

ANNEX-IV

TECHNICAL REQUIREMENTS OF ROAD VEHICLES

Article 1

Definitions

For the purpose of this Annex, the following expressions shall have the meanings hereby assigned to them:

Axle load:	Actual load transmitted to the road pavement via all the wheels connected to a particular axle or axle group;
Laden weight:	Actual weight of the vehicle as loaded, with crew and passengers on board;
Permissible Maximum Weight:	Maximum Weight of the laden vehicle, declared permissible by the competent authority of the State in which the vehicle is registered;
Unladen weight:	Weight of the vehicle without crew, passengers or load, but with full supply of fuel and with the tools which the vehicle normally carries.

Article 2

Acceptance of vehicles

The Contracting Parties shall admit vehicles which fulfill the technical requirements applied in the territories of other Contracting Parties where the vehicles are registered and which possess a Certificate of Fitness, or corresponding document, issued by the competent certifying body in the country of registration.

Article 3

Adaptation of Vehicles for Customs Transit

Vehicles intended to be used for international carriage of goods by road under this Annex shall be constructed so as to meet their technical requirements of Annex-2 to the Customs Convention of the International Transport of Goods under cover of TIR Carnets (TIR Convention) 1975.

Article 4

Maximum Axle Loads and Laden Weights

1. The maximum permissible axle loads in the territories of Contracting Parties are as follows:

	At present	Target for future*
a) for single axles	6-12 tonnes	10-13 tonnes
b) for tandem axles	10-22.5 tonnes	16.5-20 tonnes
c) for triple axles	13-33 tonnes	20-30 tonnes
d) Laden weight	36-40 tonnes	40-42 tonnes

* a) This target will be achieved by time-limits set in the Programme of Action for the ECO Decade of Transport and Communications (1998-2007).

b) In case one or more Contracting Parties are not in a position to ensure the implementation of this task by the end of the above Decade, they should take such measures which would guarantee to the carrier the possibility to forward goods to the consignee under customs transit.

2. Maximum permissible axle load established by national legislations of the Contracting Parties are specified in the Table-1 for practical use.

3. In case one of the Contracting Parties intends to modify maximum permissible axle load standard, it should notify it officially through diplomatic channels to all other Contracting Parties and to Transit Transport Coordination Council (TTCC) as well in less than two months before introducing a new standard. Otherwise, any claims on the part of the Contracting Party which has modified the standard shall have no effect unless three months have passed from the date of entry of a new standard into force.

Article 5

Maximum Dimensions of Vehicles

The dimensions of vehicles used for carriage of goods in transit shall not exceed:

	At present	Target for future
As regard widths:	2.50m (in the territory of Pakistan – 2.75 m)	2.50 m
As regards heights:	4m	4 - 4.5 m
As regards lengths:		
- for rigid chassis vehicles:	11-12m	--
- for articulate vehicles:	17.4	--
- for truck and drawbar trailer combinations:	18-20m	24m

TABLE-I

MAXIMUM PERMISSIBLE AXLE LOADS APPLIED IN THE TERRITORIES OF CONTRACTING PARTIES IN ACCORDANCE WITH THEIR DOMESTIC LEGISLATIONS

No.	Contracting Parties	Maximum Permissible Loads			Maximum permissible laden weight
		For single Axles	For tandem Axles	For triple axles	
1	I. S. of Afghanistan	10.0	16.0	22.0	36.0
2	Azerbaijan Rep.	10.0	16.0	22.0	36.0
3	I.R. of Iran	13.0	20.0	26.0	40.0
4	Rep. of Kazakhstan	8.0	13.2	18.8	36.0
5	Kyrgyz Rep.	10.0	16.0	22.0	36.0
6	I.R. of Pakistan	12.0	22.5	33.0	40.0
7	Rep. of Tajikistan	8.0	14.0	22.0	36.0
8	Rep. of Turkey	10.0	16.0	22.0	40.0
9	Turkmenistan	6.0	10.0	13.0	36.0
10	Rep. of Uzbekistan	8.0	16.0	24.0	40.0