

CROSS-BORDER AGREEMENT ON BISHKEK- ALMATY ROUTE

THE GOVERNMENT OF THE KYRGYZ REPUBLIC

AND THE GOVERNMENT OF THE REPUBLIC OF KAZAKHSTAN

PREAMBLE

The Government of the Kyrgyz Republic and the Republic of Kazakhstan Government of the hereinafter called « the Contracting Parties»;

Recognizing the importance of adequate cross-border and transit road traffic arrangements at Akzhol-Chu (Korday) border on the Bishkek – Almaty road for the development of regional and international trade;

Recognizing the need to develop and maintain a rational, agreed and mutually beneficial system of transport and communications across that border;

Recognizing the mutual benefits of harmonization in the environment of trade and transport between the two countries;

Recognizing the membership of international organizations and accession to international conventions;

Recognizing their commitment to promotion of the smooth, rapid and efficient movement of passengers, goods and luggage between the Contracting Parties;

have agreed as follows:

GENERAL PROVISIONS

Article 1

Definitions

For the purposes of this Agreement:

"Agreement" means the Cross-Border Agreement between the Government of the Kyrgyz Republic and the Government of the Republic of Kazakhstan on Bishkek-Almaty;

"Bonded warehouse" means a warehouse approved by the Customs authorities for the temporary storage of goods in international transit under their control without payment of duties;

"Border" means the Akzhol-Chu (Korday) border crossing on the Bishkek-Almaty road;

"Border Control Zone" means the restricted access area around and between the border posts controlled by the border authorities;

"Carrier" means legal or natural person who is authorized to perform international transport of goods or passengers and luggage and who or in whose name a contract of carriage of goods or passengers has been concluded with a shipper or passenger;

"CMR" means an international waybill according to which cargo is carried under cover of the CMR Convention about the International Cargo Transportation Agreement (ICTA) 1956 relating to road goods insurance liability;

"Contract of Carriage" means any contract whereby the carrier undertakes for reward to carry goods, passengers or luggage from the territory of one Contracting Party to another;

"Cross-Border traffic" means traffic that crosses the Akzhol-Chu (Korday) border crossing for transit purposes;

"Customs control" means the whole range of measures applied by the Customs Authorities of the Contracting Parties to ensure compliance with domestic legislation relating to Customs and international agreements that the Customs are responsible for enforcing;

"Domestic legislation" means the entire body of national laws and regulations in force in the territory of a Contracting Party;

"Goods" means all types of goods and commodities, including live animals. Where the goods are consolidated in a container, pallet or similar article of transport or where they are packed, "goods" include such article of transport or packaging if supplied by the shipper;

"Single stop" means the creation of the conditions for the combined Customs control service by the competent authorities of both Contracting Parties during border crossing;

"Import duties and taxes" means import Customs duties and all other duties, taxes, fees and other charges that are collected in connection with the importation of goods;

"Internal traffic" means the carriage of goods or passengers loaded in the territory of a Contracting Party for unloading at a place within the territory of the same Contracting Party;

"vehicle" means any vehicle being used for transportation of passengers, goods or cargo, or equipment installed therein, including containers and other kinds of transportation facilities

"Passenger" means any natural person who in the performance of a contract of carriage made by the person, or on behalf of the person, is carried either for reward or free of charge by a carrier,

"Permit" means a document issued by a competent authority of the Contracting Party which allows/enables the vehicles registered in the territory of the other Contracting Party to enter or exit or transit through the territory of another Contracting Party;

«Special permit» means a document issued by a competent authority of the Contracting Party which allows/enables large sized or heavy weight vehicles and/or hazardous cargo to enter or transit through the territory of another Contracting Party;

"Shipper" means any person by whom or in whose name or on whose behalf a contract of carriage of goods has been concluded with a carrier, or any person by whom or in whose name or on whose behalf the goods are actually delivered to the carrier in relation to the contract of carriage of goods;

«Alternative viable routings» means the availability of opportunity for drive of vehicles in one and the same direction by another free of charge road, on technical parameters not yielding to the paid one;

"Convention TIR" means transportation of goods being carried under conditions stipulated in the Customs Convention on the international Transport of Goods under Cover of TIR Carnets (Convention TIR - Transport International Routier) of 1975.

Article 2

Purpose and Objectives

The main purposes and objectives of this Agreement are as follows:

to facilitate and promote trade between the countries through the efficient movement of goods, luggage and passengers between and across the respective territories of the Contracting Parties;

to ensure the safety of goods, luggage and passengers and avoidance of unnecessary delays during the crossing of the Akzhol-Chu (Korday) border and during the transit through the territories of the Contracting Parties;

to coordinate the efforts of the Contracting Parties in avoiding the incidence of unauthorized payments, tax evasion, trading in prohibited or restricted goods and clearance delays at the border and at destinations within the territories of the Contracting Parties;

to provide all the necessary facilities for international road transport services between and across the territories of the Contracting Parties;

to harmonize the necessary administrative affairs dealing with road border and transit traffic; and

to promote the development of competitive international road transport services between the Contracting Parties.

Article 3

Scope of Application

The provisions of this Agreement, including the Annex, shall apply to road traffic that originates and/or terminates or is in transit that passes through the Akzhol-Chu (Korday) border crossing and/or travels on the Bishkek - Almaty road.

Article 4

Road Taxes and Fees

Passenger and cargo transportation conducted by carriers and their vehicles from the territory of the state of one Contracting Party on the territory of the other Contracting Party shall be liable for toll road charges on the Bishkek - Almaty road in the future, the application of which will be agreed upon in consultation among the Contracting Parties;

INFRASTRUCTURE

Article 5

Design and Technical Characteristics of the Road

The Contracting Parties shall maintain, rehabilitate and reconstruct the Bishkek-Almaty road in accordance with appropriate standards in force at the territory of the States of the Contracting Parties.

The Contracting Parties shall make efforts to mobilize resources to improve the quality of the Bishkek- Almaty road in relation to its overall design, road surfacing and the road alignment through the Korday Mountains with a view to raising of the safety and the average travelling speeds in accordance with appropriate standards in force at the territory of the States of the Contracting Parties.

Article 6

Border Facilities

The Contracting Parties shall provide adequate border facilities and related installations needed for road transport, including:

processing booths for Customs border control personnel;

administrative offices for Customs, Traffic Police and additional space as required for temporary personnel from Border Guard, Veterinary, Health, Phytosanitary control organizations;

vehicle inspection facilities;

sufficient parking for vehicles whilst undergoing transit processing; segregated lanes for freight and passenger vehicles;

clear signage in both Cyrillic and Latin script.

The border facilities shall be located within designated border controls zones that are physically adjacent and arranged in such a way that means of transport and goods can be examined at the same place, so that repeated inspection and unloading and reloading of goods may be avoided. The Contracting Parties shall take measures in order to integrate the border control facilities at Akzhol-Chu (Korday) with a view to introduction of a "single stop" combined Customs control service in each direction. Consideration shall be given to integration of the adjacent Traffic Police control points.

Article 7

Control Posts

The Contracting Parties shall take all necessary steps to reduce the number of weight control points on the Bishkek - Almaty road and measures to combine Customs, Police and transport control posts at the border to minimize baseless waiting time for traffic.

Article 8

Bonded Warehousing

The Contracting Parties shall promote the development of bonded warehousing and Customs facilities in the environs of Bishkek and Almaty that are designed to enable transit storage of import or export goods prior to payment of Customs duties/taxes and final inward or outward clearance.

The Contracting Parties shall examine their respective cargo clearance procedures to identify means to reduce the waiting time incurred by road transport engaged in cross-border and transit transportation. This shall include the potential to obtain the early release of transport resources by the increased use of Customs approved warehouses or other suitable premises where goods can be stored awaiting final clearance.

Article 9

Roadside Facilities

The Contracting Parties shall promote the provision of combined modern roadside facilities that include the following:

- a filling station selling high and low octane petrol, diesel and lubricants;
- a cafe;
- rest areas with take-away food etc.;
- medical and sanitary facilities;
- communication links.

There shall be a minimum of two such facilities with access from each direction on the highway between Bishkek and Almaty.

CONDITIONS FOR ROAD TRANSPORT SERVICES

Article 10

Traffic Regulations

The Contracting Parties shall take appropriate measures to ensure that road traffic regulations in force in their territories conform in substance to the provisions of the Convention on Road Traffic and the Convention on Road Signs and Signals on 1968.

Article 11

Safety of Cross-Border and Transit Traffic

The Contracting Parties shall take all measures necessary for the safety of traffic and environment protection at the border and along the Bishkek - Almaty road.

The Contracting Parties shall provide assistance to the carriers involved in the event of traffic accidents by giving them assistance in clearing the road from the damaged vehicles, cargo and etc. And also in delivering them to the guarding parking or ground.

Article 12

Customs Duties, Taxes and other Levies and Charges

The Contracting Parties agree to exempt from payment of import duties and taxes the following:

fuel and lubricating oils contained in the normal tanks of means of transport on arrival, spare parts, accessories and equipment necessary for their operation in the time of transportation

The Contracting Parties also agree to grant temporary admission for maintenance and recovery vehicles. This includes parts, unit and equipment that are to be used in the course of repair and maintenance, as replacement for parts and equipment incorporated in or used on a means of transport that has already been temporarily admitted in their territory

Article 13

Provision of Fuel and Lubricants

Each Contracting Party agrees that means of transport of the State of the other Contracting Party shall be entitled to the provision of fuel and lubricants necessary for their operations on the territory of its State

Article 14

Mutual Recognition of Driving Licenses -

Bus and truck drivers shall have national or international driving licenses that correspond to the category of vehicle they drive and national registration documents for their vehicle.

Contracting Parties shall accept on the territory of their States driving licenses, vehicle registration documents and vehicle plates that are issued by the competent authorities of the other Contracting Party to this Agreement.

Article 15

Mutual Recognition of Certificates of Road Worthiness

The Contracting Parties undertake to institute regular inspection of buses and road freight vehicles to ensure that such vehicles are in a safe roadworthy condition.

Article 16

Motor Vehicle Third Party Insurance Scheme

The Contracting Parties shall take steps necessary for the conducting to the united form all the laws in the area of the insurance of the vehicles and road transportation, that are in force at the territories of their States.

Article 17

Establishment of Offices

The Contracting Parties shall grant permission to transport companies engaged in cross-border and transit services on the territories of their States to establish local offices for the purpose of operating such traffic. The Establishment of such offices shall be in accordance with domestic legislation of the States of the Contracting Parties.

Article 18

Transport Services

Each Contracting Party shall grant to the other Contracting Party the necessary facilities of transit through its territory of its State and across its borders and shall allow the use of means of transport registered in the territory of the other Contracting Party to provide cross-border and transit services on its territory.

Each Contracting Party shall grant to the other Contracting Party the necessary facilities of transit through its territory and across its borders, under conditions specified in this Agreement.

Unless the carrier of state of the Contracting Party concerned has obtained special transit permission, means of transport registered in the territory of one Contracting Party shall be prohibited from carrying goods passengers and luggage in internal transport within the territory of the other Contracting Party.

Article 19

Temporary Admission of Means of Transport

Each Contracting Party shall permit means of transport of the State of the other Contracting Party to stay temporarily on its territory without a fixed time limit in connection with legitimate transport operations provided that it does not engage in internal transport operations as indicated in Article 18.

Article 20

Road Transport Permits

Contracting Parties shall harmonize and facilitate the requirements necessary for the issuance of road transport permits for carriage of goods, passengers and luggage in cross-border and transit traffic without any limitation and quota.

In cases where the weight, dimensions or axle loads exceed the standard ones adopted in the Annex for carriage on the Bishkek - Almaty road within the territory of the other Contracting Party, as well as in case where hazardous cargo being transported, the carrier shall obtain the special permission from the competent authority of the other Contracting Party.

Transportation of passengers by buses between or in transit across the territories of the Contracting Parties is to be conducted on the basis of authorizations. These shall be issued by the competent bodies of the Contracting Parties in the manner prescribed by the Convention on International Vehicle Transportation of Passengers and Cargo (Bishkek 9th October 1997).

Bilateral transportation is to be conducted without the issuing of an authorization permit. Transit transportation is to be conducted with issuance of authorization permit. This shall be issued by competent authorities of the Contracting Parties.

Cargo transportation by vehicles inside or across the territory of the Contracting Parties will carry only the documents as specified by this Agreement for cross-border and transit transportation and shall be shown to the competent authority's representatives upon request.

VEHICLE SPECIFICATION AND CONTROL

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Article 21

Technical Requirements of Vehicles

Means of transport used in cross-border and transit transport on the Bishkek-Almaty road, after rehabilitation, shall conform to the technical requirements regarding vehicle dimensions, maximum total weights with loads, axle loads and other parameters as defined in the Annex to this Agreement.

The Contracting Parties may determine other technical requirements on maximum dimensions, weight and axle load for vehicles on other roads within their territories.

The Contracting Parties permit the movement of vehicles conforming to the parameters defined in the Annex that are not classified as "over-dimensioned" along the Bishkek - Almaty road without individual control or payment of "over-dimension" charges.

A vehicle which has dimensions, with or without cargo, that exceed the permitted dimensions defined in the Annex is considered as "large sized". A vehicle that has a total weight or axle load, with or without cargo, which exceeds the tolerant parameters defined in the Annex is considered as "heavy weighted".

Article 22

Permission for Over Dimensioned Vehicles

Large sized and heavy weight vehicles shall be allowed onto the territory of the Contracting Parties only with special permission that is given by the relevant competent bodies of the each Contracting Party and on conditions specified by that authorization. The Akzhol-Chu (Korday) border crossing shall be designated as a point of admission for over-dimensioned vehicles.

Contracting Parties may charge certain payments, which are fixed by internal legislation, when they give the authorization for large sized or heavy weight vehicles exceeding the dimensions defined in the Annex.

The Contracting Parties shall introduce appropriate controls to load vehicles on their territory in such a way as to avoid exceeding the maximum dimensions, weight and axle loads specified in the Annex whenever possible. This excludes the transportation of indivisible loads.

Article 23

Control of Heavy-Weighted Vehicles

The Contracting Parties shall make efforts towards reducing the incidence of overloading of vehicles, by either gross vehicle weight or axle load, as defined in the Annex by:

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application of the appropriate legislation to make overloading an offence subject to a fine and offloading of goods until the vehicle conforms to the parameters defined in the Annex. This excludes vehicles that have obtained special permission as per Article 22 of this Agreement;

application of the permitted weight limits on the Bishkek - Almaty and any other designated roads in line with international limits applicable in other parts of the Commonwealth of Independent States as indicated in the Annex, and

the use of load control systems, such as weigh-bridges and axle weighing devices applied on a selective basis based on risk assessment - i.e. visual or documentation evidence.

GENERAL BORDER AND TRANSIT SERVICES

Article 24

Expedited Clearance of Cross-Border and Transit Traffic

To ensure movement of traffic across the Akzhol-Chu (Korday) border or in transit the Contracting Parties undertake to make efforts to:

ensure that adequate trained manpower resources are made available for a speedy completion of border formalities in accordance to the domestic legislation in force at the intermediate points of the Akzhol-Chu (Korday) border and who have appropriate experience in the processing of international transport and trade documentation and in the implementation simplified border procedures;

to establish favourable working hours of the adjacent border posts at the territories of the both Contracting Parties;

facilitate the quick and efficient transit of goods between the territories of the Contracting Parties by the adoption of uniform transport and trade documentation;

consider the implementation of risk assessment procedures in checking cross-border and transit shipments to reduce the incidence of inspection delays at the border and at clearance points of origin/destination;

examine the existing Customs clearance procedures with a view to expediting the early release of road transport engaged in cross-border and transit activities by separation of the documentation and procedures relating to the vehicle from that of the goods being transported;

consider the application of joint border controls according the domestic legislation in force at intermediate points of the Akzhol-Chu (Korday) border by the relevant authorities of the Contracting Parties in order to avoid the risks of duplication of controls;

introduce automated systems for goods registration purposes by Customs at the border posts; and

assist Customs in implementing changes that will act to facilitate and promote trade between the States of the Contracting Parties.

CUSTOMS CONTROLS AND PROCEDURES

Article 25

Simplification and Harmonization of Customs Procedures

The Contracting Parties will take measures to simplify and harmonize the Customs control of means of transport, goods, luggage and passengers crossing the Akzhol-Chu (Korday) border crossing and passing through the territories of their States.

Article 26

Domestic Legislation

Domestic legislation of the States of the Contracting Parties in the sphere of road transport shall apply, within limits defined hereby and without discrimination to cross-border and transit traffic.

Article 27

International Conventions

This Agreement shall not prevent the mandatory provisions of International Conventions relating to requirements of this Agreement, in that case if the dispute shall arise exclusively between carriers of the States that are parties to such Conventions.

Article 28

Customs Transit Systems

The Contracting Parties shall establish a Customs Transit System for the cargo and means of transport in accordance with the relevant International Customs Conventions for the purpose of facilitating the movement of goods in the territories of their States.

The Contracting Parties that are also parties to the Customs Convention on the International Transportation of Goods under cover of TIR Convention (1975) shall apply the provisions of that Convention in full. The Contracting Parties that have not implemented that Convention agree to follow the provisions of that Convention insofar as they are permitted and to implement the Convention as soon as possible.

Article 29

Customs/Trade Interface

The Contracting Parties shall promote the development of institutions, such as Customs Consultative Committees, that can improve contact between the State Customs and trade organizations such as Kazakhstan Freight Forwarders Association, International Road Transport Association etc and whose interests are the mutual development of trade and transport.

The Customs Authorities of the Contracting Parties shall examine ways to reduce the direct interface between the officer determining the duty and Value Added Tax liability and the importer or his representative in order to reduce the risk of unauthorized payments or reduced duty/tax liability. Alternative systems shall be examined such as separation of the documentation processing and goods inspection procedures and the use of automated systems.

Article 30

Training

The Contracting Parties shall train officers in the execution of modern Customs procedures to ensure consistent application of procedures. Training program shall include:

- processing of TIR documentation;
- use of risk assessment techniques;
- vehicle inspection systems; and
- an introduction to computer technology.

Article 31

Use of Risk Assessment Techniques

The Contracting Parties shall introduce the concept of risk assessment techniques in the processing of freight vehicles at the Akzhol-Chu (Korday) border and at clearance facilities. These shall be based on existing international methodologies of channelling of shipments on the basis of risk, plus a random selection percentage not exceeding 5% of all cross-border and transit vehicles.

Article 32

Control Stamping

The Contracting Parties shall reduce the number of stamping of Customs documentation limiting such procedures to two stamps - a processing and a control.

Article 33

Automated Customs Systems

The Contracting Parties shall examine the technical aspects and funding requirements of introducing an Automated Customs Clearance System corresponding to an international Electronic Data Processing Standard and programmed to allow external input via Direct Trader Input linkages.

The Contracting Parties shall examine the technical aspects and funding requirements of introducing computers at the Akzhol-Chu (Korday) border posts for cargo registration purposes and potential linkage with a centralized Automated Customs Clearance System.

Article 34

Customs Payments Systems

The Contracting Parties shall examine their existing payment regimes with a view to a reduction in cash transactions by importers/exporters or their representatives in favour of direct banking transactions.

Article 35

Customs Convoys

The Contracting Parties shall have the right to require that high-risk vulnerable goods in international transit remain under Customs control by a system of Customs-accompanied convoys during the transit across the territory of their States.

The application of customs accompaniment procedures shall be limited to excise goods that are considered to be vulnerable to theft or tax/duty evasion.

The Contracting Parties agree to make adequate convoy resources available in the volume ensuring that cross-border and transit traffic is not unduly delayed at the Akzhol-Chu (Korday) border or along the Bishkek – Almaty road.

The Contracting Parties shall be entitled to recover the costs of the provision of convoy services. The basis of these charges shall be the costs incurred and shall not be set at levels that may constrain cross-border or transit trade.

DOCUMENTATION AND PROCEDURES

Article 36

Consolidation and Alignment of Documentation

The Contracting Parties recognize that documentation and procedures represent important costs and time elements affecting the efficiency of cross-border and transit operations and agree to keep these costs and delays to a minimum. The Contracting Parties therefore undertake to:

limit the numbers of documents and reduce, to the extent possible, procedures and formalities required for their cross border and transit traffic;

align their documents to the United Nations layout key for trade documents;

harmonize, as far as possible, commodity codes and descriptions with those commonly used in international trade;

review periodically the need for and usefulness of all documents and procedures prescribed for cross border and transit trade; and

eliminate any documents and formal requirements that are agreed as superfluous or not serving any particular purpose.

Article 37

Clearance Standards

The Customs Authorities of the Contracting Parties shall introduce appropriate measures to ensure that document validation and final clearance procedures are completed within 24 hours of presentation of the required documentation, provided that such documentation is in order and the goods are available for immediate inspection.

Article 38

Border Transit Documentation

The Contracting Parties agree to the following minimum documentation requirements for freight transport transiting through the Akzhol-Chu (Korday) border crossing:

For the driver

Driving License Passport or Identity Card

For the vehicle

International Operating Permit

Registration Documents

Special Permit (if it is necessary)

For the goods

Cargo Customs Declaration

Cargo Waybill

Cargo Shipment Control Document

TIR Carnet (if travelling under TIR conditions)

International Waybill CMR (if travelling under CMR cover)

Permit (if regular bus service or alternative authorization document if irregular bus service)

The Contracting Parties agree to limit their border control procedures at Akzhol-Chu (Korday) to inspection of these documents.

Article 39

Vehicle/Goods Documentation

The Contracting Parties shall examine the current documentation requirements with respect to cross-border and transit transport with a view to separation of and cross referencing of the documents required with respect to the driver and his/her vehicle and those pertaining to the goods being carried. This examination is required to identify methods that would enable:

the early release of transport by offloading of goods under Customs supervision, a reduction in the current high incidence of inspection whilst the goods are still on the vehicle,

the wider use of bonded warehousing, and

unaccompanied trailers to be cleared without the presence of the tractor unit.

Article 40

Transshipment Traffic

The Contracting Parties shall examine the current documentation and procedures in relation to transshipment cargoes imported into the territory of the State of one Contracting Party for final distribution to the other. This shall be undertaken with a view to reduce the number of required Customs documentation and procedures at the point of transshipment in order to promote the concept of efficient regional distribution services for international traffic.

Article 41

Bilateral Trade

The Contracting Parties shall examine the current documentation and procedures in relation to bilateral trade with a view to the introduction of simplified Customs documentation requirements and procedures to promote such trade. Consideration shall be given to the potential to use the Cargo Declaration and Cargo Waybill as the sole documents required for bilateral trade.

Article 42

Notification of Change in Documentation and Procedures

The Contracting Parties shall give due advance notice to the other Contracting Party of any additional requirement or modification in prescribed documentation and procedures to be introduced with respect to cross-border or transit traffic.

CONDITIONS OF AGREEMENT

Article 43

Monitoring and Implementation of the Agreement

The Contracting Parties agree to set up, within six months of the entry into force of this Agreement, an authority for monitoring, implementation and coordination of cross border and transit issues not attracting the additional budgetary funds. It is recommended that this authority is integrated with the Transit Transport Coordination Council established under the Economic Cooperation Organization (ECO) Transit Transport Agreement due to the synergy between the principles embodied in both Agreements in relation to transit traffic.

Article 44

Dispute Settlement

Any arisen disputes on interpretation or application of the provisions of this Agreement the Contracting Parties will settle them by means of negotiations and consultations.

By mutual interest amendments and addenda may be introduced in this Agreement which are drawn up by the separate protocol and are the integral part of this Agreement.

Article 45


Entry into Force

This Agreement is concluded for indefinite period and shall enter into force from the date of receipt of the last notification in writing that the Contracting Parties have taken the necessary measures in their territories for giving effect to this Agreement.

Each Contracting Party may denounce this Agreement by means of notification in writing about it for another Contracting Party not later than 6 months before denunciation and have preliminary regulated arisen circumstances during the valid period of this Agreement.

Done in Bishkek, nov. "15" 1999 in two originals in the Kyrgyz, Kazakh, English and Russian languages, each text being equally authentic. In case of divergence of interpretation the English and Russian will prevail.

For the Government
of the of Kyrgyz Republic



For the Government
of the Republic of Kazakhstan



ANNEX WEIGHT AND DIMENSIONS OF VEHICLES

Definitions

For the purposes of this Annex the following definitions and terminology apply:

"Vehicle" means a device intended for the transportation of cargo or passengers on the road; "Truck" means a vehicle with an engine intended for the transportation of cargo;

"Tractor" means a vehicle with an engine for the towing of a trailer or semi-trailer;

"Trailer" means a vehicle for transportation of cargo by towing by a tractor or truck.

"Semi-trailer" means a specially equipped trailer that is mounted (connected) to the tractor or truck such that part of the semi-trailer is located directly on the tractor or truck and transfers part of its weight to that unit;

"Vehicle-train" and "draw bar" means a combined vehicle that consists of a truck and towing trailer;

"Articulated vehicle" means a combined vehicle consisting of a tractor and semi-trailer;

"Bus" means a vehicle with an engine intended for the transportation of passengers and their luggage in designated places that has more than 9 seats, including the driver's seat;

"Vehicle dimension(s)" means the largest external sizes of the vehicle (width, height and length);

"Indivisible load" means a cargo which cannot be divided into parts (2 or more) during transportation by vehicle without excessive costs or without risk of damaging that cargo;

"Air suspension" means a suspension system where air is used as a shock-absorbing element and provides not less than 75 percent of shock-absorbing effect.

Maximum Dimensions of Vehicles

The maximum dimensions of vehicles covered by Article 22 of this Agreement shall not exceed the following parameters:

1. Maximum Length	Meters
Truck	12
Trailer	12
Articulated vehicle (tractor + semi-trailer)	18
Vehicle train (including draw-bar combinations)	20
Bus	12
Articulated Bus	18
2. Maximum Width	
All types of vehicles	2.50
3. Maximum Height	
All types of vehicles	4.00

4. Related Matters

The maximum dimensions indicated above include the size of any removable body, such as cargo or container;

- any vehicle when moving shall allow for turning within an external radius of 12.5 meters and an internal radius of 5.3 meters;
- the maximum distance between the rear axle of the motive unit and the rear of the combined vehicle shall not exceed 12 meters;
- the maximum distance measured in parallel to longitudinal (length-wise) axis of vehicle train from the external front point of the body or cargo platform behind the cab unit to the external back point of the trailer, with the deduction of distance between rear part of the traction unit and front part of the trailer, shall not exceed 17 meters;

Nota bene. All specified maximum standards of the vehicles shall be in accordance with normal standards in force in the States of the Contracting Parties.

the maximum distance measured in parallel to longitudinal axis of vehicle train from the external front point of the body or cargo platform behind the cab unit to the external back point of a semi-trailer shall not exceed 16.4 meters;

cargo loaded on the body of a vehicle shall not protrude from the external rear point of the vehicle or trailer in excess of 2.00 meters;

the distance between the rear axle of the truck and front axle of the trailer shall be not less than 3 meters;

the horizontal distance measured between the joint mounting (locating pin) of a semi-trailer and any part of the front part of that semi-trailer shall not exceed 2.04 meters;

the length of a vehicle shall be measured according to paragraph 6.1 of ISO (International Standards Organization) 612-1978.

The following devices mounted on the vehicle shall not be included when measuring the length of a vehicle:

mudguards and glass cleaning devices;

frontal and side marking plates;

sealing devices and the protective facilities for them;

cover fixing devices;

electrical lighting fixtures;

rear view mirrors and devices for vision of the area behind the vehicle;

air pipes;

length of valves and detachments for connecting with trailer or removable body;

ladders for access into the body and other analogic equipment that do not exceed 200 mm extension and are constructed in such a way that do not increase the maximum allowed mass of loading of the vehicle as defined by the manufacturer.

The height of the vehicle shall be measured in accordance with paragraph 6.3 of ISO 612-1978. The following items shall not be included when measuring the height of a vehicle:

antenna pantograph in the raised position.

For vehicles that have an axle-raising device, the impact of this device shall be considered; and

The width of the vehicle shall be measured according to paragraph 6.2 of International Standards Organization 612-1978. The following devices shall not be included when measuring the width of a vehicle:

devices for sealing and stamps and protection devices for them;

cover fixing devices;

devices for determining tire damage;

mudguards;

electrical lighting equipment;

ladders attached to the platform and other analogic equipment that does not protrude more than 10 mm from each side of the vehicle;

rear vision mirrors;

tire pressure indicators;
 retractable steps or ladders;
 curved surfaces of tires that protrude beyond the point of its contact with the road surface.

Maximum Weight of Vehicles

The maximum weight of vehicles covered by Article 22 of this Agreement shall not exceed the following parameters:

1. Trucks	tones
Truck with two axles	18
Truck with three axles	24
Truck with three axles with the driving axle consisting of two sets of wheels and equipped with an air or equivalent suspension	25
Truck with four axles with two driving axles, each consisting of two sets of wheels and has an air or equivalent suspension	32

2. Vehicles that are part of a combined vehicle

Trailer with two axles	18
Trailer with three axles	24

3. Combined Vehicles

(a) Articulated Vehicles

Tractor with double axles and double axle semi-trailer when the distance between the axles of the semi-trailer is over 1.3 meters but less than 1.8 meters	36
Tractor with double axles and double axle semi-trailer when the distance between the axles of the semi-trailer exceeds 1.8 meters	38
Tractor with double axles with three axle semi-trailer	38
Tractor with three axles with double axle semi-trailer	38
Tractor with three axles with three axle semi-trailer	38

The vehicle which consists of an 18 ton truck and 20 ton semi-trailer according to the above combinations can be increased by an additional 2 tons if the vehicle has a driving axle consisting of double wheels and is equipped with air or equivalent suspension.

(a) Vehicle Trains

Truck with double axles with double axle trailer	36
Other road trains	38

1. Buses

Bus with two axles	18
Bus with three axles	24
Bus with three joint mounted axles	28
Bus with four joint mounted axles	28

Maximum Axle Loads of Vehicles

The maximum axle loads of vehicles covered by Article 22 of this Agreement shall not exceed the following parameters:

1. Axle Loads

(a) Single axle

Driven	10
Driving with two wheels	10

(b) Double Axle

For double axles, trailers or semi-trailers with double wheels shall not exceed the axle weight sum if the distance between the axles is as follows.

distance of more than 0.5 m but less than 1 m	12
over 1 m but less than 1.3 m	14
over 1.3 m but less than 1.8m	16
1.8m or longer	18

Double axle trailers or semi-trailers with one wheel shall not exceed the axle weight sum if the distance between the axles is as follows:

longer than 0.5 m but less than 1 m	11
longer than 1 m but less than 1.3 m	13

longer than 1.3 m but less than 1.8m	15
1.8m or longer	17

(c) Triple Axle

Triple axle trailers and semi-trailers with double wheels shall not exceed the axle weight sum if the distance between the axles is as follows:

longer than 0.5 m but less than 1 m	16.5
longer than 1 m but less than 1.3 m	19.5
longer than 1.3m but less than 1.8m	22.5
1.8m or longer	25.5

Triple axle trailers or semi-trailers with one wheel shall not exceed the axle load sum if the distance between the axles is as follows:

longer than 0.5 m but less than 1 m	15
longer than 1 m but less than 1.3m	18.3
longer than 1.3m but less than 1.8m	21
1.8 m or longer	24

(d) Other Combinations

Trucks or buses with double driving axles with double wheels shall not exceed the load sum if the distance between the axles is as follows:

longer than 0.5 m but less than 1 m	12
longer than 1 m but less than 1.3 m	14
longer than 1.3 m but less than 1.8 m	16
1.8m or longer	18
1.8 m or longer but with air suspension or equivalent	19

Trucks or buses with double driving axles with a single wheel shall not exceed the load sum if the distance between the axles is as follows:

less than 1 m	11
longer than 1 m but less than 1.3 m	13
longer than 1.3 m but less than 1.8 m	15

2. Axle Load to Gross Vehicle Weight

The weight on the driving axle or axles shall not be less than 25 percent of the total weight of the truck or combined vehicle.