

انجمن شرکت های حمل و نقل بین المللی مالکان کامیون ایران

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Association of Iran



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بسمه تعالی

بخشنامه

اعضای محترم انجمن شرکت های حمل و نقل بین المللی مالکان کامیون ایران

موضوع: به روز رسانی مقررات تردد در قلمرو رومانی

با سلام

احتراماً حسب اطلاع مدیر کل محترم دفتر ترانزیت و حمل و نقل بین المللی سازمان راهداری و حمل و نقل جاده ای طی نامه شماره ۰۲۶۸/۷۴/۳ مورخ ۱۴۰۰/۰۱/۳۰ به آگاهی می رساند:

بدینوسیله به پیوست، مراتب فوق جهت آگاهی ارسال میگردد. متعاقب وصول هر گونه اطلاعات تکمیلی، مراتب اطلاع رسانی خواهد شد. شایسته است هر گونه مغایرت مراتب، به همراه مستندات و شواهد مربوطه جهت اقدامات بعدی به این انجمن منعکس گردد.

باتجدید احترام

دبیر انجمن

رونوشت:

جناب آقای مهندس جواد هدایتی مدیریت محترم دفتر ترانزیت و حمل و نقل بین المللی برای استحضار

Law No. 198 Of 9 July 2015 Approving Ordinance No. 7/2010 for the Modification and Completion of the Government Ordinance. 43/1997 on the Road Regime

ANNEX no. 1: the boundaries of the road area

a) The road safety zones are included from the outer limit of the roadway to:

- 1.50 m from the outer edge of the ditches, for the roads located at ground level;
- 2.00 m from the foot of the slope, for the embankment roads;
- 3.00 m from the upper edge of the slope, for roads with excavation up to 5.00 m inclusive;
- 5.00 m from the upper edge of the slope, for roads with a height of more than 5.00 m.

b) The safety zones of the bridge, which also include land areas under the bridge, are:

- 10.00 m from the outer limit of the bridge connection with the embankment, for bridges without bank protection works (the access ramp is an integral part of the bridge);
- at the outer limit of the bank protection works, for bridges where these defenses have a length of more than 10 m (the access ramp is an integral part of the bridge).

c) The safety zones of roads with slopes (gorges) with a height of more than 30 m are considered at the upper part of the slope.

d) The protection zones are comprised between the outer edges of the safety zones and the edges of the road zone, according to the following table:

Road category	Highways	National roads	County roads	Communal roads
Distance from the outer edge of the safety zone to the edge of the road zone (m)	50	22	20	18

e) The road area represents the distance from the road axis to the outer edge of the protection area.

ANNEX no. 2: the maximum permissible dimensions and masses in movement and related characteristics of road vehicles

Road classification from the viewpoint of the masses and the maximum permitted dimensions:

R = rehabilitated roads;

NR = non-rehabilitate roads;

M = upgraded roads;

P = cobbled roads.

' Vehicle ' means any motor vehicle road having at least two axles, or a combination consisting of a motor vehicle and trailer or semi-trailer towed by it.

	0	R 1	NR 2	M 3	P 4
1	MAXIMUM PERMISSIBLE SIZE (in metres)				
1.1	Length (1)				
	Vehicle, other than bus (2)	12,00	12,00	12,00	12,00
	Trailer	12,00	12,00	12,00	12,00
	Articulated vehicle (3)	16,50	16,50	16,50	16,50
	Road train (4)	18,75	18,75	18,75	18,75
	Twin-axle bus	13,50	13,50	13,50	13,50
	Bus with more than two axles	15,00	15,00	15,00	15,00
	Trailer bus	18,75	18,75	18,75	18,75
	Articulated bus	18,75	18,75	18,75	18,75
1.2	Width				
a)	All vehicles, except the ones mentioned in section b)	2.55	2.55	2.55	2.55
b)	Isothermal vehicle superstructures or containers or isothermal mobile boxes transported by vehicles	2.60	2.60	2.60	2.60
1.3	Height (any vehicle)	4.00	4.00	4.00	4.00
1.4	Demountable superstructures and standardized transport units such as containers, must comply with the dimensions laid down at points 1.1, 1.2, 1.3, 1.6, 1.7, 1.8 and 4.4.				
1.4.a	If external detachable devices, such as ski boxes, are fitted behind the bus, the length of the vehicle, including these devices, must not exceed the maximum length provided in point 1.1.				
1.5	All motor vehicles or vehicle assemblies must be able to return to a crown circular with an outer radius of 12.5 m and an inner radius of 5.3 m.				
1.5.a	Additional requirements for buses With the vehicle stationary, a vertical plane tangent to the side is fixed by drawing a line on the ground on the side of the vehicle placed over the outer circle. In the case of an articulated vehicle, its two rigid parts it must be in the same alignment with the plan. When the vehicle enters, following a linear trajectory, on the area described in point 1.5, no part of the vehicle shall exceed this vertical plane by more than more than 0.6 m.				
1.6	Maximum distance between the coupling kingpin axis of the semi-trailer and the back pf the semi-trailer	12.00	12.00	12.00	12.00
1.7	Maximum distance measured parallel to the longitudinal axis a	15.65	15.65	15.65	15.65

	the road train from the outermost point in front of the area loading, from the rear of the cab, to the rearmost point of the trailer as a whole, minus the distance from the rear of the vehicle and the front of the trailer				
1.8	Maximum distance measured parallel to the longitudinal axis a the road train from the outermost point in front of the area loading, from the rear of the cab, to the rearmost point of the trailer as a whole	16.40	16.40	16.40	16.40
2.	MAXIMUM PERMISSIBLE TOTAL MASS OF THE VEHICLE (in tonnes)				
2.1	Vehicles forming an assembly of vehicles				
2.1.1	Two-axle trailer	18.00	17.00	17.00	16.00
2.1.2	Three-axle trailer	24.00	22.00	22.00	20.00
2.2	Vehicle assembly				
2.2.1	Road train with 5 or 6 axles				
a)	Two-axle car with 3-axle trailer	40.00	40.00	40.00	38.00
b)	Three-axle car with 2 or 3-axle trailer	40.00	40.00	40.00	38.00
2.2.2	5- or 6-axle articulated vehicle				
a)	Two-axle vehicle with 3-axle semi-trailer	40.00	40.00	40.00	38.00
b)	Three-axle vehicle with 2 or 3-axle semi-trailer	40.00	40.00	40.00	38.00
c)	Two-axle vehicle with 3-axle semi-trailer which carries, in intermodal transport operations, one or several containers or mobile boxes with a maximum length total up to 45 feet	42.00	42.00	40.00	40.00
d)	3-axle vehicles coupled with two- or 3-axle semi-trailer transporting, in intermodal transport operations, one or more containers or mobile boxes with a length total maximum up to 45 feet	44.00	42.00	40.00	40.00
2.2.3	4-axle road train consisting of a two-axle vehicle and a two-axle trailer	36.00	36.00	36.00	34.00
2.2.4	4-axle articulated vehicle consisting of a two-axle motor vehicle and a two-axle semi-trailer, if the distance (d) between the axles of the semi-trailer is:				
2.2.4.1	greater than or equal to 1.3 m, but less than or equal to 1.8 m	36.00	36.00	36.00	34.00
2.2.4.2	Greater than 1.8 m	36.00 (6)	36.00	36.00	34.00
2.3	Vehicles				

2.3.1	Two-axle vehicle				
a)	Two-axle vehicles, excluding buses	18.00	17.00	16.00	16.00
b)	Two-axle motor vehicles using alternative fuels, except for buses: at a maximum authorized weight of 18 tons a maximum of 1 ton representing the weight is added imposed by alternative fuels technology	19.00	18.00	17.00	16.00
c)	Two-axle buses	19.50	18.50	17.50	16.50
2.3.2	Three-axle vehicle	25.00/ 26.00 (7,8)	22.00/ 24.00 (9, 10)	22.00	22.00
2.3.3	4-axle vehicle, including two steering axles	30.00/ 32.00 (11)	30.00	30.00	28.00
2.4	3-axes articulated bus	28.00 (12)	28.00	26.00	26.00
3	MAXIMUM ALLOWED AXLE (in tonnes)				
3.1	Simple axle				
	Simple non-motor axle	10.00	10.00	8.00	7.50
3.2	Double axle (tandem) of trailers and semi-trailers				
	The sum of the masses on the component axes, if the distance (d) between them is:				
3.2.1	less than 1.0 meters ($d < 1.0$ meters)	11.00	11.00	11.00	11.00
3.2.2	greater than or equal to 1.0 m but less than 1.3 m ($1.0 \leq d < 1.3$ meters)	16.00	16.00	15.00	14.00
3.2.3	greater than or equal to 1.3 meters but less than 1.8 meters ($1.3 \leq d < 1.8$ meters)	18.00	17.00	16.00	15.00
3.2.4	greater than or equal to 1.8 meters ($1.8 \text{ meters} \leq d$)	20.00	20.00	16.00	15.00
3.3	Triple axle (tridem) of trailers and semi-trailers				
	The sum of the masses on the component axes, if the distance (d) between them is:				
3.3.1	less than or equal to 1.3 meters ($d \leq 1.3$ meters)	21.00	21.00	19.00	16.50
3.3.2	greater than 1.3 m, but less than or equal to 1.4 m ($1.3 < d \leq 1.4$ meters)	24.00	22.00	20.00	18.00
3.4	Simple motor axle				
3.4.1	The driving axle of the vehicles referred to in points 2.2.1 and 2.2.2	11.50	10.00	9.00	8.00
3.4.2	The driving axle of the vehicles referred to in points 2.2.3, 2.2.4, 2.3 and 2.4	11.50	10.00	9.00	8.00
3.5	Double axle (tandem) of vehicles				
	The sum of the masses on the component axes, if the distance (d) between them is:				
3.5.1	less than 1.0 meters ($d < 1.0$ meters)	11.50	10.00	10.00	10.00
3.5.2	greater than or equal to 1.0 meters but less than 1.3 meters ($1.0 \leq d < 1.3$ meters)	16.00	15.00	14.00/ 15.00 (13)	13.00

3.5.3	greater than or equal to 1.3 meters but less than 1.8 meters (1.3 ≤ d < 1.8 meters)	18.00/ 19.00 (14)	17.00/ 18.00 (15)	16.00	15.00
4	OTHER CONSTRUCTIVE CONDITIONS IMPOSED ON VEHICLES				
4.1	For all vehicles The mass supported by the drive axle or axles of a vehicle or vehicle assembly shall be at least at least 25% of the total laden mass of the vehicle or combination of vehicles, when these are used in international traffic.				
4.2	Road trains The distance between the rear axle of a vehicle and the front axle of the trailer will be at least 3.0 meters				
4.3	Maximum permissible wheelbase The maximum permissible mass, expressed in tonnes, of a 4-axle motor vehicle may not exceed five times the distance, expressed in meters, between the extreme axes of the vehicle.				
4.4	Semi-trailer The distance measured horizontally between the axis of the coupling pivot and any point on the front of the the semi-trailers must not exceed 2.04 meters.				

- (1) For vehicles and vehicle assemblies equipped with aerodynamic approved devices, the length provided for in point 1.1 may be exceeded without being limited by the length of devices, only if the provisions of point 1.5 of this Annex are complied with.
- (2) Plus 0.15 meters for vehicles carrying 45 feet containers, in an intermodal transport operation.
- (3) Same as 2.
- (4) Same as 2.
- (5) Freight unit optimized for the dimensions of road vehicles and equipped with handling devices for transfer between modes, usually road / path railway.
- (6) Plus a limit of two tons, when the maximum permissible total mass of the motor vehicle is 16 tons and the maximum permissible mass of the tandem axle of the semi - trailer is 20 and the drive axle is fitted with twin wheels and air suspension or its equivalent.
- (7) Applies only if the drive axle is equipped with twin wheels and pneumatic suspension or equivalent, or where each drive shaft is equipped with twin wheels and the maximum mass of each axle does not exceed 9.5 tonnes.
- (8) Plus a limit of 1 tonne for vehicles using alternative fuels, if the drive axle is equipped with twin wheels and air suspension or equivalent, or if each drive axle is equipped with twin wheels and the maximum mass on each axle does not exceed 9.5 tons.
- (9) Same as 6.
- (10) Same as 7.
- (11) Same as 6.
- (12) Plus a 1 tonne limit for the vehicle that uses alternative fuels.
- (13) It applies if the axle is fitted with an air suspension or equivalent, as defined by the Regulations on the type-approval and issue of the identity card of road vehicles, as well as the type-approval of the products used in them - RNTR 2, approved by Order of the Minister of Public Works, Transport and Housing no. 211/2003, with subsequent amendments and completions.

(14) Same as 6.

(15) Same as 8.

Double axis (tandem) - the combination of two axes with a distance of no more than 1.8 meters.

Triple axis (tridem) - the combination of 3 axes with a distance of no more than 1.4 meters inclusive.

The double axle (tandem) or the triple axle (tridem) is considered the axle with air suspension only if all the component axles are provided with air suspension or equivalent.

The double axle (tandem) or the triple axle (tridem) is considered twin wheels only if all the wheels of the component axles are twin.

Alternative fuels means fuels or energy sources that serve, at least in part, as a substitute for fossil oil sources in the supply of energy for transport and that have the potential to contribute to its decarbonisation and improve the environmental performance of the transport sector, and they consist in:

- a) electricity consumed in all types of electric vehicles;
- b) hydrogen;
- c) natural gas, including biomethane, in gaseous state (compressed natural gas - CNG) and liquid (liquefied natural gas-LNG);
- d) liquefied petroleum gas (LPG);
- e) mechanical energy from an on-board storage system / on-board sources, including residual heat.

The vehicle that uses alternative fuels means a motor vehicle supplied entirely or partially with an alternative fuel and which has been approved under the Order of the Minister of Public Works, Transport and Housing no. 211/2003 for approval of the Regulations on the type-approval and issuance of the identity card of road vehicles, as well as the type-approval of the products used in them - RNTR 2, with subsequent amendments and completions.

Intermodal transport operation means (i) the combined transport operation or (ii) the transport operation related to the transport of one or more mobile containers or boxes, with a maximum total length of not more than 45 feet, using a waterway, provided that the length of the initial or final road journey does not exceed 150 km in the territory of the Union. The distance of 150 km may be exceeded to reach the nearest transport terminal suitable for the service in question, in the case of:

(i) vehicles which comply with point 2.2.2. (a) or (b) of Annex no. I; or (ii) vehicles which are in accordance with point 2.2.2 letter (c) or (d) of Annex no. I, if such distances are permitted in the concerned EU member state.

Combined transport operation means the transport of goods between EU member states in which the truck, trailer, semi-trailer, with or without tractor, mobile body or container of at least 20 feet uses the road on the initial or final part of the journey and, for the rest of the route, the railway or an inland or

maritime waterway, if this section exceeds 100 km in a straight line, and carries out the initial or final road route of the transport:

- between the point where the goods are loaded and the nearest appropriate loading railway station for the initial route and between the nearest appropriate unloading railway station and the point of unloading of the goods for the final route; or

- within a radius not exceeding 150 km in a straight line from the river or sea port of loading or unloading.

ANNEX no. 3: MAXIMUM ALLOWED MASSES AND DIMENSIONS and the related characteristics of road vehicles, other than those provided in ANNEX no. 2

Road classification from the viewpoint of the masses and the maximum permitted dimensions:

R = rehabilitated roads;

E = European roads;

M = upgraded roads;

P = cobbled roads.

'Vehicle' means any motor vehicle road having at least two axles, or a combination consisting of a motor vehicle and trailer or semi-trailer towed by it.

		R	E	M	P
1	MAXIMUM PERMISSIBLE SIZE (in metres)				
1.1	Length (1), (2)				
	Vehicle, other than bus	12.00	12.00	12.00	12.00
	Articulated vehicle	16.50	16.50	16.50	16.50
	Road train	18.75	18.75	18.75	18.75
1.2	Width				
a)	All vehicles, except the vehicles mentioned in letter b)	2.55	2.55	2.55	2.55
b)	Superstructures of isothermal vehicles, or mobile isothermal containers or boxes	2.60	2.60	2.60	2.60
1.3	Height (any vehicle)	4.00	4.00	4.00	4.00
2.	MAXIMUM PERMISSIBLE TOTAL MASS OF THE VEHICLE (IN TONNES)				
2.1	Vehicle				
2.1.1	The vehicle with 4 axles, other than the one provided in Annex no. 2	30.00	30.00	30.00	28.00
2.1.2	Vehicle with more than 4 axles	40.00	40.00	40.00	38.00
2.2	Vehicle assembly				
2.2.1	Road train				

2.2.1.1	Two-axle motor vehicle with one axle trailer	28.00	28.00	26.00	26.00
2.2.1.2	Three-axle motor vehicle with one axle trailer	35.00	35.00	35.00	33.00
2.2.1.3	Four-axle motor vehicle with one axle trailer	40.00	40.00	40.00	38.00
2.2.1.4	Two-axle motor vehicle with four-axle trailer	40.00	40.00	40.00	38.00
2.2.1.5	Four-axle motor vehicle with two-axle trailer	40.00	40.00	40.00	38.00
2.2.1.6	Road train with more than 6 axles	40.00	40.00	40.00	38.00
2.2.2	Articulated vehicle				
2.2.2.1	Two-axle motor vehicle with one axle semi-trailer	28.00	28.00	26.00	26.00
2.2.2.2	Three-axle motor vehicle with one axle semi-trailer	35.00	35.00	35.00	33.00
2.2.2.3	Four-axle motor vehicle with one axle semi-trailer	40.00	40.00	40.00	38.00
2.2.2.4	Two-axle motor vehicle with four-axle semi-trailer	40.00	40.00	40.00	38.00
2.2.2.5	Articulated vehicle with more than 6 axles	40.00	40.00	40.00	38.00
3.	TRIPLE AXLE (TRIDEM) OF MOTOR VEHICLES, NON - ENGINE				
3.1	less than or equal to 1.3 meters ($d \leq 1.3 \text{ m}$)	21.00	21.00	19.00	16.50
3.2	greater than 1.3 meters, but less than or equal to 1.4 meters ($1.3 < d \leq 1.4 \text{ m}$)	24.00	22.00	20.00	18.00

(1) For vehicles and vehicle assemblies equipped with approved aerodynamic devices, the length provided for in point 1.1 may be exceeded, without being limited to the length of the devices, only if the provisions of point 1.5 of Annex no. 2 to the Government Ordinance no. 43/1997, republished, with subsequent amendments and completions.

(2) Plus 0.15 meters for vehicles transporting 45-foot containers in an intermodal transport operation.

Double axis (tandem) - the combination of two axes with a distance of no more than 1.8 meters.

Triple axis (tridem) - the combination of 3 axes with a distance of no more than 1.4 meters inclusive.

The double axle (tandem) or the triple axle (tridem) is considered the axle with air suspension only if all the component axles are provided with air suspension or equivalent.

The double axle (tandem) or the triple axle (tridem) is considered twin wheels only if all the wheels of the component axles are twin.