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Southeast European Cooperative Initiative (SECI)

REGIONAL ROAD TRANSPORT COMMITTEE (RRTC)

Sixth session
(Istanbul, 19 to 20 March 2003
agenda item 4(b))

SUMMARY OF NATIONAL CONSULTATIONS ON THE ADOPTION AND THE IMPLEMENTATION OF THE IVWC

Note by the UNECE Secretariat

The Committee adopted in principle the IVWC at its fourth session in June 2001. The Committee also decided to conduct national consultations on the IVWC and invited RRTC representatives to consult with competent national authorities on issues related to the adoption and the implementation of the Certificate. The objective was to get a clear idea of what would be the practical implications once the Certificate is introduced and comes into force in SECI / RRTC participating States.

The secretariat has reproduced below documents received respectively from Bulgaria, Greece, Turkey, Bosnia and Herzegovina, Serbia and Montenegro as well as a note received from Romania. The documents deal with the adoption and the implementation of the IVWC and contain some proposals for the modification of the Certificate and of the respective Protocol to the MoU.

SECI / RRTC participants are invited to submit and/or complete at their earliest convenience the requested information on the outcome of national consultations on the IVWC.

BULGARIA

**POSITION OF THE BULGARIAN SIDE
ON THE INTERNATIONAL VEHICLE WEIGHT CERTIFICATE
(in accordance with Article 7 of the MoU)
(received on 10 March 2003)**

After having carefully and in depth reviewed the document above (the package of documents of the I Session of the Group of Experts on IVWC),

1. Experts of the National Centre of Standardization and Metrology emphasize on the requirement of the class II weighing instruments toward special conditions to provide accurate operation. These shall be placed in closed premises to avoid influence of atmospheric conditions, etc. Taking into account these additional explanations, it was agreed that the Bulgarian side should propose the deletion of “Class II” and “better” in Item 4.1 of the Certificate.
2. **The experts*** approve the proposal in **Item 4** the scale divisions possessed by the instrument to be described in addition to the class of the weighing instrument (**Item 4.1.1** scale division: 10, 20; 30; 40; 50).
3. **The experts** approve the proposal in addition to **Item 4.2** “/verification” to be added following “calibration”. This specifying affords the possibility the weight measurement activities to be carried out by accredited and/or authorized weighing stations.
4. After considerations **the experts** endorse the proposal of their Turkish colleagues for elaboration of methodology for weight measurement. The proposal of the Bulgarian side is that the draft of the elaborated methodology shall be submitted to the parties concerned and coordinated by correspondence manner. If necessary, a meeting shall be organized of the competent institutions of the countries representing parties to the MoU and it is Bulgarian proposal to invite the authorities of these countries acting in standardization and metrology to attend this meeting.
5. **The experts** approve the proposal of the *Bulgarian Enterprises for International Road Transport and the Roads* in **Item 7.1** of the Certificate the distance between axles to be reflected, by adding “d=” to **Item 7.1**. This proposal is motivated by the circumstance that the distance between the axles exerts influence on the maximal authorized axle loading, the later having effect on the level of the charges to be levied to the trucks.
6. Taking into consideration the automatic data processing system implemented at the border crossing points of the Republic of Bulgaria and aiming at practical speed up and facilitation the processing of the data included in the Certificate, **the experts** propose a possibility to be foreseen the data filled in the Certificate to be optically read as well as to elaborate an electronic version of the Certificate. If necessary, a special software package shall be worked out.

7. **The experts** propose a new column to be added in the Certificate, in which the results obtained by the check-up shall be reflected (no matter of the findings), as well as the protocols reflecting these check-ups shall be attached to the Certificate.
8. **The experts** propose in the column of the Certificate containing declaration of the driver, a subsection “d” to be added, containing the following text: *“I hereby oblige in case of control check-up to declare the real quantity of fuel contained in the main and additional tanks”*
9. After having considered the protection of the paper on which the Certificate form will be printed as well as the necessity of unique number on the Certificate form, **the experts** propose that the Certificate shall be printed by specially authorized bodies and the requisites (the topics of the form) shall be written in English in addition to the national language of the country.

* A special Interdepartmental Working Party was constituted by experts competent in the matter of the International Vehicle Weight Certificate

**WEIGHING SYSTEMS - PROPERTY OF THE ROAD EXECUTIVE AGENCY
LOCATED AT THE BORDER CROSSING POINT**

(received on 6 March 2003)

1. The weighing systems used by the Road Executive Agency represent configuration of two measurements units:
 - ◆ Measurement unit for total weight - 60 t
 - ◆ Measurement unit for axle loading - 20 t
2. The data obtained from the input modulus are transferred to the measurement modulus, which registers the loading and visualizes the data on the monitor, after which the signal is transmitted to the printer and then the data are out.
3. The weighing systems currently in use are produced by leading companies in the field of the measurement systems. The Road Executive Agency posses 3 weighing systems “BIZERBA” and 8 weighing systems of “EPELSA”.
4. All weighing systems have passed the tests of the National Centre of Metrology, which is required by the Bulgarian National Standard. All weighing systems are certified by a State Approval.
5. Besides the “EPELSA” Measurement Systems are supported by a Certificate for Approved Model, which is additional guarantee for their quality.
6. Pursuant to the “Based on Weighing Equipment Collection of Charges” Act the weighing systems shall be III class of precision (commercial) according to the Bulgarian National Standard, which complies to Recommendation R 60 of OIML approved for 3 000 scale divisions - test division 20 kg per 60 tons. All these weighing systems are liable to mandatory check with a six-month periodicity, which is strictly carried out and certified by a special sticker on the measurement unit.
7. The results from the measurement are impossible to be manipulated since the measurement process is controlled by special professional computers accessible only to the company – supplier of the equipment. These are additionally sealed by the National Centre of Metrology.
8. As to the measurement of groups of axles a special team is working at the National Centre of Metrology for solving this issue. A methodology is in a process of preparation. The specialists would be very thankful to get new ideas from foreign experts involved in this matter. After some technical reconstruction our weighing systems could be adjusted for measurement of groups of axles.
9. At present an Integrated Computer System embracing all Border Crossing Points is in a process of building in the Road Executive Agency. It will speed up the process of collecting the road user charges. The weighing systems at the Border Crossing Points will also be integrated in this system. The put into operation of the system is foreseen for June 2001. The system is fully conformable with the modern standards.

GREECE**INTERNATIONAL GOODS ROAD VEHICLE WEIGHT CERTIFICATE –
PROPOSALS FOR DISCUSSION***(received on 7 March 2003)***INTRODUCTION**

Our proposal concerning the International Goods Road Vehicle Weight Certificate, apart from some editorial changes, comprises mainly of the following:

1. Without changing much in the content, we tried a partition and re-arrangement of the International Goods Road Vehicle Weight Certificate into two sections: A section including the obligations of weighing stations which is called the proper “Weight Certificate” and another section including the obligations of the drivers which is called “Driver’s declaration”.
2. To add some requirements to the “Weight Certificate”.
3. Instead of issuing of a “Weight Certificate”, consider also the alternative solution, to issue a “Weight Certificate of Conformity”.
4. Amendment of the items 5, 6 and 8 of the Protocol, such that it makes the Governmental authorities responsible for designating the personnel and the equipment of the weighing stations and also we added some standard sentences required by quality assurance systems.

FOR DISCUSSION:**PROPOSAL FOR AMENDMENTS****A) PROTOCOL**

ORIGINAL TEXT	PROPOSALS
<p>5. The Parties shall approve authorized weighing stations to fill-in, together with the operator/driver of the goods road vehicle, the International Vehicle Weight Certificate (IVWC) in accordance with the following minimum requirements:</p> <p>a) Weighing stations shall be equipped with certified weighing instruments. For performing the weight measurements, the Parties may select the method and instruments they consider appropriate. The Parties shall ensure the competence of the</p>	<p>5. The Parties shall designate authorized weighing stations to fill-in, together with the operator/driver of the goods road vehicle, the International Vehicle Weight Certificate (IVWC).</p> <p>Set out below are the minimum criteria that Governmental authorities shall apply for the designation of weighing stations:</p> <p>a) The personnel of the weighing station shall have satisfactory knowledge of the tasks, which they carry out, and adequate experience of such tasks. They shall also</p>

<p>weighing stations, such as by accreditation or assessment, use of appropriate weighing instruments, qualified personnel, documented quality systems and testing procedures.</p> <p>b) The weighing stations and their instruments shall be well maintained. The instruments 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).</p> <p>c) The weighing stations and their instruments shall be well maintained. The instruments 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). Weighing stations shall be equipped with weighing instruments corresponding to either:</p> <ul style="list-style-type: none"> • OIML Recommendation R 76 “<i>Nonautomatic weighing instruments</i>” accuracy class III or better; • OIML Draft Recommendation “<i>Automatic instruments for weighing road vehicles in motion</i>”, accuracy classes 0.5, 1, 2, or better, resulting in maximum permissible errors of $\pm 2\%$, 1% and 0.5% or less. Higher error values may apply in case of individual axle weight measurements. 	<p>have the ability to fill up the certificate.</p> <p>b) Weighing stations shall be equipped with weighing instruments corresponding to either:</p> <ul style="list-style-type: none"> • OIML Recommendation R 76 “<i>Nonautomatic weighing instruments</i>” accuracy class III or better; • OIML Draft Recommendation “<i>Automatic instruments for weighing road vehicles in motion</i>”, accuracy classes 0.5, 1, 2, or better, resulting in maximum permissible errors of $\pm 2\%$, 1% and 0.5% or less. Higher error values may apply in case of individual axle weight measurements. <p>c) The weighing stations and their instruments shall be well maintained. The instruments 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).</p> <p>d) The personnel of the weighing station shall be free from all pressures and inducements, in particular financial inducements, that might influence their judgement or the weighing results, especially from persons or groups of persons with an interest in the weighing results.</p> <p>e) The impartiality of the personnel of the weighing station shall be guaranteed. The remuneration of the weighing station shall not depend on the results of the tasks it carries out. The remuneration of the personnel shall not depend on the number of tasks carried out, nor on the results of such tasks.</p> <p>f) The personnel of the weighing station shall be bound to observe professional secrecy with regard to all information obtained in</p>
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	the course of exercising their duties, except vis-à-vis the Governmental authority which has designated them.
6(b) In case a weighing station produces several mistaken measurements, observed by the control authorities in a country, the competent authorities of the country of the weighing station shall take appropriate measures in order to make sure that such events will not occur again.	6(b) In case a weighing station produces several incorrect measurements, observed by the control authorities in a country, the competent authorities of the country of the weighing station shall take appropriate measures either to withdraw the designation or ensure that such events will not occur again.
8. The Parties shall publish a list of all authorized weighing stations. These lists as well as any modification thereto shall be transmitted to the other Parties and to the UNECE secretariat for distribution to interested organizations and users.	8. The Parties shall publish a list of all authorized weighing stations and also the withdraws of designations. These lists as well as any modification thereto shall be transmitted to the other Parties and to the UNECE secretariat for distribution to interested organizations and users.

PROPOSAL FOR AMENDMENTS

B) INTERNATIONAL VEHICLE WEIGHT CERTIFICATE (IVWC)

B.1.1 WEIGHT CERTIFICATE

In order the “Weight Certificate” deserves its name, we shall add “boxes” including the following requirements:

1. (unique) serial number of the certificate
2. location(s) of the measurement
3. identification number of the weighing station
4. contain a statement that “this certificate can be reproduced as a whole and only with the written permission of the issuing authority”
5. identification of the client
6. contain a statement about the conditions (e.g. environmental)
5. identification of the measuring procedure
7. contain a statement about the traceability of measuring results
8. measuring result \pm uncertainty of measurement and/or declaration of conformity to a metrological requirement

B.1.2 ALTERNATIVE SOLUTION – WEIGHT CERTIFICATE OF CONFORMITY

The advantage in this case is that there is no need to estimate the uncertainty of measurements. We have a simple procedure: to decide if the weight of the vehicle is within certain limits (e.g. the maximum permissible weight or mpe = maximum permissible error) and check if it pass or fails.

B.2 PROCEDURE

Add a last sentence:


A Guidance Document called “**Code of Practice**” shall be prepared, which will describe a common procedure to be used by the staff of the weighing station of all countries – signatories of this MoU.

B.3 DISPUTES

Please notice also that the question:

What happens in case of appeals, complaints, disputes?
has to be resolved.

ALTERNATIVE PROPOSAL Page 1 of 2

 UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE UNECE	INTERNATIONAL VEHICLE WEIGHT CERTIFICATE (IVWC) In accordance with the provisions of the Protocol on the Introduction of an International Goods Road Vehicle Weight Certificate (IVWC) to the Memorandum of Understanding (MoU) on the Facilitation of International Road Transport of Goods in the SECI Region (Athens, 28 April 1999) Valid for international road transport of goods
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according to the Code of Practice

for (name and address; incl. country of the client)

To be filled-in by the operator of the authorized weighing station					
4. Authorized weighing station (name and address; incl. country)	5. Vehicle weight measurement No. ⁽³⁾ + _ _ _ + _ _ + _ _ _ _ _				
6. Date of issue (day, month, year)					
7. Weight measurements of goods road vehicles (original and official record of the weighing station shall be affixed to this certificate)					
7.1. Type of goods road vehicle ⁽⁵⁾⁽⁶⁾					
7.2. Axle weight measurements, in kg					
	<i>Driven</i>	<i>Non-driven</i>	<i>Single</i>	<i>Tandem</i>	<i>Triple</i>
First axle					
Second axle					
Third axle					
Fourth axle					
Fifth axle					
Sixth axle ⁽⁷⁾					
7.3. Gross vehicle weight measurements, in kg		Road tractor/lorry	Semi-trailer/trailer		Total gross vehicle weight
Name of operator of weighing station				Signature	
Stamp					

(1) For instance: CMR Consignment Note Number

(2) In accordance with the TIR Convention, 1975

(3) See Notes on page 2


(4) In accordance with OIML Recommendation R 76 and/or Draft Recommendation "Automatic instruments for weighing road vehicles in motion"

(5) 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

(6) Vehicle type code as contained in the attached sketches, for example: A₂ or A₂S₂

(7) If more than six axles, indicate in box "Remarks", on page 2

Remarks																															
Identification of the weighing instrument																															
Accuracy class of the weighing instrument ⁽⁴⁾																															
<i>and/or</i>	Class II < 0.5	Class III 1	2																												
Date of last calibration																															
Notes																															
<p>The vehicle weight measurement number shall consist of three data elements linked by hyphens:</p> <p>(1) Country code (in accordance with the UN Convention on Road Traffic, 1968):</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Albania</td> <td style="width: 16.5%; text-align: center;">AL</td> <td style="width: 33%;">Republic of Moldova</td> <td style="width: 17.5%; text-align: center;">[MD] (not official notification)</td> </tr> <tr> <td>Bosnia and Herzegovina</td> <td style="text-align: center;">BIH</td> <td>Romania</td> <td style="text-align: center;">RO</td> </tr> <tr> <td>Bulgaria</td> <td style="text-align: center;">BG</td> <td>Slovenia</td> <td style="text-align: center;">SLO</td> </tr> <tr> <td>Croatia</td> <td style="text-align: center;">HR</td> <td>The former Yugoslav</td> <td></td> </tr> <tr> <td>Greece</td> <td style="text-align: center;">GR</td> <td>Republic of Macedonia</td> <td style="text-align: center;">MK</td> </tr> <tr> <td>Hungary</td> <td style="text-align: center;">H</td> <td>Turkey</td> <td style="text-align: center;">TR</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">Yugoslavia</td> <td style="text-align: center;">YU</td> </tr> </table> <p>(2) Two-digit code allowing identification of national weighing station.</p> <p>(3) Five-digit code (at least) allowing identification of individual weight measurement taken.</p> <p>Examples: GR-01-23456 or RO-14-000510.</p> <p>This serial number shall correspond to that applied in the books of the weighing station.</p>				Albania	AL	Republic of Moldova	[MD] (not official notification)	Bosnia and Herzegovina	BIH	Romania	RO	Bulgaria	BG	Slovenia	SLO	Croatia	HR	The former Yugoslav		Greece	GR	Republic of Macedonia	MK	Hungary	H	Turkey	TR			Yugoslavia	YU
Albania	AL	Republic of Moldova	[MD] (not official notification)																												
Bosnia and Herzegovina	BIH	Romania	RO																												
Bulgaria	BG	Slovenia	SLO																												
Croatia	HR	The former Yugoslav																													
Greece	GR	Republic of Macedonia	MK																												
Hungary	H	Turkey	TR																												
		Yugoslavia	YU																												

 UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE UNECE	DRIVER' DECLARATION In accordance with the provisions of the Protocol on the Introduction of an International Goods Road Vehicle Weight Certificate (IVWC) to the Memorandum of Understanding (MoU) on the Facilitation of International Road Transport of Goods in the SECI Region (Athens, 28 April 1999) Valid for international road transport of goods
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This declaration is only valid with the attestation of conformity by an authorised weighing station.

To be filled-in by the transport operator(s)/driver(s) of the goods road vehicle <i>BEFORE</i> weighing			
1. Transport operator/company (name and address; incl. country)		Tel. No.	
		Fax. No.	
		E-mail	
2. Transport contract No.⁽¹⁾		TIR Carnet No. (if applicable)⁽²⁾	
3. Details of goods road vehicle			
3.1. Registration number of	Road tractor/lorry	Semi-trailer/trailer	
3.2. Suspension system of	Road tractor/lorry Air Mechanical Other	Semi-trailer/trailer Air Mechanical Other	
8. Special weight characteristics			8.3. No. of spare tyres
8.1. Tank(s) connected to the engine Capacity..... Filled to ¼ ½ ¾ 1/1			8.4. No. of person(s) on board while weighing
8.2. Additional tank(s) (for cooling devices, etc) Capacity..... Filled to ¼ ½ ¾ 1/1			8.5. Lifiable axle Yes No

To be filled-in by the transport operator(s)/driver(s) of the goods road vehicle <i>AFTER</i>		
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		

ROMANIA *(received on 11 March 2003)*

We would like to inform you that the Romanian Party is not yet in the position to adopt the certificate, due to some further modifications that need to be done on the draft Protocol and the Certificate itself, in order to assure the conformity with the Romanian legislation. We shall send as soon as possible all the comments.

(received on 11 March 2003)

TURKEY

**NATIONAL CONSULTATIONS FOR THE REPUBLIC OF TURKEY
ON THE ADOPTION AND THE IMPLEMENTATION OF THE IVWC**

(received on 13 March 2003)

1. The weighing procedure will be performed and the vehicle weight certificate will be given with the adoption of SECI Vehicle Weight Certificate.
2. It will be more convenient if the weighing procedure and the preparation of the IVWC certificate can be performed in customs area (frontal control) since this certificate will be accepted by the SECI participant states and another weighing procedure will not be performed due to the requirements of this certificate.
3. The IVWC can be accepted without any discussion in case of a commission demand, organized in accordance with article 12 of International Freight and Passenger Transport Regulation. This application does not necessitate to make any arrangement in our existing regulations.
4. Highway Transportation General Directory is the responsible organization for the weighing procedure in customs on Kapıkule, Ipsala and Cilvegözü border crossings. The procedures related to goods have been done by Customs Undersecretary.
5. Up to this moment in time, no specific kind of weight document is particularly used in Weighing Stations. The vehicle's registration documents indicating the unloaded weight of the vehicle is utilized as a means of calculating the weight of the goods once the vehicle is subjected to a weighing.
6. Most of the Weighing Stations in Turkey are static type and is capable of weighing the vehicle on a gross weight basis, a minor amount of dynamic and axle weighing station are introduced recently.
7. The applied standard of producing weighing instruments is the regulation of OIML numbered R76. In our country the standard of TS EN 45501 is used on weighing production. Weighing procedure has been ordered according to the code of measurements and adjustment in our country. "The Regulation of Non-Automatic Weighing" which regulates the weighing procedure of the heavy vehicles published in The Official Gazette numbered 24729 on 17.04.2002 that regulation which has been adopted for the aim of harmonization to EU, will come into force on June 2003.
8. Weighing measurements (size and weight control) of freight vehicles on the national highway network is under the responsibility of General Directorate of Highways in accordance with 7/i article of Highway Traffic Law, 2918. Fines can be imposed due to the requirements of the law.
9. Conclusively there are no provisions about the selection and qualifications of the personnel working in the weighing station.
10. Staff chosen for weighing stations should be computer literate personnel and able to speak at least one foreign language (preferably English). Some experience on weighing systems should also be required.

BOSNIA AND HERZEGOVINA

**BOSNIA AND HERZEGOVINA
MINISTRY OF COMMUNICATIONS AND TRANSPORT**

Information for SECI RRTC
(received on 14 March 2003)

There is full support for the adoption and the implementation of the IVWC. Also, there is a Bosnian proposal that the certificate must be bilingual: English language and the official language of the country where the certificate is issued. The adoption procedure for the certificate is on going.

Record for the Weighting Scales

The weighting scales for the measuring of the weight for needs of the custom administrations have been, nowadays, installed on truck terminals, placed on the locations of the border crossings as following:

- Gradiška (north border with the Republic of Croatia on the European Road E 661);
- Doljani (south border with the Republic of Croatia on the European Road E 73);
- Gorica (south border with the Republic of Croatia on the Magistral Road M6).

The installed weighing scales on the above specified locations have been bridge type.

Procurement procedures have been completed for three (3) axle weighing scales to be installed till the end of April 2003 on the following locations:

- Pavlovića Most near by Bijeljina (east border with Serbia and Montenegro);
- Šepak near by Zvornik (east border with Serbia and the Montenegro);
- Hum (east border with Serbia and the Montenegro on the Road E 762).

Procurement procedures have also been completed for the five (5) weighing scales of bridge type to be installed till April 2003 in the following inland truck terminals:

- Bosanski Novi/Novi Grad;
- Banja Luka;
- Bijeljina;
- Zvornik;
- Trebinje.

The construction of the border crossings Izačić near by Bihać (west border with the Republic of Croatia on the Road E 761) should be completed this year. The same for the border crossing Orašje (north border with the Republic of Croatia on the Magistral Road M 18). The weighing scales of the bridge type will be installed on both above mentioned border crossings.

In 2004 work will continue with the modernization of the border crossings of first category, and, as the part of that process, weighing scales will be installed at these points.

Data on those weighing scales will be submitted later.

All weighing scales, which have been installed, are being installed or which will be installed, fulfil the following requirements:

“The weighing scales should meet the requirements of the International Organization for Legal Metrology (OIML) draft Recommendation “automatic instruments for weighing road vehicle “accuracy classes 0.5, 1, 2, or better, resulting in maximum permissible errors of +/- 0.5 %, 1 % and 2 % or less. Higher error values may apply in case of individual axle weight measurements.””

Measuring instruments are regulated by:

- The Law of Measurements;
- The Law of Measuring Units;
- The Regulations.

The institution responsible for the specified regulations is the Institute for Standardization, Metrology, Patents and Intellectual Property of Bosnia and Herzegovina.

SERBIA AND MONTENEGRO

**SERBIA AND MONTENEGRO
RESULTS OF NATIONAL CONSULTATIONS ON IVWC**

(received on 14 March 2003)

Only two border crossings, Horgos at Yugoslav-Hungarian border and Gradina at Yugoslav-Bulgarian border are equipped with outdated weighing instruments able to provide gross vehicle weight measurement. The question is whether those instruments would comply with requirements of the Code of Practice.

In the framework of TTFSE, border crossings Horgos and Batrovci at Yugoslav-Croatian border are considered to be equipped with weighing instruments. Due to outdated equipment, there is no systematic control of axle weight measurement and gross vehicle weight measurement in the country.

Because of current reorganization of the government institutions and reallocation of responsibilities among institutions in Serbia and Montenegro the authorities responsible to the IVWC are not determined yet. The current reorganisation is also the reason why we are unable to submit to the secretariat the written statement.

FORMER YUGOSLAV REPUBLIC OF MACEDONIA

RESULTS OF NATIONAL CONSULTATIONS ON IVWC

(received on 18 March 2003)

We have informed all concerned national authorities for the Draft Protocol and Draft IVWC and asked for their opinion and views.

Summarizing them we can conclude that the Protocol and the Certificate are in principle supported and approved.

At the same time, we have received the following views and proposals:

1. IVWC is missing the following items:
 - Item 2 (a) the weight of the goods transported as per Transport Contract, and
 - Item 2 (b) number of the unique customs document at export/transit customs clearance, or
 - Item 3.3 weight of the unladen vehicle (as per enclosed documents, for example vehicle registration card, or in accordance with the previously weighted vehicle),
2. The Protocol should include wording imposing limitation for issuance of the Certificate in case if the data indicated for the previously weighted vehicle does not match the above items 2 (a) and 2 (b);
3. In order to make easier the use of the Certificate it should be in two languages (English and the language of the country of issuance);
4. The Protocol should precisely define the time of weighting the vehicle. We consider that it should be done upon completion of export customs clearance, after the vehicle has been sealed with a customs seal. It also should require to indicate the number of the export/transit customs document that directs the vehicle abroad.
5. Item 8.4
Having in mind that there are cases when very costly goods are transported and each kilogram has high unit value, the number of persons on board to be restricted to one, that is, the driver. In that case it is necessary to indicate his personal data (Passport Number, Driving license etc.)
6. Item 4 in the Protocol – There is opinion that the use of this Certificate should be obligatory in certain future time period which will be agreed and recommended within UN/ECE. A kind of Unique, universal document.

With regard to the weighting instruments, please be informed of the following:

There are 8 (eight) approved weighting stations for weighting heavy goods vehicles with bearing capacity of 50 tons, including 7 electronic and 1 mechanical weighting instrument as it follows:

Border – crossing

Electronic weighting instruments	Year of building-in	Manufacturer
1. Tabanovce	1996	SHERING – Great Britain
2. Deve Bair	1996	SHERING – Great Britain
3. Novo Selo	1996	SHERING – Great Britain
4. Delchevo	1994	BISKO VAEKTE-Denmark
5. Bogorodica	1999	PHILIPS – Belgium
6. Medzitlija	1999	LIBELA - Slovenia
7. Kafasan	1996	SHERING – Great Britain
MECHANICAL WEIGHTING INSTRUMENTS		
8. STAR DOJRAN	1999	LIBELA - Slovenia

The checking of instruments is done once a year.

The regulations applied for checking the instruments and for their accurateness are set in the “Official Gazette of Republic of Macedonia” No. 19/96 and No.12/96

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