



**Economic and Social  
Council**

Distr.  
GENERAL

**E**

TRANS/WP.30/AC.3/2003/1  
6 December 2002

Original: ENGLISH

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Administrative Committee for the International Convention  
on the Harmonization of Frontier Controls of Goods, 1982

(Fifth session, 6 and 7 February 2003,  
agenda item 5)

**INTERNATIONAL CONVENTION ON THE  
HARMONIZATION OF FRONTIER CONTROLS OF GOODS, 1982  
("Harmonization Convention")**

**Preparation of a new Annex on efficient border crossing procedures**

**Note by the UNECE secretariat**

**A. MANDATE AND BACKGROUND**

1. The Administrative Committee may wish to recall that, at its third session (21 and 24 June 1999), it had, at the invitation of the Inland Transport Committee (ECE/TRANS/128, para. 110), examined proposals for the insertion of new annexes to the Convention on (a) facilitation of the passage of ATP vehicles carrying perishable foodstuffs prepared by the UNECE Working Party on the Transport of Perishable Foodstuffs (WP.11) and (b) efficient border crossing procedures prepared by the International Road Transport Union (IRU). The Administrative Committee invited the UNECE Working Party on Customs Questions affecting Transport (WP.30) to study these proposals in detail and to complement them with the required technical and administrative provisions (TRANS/WP.30/AC.3/6, paras. 12-19).

2. The secretariat, in accordance with the decisions of the UNECE Working Party (WP.30) (TRANS/WP.30/186, paras. 14-17), in April 2000 convened an informal ad hoc expert group to consider the key elements required for efficient border crossing procedures and prepared a first draft of a new Annex 8 to the Convention (TRANS/WP.30/2000/11). The secretariat has also convened an informal ad hoc group of technical experts to consider the inclusion of an International Technical Inspection Certificate for Lorries into the new Annex and to prepare an International Vehicle Weight Certificate, based on work undertaken in the framework of the SECI Regional Road Transport Committee (RRTC) (TRANS/WP.30/AC.3/8, paras. 13-14).

3. Based on the results of these expert groups, the secretariat prepared a revised draft Annex 8 to the Convention for consideration by the UNECE Working Party (WP.30) at its ninety-sixth session (TRANS/WP.30/2000/11) and by the Administrative Committee at its fourth session (October 2000) (TRANS/WP.30/AC.3/2000/1). This draft was reviewed and slightly revised by the UNECE Working Party (WP.30) and the Administrative Committee. It was decided to consider and possibly adopt this draft Annex 8, including its technical appendices, at the forthcoming session of the Administrative Committee (TRANS/WP.30/192, paras. 10-13; TRANS/WP.30/AC.3/8, paras. 16-19).

4. The UNECE Working Party (WP.30), at its ninety-seventh and ninety-eighth sessions, considered this draft Annex 8 in further detail, in particular the provisions of Articles 2, 4 and 5 relating to visa procedures for professional drivers, road vehicle inspections and the new international vehicle weight certificate respectively (TRANS/WP.30/194, paras. 18-23; TRANS/WP.30/196, paras. 14-17). At its ninety-ninth session, the Working Party considered a first comprehensive and consolidated version of the new Annex 8 to the Convention, prepared by the secretariat, which took account of the considerations of the Working Party and the Administrative Committee and included also relevant technical provisions on the International Technical Inspection Certificate and the International Vehicle Weight Certificate (TRANS/WP.30/2001/16). The Working Party felt that, at this stage, except for the provisions of Article 2 on the facilitation of visa procedures for professional drivers, where reservations have been formulated by certain delegations, as well as possibly for those of Article 4, paragraph 1, the other Articles of Annex 8 seemed to be acceptable in principle (TRANS/WP.30/198, paras. 20-24). Document TRANS/WP.30/2001/16 was also considered by the UNECE Working Party on Road Transport (SC.1), at its ninety-fifth session in October 2001 (TRANS/SC.1/369, paras. 41-43).

5. At its one-hundredth, one-hundred-and-first and one-hundred-and-second sessions, the UNECE Working Party (WP.30) reviewed all provisions of the new Annex 8 in further detail and took note of comments prepared by Transfrigoroute International (TRANS/WP.30/2002/19). The Working Party invited all Contracting Parties to the Convention to consider their positions on the outstanding provisions of the new Annex 8 to the Convention, in particular with regard to Articles 2, 4 and 5 and to transmit their observations in this respect to the secretariat as soon as possible.

The secretariat was requested, if necessary, to prepare new proposals for consideration by the Administrative Committee at its present session (TRANS/WP.30/200, paras. 12-17; TRANS/WP.30/202, paras. 14-19; TRANS/WP.30/204, paras. 16-18).

6. The UNECE secretariat has consolidated all proposals made so far by Contracting Parties, the Administrative Committee and the UNECE Working Party (WP.30) in the present document.

## **B. OBJECTIVES OF THE NEW ANNEX 8 TO THE CONVENTION**

7. The idea of elaborating one or several annexes to the Convention covering in some detail provisions on transportation has already been considered during the preparatory work on the Convention in the early 1980s and has been pursued in particular by the European Community (TRANS/WP.30/AC.3/4). In 1998, at a joint meeting of the UNECE Working Parties on Road Transport (SC.1) and on Customs Questions affecting Transport (WP.30), this idea has been supported and it was recommended to prepare a new annex to the Convention covering all issues important for efficient border crossing procedures (TRANS/WP.30/182, paras. 10 and 11).

8. The objective of a new Annex 8 to the Convention, as has been pointed out repeatedly in the process of its preparation in the UNECE Working Party (WP.30) and in the Administrative Committee, is to insert into the "Harmonization" Convention complementing provisions to those already contained in Annex 1 and to define, as a first step, the measures that need to be implemented in order to facilitate border crossing procedures for international road transport. As the provisions of the "Harmonization Convention" apply to all modes of transport (Article 3 of the Convention), other border control provisions applying specifically to rail, inland water and possibly maritime and air transport might be included at a later stage. The same could hold true for provisions relating to the transport of dangerous goods, vehicle dimensions, compulsory third party liability insurance system (Green card), etc.

9. It has been stressed, in this context, that the new Annex 8 should address, in a comprehensive and consistent manner, all major elements important for efficient border crossing procedures in international road transport of goods, covering different types of cargoes, particularly perishable foodstuffs, road vehicles, drivers as well as border crossing procedures and infrastructures.

10. For these reasons, the proposed Annex 8 to the Convention contains provisions which, to the extent possible, do away with actual inspection and physical control procedures at border crossing point, since such in-depth controls are extremely resource intensive and time consuming and often hinder efficient border crossing procedures, both for control authorities and transport operators. In-depth controls often can only be carried out in a very superficial manner due to resource constraints and infrastructure deficiencies at border crossing points. Thus, they lead necessarily to delays at border crossing points and may jeopardize the appropriate volume and

quality of Governmental control measures over incoming, outgoing and transit traffic, particularly in road transport.

11. Therefore, to the extent possible, actual inspections and physical controls at border crossing points are recommended to be replaced by verification of internationally standardized documentation and certificates allowing for the required control measures relating to drivers, vehicles and cargoes to be carried out at the place of origin or destination. In addition, a number of basic infrastructure requirements for efficient border control procedures in road transport are highlighted in the new Annex 8.

12. Specifically, the proposed provisions in Annex 8 cover the following aspects:

- facilitation of visa procedures for professional drivers (Article 2);
- operational measures to speed-up border crossing procedures for goods, particularly for urgent consignments, such as live animals and perishable goods (Article 3);
- harmonized technical provisions relating to faster control of road vehicles (technical inspections) and equipment used for transport of goods under controlled temperatures;
- standardized weighing operations and procedures to avoid, to the extent possible, repetitive weighing procedures at border crossings;
- minimum infrastructure requirements for efficient border crossing points;
- monitoring provisions facilitating appropriate implementation of the Annex in all Contracting Parties to the Convention.

13. The proposed new Annex 8 to the Convention refers to and in fact recommends, wherever possible the application of the provisions of the Agreement on the International Carriage of Perishable Foodstuffs and the Special Equipment to be used for such Carriage (ATP) (1970) and the Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspection of Wheeled Vehicles and the Reciprocal Recognition of such Inspections (1997). As the provisions of these Agreements are to be applied by the States that are Contracting Parties to these Agreements, annexes 1 and 2 to this document contain a list of the Contracting Parties to these Agreements.

**C. PROPOSED NEW ANNEX 8 TO THE CONVENTION**

14. The complete draft Annex 8 as well as its technical appendices, as considered so far by the UNECE Working Party and the Administrative Committee, is given below. The wording and text in bold font and in square brackets contain provisions which have been modified by the secretariat compared to those contained in document TRANS/WP.30/2001/16. These provisions need to be considered in more detail as there did not seem to exist, during earlier considerations, a consensus on them.

15. The Administrative Committee may wish to consider and possibly adopt the new draft Annex 8 to the Convention as contained in the present document. In case these amendment proposals could be adopted by the Administrative Committee, the Secretary-General of the United Nations, in accordance with Article 22 of the Convention, would then communicate these proposals to all Contracting Parties for their acceptance.

**INTERNATIONAL CONVENTION ON THE  
HARMONIZATION OF FRONTIER CONTROLS OF GOODS, 1982  
("Harmonization Convention")**

**DRAFT**

**Annex 8**

**FACILITATION OF BORDER CROSSING PROCEDURES  
FOR INTERNATIONAL ROAD TRANSPORT**

**Article 1**

**Principles**

Complementing the provisions of the Convention and in particular those provided in Annex 1, the present Annex intends to define the measures that need to be implemented in order to facilitate border crossing procedures for international road transport.

**[Article 2**<sup>1</sup>

**Facilitation of visa procedures for professional drivers**

- 1. The Contracting Parties [will endeavour] to facilitate the granting of visas for professional drivers engaged in international road transport in accordance with national best practice for all visa applicants and national immigration rules as well as international commitments.**
  
- 2. The Contracting Parties [agree to regularly] exchange information on best practices with regard to the facilitation of visa procedures for professional drivers.]**

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<sup>1</sup> An alternative wording for Article 2 contained in document TRANS/WP.30/2001/16 and based on Article 10 of the SECI MoU on the Facilitation of International Road Transport of Goods in the SECI Region (adopted by Ministers of Transport of the SECI participating States (Athens, 28 April 1999) was as follows:

1. The Contracting Parties shall encourage their respective authorities [to regularly examine possibilities] to facilitate the granting of visas for professional drivers engaged in international road transport aiming at simplifying the formalities, limiting the number of substantiating documents, reducing the time required to obtain visas and issuing multiple visas valid for one year without prejudice to other existing agreements.

2. The Contracting Parties shall endeavour to regularly exchange information on best practices with regard to the facilitation of visa procedures for professional drivers with a view to arriving at efficient and harmonized procedures in this respect.

ECMT Resolution No. 2002/3 adopted by the ECMT Council in Bucharest (29 and 30 May 2002) recommended "... that ECMT Member countries regularly exchange information on practices in the field of facilitating the issuing of visa for professional drivers for the purpose of ensuring effective and coordinated procedures in this field, and strive for simplified procedures on the basis of more harmonisation of documentation concerning the obtaining of visa; ..."

### **Article 3**

#### **International road transport operations**

1. In order to facilitate the international movement of goods, the Contracting Parties shall regularly inform all parties involved in international transport operations in a harmonized and coordinated manner on border control requirements for international road transport operations in force or planned as well as on the actual situation at borders.
2. Contracting Parties shall endeavour to transfer, to the extent possible and not only for transit traffic, all necessary control procedures to the places of origin and destination of the goods transported by road so as to alleviate congestion at the border crossing points.
3. Referring in particular to Article 7 of this Convention, priority shall be given to urgent consignments, e.g. live animals and perishable goods. In particular, the competent services at border crossing points:
  - (i) shall take the necessary measures to minimize waiting times for ATP-approved vehicles transporting perishable foodstuffs or for vehicles transporting live animals, as from their time of arrival at the frontier until their regulatory, administrative, Customs and sanitary controls;
  - (ii) shall ensure that the required regulatory controls are carried out as quickly as possible;
  - (iii) shall allow, as far as possible, the operation of the necessary cooling systems of vehicles carrying perishable foodstuffs during the time of crossing the border, unless this is impossible as a result of the required control procedure;
  - (iv) shall co-operate, in particular through advance information exchange, with their counterparts in other Contracting Parties in order to accelerate border crossing procedures for perishable goods and live animals, in case these loads are subject to sanitary inspections.

**[Article 4**<sup>1</sup>

**Vehicle inspection**

- 1. The Contracting Parties, not yet Parties to the Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections (1997), shall endeavour, in line with relevant national and international laws and regulations, to facilitate the crossing of road vehicles across borders by accepting the International Technical Inspection Certificate as provided for in this Agreement. The Technical Inspection Certificate, as contained in the Agreement as of 1 January 2002, is contained in Appendix 1 to this Annex.**
- 2. With a view to identifying ATP-approved vehicles carrying perishable foodstuffs, the Contracting Parties may utilize the distinguishing marks affixed to the relevant equipment and the ATP certificate or plate of approval provided for in the Agreement on the International Carriage of Perishable Foodstuffs and the Special Equipment to be used for such Carriage (1970).]**

**[Article 5**

**International Vehicle Weight Certificate**

- 1. In order to accelerate border crossings, the Contracting Parties, in line with relevant national and international laws and regulations, shall endeavour to avoid repetitive vehicle weighing procedures at border crossings by accepting and mutually recognizing the International Vehicle Weight Certificate as contained in Appendix 2 to this Annex. In case the Contracting Parties accept such certificates, no further weight measurements shall be carried out apart from random checks and controls in the case of supposed irregularities. Vehicle weight measurements recorded in such certificates shall take place only in the country of origin of international transport operations. The results of such measurements shall be duly reflected and certified in such certificates.**
- 2. The Contracting Parties, accepting the International Vehicle Weight Certificate, shall publish a list of all weighing stations in their country authorized in accordance with international principles as well as any modification thereto. This list as well as any modification thereto shall be transmitted to the Executive Secretary of the Economic Commission for Europe of the United Nations (UNECE) for distribution to each Contracting**

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<sup>1</sup> The newly proposed provisions in Article 4 do not constitute an obligation by Contracting Parties to become Contracting Parties to the Agreement and to accept the Technical Inspection Certificate. Contracting Parties are free to accept the Certificate if they so wish and if it is in line with national and international laws and regulations.

An alternative wording for Article 4, paragraph 1, as contained in document TRANS/WP.30/2001/16, is as follows:

- 1. The Contracting Parties shall facilitate the crossing of road vehicles across borders on the basis of relevant international legal obligations to which they are Parties.**

**Party and to the international organizations referred to in Annex 7, Article 2 to this Convention.**

**3. The minimum requirements for authorized weighing stations, the principles of authorization and the basic features of weighing procedures to be applied are contained in Appendix 2 to this Annex.]**

#### **Article 6**

##### **Border crossing points**

In order to ensure that the required formalities at border crossing points are streamlined and accelerated, the Contracting Parties shall meet, as far as possible, the following minimum requirements for border crossing points open for international goods traffic:

- (i) facilities enabling joint controls between neighbouring States (one-stop technology), 24 hours a day, whenever justified by trade needs and in line with road traffic regulations;
- (ii) separation of traffic for different types of traffic on both sides of the border allowing to give preference to vehicles under the cover of valid international Customs transit documents (TIR, T) or carrying live animals or perishable foodstuffs;
- (iii) off-lane control areas for random cargo and vehicle checks;
- (iv) appropriate parking and terminal facilities;
- (v) proper hygiene, social and telecommunications facilities for drivers;
- [(vi) assistance in the establishment of forwarding agents at border crossings with adequate facilities, offering services to transport operators on a competitive basis.]**

#### **[Article 7**

##### **Reporting mechanism**

**With regard to Articles 1 to 6 of this Annex, the Executive Secretary of the Economic Commission for Europe of the United Nations (UNECE) shall carry out, every second year, a survey among Contracting Parties on progress made to improve border crossing procedures in their countries.]**

**Appendix 1 to Annex 8 to the Convention**

**INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE <sup>1</sup>**

In accordance with the Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections (1997), entered into force on 27 January 2001.

1. Accredited Technical Inspection Centres are responsible for conducting the inspection tests, granting the approval of compliance with the inspection requirements of the relevant Rule(s) annexed to the 1997 Vienna Agreement, and specifying the latest date of next inspection to be indicated in line No. 12.5 of the International Technical Inspection Certificate, the model of which is reproduced hereafter.
2. The International Technical Inspection Certificate shall contain the information indicated hereafter. It may be a booklet in format A6 (148x105 mm), with a green cover and white inside pages, or a sheet of green or white paper of format A4 (210x197) folded to format A6 in such a way that the section containing the distinguishing sign of the state or of the United Nations forms the top of the folded Certificate.
3. Items of the certificate and their content shall be printed in the national language of the issuing Contracting Party by maintaining the numbering.
4. The periodical inspection reports which are in use in the Contracting Parties to the Agreement may be used as an alternative. A sample of them shall be transmitted to the Secretary-General of the United Nations for information to the Contracting Parties.
5. Handwritten, typed or computer generated entries on the International Technical Inspection Certificate to be made exclusively by the competent authorities, shall be in Latin characters.

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<sup>1</sup> As of 1 January 2002.

CONTENT OF THE  
INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE

Space for the  
distinguishing  
sign of the State  
or of the UN

.....  
(Administrative Authority responsible for technical inspection)

.....<sup>1</sup>

CERTIFICAT INTERNATIONAL DE CONTROLE TECHNIQUE<sup>2</sup>

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<sup>1</sup> Title " INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE" in national language.  
<sup>2</sup> Title in French.

**INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE**

1. Licence plate (Registration) No .....
2. Vehicle identification No .....
3. First registration after the manufacture (State, Authority) <sup>1</sup> .....
4. Date of first registration after the manufacture .....
5. Date of the technical inspection .....

**CERTIFICATE OF COMPLIANCE**

6. This certificate is issued for the vehicle identified under Nos. 1 and 2 which complies at the date under No 5 with the Rule(s) annexed to the 1997 Agreement on the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections.
7. The vehicle has to undergo its next technical inspection according to the Rule(s) under No 6 not later than:  
  
Date: (month/year).....
8. Issued by .....
9. At (Place).....
10. Date .....
11. Signature <sup>2</sup>.....

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<sup>1</sup> If available, authority and state where the vehicle was registered for the first time after its manufacture.  
<sup>2</sup> Seal or stamp of the authority issuing the certificate.

<b>12. Subsequent periodical technical inspection(s)<sup>1</sup></b>
12.1. Done by (Technical inspection Centre) <sup>2</sup> .....
12.2. (stamp)
12.3. Date.....
12.4. Signature.....
12.5. Next inspection due not later then : (month/year).....

<sup>1</sup> Items 12.1 to 12.5 to be repeated if the Certificate is to be used for subsequent annual periodical technical inspections.

<sup>2</sup> Name, Address, State of the Technical Inspection Centre accredited by the competent Authority.

## Appendix 2 to Annex 8 to the Convention

### INTERNATIONAL VEHICLE WEIGHT CERTIFICATE

1. The objective of the International Vehicle Weight Certificate (IVWC) is to facilitate border crossing procedures and, in particular, to avoid repetitive weight measurements of goods road vehicles en route in the Contracting Parties. Duly filled-in certificates, **[accepted by the Contracting Parties]**<sup>1</sup>, shall be accepted as bearing valid weight measurements by the competent authorities of Contracting Parties. Competent authorities shall refrain from requiring additional weight measurements **[apart from random checks and controls in the case of supposed irregularities.]**<sup>2</sup>
2. The International Vehicle Weight Certificate, which shall conform to the model reproduced below in this Appendix, shall be issued and used under the supervision of a designated Governmental authority in each Contracting Party **[accepting such certificates]**<sup>3</sup> in line with the procedure described in the annexed certificate.
3. The use of the certificate by transport operators is optional.
4. **[The Contracting Parties, accepting such certificates]**<sup>4</sup>, shall approve authorized weighing stations to fill-in, together with the operator/driver of the goods road vehicle, the International Vehicle Weight Certificate in accordance with the following minimum requirements:
  - (a) Weighing stations shall be equipped with certified weighing instruments. For performing the weight measurements, the Contracting Parties **[accepting such certificates]**<sup>5</sup> may select the method and instruments they consider appropriate. The Contracting Parties **[accepting such certificates]**<sup>6</sup> shall ensure the competence of the weighing stations, such as by accreditation or assessment, use of appropriate weighing instruments, qualified personnel, documented quality systems and testing procedures.
  - (b) The weighing **[stations and their instruments]**<sup>7</sup> shall be well maintained. **[The instruments]**<sup>8</sup> shall be regularly verified and sealed by the relevant authorities responsible for weights and measures. The weighing instruments, their maximum permissible errors and usage shall comply with the Recommendations established by the International Organisation for Legal Metrology (OIML).

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<sup>1</sup> Modified wording due to modifications proposed to Article 5.

<sup>2</sup> Idem.

<sup>3</sup> Idem.

<sup>4</sup> Idem.

<sup>5</sup> Idem.

<sup>6</sup> Idem.

<sup>7</sup> Modification proposed by the Group of Experts on the International Vehicle Weight Certificate of the SECI Regional Road Transport Committee (RRTC) (Istanbul, 4-5 December 2001).

<sup>8</sup> Idem.

- (c) Weighing stations shall be equipped with weighing instruments corresponding to either:
- OIML Recommendation R 76 “Non-automatic weighing instruments” accuracy class III or better;
  - OIML **[Draft]**<sup>1</sup> Recommendation “Automatic instruments for weighing road vehicles in motion”, accuracy classes 0.5, 1, 2, or better, resulting in maximum permissible errors of **[± 2%, 1% and 0.5%]**<sup>2</sup> or less.
- Higher error values may apply in case of individual axle weight measurements.

5. In exceptional cases and, particularly when irregularities are suspected, or at the demand of the transport operator/driver of the respective road vehicle, the competent authorities may re-weigh the vehicle. **[In case a weighing station produces several mistaken measurements, observed by the control authorities in a Contracting Party accepting such certificates, the competent authorities of the country of the weighing station shall take appropriate measures in order to ensure that such events will not occur again.]**<sup>3</sup>

6. The model of the certificate may be reproduced in any of the languages of the Contracting Parties **[accepting such certificates]**<sup>4</sup> provided that the layout of the certificate and the placing of the items therein are not modified.

**[7. The Contracting Parties accepting such certificates, shall publish a list of all weighing stations in their countries authorized in accordance with international principles as well as any modifications thereto. This list as well as any modification thereto shall be transmitted to the Executive Secretary of the Economic Commission for Europe of the United Nations (UNECE) for distribution to each Contracting Party and to the international organisations referred to in Annex 7, Article 3 to this Convention.]**<sup>5</sup>

**[8. (Transitional provision) Since only very few weighing stations are equipped at present with weighing instruments able to provide individual axle weight or axle group measurements, the Contracting Parties, accepting such certificates, agree that, during a transitional period, expiring 12 months following the entry into force of this Annex, gross vehicle weight measurements as provided for under item 7.3 in the International Vehicle Weight Certificate shall be sufficient and shall be accepted by the competent national authorities.]**

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<sup>1</sup> The secretariat will report on the status of the OIML Recommendation.

<sup>2</sup> Modified wording due to modifications proposed for Article 5.

<sup>3</sup> Modification proposed by the Group of Experts on the International Vehicle Weight Certificate of the SECI Regional Road Transport Committee (RRTC) (Istanbul, 4-5 December 2001).

<sup>4</sup> Modified wording due to modifications proposed for Article 5.

<sup>5</sup> Idem.



To be filled-in by the transport operator(s)/driver(s) of the goods road vehicle *AFTER* weighing the vehicle

**I declare that:**

- (a) the weight measurements stated overleaf have been performed by the above-mentioned weighing station,**
- (b) the information (1) to (8) has been duly filled-in and**
- (c) no load has been added to the goods road vehicle following its weighing at the above mentioned weighing station.**

Date

Name of driver(s) of goods road vehicle

Signature(s)

Remarks (if any)

Notes

**The vehicle weight measurement number shall consist of three data elements linked by hyphens:**

- (1) Country code (in accordance with the UN Convention on Road Traffic, 1968).**
- (2) Two-digit code allowing identification of national weighing station.**
- (3) Five-digit code (at least) allowing identification of individual weight measurement taken.**

**Examples: GR-01-23456 or RO-14-000510.**

**This serial number shall correspond to that applied in the books of the weighing station.**

## INTERNATIONAL VEHICLE WEIGHT CERTIFICATE (IVWC)

### LEGAL BASIS

The International Vehicle Weight Certificate has been drawn up in accordance with the provisions of Annex 8 – Facilitation of Border Crossing Procedures for International Road Transport – to the International Convention on the Harmonization of Frontier Controls of Goods, 1982.

### OBJECTIVE

The International Vehicle Weight Certificate is designed to avoid repetitive weight measurements of goods road vehicles en route in international transport, particularly at border crossings. The use of this certificate by transport operators is optional.

### PROCEDURE

**[If Contracting Parties accept]**<sup>1</sup> the International Vehicle Weight Certificate duly filled-in by (a) the operator of an approved weighing station and (b) the transport operator(s)/goods road vehicle driver(s), it shall be accepted and recognized as bearing valid weight measurements by the competent authorities of the Contracting Parties. As a general rule, competent authorities shall accept the information contained in this Certificate as valid and shall refrain from requiring additional weight measurements. To prevent abuse, the competent authorities may however, in exceptional cases, and particularly when irregularities are suspected, carry out an examination of the vehicle weight in accordance with national regulations.

Weight measurements in order to establish this certificate shall be made, upon the request of the transport operator(s)/goods road vehicle driver(s) whose vehicle is registered in one of the Contracting Parties [**accepting such certificates**], by approved weighing stations at costs which shall be limited to the services rendered.

For the purposes of this certificate, approved weighing stations shall be equipped with weighing instruments corresponding to either:

- OIML Recommendation R 76 “Non-automatic weighing instruments” accuracy class III or better; or
- OIML [**Draft**]<sup>2</sup> Recommendation “Automatic instruments for weighing road vehicles in motion”, accuracy classes 0.5, 1, 2, or better, resulting in maximum permissible errors of [**± 2%, 1% and 0.5%**]<sup>3</sup> or less.

Higher error values may apply in case of individual axle weight measurements.

### SANCTIONS

Transport operator(s)/goods road vehicles driver(s) are subject to the national legislation for any false declaration made in the International Vehicle Weight Certificate.

In determining the legal value of the weight measurement(s), an estimation of the possible weighing error must be made for each weighing system. This error value, consisting of the intrinsic error of the weighing equipment and the error due to external factors, must be deducted from the measured weight in order to ensure that a possible overweight measurement is not caused by the inaccuracy of the weighing equipment and/or the weighing procedure used.

As a consequence, fines shall not be imposed on transport operators utilizing this certificate unless the weight measurement(s) inscribed in this certificate minus the maximum possible weighing error (i.e. 2 per cent maximum or 800 kg in case of a 40 tonne vehicle) exceed(s) the maximum permissible weight(s) as prescribed by the national legislation.

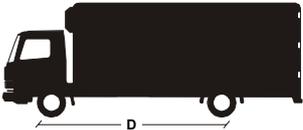
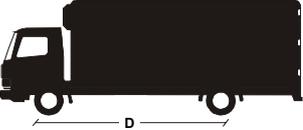
<sup>1</sup> Modified wording due to modifications proposed for Article 5.

<sup>2</sup> The secretariat will report on the status of the OIML Recommendation.

<sup>3</sup> Modification proposed by the Group of Experts on the International Vehicle Weight Certificate of the SECI Regional Road Transport Committee (RRTC) (Istanbul, 4-5 December 2001).

<b><u>ATTACHMENT</u></b>			
<b>to the INTERNATIONAL VEHICLE WEIGHT CERTIFICATE (IVWC)</b>			
<b>Sketches of types of goods road vehicles as required under item 7.1 of the IVWC</b>			
<b>No.</b>	<b>Goods road vehicles</b>	<b>Vehicle Type</b>	<b>Distance between axles (m)<sup>1</sup></b>
		* means first alternative axle configuration ** means second alternative axle configuration	<sup>1</sup> No specification is given if not relevant

**I. RIGID VEHICLES**

1		<b>A<sub>2</sub></b>	<b>D &lt; 4.0</b>
2		<b>A<sub>2</sub>*</b>	<b>D ≥ 4.0</b>
3		<b>A<sub>3</sub></b>	
4		<b>A<sub>4</sub></b>	
5		<b>A<sub>3</sub>*</b>	
6		<b>A<sub>4</sub>*</b>	
7		<b>A<sub>5</sub></b>	

No.	Goods road vehicles	<b>Vehicle Type</b> * means first alternative axle configuration ** means second alternative axle configuration	<b>Distance between axles (m)<sup>1</sup></b> <sup>1</sup> No specification is given if not relevant
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**II. COMBINATION OF VEHICLES** (coupled vehicles according to the Convention on Road Traffic (1968), Chapter I, Article 1 (t))

1		A <sub>2</sub> T <sub>2</sub>	
2		A <sub>2</sub> T <sub>3</sub>	
3		A <sub>3</sub> T <sub>2</sub>	
4		A <sub>3</sub> T <sub>3</sub>	
5		A <sub>3</sub> T <sub>3</sub> *	
6		A <sub>2</sub> C <sub>2</sub>	
7		A <sub>2</sub> C <sub>3</sub>	
8		A <sub>3</sub> C <sub>2</sub>	

No.	Goods road vehicles	Vehicle Type * means first alternative axle configuration ** means second alternative axle configuration	Distance between axles (m) <sup>1</sup> <sup>1</sup> No specification is given if not relevant
9		A <sub>3</sub> C <sub>3</sub>	
10		A <sub>2</sub> C <sub>1</sub>	
11		A <sub>3</sub> C <sub>1</sub>	

### III. ARTICULATED VEHICLES

1	with 3 axles		A <sub>2</sub> S <sub>1</sub>	
2	with 4 axles (single or tandem)		A <sub>2</sub> S <sub>2</sub>	D ≤ 2.0
			A <sub>2</sub> S <sub>2</sub> *	D > 2.0
			A <sub>3</sub> S <sub>1</sub>	

No.	Goods road vehicles	Vehicle Type * means first alternative axle configuration ** means second alternative axle configuration	Distance between axles (m) <sup>1</sup> <sup>1</sup> No specification is given if not relevant	
3	with 5 or 6 axles (single, tandem, triple)		A <sub>2</sub> S <sub>3</sub>	
			A <sub>2</sub> S <sub>3</sub> *	
			A <sub>2</sub> S <sub>3</sub> **	
			A <sub>3</sub> S <sub>2</sub>	D ≤ 2.0
			A <sub>3</sub> S <sub>2</sub> *	D > 2.0
			A <sub>3</sub> S <sub>3</sub>	
			A <sub>3</sub> S <sub>3</sub> *	
			A <sub>3</sub> S <sub>3</sub> **	
			Without sketch	A <sub>n</sub> S <sub>n</sub>

Annex 1

**CONTRACTING PARTIES  
TO THE  
AGREEMENT ON THE INTERNATIONAL CARRIAGE OF PERISHABLE  
FOODSTUFFS AND ON THE SPECIAL EQUIPMENT  
TO BE USED FOR SUCH CARRIAGE (ATP)  
(1 September 1970)**

Austria  
Azerbaijan  
Belarus  
Belgium  
Bosnia and Herzegovina  
Bulgaria  
Croatia  
Czech Republic  
Denmark  
Estonia  
Finland  
France  
Georgia  
Germany  
Greece  
Hungary  
Ireland  
Italy  
Kazakhstan  
Lithuania  
Luxembourg  
Monaco  
Morocco  
Netherlands  
Norway  
Poland  
Portugal  
Romania  
Russian Federation  
Slovakia  
Slovenia  
Spain  
Sweden  
The former Yugoslav Republic of Macedonia  
United Kingdom  
United States of America  
Uzbekistan  
Yugoslavia

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**Annex 2**

**CONTRACTING PARTIES  
TO THE  
AGREEMENT CONCERNING THE ADOPTION OF UNIFORM CONDITIONS FOR  
PERIODICAL TECHNICAL INSPECTIONS OF WHEELED VEHICLES AND THE  
RECIPROCAL RECOGNITION OF SUCH INSPECTIONS  
(13 November 1997)**

Estonia  
Finland  
Hungary  
Netherlands  
Romania  
Russian Federation

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