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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Road Transport
(Ninety-second session, 19-21 October 1998,
agenda item 4 (a))

HARMONIZATION OF REQUIREMENTS CONCERNING INTERNATIONAL ROAD
TRANSPORT AND FACILITATION OF ITS OPERATION

Implementation of the AETR Agreement

Transmitted by the Government of Switzerland

INTRODUCTION

1. At its ninety-first session, the Working Party on Road Transport invited Governments to transmit their comments to the secretariat on the revisions proposed by the Informal Group on Effective Implementation of the AETR (TRANS/SC.1/361, annex 2) and other matters dealt with by SC.1. The Swiss Government transmitted the following text.

I. European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

The transitional provisions of the ordinance of 19 June 1995 concerning technical requirements for road vehicles (OETV) with regard to tachographs still apply through 30 September 1998. Switzerland expects to ratify the AETR in the course of autumn 1998. From the date of the Agreement's entry into force, tachographs will have to meet the requirements of Directive ECE/3821/85 with regard to monitoring equipment.

II. Joint Meeting on Border Crossing Problems (SC.1/WP.30)

The work of WP.30 on problems connected with the 1975 TIR Convention already focuses to a large extent on facilitation of border crossings. For the moment, therefore, we have no particular proposals to raise for the 21 October 1998 joint session.

III. Criminality in transport

We note with appreciation that the ECMT resolution on criminality in transport provides for means of action in both carriage of goods and carriage of persons. The proposed measures will also be useful in combating vehicle theft. This applies especially to transfer-proof identification systems or the establishment of anti-theft systems in the vehicles.

With regard to criminality in the transport field, the Customs administrations have already introduced various measures (including the elimination of the "alcohol-tobacco" TIR carnet and the introduction of an advance declaration system) to be used in combating fraud in customs transit procedure. We are convinced that the complete revision of the TIR Agreement will bring about a further improvement in the situation.

Although Switzerland accepted this resolution at the eighty-first session of the ECMT Council of Ministers in Berlin, we would like to note that the Customs administrations must retain competence to take decisions involving the implementation of the proposed measures.

IV. Weights and dimensions of vehicles

The annex contains a list of the changes made in Switzerland with regard to weights and dimensions of road vehicles. This list refers to document TRANS/SC.1/R.186/Rev.1/Amend 1 of 7 October 1991. The changes with respect to this document are indicated.

Annex

PERMISSIBLE MAXIMUM WEIGHTS AND DIMENSIONS OF ROAD VEHICLES

	Switzerland (24)	
	t	m
I. <u>General Specifications</u>		
1. Height		4
2. Width		2.55 <u>a/</u>
3. Weight		
(a) per axle	10 <u>b/</u>	
(b) per tandem axle	<u>c/</u>	
(c) other criteria		
- weight per wheel	-	
- pressure of wheel per cm of breadth of bearing surface	-	
- mean pressure per cm ² of bearing surface of wheel	-	
II. <u>Specifications by type of vehicle</u>		
4. Lorry without trailer		
(a) with 2 axles		
- weight	18	
- length		12
(b) with 3 or more axles		
- weight	<u>d/</u>	
- length		12
5. Lorry		
(a) with 1 trailer		
- weight	28	
- length		18.75
(b) with 2 trailers		
- weight	-	
- length		-

PERMISSIBLE MAXIMUM WEIGHTS AND DIMENSIONS OF ROAD VEHICLES
(continued)

	Switzerland (24)	
	t	m
6. Trailers taken separately		
(a) with 1 axle		
- weight	10	
- length		12
(b) with 2 axles		
- weight	18	
- length		12
(c) with 3 axles		
- weight	24	
- length		12
7. Articulated vehicles (drawing vehicle and semi-trailer for the transport of goods)		
(a) with 3 axles		
- weight	28	
- length		16.5
(b) with 4 axles		
- weight	28	
- length		16.5
(c) with 5 axles		
- weight	28	
- length		16.5
8. Bus or coach with 2 axles		
- weight	18	
- length		12
9. Bus or coach with 3 axles		
- weight	d/	
- length		12
10. Articulated bus		
- weight	28 e/	
- length		18

- a/ 2.60 m for special vehicles whose fixed or detachable superstructures are specially equipped for the carriage of goods at controlled temperatures, where the thickness of each side wall, including its insulation, is at least 45 mm
- b/ 11.50 t for a single driving axle
- c/ 11.50 t for a motor vehicle double axle with a wheel base of less than 1.00 m
- 11.00 t for a trailer axle with a wheel base of less than 1.00 m
- 16.00 t for a double axle with a wheel base of between 1.00 m and 1.30 m
- 18.00 t for a double axle with a wheel base of between 1.30 m and 1.80 m
- 19.00 t for a double axle with a wheel base of between 1.30 m and 1.80 m, if the driving axle is fitted with dual-mounted tyres and an air-spring suspension or an equivalent recognized suspension system or if each of the driving axles is fitted with dual-mounted tyres and the permissible maximum weight per axle does not exceed 9.50 t.
- 20.00 t for a double trailer axle with a wheel base of 1.80 m or more
- d/ 25.00 t for lorries and buses with three axles, in normal circumstances
- 26.00 t for lorries and buses with three axles, if the driving axle is fitted with dual-mounted tyres and an air-spring suspension or an equivalent recognized suspension system or if each of the driving axles is fitted with dual-mounted tyres and the permissible maximum weight per axle does not exceed 9.50 t.
- 28.00 t for lorries and buses with more than three axles
- e/ CH terminology - Bus with 3 rotating platform
