



UN, Geneva Intermodal & Logistics WP.24

Agenda item 10 Weights & Dimensions

'Mission to Mexico' (2012)

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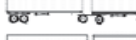


- Mexico most important manufacturing centre in Latin America
- Freight transportation dominated by trucks (conceived expensive)
- Strong industrial (transport) policy is missing
- Vehicle lengths similar in Mexico & USA; legal weights different
- Standard: 13.6' height; 53' length; 5 axles



➤ 'Dobles': 2x40', 9 axles. Conditions for Mexican infrastructure:

- ✓ Designated highways only, not exceed speed of 80 km/h.
- ✓ Must travel in the right-hand lane
- ✓ Must be separated by a 100-m gap
- ✓ Lights must be on during entire trip

Table 1. Current commercial vehicle configurations allowed in Mexico.

Vehicle Type	No. of Axles	No. of Tires	Truck Configuration
T2-S1	3	10	
T2-S2	4	14	
T2-S3	5	18	
T3-S1	4	14	
T3-S2	5	18	
T3-S3	6	22	
T2-S1-R2	5	18	
T2-S2-R2	6	22	
T2-S1-R3	6	22	
T3-S1-R2	6	22	
T3-S1-R3	7	26	
T3-S2-R2	7	26	
T3-S2-R3	8	30	
T3-S2-R4	9	34	
T2-S2-S2	6	22	
T3-S2-S2	7	26	
T3-S3-S2	8	30	



- USA in principle not in favor of 'dobles troubles'
- However: because of congestion: dobles may drive designated border crossings
- Trailers are decoupled, load cross-docked into 48/53';
- After border: trailers continue to USA destination



- Mexican rail: freight only. Double-stack between Mexico-USA
- Stakeholders realise road expensive
- Rail better safety record
- Standard container 53'. Various length train combinations, up to 8.000 ft.





X-Ray scanning device (guns, drugs, illegals)



Official safety device



Non official safety device

