



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.30/AC.3/2005/1
19 April 2005

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

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

(Seventh session, 16 and 17 June 2005,
agenda item 4)

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

New Annex on efficient border crossing procedures

Note by the 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).

* The present document has been submitted after the official documentation deadline by the Transport Division due to resource constraints.

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 Administrative Committee, at its fifth session, decided to postpone its considerations of a new Annex 8 since several Contracting Parties indicated that they were not yet in a position to decide on the proposal (TRANS/WP.30/AC.3/10, para. 5).

7. The Working on Customs Questions affecting Transport, at its one-hundred-and-fourth session, decided to convene an ad hoc expert group meeting in conjunction with its one-hundred-and-fifth session with a view to finalizing discussions on all outstanding issues.

8. The ad hoc expert group meeting was held on 24 September 2003 in Geneva. The meeting had concluded that the proposed texts concerning all outstanding issues seemed to be acceptable with some minor modifications, with the exception of a few reservations on the proposed text concerning visa facilitation (Article 2) and the International Vehicle Weight Certificate (Article 5). Consequently, the ad hoc expert group had recommended that the revised text should be consolidated into a document for the consideration of the Administrative Committee of the "Harmonization Convention" at its session in February 2004. The report of the meeting is contained in document TRANS/WP.30/2003/23.

9. The Working Party, at its one-hundred-and-sixth session in February 2004, was informed that some Contracting Parties were still not in a position to adopt the proposal at the sixth session of the Administrative Committee, which had been scheduled to be held during the same week. As a result, the Working Party decided to make a final review of the proposed new Annex 8 and recommended that the Administrative Committee should not consider the proposal at its present session. The Working Party adopted the proposal contained in document TRANS/WP.30/AC.2/2004/1 with a number of modifications and requested the secretariat to prepare a revised proposal recommending that this proposal be submitted for adoption by the Administrative Committee at its seventh session in October 2004 (TRANS/WP.30/212, para.14).

10. The Administrative Committee, at its sixth session, decided to follow the recommendation of the Working Party postponing the consideration of the proposal for a new draft Annex until its forthcoming session (TRANS/WP.30/AC.3/12, para. 5).

11. The Working Party, at its one-hundred-and-eighth session, considered document TRANS/WP.30/2004/27, transmitted by the European Community, containing a number of comments and proposals for refinement of the draft text. The Working Party adopted, in principle, the proposed amendments and requested the secretariat to verify the technical amendments with the International Organization for Legal Metrology (OIML). The secretariat has subsequently included the proposed amendments after the necessary consultations with OIML.

12. The UNECE secretariat has prepared below a revised proposal on this basis.

B. OBJECTIVES OF THE NEW ANNEX 8 TO THE CONVENTION

13. 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).

14. 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.

15. 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.

16. 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 points, 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.

17. 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.

18. 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.

19. 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

20. 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.

21. 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 Appendix 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

Facilitation of visa procedures for professional drivers

1. The Contracting Parties should endeavour to facilitate the procedures for 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.

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 co-ordinated 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 departure 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 controls mentioned under (i) are carried out as quickly as possible;
 - (iii) shall allow, as far as possible, the operation of the necessary refrigerating units 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 foodstuffs and live animals, in case these loads are subject to sanitary inspections.

Article 4

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), should 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 2004, 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, should 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. Each Contracting Party, 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 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 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) encourage forwarding agents to establish adequate facilities at border crossings with the intention that they can offer 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 ¹

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.

¹ As of 1 January 2004.

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)

.....¹

CERTIFICAT INTERNATIONAL DE CONTROLE TECHNIQUE²

¹ Title " INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE" in national language.

² Title in French.

INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE

1. Licence plate (Registration) No
2. Vehicle identification No
3. First registration after the manufacture (State, Authority) ¹
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 ²

¹ If available, authority and state where the vehicle was registered for the first time after its manufacture.

² Seal or stamp of the authority issuing the certificate.

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

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

² 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, 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.
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 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, 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 may select the method and instruments they consider appropriate. The Contracting Party accepting such certificates shall ensure the competence of the weighing stations by, for example, an accreditation or assessment process and shall ensure the use of the appropriate weighing instruments, the deployment of qualified personnel, and the existence of properly documented quality control systems and testing procedures.
 - (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 Organization of Legal Metrology (OIML).

- (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 Recommendation R 134 “Automatic instruments for weighing road vehicles in motion”, accuracy class 2 or better, 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.

6. The model of the certificate may be reproduced in any of the languages of the Contracting Parties accepting such certificates provided that the layout of the certificate and the placing of the items therein are not modified.

7. Each Contracting Party 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 organizations referred to in Annex 7, Article 2 to this Convention.

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.

* * *

- (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 Recommendation R 134.
- (5) Vehicle type code as contained in the attached sketches, for example: A₂ or A₂S₂.

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

To be filled-in by the transport operator(s)/driver(s) of the goods road vehicle <i>AFTER</i> weighing the vehicle		
I declare that: <ul style="list-style-type: none">(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 transport operator(s)/driver(s) of goods road vehicle	Signature(s)
Remarks (if any)		
Notes		
<p>The vehicle weight measurement number shall consist of three data elements linked by hyphens:</p> <ul style="list-style-type: none">(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. <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>		

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 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 Recommendation R 134 “Automatic instruments for weighing road vehicles in motion”, accuracy classes 2 or better, 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.









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




I. RIGID VEHICLES

1		A₂	D < 4.0
2		A₂*	D ≥ 4.0
3		A₃	
4		A₄	
5		A₃*	
6		A₄*	
7		A₅	





No.	Goods road vehicles	Vehicle Type * means first alternative axle configuration ** means second alternative axle configuration	Distance between axles (m) ¹ ¹ 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 ₂ T ₂	
2		A ₂ T ₃	
3		A ₃ T ₂	
4		A ₃ T ₃	
5		A ₃ T ₃ *	
6		A ₂ C ₂	
7		A ₂ C ₃	
8		A ₃ C ₂	

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

III. ARTICULATED VEHICLES

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

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

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)**

Albania
Austria
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Czech Republic
Denmark
Estonia
Finland
France
Georgia
Germany
Greece
Hungary
Ireland
Italy
Kazakhstan
Latvia

Lithuania
Luxembourg
Monaco
Morocco
Netherlands
Norway
Poland
Portugal
Romania
Russian Federation
Serbia and Montenegro
Slovakia
Slovenia
Spain
Sweden
The former Yugoslav Republic of
Macedonia
United Kingdom
United States of America
Uzbekistan

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)**

Albania
Belarus
Bulgaria
Estonia
Finland
Hungary
Netherlands
Romania
Russian Federation

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