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Working Party on Customs Questions affecting Transport

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Geneva, 1–4 October 2013

Item 9 of the provisional agenda

Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) –

Revision of the Convention:

Amendment proposals to the Convention: Vehicles with sliding sheets

Vehicles and containers with sliding sheets

Submitted by the International Association of the Body and Trailer Building Industry

I. Introduction

1. At its 131st, 132nd, 133rd and 134th sessions, the Working Party on Customs questions affecting Transport (WP.30) considered document ECE/TRANS/WP.30/2012/6 and its revisions submitted by the International Association of the Body and Trailer Building Industry (CLCCR), containing amendment proposals in order to add to the TIR Convention a new design of a vehicle and container. WP.30 found its construction to be generally Customs secure and agreed that this new design of vehicles and containers with sliding roof could be incorporated into Annexes 2 and 7 of the Convention. During the 134th session WP.30 considered a revised document ECE/TRANS/WP.30/2012/6/Rev.3 as well as Informal document No. 13 (2013) in which CLCCR proposed to delete, due to technical difficulties, several additional requirements introduced by the secretariat in document ECE/TRANS/WP.30/2012/6/Rev.3. The delegation of Belarus pointed out some linguistic errors in the Russian text of this document and indicated that they felt that additional photographs and/or sketches of some key elements of a vehicle with a sliding roof would need to be included in the amendment proposals. WP.30 invited Belarus to contact directly CLCCR with a view to indicating which places and units of construction would require additional descriptions, photographs and/or sketches. Finally, the Working Party requested a revised document for the next session which would take on board the comments made by CLCCR in Informal document No. 13 (2013), linguistic changes as well as any new photographs and sketches to be developed by CLCCR.

2. The present document has been prepared by CLCCR in line with the request of the Working Party. The proposed modifications to the current text of the convention are marked in **bold** and ~~strike through~~.

II. Amendment proposals

3. Annex 2, Article 4, paragraph 2, point (i) amend to read:

"(i) The sliding sheets, floor, doors and all other constituent parts of the load compartment shall be assembled ~~in such a way that they cannot be opened or closed~~ **either by means of devices which cannot be removed and replaced from the outside** without leaving obvious traces, **or by such methods as will produce a structure which cannot be modified without leaving obvious traces**".

4. Annex 2, Article 4, paragraph 2, point (iii) amend to read:

"(iii) The sliding sheet guidance, **sliding sheet tension devices** and other movable parts shall be assembled in such a way that when closed, and Customs sealed, doors and other movable parts cannot be opened or closed from the outside without leaving obvious traces. The sliding sheet guidance, **sliding sheet tension devices** and other movable parts shall be assembled in such a way that it is impossible to gain access to the load compartment without leaving obvious traces. The system is described in sketch No. 9 appended to these Regulations".

5. In Annex 2, after Article 4 add a new Article 5 to read:

"Article 5

Vehicles with a sliding roof

1. Where applicable, the provisions of Articles 1, 2, 3 and 4 of these Regulations shall apply to vehicles with a sliding roof. In addition, these vehicles shall conform to the provisions of this Article.

2. The sliding roof shall fulfil requirements set out in (i) to (iii) below.

(i) The sliding roof shall be assembled either by means of devices which cannot be removed and replaced from the outside without leaving obvious traces, or by such methods as will produce a structure which cannot be modified without leaving obvious traces.

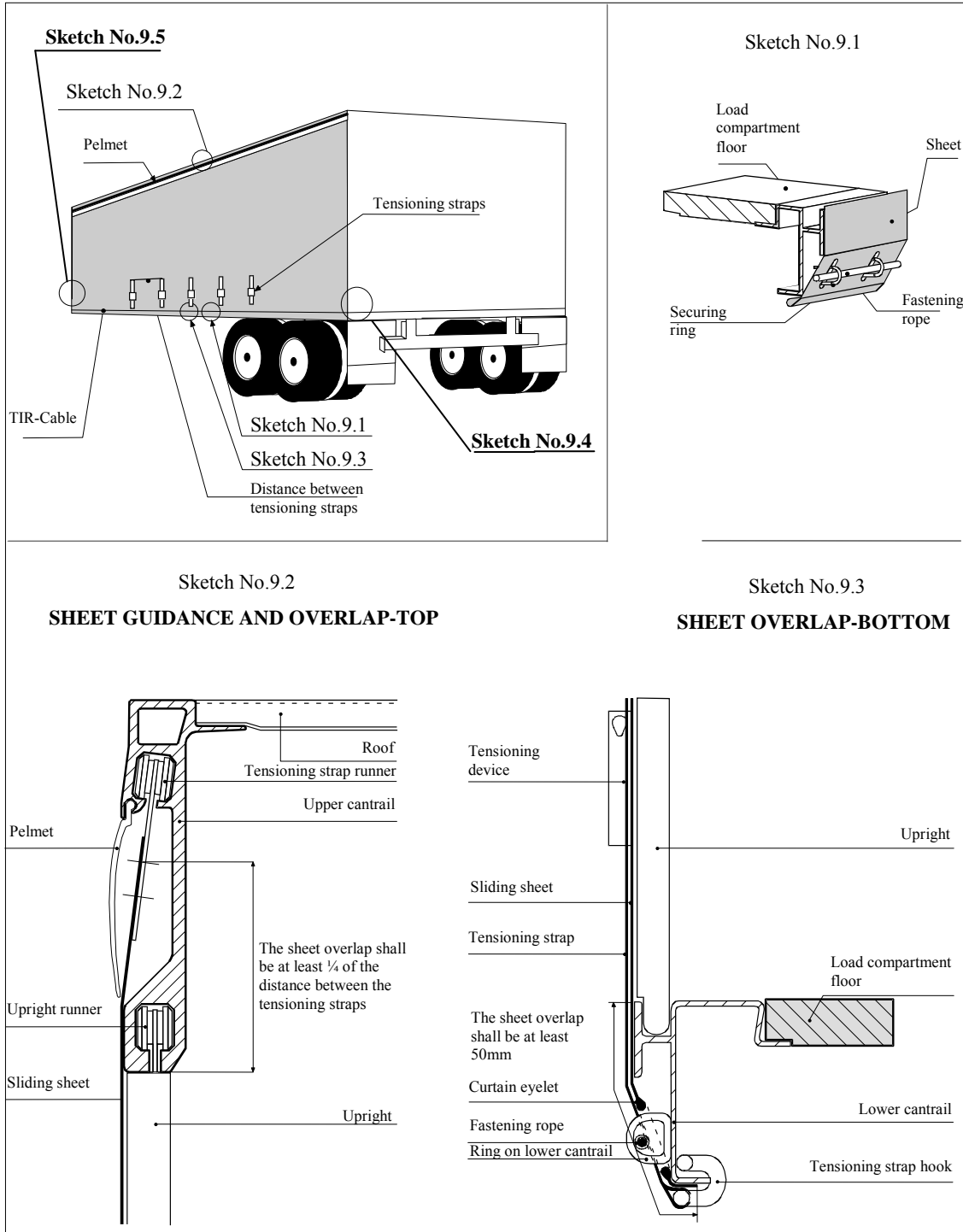
(ii) The sliding roof curtain shall overlap with the solid part of the roof at the side of the vehicle, so that the roof curtain cannot be pulled over the top edge of the upper cantrail. In the hemline of the roof curtain, a pre-stressed steel rope shall be inserted in such a way that it cannot be removed and re-inserted without leaving obvious traces. The roof curtain shall be secured to the sliding carriage in such a way that it cannot be removed and re-secured without leaving obvious traces. The system is described in sketch No. 10 appended to these Regulations.

(iii) The sliding roof guidance and other movable parts shall be assembled in such a way that when closed, and Customs sealed the roof cannot be opened or closed from the outside without leaving obvious traces. The sliding roof guidance and other movable parts shall be assembled in such a way that when the roof closed it is impossible to gain access to the load compartment without leaving obvious traces. Such a system is described in sketch No. 10 appended to these Regulations".

6. Amend Sketch No. 9 as follows:

Sketch No. 9

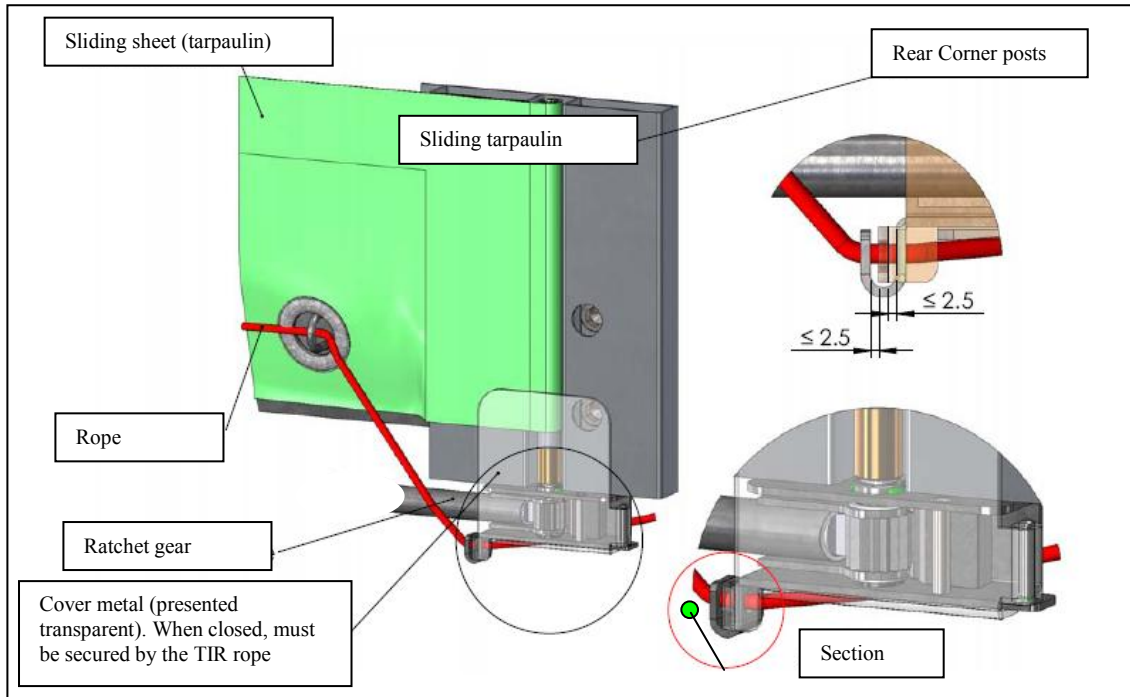
EXAMPLE OF A CONSTRUCTION OF A VEHICLE WITH SLIDING SHEETS



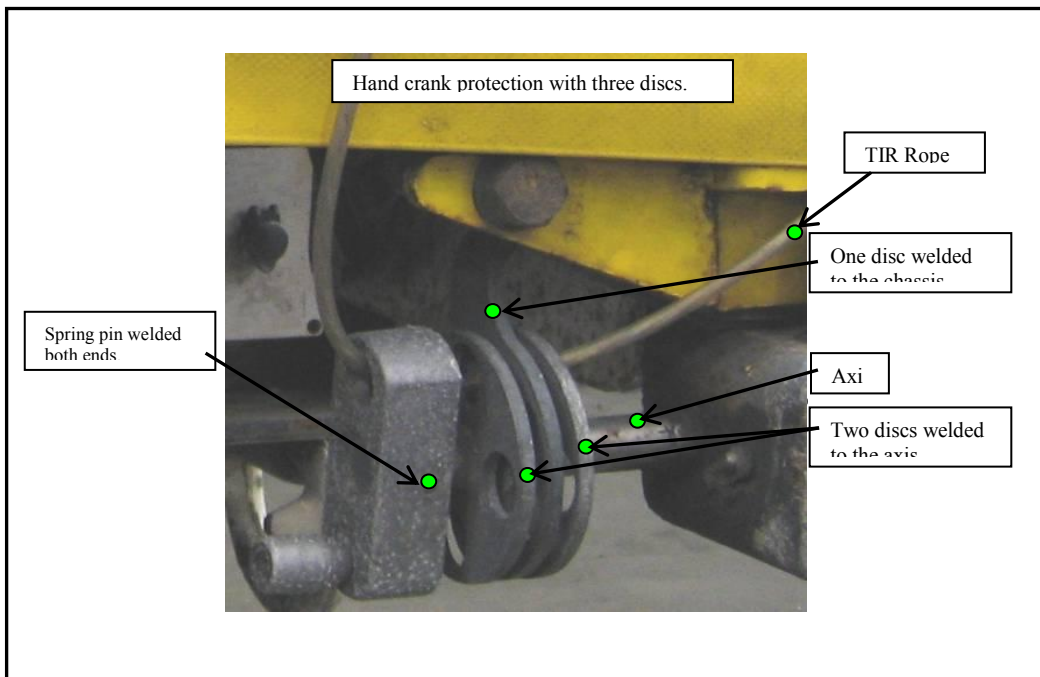
Sketch No. 9.4

To tighten the sliding sheets in the horizontal direction, a ratchet gear is used (normally on the rear end of the vehicle). This sketch shows two examples (a) and (b) how the ratchet or gearbox may be secured.

(a) Ratchet securing



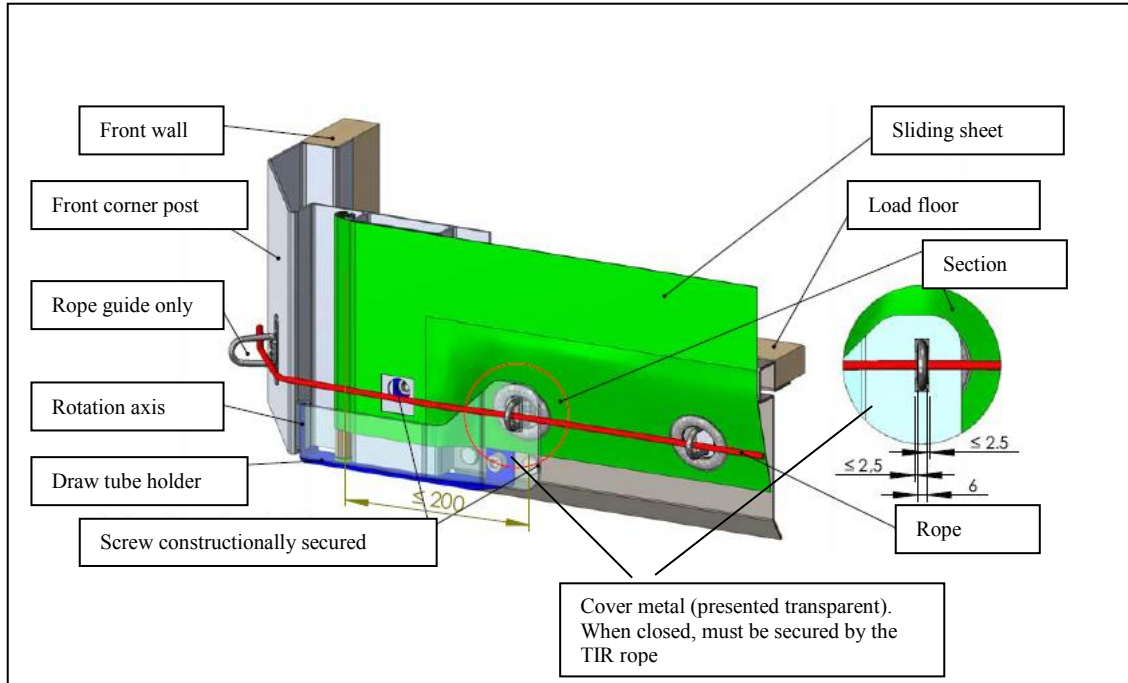
(b) Gearbox securing



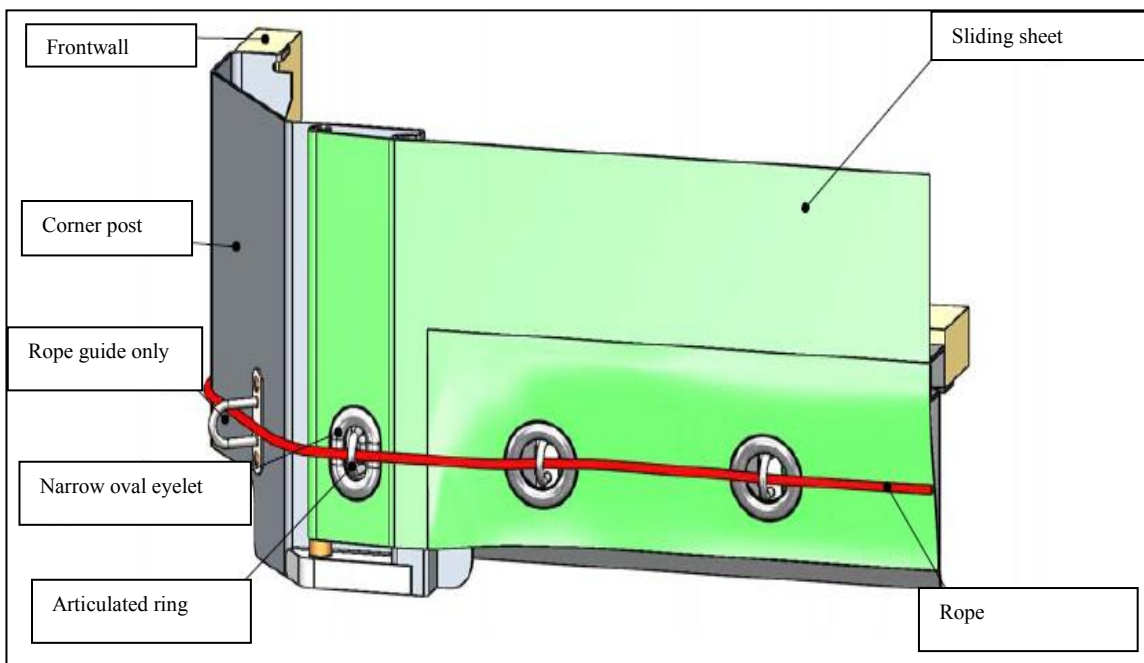
Sketch No. 9.5

To fix the tarpaulin on the other side (normally to the front of the vehicle) the following systems (a) or (b) may be used.

(a) Cover metal



(b) Narrow oval eyelet, anti-lifting system for the tensioning tube



7. After Sketch No. 9, add a new Sketch No. 10:

Sketch No. 10

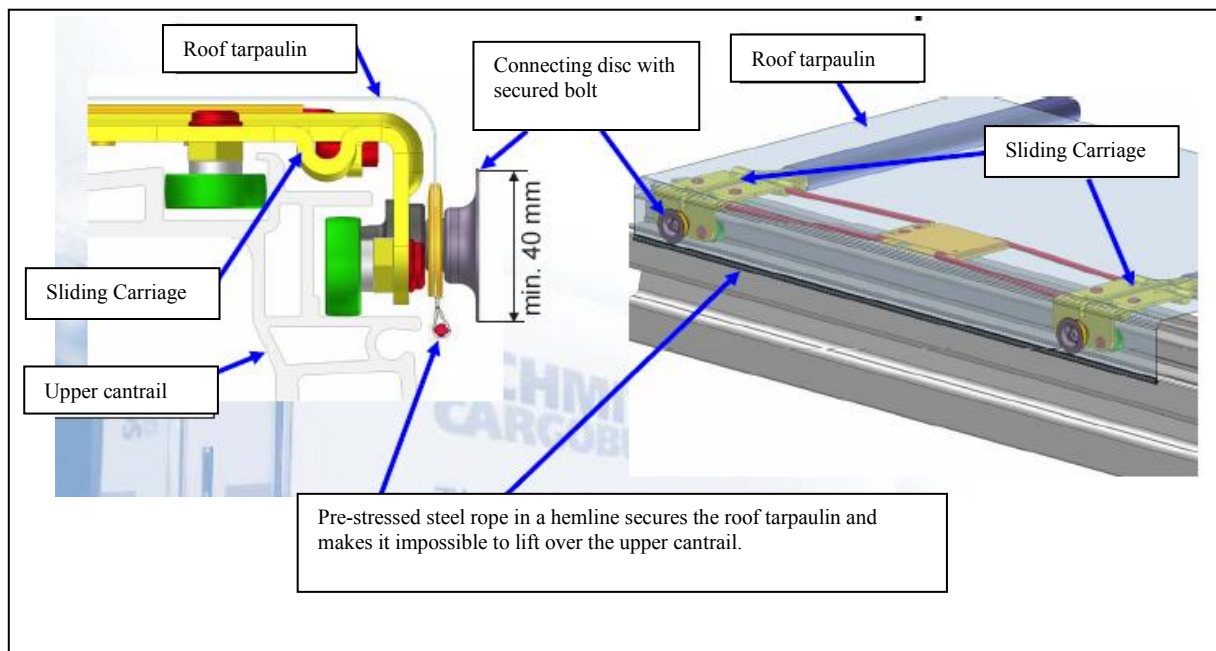
EXAMPLE OF A CONSTRUCTION OF A VEHICLE WITH A SLIDING ROOF

This sketch shows an example of a vehicle and of important points described within Annex 2, Article 5.



Sketch No. 10.1

The Customs security of the sliding roof is guaranteed if a pre-stressed steel rope, embedded in a hemline, is fixed. This steel rope is fixed to the front and rear of the body. The tractive force as well as the connecting disc on each sliding carriage, makes it impossible to lift up the hemline with the steel rope above the upper cantrail.



8. Annex 7, Part I, Article 5, paragraph 2, point (i) amend to read:

"(i) The sliding sheets, floor, doors and all other constituent parts of the container shall be assembled ~~in such a way that they cannot be opened or closed~~ **either by means of devices which cannot be removed and replaced from the outside** without leaving obvious traces, **or by such methods as will produce a structure which cannot be modified without leaving obvious traces**".

9. Annex 7, Article 5, paragraph 2, point (iii) amend to read:

"(iii) The sliding sheet guidance, **sliding sheet tension devices** and other movable parts shall be assembled in such a way that when closed, and Customs sealed, doors and other movable parts cannot be opened or closed from the outside without leaving obvious traces. The sliding sheet guidance, **sliding sheet tension devices** and other movable parts shall be assembled in such a way that it is impossible to gain access to the container without leaving obvious traces. The system is described in sketch No. 9 appended to these Regulations".

10. In Annex 7, after Article 5 add a new Article 6 to read:

"Article 6

Containers with a sliding roof

1. Where applicable, the provisions of Articles 1, 2, 3, 4 and 5 of these Regulations shall apply to containers with a sliding roof. In addition, these containers shall conform to the provisions of this Article.

2. The sliding roof shall fulfil requirements set out in (i) to (iii) below.

(i) The sliding roof shall be assembled either by means of devices which cannot be removed and replaced from the outside without leaving obvious traces, or by such methods as will produce a structure which cannot be modified without leaving obvious traces.

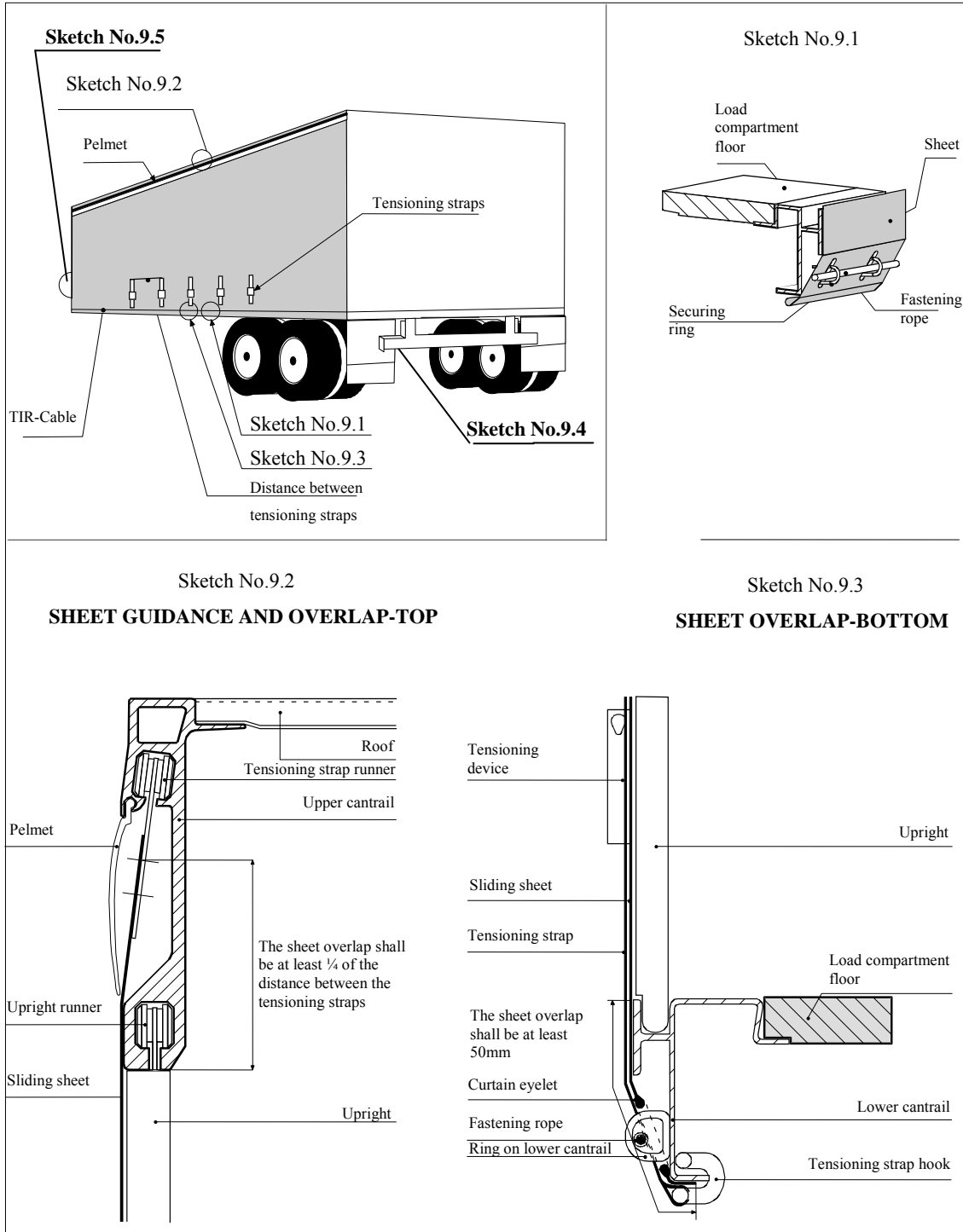
(ii) The sliding roof curtain shall overlap with the solid part of the roof at the side of the containers, so that the roof curtain cannot be pulled over the top edge of the upper cantrail. In the hemline of the roof curtain, a pre-stressed steel rope shall be inserted in such a way that it cannot be removed and re-inserted without leaving obvious traces. The roof curtain shall be secured to the sliding carriage in such a way that it cannot be removed and re-secured without leaving obvious traces. The system is described in sketch No. 10 appended to these Regulations.

(iii) The sliding roof guidance and other movable parts shall be assembled in such a way that when closed, and Customs sealed the roof cannot be opened or closed from the outside without leaving obvious traces. The sliding roof guidance and other movable parts shall be assembled in such a way that when the roof closed it is impossible to gain access to the load compartment without leaving obvious traces. Such a system is described in sketch No. 10 appended to these Regulations".

11. Amend Sketch No. 9 to Annex 7 – Part I,

Sketch No. 9

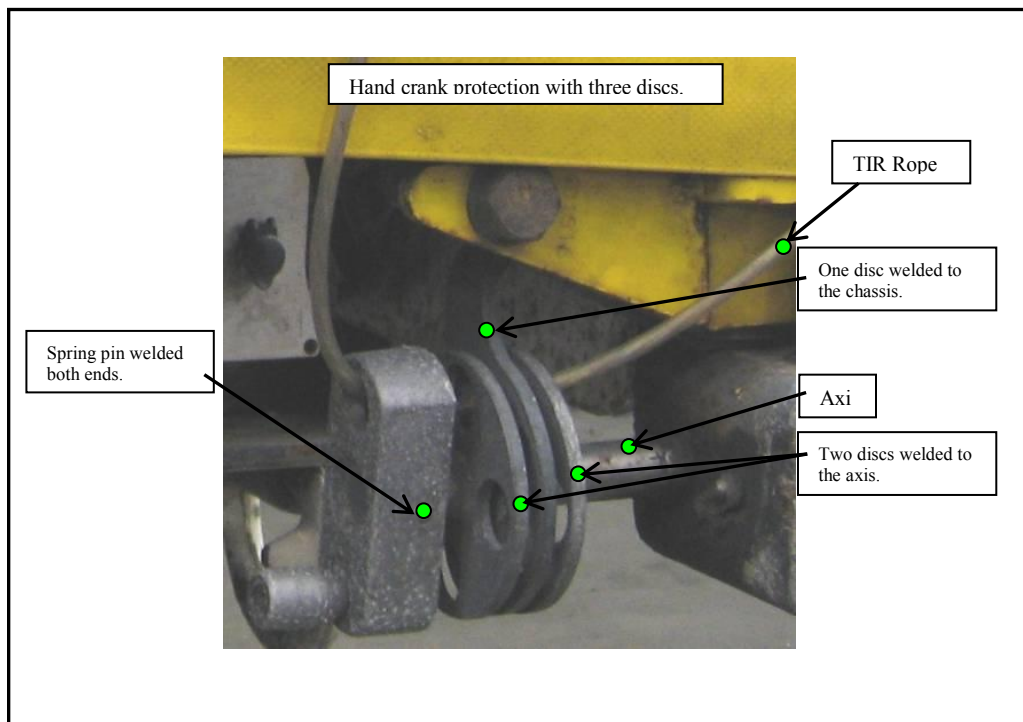
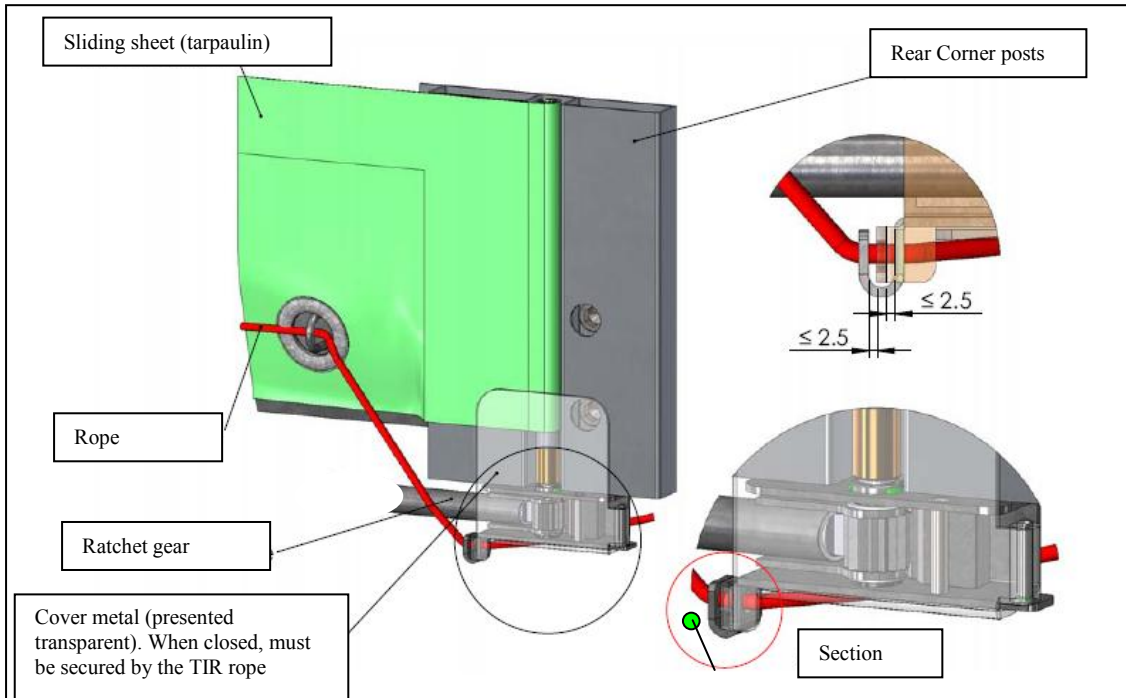
EXAMPLE OF A CONSTRUCTION OF A CONTAINER WITH SLIDING SHEETS



Sketch No. 9.4

To tighten the sliding sheets in the horizontal direction, a ratchet gear is used (normally on the rear end of the container). This sketch shows two examples (a) and (b) of how the ratchet or gearbox may be secured.

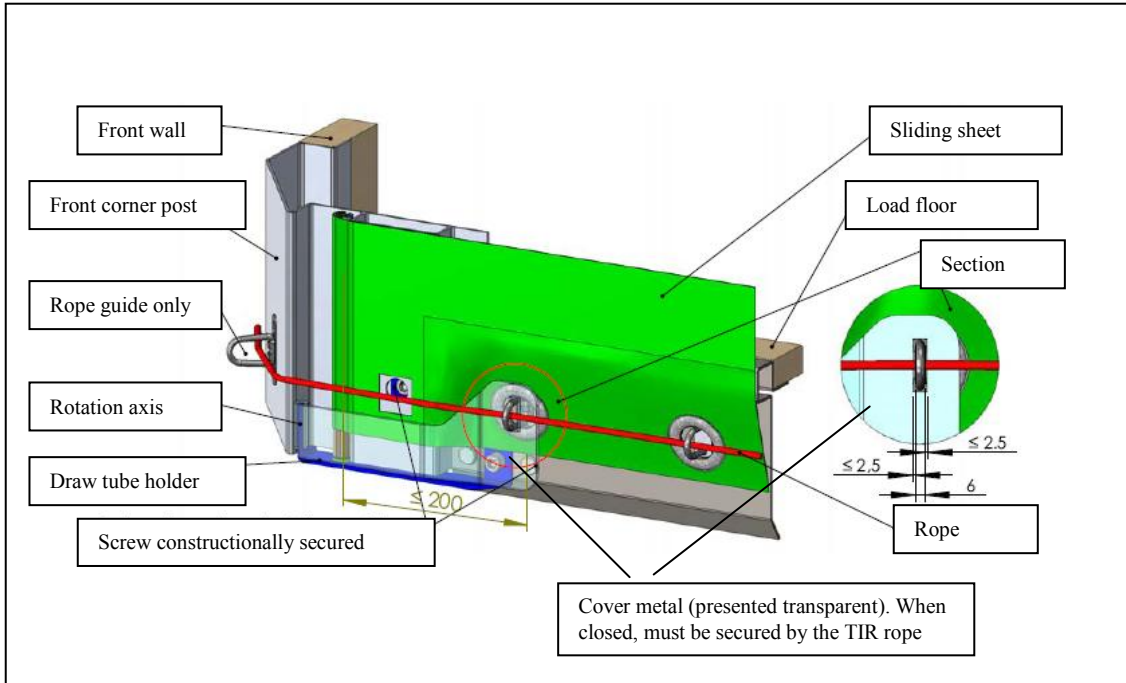
(a) Ratchet securing



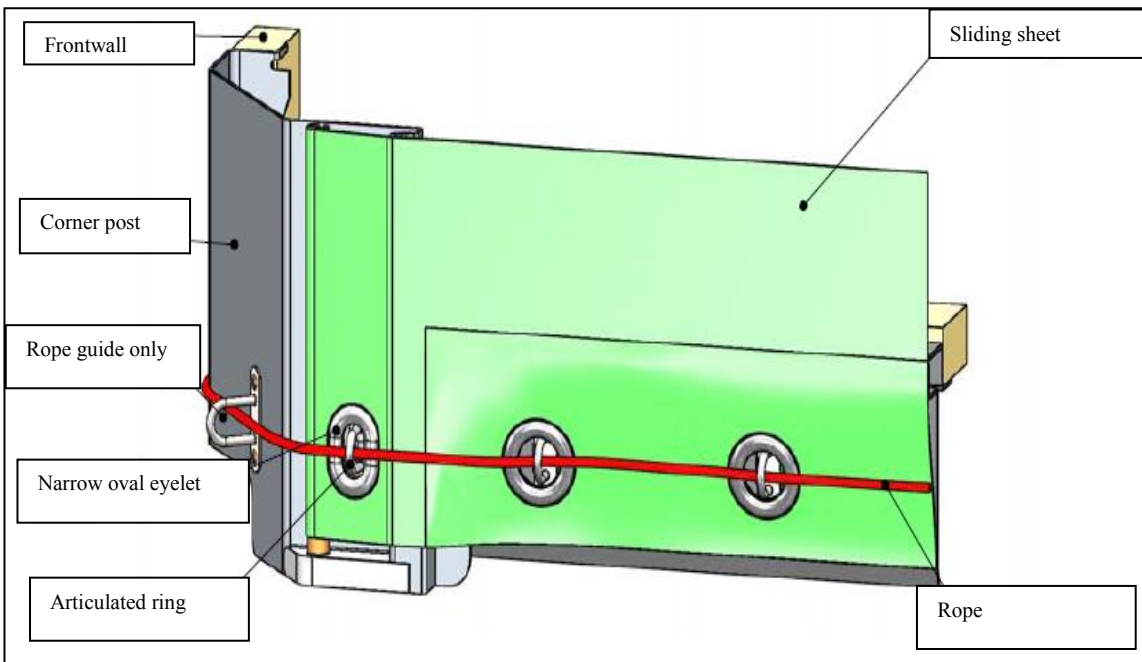
Sketch No. 9.5

To fix the tarpaulin on the other side (normally to the front of the container) the following systems (a) or (b) may be used.

(a) Cover metal



(b) Narrow oval eyelet, anti-lifting system for the tensioning tube

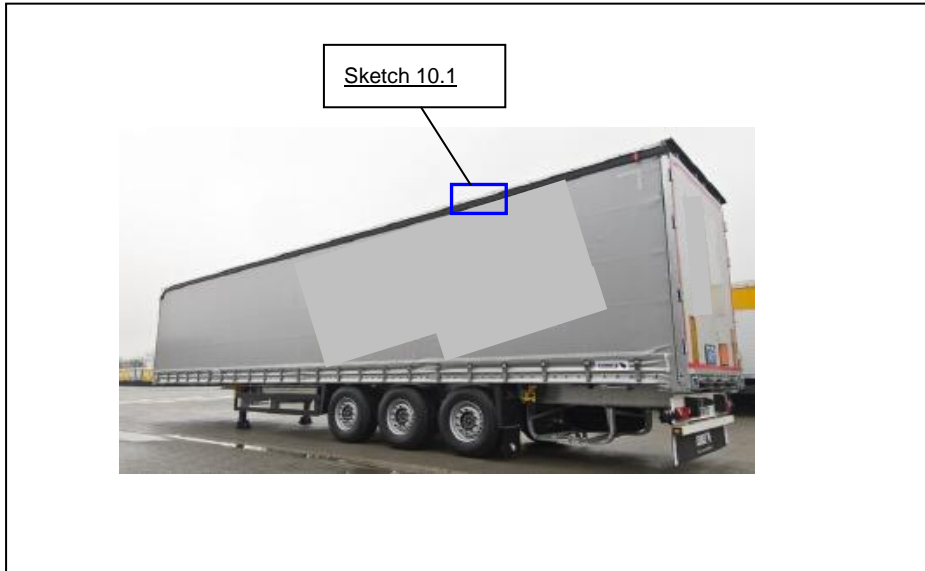


12. After Sketch No. 9 add a new Sketch No. 10:

Sketch No. 10

EXAMPLE OF A CONSTRUCTION OF A CONTAINER WITH A SLIDING ROOF

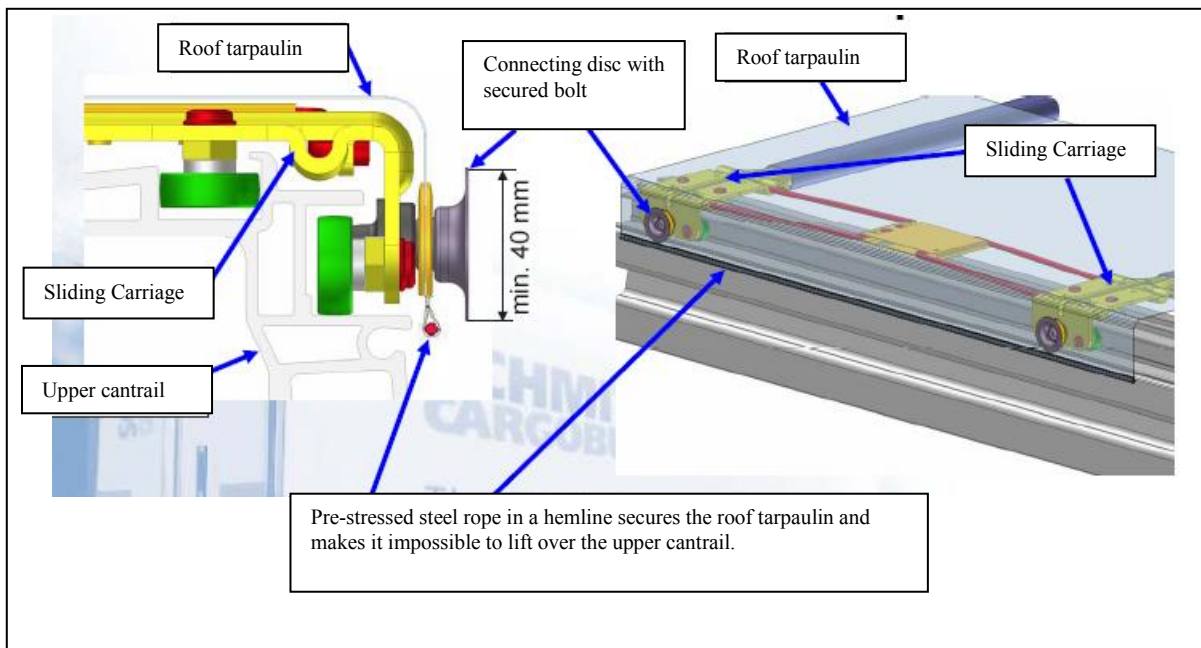
This sketch shows an example of a container and of important points described within Annex 7, Part I, Article 6.



Sketch No. 10.1

EXAMPLE OF A CONSTRUCTION OF A SLIDING ROOF

The Customs security of the sliding roof is guaranteed if a pre-stressed steel rope, embedded in a hemline, is fixed. This steel rope is fixed to the front and rear of the container. The tractive force as well as the connecting disc on each sliding carriage, makes it impossible to lift up the hemline with the steel rope above the upper cantrail.



III. Justification

13. Since vehicles and containers with sliding sheets have been added to the TIR Convention, important technical progress has been made. Today, vehicles and containers with sliding sheets and a sliding roof have been developed so as to be totally Customs secure. The changes to Annexes 2 and 7 as well as the sketches above provide the details of such a vehicle and container in a way that Customs officers can easily recognize vehicles that can be Customs sealed for TIR transport.
