

**Protocol**  
**to the Memorandum of Understanding (MoU)**  
**on the Facilitation of International Road Transport of Goods in the SECI Region**  
**signed by Ministers responsible for Transport on 28 April 1999 at Athens**

**on the introduction of an**  
**International Goods Road Vehicle Weight Certificate**

1. The Parties, in accordance with Article 7 of the Memorandum of Understanding (MoU) on the Facilitation of International Road Transport of Goods in the SECI Region, signed on 28 April 1999 at Athens, taking account of the views of the Regional Road Transport Committee, established in accordance with Article 12 of the MoU introduce herewith an International Vehicle Weight Certificate (IVWC) as annexed to this Protocol.
2. 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 participating countries. Duly filled-in certificates shall be accepted as bearing valid weight measurements by the competent authorities of SECI participating States. Competent authorities shall refrain from requiring additional weight measurements.
3. The International Vehicle Weight Certificate (IVWC) shall be issued and used under the supervision of a designated Governmental authority in each Party to the MoU in line with the procedure described in the annexed certificate.
4. The use of the Certificate by transport operators is optional.
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:
  - (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 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:
- OIML Recommendation R 76 “*Nonautomatic weighing instruments*” accuracy class III or better;
  - 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.

6. 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.

7. The model of the annexed certificate may be reproduced in any of the languages of the participating countries provided that the layout of the certificate and the placing of the items therein are not modified.

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.

9. ***(Transitional provision)*** Since only very few weighing stations in the SECI participating States are equipped at present with weighing instruments able to provide individual axle weight or axle group measurements, the Parties, except Romania, agree that, during a transitional period, expiring 12 months following the entry into force of this Protocol, 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.

10. The International Goods Road Vehicle Weight Certificate annexed to this Protocol will enter into force three months following its adoption by the Committee and signature by duly authorised delegations participating in the Regional Road Transport Committee.

\* \* \*



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):

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

- (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 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).

### 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 recognised as bearing valid weight measurements by the competent authorities of SECI participating States. 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 SECI participating States, 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 utilising 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 <small>* means first alternative axle configuration ** means second alternative axle configuration</small>	Distance between axles (m) <sup>1</sup> <small><sup>1</sup>No specification is given if not relevant</small>
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**I. RIGID VEHICLES**

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





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

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

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

### III. ARTICULATED VEHICLES

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

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