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MONITORING OF WEIGHTS AND DIMENSIONS
OF LOADING UNITS IN INTERMODAL TRANSPORT

Transport of 45 ft long ISO containers on the European road network

Note by the secretariat

The secretariat provides below a summary of the main results of a survey among UNECE member countries undertaken by the UNECE Transport Division at the request of the Working Party on Intermodal Transport and Logistics (WP.24).

Transport by road of 45ft long ISO containers

Summary of key replies (Status: 9 November 2007)

	Question 1: Is regular road Transport of 45 ft ISO containers permissible?		Question 2: Are exceptions allowed?		Question 3: Are there plans to modify maximum permissible dimensions?	
	Yes	No	Yes	No	Yes	No
Albania		X	X		X	
Armenia						
Austria		X	X			X
Azerbaijan						
Belarus	X					X
Belgium		X		X	X	
Bosnia and Herzegovina		X	X			X
Bulgaria						
Croatia						
Cyprus						
Czech Republic	X		X			X
Denmark		X	X			X
Estonia		X		X		X
Finland						
France	X		X			X
Georgia						
Germany		X	X			X
Greece	-	-	-	-	-	-
Hungary		X	X		X	
Iceland						
Ireland						
Israel						
Italy	X		X			X
Kazakhstan						
Kyrgyzstan						
Latvia	X			X		X
Lithuania	X			X		X
Luxembourg						
Malta						
Moldova						
Montenegro						
Netherlands	X			X	X	
Norway	X		X			X
Poland		X		X		X
Portugal	X		X		-	-
Romania						
Russian Federation						
San Marino						
Serbia		X	X		X	
Slovakia		X		X		X
Slovenia	X		X			X
Spain						
Sweden	X		X			X
Switzerland		X		X		X
Tajikistan						
The former Yugoslav Rep. of Macedonia						
Turkey		X	X			X
Turkmenistan						
Ukraine						
United Kingdom		X		X	X	
Uzbekistan						

- = no position at present

ADDITIONAL INFORMATION

Additional information on Question 2:

“Do you allow exceptions for national road transport of 45 ft long containers? “

What are the reasons for these exceptions?

Albania: For specific purposes only.

Austria: No request so far, but would accept 45 ft long containers as indivisible loads regarding length only.

Bosnia and Herzegovina: In case of need and at request by economic actors.

Czech Republic: For extra large commodities only.

Denmark: Indivisible load according to definition in Art. 2 of EC Directive 96/53.

Greece: So far, no such containers have been transported by national road transport.

France: For dimensions that are above the permissible dimensions of the road transport regulation.

Hungary: If the vehicle has a road permit.

Italy: For indivisible loads.

Serbia: For oversized road transport operations that occur very seldom.

Slovakia: No exceptions for 45 ft long containers in transport code. Only exception relates to maximum permissible weight of 40 ft containers (44 tonnes) and a maximum width of 2.6 m for isothermal vehicles. For oversized road transport operations specific authorizations are given.

Slovenia: Within road infrastructure limitations exceptions are provided.

Sweden: 45ft ISO and pallet-wide containers are generally permitted by a national rule stating that a vehicle or a vehicle combination may not exceed 24 m in length. This national rule is an exception to Article 4.4, para. 2) of EC Directive 96/53 EC.

Turkey: Road Traffic Law (article 339 and Road Traffic Regulation (article 128) allow for the transport of 40 ft long containers.

What are the administrative arrangements involved?

Albania: For authorized transport operators only.

Austria: Individual exceptions for a vehicle for a maximum period of one year possible.

Bosnia and Herzegovina: Individual authorization for each transport operation together with escort services.

Czech Republic: Type exceptions.

Denmark: There is a general (non-discriminatory) rule in transport regulations for “abnormal” goods. In combined transport, road transport of containers is allowed from and to ships or trains provided that the total length and height does not exceed 17 m and 4.10 m respectively.

France: Either for a specific case or a specific time.

Hungary: Authorization required.

Italy: There are no specific administrative provisions. However, this kind of transport is limited to roads having specific characteristics (minimum underpass clearance of 30 cm). For transport of containers no authorization is required. The hauliers are responsible to verify the route and to assess whether the transport is possible and permissible.

Serbia: Individual permit/authorization is required.

Slovakia: For oversized road transport operations a specific authorization is required.

Slovenia: Type exceptions.

Sweden: In addition to the general rule – allowing 45 ft long containers (above) – dispensation from general length and width restrictions may be given for individual transports provided the load is indivisible and road safety is not compromised.

Turkey: Containers exceeding the permissible dimensions can be carried with a permit for the carriage of special goods.

Who is the responsible authority providing these exceptions?

Albania: General Road Directorate.

Austria: Regional Governor.

Bosnia and Herzegovina:

In Federation B.&H: Road Division of Federation of Bosnia und Herzegovina (Sarajevo).

In Republic of Srpska: Public Company” Road of Rep. Srpska (Banja Luka).

Czech Republic: RSD.

Denmark: Road Safety and Transport Agency.

France: “Préfet” of Department.

Hungary: Magyar Közut, Budapest.

Italy: Rules are specified in the Highway Code set up by the Ministries of Transport and Infrastructure.

Serbia: Transport authority and police.

Slovakia: Regional offices of the Ministry of Transport, Posts and Telecommunication.

Slovenia: Directorate for Roads.

Sweden: Individual exceptions are provided by the municipality concerned or by the Swedish Road Administration.

Turkey: Ministry of Public Works and Settlements, Directorate General for Highways.

Additional information on Question 3:

“Are their plans to modify the maximum permissible dimensions applicable for national road transport of goods?”

Albania: A draft law is prepared allowing 40ft containers with a max. width of up to 2.55 m as well as higher total weights depending on the number of axles of the road vehicle.

Belgium: An expert group is studying the issue of 45 ft containers. One possibility considered is the application of the modular concept.

Greece: No formal position yet.

Hungary: The transitional period will end at the end of 2007.

Netherlands: Are experimenting with modular concepts. Present allowance of 12 cm for 45 ft long containers causes difficulties in enforcement in case of older types of containers and chassis.

Norway: A proposal to allow vehicles, in accordance with EC Directive 95/53/EC, up to a total length of 25,25 m and 60 tonnes (modular concept) on some limited parts of the Norwegian road network for a limited trial period is under consideration within the Ministry of Transport and Communications.

Portugal: The Institute for Mobility and Land Transport will start consideration of this issue on 1 October 2007. Thus, no formal position at present.

Serbia: There are plans to revise the permissible maximum dimensions for road transport.

Slovakia: In the opinion of the Department on Freight and Co-modality, general exceptions for the transport of 45ft containers should not be allowed at present. However, the development of EILUs at EC level is supported.

United Kingdom: We are currently considering how to provide for the carriage of 45 ft freight containers following the advice of the European Commission as set out in working document SEC (2006)1581. At present this is work-in-progress, but the view is that it would be best to amend national regulations in accordance with the modular concept provisions in Directive 96/53/EC.
