



**Economic and Social
Council**

Distr.
GENERAL

E

TRANS/WP.30/2001/16
TRANS/SC.1/2001/15
10 August 2001

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions

affecting Transport

(Ninety-ninth session, 23-26 October 2001,
agenda item 5)

Working Party on Road Transport

(Ninety-fifth session, 17-19 October 2001,
agenda item 5(b))

**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

1. The Administrative Committee of the "Harmonization Convention", consisting of representatives of all Contracting Parties to the Convention, is considering the preparation of a new Annex 8 to the Convention covering, in a comprehensive and consistent manner, efficient border crossing procedures.

2. As a first step, all elements important for efficient border crossing procedures by international road transport should be included covering the different types of goods, particularly perishable foodstuffs, road vehicles, drivers as well as border crossing procedures and infrastructures.
3. As the provisions of the “Harmonization Convention” apply to all modes of transport (Article 3 of the Convention), other provisions applying specifically to rail, inland water, and possibly maritime and air transport might be included at a later stage.
4. At the request of the Administrative Committee, the UNECE Working Party on Customs Questions affecting Transport (WP.30) has prepared a first draft of such a new Annex 8, taking account of proposals made earlier by the UNECE Working Party on the Transport of Perishable Foodstuffs (WP.11). The UNECE secretariat, in cooperation with the SECI Regional Road Transport Committee has developed the concept and the draft of an International Vehicle Weight Certificate also for inclusion into the new annex.
5. The Working Party WP.30 has requested the UNECE secretariat to complete work on the technical appendices to draft Articles 4 and 5 of the new annex and to transmit a new draft annex to the Working Party for re-consideration at its autumn 2001 session (TRANS/WP.30/196, paragraphs 14-17; TRANS/WP.30/194, paragraphs 18-23).
6. With a view to providing guidance to the Administrative Committee of the Harmonization Convention, the Working Party (WP.30) and the Working Party on Road Transport (SC.1) are invited to comment on the work undertaken so far in the preparation of the new Annex 8 to the “Harmonization Convention”.
7. The UNECE secretariat has consolidated all proposals made so far by the Administrative Committee and the Working Party (WP.30) into a single text and has added relevant provisions relating to the International Technical Inspection Certificate and the International Vehicle Weight Certificate. This consolidated text is reproduced below for consideration by the Working Parties.

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

DRAFT

(New) 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

Facilitation of visa procedures for professional drivers

1. The Contracting Parties shall encourage their respective authorities 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.

[Article 2

Facilitation of visa procedures for professional drivers

1. The Contracting Parties shall encourage their respective authorities 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.
2. The Contracting Parties shall endeavour to 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 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

Vehicle inspection

1. The Contracting Parties shall facilitate the crossing of road vehicles across borders by making use of the International Technical Inspection Certificate as provided for in the Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of such Inspections (1997). The Technical Inspection Certificate as of 27 January 2001 is contained in **Appendix 1**.

[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.]

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 shall accept and mutually recognize the International Vehicle Weight Certificate as contained in **Appendix 2** to this Annex. Vehicle weight measurements shall take place only in the country of origin of the international transport operation. Results of such a measurement shall be duly reflected and certified in the International Weight Certificate. Apart from random checks and controls in the case of supposed irregularities, no further weight measurements en route will be carried out.

2. The Contracting Parties shall communicate to the Executive Secretary of the Economic Commission for Europe of the United Nations a list of weighing stations in their country authorized in accordance with international principles, at the time of notifying to the Executive Secretary the adoption of this Annex and in case of any subsequent changes in the list. This list will be updated and communicated to each Contracting Party whenever necessary by the Executive Secretary of the Economic Commission for Europe of the United Nations.

3. The minimum requirements for authorized weighing stations, the principles of authorization and the basic features of weighing technology/procedure 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) encouraging 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 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 of the Convention

INTERNATIONAL TECHNICAL INSPECTION CERTIFICATE

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.

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 TECHNIQUE ²

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. Signature².....

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 of 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 shall be accepted as bearing valid weight measurements by the competent authorities of Contracting Parties. Competent authorities shall refrain from requiring additional weight measurements.
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 in line with the procedure described in the annexed certificate.
3. The use of the Certificate by transport operators is optional.
4. 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 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 may select the method and instruments they consider appropriate. The Contracting Parties 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 instruments shall be well maintained. They 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).
 - (c) Weighing stations shall be equipped with weighing instruments corresponding to either:
 - ~~the~~ OIML Recommendation R 76 “*Nonautomatic weighing instruments*” accuracy class III or better;
 - ~~the~~ OIML Draft Recommendation “*Automatic instruments for weighing road vehicles in motion*”, accuracy classes 0.5, 1, 2, or better, resulting in maximum permissible errors of $\pm 0.5\%$, 1% and 2% 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.

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

7. The Contracting 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. *(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, 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 (IVWC) 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 the 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 <i>BEFORE</i> 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⁾ / _ _ _ / _ _ / _ _ _ _ _	
				6. Date of issue (day, month, year)	
4.1. Accuracy class of the weighing instrument ⁽⁴⁾ ?? Class III or better and/or ??< 1 ??1 ??2					
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	
8. Special weight characteristics				8.3. No. of spare tyres	
8.1. Fuel in tanks connected to the engine filled to ?? ¼ ?? ½ ?? ¾ ?? 1/1				8.4. No. of person(s) on board while weighing	
8.2. Fuel in additional tanks (incl. fuel in tanks for cooling devices) ?? ¼ ?? ½ ?? ¾ ?? 1/1				8.5. Lifiable axle ?? Yes ?? No	
I declare that the above weight measurements taken have been accurately 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 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

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 (“Harmonization Convention”).

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

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) 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, 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 “*Nonautomatic weighing instruments*” accuracy class III or better; or
- ~~///~~ OIML Draft Recommendation “*Automatic instruments for weighing road vehicles in motion*”, accuracy classes 0.5, 1, 2, or better, resulting in maximum permissible errors of $\pm 0.5\%$, 1% and 2% 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.










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



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 <small>* means first alternative axle configuration</small> <small>** means second alternative axle configuration</small>	Distance between axles (m)¹ <small>¹No specification is given if not relevant</small>
-----	---------------------	---	---









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	
9		A ₃ C ₃	

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
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
INTERNATIONAL CONVENTION ON THE HARMONIZATION OF
FRONTIER CONTROLS OF GOODS
(21 October 1982)**

Armenia	Lithuania
Austria	Luxembourg
Belarus	Netherlands
Belgium	Norway
Bosnia and Herzegovina	Poland
Bulgaria	Portugal
Croatia	Russian Federation
Cuba	Slovakia
Czech Republic	Slovenia
Denmark	South Africa
Estonia	Spain
Finland	Sweden
France	Switzerland
Georgia	United Kingdom
Germany	Uzbekistan
Greece	Yugoslavia
Hungary	
Ireland	European Community
Italy	
Kyrgyzstan	
Lesotho	

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
