20,75m,

(3) Délka zadního převisu vozidla, s výjimkou přívěsu s nápravami uprostřed, nesmí být větší než 1/3 celkové délky, nejvýše však 3,50 m; toto ustanovení se nepoužije pro vozidla schválená podle přímo použitelných předpisů Evropské unie upravujících schvalování vozidel.

English translation:

§ 29

(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 O trailer designed for transporting vehicles: 20.75 m,

(3) The length of the rear overhang of the vehicle, with the exception of centre-axle trailers, shall not exceed 1/3 of the total length, or be more than 3,50 metres, where this provision shall not apply to vehicles approved under directly applicable European Union vehicle approval regulations.

Date of translation: 8 March 2016 & 30 August 2019

Date of amendment: 23 November 2020

Source:

<https://www.zakony.cz>

Accessed on: 23 November 2020

Country:

Denmark

Summary:

Denmark gives special recognition to car transporters – such trucks can be loaded to 20.75m. Rear and front overhangs are also allowed in Denmark: the front overhang is not included in the 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, however the overall loaded length of the truck must respect the limit of 20.75m.

The height of trucks can be 4.1m according to a law which entered into force on 1 January 2020.

- **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: 4.1m
- EMS: Trials started in 2008 and continue until at least until 2030

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

Order on the greatest width, length, height, weight and axle weight of vehicles
Bekendtgørelse om køretøjers største bredde, længde, højde, vægt og akseltryk

Order amending the Order on the maximum width, length, height, weight and axle weight of vehicles
Bekendtgørelse om ændring af bekendtgørelse om køretøjers største bredde, længde, højde, vægt og akseltryk

Latest amendment:

2019

Original text:

Bekendtgørelse om køretøjers største bredde, længde, højde, vægt og akseltryk

Kapitel 3
Køretøjers længde

§ 8.

Stk. 2. En påhængsvogn til bil må ikke have en længde, der overstiger 12,00 m (...)

§ 11. 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 vogntoget er opbygget specielt til transport af køretøjer (autotransporter), må have en samlet længde på indtil 20,75 m i belæsset 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 belæsset med, eller af anden afskærmning, der er minimum 0,10 m høj.

Kapitel 4
Køretøjers højde

§ 13. Et køretøj må ikke have større højde end 4,00 m.

English translation:

Order on the greatest width, length, height, weight and axle weight of vehicles

Chapter 3
Length of vehicles

Article 8.

(2) A trailer must not have a length exceeding 12.00 m (...)

Article 11. Road trains other than cars with semi-trailers must not have a length that exceeds 18.75 m.

(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.

Chapter 4
Height of vehicles

Article 13. A vehicle may not have a height greater than 4.00 m.

Original text:

Bekendtgørelse om ændring af bekendtgørelse om...

§1. I bekendtgørelse nr. 1497 af 1. december 2016 om køretøjers største bredde, længde, højde, vægt og akseltryk foretages følgende ændringer:

(3.) I § 13 indsættes efter stk. 1 som nyt stykke:

»Stk. 2. Bus og lastbil samt påhængskøretøjer hertil må ikke have større højde end 4,10 m.«

English translation:

Order amending the Order on the maximum...

Article 1. Order no. 1497 of 1 December 2016 on the maximum width, length, height, weight and axle weight of vehicles is amended as follows:

(3) In Article 13, the following is inserted after subsection (1): 1 as a new piece:

"(2.) Buses and trucks and their trailers must not exceed 4.10 m in height."

Date of translation: 8 March 2016 & 30 November 2020

Date of amendment: 30 November 2020

Source:

www.retsinformation.dk

Accessed on: 30 November 2020

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 of more than 2 metres a warning sign has to be fitted on 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, eriloa menetlustasu ja eritasu määrad

Latest amendment:

2018

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 tegelikud 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. Väljaulatava veose tähistamine

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

(2) Väljaulatava veose tunnusmärkide juures peab olema ees valge või kollane ja taga punane latern. Väljaulatava veose tunnusmärkide kaldvöötide laius on 1/8 tunnusmärgi küljepikkusest. Vöödid langevad tee telje poole. Väljaulatava veose tunnusmärkide graafilised kujutised on esitatud käesoleva määruse lisas 2 joonisel 10.

Lisa 1

Kood 1102. Lubatud suurim pikkus

2) täis- ja kesktelghaagis – 12 m;

14) veduk haakes täis-, kesk- või tugihaagisega või kaksikautorong – 18,75m

English translation:

§ 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) Oversized 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.

Annex 1

Code 1102. Maximum length allowed

2) full and centre axle trailer – 12 m;

14) a tractor coupled with a full, medium or support trailer or a double car train – 18.75 m;

Date of translation: 8 March 2016

Date of amendment: 3 November 2020

Source:

www.riigiteataja.ee

Accessed on: 3 November 2020

Country:

Finland

Summary:

Finland doesn't grant special status to car transporters (any more). Since 2016 the part of the law that referred to such vehicles has been removed because it was no longer needed, according to a Ministry official. The view is that the more general provision allowing for the loaded length of 20.75 metres applies also to car transporters.

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 allows the use of the European Modular System, i.e. trucks of 25.25m long can circulate on the roads, although it doesn't refer to it in the country's legislation any more. As of January 2019 the maximum length of a vehicle combination in road traffic increased from 25.25m to 34.5m. In the Ministry's view, the new permissible length applies to all the cases where the provision of 25.25m length applied previously.

- **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 käytöstä tiellä

Latest amendment:

2019

Original text:

24 § Auton, perävaunun ja niiden yhdistelmän pituus

(...)

Ajoneuvoyhdistelmän pituus ei saa ylittää seuraavia arvoja:

1) henkilö- tai linja-auton (M luokka) ja muun kuin puoliperävaunun yhdistelmä sekä pakettiauton (N1-luokka) ja muun kuin puoliperävaunun yhdistelmä 18,75m

...

4) muun kuin 1 kohdassa tarkoitetun auton ja keskiakseliperävaunun yhdistelmä 20,75 m

5) muu kuin 2, 3 tai 4 kohdassa tarkoitettu kuorma-auton (N2- ja N3- luok-ka) ja yhden tai useamman perävaunun yhdistelmä 34,50 m

25 § Muut päämitat

1. Auton ja perävaunun suurin sallittu korkeus on 4,40 metriä. Tämä mitta ei saa ylittyä ajoneuvon ollessa kuormaamattomana tai akselinnostolaite 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.

30 f § Auton, perävaunun ja niiden yhdistelmien pituus

1. Ajoneuvon suurin pituus on:

c) varsinainen ja keskiakseliperävaunu kytkinlaitteineen 12,00 m

45 § Tavarakuljetus

1. Ajoneuvoa ei saa kuormata siten, että kuorma sivusuunnassa ulottuu ajoneuvon korin tai kuormatilan ulkopuolelle. Jos ajoneuvossa ei ole kuormakoria, kuormatilassa 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 uloimman osan ulkopuolelle.

English translation:

Section 24 Length of car, trailer or vehicle combination

(...)

The length of a combination vehicle may not exceed the following values:

1) combination of a passenger vehicle or bus (Class M) and something other than a semi-trailer, and combination of a van (Class N1) and something other than a semi-trailer 18.75 m

...

4) combination of a vehicle other than those referred to in Item 1 and a central-axle trailer 20.75 m

5) combination of a truck/lorry other than those mentioned in Item 2, 3 or 4 (Class N2 and N3) with one or more trailers 34.50 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 30 f Length of car, trailer and their combinations

1. The maximum length of a vehicle is:

c) full and centre-axle trailer including coupling devices 12.00 m

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 & 30 August

Date of amendment: 30 August 2019 & 3 November 2020

Source:

<http://www.finlex.fi/fi/>

Accessed on: 3 November 2020

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 for overhangs 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:

2020

Original text:

Article R312-11

La longueur des véhicules et ensembles de véhicules mesurée en comprenant les superstructures amovibles et les pièces de cargaison normalisées telles que les conteneurs et caisses mobiles, et toutes saillies comprises dans une section longitudinale quelconque, ne doit pas dépasser les valeurs suivantes, sauf dans les cas et conditions où des saillies excédant ce gabarit sont explicitement autorisées par arrêté du ministre chargé des transports :

3° Remorque, non compris le dispositif d'attelage : 12 mètres ;

8° Train routier, train urbain et train double : 18,75 mètres ;

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 R312-11

The length of vehicles and combinations of vehicles measured including removable superstructures and standardised cargo parts such as containers and swap bodies, and any protrusions included in any longitudinal section, shall not exceed the following values, except in cases and conditions where protrusions exceeding this gauge are explicitly authorised by order of the Minister in charge of transport:

3° Trailer excluding coupling device: 12m;
8° Road train, "urban train"¹, articulated vehicle: 18.75m

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

Date of amendment: 26 November 2020

Source:

<https://www.legifrance.gouv.fr>

Accessed on: 26 November 2020

¹ Train urbain ("urban train") is a new vehicle category, designed and built for the transport of persons in city agglomerations, consisting of a self-propelled vehicle towing not more than three non-self-propelled vehicles

Country:

Germany

Summary:

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.

In recent years Germany started penalising some trailer equipment with specific design, linked to the rear load support (*Ladestütze*). To clarify the situation, a legislative interpretation was published at the end of 2019 in the *Verkehrsblatt* (the Official Journal of the Federal Ministry of Transport and Digital Infrastructure of the Federal Republic of Germany). This notes the following: 'It must be possible to alter the position of the non-permanent loading extension independent of the loading platform.' The full article can be found further ahead in the document.

- **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):

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

Latest amendment:

StVzO in 2016
StVO in 2020

Original text:

StVzO §32 Abmessungen von Fahrzeugen und Fahrzeugkombinationen

(3) In the case of motor vehicles and trailers, including any exchangeable load carriers and all equipment parts carried in operation (§ 42 Para. 3), the maximum permissible length may not exceed the following overall dimensions:

1. for motor vehicles and trailers - with the exception of motor buses and semi-trailers - 12.00 m

(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:

2. bei Sattelkraftfahrzeugen (Sattelzugmaschine mit Sattelanhänger), wenn die höchstzulässigen Teillängen des Sattelanhängers

- a. Achse Zugsattelzapfen bis zur hinteren Begrenzung ... 12,00 m und
- b. und vorderer Überhangradius ... 2,04 m

nicht überschritten werden, ... 16,50 m,

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:

- a. 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
- b. 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.

(5) Die Länge oder Teillänge eines Einzelfahrzeugs oder einer Fahrzeugkombination – mit Ausnahme der in Absatz 7 genannten Fahrzeugkombinationen und deren Einzelfahrzeuge – ist die Länge, die bei voll nach vorn oder hinten ausgezogenen, ausgeschobenen oder ausgeklappten Ladestützen, Ladepritschen, Aufbauwänden oder Teilen davon einschließlich aller im Betrieb mitgeführter Ausrüstungsteile (§ 42 Absatz 3) gemessen wird; dabei müssen bei Fahrzeugkombinationen die Längsmittellinien des Kraftfahrzeugs und seines Anhängers bzw. seiner Anhänger eine gerade Linie bilden. Bei Fahrzeugkombinationen mit nicht selbsttätig längenveränderlichen Zugeinrichtungen ist dabei die Position zugrunde zu legen, in der § 32d (Kurvenlaufeigenschaften) ohne weiteres Tätigwerden des Fahrzeugführers oder anderer Personen erfüllt ist. Soweit selbsttätig längenveränderliche Zugeinrichtungen verwendet werden, müssen diese nach Beendigung der Kurvenfahrt die Ausgangslänge ohne Zeitverzug wiederherstellen.

(7) Bei Fahrzeugkombinationen nach Art von Zügen zum Transport von Fahrzeugen gelten hinsichtlich der Länge die Vorschriften des Absatzes 4 Nummer 4, bei Sattelkraftfahrzeugen zum Transport von Fahrzeugen gelten die Vorschriften des Absatzes 4 Nummer 2. Längenüberschreitungen durch Ladestützen zur zusätzlichen Sicherung und Stabilisierung des zulässigen Überhangs von Ladungen bleiben bei diesen Fahrzeugkombinationen und Sattelkraftfahrzeugen unberücksichtigt, sofern die Ladung auch über die Ladestützen hinausragt. Bei der Ermittlung der Teillängen bleiben Überfahrbrücken zwischen Lastkraftwagen und Anhänger in Fahrtstellung unberücksichtigt.

English translation:

StVZO Art. 32 Dimensions of vehicles and vehicle combinations

(3) In the case of motor vehicles and trailers, including any exchangeable load carriers carried and all equipment parts carried during operation (section 42(3)), the maximum permissible length shall not exceed the following overall dimensions:

1. for motor vehicles and trailers - with the exception of motor buses and semi-trailers - 12,00 m,

(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:

2. For articulated vehicles (tractor unit with semi-trailer), the maximum permissible partial lengths of the semi-trailer

- a. axle king pin up to the rear limit 12.00 m and
- b. and front overhang radius 2.04 m

3. For long combination vehicles, excluding those defined under number 4:

- c. Motor vehicles except tractor units with trailers 18.00 m
- d. 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:

- a. 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

- b. 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.

(5) The length or partial length of a single vehicle or vehicle combination - with the exception of vehicle combinations referred to in paragraph 7 and their individual vehicles - is the length measured with the loading supports, loading platforms, superstructure walls or parts thereof fully extended, pushed out or folded out forwards or backwards, including all equipment carried in operation (§ 42 paragraph 3); in the case of vehicle combinations, the longitudinal centre lines of the motor vehicle and its trailer or trailers must form a straight line. In the case of vehicle combinations with towing devices which are not automatically length-adjustable, the position in which § 32d (cornering characteristics) is fulfilled without further action by the driver or other persons shall be taken as the basis. If automatic length-adjustable drawbars are used, they must restore the initial length without delay after the end of the curve.

(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. Exceeding the length by using loading support for added support and stability of the permitted overhang of loads shall not be 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.

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: 24 February 2021

Source:

<http://www.verkehrsportal.de>

Accessed on: 24 February 2021

Die Verordnungsmächtigung ergibt sich aus §§ 7a, 8 Absatz 2 und § 8a Absatz 1 des Gesetzes über die Haftpflichtversicherung für ausländische Kraftfahrzeuge und Kraftfahrzeuganhänger in der im Bundesgesetzblatt Teil III, Gliederungsnummer 925-2, veröffentlichten bereinigten Fassung, die zuletzt durch Artikel 496 der Verordnung vom 31. August 2015 (BGBl. I S. 1474) geändert worden ist.

V. Vereinbarkeit mit dem Recht der EU und völkerrechtlichen Verträgen

Der Entwurf ist mit dem Recht der EU und dem Völkerrecht vereinbar.

VI. Gesetzesfolgen

1. Rechts- und Verwaltungsvereinfachung

Die Verordnung sieht keine Rechts- und Verwaltungsvereinfachung vor.

2. Nachhaltigkeitsaspekte

Die Verordnung steht im Einklang mit der Nachhaltigkeitsstrategie der Bundesregierung. Sie trägt der Entwicklung Rechnung, die den Bedürfnissen der heutigen Generation entspricht, ohne die Möglichkeiten künftiger Generationen zu gefährden, ihre eigenen Bedürfnisse zu befriedigen.

3. Haushaltsausgaben ohne Erfüllungsaufwand

Es entstehen keine Haushaltsausgaben ohne Erfüllungsaufwand.

4. Erfüllungsaufwand

Durch die Verordnung entsteht weder für Bürgerinnen und Bürger, noch für die Wirtschaft ein Erfüllungsaufwand. Informationspflichten werden nicht eingeführt, vereinfacht oder abgeschafft.

Die Verordnung hat lediglich Auswirkungen auf Führer von Fahrzeugen aus dem Vereinigten Königreich, die sodann eine Versicherungsbescheinigung mit sich führen müssen.

Es entsteht ein Erfüllungsaufwand für die Überwachungsbehörden durch Kontrolle des Vorliegens der Versicherungsbescheinigung bei Fahrzeugführern, deren Kraftfahrzeug ein vorgeschriebenes Kennzeichen des Vereinigten Königreichs führt. Dieser Erfüllungsaufwand resultiert allerdings nicht aus dieser Verordnung, sondern aus dem Austritt des Vereinigten Königreichs aus der EU. Diese Verordnung ist nur Folgeregelung ohne eigenen Erfüllungsaufwand.

5. Weitere Kosten

Keine.

Zu Artikel 1 Nummer 1:

Indem die Auflistung von Staaten durch einen Gleitverweis auf die Mitgliedschaft in der EU ersetzt wird, wird zugleich das Vereinigte Königreich im Falle eines EU-Austritts von der Befreiung der Mitführungspflicht des Versicherungsnachweises ausgeschlossen und Kroatien in den Regelungsbereich einbezogen. Künftige Änderungen der Verordnung wegen einer Veränderung der EU-Mitgliedschaften sind nicht mehr erforderlich.

Zu Artikel 1 Nummer 2:

Es handelt sich um eine Folgeänderung auf die Aufnahme Kroatiens in die Auflistung der Mitgliedstaaten der EU. Die Nennung Kroatiens in der Auflistung von bestimmten Staaten, die Nicht-EU-Mitgliedstaaten und Nicht-EWR-Vertragsstaaten sind, wird daher gestrichen.

Zu Artikel 2:

Artikel 2 regelt das Inkrafttreten der Verordnung. Die Verordnung tritt am Tag nach der Verkündung in Kraft.

(VkB1. 2020 S. 7)

Nr. 4 **Klarstellung zu § 32 und Erläuterungen zu §§ 49a und 52 der Straßenverkehrs-Zulassungs-Ordnung (StVZO)**

Bonn, den 19. Dezember 2019
StV 22/7342.12/00

In den §§ 32, 49a und 52 StVZO sind u. a. die Länge von Fahrzeugen und Fahrzeugkombinationen und Anforderungen an lichttechnische Einrichtungen geregelt. In der Praxis werden diese Aspekte teilweise unterschiedlich interpretiert. Auf Wunsch und in Abstimmung mit den zuständigen obersten Landesbehörden gebe ich die nachstehende Klarstellung des § 32 StVZO und die Erläuterungen zu §§ 49a und 52 StVZO bekannt.

Ladestützen im Sinne des § 32 Absatz 7 StVZO

Über die höchstzulässigen Fahrzeugabmessungen des Einzelfahrzeuges oder der Fahrzeugkombination hinaus ausgezogene Ladeflächen bei Fahrzeugkombinationen zum Transport von Fahrzeugen können nicht als Ladestützen im Sinne des § 32 Absatz 7 StVZO bewertet werden und sind gemäß § 32 Absatz 5 StVZO bei der Ermittlung der Länge der vorgenannten Fahrzeuge bzw. Fahrzeugkombinationen mit zu berücksichtigen.

Ladestützen im Sinne des § 32 Absatz 7 StVZO beim Transport von Fahrzeugen sind Einrichtungen, die hinten am Fahrzeug bzw. hinten an der Fahrzeugkombination angeordnet sind und den über die reguläre Ladefläche hinausragenden, zulässigen Überhang einer Ladung zusätzlich sichern und stabilisieren. Der Schwerpunkt der überhängenden Ladung und mindestens eine Achse (Räder) müssen auf bzw. über dem Fahrzeug (Ladefläche) und innerhalb der höchstzulässigen Abmessungen liegen.

Das Fahrzeug bzw. die Fahrzeugkombination im fahrbereiten Zustand muss ohne die zusätzlich am Fahrzeug angebrachte Ladestütze alle höchstzulässigen Abmessungen sowie Teillängen einhalten, darüber hinausragende Ladeflächen sind keine Ladestützen im Sinne des § 32 Absatz 7 StVZO. Die Ladestütze muss unabhängig von der Ladefläche in der Lage veränderbar sein. Die Ladestützen dürfen dementsprechend

1. abnehmbar oder
2. mit dem Fahrzeug fest verbunden sein.

Bei der Verwendung von Ladestützen ist deren Länge so zu bemessen, dass in jedem Fall die hintere Begrenzung des Fahrzeugs oder der Fahrzeugkombination durch die Ladung gebildet wird.

Ladestützen dürfen nur bei erforderlicher Ladungssicherung und -stabilisierung verwendet werden. D. h. die Ladestützen, die nicht zur zusätzlichen Sicherung und Stabilisierung der Ladung notwendig sind, müssen so in der Lage verändert werden, dass die höchstzulässigen Längen und Teillängen nicht überschritten werden. Abweichend davon darf die untere Ladestütze bei Fahrzeugtransporten zur Erfüllung weiterer gesetzlicher Anforderungen (z. B. lichttechnische Einrichtungen, Unterfahrschutz) ausgezogen werden, sofern die hintere Begrenzung weiterhin durch die Ladung erfolgt. Grundsätzlich ist im Fahrbetrieb immer die kürzest mögliche Längeneinstellung des Fahrzeugs bzw. der Fahrzeugkombination einzustellen.

Lichttechnische Einrichtungen gemäß § 49a StVZO

Ergänzend zu den Vorschriften des § 49a StVZO gilt:
„Abgedeckte lichttechnische Einrichtungen nach § 52 StVZO an Kraftfahrzeugen nach § 23 StVZO, deren Abdeckung während der Fahrt nicht entfernt werden kann und die gegen Verlust gesichert ist, gelten als nicht vorhanden.“

Damit wird die Demontage von Kennleuchten bzw. Warnleuchten, sofern abgedeckt, an historischen Kraftfahrzeugen bei privater Fahrzeug-Zulassung überflüssig.

Zulässigkeit von gelben Kennleuchten (Warnleuchten) für gelbes Blinklicht gemäß § 52 StVZO

Ergänzend zu den Vorschriften des § 52 StVZO gilt:
„Kenn- bzw. Warnleuchten für Blinklicht mit einer Hauptabstrahlrichtung (z. B. Front- bzw. Heckblitzer) sind nur zulässig, wenn diese gem. § 52 vorgeschrieben oder für zulässig erklärt wurden. Dies gilt auch, wenn die Leuchten nach UN-Regelung Nummer 65 genehmigt sind, da in UN-Regelung Nummer 48 keine Anbauvorschriften für Warnleuchten (Kennleuchten) nach UN-Regelung Nummer 65 enthalten sind. Für den Anbau der Leuchten gelten also ausschließlich die nationalen Vorschriften. Die

Warnleuchten (Kennleuchten) müssen auf mehreren Warnleuchten (Kennleuchten) rundum beim Betrachter den Eindruck des Blinkens („Rundumlicht“) erzeugen. Kenn- bzw. Warnleuchten für gelbes Blinklicht mit einer Hauptabstrahlrichtung sind an allen Kraftfahrzeugen grundsätzlich unzulässig (§ 52 Abs. 11 StVZO bleibt hiervon unberührt). Für Fahrzeuge, bei denen die vorgeschriebenen bzw. zulässigen gelben Kennleuchten für Blinklicht (Rundumlicht) im Stand oder, falls erforderlich bei Schrittgeschwindigkeit, an der Arbeits- bzw. Einsatzstelle durch die für den Arbeits- bzw. Einsatzzweck geöffnete Heckklappe verdeckt werden, können die zuständigen obersten Landesbehörden oder die nach Landesrecht zuständigen Stellen Ausnahmen für Kennleuchten mit einer Hauptabstrahlrichtung erteilen. Die Kennleuchten sind so anzubauen, dass sie bei geschlossener Heckklappe von außen nicht erkennbar sind, die elektrische Schaltung ist so vorzunehmen, dass die Kennleuchten nur bei geöffneter Heckklappe und in Betrieb befindlichen Rundumleuchten, in Betrieb sein können.“

Da Warnleuchten (Kennleuchten) mit einer Hauptabstrahlrichtung durch die Blendwirkung für andere Verkehrsteilnehmer auch eine Gefahr darstellen können, sind diese nur dann vorzusehen, wenn für den Einsatzzweck der Fahrzeuge von einer besonderen Dringlichkeit auszugehen ist, dies ist nur dann der Fall, wenn auch ein Wegerecht nach StVO besteht, also für „Blaulichtfahrten“. Durch diese Regelung wird die Sicherheit im Verkehr somit erhöht, da mögliche Gefahren durch Blendung auf ein Minimum reduziert werden. Gleichzeitig wird die Möglichkeit geschaffen, im Falle von verdeckten Rundumleuchten, die Erkennbarkeit des Sondersignals gegebenenfalls wieder herzustellen.

Bundesministerium für
Verkehr und digitale Infrastruktur
Im Auftrag
Christian Theis

(VkB1. 2020 S. 9)

No. 4 **Clarification of Art. 32 and explanations of Art. 49a and 52 of the German Road Traffic Licensing Regulations (Straßenverkehrs-Zulassungs-Ordnung (StVZO))**

Bonn, 19 December 2019
StV 22/7342.12/00

Articles 32, 49a and 52 of the German Road Traffic Licensing Regulations regulate the length of vehicles and vehicle combinations as well as road vehicle lighting requirements. In practice these aspects are interpreted differently to some extent. Following your request and in accordance with the competent supreme regional authorities, please find below the clarification of Art. 32 and explanations of Art. 49a and 52 of the German Road Traffic Licensing Regulations.

Non-permanent loading extensions in the sense of Art. 32(7) of the German Road Traffic Licensing Regulations

Loading surfaces in vehicle combinations for transporting vehicles that extend beyond the maximum permitted vehicle dimensions of a single vehicle or of a vehicle combination cannot be considered to be non-permanent extensions in the sense of Art. 32(7) of the German Road Traffic Licensing Regulations and must be treated in accordance with Art. 32(5) of the German Road Traffic Licensing Regulations when determining the length of the above-mentioned vehicles or vehicle combinations.

Non-permanent loading extensions for transporting vehicles in the sense of Art. 32(7) of the German Road Traffic Licensing Regulations are devices attached to the rear of the vehicle or vehicle combination as an additional means of securing and stabilising a load and which extend beyond the normal permitted loading surface. The centre of gravity of the projecting load and at least one axle (wheels) must be on or above the vehicle (loading surface) and within the maximum permitted dimensions.

The roadworthy vehicle or vehicle combination must comply with all maximum permitted dimensions and partial lengths without the additional non-permanent loading extension affixed to the end of the vehicle; non-permanent loading extensions which extend beyond these dimensions are not non-permanent loading extensions in the sense of Art. 32(7) of the German Road Traffic Licensing Regulations. It must be possible to alter the position of the non-permanent loading extension independent of the loading platform. Therefore, non-permanent loading extensions can be

1. removeable or
2. firmly attached to the vehicle.

When using non-permanent loading extensions their length shall be such that the load forms the maximum rear extension of the vehicle or vehicle combination.

Non-permanent loading extensions may only be used as a necessary means to secure and stabilise a load. This means that the position of non-permanent loading extensions that are not necessary to secure and stabilise a load must be changed so that the maximum permitted lengths and partial lengths are not exceeded. However, the lower non-permanent loading surface for vehicle transportation may be extended to comply with further statutory requirements (e.g. lighting requirements, underride protection) as long as the rear limit is defined by the extent of the load. The shortest possible length of the vehicle or vehicle combination should always be selected when travelling on public roads.

Vehicle lighting in accordance with Art. 49a of the German Road Traffic Licensing Regulations

In addition to the provisions of Art. 49a of the German Road

Traffic Licensing Regulations the following applies:

“Concealed lights as defined by Art. 52 of the German Road Traffic Licensing Regulations on vehicles as defined by Art. 23 of the German Road Traffic Licensing Regulations, where the cover cannot be removed while the vehicle is in motion and which are secured against loss, are treated as not present.”

This means that marker lights or warning lights, insofar as they are concealed, do not have to be removed from historic vehicles if registered to a private individual.

Admissibility of yellow marker lights (warning lights) for flashing yellow lights in accordance with Art. 52 of the German Road Traffic Licensing Regulations

In addition to the provisions of Art. 52 of the German Road Traffic Licensing Regulations the following applies:

“Marker or warning lights may only be used as indicators with one main direction of the beam (e.g. flashing lights to the front or rear) if they have been declared admissible in accordance with Art. 52. This also applies if the lights have been approved in accordance with UNECE Regulation No. 65 since UNECE Regulation No. 48 does not contain any provisions for the affixing of warning lights (marker lights) as defined by UNECE Regulation No. 65. Therefore, national regulations alone stipulate how these lights are to be mounted. Warning lights (marker lights) must create the impression to an observer that they are flashing (“all-round light”), also in the case of several warning lights (marker lights). Marker or warning lights with a flashing yellow beam with one main direction are not permitted in principle on any vehicles (Art. 52(11) of the German Road Traffic Licensing Regulations remains unaffected). The competent supreme regional authorities or the authorities designated by federal state laws can grant an exception for marker lights with one main direction of beam for vehicles where the prescribed or permitted yellow marker lights as indicator lights (all-round light) are concealed by the rear flap when at a standstill or, if necessary, at walking speed at the place of work or utilisation. The marker lights must be affixed so that they are not visible externally when the rear flap is closed; the electrical connection must ensure that the marker lights can only be operated when the rear flap is open and the all-round lights are in operation.”

Since warning lights (marker lights) with one main direction of beam can pose a hazard to other road users due to their dazzle effect, they must only be installed if special urgency must be assumed due to the intended use of the vehicles; this is only the case when right-of-way applies in accordance with the German Road Traffic Regulations, i.e. for emergency vehicles. This regulation increases road safety by reducing to a minimum the possible hazards caused by the dazzle effect. However, this also means that the special signal can be restored again in the case of covered all-round lights.

Federal Ministry of Transport
and Digital Infrastructure
On behalf of
Christian Theis

(Official Road Traffic Gazette (VkB1.) 2020 p. 9)

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):

Law 4313/2014 Regulation of issues about Transport, Telecommunications and Public Works and other provisions.

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 συρμούς μεταφοράς οχημάτων επιτρέπεται η μεταφορά οχημάτων που προεξέχουν από το εμπρόσθιο τμήμα του συρμού μέχρι 50 εκατοστά του μέτρου και από το πίσω τμήμα του συρμού μέχρι 150 εκατοστά του μέτρου. Οι προεξοχές αυτές μετρούνται από το απώτερο σταθερό τμήμα του αμαξώματος του συρμού 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

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 (The NFM decree's first annex fixes the fees to be paid in the percentage of the oversize or overweight). 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.

- **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: No
 - 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 (*amended in 2017*)
6/1990. (IV. 12.) KöHÉM rendelet a közúti járművek forgalomba helyezésének és forgalomban tartásának műszaki feltételeiről

Decree No 36/2017 (IX. 18.) of the Minister of National Development on the circulation of vehicles exceeding a certain maximum mass, axle load and size
36/2017. (IX. 18.) NFM rendelet a meghatározott össztömeget, tengelyterhelést, tengelycsoportterhelést és méretet meghaladó járművek közlekedéséről

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
1/1975. (II. 5.) KPM-BM együttes rendelet a közúti közlekedés szabályairól

Original text:

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

II. FEJEZET

ÁLTALÁNOS MŰSZAKI ELŐÍRÁSOK

A járművek méreteire vonatkozó üzemeltetési műszaki feltételek

5. § (3) A járművek megengedett legnagyobb hosszúsága:

c) egyéb járműnél - kivéve a félpótkocsit -: 12,00 méter.

(4) 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,

English translation:

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

CHAPTER II

GENERAL TECHNICAL REQUIREMENTS

Technical requirements of operation regarding the dimensions of vehicles

Article 5 (3) the allowed length of motor vehicles

c) other vehicles, except for semi-trailers: 12.00 metres.

(4) (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,

Original text:

36/2017. (IX. 18.) NFM rendelet a meghatározott össztömeget, tengelyterhelést, tengelycsoportterhelést és méretet meghaladó járművek közlekedéséről

1. § (1) E rendelet tárgyi hatálya a meghatározott össztömeget, tengelyterhelést, tengelycsoportterhelést és méretet meghaladó jármű és járműszerelvény (a továbbiakban együtt: túlsúlyos, illetve túlméretes jármű) országos közúton, helyi közúton, továbbá az állam vagy a helyi önkormányzat tulajdonában álló, közforgalom elől el nem zárt magánúton (a továbbiakban együtt: közút) való közlekedésére terjed ki.

2. § (1a) E rendelet alkalmazásában túlméretes járműnek minősül az a jármű, vagy járműszerelvény, amely mérete vonatkozásában:

e) nyergesvontatóból és félpótkocsiból álló járműszerelvény esetén a 16,50 méter hosszúságot, valamint

f) az e) alpontba nem tartozó járműszerelvény vagy csuklós autóbusz esetén a 18,75 méter hosszúságot meghaladja

(3) A jármű az eltérés mértéke szerint lehet

a) kis mértékben

aa) ha az eltérés 5%-nál kisebb,

ab) ha az eltérés 5% vagy annál nagyobb és 10%-nál kisebb,

b) nagy mértékben - ha az eltérés 10% vagy annál nagyobb és 20%-nál kisebb -,

c) rendkívüli mértékben,

ca) ha az eltérés 20% vagy annál nagyobb és 30%-nál kisebb,

cb) ha az eltérés 30% vagy annál nagyobb és 50%-nál kisebb,

d) különösen nagy mértékben - ha az eltérés 50% vagy annál nagyobb - túlsúlyos, illetve túlméretes jármű.

English translation:

Decree 36/2017 (IX. 18.) NFM of the Ministry of National Development concerning the use of vehicles exceeding specific combined weight, axle load, axle group load and dimension limits in traffic

§ 1 (1) This Decree shall be applicable to the use of vehicles and articulated vehicles exceeding specific combined weight, axle load, axle group load and dimension limits (hereinafter collectively referred to as overweight or oversize vehicles) in traffic on national public roads, local public roads, as well as private roads that are owned by the state or local governments, and are not barred from public traffic (hereinafter collectively referred to as public roads).

§ 2 (1a) For the purpose of this Decree, such vehicles or articulated vehicles shall be deemed as oversize vehicles where

e) the articulated vehicle consisting of a semi-trailer truck or semi-trailer is longer than 16.50 metres,

and

f) the articulated vehicle or articulated bus not belonging to Subparagraph e) is longer than 18.75 metres

(3) With respect to the extent of deviation, the vehicle may be regarded as overweight or oversize
a) to a small extent

aa) if the extent of deviation is smaller than 5%,

ab) if the extent of deviation equals to or is larger than 5%, and is smaller than 10%,

b) to a large extent – if the extent of deviation equals to or is larger than 10%, and is smaller than 20%

–,

c) to an outstanding extent

ca) if the extent of deviation equals to or is larger than 20%, and is smaller than 30%,

cb) if the extent of deviation equals to or is larger than 30%, and is smaller than 50%,

d) to an extraordinary extent – if the extent of deviation equals to or is larger than 50%.

Original text:

1/1975. (II. 5.) KPM-BM együttes rendelet a közúti közlekedés szabályairól

47. § 2) Gondoskodni kell különösen arról, hogy a rakomány

g) a járművön - a (3) és (7) bekezdésben foglalt eseteket kivéve -, illetőleg annak rakfelületén ne nyúlják túl. [Ezek a bekezdések gépkocsikra vonatkoznak.]

47. § 5) Ha a rakomány méretei miatt a (2) bekezdés g) pontjának rendelkezése nem tartható meg, nyitott rakfelületű járművön a rakomány úgy is elhelyezhető, hogy a rakfelületen túl előre (legfeljebb a jármű elejéig), illetőleg a járművön túl hátra (legfeljebb két méterre, de a rakfelület hosszának felénél nem nagyobb távolságra) vagy oldalra (úgy, hogy a rakomány és a jármű együttes szélessége a 2,5 métert ne haladja meg) kinyúlják. A pótkocsit vontató jármű rakománya hátra nem nyúlhat túl a rakfelületen.

English translation:

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

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 relevant to passenger cars*)

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 & 30 August

Date of amendment: 3 November 2020

Source:

<http://internet.kozut.hu>

<https://net.jogtar.hu/>

Accessed on: 3 November 2020

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 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:

2019

Original text:

Articolo 10. Veicoli eccezionali e trasporti in condizioni di eccezionalità

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;

Articolo 61. Sagoma limite

1. Fatto salvo quanto disposto nell'art. 10 e nei commi successivi del presente articolo, ogni veicolo compreso il suo carico deve avere:

b) altezza massima non eccedente 4 m

c) lunghezza totale, compresi gli organi di traino, non eccedente 12 m, con l'esclusione dei semirimorchi, per i veicoli isolati. Nel computo della suddetta lunghezza non sono considerati i retrovisori purché mobili.

2. (...) gli autotreni e filotreni non devono eccedere la lunghezza massima di 18,75 m in conformità alle prescrizioni tecniche stabilite dal Ministro delle infrastrutture e dei trasporti.

Art. 167. Trasporti di cose su veicoli a motore e sui rimorchi

4. Gli autoveicoli adibiti al trasporto di veicoli di cui all'art. 10, comma 3, lettera d), possono circolare con il loro carico soltanto sulle autostrade o sulle strade con carreggiata non inferiore a 6,50 m e con altezza libera delle opere di sottovia che garantisca un franco minimo rispetto all'intradosso delle opere d'arte non inferiore a 20 cm.

English translation:

Article 10. Transport of abnormal loads

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;

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);

Article 61. Loading gauge

1. Without prejudice to the provisions of Article 10 and the following paragraphs of this Article, each vehicle, including its load, must have:

(b) a maximum height not exceeding 4 m

(c) a total length, including towing gear, not exceeding 12 m and excluding semi-trailers for isolated vehicles. Rear-view mirrors, provided they are moveable, shall not be taken into account when calculating the said length.

2. (...) road trains and trolleybuses shall not exceed a maximum length of 18.75 m in accordance with the technical regulations laid down by the Minister for Infrastructure and Transport.

Article 167. Freight transport on motor vehicles and trailers

4. Motor vehicles designated for the transport of vehicles as per article 10, paragraph 3, letter d), can circulate when loaded only on motorways or on roads having a carriageway of at least 6,50 m and shall respect a minimum 20 cm distance from the intrados of subway works.

Date of translation: 1 March 2016

Date of amendment: 27 November 2020

Source:

<http://www.mit.gov.it>

Accessed on: 27 November 2020

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 car 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).

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.

- **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:

2019

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 signālpļāksnītēm vai karodziņiem (malas garums 400 mm), kuriem abās pusēs pa diagonāli novilkta baltas un sarkanas 50 mm platas svītras (3. pielikuma 6. punkts), bet diennakts tumšajā laikā un nepietieka-mas redzamības apstākļos – ar minētajām gaismu atstarojošām signālpļāksnītēm vai iedegtiem lukturiem: priekšpusē – baltiem, aizmugurē – sarkaniem, sānos – oranžiem (dzelteniem).

2.pielikums

Pieļaujамie transportlīdzekļu (transportlīdzekļu sastāvu) gabarīti (ar kravu vai bez tās), faktiskā masa un ass slodze

- | | | |
|------|--|---------|
| 1. | Garums: | |
| 1.1. | mehāniskajiem transportlīdzekļiem (izņemot autobusus un trolejbusus) | 12 m |
| 1.2. | piekabēm | 12 m |
| 1.3. | transportlīdzekļu sastāviem, kas sastāv no automobiļa ar puspiekabi | 16,50 m |

1.4. transportlīdzekļu sastāviem, kas sastāv no automobiļa ar piekabi 18,75 m

17. Šā pielikuma 1.1., 1.2., 1.3. un 1.4. apakšpunktā un 3. punktā minētās prasības uz autovedējiem attiecas, tiem ceļu satiksmē piedaloties bez kravas

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

Date of amendment: 22 August 2019

Source:

<http://likumi.lv/>

Accessed on: 18 May 2016

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”

Įsakymas 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 LEIDŽIAMŲ NAUDOJANTIS KELIAIS AUTOMOBILIŲ IR JŲ JUNGINIŲ PARAMETRAI

4. Ilgiai:

4.2. priekabos 12,00 m;

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 puspriekabių 4,00 m.

English translation:

CHAPTER II

MAXIMUM PARAMETERS ALLOWED FOR AUTOMOBILES AND THEIR COMBINATIONS WHEN USING ROADS

4. Lengths:

4.2. trailers	12,00 m;
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

Date of amendment: 13 November 2020

Source:

<https://e-seimas.lrs.lt/>

Accessed on: 13 November 2020

Country:

Luxembourg

Summary:

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 Transport Ministry allows longer vehicles on its roads. With this permit, the loaded length can be up to 20.0m, with a maximum 1.0m front overhang. (*Information from the Transport Ministry*) If a vehicle is longer than 18.75m it has to be marked at the rear with a yellow sign noting "Véhicule long" (Long vehicle).

- **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):

Règlement grand-ducal du 7 mars 2019 modifiant l'arrêté grand-ducal modifié du 23 novembre 1955 portant règlement de la circulation sur toutes les voies publiques

Grand-ducal regulation of July 25, 2015, amending the amended grand-ducal decree of November 23, 1955, establishing regulations for circulation on all public highways.

Latest amendment:

2020

Original text:

Art. 4.

La longueur d'une remorque ou d'un véhicule traîné 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 12,00 m.

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.

English translation:

Art. 4.

The length of a trailer or a vehicle towed 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 12.00m.

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: *(this paragraph defines how length is calculated)*
(...)

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

Date of amendment: 16 November 2020

Source:

<http://www.legilux.public.lu/>

Accessed on: 16 November 2020

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):

Motor vehicles (weights, dimensions and equipment) regulations

Latest amendment:

2016

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

Date of amendment: 26 August 2019

Source:

www.justiceservices.gov.mt/

Accessed on: 25 March 2016 & 26 August 2019

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, the 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. As a result the truck might not be loaded 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:

2018

Original text:

Artikel 5.18.11

(2) Van een samenstel van bedrijfsauto en autonome aanhangwagen, middenaanhangwagen of aanhangwagen met een stijve dissel, niet zijnde een samenstel van opleggetrekker en oplegger, mag:

- a. de lengte niet meer bedragen dan 18,75 m;

(4) Het tweede lid is van overeenkomstige toepassing op een samenstel van bedrijfsauto en dolly met oplegger, waarbij de lengte van het samenstel van dolly met oplegger niet meer mag bedragen dan 12,00 m.

Artikel 5.18.12

(1) Bij het vervoer van lading met een voertuig of samenstel van voertuigen:

- b. mag de lading niet meer dan 1,00 m achter het voertuig uitsteken;
- c. mag de lading niet meer dan 5,00 m achter het hart van de achterste as van het voertuig uitsteken;
- d. moet een deugdelijke stootbalk zijn aangebracht op niet meer dan 0,60 m voor de uiterste achterzijde van de uitstekende lading, indien de afstand van de onderzijde van de lading tot het wegdek meer bedraagt dan 0,55 m;
- e. mag de lading niet voor het voertuig uitsteken;
- f. mag het zicht op de verlichting, de retroreflectoren, de richtingaanwijzers of de kentekenplaat

van het voertuig niet worden belemmerd.

Artikel 5.18.13

(2) In afwijking van artikel 5.18.12 mag de lengte van een samenstel van bedrijfsauto en aanhangwagen, niet zijnde een oplegger, met inbegrip van de lading, 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

- a. 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;
- b. de lading niet meer dan 0,50 m voor de voorzijde van de bedrijfsauto mag uitsteken;
- c. de lading die achter het voertuig meer dan 1,00 m uitsteekt aan de achterzijde moet 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 5.18.11

(2.) For a combination of commercial vehicle and separate trailer, center-axle trailer or trailer with a rigid drawbar, other than a combination of semi-trailer tractor and semi-trailer:

- a. the length may not exceed 18.75 m;

(4.) The second paragraph applies mutatis mutandis to an assembly of commercial vehicle and dolly with trailer, whereby the length of the assembly of dolly with trailer may not exceed 12.00 m.

Article 5.18.12

(1) When transporting a load with a vehicle or combination of vehicles:

- a. the load must not protrude more than 1.00 m behind the vehicle;
- b. the load must not protrude more than 5.00 m behind the centre of the rear axle of the vehicle;
- c. a sound buffer beam must be fitted at no more than 0.60 m before the extreme rear end of the projecting load, if the distance from the underside of the load to the road surface is more than 0.55 m;
- d. the load must not protrude in front of the vehicle;
- e. the view of the lighting, the retro-reflectors, the direction indicators, or the registration plate of the vehicle must not be obstructed.

Article 5.18.13

(2) By way of derogation from Article 5.18.12, the length of a combination of commercial vehicle and trailer, not being a semi-trailer, including the load that is equipped for the transport of vehicles, may be more than permitted under Article 5.18.12, but not more than 20.75 m, where

- d. 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;
- e. The load may not protrude further than 0.50 m beyond the front of the commercial vehicle;
- f. A load protruding behind the vehicle by more than 1.00 m must be provided with a marking at the rear that complies with the provisions of Annex VIII, Articles 130 up to and including 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 & 30 August 2019

Date of amendment: 30 August 2019

Source:

<http://wetten.overheid.nl/>

Accessed on: 15 March 2016 & 22 August 2019

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 by more than 0.5m to the front or to the rear has to be marked with a red and white square-shaped sign.

There have been some cases in Poland where the rear extension devices have been questioned by police. The law is silent on rear extension devices and in 2018 police was penalizing trucks with such structures. In their opinion the extension devices are part of the truck and they calculate the length of the truck including them, so they did not consider these extensions as part of the overhang for which the Polish law has a provision. However, the attached letter from the Polish General Inspector of Road Transport clarifies the situation and names these extensions as "the safest form of securing the transported cargo".

However, ECG understands that the road traffic law is interpreted and applied in different ways by various services that are subordinate to different ministries which don't co-ordinate their interpretation (e.g. road inspection, police, customs officials, etc). Thus border guards, customs and tax services and road administrators, and sometimes the police, apply the regulations regarding the permissible loaded length of car transporters in a completely different way than the Road Transport Inspection.

- **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

Regulation on technical conditions of vehicles and the scope of their essential equipment

Rozporządzenie w sprawie warunków technicznych pojazdów oraz zakresu ich niezbędnego wyposażenia

Latest amendment:

2020

Original text:

Prawo o ruchu drogowym

Art. 61.

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

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

- 2) ładunek nie może wystawać z tyłu pojazdu na odległość większą niż 2 m od tylnej płaszczyzny obrysu pojazdu lub zespołu pojazdów; w przypadku przyczepy 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:

Traffic law

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.

Original text:

Rozporządzenie w sprawie warunków technicznych...

Dział II

Wymiary, masy i naciski osi pojazdu

§ 2.

1. Długość pojazdu nie może przekraczać w przypadku:

(...)

3) przyczepy, z wyjątkiem naczepy - 12,00 m;

5) zespołu złożonego z pojazdu silnikowego i przyczepy - 18,75 m;

English translation:

Regulation on technical conditions of vehicles and the scope of their essential equipment

Chapter II

Dimensions, masses and axle loads of the vehicle

§ 2.

1. the length of the vehicle must not exceed that of the case:

(...)

3) a trailer, except for a semi-trailer - 12.00 m;

5) a unit consisting of a motor vehicle and a trailer - 18.75 m;

Date of translation: 16 November 2020

Date of amendment: 24 February 2021

Sources:

<http://prawo.sejm.gov.pl>

<https://sip.lex.pl/>

Accessed on: 16 November 2020



Rzeczpospolita Polska
**GLÓWNY INSPEKTOR
TRANSPORTU DROGOWEGO**

BNI.WKI. .2018.

Warszawa, 26 października 2018 r.

**Wojewódzcy Inspektorzy
Transportu Drogowego
(wszyscy)**

Szanowni Państwo Dyrektorzy,

W nawiązaniu do powstających problemów interpretacyjnych w stosowaniu przepisów ustawy z dnia 20 czerwca 1997 r.-Prawo o ruchu drogowym (t.j. Dz. U. z 2017 r., poz. 1260, z późn. zm.) oraz aktów wykonawczych do tej ustawy, a dotyczących maksymalnych wymiarów pojazdów, chciałbym wskazać, iż w dalszym ciągu interpretacja Ministerstwa Infrastruktury wyrażona w piśmie nr TD5w.-5111/76A08 z dnia 30 września 2008 r. zachowuje swoją ważność. W celu doprecyzowania powyższego stanowiska wyjaśniam, że maksymalna długość zespołu pojazdów składającego się z pojazdu samochodowego i przyczepy, przystosowanych konstrukcyjnie do przewozu pojazdów (tzw. autotransporterów), wraz z ładunkiem nie może przekraczać 18,75 m. Jednakże w sytuacji, gdy pojazd taki wyposażony jest konstrukcyjnie w „wysuwane platformy” sterowane hydraulicznie uznać należy, że wysunięcie tychże ruchomych platform w celu bezpiecznego mocowania przewożonego ładunku (pojazdu) o nie więcej niż 2,00 m, o których mowa w art. 61 ust. 6 pkt 2 ustawy - Prawo o ruchu drogowym, nie powoduje z mocy prawa jego nienomatywności, a zastosowane rozwiązanie należy uznać jako najbezpieczniejszą formę mocowania przewożonego ładunku. W takiej sytuacji całkowita długość zespołu pojazdów nie może jednak przekraczać maksymalnych wartości pojazdu normatywnego wraz z wystającym z tyłu ładunkiem, tj. 20,75 m.

Analogiczna sytuacja dotyczy pojazdów członowych składających się z ciągników samochodowych i naczep konstrukcyjnie przystosowanych do przewozu pojazdów – z tym, że wysunięcie ruchomych platform naczepy o nie więcej niż 2,00 m i umieszczenie na nich

przewożonego ładunku (pojazdów), nie może powodować długości zespołu pojazdów wraz z ładunkiem większej niż 18,50 m.

W każdym z tych przypadków niezachowanie powyższych warunków skutkować będzie uznaniem środka transportu z przewożonym ładunkiem jako pojazdu nienormatywnego, o którym mowa w art. 2 pkt 35a ustawy - Prawo o ruchu drogowym.

Z poważaniem
GŁÓWNY URZĄD
TYTUŁOWY I
WYKONAWCZY
Zarządca Ciągów i
Zarządca Ciągów i

Do wiadomości:

1. Adresat
2. a/a

niepodlega

ROZDZIAŁ
OBYWATELSTWA
WYKONAWCZY



The Republic of Poland
**GENERAL INSPECTOR OF
ROAD TRANSPORT**

BNI.WKI.

.2018.

Warsaw, 26 October 2018

**Provincial Road
Transport Inspectors
(all)**

[illegible]

Further to interpretation issues arising in connection with the application of provisions of the Act of 20 June 1997 on Traffic Law (consolidated text, Journal of Laws of 2017, item 1260, as amended) and implementing acts thereto, regarding maximum vehicle dimensions, I would like to indicate that the interpretation by the Ministry of Infrastructure as expressed in the letter no TD5w.-5111/76A08 of 30 September 2008, is still applicable. In order to clarify the above position, I am providing that the maximum length of a set of vehicles consisting of a motor vehicle and a trailer, structurally adapted to transport goods (so-called autotransporters), together with the load, may not exceed 18.75 m. However, if such a vehicle is equipped it is structurally constructed in “retractable platforms” hydraulically controlled, it should be considered that the extension of these movable platforms to securely fasten the transported load (vehicle) by no more than 2.00 m, referred to in Art. 61 section 6 point 2 of the Act on Traffic Law, by law does not cause its inactivity, and the solution used should be considered the safest form of securing the transported cargo. Given the situation the total length of the vehicle set cannot, however, exceed maximum values of normal vehicle together with the load protruding at the back, i.e. 20.75 m.

An analogous situation concerns articulated vehicles comprising tractor units and trailers that are structurally adapted to vehicle transport – provided that extension of movable trailer platforms by not more than 2.00 m and placement of transported load (vehicles) onto them must not result in a length of vehicle set, together with load, exceeding 18.50 m.

In each of these cases, failure to meet the above conditions shall result in a means of transport with transported cargo being deemed an abnormal vehicle, referred to in Art. 2 point 35a of the Act on Traffic Law.

[signature, stamp]

CC:

1. Addressee
2. Archives

[illegible] [stamp]

Country:

Portugal

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):

Decree-Law No 132/2017: Regulation fixing the weights and dimensions maximum authorised levels for vehicles in circulation

Decreto-Lei n.º 132/2017: Regulamento que fixa os pesos e as dimensões máximos autorizados para os veículos em circulação

Ordinance No. 472/2007 Annex: Regulation on special traffic authorisations

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

Latest amendment:

2017 & 2007

Original text:

Decreto-Lei n.º 132/2017

Anexo, Capítulo II

Dimensões máximas dos veículos para efeitos de circulação

Artigo 3.º

Dimensões máximas dos veículos para efeitos de circulação

1 — As dimensões máximas dos veículos, quando em circulação, são as referidas nos números seguintes.

2 — Estabelece -se como comprimento máximo:

b) Reboques de um ou mais eixos — 12,00 m;

g) Conjunto veículo a motor — reboque — 18,75 m;

English translation :

Decree-Law No 132/2017

Annex, Annex, Chapter II

Maximum vehicle dimensions for traffic purposes

Article 3

Maximum dimensions of vehicles in circulation

1 - The maximum dimensions of vehicles, when in circulation, are those referred to in the following paragraphs.

2 - It is established as maximum length:

b) Trailers of one or more axles - 12,00 m;

g) Motor vehicle - trailer set - 18,75 m;

Original text:

Portaria n.o 472/2007

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:

Ordinance No. 472/2007

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 & 16 November 2020

Date of amendment: 16 November 2020

Source:

<https://dre.pt/>

Accessed on: 16 November 2020

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*)

Law no. 198 of 9 July 2015, approving Government Ordinance no. 7/2010 amending and supplementing Government Ordinance no. 43/1997 on highway regulations
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:

2017

Original text:

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

ANEXA 3
MASE ȘI DIMENSIUNI

1.1 Tren rutier: 18,75

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

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

« Art. 41. - (1) Este interzisă circulația pe drumurile publice a vehiculelor rutiere, înmatriculate sau înregistrate în România sau în alte state, cu depășirea masei totale maxime admise, maselor maxime admise pe axe și/sau dimensiunilor maxime admise în circulație prevăzute în anexele nr. 2 și 3.

(2) Prin excepție de la prevederile alin. (1), circulația pe drumurile publice a vehiculelor rutiere, înmatriculate sau înregistrate în România sau în alte state, cu depășirea masei totale maxime admise, maselor maxime admise pe axe și/sau a dimensiunilor maxime admise prevăzute în anexele nr. 2 și 3, se poate efectua numai în baza autorizației speciale de transport, denumită în continuare AST, eliberată în prealabil, fără discriminare, în condițiile stabilite prin norme privind autorizarea și desfășurarea circulației vehiculelor rutiere cu mase și/sau dimensiuni care depășesc limitele maxime admise, aprobate prin ordin comun al ministrului transporturilor, al ministrului dezvoltării regionale și administrației publice și al ministrului afacerilor interne.

(6) AST se eliberează pentru:

c) transporturi de mărfuri care nu sunt indivizibile, dacă este depășită cel puțin una dintre masele sau dimensiunile maxime admise și sunt îndeplinite, cumulativ, următoarele condiții:

- (i) masa totală să fie de cel mult 50,0 tone;
- (ii) masa pe axe să nu depășească masa maximă ce poate fi autorizată, prevăzută la alin. (8);
- (iii) lungimea să nu depășească cu mai mult de 3,0 metri lungimea maximă admisă;
- (iv) lățimea să nu depășească 3,0 metri;
- (v) să nu fie depășită înălțimea 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

LAW no. 198 of 9 July 2015, approving Government Ordinance no. 7/2010 amending and supplementing Government Ordinance no. 43/1997 on highway regulations

§ 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

Date of amendment: 03 September 2019

Source:

<http://legislatie.just.ro>

Accessed on: 03 September 2019

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, companies set the rear overhang also 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.

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, which appears to be a standard practice.

- **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):

Decree of the Ministry of Transport and Construction of the Slovak Republic dated 27 April 2018 laying down details of the operation of vehicles in road traffic

Vyhláška Ministerstva dopravy a výstavby Slovenskej republiky z 27. apríla 2018, ktorou sa ustanovujú podrobnosti prevádzke vozidiel v cestnej premávke

Latest amendment:

2020

Original text:

§ 4 Najväčšie povolené rozmery

b) najväčšia povolená výška

- 2. vozidiel kategórie M, N, O, T, C, R, S, PS4,00 m,
- 3. vozidiel kategórie N3 a O4 určených výlučne
na prepravu vozidiel4,20 m,

c) najväčšia povolená dĺžka

- 3. vozidiel kategórie M1, N, O (okrem návesov)12,00 m,
- 6. kĺbových dvojčlánkových autobusov s tromi nápravami18,75 m,
- 10. súpravy motorového vozidla s jedným prívesom
kategórie O4 určeným výlučne na prepravu vozidiel20,75 m,

English translation:

§ 4 Maximum permitted dimensions

(b) maximum authorized height

- 2. vehicles of categories M, N, O, T, C, R, S, PS4,00 m,
- 3. vehicles of categories N3 and O4 intended exclusively
for the transport of vehicles4,20 m,

(c) maximum length allowed

- 3. vehicles of categories M1, N, O (excluding semi-trailers) 12.00 m,
- 6. single-trailer motor vehicle kits18,75 m,
- 10. single-trailer motor vehicle kits
of O4 category, intended solely for the transport of vehicles20,75 m,

Date of translation: 3 September 2019

Date of amendment: 19 November 2020

Source:

<http://www.zakonypreludi.sk>

Accessed on: 20 August 2019

Country:

Slovenia

Summary:

Slovenia grants special status to car transporters in its legislation – such trucks can be 22.00 m long when loaded. Front overhangs are not allowed to be used in the country, while the rear overhang can be 1.5m. At least 5/6 of the load has to be supported by the trailer (rear extension included), so a maximum of 1/6 of the length of the final vehicle of the load can form the rear overhang. 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.

An explanation from the Slovenian Ministry of Infrastructure, Directorate for Transport, from October 2020 gives some clarifications on the application of the law. “The ninth indent of point 1.1 of Part A of Annex II to the Regulation must be interpreted to mean that the provision governing the maximum length of a group of vehicles specially designed for transporting vehicles in a given road category is an exception to the requirements on maximum permitted length as laid down in the other indents of the same point of Part A, Annex II of the Regulations.”¹

- **Maximum permitted loaded length (including load) of road train: 22.00 m**
- 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
 - Special provisions: The rearmost vehicle may overhang the furthest point of the trailer (rear extension included) by a maximum of 1/6 of its length. This overhang can be a 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

¹ During 2020 some ECG members got fined for running their trailers longer than 12.0m and, following a challenge, the Ministry of Infrastructure issued this explanation document which clarifies that the category for car transporters allowing for a 22.0m loaded length is an exception to the other provisions, including the 12.0m limit on trailer length.

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

Original text:

Zakon o pravilih cestnega prometa

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 prevozi, ki se opravljajo na podlagi dovoljenja pristojnega organa. Na tovornem ali priklopnem vozilu mora biti tovor opt 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 osebni avtomobili – 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.

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

Date of amendment: 30 November 2020

Sources:

<https://www.uradni-list.si>

<https://zakonodaja.com>

Accessed on: 30 November 2020



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MINISTRSTVO ZA INFRASTRUKTURO

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NASLOVNIKOM

Številka: 3718-3/2020/53

Datum: 30. 10. 2020

Zadeva: Razlaga devete alineje 1.1 točke Dela A Priloge II Pravilnika o delih in opremi vozil

Spoštovani!

Na podlagi prejetih vprašanj v zvezi z razlago devete alineje 1.1 točke Dela A Priloge II Pravilnika o delih in opremi vozil (Uradni list RS, št. 44/13, 36/14, 69/15, 44/17 in 75/17 – ZMV-1; v nadaljnjem besedilu: Pravilnik), ki določa največjo dolžino skupine vozil, prirejene posebej za prevoz vozil, Ministrstvo za infrastrukturo podaja naslednja pojasnila.

Največje dovoljene mere in mase vozil v cestnem prometu ureja Del A Priloge II Pravilnika. Ta v 1.1 točki določa:

»1.1 Največja dolžina:

- <i>motorno vozilo razen avtobusa</i>	12,00 m
- <i>priklopnik</i>	12,00 m
- <i>sedlasti vlačilec s polpriklopnikom</i>	16,50 m
- <i>motorno tovorno vozilo s priklopnikom</i>	18,75 m
- <i>zgibni avtobus</i>	18,75 m
- <i>dvoosni avtobus</i>	13,50 m
- <i>tri- in večosni avtobus</i>	15,00 m
- <i>avtobus s priklopnikom</i>	18,75 m
- skupina vozil, prirejena posebej za prevoz vozil:	
a) na avtocestah, hitrih cestah, glavnih cestah	22,00 m
b) na regionalnih in občinskih cestah, če je tako urejeno s prometno ureditvijo	22,00 m
- <i>traktor z enim ali dvema priklopnikoma</i>	18,75 m«

Iz navedene določbe izhaja, da je največja dovoljena dolžina skupine vozil, prirejene posebej za prevoz vozil, na avtocestah, hitrih cestah, glavnih cestah ter na regionalnih in občinskih cestah, če je tako urejeno s prometno ureditvijo, 22 m, pri čemer je to skupna dolžina najmanj enega vlečnega vozila in najmanj enega priklopnega vozila, ne glede na zahteve drugih alinej 1.1 točke Dela A Priloge II Pravilnika.

Ministrstvo za infrastrukturo v nadaljevanju podaja obrazložitev.

Zgoraj navedena določba 1.1 točke Dela A Priloge II Pravilnika v pravni red Republike Slovenije prenaša Direktivo Sveta 96/53/ES z dne 25. julija 1996 o določitvi največjih dovoljenih mer določenih cestnih vozil v Skupnosti v notranjem in mednarodnem prometu in največjih dovoljenih tež v mednarodnem prometu (UL L št. 235 z dne 17. 9. 1996, str. 59), zadnjič spremenjeno z Uredbo (EU) 2019/1242 Evropskega parlamenta in Sveta z dne 20. junija 2019 o določitvi standardov emisijskih vrednosti CO₂ za nova težka vozila in spremembi uredb (ES) št. 595/2009 in (EU) 2018/956 Evropskega parlamenta in Sveta ter Direktive Sveta 96/53/ES (UL L št. 198 z dne 25. 7. 2019, str. 202). Ta v točki 1.1 Priloge I določa največje dolžine vozil, njen četrti odstavek člena 4 pa nadalje dovoljuje tudi izjeme od le-teh:

»4. Države članice lahko vozilom in skupinam vozil za prevoz dovolijo za opravljanje določenih nacionalnih prevozov, ki ne vplivajo v večji meri na mednarodno konkurenco v prometnem sektorju, sodelovanje v prometu na svojem ozemlju, čeprav njihove mere odstopajo od mer, določenih v točkah 1.1, 1.2, 1.4 do 1.8, 4.2 in 4.4 Priloge I.

Šteje se, da na mednarodno konkurenco ne vpliva pomembno tisti prevoz, ki izpolnjuje enega od pogojev v točkah (a) in (b):

(a) prevoz se izvaja na ozemlju države članice s posebnimi vozili ali posebnimi skupinami vozil v okoliščinah, v katerih se ponavadi ne izvaja z vozili iz drugih držav članic, npr. prevozi v zvezi z gozdarsko dejavnostjo;

(b) država članica, ki na svojem ozemlju dovoljuje prevoze vozilom ali skupinam vozil, katerih mere odstopajo od mer, določenih v Prilogi I, dovoljuje tudi uporabo motornih in priklopnih vozil ter polpriklopnikov, ki ustrezajo meram iz Priloge I, v takih skupinah, da bi dosegli vsaj v tej državi članici dovoljene dolžine natovarjanja, in s tem zagotavlja enake pogoje konkurence (modularni koncept).«.

Republika Slovenija z deveto alinejo 1.1 točke Dela A Priloge II Pravilnika, ki se danes uporablja, v svojem pravnem redu določa izjemo za skupino vozil, prirejene posebej za prevoz vozil, glede na kategorijo ceste, ki se je do zgoraj navedene določbe razvijala od določb Pravilnika o merah in masah vozil v cestnem prometu (Uradni list RS, št. 138/06)¹, preko Pravilnika o delih in opremljenosti vozil (Uradni list RS, št. 44/13)² in Pravilnika o spremembah in dopolnitvi Pravilnika o delih in opremljenosti vozil (Uradni list RS, št. 69/15)³. Kot izjema ima ta določba kot taka specialni značaj v razmerju do ostalih alinej iste točke Dela A Priloge II Pravilnika.

Pravilnik v 6. točki 3. člena določa:

*»6. »skupina vozil« je med seboj povezana skupina najmanj enega vlečnega vozila in najmanj enega priklopnega vozila, ki so v cestnem prometu udeleženi **kot celota**;«.*

Iz navedene definicije izhaja, da je skupina vozil v cestnem prometu celota, kar v povezavi z izjemo, določeno v deveti alineji 1.1 točke Dela A Priloge II Pravilnika, pomeni, da je največja dolžina skupine vozil, prirejene posebej za prevoz vozil, na določeni kategoriji ceste merjena skupno, torej najmanj eno vlečno vozilo + najmanj eno priklopno vozilo, zahteve iz ostalih alinej za posamezno vozilo pa pri tem niso uporabljive.

¹ Deveta alineja 1.1 točke Priloge I: *»- skupina vozil, prirejena posebej za prevoz osebnih avtomobilov (samo na avtocestah, hitrih cestah in glavnih cestah) 22,00 m«.*

² Deveta alineja 1.1 točke Dela A Priloge II: *»- skupina vozil, prirejena posebej za prevoz vozil (samo na avtocestah, hitrih cestah in glavnih cestah) 22,00 m«.*

³ 3. člen: *»V Prilogi II se v Delu A v točki 1.1 deveta alineja spremeni tako, da se glasi:*

»- skupina vozil, prirejena posebej za prevoz vozil:

a) na avtocestah, hitrih cestah, glavnih cestah 22,00 m

b) na regionalnih in občinskih cestah, če je tako urejeno s prometno ureditvijo 22,00 m.«.

Glede na zgoraj navedeno Ministrstvo za infrastrukturo pojasnjuje, da je treba deveto alinejo 1.1 točke Dela A Priloge II Pravilnika razlagati na način, da je določba, ki ureja največjo dolžino skupine vozil, prirejene posebej za prevoz vozil, na določeni kategoriji ceste izjema v razmerju do zahtev največje dovoljene dolžine, kot jih določajo ostale alineje iste točke Dela A Priloge II Pravilnika.

Lep pozdrav!

Monika Pintar Mesarič
generalna direktorica

Vročiti:

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- Direkcija Republike Slovenije za infrastrukturo, gp.drsgov.si
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Vložiti:

- zbirka dokumentarnega gradiva



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MINISTRY OF INFRASTRUCTURE

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Date of expiration: 04/09/2024 Signatory: Monika Pintar Mesarič

TO THE ADDRESSEES

ID number: 3718-3/2020/53

Date: 30/10/2020

Subject: Explanation of the ninth indent of point 1.1 of Part A of Annex II to the Regulation on Vehicle Parts and Equipment

Dear Sirs,

Based on the questions received regarding the interpretation of the ninth indent of point 1.1 of Part A of Annex II to the Regulation on Vehicles Parts and Equipment (Official Gazette of the Republic of Slovenia, Nos. 44/13, 36/14, 69/15, 44/17 and 75/17 – ZMV-1; hereinafter referred to as “the Regulation”), which determines the maximum length of a group of vehicles specially designed for transporting vehicles, the Ministry of Infrastructure provides the following explanations.

The maximum permissible dimensions and mass of vehicles for road traffic are governed by Part A of Annex II to the Regulation. Point 1.1 of the Regulation lays down the following definitions:

“1.1 Maximum length:

– motorised vehicle other than bus	12.00 m
– trailer	12.00 m
– saddle tractor with semi-trailer	16.50 m
– motorised freight vehicle with trailer	18.75 m
– bendable bus	18.75 m
– two-axle bus	13.50 m
– busses with three axles and more	15.00 m
– bus with trailer	18.75 m
– group of vehicles specially designed for transporting vehicles:	
a) on motorways, expressways, main roads	22.00 m
b) on regional and municipal roads – insofar as traffic ordinances contain stipulations thereon	22.00 m
– a tractor with one or two trailers	18.75 m”

From the aforementioned provision, it follows that the maximum permitted length of a group of vehicles specially designed for transporting vehicles on motorways, expressways, main roads, and regional and municipal roads – insofar as traffic ordinances contain stipulations thereon – is 22 m, this being the combined length of at least one towing vehicle and at least one trailer, notwithstanding the requirements of the second indent of point 1.1 of Part A of Annex II to the Regulation.

The Ministry of Infrastructure provides an explanation below.

The aforementioned provision of point 1.1 of Part A of Annex II to the Regulation incorporates, into the legal framework of the Republic of Slovenia, Council Directive 96/53/EC of 25 July 1996, laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic (OJ L no. 235, 17/9/1996, p. 59), as last amended by Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L no. 198, 25/7/2019, p. 202). The aforesaid Directive defines the maximum lengths of vehicles in point 1.1 of Annex I, and defines the permitted exceptions to these in the fourth paragraph of Article 4:

“4. Member States may allow vehicles or vehicle combinations used for goods transport which carry out certain national transport operations that do not significantly affect international competition in the transport sector to circulate in their territory with dimensions deviating from those laid down in points 1.1, 1.2, 1.4 to 1.8, 4.2 and 4.4 of Annex I.

Transport operations shall be considered not significantly to affect international competition in the transport sector if one of the conditions under (a) and (b) is fulfilled:

(a) the transport operations are carried out in a Member State's territory by specialized vehicles or specialized vehicle combinations in circumstances in which they are not normally carried out by vehicles from other Member States, e.g. operations linked to logging and the forestry industry;
(b) the Member State which permits transport operations to be carried out in its territory by vehicles or vehicle combinations with dimensions deviating from those laid down in Annex I also permits motor vehicles, trailers and semi-trailers which comply with the dimensions laid down in Annex I to be used in such combinations as to achieve at least the loading length authorized in that Member State, so that every operator may benefit from equal conditions of competition (modular concept).”

The Republic of Slovenia, in the ninth indent of point 1.1 of Part A of Annex II to the Regulation currently in force, establishes an exception in its legal framework for a group of vehicles specially designed for transporting vehicles, according to road category; this exception was developed from the provisions of the Regulation on Dimensions and Masses of Vehicles for Road Transport (Official Gazette of the Republic of Slovenia, No. 138/06) into the above-mentioned provision¹, via the Regulation on Vehicle Parts and Equipment (Official Gazette of the Republic of Slovenia, No. 44/13)² and the Regulation Amending and Supplementing the Regulation on Vehicle Parts and Equipment (Official Gazette of the Republic of Slovenia, No. 69/15)³. As an exception, this provision has a special significance relative to the other indents of the same point of Part A, Annex II to the Regulation.

Point 6, Article 3 of the Regulation lays down the following definition:

*“6. ‘Group of vehicles’ means an interconnected group of at least one towing vehicle and at least one trailer that are engaged in road transit **as a unit**.”*

That definition entails that a group of vehicles acts as a unit in road transit, which, in conjunction with the exception provided for in the ninth indent of point 1.1 of Part A of Annex II to the Regulation, means that the maximum length of a group of vehicles specially designed for transporting vehicles in a given road category, is the joint measured length: i.e., the length of at

¹ Ninth indent of point 1.1 of Annex I: “– group of vehicles specially designed for transporting passenger cars (only on motorways, expressways and main roads) 22.00 m”.

² Ninth indent of point 1.1 of Part A of Annex II: “– group of vehicles specially designed for transporting vehicles (only on motorways, expressways and main roads) 22.00 m”.

³ Article 3: “In Annex II, Part A, point 1.1, the ninth indent is amended to read as follows:

“– group of vehicles specially designed for transporting vehicles:

a) on motorways, expressways, main roads – 22.00 m

b) on regional and municipal roads – insofar as traffic ordinances contain stipulations thereon – 22.00 m.”.

least one towing vehicle + at least one trailer. The requirements from the other indents pertaining to individual vehicles are therefore not applicable.

In light of the above, the Ministry of Infrastructure clarifies that the ninth indent of point 1.1 of Part A of Annex II to the Regulation must be interpreted to mean that the provision governing the maximum length of a group of vehicles specially designed for transporting vehicles in a given road category is an exception to the requirements on maximum permitted length as laid down in the other indents of the same point of Part A, Annex II of the Regulations.

Kind Regards,

Monika Pintar Mesarič
General Director

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- Inspectorate of Infrastructure; gp.irsi@gov.si
- Slovenian Traffic Safety Agency; gp.avp@avp-rs.si
- General Police Directorate; gp.policija@policija.si
- Chamber of Craft and Small Business of Slovenia, info@ozs.si
- Slovenian Infrastructure Agency; gp.drsi@gov.si
- Motorway Company in the Republic of Slovenia (DARS d.d.); gp@dars.si

Filing:

- Archives of documentary materials

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 (*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*) was introduced in December 2015 which allows 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
- Height limit: 4.5m allowed for car carriers
- EMS: Allowed (Subject to certain conditions)

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

Latest amendment:

2020

Original text:

Anexo IX
Masas y dimensiones

3. Dimensiones máximas autorizadas a los vehículos para poder circular, incluida la carga
3.1 Las dimensiones máximas autorizadas a los vehículos para poder circular son las siguientes

Longitud:

Remolques 12,00 metros

Trenes de carretera ⁽²⁾ 18,75 metros

⁽²⁾ 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 descansa en la estructura del remolque. La carga no podrá sobresalir por delante del vehículo de tracción.

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

English translation:

Annex IX

Weights and dimensions

3. Maximum dimensions allowed for vehicles in circulation, including load

3.1 The maximum authorized dimensions of vehicles for travel on roads are as follows:

Length:

Trailers 12.00 metres

Road trains ⁽²⁾ 18.75 metres

⁽²⁾ 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.

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

Date of amendment: 23 November 2020

Source:

<https://www.boe.es>

Accessed on: 23 November 2020

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:

2020

Original text:

4 kap. Bestämmelser för trafik med motordrivna fordon

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:

(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.

(6) Fordonstågets sammanlagda lastlängd bakom förarhytten, mätt parallellt med fordonstågets längsgående axel, överstiger inte 21,86 meter.

(7) Avståndet, mätt parallellt med fordonstågets längsgående 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.

(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.

English translation:

Chapter 4: Provisions for traffic with motor vehicles

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:

(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 12.0m.

(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.

(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 fulfils the turning requirements prescribed by the Swedish Transport Authority

Date of translation: 16 March 2016

Date of amendment: 23 November 2020

Source:

<https://www.riksdagen.se/>

Accessed on: 23 November 2020

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:

2020

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 riksvegstreknings 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 kommunale veger. Slike veglister er del av denne forskrift.

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

Tabell 4

Kjøretøy/vogntogtype	Tillatt lengde i meter		
	19,50 m-veger	15 m-veger	12,40 m-veger
Motorvogn med slepvogn eller påhengsvogn	19,50	15,00	12,40

§ 5-6. Særlige 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.

Gods- og vogntogtype	Lengde m	Bredde m
Kjøretøy på vogntog særlig innrettet for transport av kjøretøy, bestående av motorvogn N2 eller N3 og slep- eller påhengsvogn O3 eller O4	22,00	2,55

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.

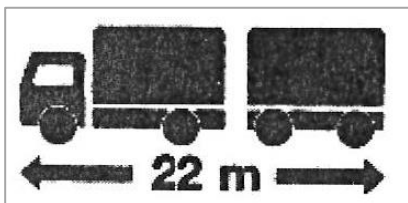
Ved tilfeldig transport kan merkingen skje på annen tydelig måte.

I mørke eller usiktbart 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.

Skiltet skal være minst 100 X 50 cm med 20 mm rød, reflekterende bord. Bunnfargen skal være hvit og ureflekerende med symbol av vogntog og piler sammen med lengdeangivelse i hele meter med 70 mm teksthøyde:



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 (not relevant)

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

Type of vehicle/truck	Permissible length in metre		
	19.50 m roads	15 m roads	12.40 m roads
Motorized vehicle with full trailer or axle trailer	19.50	15.00	12.40

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

Freight and truck type	Length m	Width m
Vehicles on trucks specifically designed for transporting vehicles, consisting of motorized vehicle N2 or N3 and full truck or axle truck O3 or O4.	22.00	2.55

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.

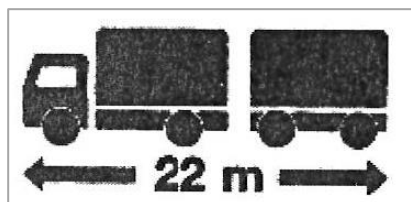
For occasional transportation, the marking can be made in a different but highly visible way.

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

Date of amendment: 26 November 2020

Source:

<https://lovdata.no/>

Accessed on: 26 November 2020

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.

- **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 overhangs 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 "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. n 1090 о правилах дорожного движения

Latest amendment:

2020 for both laws

Original text:

Постановление об утверждении Правил перевозок грузов автомобильным транспортом

ПРИЛОЖЕНИЕ N 3

Предельно допустимые габариты транспортных средств

Длина

Прицеп: 12 метров

Автопоезд: 20 метров

Высота

Все транспортные средства: 4 метра

English translation:

Automotive Freight Transport Regulations

ANNEX No. 3

Maximum permissible dimensions of vehicles

Length

Trailer: 12 metres

Multi-trailer lorry: 20 metres

Height

All means of transport: 4 metres

Original text:

Совет министров - правительство российской федерации постановление от 23 октября 1993 г. n 1090 о правилах дорожного движения

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.

English translation:

Council of ministers – Russian federation governmental decree no. 1090 entitled "on highway regulations" of 23 October 1993

23. Freight Transport

23.4. A load that projects more than 1m to the front of or to the rear of 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.

Date of translation: 14 September 2016

Date of amendment: 26 November 2020

Sources:

<http://www.consultant.ru/>

<http://pravo.gov.ru>

Accessed on: 26 November 2020

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:

2019

Original text:

Art. 65. Longueur

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

b. remorques, semi-remorques exceptées 12,00m

f. trains routiers 18,75

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:

b. trailers, with the exception of semi trailers 12.00m

f. road trains 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: 26 November 2020

Source:

<https://www.admin.ch>

Accessed on: 26 November 2020

Country:

Turkey

Summary:

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.

- **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

Karayollari trafik yönetmeliğinde değişiklik yapılmasına dair yönetmelik

Regulation on measurements and procedures, weight and dimension tolerance with regard to the loading of vehicles

Araçların yüklenmesine ilişkin ölçü ve usuller ile tarti ve boyut ölçüm toleransları hakkında yönetmelik

Latest amendment:

2019

Original text:

Karayollari trafik yönetmeliğinde değişiklik yapılmasına dair yönetmelik

Araçların Boyutları ve Ağırlıkları

MADDE 128

Karayollarında seyreden araçların yüklü ve yüksüz olarak uyacakları boyutların ve bu araçların karayolu yapısına zarar vermeden güvenle seyredebilecekleri ağırlıkların aşağıda belirtilen şartlara uygun olması zorunludur.

c) Azami uzunluk

Römorklarda

12,00 metre

Römorklu kamyonlarda

18,75 metre

English translation:

Regulations amending the Highway Traffic Regulation

Dimensions and Weight of Vehicles

ARTICLE 128 – 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

Trailer

12.00m

Truck with a trailer

18.75m

Original text:

Araçların yüklenmesine ilişkin ölçü ve usuller ile tarti ve boyut ölçüm toleransları hakkında yönetmelik

Boyut ölçüm toleransı uygulaması

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: 26 November 2020

Sources:

<http://www.trafikkurallari.com/>

<https://www.resmigazete.gov.tr/>

Accessed on: 26 November 2020

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:

2020

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 Согласно специальным правилам осуществляется транспортировка опасных грузов, движение транспортных средств и их составов в случае, если хотя бы один из их габаритов превышает по ширине 2,6 м (для сельскохозяйственной техники, которая движется за пределами населенных пунктов, дорог сел, поселков, городов районного значения, — 3,75 м), по высоте от поверхности дороги — 4 м (для контейнеровозов на установленных Укравтодором и Национальной полицией маршрутах — 4,35 м), по длине — 22 м (для маршрутных транспортных средств — 25 м), фактическую массу свыше 40 т (для контейнеровозов — свыше 44 т, на установленных Укравтодором и Национальной полицией 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:

з)



Негабаритный груз — сигнальные щитки или флажки размером 400x400 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 (for agricultural machinery which moves outside inhabited settlements, on roads of villages, very small towns, cities of district subordination - 3.75 m), 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 *Ukravtodor* and 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 rear 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:

e)



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

Date of amendment: 3 December 2020

Source:

<http://pdd.ua/>

Accessed on: 3 December 2020

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.

Proposal for harmonisation

This is ECG's proposal as at 10 December 2020 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.

* Subject to review pending implementation of Directive (EU) 2015/719 allowing longer aerodynamic trucks.

**Vehicle Transporter Dimensions in Europe
(Update 07/12/2020)**

	Special recognition for car transporters	Max. unloaded length (m)	Max. loaded length (m)	Max. loaded height (m)	Max. front overhang (m)	Max. rear overhang (m) **	Permitted extension of vehicle when loaded ***
Austria	Yes	18.75	See note ¹	4.00	Not defined *	See note ¹	Yes ²
Belgium	EMS (Trials)	25.25	25.25	4.00	N/A	N/A	N/A
	Yes	18.75	20.75	4.00	0.50	1.50	Yes
Bulgaria	No	18.75	22.00 ³ 24.00 ⁴	4.00	Not defined *	Not defined *	Not defined *
Croatia	Yes	18.75	21.00	4.00	1,00	Yes ⁵	Not defined *
Cyprus	No	18.75	See note ⁶	4.00	Max. 10% ⁶	No ⁶	Not defined *
Czech Republic	Yes	18.75	20.75	4.20	Not defined *	Yes ⁷	Not defined *
Denmark	EMS	25.25	25.25	4.10	N/A	N/A	N/A
	Yes	18.75	20.75	4.10	Not defined *	Not defined *	Not defined *
Estonia	Yes	18.75	20.75	4.00	Not defined *	Not defined *	Not defined *
Finland	EMS	34.50	34.50	4.40	N/A	N/A	N/A
	No	18.75	20.75	4.40	1,00	2,00	Not defined *
France	Yes	18.75	20.35	No legal limit	No	1,60	Yes
Germany	EMS	25.25	25.25	4.00	N/A	N/A	N/A
	Yes	18.75	20.75	4.00	0.50	1.50	Yes
Greece	Yes	18.75	20.75	4.00	0,5	1,5	Yes
Hungary	No	18.75	22.00 ⁸	4.00	No ⁹	3.25 ⁹	Not defined *
Ireland	No	18.75	21.75	4.65	No	3.00	Not defined *
Italy	Yes	18.75	21.00	4.20	Yes	Yes	Not defined *
Latvia	Yes	18.75	No legal limit ¹⁰	4.00	Not defined *	Not defined *	Not defined *
Lithuania	Yes	18.75	20.75	4.00	Not defined *	Not defined *	Not defined *
Luxembourg	No	18.75	20.00 ¹¹	4.00	1,00	Not defined *	Not defined *
Malta	No	18.75	18.75	4.00	No	No	No
Netherlands	EMS	25.25	25.25	4.00	N/A	N/A	N/A
	Yes	18.75	20.75	4.00	0,5	2,00	Not defined *
Poland	Yes	18.75	20.75	4.00	0,5	2,00	Not defined * ¹²
Portugal	Yes	18.75	20.55	4,6	No	Yes	Yes
Romania	No ¹³	18.75	21.75	4.00	Not defined *	Not defined *	Not defined *
Slovakia	Yes	18.75	20.75	4.20	No	No	Not defined *
Slovenia	Yes	18.75	22.00	4.20	No	1.5 ¹⁴	Not defined *
Spain	EMS (trials for 31,75m)	25.25	25.25	4.00	N/A	N/A	N/A
	Yes	18.75	20.55	4.50	No	1.80	Yes
Sweden	EMS	25.25	25.25	No legal limit ¹⁵	N/A	N/A	N/A
	No	18.75	24.00		Not defined *	Not defined *	Not defined *

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 07/12/2020)**

	Special recognition for car transporters	Max. unloaded length (m)	Max. loaded length (m)	Max. loaded height (m)	Max. front overhang (m)	Max. rear overhang (m) **	Permitted extension of vehicle when loaded ***
Norway	EMS	25.25	25.25	No legal limit	N/A	N/A	N/A
	Yes	19.5	22.00		1,00	1,00	Not defined *
Russia	No	22.00	22.00	4.00	2.00 ¹⁷	2.00 ¹⁷	Yes ¹⁷
Switzerland	Yes	18.75	20.35	4.00	0,50	1,10	Yes
Turkey	No	18.75	18.75	4.00	0,00	0,00	No
Ukraine	Yes	22.00	22.00	4.00	Not defined *	Not defined *	Not defined *
United Kingdom	No	18.75	22.75	No legal limit ¹⁶	2.00	2.00	No

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) 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 all the national road network. Trucks longer than this length have restrictions regarding the road network.

9) 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.

10) 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.

11) Authorisation needed for trucks longer than 18.75m in Luxembourg. Maximum length with a permit can be 20.00m.

12) The rear extension devices are not mentioned in the law but the General Inspector of Road Transport of Poland clarified the situation in 2018 by naming these extensions as "the safest form of securing the transported cargo".

13) In Romania for car transporters the provisions for "indivisible loads" apply. Trucks longer than 18.75m are governed by the AST (autorizațiilor 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.



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