Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Fifty-sixth session
Geneva, 3 October 2013
Item 6 (c) of the provisional agenda
Revision of the Convention: Amendment proposals to Annex 3

Proposals for a Recommendation to Annex 3

Note by the TIR secretariat

Summary

The secretariat submits below the modified text of a draft recommendation introducing a code system to report defects in load compartments of vehicles approved for the TIR procedure in the Certificate of Approval for consideration and, possibly, approval by AC.2.

I. Background

1. At its fifty-fourth session the Committee took note of document ECE/TRANS/WP.30/2012/12, containing a draft Recommendation on the introduction of a code system to report defect remarks in the Certificate of Approval, and was informed about the ongoing activities of the secretariat, the European Union and Turkey in improving the list of codes in part C of the annex to document. The Committee noted that the secretariat, assisted by experts, would produce a rectified list for the present session (ECE/TRANS/WP.30/AC.2/113, para. 34).

2. The Committee is invited to consider a modified proposal by the secretariat, as contained in this document (ECE/TRANS/WP.30/AC.2/2012/12/Rev.1).
Annex

Introduction of a code system to report defect remarks in the Certificate of Approval

Recommendation adopted by the Administrative Committee for the TIR Convention, 1975, on ……

The Administrative Committee,

Stressing the need for the harmonized and standardized application of the provisions of the TIR Convention;

Convinced that the introduction of a code system facilitates and standardizes the process of informing carriers, Customs authorities in different Contracting Parties and other bodies involved in the TIR system of defects in the load compartments of vehicles approved for the TIR procedure;

Recognizing the importance of providing a clear and unambiguous description of defects in the load compartments of vehicles approved for the TIR procedure;

Bearing in mind the limited space available in item No. 10 of the Certificate of Approval, contained in Annex 3 of the TIR Convention;

Conscious of the fact that, often, a noted defect is illegible, due to the personal handwriting, national language or script used by the Customs authorities endorsing item No. 10 of the Certificate of Approval and, thus, of limited use to the authorities in charge of endorsing its rectification upon repair;

(1) Decides to recommend competent authorities to replace handwritten defects by a code system indicating the place and type of any defect that has been recorded in the Certificate of Approval;

(2) Urges competent authorities to promote the use of this Recommendation and check, where possible, that the codes indicated in item No. 10 of the Certificate of Approval tally with the codes of this Recommendation.

The absence of any code in item No. 10 of the Certificate of Approval shall not be an obstacle to the acceptance of a Certificate of Approval, as long as the provisions of Annex 3 are fulfilled.

The practical application of this Recommendation shall be reviewed [two] years following the date of entry with a view to ensuring that it meets its objectives.

The present Recommendation will come into effect on ……..
Code system to report defect remarks in the Certificate of Approval

The uniform system consists of four (4) digits code.

The code divides the load compartment into six separate sections: left side, right side, floor, roof, front wall and back wall. In addition, the load compartment is divided into three separate parts longitudinally (direction of motion): front, centre, back. No further subdivision of the front and back wall is given, since the areas to be examined are quite small.

A. First number

The first number indicates the part in question of the load compartment:

1xxx Left side (seen from the rear side of the vehicle)
2xxx Right side (seen from the rear side of the vehicle)
3xxx Roof
4xxx Floor
5xxx Front wall
6xxx Back wall
7xxx Defect in question concerns the load compartment as a whole
8xxx Defect relates to the TIR rope
9xxx Issues with the Certificate of Approval
0xxx Other issues not mentioned
B. **Second number**

The second number indicates the part in question longitudinally:

- **x1xx** Front (e.g. 11xx = left side, front)
- **x2xx** Centre
- **x3xx** Back

[C. **Last two numbers**

The last two numbers indicate the defect itself. The following are the most common defects detected in practice:

1. Issues related to the floor
   - 11 Floor fastening is not made from inside
   - 12 Floor is not secured by self-drilling or self-tapping screws or rivets
   - 13 Opening between floorboards
   - 19 Issue not mentioned

2. Issues related to doors and other closing systems (including stopcocks, manhole-covers, flanges, etc.)
   - 21 Hinge fastening insufficient or not secure
   - 22 Locking device insufficient or not secure
   - 23 Device on which Customs seals can be affixed is not secured or the design enables the door to be opened without breaking the Customs seal
   - 24 Curve/crease, creating an opening
   - 25 Hinges damaged/broken/plucked
   - 26 Doors or other closing systems do not fit}
3. **Issues related to solid siders, tankers, … (metal shell)**
   31 Joining devices are neither self-drilling nor self-tapping screws nor rivets nor welded
   32 Joining devices are broken
   33 Curve/crease in the shell, creating an opening
   34 Hole
   39 Issue not mentioned

4. **Issues related to load compartments with sheets**
   41 Metal/Securing ring/eyelet missing or defective
   42 Incorrect eyelet model
   43 Incorrect repair (seams too small, improper material used for the repair, …)
   44 Overlapping of the sheets insufficient
   45 Tear/hole in the sheet
   46 Sheet of improper material
   49 Issue not mentioned

5. **Issues related to sliding sheets siders**
   51 Curve in the metal supports of the sliding sheets may create openings
   52 Incorrect repair of the sliding sheets (seams too small, improper material used for the repair, …)
   53 Sliding sheets made of improper material
   54 Tear/hole in the sliding sheets
   55 Horizontal openings between the sliding sheets and the solid parts are bigger than 10 mm
   59 Issue not mentioned

6. **Issues related to the sliding roof**
   Reserved for the future

7. **Issues related to tension devices, sheet locking system and sheet fastenings**
   71 Improper tension devices
   72 Improper sheet fastenings
   73 Improper sheet locking system
   74 Tension devices, sheet locking systems and sheet fastenings are not sufficiently secured by the TIR rope
   75 Tongh missing, too loose, defective or made of improper material.
   76 Issue not mentioned

8. **Issues related to the fastening rope (TIR rope)**
   81 The (whole) fastening rope defective
   82 End-piece of the fastening rope defective
<table>
<thead>
<tr>
<th>Issue</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>83</td>
<td>Fastening rope is made of improper material (can be stretched)</td>
</tr>
<tr>
<td>84</td>
<td>Fastening rope is too long</td>
</tr>
<tr>
<td>85</td>
<td>Fastening rope is made of two (or more pieces)</td>
</tr>
<tr>
<td>89</td>
<td>Issue not mentioned</td>
</tr>
</tbody>
</table>

9. **Issues related to the Certificate of Approval**

<table>
<thead>
<tr>
<th>Issue</th>
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</tr>
</thead>
<tbody>
<tr>
<td>91</td>
<td>Certificate of Approval unusable (i.e. certificate is ripped, torn or the text/print is not readable, ...)</td>
</tr>
<tr>
<td>92</td>
<td>Certificate of Approval is expired</td>
</tr>
<tr>
<td>93</td>
<td>Vehicle cannot be identified from the Certificate of Approval (i.e. photos, number plate or chassis number do not correspond with the vehicle presented)</td>
</tr>
<tr>
<td>99</td>
<td>Issue not mentioned</td>
</tr>
</tbody>
</table>

2334 = Hole in the metal sidewall – back section of the right side of a semi-trailer