

PROPOSED CHANGE IN OVERSIZE TRANSPORT IN THE SLOVAK REPUBLIC

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Introduction

Oversize and excessive transport in the Slovak Republic does not have a great history, but it is possible to look to other countries of the EU, where the term is gaining an ever increasing severity of oversize and excessive transport. There is no secret that Sweden is trying to enforce a standard of oversized and excessive transport for many years in the EU since the routes in this Scandinavian country were on this type of transport already projected. There is no exception, the vehicles of a total length of 34 meters and a maximum total weight of 60 tons of ride routes from Sweden to Finland and Norway.

Just from the Scandinavian countries, we would be able to muster up an example of how even in Slovakia to the carriage of goods, with regard to the environment as in the first place, and having regard to the traffic capacity of the oversize and excessive transport provides both in second place. Transport companies are in a market environment that is dynamically developing and innovation coming from each side of the segment of the transportation. In such an environment the transport companies needs to know investment plan and have sufficient customer portfolio effectively, so that it can respond to every change that almost immediately from a customer can come.

Each oversize and excessive transport is still viewed as a transport in Slovakia, which has a negative impact, in particular on the State of the roads. Therefore, it is necessary to change the point of view of the oversize and excessive. Then create a flexible and comprehensive legislative environment. No transport company will not have an interest in reducing the number of vehicle combinations and thereby reduce CO2 emissions if they have to spend enormous financial resources to permit related to the operation of oversize and

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excessive transport, which would ultimately be to the benefit of all (the State, entrepreneurs, citizens).

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Road law 8/2009 Coll. on road traffic regulations defines the term oversize and excessive transport and at the same time lays down the rules under which it is possible to carry out such transport in the framework of the Slovak Republic. [1] There is no secret that the rules and fees defined this Act does not operate at all of such transport. From my own experiences for more than 5 years in a 24-hour service in the system of supplying JIT (just in time), and JIS (just in sequence), consider red tape by the way the law for this type of transport prescribed by.

The Regional and district offices have the responsibility of granting of authorizations for the special use of land-based communications. If the route goes beyond the scope of the District Office in the Regional Office of the transport of the region by the carrier authorization is sought (in doing so, the point from which oversize or excessive transport started). Regional Office approval, while from the transport company will require additional confirmation of the traffic police as well as from the Slovak roads, management or other offices, where individual authorities expressed consent or disagreement with the above mentioned transport route. Complete processing is always left to the transport company to get all the statements delivered to regional office arranged (possibly at the Office, which has a land-based communications in the report). At the same time the road law 8/2009 Coll. stipulates that pay for each permission fee according to the tariff, ITEM 80, intention, annexed to the said law. [2, 3]

Since it is of interest to professionals in the field of transport is currently being developed by the new working version of the law, which will be in addition to other road proposals also include a proposal for the modification of the law referred to issues in oversize and excessive transport. The total fare collection system should be to simplify the permissions as well as the opportunity to request permissions to use land-based communications for regularly recurring oversize and excessive transport by one or more transport routes with a period of validity of license for a maximum of 3 months. In the case of the incorporation of the proposals in the resulting new road Act, the effect of increasing the transport capacity of the existing road will be allowed to and transport companies will be able

to streamline the supply with adequate financial burden, in the form of assessed fees for special use of land-based communications. A secondary effect of such legislative environment may result in a reduction of the transport intensities on certain sections of land communications, which transport companies, will begin to use for oversize and excessive transport. Carriers will be able to efficiently and flexibly increase the transport capacity each time the customer will require with no additional investments to expand the road network wants.

Conclusion

The road network in the Slovak Republic does not permit the deployment of vehicles or vehicle combinations at all times and all over the place for oversize and excessive transport. It is therefore very important for transport companies that would be interested in this type of transport. The main task of the transport companies when you run such a transport is drawing up precise documentation and ensuring land-based communications on which plans to oversize whether excessive transport to operate. Documentation shall include all of the bridges over the itinerary are going through, but also the radius of the corners. The cant of roads, the maximum permitted speed of descent and not less important roadways, the maximum weights for passage across the bridge, or other object that leads under the road ahead (forget about the variety of contact lines and cables shall be routed over the transport route).

Slovakia has great potential in the use of oversize transport and especially in the cases of large producers in the automobile, or the construction industry. Not every oversize item is also excessive and vice versa. Therefore, it is necessary to accurately distinguish what type of special use road really goes (exceeding the maximum width, height, length or weight).

Literature

- [1] Act No. 8/2009 Coll. on road traffic
- [2] Act No. 145/1995 Coll. on administrative fees
- [3] Methodological instruction MDVRR SR No. 1/2008
- [4] Decree No 349/2009 Coll.

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