A Guide to Oversize and Heavy Transport through Klaipeda Port

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SUMMARY

A Guide to Oversize and Heavy Transport through Klaipeda Port was prepared by Shipping Department of Klaipeda University and the contractor of the study is Klaipeda State Seaport Authority.

Lithuania’s industry has big interest to the oversized and heavy transport since reconstruction and development possibilities have allowed for a large demand by several enterprises such as oil refinery plant ‘Mazeikiu Nafta’, chemical companies like ‘Lifosa’ in Kedainiai, ‘Achema’ in Jonava, energy companies like ‘Elektrenai Electrical Power Plant’, nuclear power plant in Visaginas. Likewise, a demand of oversized and heavy transport is prevalent in enterprises of neighbouring countries like Belarus, Latvia, and Poland.

Klaipeda Port is the most realistic way for such operations as several stevedoring companies have necessary experience and equipment, besides specialized forwarding companies have experience in providing both domestic and international transportation of oversized and heavy freight. For example the maximum load transferred from Klaipeda port by road was a 530 ton reactor for Mažeikiai Oil Refinery, a 320 tons turbine was transported by railway from Klaipeda to Lithuanian Power Plant on the twenty-axle transporter; and a 165 ton cargo was shipped by inland waterways from Klaipeda port to Kaunas winter port. In Kaunas, by means of mobile cranes, the freight was loaded on road transport platform, and transferred to Jonava.

The guide consists of two parts.

Part 1. Analysis to Oversize and Heavy Transport through Klaipeda Port consists of analysis of procedures, identification of bottlenecks, analysis of their reasons, and suggestion of possible solutions. Based on analysis and experience of Latvia, Germany, and Sweden conclusions and recommendations were made.

Part 2. Information for Customer covers procedures, legislation, contact information, and application forms for oversize and heavy transport through Klaipeda Port and further by road, rail or inland waterways.
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<th>Description</th>
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<td>European Union</td>
</tr>
<tr>
<td>LAKD</td>
<td>Lithuanian Road Administration</td>
</tr>
<tr>
<td>LG</td>
<td>AB Lithuanian Railways</td>
</tr>
<tr>
<td>KU</td>
<td>Klaipeda University</td>
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<tr>
<td>KVJUD</td>
<td>SE Klaipeda State Seaport Authority</td>
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<td>SE Inland Waterways Authority</td>
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<td>State Inland Waterways Navigation Inspectorate</td>
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<td>DG</td>
<td>The Directorate-General</td>
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1. INTRODUCTION

**Oversize Baltic Project**

Oversize Baltic refers to a project intended to increase efficient and safe transportation of oversize and heavy cargo in South Baltic. The project was carried out by nine partners: Klaipeda Science and Technology Park, Klaipeda State Seaport Authority, Klaipeda Shipping Research Center, the Federal Association of SME (Rostock, Germany), Wismar Technology, Business and Design University (Germany), Blekinge Institute of Technology (Sweden), Port of Karlshamn (Sweden), Maritime University of Szczecin (Poland), the Swedish Road Administration. In addition to those listed above the project involves 16 associated partners.

The main objective of the project is to improve and harmonise transportation of oversized cargo in the South Baltic region, attract transit traffic, expand industrial zones, and optimise conditions for implementation of infrastructure projects.

One of the envisaged instruments of Oversize Baltic is the development of a guide to heavy and oversize freight via Klaipeda Port. On September 23, 2010 Klaipeda State Seaport Authority (the developer) and Klaipeda University (the contractor) signed contracts for the Guide, which was to be completed within six months.

**Oversize and Heavy Cargo Transportation in Lithuania**

Legislation and freight traffic rules regulate the maximum vehicle (including load) dimensions and masses that can be transported by road and railway in the normal manner without any restrictions. These parameters are considered for design and construction of transport infrastructure (roads, bridges, viaducts, tunnels) and road vicinity objects (power lines, etc.). A vast majority of freight traffic are within the permissible dimensions and masses, but in some occasions, such as large-scale reactors, windmills and equipment load characteristics exceed the permissible limits. These commodities are manufactured and delivered as indivisible products, where dismantling and transportation of more detailed parts is impossible without affecting the efficiency and performance.
Oversize and heavy goods vehicles are defined as a vehicle that exceeds the maximum permitted size (oversized) and the mass of relevant modes (heavy). Potential oversize and heavy transport users in Lithuania are: AB ORLEN Lithuania (Mazeikiai district), AB Akmenės Cementas, AB Achema (Jonava), AB Lifosa (Kedainiai), Lithuanian Power Plant (Elektrenai), newly installed wind power parks, and planned Visaginas Nuclear Power Plant. Consignees in Belarus and Poland often have multiple deliveries of large cargo through Port of Klaipeda for industries. Therefore, oversize and heavy cargo transportation closely relates to the reconstruction, development, and overall potential of such enterprises. One of most realistic ways for oversize and heavy cargo to reach Lithuania is through the Klaipeda Port because loading characteristics are not as critical in water transport, including inland waterways. Water transportation can limit dimensions (particularly draught) to vessels that may enter the port or sail inland waterways, but loading capacities of water vehicles are significantly higher than land vehicles and usually suffices even for the largest and heavy oversized cargo. However, suitable land infrastructure and suprastructure for these goods trans-shipment are difficult to find, thus safe loading and unloading of oversize and heavy cargo is highly important in water transportation.

Oversize and heavy transportation requires not only specific technical tools, equipment, and technological solutions (routing), but also includes a number of administrative (request and issuance of permission and authorization) and organizational procedures (traffic regulation, tracking, convoy, timely switching and coordination of power supply lines). The Guide shall provide a detailed analysis and description of these procedures, identify key issues, and how to resolve the problems.
2. SUMMARY OF TASKS

The Terms of Reference provides five tasks for preparing the Guide for heavy and oversized transport via Klaipeda port within the frame of Oversize Baltic project and performance results are presented in four reports: introductory, I - Interim, II - Interim and final reports.

**Introductory Report**

Introductory report provides an introductory statement that includes the project work plan, chosen methods and tests listed, described and justified, adjusted overall project performance and organization and project implementation schedule. Along with the introductory report, the draft content of Part1 and Part2 of the Guide to Oversize and Heavy Transport through Klaipeda Port are presented.

**Issues presented in I - Interim Report**

I - Interim Report analyzes the following issues as set in Terms of Reference for preparation of the Guide for Oversize and Heavy Transport through Klaipeda Port within the frame of Oversize Baltic:

8.1 Assignment No 1. Analysis of current procedures of oversize and heavy cargo transportation through port of Klaipeda and Lithuania:

- Description of heavy vehicle permit authorization and coordination time; issuing authorities and coordination services, depending on the planned transit route. Application forms for heavy vehicle permits and full contact details (in chronological order).

8.2 Assignment No 2. To investigate and identify problems and their causes related to oversize and heavy transport through port of Klaipeda and Lithuania:

- Investigate issues and problems of oversize and heavy transport through Klaipeda port and Lithuania;

- Identify the causes of problems in oversize and heavy transport via Klaipeda port and Lithuania, and produce solutions to the problems;

- Other analytical work in order to tackle and eliminate problems and their cause related to oversize and heavy transport at port in Klaipeda and throughout Lithuania.
**Issues presented in II - Interim Report**

II - Interim Report analyzes the following issues as set in Terms of Reference for preparation of the Guide for oversize and heavy transport through Klaipeda Port within the frame of Oversize Baltic:

8.3 Assignment No.3. To explore the experiences of Latvia, Sweden and Germany in the transport of oversize and heavy cargo via their ports and territories of these countries:

Survey of the legal framework of Latvia, Sweden and Germany in terms of oversize and heavy transport via ports and territories of these countries (including licensing / permission system).

8.4 Assignment No.4. Prepare the Guide to Oversize and Heavy Transport through Klaipeda Port, in accordance with EU directives and experience of other countries.

**Final Report**

The final report includes A Guide to Oversize and Heavy Transport through Klaipeda port in a manual, prepared in accordance with materials collected, aggregated and updated in previous reports.

The Guide is intended to simplify and accelerate the oversize and heavy cargo traffic and transits through the port of Klaipėda and to optimize and facilitate communication between different entities and bodies.

The first part of the Guide identifies problems and constraints of oversize and heavy transport through the port of Klaipėda as well as offering suggestions and recommendations for more effective operations and discussing how to optimize and simplify the heavy cargo traffic through the port of Klaipeda and Lithuania.

The second part of the Guide includes a structured information for the client (shipper, owner of freight, carrier or freight forwarder) which will enable faster and better organisation of oversize and heavy cargo traffic through the port of Klaipeda and Lithuania.

When compiling the Guide focus was made on the customer who:

a) specializes in the area of transport;

b) has no specific knowledge and experience in transportation of heavy and oversized cargoes in Lithuania, in particular through the port of Klaipeda.
A GUIDE TO OVERSIZE AND HEAVY TRANSPORT
THROUGH KLAIPEDA PORT

PART 1

SURVEY OF OVERSIZE AND HEAVY TRANSPORT
THROUGH KLAIPEDA PORT
3.1. OVERSIZE AND HEAVY TRANSPORT THROUGH KLAIPEDA PORT
AND LITHUANIA ISSUES AND THEIR CAUSES

Oversize and Heavy Transport

In general, oversize and heavy cargo transportation assumes freight transfer by vehicles (combinations of vehicles) dimensions or weights and related parameters of which (eg. axle load) exceed the authorised levels.

This study analyzed only transportation of heavy indivisible units, i.e. goods which in technical terms are impossible or unreasonable to be carried by individual parts.

The carrying capacity and dimensions of individual transport modes vary and are significantly different. Klaipeda port parameters allow for handling of any oversize or heavy loads to transshipped from the waterfront onto a barge, which means the possibility of transporting the most ultraheavy loads. Of course, such commodities require special handling technology or use of special stevedoring machinery and equipment that is not employed in the port's daily activities therefore it may have to be ordered additionally.

Further forwarding options from the port to destination are:
- road transport
- railway transport
- inland water transport
- a combinations of these options

The routing is made for road transpor, because:
- road transport use the minimum allowable size and weight compared to other modes of transport
- road transport is most flexible; a variety of routes can be used to install temporary culverts or roundabouts which in other modes is almost impossible
- road transport can deliver goods to the destination (mounting) point; even inland waterways and rail transport have to use road transport in certain parts of the route.
Road vehicle laden or without load is considered oversize and/or heavy if exceed the maximum authorised dimensions, permissible axle(s) load, the total weight allowed, as stipulated in Lithuanian Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, total mass [5]. The decree complies with European Council Directive 96/53/EC [1], which sets the maximum vehicle dimensions maximum weights and associated characteristics; thus the concept of oversize and heavy road vehicle corresponds to the parameters used in other European Union countries.

**Issues of Oversize Transport through Klaipeda Port and Lithuania**

Oversized and/or heavy freights are transported outside the common procedure and under special permits. The permits are issued by a road operator or its authorized body. Freight forwarding through port of Klaipeda and Lithuania may use national public roads, such transits are authorized by State Road Transport Inspectorate; or roads subject to municipal administration units transfers are authorized by a respective municipal administration. The procedure of licensing is similar but issuance of several permits is a problem. Heavy transport authorizations are granted to ensure that heavy and oversize loads will not endanger the road facilities, traffic safety, and not affect other traffic users.

Heavy or oversize transport impacts:
- Width - poses a threat to road safety (occupying the adjacent lane, dangerous overtaking), extreme widths may damage adjacent buildings and multiple devices of roads
- Length - constitutes a threat to road safety (occupied adjacent bands on turns, damage to road equipment and adjacent buildings)
- Height - is the risk to interfere with power and communication lines, brizges or tunnels;
- Axle load - possible impact on the pavement, rail passes
- Total weight - possible impact on bridges or viaducts
- Low speed, special routes, safety zones - the potential impact on traffic organization, reduced road capacity when running in safety zones and the opposite lanes.

These effects are grouped as:
- Impact on traffic operation and throughput
- Impact on traffic safety
- Impact on the road and existing installations beside the road:
  - effect of high axle load
  - high gross vehicle weight
  - impact of large size

Permissions are issued to ensure that these impacts will be tolerable. In dealing with oversize and heavy cargo transportation problems and finding possible solutions the consideration of other concerned parties (road operators, power and communications lines and other road users) must taken into account. The conflict here is because there are no designed nor adapted tracks for such vehicles. Although it is hardly possible to assess heavy traffic impact to road pavement, it is assumed that heavy freight are particularly harmful to roads. Factors that cause road surface collapse are interrelated and usually it is difficult to determine the cause of cracking: a weak pavement structure, over-load depleting effects, or adverse weather conditions [29].

Transport system is very sensitive to any disturbance on the road - especially in the cities that already encounter serious congestion problems. Modernization of roads also add to these conflicts. Flucation in the level on the crossings, road guards to restrict the road size, pedestrian islands formed, and underground and overhead pedestrian passages restrict the heavy or oversize transportation but also increase traffic safety overall. Certainly, preference is given to regular traffic, which is largely prevailing over heavy or oversize transport. The conflict increases due to a combination of technical, organizational, environmental, and security issues. For example, in Germany on weekends and holidays, transit of heavy vehicles on most major German roads are prohibited.

Under such situation solutions to enable optimal passing (bypassing) of such points are necessary. Routing arrangements for heavy transport are made by the carrier (freight forwarder) at own expense, e.g., installing culverts or roundabouts. These structures have temporary status, and will be removed after some time, although they could be used further to facilitate transport of other oversized and heavy cargo. Assumedly, these buildings could be validated.

Heavy or oversize vehicle permits are issued within five working days, and in special cases of extreme parameters concerning road safety, the authorisation term extends to 20 working days. Particular danger to road safety are vehicles with height of more than 0.5 m above the permissible
height, more than 1 m above the permissible width, more than 5 meters above the permissible length, more than 8 tons over the permissible axle load, and gross weight of more than two times higher than permitted levels. Cargoes that exceed these measurements usually require police escort. Further in the text these vehicles are referred as extremely oversized and extremely heavy.

Based on State Road Transport Inspectorate reports during year 2009, Klaipeda Regional Department issued 1369 permits, out of which about 20% were extremely oversized, only a few cases of extremely heavy, but the majority of approximately 80% of permits being issued for regular oversize and heavy freight transport [26].

A summary of heavy and oversize freight distribution

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Transport of insignificant oversize or overweight vehicles</th>
<th>Transportation of particularly dangerous for road safety oversize and heavy vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>Percentage</td>
<td>Value</td>
</tr>
<tr>
<td>Weight</td>
<td>up to 50 tons</td>
<td>over 50 tons</td>
</tr>
<tr>
<td>Length</td>
<td>up to 24 m</td>
<td>over 24 m</td>
</tr>
<tr>
<td>Width</td>
<td>up to 3,5 m</td>
<td>over 3,5 m</td>
</tr>
<tr>
<td>Height</td>
<td>up to 4,5 m</td>
<td>over 4,5 m</td>
</tr>
</tbody>
</table>

Oversize vehicles with minor excess of dimension or weight can transit through most of the road networks, they need no special routing nor prearrangements. Precautions can only be taken for potential bottlenecks and traffic obstruction, also repairworks en route. In that case, licensing procedure (including application submission and processing, preparing and issuing the permit, delivery of permit to the driver) is about seven days, and transit in Lithuania is less than one day normally. As mentioned before, such transportations need no routing, and most of time takes the permission procedure.

A simplified procedure is possible but contingent on:

- a single authority is to issue a general permit, initially this could be a joint permit for Klaipeda city and public roads
- typical routes were developed, eg., typical routes of transportation from a terminal in Klaipeda, and further across Lithuania through to major cities of Lithuania; as well as transit routes (Klaipeda-Poland, Klaipeda-Belarus, Klaipeda-Latvia). Typical route
permit may specify the running time, thus enabling to achieve the lowest impact on traffic organization and throughput. At the same time typical route permit would be issued very promptly (because all conditions are evaluated in the standard routing process)

- controlling authorities can access the information on permits issued (the database).

Oversize transportation is controlled by several institutions: the police, state road inspection, and border guards. The original permit must accompany the consignment. For example, if the consignment arrives onboard ro-ro vessel, permit must be delivered to the terminal.

Mostly likely the licensing procedure is shorter than the assigned five days, yet given the human factor, say, the actual workload of an issuing official who handles permits, the carrier (freight forwarder) must allow enough time for licensing.

Public road taxes in Lithuania for oversize and/or heavy vehicles (combinations) registered in Lithuania, the EU Member States, and foreign countries do not fall within an individual road operator. These taxes are collected to the tax office account so issuing a joint permission will not undermine road operators, and could only reduce administrative costs.

Having the information of ready-made and tested routes allow for vehicles of minor oversized or overweight to get immediate permits (analogue of road tax), provided possible driving time so as not impede other traffic movement. Since licensing is limited under adverse weather conditions, ongoing road repairs and etc, a unified licensing system is expedient for general permits.

When a vehicle (combination) is particularly dangerous to road safety, route coordination goes to several track operators as well as the grid and railway track. In each case transportation route is designed, evaluated, and adjusted individually. In such occasions higher authorization procedures apply. For example, under the law, electricity network operators have to provide information to the press about planned power disconnection. For extremely heavy loads, and sometimes for extremely oversized transportation, route preparation and delivery of special handling equipment can take a few years, so the assigned 20 working days term is excluded here. Especially that extreme heavy freight transfers are just single cases.

The development of an oversize and heavy traffic licensing database could make routing much clearer and more effective. By provide information about the largest oversize cargoes that have been transported on certain routes and what preparatory work was necessary to carry out en
route choosing the closest analogue to match the existing need for heavy transportation would be much simpler.

Extremely oversize and heavy cargo traffic generally involves not so much technical preparation, but rather traffic arrangement and safety operations (escort). Permits specify when an escort is needed and that is carrier’s care; specific escort terms are laid down by the police. Yet there is no clearly regulated and publicly available information as to escort reservation and rates.

Comparison of costs for oversize and heavy vehicle permits in Lithuania and Latvia

a) when exceeding any of the permitted dimensions:
The laden vehicle dimensions (length, width, height): 16.5×3.65×4.0 meters, total weight 35 tons

<table>
<thead>
<tr>
<th>State</th>
<th>Route</th>
<th>Cost of permit, LTL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Latvia</td>
<td>Grenetale - Ainaži</td>
<td>62</td>
</tr>
<tr>
<td>Lithuania</td>
<td>Kalvarija - Saločiai</td>
<td>314</td>
</tr>
</tbody>
</table>

b) when all three parameters are exceeded:
The laden vehicle dimensions (length, width, height): 19.19 x 5.1 x 4.7 meters, total weight 40 tons

<table>
<thead>
<tr>
<th>State</th>
<th>Route</th>
<th>Distance</th>
<th>Cost of permit, LTL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Latvia</td>
<td>Ainaži - Terhova</td>
<td>240 km</td>
<td>190</td>
</tr>
<tr>
<td>Lithuania</td>
<td>Saločiai-Medininkai</td>
<td>242 km</td>
<td>1226</td>
</tr>
</tbody>
</table>

c) when all three allowable parameters and vehicle (combination) weight are exceeded:
Route Paldiski - Belarus. Laden vehicle dimensions (length, width, height): 22.0 x 2.9 x 4.5 meters, total weight 67.4 tons

<table>
<thead>
<tr>
<th>State</th>
<th>Route</th>
<th>Distance, km</th>
<th>Cost of permit, LTL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estonia</td>
<td>Paldiski - Ikla</td>
<td>208</td>
<td>725</td>
</tr>
<tr>
<td>Latvia</td>
<td>Ainaži - Grenetale</td>
<td>190</td>
<td>190</td>
</tr>
<tr>
<td>Lithuania</td>
<td>Saločiai-Medininkai</td>
<td>232</td>
<td>3376</td>
</tr>
</tbody>
</table>
The calculated distance of 341-350 km is similar to the transit route distance Obeliai-Klaipėda (353 km) and local transport distance Klaipėda-Kaunas (323 km). The comparison is based on oversize cargo transportation in a versatile wagon with a load of 60 tons.

Transit transfer cost calculations are based on rates of Transit Freight Rates Register book TKT-LG approved by Lithuanian Railways Resolution of Board (Protocol 2010-01-25 No.3-2) [32].

Section VIII provides that for oversized freight carried in universal and specialized wagons when freight rolling stock treated as oversize, fees are calculated in accordance with Annex 1, Table 1, the rate indicated in Figure 1, as follows:

- Transport of oversize freight type; 1-2 degree of the bottom, 1-3 degree in side area and 1-2 degree of the top - 0.35;
- 6 degrees of bottom or side - 1.0.

Annex 1, Table 1, the rate indicated in Figure 1 is 194.25 LTL/ton.

In this way, transit freight rates are calculated:

a) 194.25 LTL/t × 0.35 × 60 = 4079.25 LTL
b) 194.25 LTL/t × 1 × 60 = 11655 LTL

Local transportation cost calculation is laid down by Imports, Exports and Domestic Freight Tariffs Register 01-LG approved by Lithuanian Railways Resolution of Board (Protocol No. 2010-01-25. 3-2) [33].

Section VI provides that tax for oversize freight carried in a universal or specialized wagon are calculated for each wagon in accordance with Articles 14 or 14a pricing scheme, using the coefficients of Table 2, depending on oversize degree and type.

Scheme 14 provides a fee of 1266 LTL.

Factors indicated in Table 2:
- 1-2 degree of bottom, 1-3 side area, 1-2 degree of top - 1.0;
- 6th degree of bottom, 6th degree of side - 7.0.

In this way, local transportation tax are calculated:

a) 1266 LTL × 1.0 = 1266 LTL
b) 1266 LTL × 7.0 = 8862 LTL

Cost comparison table of local and transit oversize cargo transportation

Official website: [www.transportoversize.eu](http://www.transportoversize.eu)
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Based on this analysis and carriers and licensing authorities data, the following key aspects and issues of oversize and heavy transport through port of Klaipeda and Lithuania are identified:

- **Technical aspects:**
  - Reconstruction of roads and intersections hinder oversize and heavy cargo transportation by road. Under such situation solutions of optimal passing (bypassing) of such points are necessary. Routing arrangements for heavy transport are made by the carrier (freight forwarder) at own expense, e.g., installing culverts, roundabouts. These structures have temporary status, and should be removed after some time, although they could further facilitate transport of oversized and heavy cargo.
  - Inadequate infrastructure (marinas) for heavy freight unloading of inland waterways.

- **Organizational issues:**
  - Even for a single transfer several permits must be obtained (state roads, individual urban streets)
  - Permit issuing term is not adequate to preparation and transportation time. For special complex transportation, licensing period is not critical, because most of time is used for preparation of route and delivery of special handling equipment etc.
  - Oversize vehicles with slight excess of dimension or weight can pass almost all Lithuanian roadways without some additional preparation and no special routing is drafted for them. In this case, the authorization procedure takes longer than transportation through the territory of Lithuania, thus shortening of licensing time is appropriate
  - It should be noted that in many cases the authorization procedure is shorter than the assigned five days. Considering the human factor, for example, the actual workload of an issuing official who handles permits, the carrier (freight forwarder) may need to reserve adequate time
  - No clarity about the road network within the city limits, as town may include both urban streets and public roads
  - Permits are controlled by several authorized institutions
- The original permit must accompany the consignment (to be delivered to the driver at the terminal or the border crossing point).

- **Economic aspects:**
  - Carriers (freight forwarders) pointed out that road fare for oversize and heavy vehicles in Lithuania are significantly higher than in Latvia. The above permission cost comparison shows that transit permit charges in Lithuania are several times higher than those in Latvia.
  - Carriers (freight forwarders) pointed out that transit rates of oversize and heavy transport by railway in Lithuania are considerably higher than those of local (domestic) transportation. Local and transit transportation cost comparison shows difference of several times.

### 3.2 PROCEDURE OF OVERSIZE AND HEAVY TRANSPORT THROUGH KLAIPEDA PORT AND LITHUANIA

**Procedure of Oversize and Heavy Cargo Transhipment at Klaipeda Port**

Transhipment of oversize and heavy cargo at port of Klaipeda uses no additional administrative procedures, and cargo handling is limited by these technical and technological aspects:

- coordination and feasibility of handling to stevedoring company (handling equipment, lifting equipment)
- stevedoring company to ensure (based on due calculations) that allowable quay load limit will not be exceeded. Extra heavy loads are reported to Port control department accordingly
- assessment of potential heavy or oversize transport exit from the terminal and transportation within Klaipeda City.

Combining these technical aspects further preparation for heavy or oversize transportation from the port by road, railway, or inland waterways is maintained in accordance with the procedure stipulated in subsequent chapters. A common procedure applies to ship’s arrival at the port.

**Contact Information for Oversize and Heavy Transhipment at Klaipeda Port:**

Official website: [www.transportoversize.eu](http://www.transportoversize.eu)
Phone number: +370 46 390857
Email address: transportaoversize@kmtpl.lt

Part-financed by the European Union (European Regional Development Fund)
**Information of Klaipeda Port Stevedoring companies**

- **Association of Lithuanian Stevedoring Companies**
  - Website: [www.asoc.lt](http://www.asoc.lt)
  - Address: Nemuno 2a, LT-91199 Klaipėda
  - Email/Tel./Fax: info@asoc.lt
  - +370 46 395570
  - +370 46 395572

- **SE Klaipeda State Sea Port Authority**
  - Website: [www.portofklaipeda.lt](http://www.portofklaipeda.lt)
  - Address: J. Janonio g. 24, LT-92251, Klaipėda
  - Email/Tel./Fax: info@port.lt
  - +370 46 499799
  - +370 46 499777

**Information on Customs Procedures**

- **Klaipeda Customs Office**
  - Website: [www.cust.lt](http://www.cust.lt)
  - Address: S. Nėrių g. 4, LT-92228 Klaipėda
  - Email/Tel./Fax: klaipeda@cust.lt
  - +370 46 390000

**Information on Ships and Port Services**

- **SE Klaipeda State Sea Port Authority**
  - Website: [www.portofklaipeda.lt](http://www.portofklaipeda.lt)
  - Address: J. Janonio g. 24, LT-92251, Klaipėda
  - Email/Tel./Fax: info@port.lt
  - +370 46 499799
  - +370 46 499777

- **Lithuanian Shipbrokers and Agents Association**
  - Website: [www.llmaa.ot.lt](http://www.llmaa.ot.lt)
  - Address: Minijos g. 43 LT-91208 Klaipėda
  - Email/Tel./Fax: info@llmaa.ot.lt
  - +370 46 314287
  - +370 46 314289

**Information of Forwarding Companies**

- **Freight Forwarders Association**
  - Website: [www.ffia.lt](http://www.ffia.lt)
  - Address: Šermukšnų g. 7-3, LT-91206, Klaipėda
  - Email/Tel./Fax: info@ffia.lt
  - +370 46 311611

- **Lithuanian National Freight Forwarders Association LINEKA**
  - Website: [www.lineka.lt](http://www.lineka.lt)
  - Address: Verkių g. 44-306, LT-09109, Vilnius
  - Email/Tel./Fax: info@lineka.lt
  - +370 5 2779036

The maximum allowed vehicle dimensions, permissible axle(s) load, and the total weight allowed have been set forth by Lithuanian Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, and total mass [5].

Maximum allowed size, weight and axle load for road transport

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Vehicle</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length:</td>
<td>single car</td>
<td>12.00 m</td>
</tr>
<tr>
<td></td>
<td>trailer</td>
<td>12.00 m</td>
</tr>
<tr>
<td></td>
<td>combination vehicle (tractor with semi-trailer)</td>
<td>16.50 m</td>
</tr>
<tr>
<td></td>
<td>combination of vehicles (tractor with trailer)</td>
<td>18.75 m</td>
</tr>
<tr>
<td>Width:</td>
<td>all road vehicles</td>
<td>2.55 m</td>
</tr>
<tr>
<td></td>
<td>refrigerator with heat-barrier walls</td>
<td>2.60 m</td>
</tr>
<tr>
<td>Height:</td>
<td>all road vehicles</td>
<td>4.00 m</td>
</tr>
</tbody>
</table>

Oversize and Heavy Transport by Road

**Part-financed by the European Union**

(European Regional Development Fund)

**Official website:** [www.transportoversize.eu](http://www.transportoversize.eu)

**Phone number:** +370 46 390857

**Email address:** [transportaoversize@kmtplt](mailto:transportaoversize@kmtplt)
Vehicles with heavy goods above the permissible weight and size are only allowed with a track operator or an authorized authority permit. Oversize and heavy transport permits for use of national roads are granted by State Road Transport Inspectorate under Ministry of Transport, and permits for urban trips – by track operator, i.e. a relative municipality of administrative unit.

Heavy vehicle permit authorization and payment of public road taxes are regulated by Minister of Transport Decree 20-04-2006 No.3-150 on public road tax for heavy vehicles in Republic of Lithuania Payment, Administration, Control and Licensing Procedure.

Oversize and/or heavy vehicle (combination) transits on Lithuanian national roadways are subject to public road tax payment with permission of appropriate authority. Permits are issued only for indivisible freight transportation when other modes are not possible nor appropriate. Permissions for use of national roads for oversize and/or heavy vehicles (combinations) are granted by State Road Transport Inspectorate under Ministry of Transport upon agreement of itinerary with Lithuanian Road Administration under Ministry of Transport which takes account of road and road structure condition.

Oversize and heavy vehicle permission to use Lithuanian public roads are issued by State Road Transport Inspectorate branch offices:
- Vilnius Regional Department Administrative Services Division (Vilnius, Švitrinagilos Str. 42)
- Kaunas Regional Department Administrative Services Division (Kaunas, M.K.Čiurlionio St. 23)
- Klaipėda Regional Department Administrative Services Division (Klaipėda, Pilies Str. 12)
- Panevėžys Regional Department Administrative Services Division (Panevėžys, J. Biliūno Str. 3)
- Šiauliai Regional Department Administrative Services Division (Šiauliai, Aerouosto Str. 9)
Request for a permit must contain the following data:

- transportation route
- border crossing point and time
- wheel and axle number and arrangement of the vehicle
- axle load
- total weight (vehicle + cargo)
- load weight and distribution
- laden dimensions
- maximum single-axle load
- company name, address, bank details and person-in-charge.

Permission is issued or declined within five working days on receipt of request. When a vehicle (combination) is particular danger for road safety, i.e. outside maximum permissible levels: height - 50 cm, (or) width - 100 cm, and (or) length - 500 cm; and in overweight vehicles (combinations) the maximum axle load exceeds 8 tons, or when a total gross weight of vehicle (combination) exceeds the permitted levels of two or more times, road permit is issued or declined in 20 days on receipt of request.

To receive a permit two separate state duty payment documents of bank approved original tags must be submitted. One document of which is the authorization (permission) fee as approved by Government Resolution of the Republic of Lithuania On State Levies List and Charge Rates (by end of 2010, permission issue fee was 50 LTL); The other document is the public road fare (calculated according to Minister of Transport Decree 20-04-2006 No.3-150 [8]).

Oversized transport terms and conditions are agreed between the State Road Transport Inspectorate and:

- communication and/or electrical network operators, when height exceeds or equals to 5.0 m;
- railway operator, if transport route includes railway crossing and vehicle (combination) exceeds at least one of these dimensions: width - 5.0 m in length - 24.0 m, height – 4.5 m.

Vehicles wider than 3.5 meters and longer than 24.0 meters vehicle (combination) (laden or load free) are allowed to travel only during daylight hours with good visibility. At night or in low visibility these vehicles (combinations) are allowed to travel only with police escort. For vehicles wider than 4.0 meters and longer than 25.0 meters (combination) (with or without load)
police escort is mandatory in all cases. Depending on specific road and traffic conditions, escort can also be used in other cases on decision of State Road Inspectorate.

Permission may be granted for one transit passage, one month or one year.

Heavy vehicle permits for transit through City of Klaipeda are issued by Klaipeda Municipal Administration, Urban Transport Department, in accordance with the Procedure for authorization [23]. Heavy vehicle permits for transit through City of Vilnius are issued by Vilnius municipal administration Municipal Economy Department, Traffic Operations Division, in accordance with the Oversize and Heavy Transport Procedure [24]. Heavy vehicle permits for transit through City of Kaunas are issued by Kaunas municipal administration, Urban management department, in accordance with the Procedure for authorization [25].

To summarize, oversize and heavy transport by road through Klaipeda port and Lithuania are arranged in the following phases:
1. Routing (draft), to include a transport route, taking into account height of overpasses and power lines, width of road construction etc.
2. Assessment of current situation: ongoing road repairs, construction etc.
3. For extra large loads may be necessary to assess the access road construction dismantling costs and extra heavy loads may need to order viaducts and road construction strength tests
4. Withdrawal of permission for oversize or heavy transport through the city of Klaipeda
5. Withdrawal of permission for oversize or heavy transport on state roads
6. Withdrawal of permission for oversize and heavy transport through other cities (as per itinerary)
7. Escort (if required by permit)
8. Routing – arrangement for temporary removal and installation of road infrastructure for specialized transport passages (if necessary)

Contact Information for Oversize and Heavy Transport by Road:

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/TeL/Fax</th>
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<tbody>
<tr>
<td>Administration of Permissions</td>
<td></td>
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<tr>
<td>State Road Inspectorate under the Ministry of Transport</td>
<td><a href="http://www.vkti.gov.lt">www.vkti.gov.lt</a></td>
<td>Svitrigailos g. 42, LT-03209 Vilnius</td>
<td><a href="mailto:vkti@vkti.gov.lt">vkti@vkti.gov.lt</a></td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>+37052132270</td>
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<tr>
<td>State Road Transport Inspectorate Klaipeda Regional Department</td>
<td><a href="http://www.vkti.gov.lt">www.vkti.gov.lt</a></td>
<td>Pilies g. 12, LT-91234 Klaipėda</td>
<td><a href="mailto:klaipeda.vkti@vkti.gov.lt">klaipeda.vkti@vkti.gov.lt</a></td>
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</tbody>
</table>

Official website: www.transportoversize.eu
Phone number: +370 46 390857
Email address: transportaoversize@kmtp.lt

Part-financed by the European Union (European Regional Development Fund)
| Klaipeda City Municipal Administration | www.klaipeda.lt | Liepų g. 11, LT-91502 Klaipėda | info@klaipeda.lt +370 46 396000 |
| Vilnius City Municipal Administration | www.vilnius.lt | Konstitucijos pr. 3, LT-09601 Vilnius | e.vicemeras@vilnius.lt +370 5 2112000 |
| Kaunas City Municipal Administration | www.kaunas.lt | Laisvės al. 96, LT-44251 Kaunas | info@kaunas.lt +370 37 422608 |

| Lithuanian Road Administration under the Ministry of Transport | www.lra.lt | J. Basanavičiaus g. 36/2 LT–03109 Vilnius | lkd@lkd.lt +370 5 2329600 +370 5 2329609 |

<table>
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<tr>
<th>Rail crossings</th>
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<th>Police escort reservations</th>
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<td>Lithuanian Road Police Office</td>
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<th>Bridges &amp; viaducts calculations</th>
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<td>UAB „Viadukas“</td>
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<tr>
<th>Information on Forwarding Companies</th>
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<tr>
<td>Freight Forwarders Association</td>
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<tr>
<td>Lithuanian National Freight Forwarders Association LINEKA</td>
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</table>
Oversize and Heavy Transport by Railway

Permissible dimensions of a 1520 mm gauge railway are shown in Figure 1. In order to carry oversize or heavy transport by railway, the consignor (forwarder) has to determine the load bulkiness in accordance with Instruction DC-1835 On oversize and heavy transportation on railways on CIS countries, Estonia, Latvia and Lithuania [17].

![Fig 1. Railway loading gauges](image)

Preparation for oversize and heavy cargo transportation starts with layout of loading scheme and mounting aboard arrangement.

The layout and mounting aboard scheme as approved for ordinary freight (not exceeding the fixed position) are reviewed and adapted at the dispatch station. In heavy or oversize transport occasions, the scheme is inspected and verified by Freight Transport Department of Lithuanian Railways. For heavy or oversize freight transported in CIS countries, the scheme adjustment is performed by Freight Transport Department of Lithuanian Railways and the Russian rail services.
Once loading and mounting schemes are approved, rail car oversize type and degree is established. Depending on the stock with load the dimensions can be:

- in the lower zone - six degrees
- side area - six degrees
- the upper zone – three degrees
- vertical – if height exceeds 5300 mm of track heads

Possible oversize transport dimensions according to the Instruction DC-1835, are given in Fig 2.
It should be noted that overall oversize dimensions must not be exceeded throughout the entire route, also when running in curves, so for a long oversize cargo transportation size calculation in curves is mandatory. Oversize cargo can be transported not only on standard but also on lowered special, extended base, joined stock. Heavy (overmass) cargo are transported on multi-axial transporters. 300 tons-heavy turbine was transported by railway from port of Klaipeda to Lithuanian Power Plant on a twenty eight-axle transporter.

Currently the maximum load capacity transporter, ТСЧ 500К, is capable of transporting 500 tons of cargo weight.

In particular large and heavy loads which exceed the size or weight levels provided for in the Instruction DC-1835 on Oversize and Heavy transportation on railways on CIS countries, Estonia, Latvia and Lithuania, specialized institutes outline a relative transfer technology, select and verify the passage route. These costs are borne by the consignor (forwarders).

The transport cost depends on oversize type and degree (possibilities and venues of passing cars; passage of road structures; temporary dismantle of signs, etc.) [17]. Therefore, freight moved from one country’s railway to another can result in goods returned to sender due to incorrect measurements.

Having size specifications available further transportation options over appropriate route are to be agreed upon. The shipper (forwarder) issues a request, stating the departure and destination station. The itinerary in Lithuania is made by Lithuanian Railways Freight Department; whereas international or transit traffics are coordinated by Lithuanian Railways Freight department along with Russian Transport Management Department, which is responsible for setting up centralized oversize and heavy transport route scheme of the CIS countries, Lithuania, Latvia and Estonia. The availability and transport route are confirmed by telegram.

On receiving a freight for transfer, the station staff shall check whether the cargo is loaded, stowed and secured in accordance with the approved scheme.

To summarize, oversize and heavy transport by railway through Klaipeda port and Lithuania are arranged in the following phases:

1. Drafting of loading scheme layout and mounting aboard
2. Loading layout and stock securing scheme
3. Determination of load oversize type and degree
4. Verification and approval of loading and mounting scheme
5. Transportation feasibility and route coordination

6. Rolling stock and freight services reservation (requires a large reserve of time if a non-standard, special purpose transporter stock is to be used)

7. Loading and mounting on railway rolling stock (when loading cargo at the port of Klaipeda, this can be done by either a stevedoring company or any authorized agent appointed by the consignor or forwarder, according to the approved load layout and mounting scheme)

8. Payment for transportation services (in case of international shipments - separately for each national railway company)

Contact Information for Oversize and Heavy Transport by Railway:

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel./Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loading scheme coordination</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB „Lithuanian Railways“ Freight department</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:lgkr@litrail.lt">lgkr@litrail.lt</a> +370 5 2 693112 +370 5 2 692927</td>
</tr>
<tr>
<td><strong>Freight forwarding terms coordination</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB „Lithuanian Railways“ Freight forwarding authority</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:cargo@litrail.lt">cargo@litrail.lt</a> +370 5 2 693301</td>
</tr>
<tr>
<td>AB „Lithuanian Railways“ Freight forwarding authority Freight department</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:lgkr@litrail.lt">lgkr@litrail.lt</a> +370 5 2 693112 +370 5 2 692927</td>
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<tr>
<td><strong>Dispatch Railway Stations</strong></td>
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</tr>
<tr>
<td>Klaipėda Freight Station</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Priestočio g. 5A, LT-92228, Klaipėda</td>
<td><a href="mailto:gsklaipeda@litrail.lt">gsklaipeda@litrail.lt</a> +370 46 202682</td>
</tr>
<tr>
<td>Draugystė Freight Station</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Kairiu g. 1, LT-95367 Klaipėda</td>
<td>l <a href="mailto:andrejeva@litrail.lt">andrejeva@litrail.lt</a> +370 46 204840</td>
</tr>
<tr>
<td><strong>Railway infrastructure</strong></td>
<td></td>
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<tr>
<td>AB „Lithuanian Railways“ Infrastructure department</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:infrastruktura@litrail.lt">infrastruktura@litrail.lt</a> +370 5 2 693335 +370 5 2 693332</td>
</tr>
<tr>
<td><strong>Railway maintenance and control</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>State Railway Inspectorate at the Ministry of Transport</td>
<td><a href="http://www.vgi.lt">www.vgi.lt</a></td>
<td>Pamėnkalnio g. 26, LT-01114 Vilnius</td>
<td><a href="mailto:vgi@vgi.lt">vgi@vgi.lt</a> +370 5 430493</td>
</tr>
</tbody>
</table>

Oversize and Heavy Transport by Inland Waterways

Inland Waterways Navigation Rules [10] establish that according to the state approved classification of inland waterways of the Republic of Lithuania (International Class IV) allow the passage of vessels and vessel formation within length range of 100 m and width of 10 meters.

Warranty depth en route from Klaipeda to Jurbarkas 150 cm, and from Jurbarkas to Kaunas 120 cm.

Official website: www.transportoversize.eu
Phone number: +370 46 390857
Email address: transportaoversize@kmtp.lt

Part-financed by the European Union
(European Regional Development Fund)
Waranty dimensions of inland waterways imply minimum particulars, which must comply with at the design water level. In case of drought water level may drop to 10 cm from the design level. Therefore, at low water level depths and other navigational information (the heights of bridges, water level measuring stations, major technical fleet operation areas and other navigator knowledge), must be adjusted at State Inland Waterways Authority. Another limiting factor in freight transport by inland waterways are bridges. Lowest Sovetsk (Tilsit) highway bridge height is 8.98 meters.

These parameters allow navigation of inland waterways vessels to load up to 500 tons of cargo. However the largest and heaviest load was transported in 2005 from Klaipeda port to Kaunas Winter port weighing 165 tons. In Kaunas, using mobile cranes, the cargo was loaded on road transport platform, and transferred to Jonava.

Government Resolution 14-08-1995 No.1119 On the approved Lithuanian State Inland Waterways List established cargo shipping available en route from Klaipeda to Jonava. The necessity to proceed by other routes, by larger vessels or formations, each case must be agreed upon with a road operator, State Inland Waterways Authority.

Freight Transport by Inland Waterways Regulations [9] provide that any of large and heavy equipment transportation options, ways and transportation scheme, the types of vessels, loading and unloading methods and tools must be agreed by the consigner and the carrier prior to the commencement of such transfer. The transport of heavy and oversize cargo is to be carried out based on stability calculations. Stability calculations must also be reported to Klaipeda Port Control Service [21]. After loading, shipper, carrier or their agents note their signatures tag on the title side of bill of lading: „Equipment loaded and secured in accordance with the cargo layout and mounting on board scheme“.

To summarize, oversize and heavy transport by inland waterways through Klaipeda port and Lithuania are arranged in the following phases:

1. Coordination of transport with forwarder: means, loading layout, loading and unloading methods and facilities
2. Transport routing and timing coordination to Inland Waterways Authority (if inland water transport dimensions are close to or exceed the allowed)
3. Feasibility of oversize and heavy loading onboard inland water transport and coordination to port stevedoring company.
4. Coordination of oversize and heavy cargo unloading of inland waterway transport means (with the inland port operators, stevedoring companies providing services).
5. Layout of loading, stowing and mounting scheme.

Contact Information for Oversize and Heavy Transport by Inland Waterways:

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel./Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information of Klaipeda Port Stevedoring companies</td>
<td><a href="http://www.asoc.lt">www.asoc.lt</a></td>
<td>Nemuno 2a, LT-91199 Klaipėda</td>
<td><a href="mailto:info@asoc.lt">info@asoc.lt</a> +370 46 395570 +370 46 395572</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SE Klaipeda State Sea Port Authority</td>
<td><a href="http://www.portofklaipeda.lt">www.portofklaipeda.lt</a></td>
<td>J. Janonio g. 24, LT-92251, Klaipėda</td>
<td><a href="mailto:info@port.lt">info@port.lt</a> +370 46 499799 +370 46 499777</td>
</tr>
<tr>
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</tr>
<tr>
<td>Information relating to Ships and Port Services</td>
<td><a href="http://www.portofklaipeda.lt">www.portofklaipeda.lt</a></td>
<td>J. Janonio g. 24, LT-92251, Klaipėda</td>
<td><a href="mailto:info@port.lt">info@port.lt</a> +370 46 499799 +370 46 499777</td>
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<td>SE Klaipeda State Sea Port Authority</td>
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<tr>
<td>Lithuanian Shipbrokers and Agents Association</td>
<td><a href="http://www.llmaa.ot.lt">www.llmaa.ot.lt</a></td>
<td>Minijos g. 43 LT-91208 Klaipėda</td>
<td><a href="mailto:info@llmaa.ot.lt">info@llmaa.ot.lt</a> +370 46 314287 +370 46 314289</td>
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<td>Inland Waterways Authority</td>
<td><a href="http://www.liwa.lt">www.liwa.lt</a></td>
<td>Raudondvario pl. 112, LT-47186 Kaunas</td>
<td><a href="mailto:vandenskeliai@is.lt">vandenskeliai@is.lt</a> +370 37 322844</td>
</tr>
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<tr>
<td>Information on Forwarding Companies</td>
<td><a href="http://www.ffia.lt">www.ffia.lt</a></td>
<td>Šermukšnių g. 7-3 , LT-91206, Klaipėda</td>
<td><a href="mailto:info@ffia.lt">info@ffia.lt</a> +370 46 311611</td>
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<tr>
<td>Lithuanian National Freight Forwarders Association LINEKA</td>
<td><a href="http://www.lineka.lt">www.lineka.lt</a></td>
<td>Verkių g. 44-306, LT-09109, Vilnius</td>
<td><a href="mailto:info@lineka.lt">info@lineka.lt</a> +370 5 2779036</td>
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</table>

3.3 OVERVIEW OF EU LEGISLATION

Oversize and/or heavy goods vehicle – shall mean a vehicle the actual size and/or weight of which are greater than the maximum permitted levels, established in the countries through the territory of which the transport is heading.

European Council Directive 96/53/EC, laying down for the maximum authorised dimensions and the maximum authorised weights and relating parameters for certain road vehicles circulating in national and international traffic [1]. Road vehicles or vehicle combinations to exceed the
maximum authorised dimensions may be authorized to move only by the the special permit issued of non-discriminatory procedures by competent authorities, or by similar agreements with the authorized institutions concluded on a non-discriminatory basis in each case when such vehicles or combinations of vehicles are carrying indivisible loads or are intended for transport of such goods. This directive does not preclude a Member State on certain roads or civil engineering works to set restrictions in certain vehicle weight and/or size limit. This includes the possibility to impose local restrictions on the vehicles of the maximum allowable size and/or mass to be used in specified areas or on specified roads only where the infrastructure is not suitable for long and heavy vehicles such as city centers, small villages or naturally very sensitive places.


3.4. OVERVIEW OF OVERSIZE AND HEAVY TRANSPORT VIA PORTS AND TERRITORIES OF LATVIA, SWEDEN AND GERMANY

LATVIA

Oversize and heavy goods transportation by road in Latvia are governed by two key pieces of legislation:

- Government of the Republic of Latvia Resolution 15 April 2010 No.343 on Large and Heavy Cargo Transportation Rules
In order to receive a permit for oversized or heavy cargo transportation in Latvia, the following procedure applies:

- Carrier (freight forwarder) must submit a request to the Latvian roadway authority (Latvijas autoceli)
- Latvian roads authority process the application and within five working days revert with reply whether transportation will be permitted or not
- If the answer is positive for the authorization, Latvian road operators call to adjust the route to the railway and electricity network operators, local governments
- Carrier (freight forwarder) can coordinate the route to the entities mentioned above on his own, but only on receipt of confirmed authorization

All costs related to preparation of route are borne by the carrier (freight forwarder).

Summarizing these procedures can be assumed that oversized and heavy cargo permits on Latvian motorways are issued on single-counter basis.

Procedures for oversize and heavy cargo handling and transportation on railways in Latvia is governed by international agreements (International Railway Freight Agreement SMGS, Instruction DC-1835 on Oversize and Heavy transportation on railways on CIS countries, Estonia, Latvia and Lithuania) and rules are identical as in Lithuania.

Inland waterways in Latvia for freight shipping, and in particular for oversize and heavy cargo transportation, are not used because the Daugava River has three hydroelectric dams (no locks), the first of which was built not far from Riga.

It should be noted that Latvian ports are also widely used for oversized and heavy transportation. One option for oversize and heavy cargo transportation could be linear ro-pax and ro-ro ships. A good example of such cargo delivery to the Baltic states was en route Rostock-Ventspils line operator (Scandlines) which has transported 56 m long and 170 tons weight of cargo loaded on a multi-axial heavy truck trailer combination.
A specimen of Permit to carry oversize and heavy cargo in Latvia

1.pielikums
Ministru kabineta
2010.gada 6.aprīļa
noteikumiem Nr.343

Lielgabariņa un smagsvara pārvadājuma atlaujas paraugs

Atlauja iesniegta, ķemot vērā šādus lielgabarīta (smagsvara) transportlīdzekļa parametrus (vajadzīgo atzīmēt):

- garumu
- augstumu
- ass slodzi
- platumu
- kāzmaugurējo pārkari
- kopējo fikāisko masu

Lielgabariņa (smagsvara) transportlīdzeklis:

vilcēja marka un valsts reģistrācijas numurs

piekabes (puspiekabes) marka
un valsts reģistrācijas numurs

Lielgabariņa (smagsvara) transportlīdzekļa parametri (ar kravu):

- garums

- platum

- augstums (no bruikuves)

- ass slodze

- attālums starp asu centriem

- kravas masa

- transportlīdzekļa fikāškā masa (ar kravu)

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<th>Parametrs</th>
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<tr>
<td>Kravas masa</td>
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<tr>
<td>Transportlīdzekļa fikāškā masa (ar kravu)</td>
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</tr>
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</table>
SWEDEN

According to Swedish traffic control rules (Trafikförordningen SFS 1998:1276) special permits are required for heavy and oversized cargo transportation. However, under the Rules of the Swedish Road Administration (VVFS 2005:102), some of oversized cargo, with a width not exceeding 3.1 m, under certain conditions, may be moved without authorization.

If oversize or heavy freight route runs within a single administrative unit, an authorized municipal authority shall take requests and issue permits for heavy and oversized cargo within the administrative unit.

If oversize or heavy freight route passes through several administrative units, applications are received and permits issued by the Swedish Road Administration (Vägverket).

The request must contain information about dispatch and destination points, transportation route, vehicle and cargo characteristics (length, width, height, weight, axle load).

Swedish Road Administration issues this type of authorization:
- Permission for one transportation on the route, valid for one month
- Permit for multiple traffic on the route, duration can be set to one year

It is noted that in Sweden the carrier (forwarder) is responsible to identify and verify the parameters of cargo that will be transported on the request line.
The permit specifies authorized levels and performance measures or if escort service required. If transportation requires dismantle of the road or small road structure in vicinity, the operator/owner consent is necessary in addition. If escort is specified by transit permit, in Sweden this is performed only by licensed traffic controllers. They have the authority to issue binding orders to other road users. Police escort is required rarely and only in exceptional cases.

Issuance of a permit usually takes three working days, but on necessity of coordination to other parties and the police, the issuance of permit takes longer.

**GERMANY**

In Germany, the levels of road vehicle size and dimensions are set by Straßenverkehrs-Zulassungs-Ordnung (StVZO). Under Section 29 (3) of the Regulation oversized and heavy cargoes require special permits. Germany is one of the densest road networks in the world therefore on weekends and holidays a number of major German roads freight transportation is prohibited. These roads may be run from 9 am Monday until 3 pm Friday. However, almost all traffic of oversize goods (in excess of 3.2 m in width) is allowed to run only at night after 10 pm up to 6 am.

For simplification and acceleration of oversize and heavy cargo permission procedure VEMAGS licensing system is used in Germany, which is one-stop shop. The system allows to issue license from any location, not necessarily in the land where the route is planned. The agency issuing the permits must receive information about the shipper, the consignee, vehicle size and weight, vehicle registration number, axle load, number of wheels on the axles and transportation route. The agency then forwards the application to the concerned authority and issue the permit.

Germany is also one of the most widely used inland waterway network in Europe, including the Rhine, the Elbe river, and reunification of the Danube.

**3.5. SUMMARY AND SUGGESTIONS**

Port of Klaipeda:
- Klaipeda port parameters allow for handling of any oversize or heavy loads that cater to every practical needs of the client
- Multiple port based companies have the facilities and expertise to work with heavy and oversize freight.

Road transportation:

- Each track operator requires, checks and issues a separate permission which makes the procedure vague and complicated. Single permit for the entire route - from Klaipeda port up to the destination - is most expedient. Initially a general permission for public roads and Klaipeda city can be opted for because all transportation from the port head through urban streets
- The original permit must accompany heavy and oversize freight therefore delivery of permit to the driver (to the port terminal or border crossing point) requires extra time.
- In oversize vehicles with minor excess of dimension or weight, authorization procedure is longer than transportation. Normally authorization procedure is shorter than the assigned five days, but given the human factor, eg. actual workload of an issuing official who handles permits etc., the carrier (freight forwarder) must allow for extra time. For such transfers, a standard typical transport corridor is necessary (from southern and northern part of the port, to main industrial centers and transits). Typical route permits could be issued in an expedited procedure. Typical corridor permits can specify the time of travel, thus minimizing impact on other transport streams
- only a common licensing system can resolve the above issues.

The system should have the following functions:
- remote application online (both in Lithuania and from abroad)
- permission for the entire route cost calculation (spreadsheet)
- permission for the entire route – one stop basis (both for state roads and urban streets)
- timely processing of permit request (ensuring proper communication between institutions, such as State Road Inspectorate and Lithuanian Road Administration)
- electronic permission form (available to customer (carrier) and supervisory authorities)
- immediate permit change ad hoc (eg. changing the defective vehicle)
- database of actual proceeded transports and traffic archive (carriers have possible ready route option choice in terms of vehicle parameters and points of departure and destination).
Many of above functions in Germany are facilitated through VEMAGS licensing system, which can be used as a prototype.

- Road infrastructure modernizations on standard (typical) routes should consider objects that may interfere with oversize and heavy transport like: electric transmission lines, rail crossings, bridges and overpasses, traffic signs, road fences. Oversize and heavy transport needs solutions to avoid physical barriers en route (eg. instead of overhead power transmission lines, cabled power lines could be used)

- Reconstruction of roads and intersections hinder the oversize and heavy cargo transportation by road. Under such situation solutions to allow optimal passing (bypassing) of such points are necessary. Routing arrangements for heavy transport is made by the carrier (freight forwarder) at own expense, e.g., installing culverts, roundabouts. These structures have temporary status, and should be removed after some time, although they could facilitate transport of oversized and heavy cargo. Assumedly, these buildings could be validated, eg. through private and public capital partnership, or the like

- extremely oversize or overweight freight route preparation take a lot of time, delivery of special facilities etc. Detailed route inspection and adjustment are appropriate especially that situation is changing – ongoing construction of new roads and structure, fences, pedestrian islands. Here, permit issuing time is not critical. However, each case demands a new project. A Database of actual proceeded (typical) transports and traffic archive could make route preparation significantly easier, by providing similar-parameter transport data that have already been used - the route, nature/type of cargo shipped, facilities used for routing

- carriers (freight forwarders) pointed out that tax for oversize and heavy transport in Lithuania is considerably higher than in Latvia. The above permission cost comparison shows that permission costs in Lithuania are several times higher than in Latvia. In minor excess of oversize dimensions, costs difference in terms of absolute values is not critical though, but if one shipment exceeds several dimensions, this leads to significant cost difference, and can be decisive when choosing one or another route. Therefore pricing forming authorities must seriously consider these licensing cost issues

Inland waterway transport:
- In terms of load and permitted dimensions, inland water transport is a viable alternative for oversize and heavy transport.

- Currently a major problem restricting heavy and oversized cargo transportation from use of inland waterways is lack of adequate infrastructure for landing. Installation of loading berth in Kaunas can largely facilitate oversize and heavy cargo delivery to the central part of Lithuania.

- Underdeveloped inland waterways network, limited period of navigation depending on weather conditions account for limited geography and time for use of inland water transport in oversize and heavy cargo transportation.

- Delivery of cargo from the landing place to final destination point requires the use of road transport. The main technical difficulty lies in use of several transport modes, additional reloads, so in terms of relatively short distances in Lithuania, preference goes to one mode of transport.

Railway transport:

- oversize and heavy cargo handling and transportation procedures are governed by international agreements and rules, and are identical to those in Lithuania, Latvia and Estonia;

- carriers (freight forwarders) pointed out that there is very large (several times) cost difference between heavy and oversize cargo transportation on international routes and internal routes. The above transportation cost comparison based on the same freight for domestic and transit transportation shows the difference of several times. Although basically Lithuanian Railways apply flexible pricing policy, yet negotiations take time away, and the consignor receives initial information quite unattractive. Pricing forming authorities must consider these transit cost issues.

**SOURCES AND REFERENCES**

1. 25 July 1996 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.


5. Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, total mass (Official Gazette, 2002, no. 23 - 870).


7. Minister of Transport Decree 26-09-2006 No. 3-404 amending Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, total mass (Official Gazette, 2005, no. 117-4240).

8. Minister of Transport Decree 20-04-2006 No.3-150 on the charging of heavy goods vehicles registered in the Republic of Lithuania and Payment, administration and control procedures; on the charging of Vehicle owners / managers of user fee payment, administration and control procedure; Public road tax for oversize and heavy vehicles for the use of Lithuanian roadways payment, administration, inspection and licensing procedure (Official Gazette, 2006, no. 49-1783).


10. Lithuanian Minister of Transport Decree 19-07-2010 No.3-451 on publication of the European Economic Commission Rules for European Inland Waterways Navigation.


13. Lithuanian Minister of Transport Decree 05-01-2010 No.3-21 amending of Minister of Transport Decree 23-03-2007 No.3-97 On the form of vignettes, their requirements, acquisition and use Procedure.
17. Instruction on Transportation of Oversize and Heavy-Weight Cargoes on Railways of CIS Countries and Latvian Republic, Lithuanian Republic, Estonian Republic, DC-1835.
19. Cargo Handling and Mounting Rules issued by Minister of Transport Decree 2003-11-05 No.3-611.
20. Transit Freight Rates Register book TKT-LG.
23. Public road tax for oversize and/or heavy vehicles (combinations) registered in the Republic of Lithuania and foreign countries, including EU Member States for trips through City of Klaipeda Payment, Administration, Control and Authorization Procedure approved by Klaipeda City Council Decision 27-07-2006 No.T2-259.
24. Oversize and/or heavy vehicle (combination) authorization for transit through City of Vilnius approved by Vilnius City Municipality Director Decision 08-09-2010 No.30-1736.
25. Oversize and/or heavy vehicle (combination) authorization for transit through City of Kaunas approved by Kaunas City Council Decision 08-05-2008 No.T-221.

30. International Railway Freight Agreement SMGS.


32. Transit Freight Rates Register book TKT-LG approved by Lithuanian Railways Resolution of Board (Protocol 2010-01-25 No.3-2).

33. Imports, Exports and Domestic Freight Tariffs Register 01-LG approved by Lithuanian Railways Resolution of Board (Protocol 2010-01-25 No. 3-2).

SUPPLEMENT 3.1. CHARGING FOR USE OF PUBLIC ROADWAYS FOR HEAVY GOODS VEHICLES (COMBINATIONS), THAT WITH OR WITHOUT LOAD EXCEED THE MAXIMUM AUTHORIZED DIMENSIONS AND (OR) ALLOWED AXLE(S) LOAD, AND (OR) VEHICLE (COMBINATION) TOTAL LADEN WEIGHT PAYMENT, ADMINISTRATION, CONTROL AND PERMITTING PROCEDURE

(SUMMARY - UNOFFICIAL TRANSLATION)

2. Maximum authorised road vehicle dimensions are laid down in the Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, total mass.

3. Oversize and (or) heavy goods vehicles (combinations) can be used on Lithuanian public roads only with authorised permission.

4. Permission may be granted for one transportation, one month or one year.
5. Oversize and heavy vehicle (combinations) permits on Lithuanian public roads are issued by State Road Transport Inspectorate. The Inspectorate arranges additional coordination of oversize cargo shipments to:

5.1. communications and (or) grid operators when height exceeds or equals 5.0 m;

5.2. railway operator, if a transport route includes railway crossing and vehicle (combination) exceeds at least one of these dimensions: width - 5.0 m, in length - 24.0 m, height - 4.5 m.

6. Vehicles wider than 3.5 meters and longer than 24.0 meters vehicle (combination) (laden or load free) are allowed to travel only during daylight hours with good visibility. At night or in low visibility these vehicles (combinations) are allowed to travel only with police escort. For vehicles wider than 4.0 meters and longer than 25.0 meters (combination) (with or without load) police escort is mandatory in all cases.

8. Vehicle owners or operators pay the tax to the budget revenue accounts of territorial state tax inspectorates, indicating the contribution number „7840“ (Public road tax for Lithuania, EU Member States and other foreign countries registered heavy goods vehicles (combinations) that exceed the maximum authorised dimensions (with or without load), and (or) axis (axle) load, and (or) vehicle (combination) allowed total weight). Vehicle owners or operators have to pay the fee in cash, bank payment order or other legal payment means or methods. If paid by bank order, the order must have bank's stamp tag.

9. The tax is calculated based on the highest (maximum) exceeded levels of heavy vehicle (combination) and the transportation route length.

10. If the vehicle (combination) dimensions exceed the permitted, the tax is calculated by summing charges for each parameter exceeded. Above the permitted axle(s) load and (or) vehicle (combination) total mass, the rate which is higher of the two is charged and contributions are added to the aggregated cost for exceeding the permitted dimensions.

12. To obtain permission for use of public roads for oversize (or) heavy vehicles (combinations), the Inspectorate must receive an application containing:

12.1. owner or operator of the vehicle (combination), their address and phone number

12.2. transportation route and intermediate points

12.3. transport time

12.4. details of the loaded vehicle (combination):

12.4.1. the make, model, license plate(s) number and manufacturer's authorised permissible weight
12.4.2. length
12.4.3. width
12.4.4. height
12.4.5. the actual gross vehicle (combination) weight
12.4.6. axle layout scheme, load sizes and distances between axles
12.4.7. turning radii
12.5. shipping name, its mass and (or) size

13. The request must be signed by the vehicle owner or operator who is responsible for accurate data.

14. Request for oversize and (or) heavy vehicle (combination) permission to use public roads can be made directly, by fax or mail.

15. Permission for one transportation may be issued for maximum period of 10 days and valid for single transit only on the route specified by permit. Requested transport date must be noted in a special box of request form by the vehicle (combination) owner or operator and signed and stamped.

16. Permission is issued or declined not later than within five working days on receipt of request. When a bulky vehicle (combination) is particular danger for road safety, i.e. outside maximum permissible levels: height - 50 cm, (or) width - 100 cm, and (or) length - 500 cm; and (or) in overweight vehicles (combinations) the maximum axle(s) load exceeds 8 tons, when a total gross weight of vehicle (combination) exceeds the permitted levels of two or more times, road permit is issued or declined in 20 days on receipt of request.

17. Issue of permits is limited under conditions of very hot weather (25°C and above), road maintenance works, when the daily temperature falls below -20°.

19. The vehicle owner or operator (driver) must carry a permit while driving on public roads and submit on request of control officials.

24. Possession of permission to use public roadways are controlled by police agencies and Road Inspectorate officers, and at border crossing points - the customs officials. Also, officials of these institutions have the right to inspect road vehicle dimensions, axle load, total mass.

26. Once established that the vehicle (combination) actual dimensions exceed the maximum allowable: in length - more than 1 m, in height - more than 10 cm, in width - more than 9 cm, and (or)the actual load of axle(s) exceeds the maximum of 0.6 tons, and (or) the actual gross weight
exceeds the permissible maximum of 1 ton, and the owner or operator (driver) does not hold the permit (or levels specified by permit are exceeded):

26.1. the vehicle (combination) are not allowed in the Republic of Lithuania;

26.2. control officials may take away the vehicle and travel documents from the vehicle owner or operator (driver) driving on public roads, and prohibit such vehicle (combination) continue to travel or can direct the vehicle proceed only to nearest parking site indicated by control officers. Continue to run only allowed under conclusion of an administrative violation and in accordance with the permission; if permit can not be granted, the vehicle (combination) cannot proceed until it has been loaded off or reloaded;

30. Payment procedure of public road tax for oversize and (or) heavy vehicles is as follows:

30.1. if the request for permission to use public roads is approved, the licensing officials under paragraph 7 of the Procedure calculate a specific amount of charge;

30.2. vehicle owners or operators must pay a lumpsum single, monthly or yearly fee for each vehicle (combination), stating in the payment document the registration numbers (licence plate) of the vehicle (tractor, trailer, semitrailer);

30.3. only the vehicle (combination) that has been paid for is authorized;

30.4. on receipt of permit applicant must provide a bank approved tax payment document;

30.5. payment of a lump sum imply restrictions as following: the permit can not be extended, a duplicate will not be issued, nor permit for the same fee can be issued for another vehicle;

30.6. payment of a monthly or yearly fee for transportation of goods on one vehicle entitles, if needed to use another similar vehicle, that new permit can be issued without charge.

33. When tax was paid and the permit was not used, the fee can be returned to payer according to the procedure set in the Lithuanian Law on tax administration.

SUPPLEMENT 3.2 CHARGING FOR USE OF URBAN STREETS OF KLAIPEDA CITY FOR OVERSIZE AND (OR) HEAVY GOODS VEHICLES (COMBINATIONS), PAYMENT, ADMINISTRATION, CONTROL AND PERMITTING PROCEDURE (SUMMARY - UNOFFICIAL TRANSLATION)

3. Maximum authorised road vehicle dimensions are laid down in the Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, total mass.
4. Vehicle owners or operators pay the tax to the budget revenue accounts of territorial state tax inspectorates, indicating the contribution number „7840“ (Public road tax for Lithuania, EU Member States and other foreign countries registered heavy goods vehicles (combinations) that exceed the maximum authorised dimensions (with or without load), and (or) axle(s) load, and (or) vehicle (combination) allowed total weight). Vehicle owners or operators have to pay the fee in cash, bank payment order or other legal payment means or methods. If paid by bank order, the order must have bank's stamp tag.

5. Possession of permission to use public roadways are controlled by police agencies and Road Inspectorate officers, and at border crossing points - the customs officials. Also, officials of these institutions have the right to inspect road vehicle dimensions, axle load, total mass.

6. Oversize and (or) heavy goods vehicles (combinations) can be used on urban streets of Klaipeda City (hereinafter – urban streets) only with authorised permission.

8. Oversize and heavy vehicle (combinations) permits through urban streets are issued by Klaipeda City Municipal Administration (hereinafter - Administration) (track operator) Urban Transport Department.

9. Oversize vehicle means a vehicle whose dimensions (length, width, height), with or without load are excessive of the maximum authorised levels:

9.1. height from the surface of the carriageway for:
9.1.1. all road vehicles except for vehicles transporting containers, higher than 2.6 meters (9 feet and 6 inches) according to ISO standards is 4.00 m;
9.1.2. vehicles carrying containers, higher than 2.6 meters (9 feet and 6 inches) according to ISO standards is 4.15 m;
9.2. width for:
9.2.1. all road vehicles is 2.55 m;
9.2.2. refrigerator with heat-barrier walls is 2.60 m;
9.3. length:
9.3.1. articulated vehicle (tractor with semitrailer) is 16.50 m;
9.3.2. road train (vehicle with trailer) is 18.75 m;
9.3.3. loaded car transporter (car with trailer) is 20.75 m;

11. Payment procedure for use of oversize and (or) heavy vehicles on urban streets is as follows:
11.1. if the request for permission to use urban streets is approved, the licensing officials under paragraph 6 of the Procedure calculate a specific amount of charge;

11.2. vehicle owners, operators or drivers must pay a lumpsum single, monthly or yearly fee for each vehicle (combination), stating in the payment document the registration numbers (licence plate) of the vehicle (tractor, trailer, semitrailer);

11.3. only the vehicle (combination) that has been paid for is authorized;

11.4. on receipt of permit applicant must provide a bank approved tax payment document.

11.5. payment of a lump sum imply restrictions as following: the permit can not be extended, a duplicate will not be issued, nor permit for the same fee can be issued for another vehicle;

11.6. payment of a monthly or yearly fee for transportation of goods on one vehicle entitles, if needed to use another similar vehicle, that new permit can be issued without charge.

11.7. The tax is calculated based on the highest (maximum) exceeded levels of heavy vehicle (combination) and the transportation route length;

11.8. If the vehicle (combination) dimensions exceed the permitted, the tax is calculated by summing charges for each parameter exceeded. Above the permitted axle(s) load taxes are aggregated for each axle load exceeded; and (or) above the vehicle (combination) total permissible mass, the rate which is higher of the two is charged, and are added to the aggregated cost for exceeding the permitted dimensions.

11.11. When tax was paid and the permit was not used, the fee can be returned to payer according to the procedure as per the Lithuanian Law on tax administration.

13. The vehicle owner or operator (driver) must carry a permit while driving on urban streets and submit on request of control officials.

14. To obtain permission for use of urban streets for oversize (or) heavy vehicles (combinations), the Municipal Administration no later than five days prior must receive a completed request form containing:

14.1. owner or operator of the vehicle (combination), their address and phone number;

14.2. transportation route and intermediate points;

14.3. transport time;

14.4. details of the loaded vehicle (combination):

14.4.1. the make, model, license plate(s) number and manufacturer's authorised permissible weight;
14.4.2. length;
14.4.3. width;
14.4.4. height;
14.4.5. the actual gross vehicle (combination);
14.4.6. axle layout scheme, load sizes and distances between axles;
14.4.7. turning radii;
14.4.8. quantity of cargo content (parts) and the weight.
15. The request must be signed by the vehicle owner or operator (carrier).
16. Request for heavy vehicle (combination) permission can be made directly, by fax or mail.

17. Vehicles wider than 3.5 meters and longer than 24.0 meters vehicle (combination) (with or without load) are allowed to travel only during daylight hours with good visibility. At night or in low visibility these vehicles (combinations) are allowed to travel only with police escort. For vehicles wider than 4.0 meters and longer than 25.0 meters (combination) (with or without load) police escort is mandatory in all cases. Depending on the specific traffic conditions, the municipal Administration Urban transport department provides that the route and terms of transport must be coordinated with the police, grid, railway operators and other agencies.

18. Permission for one transportation may be issued for maximum period of 10 days and valid for single transit only on the route specified by permit. Requested transport date must be noted in a special box of request form by the vehicle (combination) owner or operator and signed and stamped.

19. Permission is issued or declined not later than within five working days on receipt of request. When a bulky vehicle (combination) is particular danger for road safety, i.e. outside maximum permissible levels: height – 0.5 m, (or) width – 1.0 m, and (or) length – 5.0 m; and (or) in overweight vehicles (combinations) the maximum axle(s) load exceeds 8 tons, when a total gross weight of vehicle (combination) exceeds the permitted levels of two or more times, road permit is issued or declined in 20 days on receipt of request.

20. Issue of permits is limited under conditions of very hot weather (25 °C and more), road maintenance works, when the daily temperature falls below -20 °.

22. Permission may be granted for one transportation, one month or one year.
SUPPLEMENT 3.3 RATES CHARGED FOR USE OF URBAN STREETS OF KLAIPEDA CITY FOR HEAVY GOODS VEHICLES (COMBINATIONS), THAT WITH OR WITHOUT LOAD EXCEED THE MAXIMUM AUTHORIZED DIMENSIONS AND (OR) ALLOWED AXLE(S) LOAD, AND (OR) VEHICLE (COMBINATION) TOTAL LADEN WEIGHT PAYMENT, ADMINISTRATION, CONTROL AND PERMITTING PROCEDURE (SUMMARY - UNOFFICIAL TRANSLATION)

1. For use of urban streets of Klaipeda city for heavy goods vehicles (combinations), with or without load exceeding the maximum allowed dimensions, vehicle owners or operators are charged according to rates specified in Table 1:

<table>
<thead>
<tr>
<th>Above the permitted levels (cm)</th>
<th>Tax rate (LTL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>single rate, per kilometer</td>
</tr>
<tr>
<td>height Width length</td>
<td></td>
</tr>
<tr>
<td>– 10–20 –</td>
<td>0.5</td>
</tr>
<tr>
<td>11–20 21–40 101–200</td>
<td>0.61</td>
</tr>
<tr>
<td>21–30 41–60 201–300</td>
<td>0.72</td>
</tr>
<tr>
<td>31–40 61–80 301–400</td>
<td>0.78</td>
</tr>
<tr>
<td>41–50 81–100 401–500</td>
<td>0.83</td>
</tr>
</tbody>
</table>

2. If the vehicle (combination) exceeds the maximum permissible, as indicated in Table 1, (in height - more than 50 cm, in width - more than 100 cm, in length - more than 500 cm), such vehicle is major danger for road safety, the tax is calculated as follows: extra ten-cent rate added to the maximum marginal rate for each dimension of excess: that is, for every 10 cm of excessive height, every 10 cm of excessive width, and excessive 1 meter of length, the maximum size is multiplied by a factor 1.5. In all cases, when two or all three dimensions are excessive, the tax is determined by summing up the charges for exceeded individual parameters as given in Table 1. When the vehicle (combination) dimensions exceed the maximum set out in Table 1, a separate
permit is required by issuing an additional fee for preparation of the route, which is a charge for the work to be done in order to enable this particular vehicle (combination) transit along the route specified in the permit.

3. For use of urban streets of Klaipeda city for heavy goods vehicles (combinations), when the axle(s) load exceeds the maximum allowed levels, vehicle owners or operators are charged according to rates specified in Table 2:

<table>
<thead>
<tr>
<th>Above permitted axle(s) load (tons)</th>
<th>Tax rate (LTL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>single rate, per kilometer</td>
</tr>
<tr>
<td></td>
<td>Municipality administrative unit</td>
</tr>
<tr>
<td>0.6–1</td>
<td>0.24</td>
</tr>
<tr>
<td>1.1–1.5</td>
<td>0.48</td>
</tr>
<tr>
<td>1.6–2</td>
<td>0.72</td>
</tr>
<tr>
<td>2.1–3</td>
<td>1.27</td>
</tr>
<tr>
<td>3.1–4</td>
<td>2.04</td>
</tr>
<tr>
<td>4.1–5</td>
<td>2.88</td>
</tr>
<tr>
<td>5.1–6</td>
<td>3.6</td>
</tr>
<tr>
<td>6.1–7</td>
<td>4.32</td>
</tr>
<tr>
<td>7.1–8 inclusive</td>
<td>5.52</td>
</tr>
</tbody>
</table>

5. For use of urban streets of Klaipeda city for heavy goods vehicles (combinations), when the gross weight exceeds the maximum authorised, (40 tons and transport of 20, 30, 40, 45-foot containers manufactured according to ISO standards - 44 tons) vehicle operators are charged according to rates specified in Table 3:

<table>
<thead>
<tr>
<th>Above permissible gross weight (tonnes)</th>
<th>Single rate for each tonne in excess, in LTL / per kilometer</th>
</tr>
</thead>
<tbody>
<tr>
<td>iki 10</td>
<td>0.3</td>
</tr>
<tr>
<td>11–20</td>
<td>0.38</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------</td>
<td>-------</td>
</tr>
<tr>
<td>21–40</td>
<td>0.43</td>
</tr>
<tr>
<td>over 40</td>
<td>0.6</td>
</tr>
</tbody>
</table>

6. In accordance with paragraph 5 the following provision applies: when the actual axle(s) load and the actual vehicle (combination) total weight exceed the permissible, the rate which is higher of the two is applicable.

A GUIDE TO OVERSIZE AND HEAVY TRANSPORT THROUGH KLAIPEDA PORT

PART 2

INFORMATION FOR CUSTOMER
Experience of Oversize and Heavy Transport Through Klaipeda Port and Lithuania

Great importance to oversize and heavy transport scheme has the ability of Lithuanian companies to ensure time and cost efficient freight forwarding process. Several forwarding companies in Klaipeda specialize in national and international transportation of oversized and heavy freight.

Recently, multiple oversize or heavy cargoes were successfully handled by Klaipeda port stevedoring companies both in the northern and southern part of the port:

- JSC Timber Bay Terminal Ltd. [UAB ,Malkų įlankos terminalas’]
- JSC Western Stevedoring Ltd. [UAB ,Vakarų krova’]
- JSC Klaipeda Container Terminal Ltd. [UAB ,Klaipėdos konteinerių terminalas]
- Klaipeda Smelte Stevedoring Co. [LKAB ,Klaipėdos Smeltė’]
- AB Klaipeda Stevedoring Company [AB ,Klaipėdos jūrų krovinių kompanija] (KLASCO)

Maximum load, 3,000 ton platform was transhipped from the waterfront onto barge which shows potential and capacity of oversize and heavy cargo operations.

Further forwarding options from port to destination are:

- road transport
- railway transport
- inland water transport
- combination of these options

Lithuania issues some 6000-7000 oversize and heavy vehicle permits for road transportations yearly. The maximum load transferred from port of Klaipeda by road was 530 tons reactor for Mažeikiai Oil Refinery.

A 320 ton heavy turbine was transported by railway from Klaipeda port to Lithuania Power Plant on the twenty-axle transporter.

Inland transport from Klaipeda port to Kaunas winter port shipped cargo weighing 165 tons. In Kaunas, using mobile cranes, the cargo was loaded on road transport platform and transferred to Jonava.

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**Procedure of Oversize and Heavy Cargo Transhipment at Klaipeda Port**

Transhipment of oversize and heavy cargo at the port of Klaipeda uses no additional administrative procedures, and preparation of cargo is limited by these technical and technological aspects:

- coordination of transhipment to the stevedoring company (handling equipment, lifting equipment)
- stevedoring company to ensure (based on due calculations) that allowable quay load limit is not exceeded. Extra heavy loads are reported to Port control department accordingly
- potential exit scheme for heavy or oversize transport from the terminal and transportation within Klaipeda city

On account of above technical aspects, heavy or oversize transportation from the port by road, railway or inland waterways proceed in accordance with the procedure stipulated in subsequent chapters. Common procedure applies to ship’s arrival at the port.

**Legislation on the Oversize and Heavy Cargo Transhipment at Klaipeda Port:**

- Klaipeda State Seaport Shipping Rules
- Klaipeda State Seaport Usage Rules

**Contact Information for Oversize and Heavy Transhipment at Klaipeda Port:**

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel./Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information of Klaipeda Port Stevedoring companies</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Association of Lithuanian Stevedoring Companies</td>
<td><a href="http://www.asoc.lt">www.asoc.lt</a></td>
<td>Nemuno 2a, LT-91199 Klaipėda</td>
<td><a href="mailto:info@asoc.lt">info@asoc.lt</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+370 46 395570</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+370 46 395572</td>
</tr>
<tr>
<td>SE Klaipeda State Sea Port Authority</td>
<td><a href="http://www.portofklaipeda.lt">www.portofklaipeda.lt</a></td>
<td>J. Janonio g. 24, LT-92251, Klaipėda</td>
<td><a href="mailto:info@port.lt">info@port.lt</a></td>
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<tr>
<td></td>
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<td>+370 46 499799</td>
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<td></td>
<td>+370 46 499777</td>
</tr>
<tr>
<td>Information on Customs Procedures</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Klaipeda Customs Office</td>
<td><a href="http://www.cust.lt">www.cust.lt</a></td>
<td>S. Nėrių g. 4, LT-92228 Klaipėda</td>
<td><a href="mailto:klaipeda@cust.lt">klaipeda@cust.lt</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+370 46 390000</td>
</tr>
<tr>
<td>Information on Ships and Port Services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SE Klaipeda State Sea Port Authority</td>
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<tr>
<td></td>
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<td></td>
<td>+370 46 499799</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>+370 46 499777</td>
</tr>
<tr>
<td>Lithuanian Shipbrokers and Agents Association</td>
<td><a href="http://www.llmaa.ot.lt">www.llmaa.ot.lt</a></td>
<td>Minijos g. 43 LT-91208 Klaipėda</td>
<td><a href="mailto:info@llmaa.ot.lt">info@llmaa.ot.lt</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+370 46 314287</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+370 46 314289</td>
</tr>
<tr>
<td>Information of Forwarding Companies</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Freight Forwarders Association</td>
<td><a href="http://www.ffla.lt">www.ffla.lt</a></td>
<td>Šermukšnių g. 7-3 , LT-91206, Klaipėda</td>
<td><a href="mailto:info@ffla.lt">info@ffla.lt</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+370 46 316111</td>
</tr>
<tr>
<td>Lithuanian National Freight Forwarders Association LINEKA</td>
<td><a href="http://www.lineka.lt">www.lineka.lt</a></td>
<td>Verkių g. 44-306, LT-09109, Vilnius</td>
<td><a href="mailto:info@lineka.lt">info@lineka.lt</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>+370 5 2779036</td>
</tr>
</tbody>
</table>
**Procedure of Oversize and Heavy Transport by Road**

Maximum allowed size, weight and axle load for road transport

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Vehicle</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Length:</strong></td>
<td>single car</td>
<td>12.00 m</td>
</tr>
<tr>
<td></td>
<td>trailer</td>
<td>12.00 m</td>
</tr>
<tr>
<td></td>
<td>combination vehicle (tractor with semitrailer)</td>
<td>16.50 m</td>
</tr>
<tr>
<td></td>
<td>combination of vehicles (tractor with trailer)</td>
<td>18.75 m</td>
</tr>
<tr>
<td><strong>Width:</strong></td>
<td>all road vehicles</td>
<td>2.55 m</td>
</tr>
<tr>
<td></td>
<td>refrigerator with heat-barrier walls</td>
<td>2.60 m</td>
</tr>
<tr>
<td><strong>Height:</strong></td>
<td>all road vehicles</td>
<td>4.00 m</td>
</tr>
<tr>
<td><strong>Gross Weight:</strong></td>
<td>single car bogies</td>
<td>18 ton</td>
</tr>
<tr>
<td></td>
<td>single triaxial vehicles</td>
<td>25 ton</td>
</tr>
<tr>
<td></td>
<td>tractor with semitrailer</td>
<td>40 ton</td>
</tr>
<tr>
<td></td>
<td>car, trailer units</td>
<td>40 ton</td>
</tr>
<tr>
<td></td>
<td>triaxial tractor with a two- or three-axle semi-trailer for 40 FEU containers in combined transport</td>
<td>44 ton</td>
</tr>
<tr>
<td><strong>Axle Load:</strong></td>
<td>single axles / non drive axles</td>
<td>10.0 ton</td>
</tr>
<tr>
<td></td>
<td>a drive axle</td>
<td>11.50 ton</td>
</tr>
</tbody>
</table>
Heavy and oversized cargo movement is only possible with a permit of track operator or an authorized authority. Oversize and heavy transport permits to use public roads are issued by State Road Transport Inspectorate under Ministry of Transport and permits for urban trips – by the operator of track, i.e. a relative municipal administration.

Request for a permit must contain the following data:
- transportation route
- border crossing point and time
- wheel and axle number and arrangement of the vehicle
- axle load
- total weight (vehicle + cargo)
- load weight and distribution
- laden dimensions
- maximum single-axle load
- company name, address, bank details and person-in-charge.

Vehicles wider than 3.5 meters and longer than 24.0 meters are allowed to travel only during daylight hours with good visibility. At night or in low visibility these vehicles are allowed to travel only with police escort car. For vehicles (combination) wider than 4.0 meters and longer than 25.0 meters (with or without load) police escort is necessary in all cases. Depending on specific road and traffic conditions, escort can be used in other cases on decision of State Road Inspectorate.

To summarize, oversize and heavy transport by road through Klaipeda port and Lithuania are arranged in the following phases:

- Routing (draft), to include a transport route, important factors: height of overpasses and power lines, width of road construction etc.
- Assessment of current situation: ongoing road repairs, construction etc.
- Extra large loads require assessment of road constructions dismountle costs, and extra heavy loads - viaducts and road construction strength tests
- Receiving of permission for oversize or heavy transport through the city of Klaipeda
- Receiving of permission for oversize or heavy transport on public roads;
- Receiving permission for oversize and heavy transport through other cities (if in itinerary)
- Escort (if required by permit)
- Routing – arrangement for temporary removal and installation of road infrastructure for specialized transport passages (if necessary).

Permit is issued or declined within five working days on receipt of request. When a vehicle (combination) is particularly dangerous for road safety, i.e. beyond the maximum permitted dimensions: height - 50 cm, (or) width - 100 cm, and (or) length - 500 cm, or overweight vehicle (combination), where the maximum permitted vehicle axle(s) load exceeds 8 tons or when a total gross weight of vehicle (combination) exceeds the permitted levels of two or more times, permit is issued or declined in 20 days on receipt of request.

**Legislation on the Oversize and Heavy Transport by Road:**

- Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, total mass (Official Gazette, 2002, no. 23 - 870).

- Minister of Transport Decree 26-09-2006 No. 3-404 amending Minister of Transport Decree 18-02-2002 No.3-66 On the approval of the authorized maximum dimensions of vehicles, permitted axle(s) load, total mass (Official Gazette, 2005, no. 117-4240).

- Minister of Transport Decree 20-04-2006 No.3-150 on the charging of heavy goods vehicles registered in the Republic of Lithuania and Payment, administration and control procedures; on the charging of Vehicle owners / managers of user fee payment, administration and control procedure; Public road tax for oversize and heavy vehicles for the use of Lithuanian roadways payment, administration, inspection and licensing procedure (Official Gazette, 2006, no. 49-1783).

- Public road tax for oversize and/or heavy vehicles (combinations) registered in the Republic of Lithuania and foreign countries, including EU Member States for trips through City of Klaipeda Payment, Administration, Control and Authorization Procedure approved by Klaipeda City Council Decision 27-07-2006 No.T2-259.

- Oversize and/or heavy vehicle (combination) authorization for transit through City of Vilnius approved by Vilnius City Municipality Director Decision 08-09-2010 No.30-1736.
- Oversize and/or heavy vehicle (combination) authorization for transit through City of Kaunas approved by Kaunas City Council Decision 08-05-2008 No.T-221.

Contact Information for Oversize and Heavy Transport by Road:

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel./Fax</th>
</tr>
</thead>
<tbody>
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<td>Association of Lithuanian Stevedoring Companies</td>
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<td><a href="mailto:info@asoc.lt">info@asoc.lt</a> +370 46 395570 +370 46 395572</td>
</tr>
<tr>
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<td>J. Janonio g. 24, LT-92251, Klaipėda</td>
<td><a href="mailto:info@port.lt">info@port.lt</a> +370 46 499799 +370 46 499777</td>
</tr>
</tbody>
</table>

Information on Customs Procedures

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel./Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Klaipeda Customs Office</td>
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<td>S. Nėries g. 4, LT-92228 Klaipėda</td>
<td><a href="mailto:klaipeda@cust.lt">klaipeda@cust.lt</a> +370 46 390000</td>
</tr>
</tbody>
</table>

Information on Ships and Port Services

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
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</tr>
</thead>
<tbody>
<tr>
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</tr>
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<td>Minijos g. 43 LT-91208 Klaipėda</td>
<td><a href="mailto:info@llmaa.ot.lt">info@llmaa.ot.lt</a> +370 46 314287 +370 46 314289</td>
</tr>
</tbody>
</table>

Information on Forwarding Companies

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel./Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Forwarders Association</td>
<td><a href="http://www.ffa.lt">www.ffa.lt</a></td>
<td>Šermukšnių g. 7-3, LT-91206, Klaipėda</td>
<td><a href="mailto:info@ffa.lt">info@ffa.lt</a> +370 46 311611</td>
</tr>
<tr>
<td>Lithuanian National Freight Forwarders Association LINEKA</td>
<td><a href="http://www.lineka.lt">www.lineka.lt</a></td>
<td>Verkių g. 44-306, LT-09109, Vilnius</td>
<td><a href="mailto:info@lineka.lt">info@lineka.lt</a> + 370 5 2779036</td>
</tr>
</tbody>
</table>
Procedure of Oversize and Heavy Transport by Railway

Oversize and heavy cargo transportation by railway starts with layout and approval of loading and stock securing/mounting aboard scheme.

Minor oversize or overweight transports require to inspection and verification of the scheme at Freight Transport Department of Lithuanian Railways. In case of transit transportation the scheme is adjusted by Freight Transport department of Lithuanian Railways and the Russian Rail services.

Based on approved loading and mounting schemes rail car measurements is determined. Transport route and costs depend on oversize type and degree (possibilities and venues of passing cars, passage of road structures; temporary dismantle of signs, etc.).

It is very important that overall dimensions do not exceed throughout the entire route, also when running in curves, and measurements calculation in curves is mandatory for long oversize transports.

When oversize type and degree is determined, further transport options over appropriate route are to be agreed upon. The sender (forwarder) makes a request by stating the departure and destination station. The itinerary in Lithuania is made by Lithuanian Railways Freight Department; whereas international or transit traffics are coordinated by Lithuanian Railways Freight department along with Russian Transport Management Department, which is responsible for setting up a centralized oversize and heavy transport route scheme of the CIS countries, Lithuania, Latvia and Estonia. The availability and route for transport are approved by telegram.

When freight for transfer arrives, station staff check if shipment loaded and secured in accordance with the approved scheme.

To summarize, oversize and heavy transport by railway through Klaipeda port and Lithuania are arranged in the following phases:

- Loading scheme layout and mounting aboard.
- Loading layout and stock securing scheme.
- Determination of oversize type and degree
- Verification and approval of loading and mounting scheme.
- Transport options and route coordination.
- Rolling stock and freight services reservation (large time reserve required for irregular transportations, and use of special purpose transporter stock).
- Loading and mounting on railway rolling stock (at Klaipeda port, this can be done by stevedoring company or any authorized agent appointed by the consignor or forwarder, according to the approved load layout and mounting scheme).
- Payment for transportation services (in international shipments - separately for each national railway company).

**Legislation on the Oversize and Heavy Transport by Railway:**

- Instruction DC-1835 on Oversize and Heavy transportation on railways on CIS countries, Estonia, Latvia and Lithuania;
- Railway Freight Traffic Rules issued by Minister of Transport Decree 2000-06-20 No.174;
- International Railway Freight Agreement SMGS.

**Contact Information for Oversize and Heavy Transport by Railway:**

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel/Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loading scheme coordination</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB „Lithuanian Railways“ Freight department</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:lgkr@litrail.lt">lgkr@litrail.lt</a> +370 5 2 693112 +370 5 2 692927</td>
</tr>
<tr>
<td><strong>Freight forwarding terms coordination</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB „Lithuanian Railways“ Freight forwarding authority</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:cargo@litrail.lt">cargo@litrail.lt</a> +370 5 2 693301</td>
</tr>
<tr>
<td>AB „Lithuanian Railways“ Freight department</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:lgkr@litrail.lt">lgkr@litrail.lt</a> +370 5 2 693112 +370 5 2 692927</td>
</tr>
<tr>
<td><strong>Dispatch Railway Stations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Klaipėda Freight Station</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Priestočio g. 5A, LT-92228, Klaipėda</td>
<td><a href="mailto:gsklaiped@litrail.lt">gsklaiped@litrail.lt</a> +370 46 202682</td>
</tr>
<tr>
<td>Draugystė Freight Station</td>
<td><a href="http://www.litrail.lt">www.litrail.lt</a></td>
<td>Kairių g. 1, LT-95367 Klaipėda</td>
<td><a href="mailto:l.andrejeva@litrail.lt">l.andrejeva@litrail.lt</a> +370 46 204840</td>
</tr>
<tr>
<td><strong>Railway infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AB „Lithuanian Railways“ Infrastructure department</td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td>Mindaugo g. 12/14, Vilnius LT-03603</td>
<td><a href="mailto:infrastruktura@litrail.lt">infrastruktura@litrail.lt</a> +370 5 2 693353 +370 5 2 693332</td>
</tr>
<tr>
<td><strong>Railway maintenance and control</strong></td>
<td></td>
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<tr>
<td>State Railway Inspectorate at the Ministry of Transport</td>
<td><a href="http://www.vgi.lt">www.vgi.lt</a></td>
<td>Pamėnkalnio g. 26, LT-01114 Vilnius</td>
<td><a href="mailto:vgi@vgi.lt">vgi@vgi.lt</a> +370 5 430493</td>
</tr>
</tbody>
</table>
Procedure of Oversize and Heavy Cargo Transport by Inland Waterways

In accordance with approved classification (International Class IV) Lithuanian inland waterways allow the passage of vessels and vessel formation within length range of 100 meters and width of 10 meters. Waranty depth en route from Klaipeda to Jurbarkas 150 cm, and from Jurbarkas to Kaunas 120 cm.

Waranty dimensions of inland waterways state minimum particulars, which must be complied with at the design water level. In case of drought water level may drop to 10 cm from the design level. Therefore, at low water level, depths and other navigational information (the heights of bridges, water level measuring stations, major technical fleet operation areas and other knowledge necessary to navigators), must be adjusted at State Inland Waterways Authority. The necessity to proceed by other routes, by larger vessels or formations, each case must be agreed with road operator, State Inland Waterways Authority.

Prior to commence of oversize and heavy load handling, vessel stability calculations are necessary.
To summarize, oversize and heavy transport by inland waterways through Klaipėda port and Lithuania are arranged in the following phases:

- Coordination of transportation to the forwarder: means, loading and unloading scheme and facilities
- Transport routing and timing coordination consistent with the Inland Waterways Authority (if inland water transport dimensions are close to or above the permissible)
- Possibility of oversize and heavy loading onboard the inland water transport and coordination to port stevedoring company
- Coordination of oversize and heavy cargo unloading of inland water transport (to the inland port operators, stevedoring companies)
- Layout of loading, board placement and mounting scheme
- Ship's stability calculations.
Legislation on the Oversize and Heavy Transport by Inland Waterways:

- Freight Transport by Inland Waterways Regulations, adopted by Minister of Transport Decree 28-09-2000 No.269.
- Government Resolution 14-08-1995 No.1119 On the approved Lithuanian State Inland Waterways List.

Contact Information for Oversize and Heavy Transport by Inland Waterways:

<table>
<thead>
<tr>
<th>Institution/Organisation</th>
<th>Website</th>
<th>Address</th>
<th>Email/Tel/Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Information of Klaipeda Port Stevedoring companies</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Association of Lithuanian Stevedoring Companies</td>
<td><a href="http://www.asoc.lt">www.asoc.lt</a></td>
<td>Nemuno 2a, LT-91199 Klaipėda</td>
<td><a href="mailto:info@asoc.lt">info@asoc.lt</a> +370 46 395570 +370 46 395572</td>
</tr>
<tr>
<td>SE Klaipeda State Sea Port Authority</td>
<td><a href="http://www.portofklaipeda.lt">www.portofklaipeda.lt</a></td>
<td>J. Janonio g. 24, LT-92251, Klaipėda</td>
<td><a href="mailto:info@port.lt">info@port.lt</a> +370 46 499799 +370 46 499777</td>
</tr>
</tbody>
</table>

| **Information relating to Ships and Port Services** |                           |                                |                             |
| SE Klaipeda State Sea Port Authority             | www.portofklaipeda.lt     | J. Janonio g. 24, LT-92251, Klaipėda | info@port.lt +370 46 499799 +370 46 499777 |
| Lithuanian Shipbrokers and Agents Association     | www.llmaa.ot.lt           | Minijos g. 43 LT-91208 Klaipėda | info@llmaa.ot.lt +370 46 314287 +370 46 314289 |

| Inland Waterways                           | www.liwa.lt               | Raudondvario pl. 112, LT-47186 Kaunas | vandenskeliai@is.lt +370 37 322844 |

| **Information on Forwarding Companies**       |                           |                                |                             |
| Freight Forwarders Association                | www.ffla.lt               | Šermukšnių g. 7-3 , LT-91206, Klaipėda | info@ffla.lt +370 46 311611 |
| Lithuanian National Freight Forwarders Association LINEKA | www.lineka.lt | Verkių g. 44-306, LT-09109, Vilnius | info@lineka.lt + 370 5 2779036 |
Annex 4.1. Request Form for Oversize or Heavy Vehicle Permit on Lithuanian Public Roads

(Source: www.vkti.lt)

<table>
<thead>
<tr>
<th>(monės)</th>
<th>(company)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(adresas, telefonas, faksas)</td>
<td>dress, telephone,</td>
</tr>
</tbody>
</table>

Valstybinei kelių transporto
prie Susisiekimo
(To State Road Transport
under the Ministry of Transport and

**PRAŠYM**

REQUEST FOR HEAVY VEHICLE

20 __-__-
Vilni

Prašome išduoti imą didžiagarbės ir (ar) sunkiasvorių transporto
(We are for a permit for -dimension and (or) vehic travelli on the following
maršrut

1. Transporto priemonės (Own of the

| (monės) | adresas, telefonas (company name, |

2. (automobiliai ekabos (pusprieabos) markė, modelis, valstybinis
(registration number, model, mark of the motor vehicle (tractor), -trailer

3. Duomenys transporto (ju):

| (Information about load vehicle (vehicle combination
ilgis lent) | plotis width |
| aukštis ) | radius of g |
| posūkio krovinio pavadinimas ir | (natur and dimensions ) |
| krovinio weight th loa | faktnė pakrautos transporto priemonės (technical permissible maximum laden mass stated by the |
| transporto priemonės gamyklos gamintojo nustatytas leidžiamas svoris | (technically permissible maximum laden mass stated by the |
| Važiavimo Transportation ) | r |

4. Važiavimo Transportation )

5. Pakrautos transporto (ju) vaizdas iš šono ir galų, ašių
schema, apkrovų dydžiai bei atstumai (Side and rear view of the loaded
combinatio , scheme of ar angreme , axle loads and distances

| (pareigos) | (parašas) | (vardas, pavardė) |
| (position) | (signature) | (name, surname) |

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Official website: www.transportoversize.eu
Phone number: +370 46 390857
Email address: transportaoversize@kmtp.lt

Part-financed by the European Union
(European Regional Development Fund)
Anex 4.2. Request Form for Oversize or Heavy Vehicle Permit Through Klaipeda City

(source: Public road tax for oversize and/or heavy vehicles (combinations) for trips through City of Klaipeda Payment, Administration, Control and Authorization Procedure 27-07-2006 No.T2-259 )

(įmonės pavadinimas) company name

(addressas, telefonas, faksas, el.p.) address, telephone, fax, email

Klaipėdos miesto savivaldybės administracijos
Miesto ūkio departamento
Vienkamis tvarkos ir transporto skyriaus vedėjui
Klaipeda City Municipal Administration
Economy Department
Head of the Division of the Public Order and Transport
El. Paštas: transportas@klaipeda.lt
Emailto:

PRAŠYMAS
DĖL LEIDIMO IŠDAVIMO
REQUEST FOR HEAVY VEHICLE PERMIT
20__ m. __ _mėn. __ d. 
__________________________
DD/MM/YY
Klaipėda

Prasome išduoti leidimą važiuoti didžiagarabio ir (ar) sunkiasvore transporto priemone maršrutu
We hereby apply for a permit for oversize and (or) heavy vehicle travelling en route

1. Transporto priemonės savininkas (Vehicle owner):

(įmonės pavadinimas, kodas, adresas, telefonas) company name, code, address, phone

2. Duomenys apie transporto priemonę:

Details of the vehicle:
markė make _______________________
modelis model _______________________
valstybinis Nr. licence plate No. _______________________
gamyklos gamintojos nustatytas leidžiamas svoris manufacturer’s authorized weight, t _______________________

3. Duomenys apie transporto priemonę, jų jungini:

Vehicle (combination) parameters:
Ilgis length ______ m
Plotis width ______ m
Aukštis height ______ m
Krovinio svoris cargo weight ______ t
Faktinė pakrautos transporto priemonės masė ______ t
actual gross vehicle weight, t

4. Krovinio pavadinimas Shipping name _______________________

5. Važiavimo data ir laikas Transport date and time _______________________

6. Krovinio dalių skaičius ir jų svoris quantity of cargo content and the weight, _______________________

7. Transporto priemonės ašių išsidėstymo schema ir apkrrovų dydžiai bei atstumai tarp ašių: Axle layout scheme, load sizes and distances between axles _______________________

(Pareigos, v., pavardė, parašas ) Position, name and signature

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Official website: www.transportoversize.eu
Phone number: +370 46 390857
Email address: transportaoversize@kmtp.lt

Part-financed by the European Union (European Regional Development Fund)