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Acts whose titles are printed in light type are those relating to day-to-day management of agricultural matters, and are generally valid for a limited period.
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I

(Acts whose publication is obligatory)

DIRECTIVE 97/27/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

of 22 July 1997

relating to the masses and dimensions of certain categories of motor vehicles and their trailers
and amending Directive 70/156/EEC

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF
THE EUROPEAN UNION,

Having regard to the Treaty establishing the European
Community, and in particular Article 100a thereof,

Having regard to the proposal from the Commission⁽¹⁾,

Having regard to the opinion of the Economic and Social
Committee⁽²⁾,

Acting in accordance with the procedure laid down in
Article 189b of the Treaty⁽³⁾,

(1) Whereas the total harmonization of technical
requirements for motor vehicles is necessary in
order to achieve the smooth functioning of the
internal market, while ensuring a high level of
safety for the public;

(2) Whereas the technical requirements which certain
vehicle categories must satisfy pursuant to national
laws relate, *inter alia*, to their masses and
dimensions;

(3) Whereas these requirements differ from one
Member State to another; whereas it is therefore
necessary that all Member States adopt the same
requirements either in addition to or in place of
their existing rules in order to allow, in particular,
the EC type-approval procedure which was the

subject of Council Directive 70/156/EEC of
6 February 1970 on the approximation of the laws
of the Member States relating to the type-approval
of motor vehicles and their trailers⁽⁴⁾, to be applied
in respect of each type of vehicle;

(4) Whereas it is desirable to harmonize the maximum
masses and dimensions of motor vehicles and their
trailers to be registered in the Member States in
accordance with Directive 96/53/EC of 25 July
1996 laying down, for certain road vehicles
circulating within the Community, the maximum
authorized dimensions in national and international
traffic and the maximum authorized weights in
international traffic⁽⁵⁾; whereas the aforementioned
Directive applies only to the traffic on the
territories of the Member States and not to
technical requirements as laid down in Directive
70/156/EEC;

(5) Whereas Directive 96/53/EC lays down certain
maximum authorized dimensions for both national
and international traffic in the Member States with
a certain lead time for their entry into force;
whereas some other maximum authorized
dimensions, as well as maximum authorized
masses, remain applicable only to international
traffic;

(6) Whereas, as a consequence, the harmonization of
the maximum authorized masses of motor vehicles
and their trailers to be registered in the Member
States does not appear to be feasible in the short
term; whereas on the other hand it does now
appear feasible to achieve, as far as possible, the
harmonization of their maximum dimensions, to
deal with the question of masses by providing for
the possibility of a uniform procedure to determine
the registration/in-service maximum permissible
masses of vehicles in each Member State, and to

⁽¹⁾ OJ No C 230, 4. 9. 1991, p. 46.

⁽²⁾ OJ No C 49, 24. 2. 1992, p. 5.

⁽³⁾ Opinion of the European Parliament of 12 February 1992
(OJ No C 67, 16. 3. 1992, p. 81), Council common position
of 28 November 1996 (OJ No C 41, 10. 2. 1997, p. 5),
Decision of the European Parliament of 9 April 1997 (OJ No
C 132, 28. 4. 1997) and Council Decision of 21 May
1997.

⁽⁴⁾ OJ No L 42, 23. 2. 1970, p. 1. Directive as last amended by
Directive 96/79/EC (OJ No L 18, 21. 1. 1997, p. 7).

⁽⁵⁾ OJ No L 235, 17. 9. 1996, p. 59.

pursue the constant improvement of safety, in particular with regard to certain categories of trailers;

(7) Whereas, according to Article 4 (3) and (4) of Directive 96/53/EC, Member States may allow the circulation on their territory of category N vehicles with dimensions exceeding the limits laid down in that Directive, either for the carriage of indivisible loads or for the purpose of certain national transport operations that do not significantly affect international competition in the transport sector; whereas, as far as category M₂ and M₃ vehicles are concerned, Directive 96/53/EC applies only to international traffic; whereas it is therefore necessary by way of derogation to allow approvals for vehicles of dimensions exceeding the maximum dimensions authorized by this Directive and for certain other characteristics, together with the possibility for Member States to refuse vehicles approved under those derogating provisions;

(8) Whereas this Directive is one of the separate directives which must be complied with in order to ensure the conformity of vehicles with the requirements of the EC type-approval procedure established by Directive 70/156/EEC; whereas, consequently, the provisions laid down in Directive 70/156/EEC relating to vehicle systems, components and separate technical units apply to this Directive;

(9) Whereas, in particular, pursuant to Articles 3 (4) and 4 (3) of Directive 70/156/EEC, each separate directive must have attached to it an information document incorporating the relevant items of Annex I to that Directive and also a type-approval certificate based on Annex VI thereto so that type-approval can be computerized;

(10) Whereas special provisions have been incorporated as regards incomplete vehicles in order to facilitate second-stage approval of completed vehicles;

(11) Whereas special provisions are introduced in this Directive to take account of retractable or loadable axles; whereas it is acknowledged that such axles should also be taken into account in Council Directive 71/320/EEC of 26 July 1971 on the approximation of the laws of the Member States relating to the braking devices of certain categories of motor vehicles and of their trailers⁽¹⁾ and in Council Directive 70/311/EEC of 8 June 1970 on the approximation of the laws of the Member

States relating to steering equipment for motor vehicles and their trailers⁽²⁾;

(12) Whereas special provisions should also be incorporated into Directive 71/320/EEC in order to take better account of the technical conditions under which vehicles of categories M₂, M₃ and N may tow trailers;

(13) Whereas special provisions should also be incorporated into Council Directive 76/114/EEC of 18 December 1975 on the approximation of the laws of the Member States relating to statutory plates and inscriptions for motor vehicles and their trailers, and their location and method of attachment⁽³⁾ to take account of the fact that vehicles may be registered at different masses in the Member States,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

For the purposes of this Directive, 'vehicle' means any motor vehicle or trailer as defined in Article 2 of and Annex II to Directive 70/156/EEC, with the exception of vehicles of category M₁.

Article 2

No Member State may refuse to grant EC type-approval or national type-approval of a vehicle type, or refuse or prohibit the sale, registration, entry into service or use of a vehicle on grounds relating to its masses and dimensions if these satisfy the requirements set out in Annex I hereto.

Article 3

However, a Member State may refuse to grant national type-approval of a vehicle type, or refuse or prohibit the sale, registration, entry into service or use of a vehicle, or consider its certificate of conformity as not valid within the meaning of Article 7 (1) of Directive 70/156/EEC, or authorize it only for the carriage of indivisible loads if,

⁽¹⁾ OJ No L 202, 6. 9. 1971, p. 37. Directive as last amended by Directive 91/422/EEC (OJ No L 233, 22. 8. 1991, p. 21).

⁽²⁾ OJ No L 133, 18. 6. 1970, p. 10. Directive as last amended by Directive 92/62/EEC (OJ No L 199, 18. 7. 1992, p. 33).

⁽³⁾ OJ No L 24, 30. 1. 1976, p. 1. Directive as last amended by Directive 78/507/EEC (OJ No L 155, 13. 6. 1978, p. 31).

having been granted approval under this Directive, it benefits from the derogation provided for in Article 7 thereof and that derogation conflicts with the national requirements in force in that Member State.

Article 4

When Member States grant national type-approval of vehicles approved under this Directive or permit the registration, entry into service or use of such vehicles, they assign to them national registration/in-service maximum permissible masses according to their relevant national maximum authorized masses. For the determination of these registration/in-service maximum permissible masses, no Member State may refuse to apply the procedure provided for in Annex IV, should the manufacturer request its application.

Article 5

By way of derogation from Article 2, Member States may submit loadable and retractable axles to national technical requirements. However, no Member State may refuse to apply the technical requirements laid down in section 3 of Annex IV should the manufacturer request their application.

Article 6

By way of derogation from Article 2 and section 7.3.2.1 of Annex I, Member States may refuse to grant national type-approval of, or refuse or prohibit the sale, registration or entry into service or use of buses or

coaches the width of which exceeds 2,50 m until 31 December 1999, as provided by Article 9 of Directive 96/53/EC.

Article 7

By way of derogation from Article 2 and section 7.3 of Annex I, and without the requirements of section 7.6 of Annex I having to be fulfilled, Member States may approve vehicles with dimensions exceeding those laid down in those sections. Details of the derogation shall be included in the type-approval certificate in Annex III to this Directive and the provisions of Article 3 shall apply.

Article 8

Directive 70/156/EEC is amended as follows:

(a) Annex I is supplemented as follows:

- Footnote (j) shall be supplemented as follows: 'for vehicles other than those of category M₁, Directive 97/27/EC, Annex I, section 2.4.1'.
- Footnote (k) shall be supplemented as follows: 'for vehicles other than those of category M₁, Directive 97/27/EC, Annex I, section 2.4.2'.
- Footnote (l) shall be supplemented as follows: 'for vehicles other than those of category M₁, Directive 97/27/EC, Annex I, section 2.4.3'.

(b) Item 48 of Annex IV is replaced by the following text:

	Subject	Directive	OJ No	Applicability									
				M ₁	M ₂	M ₃	N ₁	N ₂	N ₃	O ₁	O ₂	O ₃	O ₄
'48	Masses and dimensions (other than vehicles referred to in item 44)	97/27/EC	L 233 25. 8. 1997		X	X	X	X	X	X	X	X	X'

Article 9

1. Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by 22 July 1999 at the latest. They shall forthwith inform the Commission thereof.

When Member States adopt these measures, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.

2. Member States shall communicate to the Commission the texts of the main provisions of national law which they adopt in the field governed by this Directive.

Article 10

This Directive shall enter into force on the 20th day following its publication in the *Official Journal of the European Communities*.

Article 11

This Directive is addressed to the Member States.

Done at . . ., 22 July 1997.

For the European Parliament

The President

J. M. GIL-ROBLES

For the Council

The President

J. POOS

ANNEX I

1. This Directive applies to the masses and dimensions of motor vehicles of categories M₂, M₃ and N and of trailers of category O, as defined in Annex II (A) to Directive 70/156/EEC.
2. DEFINITIONS

For the purposes of this Directive:

 - 2.1. '*Motor vehicle*' means any power-driven vehicle as defined in Annex II (A) to Directive 70/156/EEC.
 - 2.1.1. Motor vehicles of category N:
 - 2.1.1.1. '*Lorry*' means a motor vehicle of category N₁, N₂, or N₃ which is designed and constructed exclusively or principally for conveying goods. It may also tow a trailer;
 - 2.1.1.2. '*Towing vehicle*' ('tractor') means a motor vehicle of category N₁, N₂, or N₃, which is designed and constructed exclusively or principally to tow trailers;
 - 2.1.1.2.1. '*Trailer towing vehicle*' ('road tractor') means a towing vehicle which is designed and constructed exclusively or principally to tow trailers other than semi-trailers. It may be equipped with a loading platform,
 - 2.1.1.2.2. '*Semi-trailer towing vehicle*' ('semi-trailer tractor') means a towing vehicle which is designed and constructed exclusively or principally to tow semi-trailers,
 - 2.1.1.3. Complete or completed vehicles of category N other than lorries and towing vehicles are considered to be special purpose vehicles.
 - 2.1.2. Motor vehicles of category M₂ or M₃:
 - 2.1.2.1. '*Bus or coach*' means a vehicle of category M₂ or M₃ designed and constructed for the carriage of seated, or seated and standing passengers.
 - 2.1.2.1.1. '*Articulated bus or coach*' means a bus or coach which consists of two or more rigid sections which articulate relative to one another, the passenger compartments of each section intercommunicating so that passengers can move freely between them; the rigid sections are permanently connected so that they can only be separated by an operation involving facilities which are normally found only in a workshop.
 - 2.1.2.1.2. '*Double-deck bus or coach*' means a bus or coach where the spaces provided for passengers are arranged, at least in one part, on two superimposed levels, and space for standing passengers is not provided on the upper deck.
 - 2.1.2.1.3. '*Class*' of a bus or coach means:
 - 2.1.2.1.3.1. For vehicles having a capacity exceeding 22 passengers in addition to the driver:
 - 2.1.2.1.3.1.1. '*Class I*': vehicles constructed with areas for standing passengers, to allow frequent movement of the passengers,
 - 2.1.2.1.3.1.2. '*Class II*': vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and, if provided, in an area which does not exceed the space provided for two double seats,
 - 2.1.2.1.3.1.3. '*Class III*': vehicles constructed exclusively for the carriage of seated passengers.
 - 2.1.2.1.3.2. For vehicles having a capacity not exceeding 22 passengers in addition to the driver:
 - 2.1.2.1.3.2.1. '*Class A*': vehicles designed to carry standing passengers; a vehicle of this class has seats and may have provision for standing passengers,
 - 2.1.2.1.3.2.2. '*Class B*': vehicles not designed to carry standing passengers; a vehicle of this class has no provision for standing passengers.
 - 2.1.2.1.4. A vehicle may be regarded as belonging to more than one class. In such a case it must comply with all the corresponding requirements of this Directive.
 - 2.1.2.2. Vehicles of category M₂ or M₃ other than buses or coaches are considered to be special purpose vehicles (e.g.: ambulances).

2.2. Vehicles of category O:

- 2.2.1. *'Towed vehicle'* ('Trailer') means a non-self-propelled vehicle which is designed and constructed to be towed by a motor vehicle.
- 2.2.2. *'Semi-trailer'* means a towed vehicle which is designed to be coupled to a semi-trailer towing vehicle or to a dolly axle and to impose a substantial vertical load on the towing vehicle or on the dolly axle.
- 2.2.3. *'Drawbar trailer'* means a towed vehicle with at least two axles, of which at least one is a steered axle, and:
- equipped with a towing device which can move vertically (in relation to the trailer),
 - which transmits no significant static vertical load to the towing vehicle (less than 100 daN).
- When a semi-trailer is coupled to a dolly axle it is considered to be a drawbar trailer.
- 2.2.4. *'Centre-axle trailer'* means a rigid drawbar trailer where the axle(s) is (are) positioned close to the centre of gravity of the vehicle (when uniformly loaded) so that only a small static vertical load, not exceeding 10 % of that corresponding to the maximum mass of the trailer or a load of 1 000 daN (whichever is the lesser) is transmitted to the towing vehicle.
- 2.3. *'Group of axles'* means axles being part of a bogie. A two-axle group is called a tandem and a tri-axle group a tri-axle bogie. By convention, a solo axle is considered as a group of one axle.
- 2.4. *'Vehicle dimensions'* means the dimensions of the vehicle based on its construction, as stated by the manufacturer.
- 2.4.1. *'Vehicle length'* is a dimension which is measured according to ISO standard 612-1978, term No 6.1.

In addition to the provisions of that standard, when measuring the vehicle length the following devices must not be taken into account:

- wiper and washer devices,
- front or rear marking plates,
- customs sealing devices and their protection,
- devices for securing the tarpaulin and their protection,
- lighting equipment,
- rear-view mirrors,
- rear-space watching aids,
- air-intake pipes,
- length stops for demountable bodies,
- access steps,
- ram rubbers,
- lifting platforms, access ramps and similar equipment in running order, not exceeding 200 mm, provided that the loading capacity of the vehicle is not increased,
- coupling devices for motor vehicles.

- 2.4.2. *'Vehicle width'* is a dimension which is measured according to ISO standard 612-1978, term No 6.2.

In addition to the provisions of that standard, when measuring the vehicle width the following devices must not be taken into account:

- customs sealing devices and their protection,
- devices for securing the tarpaulin and their protection,
- tyre failure tell-tale devices,
- protruding flexible parts of a spray-suppression system (see Council Directive 91/226/EEC)⁽¹⁾,
- lighting equipment,

⁽¹⁾ OJ No L 103, 23. 4. 1991, p. 5.

- for vehicles of categories M₂ and M₃, access ramps in running order, lifting platforms and similar equipment in running order provided that they do not exceed 10 mm from the side of the vehicle and the corners of the ramps facing forwards or rearwards are rounded to a radius of not less than 5 mm; the edges must be rounded to a radius of not less than 2,5 mm,
- rear-view mirrors,
- tyre-pressure indicators,
- retractable steps,
- the deflected part of the tyre walls immediately above the point of contact with the ground.

2.4.3. 'Vehicle height' is a dimension which is measured according to ISO standard 612-1978, term No 6.3.

In addition to the provisions of that standard, when measuring the vehicle height the following devices must not be taken into account:

- aerials,
- pantographs in their elevated position.

For vehicles with an axle-lift device, the effect of this device must be taken into account.

2.4.4. 'Length of the loading area' of a vehicle other than a semi-trailer tractor or semi-trailer means the distance from the foremost external point of the loading area to the rearmost external point of the vehicle, measured horizontally in the longitudinal plane of the vehicle.

The distance is to be measured not taking into account:

- the loading area forward of the rearmost point of the cabin,
- the devices mentioned in 2.4.1, or
- protruding cooling units and other auxiliaries situated forward of the loading area.

2.5. 'Mass of the vehicle in running order' means the mass of the unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, in running order, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device (including coolant, oils, 90 % fuel, 100 % other liquids except used waters, tools, spare wheel and driver (75 kg), and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle).

2.6. 'Technically permissible maximum laden mass (M)' means the maximum mass of the vehicle based on its construction and performance, stated by the manufacturer.

The technically permissible maximum laden mass is used to determine the vehicle category in accordance with Annex II to Directive 70/156/EEC, except for centre-axle trailers and semi-trailers where the mass to use is the mass corresponding to the load exerted on the axles when the vehicle is loaded to its technically permissible maximum laden mass.

By definition, only one technically permissible maximum laden mass may be attributed to a given technical configuration of the vehicle type as defined by one set of the possible values of the items laid down in the information document in Annex II to this Directive. This definition — one value only — applies to the relevant technical requirements of sections 2.7, 2.8, 2.10, 2.11 and 2.12 as appropriate.

2.7. 'Technically permissible maximum mass on the axle (m)' means the mass corresponding to the maximum permissible static vertical load exerted by the axle on the road surface, based on the construction of the vehicle and of the axle and as stated by the vehicle manufacturer.

2.8. 'Technically permissible maximum mass on a group of axles (μ)' means the mass corresponding to the maximum permissible static vertical load exerted by the group of axles on the road surface, based on both the construction of the vehicle and of the group of axles and as stated by the vehicle manufacturer.

- 2.9. 'Towable mass' means either the mass of a drawbar-trailer or semi-trailer with dolly axle coupled to the motor vehicle, or the mass corresponding to the load exerted on the axles of a centre-axle trailer or semi-trailer coupled to the motor vehicle.
- 2.10. 'Technically permissible maximum towable mass (TM)' means the maximum towable mass stated by the manufacturer.
- 2.11. 'Technically permissible maximum mass on the coupling point of a motor vehicle' means the mass corresponding to the maximum permissible static vertical load on the coupling point based on the construction of the motor vehicle and/or coupling device and as stated by the manufacturer. By definition, this mass does not include the mass of the coupling device for towing vehicles in running order, but includes the mass of any coupling device to be fitted for other vehicles.
- 2.12. 'Technically permissible maximum mass on the coupling point of a semi-trailer or centre-axle trailer' means the mass corresponding to the maximum permissible static vertical load to be transferred by the trailer to the towing vehicle at the coupling point, as stated by the manufacturer of the trailer.
- 2.13. 'Technically permissible maximum laden mass of the combination (MC)' means the maximum value of the sum of the masses of the laden motor vehicle and of the laden towed trailer, based on the construction of the motor vehicle, and as stated by the manufacturer.
- 2.14. 'Axle-lift device' means a device permanently fitted to a vehicle for the purpose of reducing or increasing the load on the axle(s), according to the loading conditions of the vehicle:
- either by raising the wheels clear off the ground/lowering them to the ground,
 - or without raising the wheels off the ground, (e.g. in the case of air suspension systems, or other systems),
- in order to reduce the wear on the tyres when the vehicle is not fully laden, and/or make starting (moving off) on slippery ground easier for motor vehicles or vehicle combinations, by increasing the load on the driving axle.
- 2.15. 'Retractable axle' means an axle which can be raised/lowered by the axle-lift device in accordance with 2.14, first indent.
- 2.16. 'Loadable axle' means an axle the load on which can be varied without the axle being raised by using the axle-lift device in accordance with 2.14, second indent.
- 2.17. 'Air suspension' means a suspension system on which at least 75 % of the spring effect is caused by the air spring.
- 2.18. 'Suspension recognized to be equivalent to air suspension' means a suspension system for a vehicle axle or group of axles which complies with the requirements of 7.11.
- 2.19. 'Vehicle type' means vehicles which do not differ in such essential respects as:
- manufacturer,
 - vehicle category as defined in Annex II to Directive 70/156/EEC,
 - essential aspects of construction and design such as:
 - for vehicles of categories M₂ and M₃:
 - chassis/self supporting body, single/double deck, rigid/articulated (obvious and fundamental differences),
 - suspension on the driving axle: pneumatic or equivalent/non-air and non-equivalent,
 - number of axles,
 - for vehicles of category N:
 - chassis/floor pan (obvious and fundamental differences),

- suspension on the driving axle: air or equivalent/non-air and non-equivalent,
- number of axles,
- for vehicles of category O:
 - chassis/self-supporting body (obvious and fundamental differences), drawbar trailer/semi-trailer/centre-axle trailer,
 - braking system: unbraked/inertia/continuous,
 - number of axles.

For the purpose of this section, aspects of construction and design, such as in particular the wheelbase, axle design, suspension, steering, tyres and the corresponding modifications of the brake correcting device for the axles, or the adjunction or suppression of reduction valves in relation to semi-trailer tractor and lorry configurations, and equipment related to the chassis (e.g. engine, fuel tanks, transmission, etc.) are not considered to be essential.

3. APPLICATION FOR EC TYPE-APPROVAL

- 3.1. The application for EC type-approval pursuant to Article 3 of Directive 70/156/EEC of a vehicle type with regard to its masses and dimensions is submitted by the vehicle manufacturer.
- 3.2. It must be accompanied by an information document, for which a model is given in Annex II to this Directive.
- 3.3. A vehicle or vehicles conforming to the characteristics described in Annex II to this Directive and chosen to the satisfaction of the technical service in charge of the approval tests or checks as representative of the type to be approved, must be submitted to that technical service.

4. EC TYPE-APPROVAL

- 4.1. If the relevant requirements are satisfied, EC type-approval pursuant to Article 4 (3) of Directive 70/156/EEC is granted.
- 4.2. A model for the EC type-approval certificate is given in Annex III to this Directive.
- 4.3. Notice of approval or of extension or refusal of approval of a vehicle type pursuant to this Directive must be communicated to the Member States in accordance with the procedure laid down in Article 4 (6) of Directive 70/156/EEC.
- 4.4. An approval number in accordance with Annex VII to Directive 70/156/EEC is assigned to each type of vehicle approved. The same Member State must not assign the same number to another type of vehicle.

5. AMENDMENTS TO APPROVALS

- 5.1. In the case of amendments to approvals granted pursuant to this Directive, the provisions of Article 5 of Directive 70/156/EEC are applicable.

6. CONFORMITY OF PRODUCTION

- 6.1. Measures to ensure the conformity of production must be taken in accordance with the provisions laid down in Article 10 of Directive 70/156/EEC.

7. REQUIREMENTS

- 7.1. **Measurement of the mass of the vehicle in running order and of its distribution among the axles**

The mass of the vehicle in running order and its distribution on the axles are measured on the vehicles submitted in accordance with 3.3, placed in a stationary position with their wheels set straight ahead.

If the measured masses differ by no more than 3 % from the masses stated by the manufacturer for the corresponding technical configurations within the type, or by no more than 5 % if the vehicle is of categories N₁, O₁, O₂, or M₂ not exceeding 3,5 t, the

masses in running order and their distribution among the axles as stated by the manufacturer are used for the purpose of the requirements below. Otherwise the measured masses must be used and the technical service may then, if necessary, carry out additional measurements on vehicles other than those submitted in accordance with 3.3.

7.2. Measurement of dimensions

Measurement of the overall length, width and height is carried out in accordance with the provisions of 2.4 on the vehicle(s) in running order submitted in accordance with 3.3.

If the measured dimensions differ from those stated by the manufacturer for the corresponding technical configurations within the type, the measured dimensions are used for the purpose of the requirements below and the technical service may then, if necessary, carry out additional measurements on vehicles other than those submitted in accordance with 3.3.

7.3. Maximum authorized dimensions for vehicles

7.3.1. *Maximum length*

7.3.1.1. Motor vehicle: as per section 1.1 of Annex I to Directive 96/53/EC.

7.3.1.2. Trailer (excluding semi-trailer): as per section 1.1 of Annex I to Directive 96/53/EC.

7.3.1.3. Articulated bus or coach: as per section 1.1 of Annex I to Directive 96/53/EC.

7.3.1.4. Semi-trailer:

The distance referred to in 7.3.1.4.1 is measured without taking account of the devices mentioned in 2.4.1, and the distance referred to in 7.3.1.4.2 must be measured with no exemption at all.

7.3.1.4.1. The distance between the axis of the fifth-wheel king-pin and the rear of a semi-trailer must not exceed the limit laid down in section 1.6 of Annex I to Directive 96/53/EC, measured horizontally in the longitudinal plane of the vehicle.

7.3.1.4.2. The distance between the axis of the fifth-wheel king-pin and any foremost point at the front of the semi-trailer must not exceed 2,04 m as per section 4.4 of Annex I to Directive 96/53/EC, measured horizontally.

7.3.2. *Maximum width*

7.3.2.1. Any vehicle: as per section 1.2 of Annex I to Directive 96/53/EC.

7.3.2.2. Fixed or mobile superstructures of the vehicles of categories N and O specially designed for the controlled temperature transportation of goods, the thickness of the side walls of which exceeds, including the insulation, 45 mm: as per section 1.2 of Annex I to Directive 96/53/EC.

7.3.3. *Maximum height*

7.3.3.1. Any vehicle: as per section 1.3 of Annex I to Directive 96/53/EC.

7.4. Mass distribution calculations

7.4.1. *Calculation procedure*

7.4.1.1. For the purpose of the mass distribution calculations hereafter laid down, the manufacturer must provide the technical service in charge of the tests with the information (in tabular or any other appropriate form) necessary to identify — for each technical configuration within the vehicle type as defined by each set of the possible values of all the items in Annex II to this Directive — the corresponding technically permissible maximum laden mass of the vehicle, the technically permissible maximum masses on the axles and groups of axles, the technically permissible maximum towable mass, and the technically permissible maximum laden mass of the combination.

7.4.1.2. Suitable calculations must be carried out in order to make sure that the following requirements are fulfilled for each technical configuration within the type. For this purpose, the calculations may be limited to the worst cases.

- 7.4.1.3. In the following requirements, the notations M , m_i , μ_j , TM , and MC respectively designate the following parameters, for which the requirements of 7.4 must be fulfilled:
- M = the technically permissible maximum laden mass of the vehicle,
- m_i = the technically permissible maximum mass on the axle designated 'i', where 'i' varies from 1 to the total number of axles of the vehicle,
- μ_j = the technically permissible maximum mass on the solo axle or group of axles designated 'j', where 'j' varies from 1 to the total number of solo axles and groups of axles,
- TM = the technically permissible maximum towable mass, and
- MC = the technically permissible maximum laden mass of the combination.
- 7.4.1.4. In the case of a solo axle, designated 'i' as an axle and 'j' as a group of axles, $m_i = \mu_j$ by definition.
- 7.4.1.5. In the case of vehicles fitted with loadable axles, the following calculations must be carried out with the suspension of the axles loaded in the normal running configuration. In the case of vehicles fitted with retractable axles, the following calculations are carried out with the axles lowered.
- 7.4.1.6. For groups of axles, the manufacturer must indicate the laws of distribution among the axles of the total mass applied on to the group (for instance by stating the distribution formulae or producing distribution graphs).
- 7.4.1.7. In the case of semi-trailers and centre-axle trailers, and for the purpose of the following calculations, the coupling point is considered as an axle designated 'O', and the corresponding masses m_o and μ_o defined, by convention, as the technically permissible maximum mass on the coupling point of the trailer.
- 7.4.2. *Requirements for vehicles of categories N and O, except trailer caravans*
- 7.4.2.1. The sum of the masses m_i must not be less than the mass M .
- 7.4.2.2. For each group of axles designated 'j', the sum of the masses m_i on its axles must not be less than the mass μ_j . In addition, each of the masses m_i must not be less than the part of μ_j applying on the axle 'i' as determined by the mass distribution laws for that group of axles.
- 7.4.2.3. The sum of the masses μ_j must not be less than the mass M .
- 7.4.2.4. The mass in running order, plus the mass corresponding to 75 kg multiplied by the number of passengers, plus the technically permissible maximum mass on the coupling point, must not exceed the mass M .
- 7.4.2.5. When the vehicle is laden to its mass M according to any one of the relevant situations described in 7.4.2.5.1 to 7.4.2.5.3, the mass corresponding to the load on the axle 'i' must not exceed the mass m_i on that axle, and the mass corresponding to the load on the solo axle or group of axles 'j' must not exceed the mass μ_j . Moreover, the mass corresponding to the load on the driving axle or the sum of the masses corresponding to the loads on the driving axles must be at least 25 % of M .
- 7.4.2.5.1. Towed vehicles and motor vehicles other than towing vehicles:
- 7.4.2.5.1.1. Uniform distribution of mass in the case of complete or completed vehicles with the exception of those referred to in 7.4.2.5.1.2: the vehicle in running order with a mass of 75 kg positioned on every passenger seat is laden to its mass M , the payload being uniformly distributed on the area designed for the transportation of goods.
- 7.4.2.5.1.2. Extreme distribution of mass (non-uniform load) in the case of vehicles either incomplete or intended for a special purpose involving the carriage of only non-uniformly distributed loads: the manufacturer must state the extreme permissible possible positions of the centre of gravity of the payload and/or body and/or equipment or interior fittings (for instance: from 0,50 m to 1,30 m in front of the first rear axle). The verification must be carried out in such a way as to cover all the possible positions of this centre of gravity, the vehicle in running order with a mass of 75 kg positioned on every passenger seat being laden to its mass M .
- 7.4.2.5.2. Trailer towing vehicles (road tractors) and lorries also intended to tow a centre-axle trailer.
- 7.4.2.5.2.1. The same calculations as per 7.4.2.5.1.1 in the case of complete or completed vehicles other than special purpose vehicles, or 7.4.2.5.1.2 in the case of incomplete or special

purpose vehicles, are carried out in all those of the following possible scenarios which are relevant:

- (a) without any load on the coupling point (except, for road tractors, that corresponding to the mass of the coupling device if fitted by the manufacturer, which is included in the mass in running order in accordance with 2.5);
- (b) a load corresponding to the maximum mass of the coupling device stated by the manufacturer, if he does not fit the coupling device, being applied on to the coupling point (and deducted from the payload);
- (c) a load corresponding to the technically permissible maximum mass on the coupling point being applied on to the coupling point (and deducted from the payload).

7.4.2.5.3. Semi-trailer towing vehicles (semi-trailer tractors).

7.4.2.5.3.1. In the case of a complete or completed vehicle: the manufacturer must state the extreme positions of the axis of the fifth wheel. The verification must be carried out in such a way as to cover all the possible positions of the axis of the fifth wheel, the vehicle in running order with a mass of 75 kg positioned on every passenger seat being laden to its mass M (with the payload applied to the axis of the fifth wheel).

7.4.2.5.3.2. In the case of an incomplete vehicle: the same verifications as per 7.4.2.5.3.1 must be carried out on the basis of the extreme permissible positions of the axis of the fifth wheel as stated by the manufacturer.

7.4.2.6. When a vehicle of category N is laden to its mass M and its rear axle (designated 'n' as an axle) or rear group of axles (designated 'q' as a group of axles) is laden to its mass m_n or μ_q , the mass bearing on the steering axle or axles must not be less than 20 % of M.

7.4.2.7. MC must not exceed $M + TM$.

7.4.3. *Requirements for buses and coaches*

7.4.3.1. The requirements of 7.4.2.1 to 7.4.2.3, and of 7.4.2.7, apply.

7.4.3.2. The mass of the vehicle in running order, plus the mass Q defined in the table in 7.4.3.3.1 multiplied by the total number of passengers, plus the technically permissible maximum mass on the coupling point, plus the masses B and BX defined in 7.4.3.3.1 must not exceed the mass M.

7.4.3.3. When the incomplete vehicle is laden to its mass M according to the situation described in 7.4.2.5.1.2 or when the complete or completed vehicle in running order is laden as described in 7.4.3.3.1 the mass corresponding to the load on each axle must not exceed the mass m_i on each axle, and the mass corresponding to the load on each solo axle or group of axles must not exceed the mass μ_i on that group of axles. Moreover, the mass corresponding to the load on the driving axle or the sum of masses corresponding to the loads on the driving axles must be at least 25 % of M.

7.4.3.3.1. The vehicle in running order is loaded with a mass Q on each passenger seat, a number SP, corresponding to the number of standing passengers, of masses Q uniformly distributed over the surface available for standing passengers S_1 , a mass equal to B (kg) uniformly distributed in the baggage compartments and, where appropriate, a mass equal to BX (kg) uniformly distributed over the surface area of the roof equipped for the carriage of baggage, where:

S_1 is the area for standing passengers, as defined in the forthcoming European Parliament and Council Directive concerning special provisions for vehicles of categories M_2 and M_3 . Pending the adoption of that Directive, S_1 is determined as defined in the UN/ECE Regulations No 36 (doc. E/ECE/TRANS/505/Rev. 1, Add 35) and No 52 (doc. E/ECE/TRANS/505/Rev. 1, Add 51).

SP, declared by the manufacturer, must not exceed the value S_1/S_{sp} , where S_{sp} is the conventional space provided for one standing passenger specified in the table below.

B (kg), declared by the manufacturer, must have a numerical value not less than $100 \times V$ (V is the total volume of baggage compartments, in m^3).

BX, declared by the manufacturer, must exert a specific load of not less than 75 kg/m^2 over the whole surface area of the roof equipped for the carriage of baggage.

Q and S_{sp} have the values laid down in the following table:

Vehicle class	Q (kg) mass of one passenger	S_{sp} (m ² /passenger) conventional space for one standing passenger
Classes I and A(**)	68	0,125
Class II	71(*)	0,15
Classes III and B	71(*)	No standing passenger

(*) Including 3 kg for hand baggage.

(**) If a vehicle of Class II or Class III or Class B is also to be approved as a Class I or Class A vehicle, the mass of luggage carried in luggage compartments accessible only from outside the vehicle is not to be taken into account for the purpose of the approval for these latter classes.

7.4.3.4.

When the vehicle is in running order to laden as specified in 7.4.3.3.1, the mass corresponding to the load on the front axle or group of axles must not be less than the percentage of M laid down in the following table:

Loading conditions	Classes I and A		Class II		Classes III and B	
	Rigid	Articulated	Rigid	Articulated	Rigid	Articulated
Unladen	20	20	25	20	25	20
Laden	25	20	25	20	25	20

7.4.4.

Requirements for vehicles of category M_2 or M_3 other than buses and coaches, and for trailer caravans

The requirements of 7.4.2.1 to 7.4.2.4 and of 7.4.2.7 apply. In addition, when the incomplete vehicle is laden to its mass M according to the situation described in 7.4.2.5.1.2, or when the complete or completed vehicle in running order is laden to its mass M as described in the Appendix to Annex II to Council Directive 92/21/EEC⁽¹⁾, the mass corresponding to the load on each axle must not exceed the mass m_i on this axle, and the mass corresponding to the load on each solo axle or on the group of axles must not exceed the mass μ_i on this group of axles. Moreover, the mass corresponding to the load on the driving axle or the sum of the masses corresponding to the loads on the driving axles must be at least 25 % of M.

7.5.

Conditions to be verified for the classification of a vehicle as an off-road vehicle (Annex II, section 4 of Directive 70/156/EEC)

7.5.1.

The technical service must verify if the complete or completed vehicle, or the semi-trailer towing vehicle (semi-trailer tractor) without fifth wheel is to be considered as an off-road vehicle according to the requirements laid down in Annex II to Directive 70/156/EEC.

7.5.2.

For other incomplete vehicles, this verification is carried out only at the request of the manufacturer.

7.6.

Manoeuvrability

7.6.1.

Any motor vehicle and any semi-trailer must be able to manoeuvre on either side for a complete circular trajectory of 360° inside an area defined by two concentric circles, the outer circle having a radius of 12,50 m and the inner circle having a radius of 5,30 m, without any of the vehicle's outermost points (with the exception of the protruding parts prescribed for the vehicle width in 2.4.2) projecting outside the circumferences of the circles.

For motor vehicles and semi-trailers with axle-lift device (see 2.14) this requirement also applies with the axle(s) in the lifted position (within the meaning of 2.14).

The abovementioned requirements must be verified as follows:

7.6.1.1.

Motor vehicles

The outermost front point of the motor vehicle must be guided along the contour of the outer circle (see figure A).

⁽¹⁾ OJ No L 129, 14. 5. 1992, p. 1. Directive as last amended by Directive 95/48/EC (OJ No L 233, 30. 9. 1995, p. 73).

7.6.1.2. *Semi-trailers*

A semi-trailer is deemed to comply with the requirements of 7.6.1 if its wheelbase is not greater than

$$\sqrt{(12,50-2,04)^2-(5,30+L/2)^2}$$

where L is the semi-trailer's width, the wheelbase being measured for the purpose of this section as the distance of the axis of the semi-trailer fifth wheel king-pin to the centre line of the non-steering bogie axles; if one or more of the non-steering bogie axles has an axle lift device (see 2.14), then the wheelbase with lowered/lifted axle(s), whichever is the longer, is taken into account. In case of doubt, the approval authority can require a test to be carried out as described at 7.6.1.

7.6.2. *Additional requirements for vehicles of categories M₂ or M₃ and N*

When the vehicle is stationary and has its steered wheels so directed that if the vehicle moved, its outermost forward point would describe a circle of 12,50 m radius, a vertical plane tangential to the side of the vehicle which faces outwards from the circle must be established by marking a line on the ground. In the case of an articulated vehicle of category M₂ or M₃, the two rigid portions must be aligned with the plane.

When the vehicle moves forward on either side following the circle of 12,50 m radius, no part of it may move outside the vertical plane by more than 0,80 m (see figure B) in the case of a rigid vehicle or by more than 1,20 m (see figure C) in the case of an articulated vehicle of category M₂ or M₃.

For vehicles with an axle-lift device this requirement also applies with the axle(s) in the lifted position (within the meaning of 2.14).

For vehicles of category N with retractable axles in the lifted position, or loadable axles in the unladen condition, the figure of 0,80 m is replaced by 1,00 m.

7.6.3. The requirements of 7.6.1 and 7.6.2 may also be verified, at the request of the manufacturer, with an appropriate equivalent calculation or geometric demonstration.

Figure A

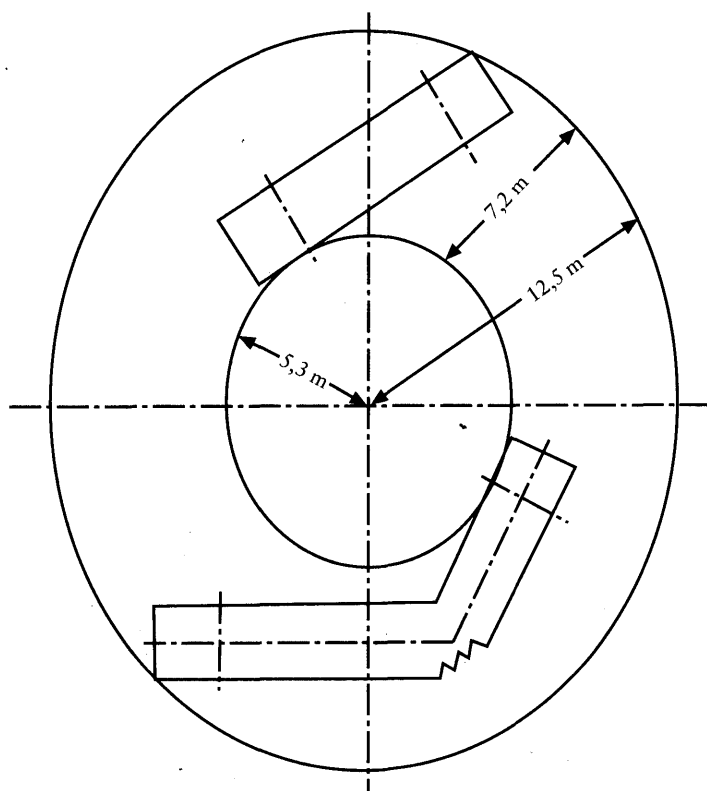


Figure B

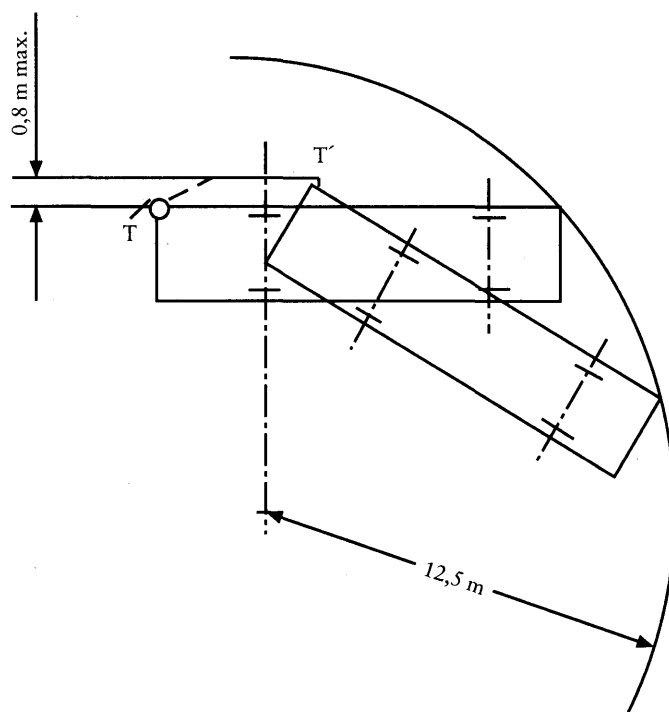
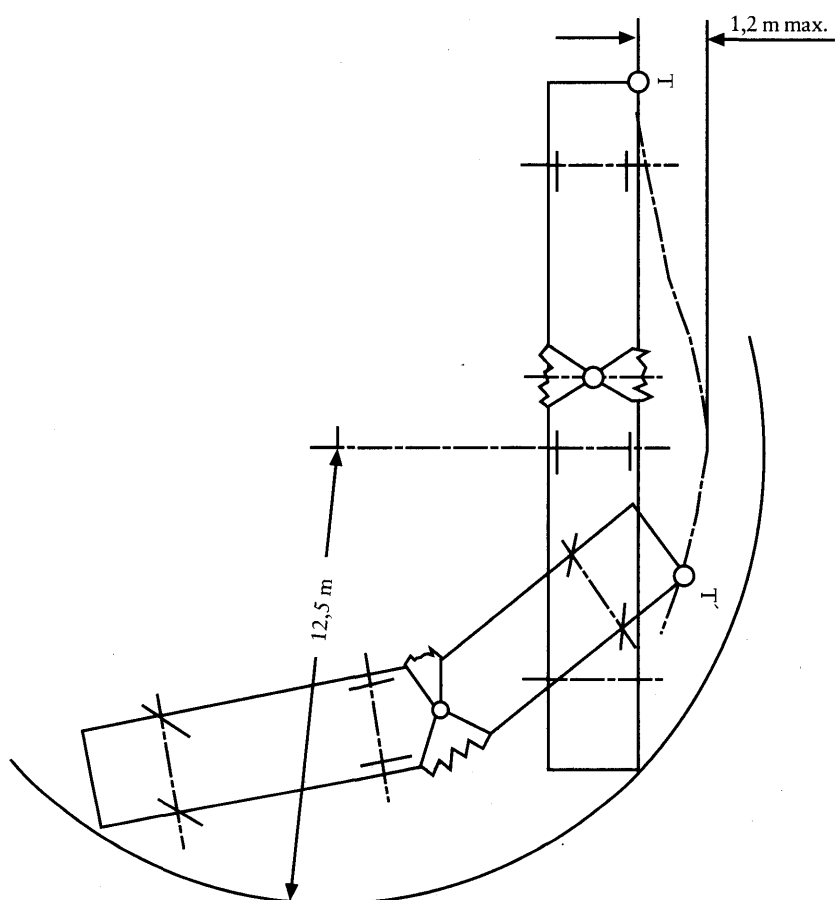


Figure C



- 7.6.4. In the case of incomplete vehicles, the manufacturer must declare the maximum permissible dimensions for which the vehicle is to be checked against the requirements of 7.6.1 and 7.6.2.
- 7.7. **Additional requirements for motor vehicles of categories M₂ and M₃**
- The technically permissible maximum towable mass must not exceed 3 500 kg.
- 7.8. **Technically permissible maximum mass on the coupling point of motor vehicles and mounting instructions for couplings**
- 7.8.1. The technically permissible maximum mass on the coupling point of a motor vehicle designed to tow a centre-axle trailer and with a technically permissible maximum towable mass exceeding 3,5 tonnes must be at least equal to 10 % of its technically permissible maximum towable mass or 1 000 kg, whichever is the lesser, plus, for motor vehicles other than towing vehicles, the mass of the coupling device if fitted by the manufacturer, or the maximum permissible mass of the coupling device if not fitted by the manufacturer.
- 7.8.2. The technically permissible maximum mass on the coupling point of a motor vehicle designed to tow a centre-axle trailer and with a technically permissible maximum towable mass not exceeding 3,5 tonnes must be at least equal to 4 % of its technically permissible maximum laden mass, or 25 kg, whichever is the lesser, plus, for motor vehicles other than towing vehicles, the mass of the coupling device if fitted by the manufacturer, or the maximum permissible mass of the coupling device if not fitted by the manufacturer.
- 7.8.3. In the case of a motor vehicle with a technically permissible maximum laden mass not exceeding 3,5 tonnes, the manufacturer must specify in the owner's manual the conditions for the attachment of the coupling device to the motor vehicle.
- Where the case occurs the above conditions must include the technically permissible maximum mass on the coupling point of the motor vehicle, the maximum permissible mass of the coupling device, the mounting points of the coupling device on the motor vehicle and the maximum permissible overhang of the coupling device.
- 7.9. **Hill-starting ability**
- Motor vehicles towing a trailer and laden to their technically permissible maximum laden mass of the combination, must be capable of starting five times within five minutes at an up-hill gradient of at least 12 %.
- 7.10. **Engine power/maximum mass ratio**
- Motor vehicles must provide an engine power output of at least 5 kW/t of the technically permissible maximum laden mass of the combination. The engine power is measured according to the provisions of Council Directive 80/1269/EEC⁽¹⁾.
- 7.11. **Conditions relating to the equivalence between certain non-air suspension and air suspension systems for vehicle driving axle(s)**
- 7.11.1. At the request of the manufacturer, the technical service must verify the equivalence of a non-air suspension to an air suspension for driving axle(s).
- In order to be recognized as equivalent to air suspension, a non-air suspension must comply with the following requirements:
- 7.11.1.1. During free transient low-frequency vertical oscillation of the sprung mass above a driving axle or group of axles, the measured frequency and damping with the suspension carrying its maximum load must fall within the limits defined in 7.11.1.2 to 7.11.1.5.
- 7.11.1.2. Each axle must be fitted with hydraulic dampers. On groups of axles, the dampers must be positioned to minimize the oscillation of the groups of axles.
- 7.11.1.3. The mean damping ratio D_m must be more than 20 % of critical damping for the suspension in its normal condition with hydraulic dampers in place and operating.
- 7.11.1.4. The damping ratio D_r of the suspension with all hydraulic dampers removed or incapacitated must be not more than 50 % of D_m .

⁽¹⁾ OJ No L 375, 31. 12. 1980, p. 46. Directive as last amended by Directive 89/491/EEC (OJ No L 238, 15. 8. 1989, p. 43).

7.11.1.5. The frequency of the sprung mass above the driving axle or group of axles in a free transient vertical oscillation must not be higher than 2,0 Hz.

7.11.1.6. The frequency and damping of the suspension are defined in 7.11.2. The test procedures for measuring the frequency and damping are laid down in 7.11.3.

7.11.2. *Definition of frequency and damping*

In this definition a sprung mass M (kg) above a driving axle or group of axles is considered. The axle or group of axles has a total vertical stiffness between the road surface and the sprung mass of K newton/metre (N/m) and a total damping coefficient of C newton second per metre (N.s/m). The vertical displacement of the sprung mass is Z . The equation of motion for free oscillation of the sprung mass is:

$$M \frac{d^2Z}{dt^2} + C \frac{dZ}{dt} + KZ = 0$$

The frequency of oscillation of the sprung mass F (Hz) is:

$$F = \frac{1}{2\pi} \sqrt{\frac{K}{M} - \frac{C^2}{4M^2}}$$

The damping is critical when $C = C_0$,

where

$$C_0 = 2\sqrt{KM}$$

The damping ratio as a fraction of critical is C/C_0 .

During free transient oscillation of the sprung mass the vertical motion of the mass will follow a damped sinusoidal path (figure 2). The frequency can be estimated by measuring the time for as many cycles of oscillation as can be observed. The damping can be estimated by measuring the heights of successive peaks of the oscillation in the same direction. If the peak amplitudes of the first and second cycles of the oscillation are A_1 and A_2 , then the damping ratio D is

$$D = \frac{C}{C_0} = \frac{1}{2\pi} \ln \frac{A_1}{A_2}$$

'ln' being the natural logarithm of the amplitude ratio.

7.11.3. *Test procedure*

To establish by test the damping ratio D_m , the damping ratio D_r with hydraulic dampers removed, and the frequency F of the suspension, the loaded vehicle is either:

- (a) driven at low speed ($5 \text{ km/h} \pm 1 \text{ km/h}$) over an 80 mm step with the profile shown in figure 1. The transient oscillation to be analysed for frequency and damping occurs after the wheels of the driving axle have left the step; or
- (b) pulled down by its chassis so that the driving axle load is 1,5 times its maximum static value. The vehicle held down is suddenly released and the subsequent oscillation analysed; or
- (c) pulled up by its chassis so that the sprung mass is lifted by 80 mm above the driving axle. The vehicle held up is suddenly dropped and the subsequent oscillation analysed; or
- (d) subjected to other procedures insofar as it has been proved by the manufacturer, to the satisfaction of the technical service, that they are equivalent.

The vehicle must be fitted with a vertical displacement transducer between driving axle and chassis, directly above the driving axle. From the trace, the time interval between the

first and second compression peaks can be measured to obtain the damping. For twin driving groups of axles, vertical displacement transducers must be fitted between each driving axle and the chassis directly above it.

The tyres must be inflated to the appropriate pressure recommended by the manufacturer for the test mass of the vehicle.

The test for verifying the equivalence of the suspensions is made at the technically permissible maximum mass on the axle or group of axles, and the equivalence assumed to cover all the lower masses.

Figure 1

Step for suspension tests

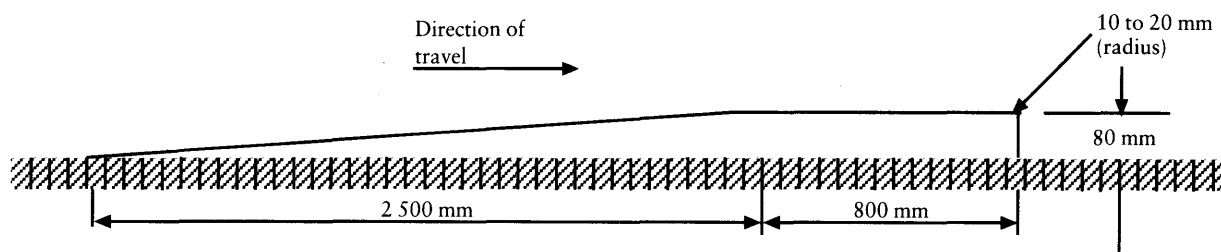
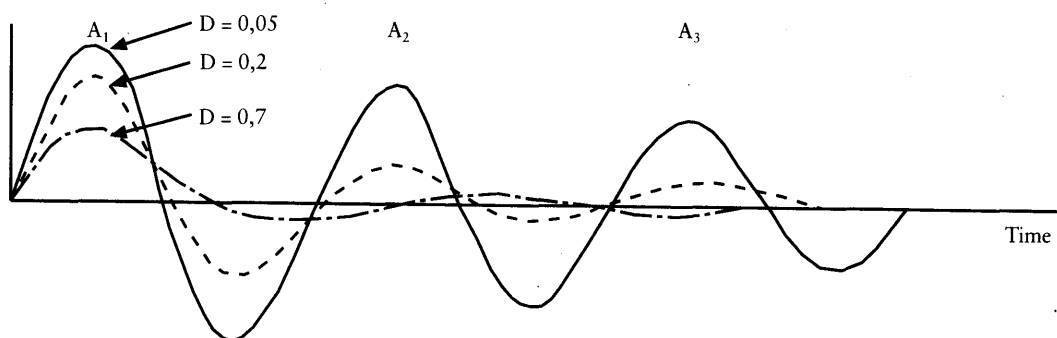


Figure 2

A damped transient response



ANNEX II

INFORMATION DOCUMENT No

pursuant to Annex I to Council Directive 70/156/EEC relating to the EC type-approval of certain categories of motor vehicles and their trailers with respect to their masses and dimensions

(European Parliament and Council Directive 97/.../EC)

The following information, if applicable, must be supplied in triplicate and include a list of contents. Any drawings must be supplied in appropriate scale and in sufficient detail on a model with maximum format A 4 (210 × 297 mm) or a folder of A 4 format. Photographs, if any, must show sufficient detail.

If the systems, components or separate technical units have electronic controls, information concerning their performance must be supplied.

- 0. GENERAL
 - 0.1. Make (trade name of manufacturer):
 - 0.2. Type of vehicle:
 - 0.2.1. Commercial name(s):
 - 0.3. Means of identification of type, if marked on the vehicle ^(b):
 - 0.3.1. Location of that marking:
 - 0.4. Category of vehicle ^(c):
 - 0.5. Name and address of manufacturer:
 - 0.6. Location of statutory plates and inscriptions and method of affixing:
 - 0.6.1. On the chassis:
 - 0.6.2. On the bodywork:
 - 0.8. Address(es) of assembly plant(s):
- 1. GENERAL CONSTRUCTION CHARACTERISTICS OF THE VEHICLE
 - 1.1. Photographs and/or drawings of a representative vehicle:
 - 1.2. Dimensional drawing of the whole vehicle:
 - 1.3. Number of axles and wheels:
 - 1.3.1. Number and position of axles with double wheels:
 - 1.3.2. Number and position of steered axles:

Footnotes:

General: the item numbers and footnotes used in this information document correspond to those set out in Annex I to Directive 70/156/EEC. Items not relevant for the purpose of this Directive are omitted.

Footnote (e) means 'Set out in such a way as to make the actual value clear for each technical configuration of the vehicle type'.

Footnote (nd) means 'ISO standard 612—1978, term No 6.18.1'.

- 1.3.3. Powered axles (number, position, interconnection):
- 1.4. Chassis (if any) (overall drawing):
- 1.6. Position and arrangement of the engine:
- 1.7. Driving cab (forward control or bonneted) ^(z):
- 1.9. Specify if the motor vehicle is intended to tow semi-trailers or other trailers and if the trailer is a semi-, drawbar or centre-axle trailer; specify vehicles specially designed for the controlled-temperature carriage of goods.
- 2. MASSES AND DIMENSIONS ^(e) (in kg and mm) (refer to drawing where applicable)
- 2.1. Wheelbase(s) (fully loaded) ^(f):
- 2.1.1. In the case of semi-trailers:
- 2.1.1.1. Distance between the axis of the fifth wheel king-pin and the rear of the semi-trailer:
- 2.1.1.2. Maximum distance between the axis of the fifth wheel king-pin and any point on the front of the semi-trailer:
- 2.1.1.3. Semi-trailer wheelbase as defined in point 7.6.1.2 of Annex I to this Directive:
- 2.2. In the case of semi-trailer towing vehicles:
- 2.2.1. Fifth-wheel lead (maximum and minimum; indicate the permissible values in the case of an incomplete vehicle) ^(g):
- 2.2.2. Maximum height of the fifth wheel (standardized) ^(h):
- 2.3. Axle track(s) and width(s):
- 2.3.1. Track of each steered axle ⁽ⁱ⁾:
- 2.3.2. Track of all other axles ⁽ⁱ⁾:
- 2.3.3. Width of the widest rear axle:
- 2.4. Range of vehicle dimensions (overall)
- 2.4.1. For chassis without bodywork
- 2.4.1.1. Length ^(j):
- 2.4.1.1.1. Maximum permissible length:
- 2.4.1.1.2. Minimum permissible length:
- 2.4.1.2. Width ^(k):
- 2.4.1.2.1. Maximum permissible width:
- 2.4.1.2.2. Minimum permissible width:
- 2.4.1.3. Height (in running order) ^(l) (for suspension adjustable for height, indicate normal running position):
- 2.4.1.4. Front overhang ^(m):
- 2.4.1.5. Rear overhang ⁽ⁿ⁾:
- 2.4.1.5.2. Minimum and maximum permissible overhang of the coupling point ^(nd):

- 2.4.1.8. Extreme permissible positions of the centre of gravity of the body and/or interior fittings and/or equipment and/or payload:
- 2.4.1.9. Distance between axles (if multi-axled):
- 2.4.2. For chassis with bodywork
- 2.4.2.1. Length ⁽ⁱ⁾:
- 2.4.2.1.1. Length of the loading area:
- 2.4.2.2. Width ^(k):
- 2.4.2.2.1. Thickness of the walls (in the case of vehicles specially designed for the controlled temperature carriage of goods):
- 2.4.2.3. Height (in running order) ^(l) (For suspensions adjustable for height, indicate normal running position):
- 2.4.2.4. Front overhang ^(m):
- 2.4.2.5. Rear overhang ⁽ⁿ⁾:
- 2.4.2.8. Extreme permissible positions of the centre of gravity of the payload (in the case of non-uniform load):
- 2.4.2.9. Distance between axles (if multi-axled):
- 2.6. Mass of the vehicle with bodywork, and with coupling device in the case of a towing vehicle of a category other than M₁, in running order, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device (including coolant, oils, fuel, 100 % other liquids except used waters, tools, spare wheel and driver, and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle) ^(o) ^(e):
- 2.6.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point ^(e):
- 2.7. Minimum mass of the completed vehicle as stated by the manufacturer, in the case of an incomplete vehicle:
- 2.7.1. Distribution of this mass among the axles and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point:
- 2.8. Technically permissible maximum laden mass stated by the manufacturer ^(y) ^(e):
- 2.8.1. Distribution of this mass among the axles, and, in the case of a semi-trailer or centre-axle trailer, load on the coupling point ^(e):
- 2.9. Technically permissible maximum mass on each axle ^(e):
- 2.10. Technically permissible maximum mass on each group of axles ^(e):
- 2.11. Technically permissible maximum towable mass of the motor vehicle ^(e):
- 2.11.1. Drawbar trailer:
- 2.11.2. Semi-trailer:
- 2.11.3. Centre-axle trailer:
- 2.11.3.1. Maximum ratio of the coupling overhang ^(p) to the wheelbase:
- 2.11.4. Technically permissible maximum laden mass of the combination:
- 2.11.6. Maximum mass of the unbraked trailer:
- 2.12. Technically permissible maximum mass on the coupling point:
- 2.12.1. of the motor vehicle:

- 2.12.2. of the semi-trailer or centre-axle trailer:
- 2.13. Maximum permissible mass of the coupling device (if not fitted by the manufacturer):
.....
- 2.14.1. Engine power/technically permissible maximum laden mass of the combination ratio (in kW/kg) (as defined at point 7.10 of Annex I to this Directive):
- 2.16. Intended registration/in-service maximum permissible masses (optional: where these values are given, they must be verified in accordance with the requirements of Annex IV)⁽¹⁾:
- 2.16.1. Intended registration/in-service maximum permissible laden mass (several entries possible for each technical configuration) ^(e):
- 2.16.2. Intended registration/in-service maximum permissible laden mass on each axle and in the case of a semi-trailer or centre-axle trailer, intended load on the coupling point stated by the manufacturer if lower than the technically permissible maximum mass on their coupling point (several entries possible for each technical configuration) ^(e):
- 2.16.3. Intended registration/in-service maximum permissible mass on each axle group (several entries possible for each technical configuration) ^(e):
- 2.16.4. Intended registration/in-service maximum permissible towable mass (several entries possible for each technical configuration) ^(e):
- 2.16.5. Intended registration/in-service maximum permissible mass of the combination (several entries possible for each technical configuration) ^(e):
5. AXLES
- 5.1. Description of each axle:
- 5.2. Make:
- 5.3. Type:
- 5.4. Retractable axle(s):
- 5.4.1. Location, make and type:
- 5.5. Loadable axle(s):
- 5.5.1. Location, make and type:
6. SUSPENSION
- 6.1. Drawing of the suspension arrangements:
- 6.2. Type and design of the suspension of each axle or group of axles or wheel:
- 6.2.1. Level adjustment: yes/no
- 6.2.3. Air-suspension for driving axle(s): yes/no
- 6.2.3.1. Suspension of driving axle(s) equivalent to air suspension: yes/no
- 6.2.3.2. Frequency and damping of the vertical oscillation of the sprung mass:
- 6.3. Characteristics of the springing parts of the suspension (design, characteristics of the materials and dimensions):
- 6.4. Stabilizers: yes/no
- 6.5. Dampers: yes/no

⁽¹⁾ Points 2.16.1 to 2.16.5 do not preclude additional registration/in-service maximum masses being accepted by the national registration authorities.

- 6.6. TYRES AND WHEELS
- 6.6.1. Tyre/wheel combination(s) (for tyres indicate size designation, minimum load-capacity index, minimum speed category symbol; for wheels indicate rim size(s) and off-set(s)) ⁽¹⁾:
-
- 6.6.1.1. Axle 1:
- 6.6.1.2. Axle 2:
- etc.
- 6.6.3. Tyre pressure(s) as recommended by the vehicle manufacturer kPA ⁽¹⁾
8. BRAKES
- 8.3. Control and transmission of trailer braking systems in vehicles designed to tow a trailer:
-
9. BODYWORK
- 9.1. Type of bodywork:
- 9.10.3. Seats:
- 9.10.3.1. Number:
- 9.10.3.2. Position and arrangement:
- 9.17. Statutory plates:
- 9.17.1. Photographs and/or drawings of the locations of the statutory plates and inscriptions and of the chassis number:
- 9.17.2. Photographs and/or drawings of the official part of the plates and inscriptions (completed example with dimensions):
11. CONNECTIONS BETWEEN TOWING VEHICLES AND TRAILERS AND SEMITRAILERS
- 11.1. Class and type of the coupling device(s) fitted or to be fitted:
- 11.2. Characteristics D, U, S and V of the coupling device(s) fitted or minimal characteristics D, U, S and V of the coupling device(s) to be fitted: daN
- 11.3. Instructions for attachment of the coupling type to the vehicle and photographs or drawings of the fixing points at the vehicle as stated by the manufacturer; additional information, if the use of the coupling type is restricted to special types of vehicles:
- 11.4. Information on the fitting of special towing brackets or mounting plates:
-
13. SPECIAL PROVISIONS FOR BUSES AND COACHES
- 13.1. Class of bus or coach:
- 13.2. Number of standing places:
- 13.3. Number of passenger and crew seats:
- 13.3.1. Crew seat: yes/no ⁽¹⁾

⁽¹⁾ Delete where inapplicable.

- 13.6. Volume of luggage compartment:m³
- 13.7. Area for luggage transportation on the roof:m²

ADDITIONAL INFORMATION IN THE CASE OF OFF-ROAD VEHICLES

- 2.4.1. For chassis without bodywork
- 2.4.1.4.1. Approach angle (na): degrees
- 2.4.1.5.1. Departure angle (nb): degrees
- 2.4.1.6. Ground clearance (as defined in section 4.5 of Part A of Annex II to Council Directive 70/156/EEC)
- 2.4.1.6.1. Between the axles:
- 2.4.1.6.2. Under the front axle(s):
- 2.4.1.6.3. Under the rear axle(s):
- 2.4.1.7. Ramp angle (nc): degrees
- 2.4.2. For chassis with bodywork
- 2.4.2.4.1. Approach angle (na): degrees
- 2.4.2.5.1. Departure angle (nb): degrees
- 2.4.2.6. Ground clearance (as defined in section 4.5 of Part A of Annex II to Council Directive 70/156/EEC):
- 2.4.2.6.1. Between the axles:
- 2.4.2.6.2. Under the front axle(s):
- 2.4.2.6.3. Under the rear axles(s):
- 2.4.2.8. Ramp angle (nc): degrees
- 2.15. Hill-starting ability (solo vehicle per cent)
- 4.9. Differential lock: yes/no/optional⁽¹⁾

⁽¹⁾ Delete where inapplicable.

ANNEX III

MODEL

maximum format: A4 (210 × 297 mm)

EC TYPE-APPROVAL CERTIFICATE

(vehicle)

Stamp of
approval authority

Communication concerning the

- type-approval
- extension of type-approval⁽¹⁾
- refusal of type-approval⁽¹⁾
- withdrawal of type-approval⁽¹⁾

of a type of a vehicle with regard to Directive 97/.../EC relating to the masses and dimensions of motor vehicles and their trailers, and amending Directive 70/156/EEC.

EC type-approval No:

Reason for extension:

SECTION I

- 0.1. Make (trade of manufacturer):
- 0.2. Type of vehicle(s):
- 0.2.1. Commercial name(s):
- 0.3. Means of identification of type, if marked on the vehicle:
- 0.3.1. Location of that marking:
- 0.4. Category of vehicle:
- 0.5. Name and address of manufacturer:
Name and address of manufacturer of the latest-built stage of the vehicle:
.....
- 0.8. Name(s) and address(es) of assembly plant(s):

⁽¹⁾ Delete where inapplicable.

SECTION II

1. Additional information (where applicable): see Appendix
 2. Technical service responsible for carrying out the tests:
 3. Date of test report:
 4. Number of test report:
 5. Remarks (if any): See Appendix
 6. Place:
 7. Date:
 8. Signature:
 9. The index to the information package lodged with the approval authority, which may be obtained on request, is attached.
-

*Appendix**to EC type-approval certificate No ...*

concerning the type-approval of certain categories of motor vehicles and their trailers with regard to Directive 97/27/EC

1. Additional information
 - 1.0. Dimensions exceeding the maximum dimensions authorized in section 7.3 of Annex I to Directive 97/.../EC pursuant to Articles 3 and 7 of that Directive: yes/no⁽¹⁾
 - 1.1. Length (overall): ... mm (complete or completed vehicle)
 - 1.1.1. Length of the loading area
 - 1.1.2. Distance from the fifth wheel king-pin to any foremost point of the semi-trailer
 - 1.1.3. Distance from the fifth wheel king-pin to the rear of the semi-trailer
 - 1.2. Width (overall): ... mm (complete or completed vehicle)
 - 1.3. Height (overall): ... mm (complete or completed vehicle)
 - 1.4. Maximum permissible length: ... mm (incomplete vehicle)
 - 1.5. Maximum permissible width: ... mm (incomplete vehicle)
 - 1.6. Extreme permissible positions of the centre of gravity of the body and/or interior fittings and/or equipment and/or payload (incomplete vehicle or non-uniform load)
 - 1.7. Mass of the vehicle in running order⁽²⁾
 - 1.7.1. Technically permissible maximum laden mass of the vehicle⁽²⁾: ... kg
 - 1.9. Technically permissible maximum mass on the axle⁽²⁾:
 - 1.9.1. 1st axle ... kg
 - 2nd axle⁽¹⁾ ... kg
 - 3rd axle⁽¹⁾ ... kg
 - 4th axle⁽¹⁾ ... kg
 - 5th axle⁽¹⁾ ... kg
 - 1.11. Technically permissible maximum mass on the group of axles⁽²⁾
 - 1.11.1. First group of axles: ... kg
 - Second group of axles⁽¹⁾: ... kg
 - 1.13. Technically permissible maximum laden mass of the combination:
 - 1.14. Retractable axles
 - 1.15. Loadable axles
 - 1.17. Technically permissible maximum towable mass of the motor vehicle⁽¹⁾⁽²⁾
 - 1.17.1. Drawbar trailer⁽¹⁾
 - 1.17.2. Semi-trailer⁽¹⁾
 - 1.17.3. Centre-axle trailer⁽¹⁾
 - 1.17.4. Unbraked trailer⁽¹⁾

⁽¹⁾ Delete where inapplicable.

⁽²⁾ Set out in such a way as to make the actual value clear for each technical configuration of the vehicle type.

- 1.18. Technically permissible maximum mass on the coupling point of the motor vehicle/of the semi-trailer or centre-axle trailer⁽¹⁾ ⁽²⁾: ... kg
- 1.19. Maximum permissible mass of the coupling device (if not fitted by the manufacturer): ... kg
- 1.20. Intended registration/in-service maximum permissible masses⁽²⁾ ⁽³⁾
 - 1.20.1. Intended registration/in-service maximum permissible laden mass (several entries possible for each technical configuration)⁽²⁾
 - 1.20.2. Intended registration/in-service maximum permissible laden mass on each axle and, in the case of a semi-trailer or centre-axle trailer, intended load on the coupling point stated by the manufacturer if lower than the technically permissible mass on their coupling point (several entries possible for each technical configuration)⁽²⁾
 - 1.20.3. Intended registration/in-service maximum permissible mass on each axle group (several entries possible for each technical configuration)⁽²⁾
 - 1.20.4. Intended registration/in-service maximum permissible towable mass (several entries possible for each technical configuration)⁽²⁾
 - 1.20.5. Intended registration/in-service maximum permissible mass of the combination (several entries possible for each technical configuration)⁽²⁾
- 1.21. Air-suspension for driving axle: yes/no⁽¹⁾
- 1.22. Suspension of driving axle recognized to be equivalent to air-suspension: yes/no⁽¹⁾
- 1.23. Off-road vehicle: yes/no⁽¹⁾
- 1.24. Number of passengers
 - 1.24.1. Number of seats⁽²⁾
 - 1.24.2. Number of standing places for category M₂ and M₃ vehicles⁽²⁾
- 1.25. Photographs or drawings of the mounting points of the coupling device on the vehicle.

⁽¹⁾ Delete where inapplicable.

⁽²⁾ Set out in such a way as to make the actual value clear for each technical configuration of the vehicle type.

⁽³⁾ To be filled in only when this information is given in the information document.

ANNEX IV

This Annex contains the uniform procedure referred to in Article 4 of this Directive for the determination of the 'registration/in-service maximum permissible masses' in each Member State and the uniform technical requirements for loadable and retractable axles referred to in Article 5 of this Directive:

1. Definitions

The following concepts are applicable in the framework of Article 4 of this Directive, until it is amended to incorporate harmonized maximum authorized masses. For the purpose of this Annex:

- 1.0. '*Indivisible load*' means a load that cannot, for the purposes of carriage by road, be divided into two or more loads without undue expense or risk of damage and which, owing to its mass or dimension, cannot be carried by a vehicle the masses and dimensions of which comply with the maximum authorized masses and dimensions in force in a Member State.
- 1.1. '*Registration/in-service maximum permissible laden mass*' means the maximum mass of the laden vehicle at which the vehicle itself can be registered or put into service in a Member State at the request of the vehicle manufacturer.
 - 1.1.1. For any technical configuration of the vehicle type, as defined by one set of the possible values of the items laid down in the information document in Annex II to this Directive, a set of intended registration/in-service maximum permissible laden masses may be given by the vehicle manufacturer at the time of the approval under this Directive so that they can be verified beforehand according to the requirements of section 2 of this Annex by the approval authority.
 - 1.1.2. Each of the Member States' authorities must, for their respective country, determine the registration/in-service maximum permissible laden mass of a given vehicle according to the following principles:
 - by definition, only one registration/in-service maximum permissible laden mass may be attributed to one given technical configuration of the vehicle type as defined by one set of the possible values of the items laid down in the information document in Annex II to this Directive,
 - the registration/in-service maximum permissible laden mass is determined as the greatest mass inferior or equal to the technically permissible maximum laden mass and to the relevant vehicle maximum authorized mass in force in that Member State (or a lower mass at the request of the manufacturer in agreement with the Member State's authorities), and which complies with the requirements laid down in section 2 of this Annex.

This does not preclude the possibility for Member States to allow a higher mass either for the purpose of carriage of indivisible loads or for the purposes of certain national transport operations that do not significantly affect international competition in the transport sector, within the limits of the technically permissible maximum laden mass of the vehicle.
 - 1.1.3. For the application of the separate directives listed in Annex IV to Directive 70/156/EEC, Member States may require that the vehicle complies with the provisions of those directives applicable to the category which corresponds, according to Annex II to Directive 70/156/EEC, to the actual value of the registration/in-service maximum permissible laden mass of the vehicle, and, for centre-axle trailers and semi-trailers, to the actual value of the mass corresponding to the load on the axles when the vehicle is loaded to its registration/in-service maximum permissible laden mass.
 - 1.1.4. Member States may require the registration/in-service maximum permissible laden mass not to depend on the tyres fitted.
- 1.2. '*Registration/in-service maximum permissible mass on the axle in a Member State*' means the maximum laden mass on the axle stated by that Member State's authorities and at which the vehicle itself is to be registered or put into service in that Member State at the request of the vehicle manufacturer.
 - 1.2.1. For any technical configuration of the vehicle type, as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive, a set of intended registration/in-service maximum permissible masses on the axles may be given by the vehicle manufacturer at the time of the approval under this Directive so that they can be verified beforehand according to the requirements of section 2 of this Annex by the approval authority.
 - 1.2.2. Each of the Member States' authorities must, for their respective country, determine the registration/in-service maximum permissible mass on the axle according to the following principles:

- by definition, only one registration/in-service maximum permissible mass may be attributed to each axle for one given technical configuration of the vehicle type as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive,
- the registration/in-service maximum permissible mass on the axle is determined as the greatest mass inferior or equal to the technically permissible maximum mass on the axle and to the relevant maximum authorized mass on the axle in force in that Member State (or a lower mass at the request of the manufacturer in agreement with the Member State's authorities) and which complies with the requirements laid down in section 2 of this Annex.

This does not preclude the possibility for Member States to allow a higher mass either for the purpose of carriage of indivisible loads or for the purposes of certain national transport operations that do not significantly affect international competition in the transport sector, within the limits of the technically permissible maximum mass on the axle.

- 1.2.3. Member States may require the registration/in-service maximum permissible mass on the axle not to depend on the tyres fitted.

- 1.3. *'Registration/in-service maximum permissible mass on the group of axles in a Member State'* means the maximum laden mass on the group of axles stated by that Member State's authorities and at which the vehicle itself is to be registered or put into service in that Member State at the request of the vehicle manufacturer.

- 1.3.1. For any technical configuration of the vehicle type, as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive, a set of intended registration/in-service maximum permissible masses on the group of axles may be given by the vehicle manufacturer at the time of the approval under this Directive so that they can be verified beforehand by the approval authority according to the requirements of section 2 of this Annex.

- 1.3.2. Each of the Member States' authorities must, for their respective country, determine the registration/in-service maximum permissible mass on the group of axles according to the following principles:

- by definition, only one registration/in-service maximum permissible mass may be attributed to each group of axles for one given technical configuration of the vehicle type as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive,
- the registration/in-service maximum permissible mass on the group of axles is determined as the greatest mass inferior or equal to the technically permissible maximum mass on the group of axles and to the relevant maximum authorized mass on the group of axles in force in that Member State (or a lower mass at the request of the manufacturer in agreement with the Member State's authorities) and which complies with the requirements laid down in section 2 of this Annex.

This does not preclude the possibility for Member States to allow a higher mass for either the purpose of carriage of indivisible loads or for the purposes of certain national transport operations that do not significantly affect international competition in the transport sector, within the limits of the technically permissible maximum mass on the group of axles.

- 1.3.3. Member States may require the registration/in-service maximum permissible mass on the group of axles not to depend on the tyres fitted.

- 1.4. *'Registration/in-service maximum permissible towable mass in a Member State'* of a motor vehicle means the maximum mass to be towed by the motor vehicle, given by that Member State's authorities, and at which the motor vehicle is to be registered or put into service in the Member State at the request of the vehicle manufacturer.

- 1.4.1. For any technical configuration of the vehicle type, as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive, a set of intended registration/in-service maximum permissible towable masses may be given by the vehicle manufacturer at the time of the approval under this Directive so that they can be verified beforehand by the approval authority according to the requirements of section 2 of this Annex.

- 1.4.2. Each of the Member States' authorities must, for their respective country, determine the registration/in-service maximum permissible towable mass of a given vehicle according to the following principles:

- by definition, only one registration/in-service maximum permissible towable mass may be attributed to one given technical configuration of the vehicle type as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive,
- the registration/in-service maximum permissible towable mass is determined as the greatest mass inferior or equal to the technically permissible maximum towable mass and to the relevant maximum authorized masses in force in that Member State (or a lower mass at the request of the manufacturer in agreement with the Member State's authorities) and which complies with the requirements laid down in section 2 of this Annex.

This does not preclude the possibility for Member States to allow a higher mass for either the purpose of carriage of indivisible loads or for the purposes of certain national transport operations that do not significantly affect international competition in the transport sector, within the limits of the technically permissible maximum towable mass of the vehicle.

- 1.5. *'Registration/in-service maximum permissible laden mass of the combination in a Member State'* means the sum of the masses of the laden vehicle and of its laden trailer at which the motor vehicle is to be registered or put into service in that Member State at the request of the vehicle manufacturer.
- 1.5.1. For any technical configuration of the vehicle type, as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive, a set of intended registration/in-service maximum permissible laden masses of the combination may be given by the vehicle manufacturer at the time of the approval under this Directive so that they can be verified beforehand by the approval authority according to the requirements of section 2 of this Annex.
- 1.5.2. Each of the Member States' authorities must, for their respective country, determine the registration/in-service maximum permissible laden mass of the combination of a given vehicle according to the following principles:
- by definition, and in principle, only one registration/in-service maximum permissible laden mass of the combination may be attributed to one given technical configuration of the motor vehicle type as defined by one set of the possible values of the items laid down in the information document of Annex II to this Directive. However, according to the practice in force in the Member State, there may be distinguished one registration/in-service maximum permissible laden mass of the combination per total intended number of axles of the combination and this mass may also depend on other characteristics of the intended combination, such as the intended kind of transport (e.g. ISO 40-foot containers in combined transport, etc.),
 - the registration/in-service maximum permissible laden mass of the combination is determined as the greatest mass inferior or equal to the technically permissible maximum laden mass of the combination and to the relevant maximum authorized masses in force in that Member State (or a lower mass at the request of the manufacturer in agreement with the Member State's authorities) and which complies with the requirements laid down in section 2 of this Annex.

This does not preclude the possibility for Member States to allow a higher mass either for the purpose of carriage of indivisible loads or for the purposes of certain national transport operations which do not significantly affect international competition in the transport sector, within the limits of the technically permissible maximum laden mass of the combination.

2. Determination of the registration/in-service maximum permissible masses

- 2.1. The provisions of section 7.4 of Annex I to this Directive apply for the determination by the Member States' authorities of the different registration/in-service maximum permissible masses. For this purpose, the notations M , m_i , μ_i , TM and MC of that paragraph respectively designate the registration/in-service maximum permissible laden mass of the vehicle, the registration/in-service maximum permissible mass on the axle designated 'i', on the solo axle or group of axles designated 'j', the registration/in-service maximum permissible towable mass, and the registration/in-service maximum permissible laden mass of the combination.
- 2.2. Determination of the registration/in-service maximum permissible towable mass of a motor vehicle:
- 2.2.1. The registration/in-service maximum permissible towable mass of a motor vehicle intended to tow a trailer, whether it is a towing vehicle or not, is the lowest of the following values:
- (a) the technically permissible maximum towable mass based on the construction and performance of the vehicle and/or the strength of the mechanical coupling device;
 - (b) vehicles only intended to tow trailers without service brakes: half of the mass of the vehicle in running order with a maximum of 0,750 t;
 - (c) vehicles with a maximum mass not exceeding 3,5 t only intended to tow trailers with service brakes: the registration/in-service maximum permissible laden mass of the vehicle, or, for off-road vehicles (see section 7.5 of Annex I), 1,5 times that mass with a maximum of 3,5 t;
 - (d) vehicles with a maximum mass exceeding 3,5 t only intended to tow trailers with inertia (overrun) service brakes: 3,5 t;
 - (e) vehicles with a maximum mass exceeding 3,5 t intended to tow trailers with a continuous braking system: 1,5 times the registration/in-service maximum permissible laden mass of the vehicle;

provided that all the relevant technical provisions of Directive 96/53/EC are fulfilled.

By way of derogation from the provisions of section 1.4 of this Annex, for vehicles intended to tow more than one of the kinds of trailers referred to in subparagraphs (b), (c), (d) and (e) above, up to three different registration/in-service maximum permissible towable masses may be defined for each technical configuration of the vehicle type, according to the characteristics of the brake connectors of the motor vehicle: one for trailers without service brakes, one for trailers with inertia brakes, and one for trailers with a continuous braking system. These masses are determined as mentioned above, by respectively applying subparagraphs (b), (c), (d) and (e).

A mass lower than the one so determined may be accepted by the Member State at the request of the manufacturer.

3. **Technical requirements for the installation of retractable or loadable axles on vehicles (Annex I, sections 2.14 to 2.16)**
 - 3.1. Any vehicle may be permitted with one or more retractable or loadable axles.
 - 3.2. If a vehicle is fitted with one or more retractable or loadable axles (Annex I, sections 2.14 to 2.16) it must be ensured that under all driving conditions with the exception of those mentioned in point 3.5 below the registration/in-service maximum permissible masses on the axles and groups of axles are not exceeded. To that end, the retractable or loadable axle must lower to the ground automatically if the nearest axle(s) of the group or the front axle of the motor vehicle is (are) laden to its (their) registration/in-service maximum permissible mass(es).
 - 3.3. Yellow control lamp(s) in the cab must indicate to the driver that the retractable or loadable axle(s) of the motor vehicle or of the trailer are lifted.
 - 3.4. Every axle-lift device fitted to a vehicle to which this Directive applies, as well as the systems for its operation, must be designed and installed in such a manner as to protect them against any improper use or tampering.
 - 3.5. Requirements for the starting (moving off) of motor vehicles on slippery surfaces.
 - 3.5.1. By way of derogation from provisions of 3.2, and to help motor vehicles or vehicle combinations move off on slippery ground, and to increase the traction of the tyres on these surfaces, the axle lift may also actuate the retractable or loadable axle of a motor vehicle or semi-trailer to increase the mass on the driving axle of the motor vehicle, subject to the following conditions:
 - the mass corresponding to the load on each axle of the vehicle may exceed the relevant maximum authorized mass on the axle in force in the Member State by up to 30 % provided it does not exceed the value stated by the manufacturer for this special purpose,
 - the mass corresponding to the remaining load on the front axle must remain above zero (i.e. in case of a rear loadable axle with long rear overhang, the vehicle must not tip up),
 - the retractable or loadable axle must be actuated only by a special control device,
 - after the motor vehicle has moved off and reached a speed of 30 km/h, the axle must automatically lower again to the ground or be reloaded.

II

(Acts whose publication is not obligatory)

COUNCIL

COUNCIL DECISION

of 24 July 1997

on the provisional application of the Agreement on trade in textile products between the European Community and the former Yugoslav Republic of Macedonia

(97/566/EC)

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 113 in conjunction with the first sentence of Article 228 (2) thereof,

Having regard to the proposal from the Commission,

Whereas the Commission has negotiated, on behalf of the European Community, an Agreement on trade in textile products with the former Yugoslav Republic of Macedonia;

Whereas this Agreement should be applied on a provisional basis from 1 January 1997, pending the completion of the procedures for its conclusion, subject to reciprocal provisional application by the former Yugoslav Republic of Macedonia,

HAS DECIDED AS FOLLOWS:

Sole Article

The Agreement on trade in textile products between the European Community and the former Yugoslav Republic of Macedonia shall be applied on a provisional basis from 1 January 1997, pending the completion of the procedures for its conclusion, subject to reciprocal provisional application by the former Yugoslav Republic of Macedonia.

The text of the Agreement is attached to this Decision.

Done at Brussels, 24 July 1997.

For the Council
The President
M. FISCHBACH

AGREEMENT

on trade in textile products between the European Community and the former Yugoslav Republic of Macedonia

THE COUNCIL OF THE EUROPEAN UNION,

of the one part, and

THE GOVERNMENT OF THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA,

of the other part,

DESIRING to promote, with a view to permanent cooperation and in conditions providing every security for trade, the orderly and equitable development of trade in textile products between the European Community (hereinafter referred to as 'the Community') and the former Yugoslav Republic of Macedonia;

RESOLVED to take the fullest possible account of the serious economic and social problems at present affecting the textile industry in both importing and exporting countries and, in particular, to eliminate the real danger or damage to both the Community and former Yugoslav Republic of Macedonia markets for textile products;

HAVING REGARD to the Cooperation Agreement between the European Community and the former Yugoslav Republic of Macedonia, signed in Luxembourg on 29 April 1997, and in particular to Article 15 thereof;

HAVE DECIDED to conclude this Agreement and to this end have designated as their Plenipotentiaries:

THE COUNCIL OF THE EUROPEAN UNION:

THE GOVERNMENT OF THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA:

WHO HAVE AGREED AS FOLLOWS:

Article 1

1. This Agreement establishes the regime applicable to trade in textile products originating in the former Yugoslav Republic of Macedonia listed in Annex I.

TITLE I

QUANTITATIVE REGIME

Article 2

1. The classification of the products covered by this Agreement is based on the tariff and statistical nomenclature of the Community (hereinafter called the 'combined nomenclature' or, in abbreviated form, 'CN') and any amendments thereof.

Where any decision on classification results in a change of classification practice or a change of category of any

product subject to this Agreement, the affected products shall follow the trade regime applicable to the practice or category they fall into after such changes.

Any amendment to the combined nomenclature made in accordance with the procedures in force in the Community concerning categories of products covered by this Agreement or any decision relating to the classification of goods shall not have the effect of reducing quantitative limits introduced pursuant to this Agreement.

2. The origin of the products covered by this Agreement shall be determined in accordance with the rules in force in the Community.

Any amendment to these rules of origin shall be communicated to the former Yugoslav Republic of Macedonia and shall not have the effect of reducing any quantitative limit established pursuant to this Agreement.

The procedures for control of the origin of the products referred to above are laid down in Appendix A.

Article 3

1. Subject to the provisions of this Agreement, exports from the former Yugoslav Republic of Macedonia to the Community of products listed in Annex I and originating in the former Yugoslav Republic of Macedonia shall, at the time of entry into force of this Agreement, be free from quantitative limits and measures of equivalent effect. Quantitative limits may subsequently be introduced under conditions specified in Article 8.

2. Should quantitative limits be introduced, exports of the textile products made subject to quantitative limits shall be subject to a double-checking system as specified in Appendix A.

3. At the time of entry into force of this Agreement, exports of products listed in Annex II, not subject to quantitative limits, shall be subject to the double-checking system referred to in paragraph 2.

4. Following consultations in accordance with the procedures set out in Article 14, exports of products in Annex I not subject to quantitative limits, other than those listed in Annex II, may be subject, subsequently to the entry into force of this Agreement, to the double-checking system referred to in paragraph 2 or to a prior surveillance system introduced by the Community.

Article 4

The Community and the former Yugoslav Republic of Macedonia recognize the special and differential character of re-imports of textile products into the Community after processing in the former Yugoslav Republic of Macedonia as a specific form of industrial and trade cooperation.

Should quantitative limits be established under Article 8, provided that they are effected in accordance with the regulations on economic outward processing in force in the Community, these re-imports shall not be subject to these quantitative limits if they are subject to the specific arrangements laid down in Annex III.

Article 5

The former Yugoslav Republic of Macedonia exports of cottage-industry fabrics woven on hand- or foot-operated looms, garments or other made-up articles obtained manually from such fabrics and of traditional folklore handicraft products shall not be subject to the quantitative limits established under this Agreement, provided that these products originating in the former Yugoslav Republic of Macedonia meet the conditions laid down in Appendix B.

Article 6

1. Imports into the Community of textile products covered by this Agreement shall not be subject to the quantitative limits established under this Agreement, provided that they are declared to be for re-export outside the Community in the same state or after processing, within the framework of the administrative system of control which exists within the Community.

However, the release for home use of products imported into the Community under the conditions referred to above shall be subject to the production of an export licence issued by the authorities of the former Yugoslav Republic of Macedonia, and to proof of origin in accordance with the provisions of Appendix A.

2. Where the Community authorities ascertain that imports of textile products have been set off against a quantitative limit established under this Agreement, but that the products have subsequently been re-exported outside the Community, the authorities shall inform the former Yugoslav Republic of Macedonia authorities within four weeks of the quantities involved and authorize imports of identical quantities of the same products, which shall not be set off against the quantitative limit established under this Agreement for the current or the following year, as appropriate.

Article 7

Should quantitative limits be introduced under Article 8, the following provisions shall apply:

1. In any Agreement year advance use of a portion of the quantitative limit established for the following Agreement year is authorized for each category of products up to 5% of the quantitative limit for the current Agreement year.

Amounts delivered in advance shall be deducted from the corresponding quantitative limits established for the following Agreement year.

2. Carryover to the corresponding quantitative limit for the following Agreement year of the amounts not used during any Agreement year is authorized for each category of products up to 9% of the quantitative limit for the current Agreement year.

3. Transfers in respect of categories in group I shall not be made from any category except as follows:

— transfers between categories 1, 2 and 3 may be made up to 7% of the quantitative limits for the category to which the transfer is made,

— transfers between categories 4, 5, 6, 7 and 8 may be made up to 7% of the quantitative limit for the category to which the transfer is made.

Transfers into any category in groups II and III may be made from any category or categories in groups I, II and III up to 10 % of the quantitative limit for the category to which the transfer is made.

4. The table of equivalence applicable to the transfers referred to above is given in Annex I.
5. The increase in any category of products resulting from the cumulative application of the provisions in paragraphs 1, 2 and 3 above during an Agreement year shall not exceed 17%.
6. Prior notification shall be given by the former Yugoslav Republic of Macedonia authorities in the event of recourse to the provisions of paragraphs 1, 2 and 3 above, at least 15 days in advance.

Article 8

1. Exports of textile products listed in Annex I may be made subject to quantitative limits on the conditions laid down in the following paragraphs.

2. Where the Community finds, under the system of administrative control set up, that the level of imports of products in a given category listed in Annex I originating in the former Yugoslav Republic of Macedonia exceeds, in relation to the preceding year's total imports into the Community from all sources of products in that category, the following rates:

- 1 % for categories of products in Group I,
- 5 % for categories of products in Group II,
- 10 % for categories of products in Group III,

it may request the opening of consultations in accordance with the procedure described in Article 14, with a view to reaching agreement on an appropriate restraint level for the products in such category.

3. Pending a mutually satisfactory solution, the former Yugoslav Republic of Macedonia undertakes to limit exports of the products concerned to the Community for a provisional period of 3 months from the date on which the request for consultations is made.

Such provisional limit shall be established at 25 % of the level of imports reached during the calendar year preceding that in which imports exceeded the level resulting from the application of the formula set out in paragraph 2, and gave rise to the request for consultation, or 25 % of the level resulting from the application of the formula set out in paragraph 2, whichever is the higher.

4. Should the Contracting Parties be unable in the course of consultations to reach a satisfactory solution

within the period specified in Article 14, the Community shall have the right to introduce a definitive quantitative limit at an annual level not lower than the level resulting from the application of the formula set out in paragraph 2, or 106 % of the level of imports reached during the calendar year preceding that in which imports exceeded the level resulting from the application of the formula set out in paragraph 2 and gave rise to the request for consultations, whichever is the higher.

The annual level so fixed shall be revised upwards after consultations in accordance with the procedure referred to in Article 14, with a view to fulfilling the conditions set out in paragraph 2, should the trend of total imports into the Community of the product in question make this necessary.

5. The annual growth rate for the quantitative limits introduced under this Article shall be determined in accordance with the provisions of Appendix C.

6. The provisions of this Article shall not apply where the percentages specified in paragraph 2 have been reached as a result of a fall in total imports into the Community, and not as a result of an increase in exports of products originating in the former Yugoslav Republic of Macedonia.

7. Where the provisions of paragraphs 2, 3 and 4 are applied, the Community shall authorize the imports of products of the category concerned shipped from the former Yugoslav Republic of Macedonia before the request for consultations was submitted.

Where the provisions of paragraphs 2 or 4 are applied, the former Yugoslav Republic of Macedonia undertakes to issue export licences for products covered by contracts concluded before the introduction of the quantitative limit, up to the volume of the quantitative limit fixed.

8. Up to the date of communication of the statistics referred to in Article 9 (6), the provisions of paragraph 2 of this Article shall apply on the basis of the annual statistics previously communicated by the Community.

Article 9

1. The former Yugoslav Republic of Macedonia shall supply the Commission with precise statistical information on all export licences issued for categories of textile products subject to the quantitative limits established under this Agreement or to a double-checking system, expressed in quantities and in terms of value and broken down by Member States of the Community, as well as on all certificates issued by the competent former Yugoslav Republic of Macedonia authorities for products

referred to in Article 5 and subject to the provisions of Appendix B.

2. The Community shall likewise transmit to the former Yugoslav Republic of Macedonia authorities precise statistical information on import authorizations issued by the Community authorities and import statistics for products covered by the system referred to in Article 8 (2).

3. The information referred to above shall, for all categories of products, be forwarded before the end of the month following the month to which the statistics relate.

4. Upon request by the Community, the former Yugoslav Republic of Macedonia shall supply import statistics for all products covered by Annex I.

5. Should it be found on analysis of the information exchanged that there are significant discrepancies between the returns for exports and those for imports, consultations may be initiated in accordance with the procedure specified in Article 14.

6. For the purpose of applying the provisions of Article 8, the Community undertakes to provide the former Yugoslav Republic of Macedonia authorities before 15 April of each year with the preceding year's statistics on imports of all textile products covered by this Agreement, broken down by supplying country and Community Member State.

Article 10

1. With a view to ensuring the effective functioning of this Agreement, the Community and the former Yugoslav Republic of Macedonia agree to cooperate fully in order to prevent, to investigate and to take any necessary legal and/or administrative action against, circumvention by transshipment, re-routing, false declaration concerning the country or place of origin, falsification of documents, false declaration concerning fibre content, quantities, description or classification of merchandise and by whatever other means. Accordingly, the former Yugoslav Republic of Macedonia and the Community agree to establish the necessary legal provisions and administrative procedures permitting effective action to be taken against such circumvention, which shall include the adoption of legally binding corrective measures against exporters and/or importers involved.

2. Should the Community believe on the basis of information available that this Agreement is being circumvented, the Community will consult with the former Yugoslav Republic of Macedonia with a view to reaching a mutually satisfactory solution. These consultations will be held as early as possible and at the latest within 30 days from the date of request.

3. Pending the results of the consultations referred to in paragraph 2, the former Yugoslav Republic of Macedonia shall, as a precautionary measure, if so requested by the Community, take all necessary measures to ensure that, where sufficient evidence of circumvention is provided, adjustments of quantitative limits established under Article 8 liable to be agreed following the consultations referred to in paragraph 2 may be carried out for the quota year in which the request to open consultations in accordance with paragraph 2 was made, or for the following year if the quota for the current year is exhausted.

4. Should the parties be unable, in the course of the consultation referred to in paragraph 2, to reach a mutually satisfactory solution, the Community shall have the right:

- (a) where there is sufficient evidence that products originating in the former Yugoslav Republic of Macedonia have been imported in circumvention of this Agreement, to set off the relevant quantities against the quantitative limits established under Article 8;
- (b) where sufficient evidence shows that false declaration concerning fibre content, quantities, description or classification of products originating in the former Yugoslav Republic of Macedonia has occurred, to refuse to import the products in question;
- (c) should it appear that the territory of the former Yugoslav Republic of Macedonia is involved in transshipment or re-routing of products not originating in the former Yugoslav Republic of Macedonia, to introduce quantitative limits against the same products originating in the former Yugoslav Republic of Macedonia if they are not already subject to quantitative limits, or to take any other appropriate measures.

5. The parties agree to establish a system of administrative cooperation to prevent and to address effectively all problems arising from circumvention in accordance with the provisions of Appendix A.

Article 11

1. The former Yugoslav Republic of Macedonia shall monitor its exports of products under restraint or surveillance into the Community. Should a sudden and prejudicial change in traditional trade flows arise, the Community will be entitled to request consultations in order to find a satisfactory solution to those problems. Such consultations must be held within fifteen working days of their being requested by the Community.

2. The former Yugoslav Republic of Macedonia shall endeavour to ensure that exports of textile products

subject to quantitative limits into the Community are spaced out as evenly as possible over the year, due account being taken in particular of seasonal factors.

Article 12

In the event of denunciation of this Agreement as provided for in Article 17 (3), the quantitative limits established pursuant to this Agreement shall be reduced on a *pro rata temporis* basis unless the Contracting Parties decide otherwise by common agreement.

Article 13

The former Yugoslav Republic of Macedonia and the Community undertake to refrain from discrimination in the allocation of export licences and import authorizations or documents referred to in Appendices A and B.

Article 14

1. Save where it is otherwise provided for in this Agreement, the consultation procedures referred to in this Agreement shall be governed by the following provisions:

- any request for consultations shall be notified in writing to the other Contracting Party,
- the request for consultations shall be followed, within a reasonable period and in any case not later than 15 days following the notification, by a report setting out the circumstances which, in the opinion of the requesting Party, justify the submission of such a request,
- the Contracting Parties shall enter into consultations within one month of notification of the request at the latest, with a view to reaching agreement or a mutually acceptable conclusion within one further month at the latest,
- the period of one month referred to above may be extended by common accord.

2. The Community may request consultations in accordance with paragraph 1 when it ascertains that during a particular year of application of the Agreement difficulties arise in the Community due to a sharp and substantial increase, by comparison to the preceding year, in imports of a given category of group I.

3. At the request of either of the Contracting Parties, consultations shall be held on any problems arising from the application of this Agreement. Any consultations held under this Article shall take place in a spirit of cooperation and with a desire to reconcile the differences between the Contracting Parties.

TITLE II

FINAL PROVISIONS

Article 15

The operation of this Agreement shall be reviewed prior to the accession of the former Yugoslav Republic of Macedonia to the World Trade Organization.

Article 16

This Agreement shall apply, on the one hand, to the territories in which the Treaty establishing the European Community is applied and under the conditions laid down in that Treaty and, on the other hand, to the territory of the former Yugoslav Republic of Macedonia.

Article 17

1. This Agreement shall enter into force on the first day of the month following the date on which the Parties notify each other of the completion of the procedures necessary for that purpose. It shall apply from 1 January 1997 to 31 December 1998. Thereafter, the application of all the provisions of this Agreement shall be extended automatically for a period of one more year up to 31 December 1999, unless either Party notifies the other at least six months before 31 December 1998 that it does not agree with this extension.

2. Either Contracting Party may at any time propose modifications to this Agreement.

3. Either Contracting Party may, at any time, denounce this Agreement provided that at least sixty days' notice is given. In that event, the Agreement shall come to an end on the expiry of the period of notice.

4. The Contracting Parties agree to enter into consultations not later than six months before this Agreement expires with a view to possibly concluding a new Agreement.

5. The Annexes, Appendices, and the Protocol of Understanding on Market Access attached to this Agreement shall form an integral part thereof.

Article 18

This Agreement shall be drawn up in duplicate in each of the official languages of the Contracting Parties, each of these texts being equally authentic.

For the Government of the
former Yugoslav Republic
of Macedonia

For the Council
of the European Union

ANNEX I

PRODUCTS REFERRED TO IN ARTICLE 1 OF THIS AGREEMENT

1. When the constitutive material of the products of categories 1 to 114 is not specifically mentioned, these products are to be taken to be made exclusively of wool or of fine hair, of cotton or of man-made fibres.
2. Garments which are not recognizable as being garments for men or boys or as being garments for women or girls are classified with the latter.
3. Where the expression 'babies' garments' is used, this is meant to cover garments up to and including commercial size 86.

GROUP I A

Category	Description CN-Code 1996	Table of equivalence	
		pieces/kg	g/piece
(1)	(2)	(3)	(4)
1	Cotton yarn, not put up for retail sale 5204 11 00 5205 24 00 5205 43 00 5206 21 00 5206 41 00 5204 19 00 5205 26 00 5205 44 00 5206 22 00 5206 42 00 5205 27 00 5205 46 00 5206 23 00 5206 43 00 5205 11 00 5205 28 00 5205 47 00 5206 24 00 5206 44 00 5205 12 00 5205 31 00 5205 48 00 5206 25 10 5206 45 10 5205 13 00 5205 32 00 5206 25 90 5206 45 90 5205 14 00 5205 33 00 5206 11 00 5206 31 00 5205 15 10 5205 34 00 5206 12 00 5206 32 00 ex 5604 90 00 5205 15 90 5205 35 10 5206 13 00 5206 33 00 5205 21 00 5205 35 90 5206 14 00 5206 34 00 5205 22 00 5205 41 00 5206 15 10 5206 35 10 5205 23 00 5205 42 00 5206 15 90 5206 35 90		
2	Woven fabrics of cotton, other than gauze, terry fabrics, narrow woven fabrics, pile fabrics, chenille fabrics, tulle and other net fabrics 5208 11 10 5208 32 11 5209 29 00 5210 41 00 5212 11 10 5208 11 90 5208 32 13 5209 31 00 5210 42 00 5212 11 90 5208 12 11 5208 32 15 5209 32 00 5210 49 00 5212 12 10 5208 12 13 5208 32 19 5209 39 00 5210 51 00 5212 12 90 5208 12 15 5208 32 91 5209 41 00 5210 52 00 5212 13 10 5208 12 19 5208 32 93 5209 42 00 5210 59 00 5212 13 90 5208 12 91 5208 32 95 5209 43 00 5212 14 10 5208 12 93 5208 32 99 5209 49 10 5211 11 00 5212 14 90 5208 12 95 5208 33 00 5209 49 90 5211 12 00 5212 15 10 5208 12 99 5208 39 00 5209 51 00 5211 19 00 5212 15 90 5208 13 00 5208 41 00 5209 52 00 5211 21 00 5212 21 10 5208 19 00 5208 42 00 5209 59 00 5211 22 00 5212 21 90 5208 21 10 5208 43 00 5211 29 00 5212 22 10 5208 21 90 5208 49 00 5210 11 10 5211 31 00 5212 22 90 5208 22 11 5208 51 00 5210 11 90 5211 32 00 5212 23 10 5208 22 13 5208 52 10 5210 12 00 5211 39 00 5212 23 90 5208 22 15 5208 52 90 5210 19 00 5211 41 00 5212 24 10 5208 22 19 5208 53 00 5210 21 10 5211 42 00 5212 24 90 5208 22 91 5208 59 00 5210 21 90 5211 43 00 5212 25 10 5208 22 93 5210 22 00 5211 49 10 5212 25 90 5208 22 95 5209 11 00 5210 29 00 5211 49 90 5208 22 99 5209 12 00 5210 31 10 5211 51 00 ex 5811 00 00 5208 23 00 5209 19 00 5210 31 90 5211 52 00 5208 29 00 5209 21 00 5210 32 00 5211 59 00 ex 6308 00 00 5208 31 00 5209 22 00 5210 39 00		

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3 a)	Of which: Other than unbleached or bleached <table><tr><td>5512 19 10</td><td>5513 31 00</td><td>5514 31 00</td><td>5515 13 19</td><td>5515 92 99</td></tr><tr><td>5512 19 90</td><td>5513 32 00</td><td>5514 32 00</td><td>5515 13 99</td><td>5515 99 30</td></tr><tr><td>5512 29 10</td><td>5513 33 00</td><td>5514 33 00</td><td>5515 19 30</td><td>5515 99 90</td></tr><tr><td>5512 29 90</td><td>5513 39 00</td><td>5514 39 00</td><td>5515 19 90</td><td></td></tr><tr><td>5512 99 10</td><td>5513 41 00</td><td>5514 41 00</td><td>5515 21 30</td><td>ex 5803 90 30</td></tr><tr><td>5512 99 90</td><td>5513 42 00</td><td>5514 42 00</td><td>5515 21 90</td><td></td></tr><tr><td></td><td>5513 43 00</td><td>5514 43 00</td><td>5515 22 19</td><td>ex 5905 00 70</td></tr><tr><td>5513 21 10</td><td>5513 49 00</td><td>5514 49 00</td><td>5515 22 99</td><td></td></tr><tr><td>5513 21 30</td><td></td><td></td><td>5515 29 30</td><td>ex 6308 00 00</td></tr><tr><td>5513 21 90</td><td>5514 21 00</td><td>5515 11 30</td><td>5515 29 90</td><td></td></tr><tr><td>5513 22 00</td><td>5514 22 00</td><td>5515 11 90</td><td>5515 91 30</td><td></td></tr><tr><td>5513 23 00</td><td>5514 23 00</td><td>5515 12 30</td><td>5515 91 90</td><td></td></tr><tr><td>5513 29 00</td><td>5514 29 00</td><td>5515 12 90</td><td>5515 92 19</td><td></td></tr></table>	5512 19 10	5513 31 00	5514 31 00	5515 13 19	5515 92 99	5512 19 90	5513 32 00	5514 32 00	5515 13 99	5515 99 30	5512 29 10	5513 33 00	5514 33 00	5515 19 30	5515 99 90	5512 29 90	5513 39 00	5514 39 00	5515 19 90		5512 99 10	5513 41 00	5514 41 00	5515 21 30	ex 5803 90 30	5512 99 90	5513 42 00	5514 42 00	5515 21 90			5513 43 00	5514 43 00	5515 22 19	ex 5905 00 70	5513 21 10	5513 49 00	5514 49 00	5515 22 99		5513 21 30			5515 29 30	ex 6308 00 00	5513 21 90	5514 21 00	5515 11 30	5515 29 90		5513 22 00	5514 22 00	5515 11 90	5515 91 30		5513 23 00	5514 23 00	5515 12 30	5515 91 90		5513 29 00	5514 29 00	5515 12 90	5515 92 19																												
5512 19 10	5513 31 00	5514 31 00	5515 13 19	5515 92 99																																																																																									
5512 19 90	5513 32 00	5514 32 00	5515 13 99	5515 99 30																																																																																									
5512 29 10	5513 33 00	5514 33 00	5515 19 30	5515 99 90																																																																																									
5512 29 90	5513 39 00	5514 39 00	5515 19 90																																																																																										
5512 99 10	5513 41 00	5514 41 00	5515 21 30	ex 5803 90 30																																																																																									
5512 99 90	5513 42 00	5514 42 00	5515 21 90																																																																																										
	5513 43 00	5514 43 00	5515 22 19	ex 5905 00 70																																																																																									
5513 21 10	5513 49 00	5514 49 00	5515 22 99																																																																																										
5513 21 30			5515 29 30	ex 6308 00 00																																																																																									
5513 21 90	5514 21 00	5515 11 30	5515 29 90																																																																																										
5513 22 00	5514 22 00	5515 11 90	5515 91 30																																																																																										
5513 23 00	5514 23 00	5515 12 30	5515 91 90																																																																																										
5513 29 00	5514 29 00	5515 12 90	5515 92 19																																																																																										

GROUP I B

(1)	(2)	(3)	(4)
4	Shirts, T-shirts, lightweight fine knit roll, polo or turtle necked jumpers and pullovers (other than of wool or fine animal hair), undervests and the like, knitted or crocheted 6105 10 00 6105 90 10 6109 90 10 6110 20 10 6105 20 10 6109 90 30 6110 30 10 6105 20 90 6109 10 00	6,48	154
5	Jerseys, pullovers, slip-overs, waistcoats, twinsets, cardigans, bed-jackets and jumpers (other than jackets and blazers), anoraks, windcheaters, waister jackets and the like, knitted or crocheted 6101 10 90 6102 10 90 6110 10 10 6110 10 91 6110 20 99 6101 20 90 6102 20 90 6110 10 31 6110 10 95 6110 30 91 6101 30 90 6102 30 90 6110 10 35 6110 10 98 6110 30 99 6110 10 38 6110 20 91	4,53	221
6	Men's or boys' woven breeches, shorts other than swimwear and trousers (including slacks); women's or girls' woven trousers and slacks, of wool, of cotton or of man-made fibres; lower parts of tracksuits with lining, other than category 16 or 29, of cotton or of man-made fibres 6203 41 10 6203 42 90 6204 61 10 6204 69 18 6211 43 42 6203 41 90 6203 43 19 6204 62 31 6203 42 31 6203 43 90 6204 62 33 6211 32 42 6203 42 33 6203 49 19 6204 62 39 6211 33 42 6203 42 35 6203 49 50 6204 63 18 6211 42 42	1,76	568
7	Women's or girls' blouses, shirts and shirt-blouses, whether or not knitted or crocheted, of wool, cotton or man-made fibres 6106 10 00 6106 90 10 6206 20 00 6206 40 00 6106 20 00 6206 30 00	5,55	180
8	Men's or boys' shirts, other than knitted or crocheted, of wool, cotton or man-made fibres 6205 10 00 6205 20 00 6205 30 00	4,60	217

GROUP II A

(1)	(2)	(3)	(4)
9	Terry towelling and similar woven terry fabrics of cotton; toilet linen and kitchen linen, other than knitted or crocheted, of terry towelling and woven terry fabrics, of cotton 5802 11 00 5802 19 00 ex 6302 60 00		
20	Bed linen, other than knitted or crocheted 6302 21 00 6302 29 90 6302 31 90 6302 39 90 6302 22 90 6302 31 10 6302 32 90		
22	Yarn of staple or waste synthetic fibres, not put up for retail sale 5508 10 11 5509 21 90 5509 32 90 5509 52 10 5509 62 00 5508 10 19 5509 22 10 5509 41 10 5509 52 90 5509 69 00 5509 22 90 5509 41 90 5509 53 00 5509 91 10 5509 11 00 5509 31 10 5509 42 10 5509 59 00 5509 91 90 5509 12 00 5509 31 90 5509 42 90 5509 61 10 5509 92 00 5509 21 10 5509 32 10 5509 51 00 5509 61 90 5509 99 00		
22 a)	Of which acrylic ex 5508 10 19 5509 31 10 5509 32 10 5509 61 10 5509 62 00 5509 31 90 5509 32 90 5509 61 90 5509 69 00		
23	Yarn of staple or waste artificial fibres, not put up for retail sale 5508 20 10 5510 11 00 5510 20 00 5510 90 00 5510 12 00 5510 30 00		
32	Woven pile fabrics and chenille fabrics (other than terry towelling or terry fabrics of cotton and narrow woven fabrics) and tufted textile surfaces, of wool, of cotton or of man-made textile fibres 5801 10 00 5801 24 00 5801 32 00 5801 36 00 5801 21 00 5801 25 00 5801 33 00 5801 22 00 5801 26 00 5801 34 00 5802 20 00 5801 23 00 5801 31 00 5801 35 00 5802 30 00		
32 a)	Of which: Cotton corduroy 5801 22 00		
39	Table linen, toilet and kitchen linen, other than knitted or crocheted, other than of terry towelling or similar terry fabrics of cotton 6302 51 10 6302 53 90 6302 91 10 6302 93 90 6302 51 90 ex 6302 59 00 6302 91 90 ex 6302 99 00		

GROUP II B

(1)	(2)	(3)	(4)
12	Panty-hose and tights, stockings, understockings, socks, ankle-socks, sockettes and the like, knitted or crocheted, other than for babies, including stockings for varicose veins, other than products of category 70 6115 12 00 6115 20 11 6115 92 00 6115 93 99 6115 19 10 6115 20 90 6115 93 10 6115 99 00 6115 19 90 6115 91 00 6115 93 30	24,3 pairs	41
13	Men's or boys' underpants and briefs, women's or girls' knickers and briefs, knitted or crocheted, of wool, cotton or man-made fibres 6107 11 00 6107 19 00 6108 21 00 6108 29 00 6107 12 00 6108 22 00	17	59
14	Men's or boys' woven overcoats, raincoats and other coats, cloaks and capes, of wool, of cotton or of man-made textile fibres (other than parkas) (of category 21) 6201 11 00 ex 6201 12 90 ex 6201 13 90 6210 20 00 ex 6201 12 10 ex 6201 13 10	0,72	1 389
15	Women's or girls' woven overcoats, raincoats and other coats, cloaks and capes; jackets and blazers, of wool, of cotton or of man-made textile fibres (other than parkas) (of category 21) 6202 11 00 ex 6202 13 10 6204 31 00 6204 39 19 ex 6202 12 10 ex 6202 13 90 6204 32 90 ex 6202 12 90 6204 33 90 6210 30 00	0,84	1 190
16	Men's or boys' suits and ensembles, other than knitted or crocheted, of wool, of cotton or of man-made fibres, excluding ski suits; men's or boys' tracksuits with lining, with an outer shell of a single identical fabric, of cotton or of man-made fibres 6203 11 00 6203 19 30 6203 23 80 6211 32 31 6203 12 00 6203 21 00 6203 29 18 6211 33 31 6203 19 10 6203 22 80	0,80	1 250
17	Men's or boys' jackets and blazers, other than knitted or crocheted, of wool, of cotton or of man-made fibres 6203 31 00 6203 32 90 6203 33 90 6203 39 19	1,43	700
18	Men's or boys' singlets and other vests, underpants, briefs, nightshirts, pyjamas, bathrobes, dressing gowns and similar articles, other than knitted or crocheted 6207 11 00 6207 21 00 6207 29 00 6207 91 90 6207 99 00 6207 19 00 6207 22 00 6207 91 10 6207 92 00 Women's or girls' singlets and other vests, slips, petticoats, briefs, panties, nightdresses, pyjamas, negligés, bathrobes, dressing gowns and similar articles, other than knitted or crocheted 6208 11 00 6208 21 00 6208 91 11 6208 92 10 6208 19 10 6208 22 00 6208 91 19 6208 92 90 6208 19 90 6208 29 00 6208 91 90 6208 99 00		

(1)	(2)	(3)	(4)
19	Handkerchiefs, other than knitted or crocheted 6213 20 00 6213 90 00	59	17
21	Parkas; anoraks, windcheaters, waister jackets and the like, other than knitted or crocheted, of wool, of cotton or man-made fibres; upper parts of tracksuits with lining, other than category 16 or 29, of cotton or of man-made fibres ex 6201 12 10 6201 91 00 ex 6202 12 10 6202 91 00 6211 32 41 ex 6201 12 90 6201 92 00 ex 6202 12 90 6202 92 00 6211 33 41 ex 6201 13 10 6201 93 00 ex 6202 13 10 6202 93 00 6211 42 41 ex 6201 13 90 ex 6202 13 90 6211 43 41	2,3	435
24	Men's or boys' nightshirts, pyjamas, bathrobes, dressing gowns and similar articles, knitted or crocheted 6107 21 00 6107 29 00 6107 91 90 ex 6107 99 00 6107 22 00 6107 91 10 6107 92 00 Women's or girls' nightdresses, pyjamas, négligés, bathrobes, dressing gowns and similar articles, knitted or crocheted 6108 31 10 6108 32 11 6108 32 90 6108 91 10 6108 92 00 6108 31 90 6108 32 19 6108 39 00 6108 91 90 6108 99 10	3,9	257
26	Women's or girls' dresses, of wool, of cotton or of man-made fibres 6104 41 00 6104 43 00 6204 41 00 6204 43 00 6104 42 00 6104 44 00 6204 42 00 6204 44 00	3,1	323
27	Women's or girls' skirts, including divided skirts 6104 51 00 6104 53 00 6204 51 00 6204 53 00 6104 52 00 6104 59 00 6204 52 00 6204 59 10	2,6	385
28	Trousers, bib and brace overalls, breeches and shorts (other than swimwear), knitted or crocheted, of wool, of cotton or of man-made fibres 6103 41 10 6103 43 10 6104 61 10 6104 63 10 6103 41 90 6103 43 90 6104 61 90 6104 63 90 6103 42 10 6103 49 10 6104 62 10 6104 69 10 6103 42 90 6103 49 91 6104 62 90 6104 69 91	1,61	620
29	Women's or girls' suits and ensembles, other than knitted or crocheted, of wool, of cotton or of man-made fibres, excluding ski suits; women's or girls' tracksuits with lining, with an outer shell of an identical fabric, of cotton or of man-made fibres 6204 11 00 6204 19 10 6204 23 80 6211 42 31 6204 12 00 6204 21 00 6204 29 18 6211 43 31 6204 13 00 6204 22 80	1,37	730
31	Brassières, woven, knitted or crocheted 6212 10 00	18,2	55

(1)	(2)	(3)	(4)
68	Babies' garments and clothing accessories, excluding babies' gloves, mittens and mitts of categories 10 and 87, and babies' stockings, socks and sockettes, other than knitted or crocheted, of category 88 6111 10 90 6111 30 90 ex 6209 10 00 ex 6209 30 00 6111 20 90 ex 6111 90 00 ex 6209 20 00 ex 6209 90 00		
73	Tracksuits of knitted or crocheted fabric, of wool, of cotton or of man-made textile fibres 6112 11 00 6112 12 00 6112 19 00	1,67	600
76	Men's or boys' industrial or occupational clothing, other than knitted or crocheted 6203 22 10 6203 32 10 6203 42 11 6203 43 31 6203 23 10 6203 33 10 6203 42 51 6203 49 11 6203 29 11 6203 39 11 6203 43 11 6203 49 31 Women's or girls' aprons, smock overalls and other industrial or occupational clothing, other than knitted or crocheted 6204 22 10 6204 33 10 6204 63 11 6211 32 10 6204 23 10 6204 39 11 6204 63 31 6211 33 10 6204 29 11 6204 62 11 6204 69 11 6211 42 10 6204 32 10 6204 62 51 6204 69 31 6211 43 10		
77	Ski suits, other than knitted or crocheted ex 6211 20 00		
78	Garments, other than knitted or crocheted, excluding garments of categories 6, 7, 8, 14, 15, 16, 17, 18, 21, 26, 27, 29, 68, 72, 76 and 77 6203 41 30 6204 61 80 6204 63 90 6210 50 00 6211 41 00 6203 42 59 6204 61 90 6204 69 39 6211 42 90 6203 43 39 6204 62 59 6204 69 50 6211 31 00 6211 43 90 6203 49 39 6204 62 90 6211 32 90 6204 63 39 6210 40 00 6211 33 90		
83	Overcoats, jackets, blazers and other garments, including ski suits, knitted or crocheted, excluding garments of categories 4, 5, 7, 13, 24, 26, 27, 28, 68, 69, 72, 73, 74, 75 6101 10 10 6102 20 10 6103 33 00 6104 33 00 6113 00 90 6101 20 10 6102 30 10 ex 6103 39 00 ex 6104 39 00 6114 10 00 6101 30 10 6114 20 00 6102 10 10 6103 31 00 6104 31 00 6112 20 00 6114 30 00 6103 32 00 6104 32 00		

GROUP III A

(1)	(2)	(3)	(4)
33	Woven fabrics of synthetic filament yarn obtained from strip or the like of polyethylene or polypropylene, less than 3 m wide 5407 20 11 Sacks and bags, of a kind used for the packing of goods, not knitted or crocheted, obtained from strip or the like 6305 32 81 6305 32 89 6305 33 91 6305 33 99		
34	Woven fabrics of synthetic filament yarn, obtained from strip or the like of polyethylene or polypropylene, 3 m or more wide 5407 20 19		
35	Woven fabrics of synthetic fibres (continuous), other than those for tyres of category 114 5407 10 00 5407 51 00 5407 61 90 5407 81 00 5407 94 00 5407 20 90 5407 52 00 5407 69 10 5407 82 00 5407 30 00 5407 53 00 5407 69 90 5407 83 00 ex 5811 00 00 5407 41 00 5407 54 00 5407 71 00 5407 84 00 5407 42 00 5407 61 10 5407 72 00 5407 91 00 ex 5905 00 70 5407 43 00 5407 61 30 5407 73 00 5407 92 00 5407 44 00 5407 61 50 5407 74 00 5407 93 00		
35 a)	Of which: Other than unbleached or bleached 5407 42 00 5407 54 00 5407 72 00 5407 84 00 ex 5811 00 00 5407 43 00 5407 61 30 5407 73 00 5407 92 00 5407 44 00 5407 61 50 5407 74 00 5407 93 00 ex 5905 00 70 5407 52 00 5407 61 90 5407 82 00 5407 94 00 5407 53 00 5407 69 90 5407 83 00		
36	Woven fabrics of continuous artificial fibres, other than those for tyres of category 114 5408 10 00 5408 22 90 5408 24 00 5408 33 00 ex 5811 00 00 5408 21 00 5408 23 10 5408 31 00 5408 34 00 5408 22 10 5408 23 90 5408 32 00 ex 5905 00 70		
36 a)	Of which: Other than unbleached or bleached 5408 10 00 5408 23 10 5408 32 00 ex 5811 00 00 5408 22 10 5408 23 90 5408 33 00 5408 22 90 5408 24 00 5408 34 00 ex 5905 00 70		
37	Woven fabrics of artificial staple fibres 5516 11 00 5516 22 00 5516 32 00 5516 43 00 5516 94 00 5516 12 00 5516 23 10 5516 33 00 5516 44 00 5516 13 00 5516 23 90 5516 34 00 5516 91 00 5803 90 50 5516 14 00 5516 24 00 5516 41 00 5516 92 00 5516 21 00 5516 31 00 5516 42 00 5516 93 00 ex 5905 00 70		
37 a)	Of which: Other than unbleached or bleached 5516 12 00 5516 23 10 5516 33 00 5516 44 00 ex 5803 90 50 5516 13 00 5516 23 90 5516 34 00 5516 92 00 5516 14 00 5516 24 00 5516 42 00 5516 93 00 ex 5905 00 70 5516 22 00 5516 32 00 5516 43 00 5516 94 00		

(1)	(2)	(3)	(4)
38 A	Knitted or crocheted synthetic curtain fabric including net curtain fabric 6002 43 11 6002 93 10		
38 B	Net curtains, other than knitted or crocheted ex 6303 91 00 ex 6303 92 90 ex 6303 99 90		
40	Woven curtains (including drapes, interior blinds, curtain and bed valances and other furnishing articles), other than knitted or crocheted, of wool, of cotton or of man-made fibres ex 6303 91 00 ex 6303 99 90 6304 19 10 6304 92 00 ex 6304 99 00 ex 6303 92 90 ex 6304 19 90 ex 6304 93 00		
41	Yarn of synthetic filament (continuous), not put up for retail sale, other than non-textured single yarn untwisted or with a twist of not more than 50 turns per metre 5401 10 11 5402 31 30 5402 49 10 5402 52 90 5402 62 90 5401 10 19 5402 31 90 5402 49 91 5402 59 10 5402 69 10 5402 32 00 5402 49 99 5402 59 90 5402 69 90 5402 10 10 5402 33 10 5402 51 10 5402 61 10 5402 10 90 5402 33 90 5402 51 30 5402 61 30 ex 5604 20 00 5402 20 00 5402 39 10 5402 51 90 5402 61 90 ex 5604 90 00 5402 31 10 5402 39 90 5402 52 10 5402 62 10		
42	Yarn of continuous man-made fibres, not put up for retail sale 5401 20 10 Yarn of artificial fibres; yarn of artificial filaments, not put up for retail sale, other than single yarn of viscose rayon untwisted or with a twist of not more than 250 turns per metre and single non-textured yarn of cellulose acetate 5403 10 00 ex 5403 32 00 5403 41 00 ex 5604 20 00 5403 20 10 5403 33 90 5403 42 00 5403 20 90 5403 39 00 5403 49 00		
43	Yarn of man-made filament, yarn of staple artificial fibres, cotton yarn, put up for retail sale 5204 20 00 5207 90 00 5401 20 90 5406 20 00 5511 30 00 5207 10 00 5401 10 90 5406 10 00 5508 20 90		
46	Carded or combed sheep's or lambs' wool or other fine animal hair 5105 10 00 5105 21 00 5105 29 00 5105 30 10 5105 30 90		
47	Yarn of carded sheep's or lambs' wool (woollen yarn) or of carded fine animal hair, not put up for retail sale 5106 10 10 5106 20 11 5106 20 91 5108 10 10 5106 10 90 5106 20 19 5106 20 99 5108 10 90		
48	Yarn of combed sheep's or lambs' wool (worsted yarn) or of combed fine animal hair, not put up for retail sale 5107 10 10 5107 20 30 5107 20 91 5108 20 10 5107 10 90 5107 20 51 5107 20 99 5108 20 90 5107 20 10 5107 20 59		

(1)	(2)	(3)	(4)
49	Yarn of sheep's or lambs' wool or of fine animal hair, put up for retail sale 5109 10 10 5109 10 90 5109 90 10 5109 90 90		
50	Woven fabrics of sheep's or lambs' wool or of fine animal hair 5111 11 11 5111 19 39 5111 90 10 5112 19 11 5112 30 90 5111 11 19 5111 19 91 5111 90 91 5112 19 19 5112 90 10 5111 11 91 5111 19 99 5111 90 93 5112 19 91 5112 90 91 5111 11 99 5111 20 00 5111 90 99 5112 19 99 5112 90 93 5111 19 11 5111 30 10 5112 20 00 5112 90 99 5111 19 19 5111 30 30 5112 11 10 5112 30 10 5111 19 31 5111 30 90 5112 11 90 5112 30 30		
51	Cotton, carded or combed 5203 00 00		
53	Cotton gauze 5803 10 00		
54	Staple artificial fibres, including waste, carded, combed or otherwise processed for spinning 5507 00 00		
55	Synthetic staple fibres, including waste, carded or combed or otherwise processed for spinning 5506 10 00 5506 30 00 5506 90 91 5506 20 00 5506 90 10 5506 90 99		
56	Yarn of staple synthetic fibres (including waste), put up for retail sale 5508 10 90 5511 10 00 5511 20 00		
58	Carpets, carpetines and rugs, knotted (made up or not) 5701 10 10 5701 10 93 5701 90 10 5701 10 91 5701 10 99 5701 90 90		
59	Carpets and other textile floor coverings, other than the carpets of category 58 5702 10 00 5702 42 10 5703 10 10 5703 30 59 5705 00 10 5702 31 10 5702 42 90 5703 10 90 5703 30 91 5705 00 31 5702 31 30 5702 49 10 5703 20 11 5703 30 99 5705 00 39 5702 31 90 5702 51 00 5703 20 19 5703 90 10 ex 5705 00 90 5702 32 10 5702 52 00 5703 20 91 5703 90 90 5702 32 90 ex 5702 59 00 5703 20 99 5702 39 10 5702 91 00 5703 30 11 5704 10 00 5702 41 10 5702 92 00 5703 30 19 5704 90 00 5702 41 90 ex 5702 99 00 5703 30 51		
60	Tapestries, hand-made, of the type Gobelins, Flanders, Aubusson, Beauvais and the like, and needleworked tapestries (for example, petit point and cross stitch) made in panels and the like by hand 5805 00 00		

(1)	(2)	(3)	(4)
61	Narrow woven fabrics, and narrow fabrics (bolduc) consisting of warp without weft assembled by means of an adhesive, other than labels and similar articles of category 62. Elastic fabrics and trimmings (not knitted or crocheted), made from textile materials assembled from rubber thread ex 5806 10 00 5806 31 10 5806 32 10 5806 39 00 5806 20 00 5806 31 90 5806 32 90 5806 40 00		
62	Chenille yarn (including flock chenille yarn), gimped yarn (other than metallized yarn and gimped horsehair yarn) 5606 00 91 5606 00 99 Tulle and other net fabrics but not including woven, knitted or crocheted fabrics, hand or mechanically-made lace, in the piece, in strips or in motifs 5804 10 11 5804 10 90 5804 21 90 5804 29 90 5804 10 19 5804 21 10 5804 29 10 5804 30 00 Labels, badges and the like of textile materials, not embroidered, in the piece, in strips or cut to shape or size, woven 5807 10 10 5807 10 90 Braids and ornamental trimmings in the piece; tassels, pompons and the like 5808 10 00 5808 90 00 Embroidery, in the piece, in strips or in motifs 5810 10 10 5810 91 10 5810 92 10 5810 99 10 5810 10 90 5810 91 90 5810 92 90 5810 99 90		
63	Knitted or crocheted fabric of synthetic fibres containing by weight 5 % or more of elastomeric yarn and knitted or crocheted fabric containing by weight 5 % or more of rubber thread 5906 91 00 ex 6002 10 10 ex 6002 30 10 6002 10 90 6002 30 90 Raschel lace and long-pile fabric of synthetic fibres ex 6001 10 00 6002 20 31 6002 43 19		
65	Knitted or crocheted fabric other than those of categories 38 A and 63, of wool, of cotton or of man-made fibres 5606 00 10 6001 92 10 6002 20 70 6002 43 39 6002 92 90 6001 92 30 ex 6002 30 10 6002 43 50 6002 93 31 ex 6001 10 00 6001 92 50 6002 41 00 6002 43 91 6002 93 33 6001 21 00 6001 92 90 6002 42 10 6002 43 93 6002 93 35 6001 22 00 6001 99 10 6002 42 30 6002 43 95 6002 93 39 6001 29 10 6002 42 50 6002 43 99 6002 93 91 6001 91 10 ex 6002 10 10 6002 42 90 6002 91 00 6002 93 99 6001 91 30 6002 20 10 6002 43 31 6002 92 10 6001 91 50 6002 20 39 6002 43 33 6002 92 30 6001 91 90 6002 20 50 6002 43 35 6002 92 50		
66	Travelling rugs and blankets, other than knitted or crocheted, of wool, of cotton or of man-made fibres 6301 10 00 6301 20 99 ex 6301 40 90 6301 20 91 6301 30 90 ex 6301 90 90		

(1)	(2)	(3)	(4)
10	Gloves, mittens and mitts, knitted or crocheted 6111 10 10 ex 6111 90 00 6116 10 80 6116 93 00 6111 20 10 6116 91 00 6116 99 00 6111 30 10 6116 10 20 6116 92 00	17 pairs	59
67	Knitted or crocheted clothing accessories other than for babies; household linen of all kinds, knitted or crocheted; curtains (including drapes) and interior blinds, curtain or bed valances and other furnishing articles knitted or crocheted; knitted or crocheted blankets and travelling-rugs, other knitted or crocheted articles including parts of garments or of clothing accessories 5807 90 90 6117 80 90 6302 10 10 6303 19 00 ex 6305 32 90 6117 90 00 6302 10 90 6305 33 10 6113 00 10 6302 40 00 6304 11 00 ex 6305 39 00 6301 20 10 ex 6302 60 00 6304 91 00 ex 6305 90 00 6117 10 00 6301 30 10 6117 20 00 6301 40 10 6303 11 00 ex 6305 20 00 6307 10 10 6117 80 10 6301 90 10 6303 12 00 6305 32 11 6307 90 10		
67 a)	Of which: Sacks and bags of a kind used for the packing of goods, made from polyethylene or polypropylene strip 6305 32 11 6305 33 10		
69	Women's or girls' slips and petticoats, knitted or crocheted 6108 11 10 6108 11 90 6108 19 10 6108 19 90	7,8	128
70	Panty-hose and tights of synthetic fibres, measuring per single yarn less than 67 decitex (6,7 tex) 6115 11 00 6115 20 19 Women's full-length hosiery of synthetic fibres 6115 93 91	30,4 pairs	33
72	Swimwear, of wool, of cotton or of man-made fibres 6112 31 10 6112 39 90 6112 49 10 6211 11 00 6112 31 90 6112 41 10 6112 49 90 6211 12 00 6112 39 10 6112 41 90	9,7	103
74	Women's or girls' knitted or crocheted suits and ensembles, of wool, of cotton or of man-made fibres, excluding ski suits 6104 11 00 6104 13 00 6104 21 00 6104 23 00 6104 12 00 ex 6104 19 00 6104 22 00 ex 6104 29 00	1,54	650

(1)	(2)	(3)	(4)
75	Men's or boys' knitted or crocheted suits and ensembles, of wool, of cotton or of man-made fibres, excluding ski suits 6103 11 00 6103 19 00 6103 22 00 6103 29 00 6103 12 00 6103 21 00 6103 23 00	0,80	1 250
84	Shawls, scarves, mufflers, mantillas, veils and the like other than knitted or crocheted, of wool, of cotton or of man-made fibres 6214 20 00 6214 30 00 6214 40 00 6214 90 10		
85	Ties, bow-ties and cravats not knitted or crocheted, of wool, of cotton or of man-made fibres 6215 20 00 6215 90 00	17,9	56
86	Corsets, corset-belts, suspender belts, braces, suspenders, garters and the like, and parts thereof, whether or not knitted or crocheted 6212 20 00 6212 30 00 6212 90 00	8,8	114
87	Gloves, mittens and mitts, not knitted or crocheted ex 6209 10 00 ex 6209 20 00 ex 6209 30 00 ex 6209 90 00 6216 00 00		
88	Stockings, socks and sockettes, not knitted or crocheted; other clothing accessories, parts of garments or of clothing accessories, other than for babies, other than knitted or crocheted ex 6209 10 00 ex 6209 30 00 6217 10 00 ex 6209 20 00 ex 6209 90 00 6217 90 00		
90	Twine, cordage, ropes and cables of synthetic fibres, plaited or not 5607 41 00 5607 49 19 5607 50 11 5607 50 30 5607 49 11 5607 49 90 5607 50 19 5607 50 90		
91	Tents 6306 21 00 6306 22 00 6306 29 00		
93	Sacks and bags, of a kind used for the packing of goods of woven fabrics, other than made from polyethylene or polypropylene strip ex 6305 20 00 ex 6305 32 90 ex 6305 39 00		
94	Wadding of textile materials and articles thereof; textile fibres, not exceeding 5 mm in length (flock), textile dust and mill neps 5601 10 10 5601 21 10 5601 22 10 5601 22 99 5601 30 00 5601 10 90 5601 21 90 5601 22 91 5601 29 00		
95	Felt and articles thereof, whether or not impregnated or coated, other than floor coverings 5602 10 19 5602 10 90 5602 90 00 ex 5905 00 70 6307 90 91 5602 10 31 5602 21 00 5602 10 39 5602 29 90 ex 5807 90 10 6210 10 10		

(1)	(2)	(3)	(4)
96	Non-woven fabrics and articles of such fabrics, whether or not impregnated, coated, covered or laminated 5603 11 10 5603 91 90 ex 5905 00 70 6302 32 10 ex 6305 32 90 5603 11 90 5603 92 10 6302 53 10 ex 6305 39 00 5603 12 10 5603 92 90 6210 10 91 6302 93 10 5603 12 90 5603 93 10 6210 10 99 6307 10 30 5603 13 10 5603 93 90 6303 92 10 ex 6307 90 99 5603 13 90 5603 94 10 ex 6301 40 90 6303 99 10 5603 14 10 5603 94 90 ex 6301 90 90 ex 6304 19 90 5603 14 90 ex 6304 93 00 5603 91 10 ex 5807 90 10 6302 22 10 ex 6304 99 00		
97	Nets and netting made of twine, cordage or rope and made up fishing nets of yarn, twine, cordage or rope 5608 11 11 5608 11 99 5608 19 31 5608 19 99 5608 11 19 5608 19 11 5608 19 39 5608 90 00 5608 11 91 5608 19 19 5608 19 91		
98	Other articles made from yarn, twine, cordage, rope or cables, other than textile fabrics, articles made from such fabrics and articles of category 97 5609 00 00 5905 00 10		
99	Textile fabrics coated with gum or amylaceous substances, of a kind used for the outer covers of books and the like; tracing cloth; prepared painting canvas; buckram and similar stiffened textile fabrics of a kind used for hat foundations 5901 10 00 5901 90 00 Linoleum, whether or not cut to shape; floor coverings consisting of a coating or covering applied on a textile backing, whether or not cut to shape 5904 10 00 5904 91 10 5904 91 90 5904 92 00 Rubberized textile fabrics, not knitted or crocheted, excluding those for tyres 5906 10 10 5906 10 90 5906 99 10 5906 99 90 Textile fabrics otherwise impregnated or coated; painted canvas being theatrical scenery, studio back-cloths or the like, other than of category 100 5907 00 10 5907 00 90		
100	Textile fabrics impregnated, coated, covered or laminated with preparations of cellulose derivatives or of other artificial plastic materials 5903 10 10 5903 20 10 5903 90 10 5903 90 99 5903 10 90 5903 20 90 5903 90 91		
101	Twine, cordage, ropes and cables, plaited or not, other than of synthetic fibres ex 5607 90 00		
109	Tarpaulins, sails, awnings, and sun-blinds 6306 11 00 6306 12 00 6306 19 00 6306 31 00 6306 39 00		

(1)	(2)	(3)	(4)
110	Woven pneumatic mattresses 6306 41 00 6306 49 00		
111	Camping goods, woven, other than pneumatic mattresses and tents 6306 91 00 6306 99 00		
112	Other made up textile articles, woven, excluding those of categories 113 and 114 6307 20 00 ex 6307 90 99		
113	Floor cloths, dish cloths and dusters, other than knitted or crocheted 6307 10 90		
114	Woven fabrics and articles for technical uses 5902 10 10 5902 90 90 5909 00 90 ex 5911 20 00 5911 32 90 5902 10 90 5911 31 11 5911 40 00 5902 20 10 5908 00 00 5910 00 00 5911 31 19 5911 90 10 5902 20 90 5911 31 90 5911 90 90 5902 90 10 5909 00 10 5911 10 00 5911 32 10		

GROUP IV

(1)	(2)	(3)	(4)
115	Flax or ramie yarn 5306 10 11 5306 10 39 5306 20 11 5308 90 11 5306 10 19 5306 10 50 5306 20 19 5308 90 13 5306 10 31 5306 10 90 5306 20 90 5308 90 19		
117	Woven fabrics of flax or of ramie 5309 11 11 5309 19 90 5309 29 90 5803 90 90 5309 11 19 5309 21 10 5309 11 90 5309 21 90 5311 00 10 5905 00 31 5309 19 10 5309 29 10 5905 00 39		
118	Table linen, toilet linen and kitchen of flax or ramie, other than knitted or crocheted 6302 29 10 6302 39 30 ex 6302 59 00 ex 6302 99 00 6302 39 10 6302 52 00 6302 92 00		
120	Curtains (including drapes), interior blinds, curtain and bed valances and other furnishing articles, not knitted or crocheted, of flax or ramie ex 6303 99 90 6304 19 30 ex 6304 99 00		
121	Twine, cordage, ropes and cables, plaited or not, of flax or ramie ex 5607 90 00		
122	Sacks and bags, of a kind used for the packing of goods, used, of flax, other than knitted or crocheted ex 6305 90 00		
123	Woven-pile fabrics and chenille fabrics of flax or ramie, other than narrow woven fabrics 5801 90 10 ex 5801 90 90 Shawls, scarves, mufflers, mantillas, veils and the like, of flax or ramie, other than knitted or crocheted 6214 90 90		

ANNEX II

Products without quantitative limits subject to the double-checking system referred to in Article 3 (3) of this Agreement

(The full product descriptions of the categories listed in this Annex are to be found in Annex I)

Categories:

1
2
4
5
6
7
8
15
16
67

ANNEX III

Reimports into the Community, within the meaning of Article 4 of this Agreement, shall be subject to the provisions of this Agreement, unless the special provisions below provide otherwise.

1. Reimports into the Community within the meaning of Article 4 of this Agreement may be made subject to specific quantitative limits following consultations in accordance with the procedures set out in Article 14 of this Agreement, provided the products concerned are subject to quantitative limits pursuant to this Agreement, to a double checking system or to surveillance measures.
2. Having regard to the interests of both Parties, the Community may at its discretion, or in response to a request under Article 14 of this Agreement:
 - (a) examine the possibility of transferring from one category to another, using in advance or carrying over from one year to the next, portions of specific quantitative limits;
 - (b) consider the possibility of increasing specific quantitative limits.
3. However, the Community may apply automatically the flexibility rules set out in paragraph 2 within the following limits:
 - (a) transfers between categories may not exceed 25 % of the quantity for the category to which the transfer is made;
 - (b) carry-over of a specific quantitative limit from one year to the next may not exceed 13,5 % of the quantity set for the year of actual utilization;
 - (c) advance use of specific quantitative limits from one year to another may not exceed 7,5 % of the quantity set for the year of actual utilization.
4. The Community shall inform the former Yugoslav Republic of Macedonia of any measures taken pursuant to the preceding paragraphs.
5. The competent authorities in the Community shall debit the specific quantitative limits referred to in paragraph 1 at the time of issue of the prior authorization required by Council Regulation (EC) No 3036/94 which governs economic outward processing arrangements. A specific quantitative limit shall be debited for the year in which a prior authorization is issued.
6. A certificate of origin made out by the organizations authorized to do so under the former Yugoslav Republic of Macedonia law shall be issued, in accordance with Appendix A to this Agreement, for all products covered by this Annex. This certificate shall bear a reference to the prior authorization mentioned in paragraph 5 as evidence that the processing operation it describes has been carried out in the former Yugoslav Republic of Macedonia.
7. The Community shall provide the former Yugoslav Republic of Macedonia with the names and addresses of, and specimens of the stamps used by, the competent authorities of the Community which issue the prior authorizations referred to in paragraph 5.

APPENDIX A

TITLE I

CLASSIFICATION

Article 1

1. The competent authorities of the Community undertake to inform the former Yugoslav Republic of Macedonia of any changes in the combined nomenclature (CN) before the date of their entry into force in the Community.

2. The competent authorities of the Community undertake to inform the competent authorities of the former Yugoslav Republic of Macedonia of any decisions relating to the classification of products subject to this Agreement, within one month of their adoption at the latest. Such communication shall include:

- (a) a description of the products concerned;
- (b) the relevant category and the related CN codes;
- (c) the reasons which have led to the decision.

3. Where a decision on classification results in a change of classification practice or a change of category of any product subject to this Agreement, the competent authorities of the Community shall provide 30 days' notice, from the date of the Community's communication, before the decision is put into effect.

Products shipped before the date of entry into effect of the decision shall remain subject to the earlier classification practice, provided that the goods in question are presented for importation into the Community within 60 days of that date.

4. Where a Community decision on classification resulting in a change of classification practice or a change of categorization of any product subject to this Agreement affects a category subject to quantitative limits, the Contracting Parties agree to enter into consultation in accordance with the procedures described in Article 14 of this Agreement with a view to honouring the obligation under the third subparagraph of Article 2 (1) thereof.

5. In case of divergent opinions between the former Yugoslav Republic of Macedonia and the competent Community authorities at the point of entry into the Community on the classification of products covered by this Agreement, classification shall provisionally be based on indications provided by the Community, pending consultations in accordance with Article 14 with a view to reaching agreement on definitive classification of the product concerned.

TITLE II

ORIGIN

Article 2

1. Products originating in the former Yugoslav Republic of Macedonia for export to the Community in accordance with the arrangements set out in Title I of this Agreement shall be accompanied by a former Yugoslav Republic of Macedonia certificate of origin conforming to the model annexed to this Appendix.

2. The certificate of origin shall be certified by the competent former Yugoslav Republic of Macedonia authorities if the products in question can be considered products originating in that country within the meaning of the relevant rules in force in the Community.

3. However, the products in Group III may be imported into the Community in accordance with the arrangements established by this Agreement on production of a declaration by the exporter on the invoice or other commercial document relating to the products to the effect that the products in question originate in the former Yugoslav Republic of Macedonia within the meaning of the relevant rules in force in the Community.

4. The certificate of origin referred to in paragraph 1 shall not be required for imports of goods covered by a certificate of circulation EUR 1 or a form EUR 2 issued in accordance with the relevant provisions of the Cooperation Agreement.

Article 3

The certificate of origin shall be issued only on application having been made in writing by the exporter or, under the exporter's responsibility, by his authorized representative. The competent former Yugoslav Republic of Macedonia authorities shall ensure that the certificate of origin is properly completed and for this purpose they shall call for any necessary documentary evidence or carry out any check which they consider appropriate.

Article 4

Where different criteria for determining origin are laid down for products falling within the same category, the certificates or declarations of origin must contain a sufficiently detailed description of the goods on the basis

of which the certificate was issued or the declaration drawn up.

Article 5

The discovery of slight discrepancies between the statements made in the certificate of origin and those made in the documents produced to the customs office for the purpose of carrying out the formalities for importing the products shall not *ipso facto* cast doubt upon the statements in the certificate.

TITLE III

DOUBLE-CHECKING SYSTEM

Section 1

Exportation

Article 6

The competent authorities of the former Yugoslav Republic of Macedonia shall issue an export licence in respect of all consignments from the former Yugoslav Republic of Macedonia of textile products subject to any definitive or provisional quantitative limits established under Article 8 of this Agreement, up to the relevant quantitative limits as may be modified by Articles 7, 10 and 12 of this Agreement, as well as of all consignments of textile products subject to a double checking system without quantitative limits as provided for in Article 3 (3) and (4) of this Agreement.

Article 7

1. For products subject to quantitative limits under this Agreement the export licence shall conform to the model 1 annexed to this Appendix and it shall be valid for exports throughout the customs territory to which the Treaty establishing the European Community applies.

2. Where quantitative limits have been introduced pursuant to this Agreement, each export licence must certify *inter alia* that the quantity of the product in question has been set off against the quantitative limit established for the category of the products concerned and shall only cover one category of products subject to quantitative limits. It may be used for one or more consignments of the products in question.

3. For products subject to a double checking system without quantitative limits the export licence shall conform to the model 2 annexed to this Appendix. It

shall only cover one category of products and may be used for one or more consignments of the products in question.

Article 8

The competent authorities of the Community must be informed immediately of the withdrawal or modification of any export licence already issued.

Article 9

1. Exports of textile products subject to quantitative limits pursuant to this Agreement shall be set off against the quantitative limits established for the year in which the shipment of the goods has been effected even if the export licence is issued after such shipment.

2. For the purpose of applying paragraph 1, shipment of goods is considered to have taken place on the date of their loading on to the exporting aircraft, vehicle or vessel.

Article 10

The presentation of an export licence, in application of Article 12 hereafter, shall be effected not later than 31 March of the year following that in which the goods covered by the licence have been shipped.

Section II

Importation

Article 11

Importation into the Community of textile products subject to a quantitative list or to a double-checking system pursuant to this Agreement, shall be subject to the presentation of an import authorization.

Article 12

1. The competent authorities of the Community shall issue the import authorization referred to in Article 11, within five working days of the presentation by the importer of the original of the corresponding export licence.

2. The import authorizations concerning products subject to quantitative limits under this Agreement shall be valid for six months from the date of their issue for imports throughout the customs territory to which the Treaty establishing the European Community is applied.

3. The import authorizations for products subject to a double-checking system without quantitative limits shall be valid for six months from the date of issue for imports

throughout the customs territory to which the Treaty establishing the European Community is applicable.

4. The competent authorities of the Community shall cancel the import authorization already issued whenever the corresponding export licence has been withdrawn.

However, if the competent authorities of the Community are notified of the withdrawal or the cancellation of the export licence only after the importation of the products into the Community, the relevant quantities shall be set off against the quantitative limits established for the category and the quota year concerned.

Article 13

1. If the competent authorities of the Community find that the total quantities covered by export licences issued by the competent authorities of the former Yugoslav Republic of Macedonia for a particular category in any year exceed the quantitative limit established in accordance with Article 8 of this Agreement for that category, as may be modified by Articles 7, 10 and 12 of this Agreement, the said authorities may suspend the further issue of import authorizations. In this event, the competent authorities of the Community shall immediately inform the authorities of the former Yugoslav Republic of Macedonia and the special consultation procedure set out in Article 14 of this Agreement shall be initiated forthwith.

2. Exports of products of former Yugoslav Republic of Macedonia origin subject to quantitative limits or double checking system and not covered by the former Yugoslav Republic of Macedonia export licences issued in accordance with the provisions of this Appendix may be refused an import authorization by the competent Community authorities.

However, without prejudice to Article 10 of this Agreement, if the import of such products is allowed into the Community by the competent authorities of the Community, the quantities involved shall not be set off against the appropriate quantitative limits established pursuant to this Agreement, with the express agreement of the competent authorities of the former Yugoslav Republic of Macedonia.

TITLE IV

FORM AND PRODUCTION OF EXPORT LICENCES AND CERTIFICATES OF ORIGIN, AND COMMON PROVISIONS CONCERNING EXPORTS TO THE COMMUNITY

Article 14

1. The export licence and the certificate of origin may comprise additional copies duly indicated as such. They

shall be made out in English or French. If they are completed by hand, entries must be in ink and in printed script.

These documents shall measure 210 × 297 mm. The paper used shall be white writing paper, sized, not containing mechanical pulp, and weighing not less than 25 g/m². If the documents have several copies only the top copy, which is the original, shall be printed with the guilloche pattern background. This copy shall be clearly marked as 'original' and the other copies as 'copies'. Only the original shall be accepted by the competent authorities of the Community as being valid for the purpose of export to the Community in accordance with the provisions of this Agreement.

2. Each document shall bear a standardized serial number, whether or not printed, by which it can be identified.

This number shall be composed of the following elements:

- a two-digit number identifying the exporting country as follows: 96,
- two digits identifying the intended Member State of customs clearance as follows:
 - 01 = France
 - 02 = Belgium and Luxembourg
 - 03 = Netherlands
 - 04 = Germany
 - 05 = Italy
 - 06 = United Kingdom
 - 07 = Ireland
 - 08 = Denmark
 - 09 = Greece
 - 10 = Portugal
 - 11 = Spain
 - 30 = Sweden
 - 32 = Finland
 - 38 = Austria,
- a one-digit number identifying quota year, corresponding to the last figure in the respective year, e.g. 7 for 1997,
- a two-digit number from 01 to 99, identifying the particular issuing office concerned in the exporting country,
- a five-digit number running consecutively from 00001 to 99999 allocated to the intended Member State of customs clearance.

Article 15

The export licence and the certificate of origin may be issued after the shipment of the products to which they relate. In such cases they must bear the endorsement 'délivré a posteriori' or the endorsement 'issued retrospectively'.

Article 16

1. In the event of theft, loss or destruction of an export licence or a certificate of origin, the exporter may apply to the competent former Yugoslav Republic of Macedonia authorities which issued the document for a duplicate to be made out on the basis of the export documents in his possession. The duplicate of any such certificate or licence so issued shall bear the endorsement 'duplicata' or 'duplicate'.

2. The duplicate shall bear the date of the original export licence or certificate of origin.

TITLE V

ADMINISTRATIVE COOPERATION

Article 17

The Community and the former Yugoslav Republic of Macedonia shall cooperate closely in the implementation of the provisions of this Appendix. To this end, contacts and exchanges of views, including on technical matters, shall be facilitated by both Parties.

Article 18

In order to ensure the correct application of this Appendix, the Community and the former Yugoslav Republic of Macedonia offer mutual assistance for the checking of the authenticity and the accuracy of export licences and certificates of origin issued or of any declarations made within the terms of this Appendix.

Article 19

The former Yugoslav Republic of Macedonia shall transmit to the Commission of the European Communities the names and addresses of the authorities competent to issue and verify the export licences and the certificates of origin, together with specimens of the stamps used by these authorities and specimen signatures of officials responsible for signing the export licences and the certificates of origin. The former Yugoslav Republic of Macedonia shall also notify the Community of any change in this information.

Article 20

1. Subsequent verification of certificates of origin or export licences shall be carried out at random, or whenever the competent Community authorities have reasonable doubt as to the authenticity of the certificate

or licence or as to the accuracy of the information regarding the true origin of the products in question.

2. In such cases, the competent authorities in the Community shall return the certificate of origin or the export licence or a copy thereof to the competent former Yugoslav Republic of Macedonia authorities, giving, where appropriate, the reasons of form or substance which justify an enquiry. If the invoice has been submitted, such invoice or a copy thereof shall be attached to the certificate or to the licence or their copies. The authorities shall also forward any information that has been obtained suggesting that the particulars given on the said certificate or licence are inaccurate.

3. The provisions of paragraph 1 above shall also apply to subsequent verifications of the declarations of origin provided for in Article 2 of this Appendix.

4. The results of the subsequent verifications carried out in accordance with paragraphs 1 and 2 shall be communicated to the competent authorities of the Community within three months at the latest. The information communicated shall indicate whether the disputed certificate, licence or declaration applies to the goods actually exported and whether these goods are eligible for export under the arrangements established by this Agreement. The information shall also include, at the request of the Community, copies of all the documentation necessary to fully determine the facts, and in particular the true origin of the goods.

Should such verifications reveal systematic irregularities in the use of declarations of origin, the Community may subject imports of the products in question to the provisions of Article 2 (1) of this Appendix.

5. For the purpose of subsequent verification of certificates of origin, copies of the certificates as well as any export documents referring to them shall be kept for at least two years by the competent former Yugoslav Republic of Macedonia authorities.

6. Recourse to the random verification procedure specified in this Article must not constitute an obstacle to the release for home use of the products in question.

Article 21

1. Where the verification procedure referred to in Article 20 of this Appendix or where information available to the competent authorities of the Community or of the former Yugoslav Republic of Macedonia indicates or appears to indicate that the provisions of this Agreement are being circumvented or infringed, the two contracting Parties shall cooperate closely and with the appropriate urgency in order to prevent any such circumvention or infringement.

2. To this end, the competent authorities of the former Yugoslav Republic of Macedonia shall, on their own initiative or at the request of the Community, carry out appropriate inquiries, or arrange for such inquiries to be carried out, concerning operations which are, or appear to the Community to be, in circumvention or infringement of this Appendix. The former Yugoslav Republic of Macedonia shall communicate the results of these inquiries to the Community, including any other pertinent information enabling the cause of the circumvention or infringement, including the true origin of the goods to be determined.

3. By agreement between the Community and the former Yugoslav Republic of Macedonia, officials designated by the Community may be present at the inquiries referred to in paragraph 2.

4. In pursuance of the cooperation referred to in paragraph 1, the competent authorities of the Community and the former Yugoslav Republic of Macedonia shall exchange any information considered by

either contracting Party to be of use in preventing circumvention or infringement of the provisions of this Agreement. These exchanges may include information on production of textile products in the former Yugoslav Republic of Macedonia and on trade in the type of products covered by this Agreement between the former Yugoslav Republic of Macedonia and third countries, particularly where the Community has reasonable grounds to consider that the products in question may be in transit across the territory of the former Yugoslav Republic of Macedonia prior to their importation into the Community. This information may include at the request of the Community copies of all available relevant documentation.

5. Where sufficient evidence shows that the provisions of this Appendix have been circumvented or infringed, the competent authorities of the former Yugoslav Republic of Macedonia and the Community may agree to take the measures set out in Article 10 (4) of the Agreement, and any other measures as are necessary to prevent a recurrence of such circumvention or infringement.

Specimen of certificate of origin referred to in Article 2 (1) of Appendix A

(¹) Show net weight (kg) and also quantity in the unit prescribed for category where other than net weight — Indiquer le poids net en kilogrammes ainsi que la quantité dans l'unité prévue pour la catégorie si cette unité n'est pas le poids net.
(²) In the currency of the sale contract — Dans la monnaie du contrat de vente.

1 Exporter (name, full address, country) Exportateur (nom, adresse complète, pays)	ORIGINAL		2 No	
	3 Quota year Année contingentaire		4 Category number Numéro de catégorie	
5 Consignee (name, full address, country) Destinataire (nom, adresse complète, pays)	CERTIFICATE OF ORIGIN (Textile products) CERTIFICAT D'ORIGINE (Produits textiles)			
	6 Country of origin Pays d'origine		7 Country of destination Pays de destination	
8 Place and date of shipment — Means of transport Lieu et date d'embarquement — Moyen de transport	9 Supplementary details Données supplémentaires			
10 Marks and numbers — Number and kind of packages — DESCRIPTION OF GOODS Marques et numéros — Nombre et nature des colis — DÉSIGNATION DES MARCHANDISES			11 Quantity (¹) Quantité (¹)	12 FOB value (²) Valeur fob (²)
13 CERTIFICATION BY THE COMPETENT AUTHORITY — VISA DE L'AUTORITÉ COMPÉTENTE I, the undersigned, certify that the goods described above originated in the country shown in box No 6, in accordance with the provisions in force in the European Community. Je soussigné certifie que les marchandises désignées ci-dessus sont originaires du pays figurant dans la case 6, conformément aux dispositions en vigueur dans la Communauté européenne.				
14 Competent authority (name, full address, country) Autorité compétente (nom, adresse complète, pays)		At — À , on — le (Signature) (Stamp — Cachet)		

1 Exporter (name, full address, country) Exportateur (nom, adresse complète, pays)	ORIGINAL		2 No	
	3 Quota year Année contingentaire		4 Category number Numéro de catégorie	
5 Consignee (name, full address, country) Destinataire (nom, adresse complète, pays)	EXPORT LICENCE (Textile products) LICENCE D'EXPORTATION (Produits textiles)			
	6 Country of origin Pays d'origine		7 Country of destination Pays de destination	
8 Place and date of shipment — Means of transport Lieu et date d'embarquement — Moyen de transport	9 Supplementary details Données supplémentaires			
10 Marks and numbers — Number and kind of packages — DESCRIPTION OF GOODS Marques et numéros — Nombre et nature des colis — DÉSIGNATION DES MARCHANDISES			11 Quantity ⁽¹⁾ Quantité ⁽¹⁾	12 FOB value ⁽²⁾ Valeur fob ⁽²⁾
13 CERTIFICATION BY THE COMPETENT AUTHORITY — VISA DE L'AUTORITÉ COMPÉTENTE I, the undersigned, certify that the goods described above have been charged against the quantitative limit established for the year shown in box No 3 in respect of the category shown in box No 4 by the provisions regulating trade in textile products with the European Community. Je soussigné certifie que les marchandises désignées ci-dessus ont été imputées sur la limite quantitative fixée pour l'année indiquée dans la case 3 pour la catégorie désignée dans la case 4 dans le cadre des dispositions régissant les échanges de produits textiles avec la Communauté européenne.				
14 Competent authority (name, full address, country) Autorité compétente (nom, adresse complète, pays)		At — À , on — le (Signature) (Stamp — Cachet)		

(1) Show net weight (kg) and also quantity in the unit prescribed for category where other than net weight — Indiquer le poids net en kilogrammes ainsi que la quantité dans l'unité prévue pour la catégorie si cette unité n'est pas le poids net.
 (2) In the currency of the sale contract — Dans la monnaie du contrat de vente.

*Appendix B***COTTAGE INDUSTRY AND FOLKLORE PRODUCTS ORIGINATING IN THE FORMER
YUGOSLAV REPUBLIC OF MACEDONIA**

1. The exemption provided for in Article 5 of this Agreement in respect of cottage industry products shall apply to the following types of product only:
 - (a) fabrics woven on looms operated solely by hand or foot, being fabrics of a kind traditionally made in the cottage industry of the former Yugoslav Republic of Macedonia;
 - (b) garments or other textile articles of a kind traditionally made in the cottage industry of the former Yugoslav Republic of Macedonia obtained manually from the fabrics referred to above and sewn exclusively by hand without the aid of any machine;
 - (c) traditional folklore products of the former Yugoslav Republic of Macedonia made by hand, in a list to be agreed between the Community and the former Yugoslav Republic of Macedonia.

Exemption shall be granted in respect only of products covered by a certificate conforming to the specimen annexed to this Appendix and issued by the competent authorities in the former Yugoslav Republic of Macedonia. These certificates must indicate the reasons justifying their issuance. The competent authorities of the Community will accept them after having checked that the products concerned have fulfilled the conditions established in this Appendix. The certificates concerning the products envisaged in (c) must bear a stamp 'FOLKLORE' marked clearly. In the case of a difference of opinion between the Parties concerning the nature of these products, consultations shall be held within one month in order to resolve these differences.

Should imports of any product covered by this Appendix reach proportions liable to cause problems within the Community, consultations with the former Yugoslav Republic of Macedonia shall be initiated as soon as possible, with a view to resolving the situation by the adoption if necessary of a quantitative limit, in accordance with the procedure laid down in Article 14 of this Agreement.

2. The provisions of Parts IV and V of Appendix A shall apply *mutatis mutandis* to the products covered by paragraph 1 of this Appendix.

1 Exporter (name, full address, country) Exportateur (nom, adresse complète, pays)	ORIGINAL		2 No
	CERTIFICATE in regard to HANDLOOMS, TEXTILE HANDICRAFTS and TRADITIONAL TEXTILE PRODUCTS, OF THE COTTAGE INDUSTRY, issued in conformity with and under the conditions regulating trade in textile products with the European Community		
3 Consignee (name, full address, country) Destinataire (nom, adresse complète, pays)	CERTIFICAT relatif aux TISSUS TISSÉS SUR MÉTIERS À MAIN, aux PRODUITS TEXTILES FAITS À LA MAIN, et aux PRODUITS TEXTILES RELEVANT DU FOLKLORE TRADITIONNEL, DE FABRICATION ARTISANALE, délivré en conformité avec et sous les conditions régissant les échanges de produits textiles avec la Communauté européenne		
	4 Country of origin Pays d'origine	5 Country of destination Pays de destination	
6 Place and date of shipment — Means of transport Lieu et date d'embarquement — Moyen de transport	7 Supplementary details Données supplémentaires		
8 Marks and numbers — Number and kind of packages — DESCRIPTION OF GOODS Marques et numéros — Nombre et nature des colis — DÉSIGNATION DES MARCHANDISES		9 Quantity Quantité	10 FOB Value ⁽¹⁾ Valeur fob ⁽¹⁾
		11 CERTIFICATION BY THE COMPETENT AUTHORITY — VISA DE L'AUTORITÉ COMPÉTENTE I, the undersigned, certify that the consignment described above includes only the following textile products of the cottage industry of the country shown in box No 4: a) fabrics woven on looms operated solely by hand or foot (handlooms) ⁽²⁾ b) garments or other textile articles obtained manually from the fabrics described under a) and sewn solely by hand without the aid of any machine (handicrafts) ⁽²⁾ c) traditional folklore handicraft textile products made by hand, as defined in the list agreed between the European Community and the country shown in box No 4. Je soussigné certifie que l'envoi décrit ci-dessus contient exclusivement les produits textiles suivants relevant de la fabrication artisanale du pays figurant dans la case 4: a) tissus tissés sur des métiers actionnés à la main ou au pied (handlooms) ⁽²⁾ b) vêtements ou autres articles textiles obtenus manuellement à partir de tissus décrits sous a) et cousus uniquement à la main sans l'aide d'une machine (handicrafts) ⁽²⁾ c) produits textiles relevant du folklore traditionnel fabriqués à la main, comme définis dans la liste convenue entre la Communauté européenne et le pays indiqué dans la case 4.	
12 Competent authority (name, full address, country) Autorité compétente (nom, adresse complète, pays)		At — À on — le (Signature) (Stamp — Cachet)	

⁽¹⁾ In the currency of the sale contract. — Dans la monnaie du contrat de vente.

⁽²⁾ Delete as appropriate. — Biffer la (les) mention(s) inutile(s).

Appendix C

The annual growth rate for the quantitative limits which may be introduced under Article 8 of this Agreement for the products covered by this Agreement shall be fixed by agreement between the Parties in accordance with the consultation procedures established in Article 14 of this Agreement.

PROTOCOL OF UNDERSTANDING ON MARKET ACCESS

In the context of the Agreement on trade in textile products between the European Community and the former Yugoslav Republic of Macedonia initialled in Skopje on 16 April 1997, the Parties recorded their mutual understanding on the following matters:

1. Customs duties applicable in the former Yugoslav Republic of Macedonia to textile and clothing products shall not be increased during the validity of the Agreement.
2. The Parties agree not to introduce any non-tariff barriers during the validity of the Agreement.

Initialled at Skopje, 16 April 1997.
