Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Fifty-seventh session
Geneva, 6 February 2014
Item 7 (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 that introduces 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-sixth session the Committee took note of document ECE/TRANS/WP.30/AC.2/2012/12/Rev.1, containing a draft Recommendation on the introduction of a logically structures 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. Delegations were invited to liaise with their national technical experts in order to assess the validity and completeness of the proposed code system. In view of the absence of the Russian and French translations of the document, the Committee decided to postpone discussion of this issue (ECE/TRANS/WP.30/AC.2/115, para. 46).

2. Following the fifty-sixth session, the secretariat, with assistance of the Turkish Customs, made some improvements in the list of defects and issued a revised document ECE/TRANS/WP.30/AC.2/2012/12/Rev.2. The Committee is invited to consider this modified proposal.
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;

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 supplement handwritten defects with 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:

- x0xx Not applicable (e.g. issues regarding the certificate of approval)
- x1xx Front (e.g. 11xx = left side, front)
- x2xx Centre
- x3xx Back
- x4xx The whole surface is concerned

Front  Centre  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
29. Issue not mentioned

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
83 Fastening rope is made of improper material (can be stretched)
84 Fastening rope is too long
85 Fastening rope is made of two (or more pieces)
89 Issue not mentioned

9. Issues related to the Certificate of Approval
91 Certificate of Approval unusable (i.e. certificate is ripped, torn or the text/print is not readable, ...)
92 Certificate of Approval is expired
93 Vehicle cannot be identified from the Certificate of Approval (i.e. photos, number plate or chassis number do not correspond with the vehicle presented)
99 Issue not mentioned