UNION OF ROAD TRANSPORT ASSOCIATIONS IN THE BLACK SEA ECONOMIC COOPERATION REGION (BSEC-URTA)

DOC/GA13/ICHFCG/08 Istanbul, 30 April 2008

THIRTEENTH MEETING OF THE BSEC-URTA GENERAL ASSEMBLY

Holiday Inn Vinogradovo, Moscow – RUSSIAN FEDERATION
Wednesday, 4 June 2008, at 10:00 hrs

NEW ANNEX 8 TO THE INTERNATIONAL CONVENTION ON HARMONIZATION OF FRONTIER CONTROLS OF GOODS, 1982

(Information Paper prepared by the BSEC-URTA International Secretariat)

On 20 May 2008, the New Annex 8 (annex on Road Transport) to the UNECE International Convention on the Harmonization of Frontier Controls of Goods, 1982, "Harmonization" Convention will enter into force in the Contracting Parties.

All BSEC Member States except the Republic of Moldova which is not yet a Contracting Party to the Convention, should start the implementation of the provisions of Annex 8, which deals with facilitation of border crossing procedures for international road transport and regulating outstanding issues for the profession such as:

- **Best practices to about the issuance of visas to professional drivers**

The Contracting Parties endeavour to facilitate the procedures for the granting of visas for professional drivers engaged in international road transport in accordance with national best practices for all visa applicants and national immigration rules as well as international commitments.

The Contracting Parties agree to regularly exchange information on best practices with regard to the facilitation of visa procedures for professional drivers.

- **Facilitated access to information on border control requirements and procedures**

The Contracting Parties 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.

Contracting Parties 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.

- **Priority treatment of special cargo, such as perishable foodstuff and live animals**

Priority to 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 his 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.

- **Harmonised technical control of vehicles on the basis of the International Technical Inspection Certificate**

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), 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.

- **Avoidance of repetitive vehicle weighing by using the International Vehicle Weight Certificate**

In order to accelerate border crossings, the Contracting Parties, in line with relevant national and international laws and regulations, 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 the 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.

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.

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 the Annex.

- **Improved border control procedures by moving controls away from borders as much as possible, introducing joint controls, one-stop technology, 24h / 24h service, traffic separation by type of traffic, off-lane control for random checks**

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

- **Improved parking and terminal as well as driver facilities, availability of border forwarding agents on a competitive basis.**

  - appropriate parking and terminal facilities;

  - proper hygiene, social and telecommunications facilities for drivers;

  - 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.

* * * * *

APPENDIX 2 TO ANNEX 8 TO THE HARMONIZATION 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.

UNITED NATIONS
ECONOMIC COMMISSION
FOR EUROPE
UNECE

INTERNATIONAL VEHICLE WEIGHT CERTIFICATE (IVWC)

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

Valid for international road transport of goods

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

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

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)
4.1. Accuracy class of the weighing instrument(4) ..... Class E ..... • Class III • • • • *and/or* • •0.5 • •1• • •2•	
4.2. Date of last calibration	**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)

7.2. Axle weight measurements, in kg

	Driven	*Non-driven*	*Single*	*Tandem*	*Triple*
First axle					
Second axle					
Third axle					
Fourth axle					
Fifth axle					
Sixth axle(6)					

7.3. Gross vehicle weight measurements, in kg	Road tractor/lorry	Semi-trailer/trailer	**Total gross vehicle weight**

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. Liftable axle • •Yes • •No
I declare that the above weight measurements taken have been duly performed by the undersigned at an authorized weighing station	Stamp
Name of operator of weighing station / Signature	

(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: A_2 or A_2S_2.
(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 *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 transport operator(s)/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 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.

ATTACHMENT

to the INTERNATIONAL VEHICLE WEIGHT CERTIFICATE (IVWC)

Sketches of types of goods road vehicles as required under item 7.1 of the IVWC

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		A_2	D < 4.0
2		A_2*	D ≥ 4.0
3		A_3	
4		A_4	
5		A_3*	
6		A_4*	
7		A_5	

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
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)		$A_2 S_2$	$D \leq 2.0$
			$A_2 S_2$*	$D > 2.0$
			$A_3 S_1$	

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	$A_n S_n$	

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