

Amendment to the Customs Convention on the international transport of goods under cover of TIR carnets (TIR Convention) of 14 November 1975

Amendment valid from 1 January 2017

On 10 and 11 February 2016 the Administrative Committee for the 1975 TIR Convention of the United Nations Economic Commission for Europe (UNECE) adopted proposals of amendments to Annex 2, 6, and 7 of the TIR Convention.

According to the UN Depository Notification C.N.742.2016.TREATIES-XI.A.16 the following amendments to the TIR Convention enter into force on **1 January 2017** for all Contracting Parties.

Annex 6, new Explanatory Note 0.42 bis:

Add a new Explanatory Note to Article 42 bis to read as follows:

‘0.42 bis The term “immediately” in Article 42 bis is understood to mean that national measures that may affect the application of the TIR Convention and/or functioning of the TIR system, ought to be communicated in writing to the TIR Executive Board (TIRExB) as soon as possible and, if possible, prior to their entry into force, so as to allow TIRExB to efficiently discharge its supervisory functions and fulfil its responsibility to examine the measure as to its conformity with the TIR Convention in accordance with Article 42 bis and its Terms of Reference as laid down in Annex 8 of the TIR Convention.’.

Annex 2, Article 4, paragraph 2(i):

For the existing text substitute:

‘(i) The sliding sheets, floor, doors and all other constituent parts of the load compartment 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.’.

Annex 2, Article 4, paragraph 2(iii):

For the existing text substitute:

‘(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 once the closing devices have been secured. An example of such a system of construction is given in sketch No 9 appended to these Regulations.’.

Annex 2, new Article 5:

After the modified Article 4 insert:

‘Article 5

Vehicles with a sheeted sliding roof

1. Where applicable, the provisions of Articles 1, 2, 3 and 4 of these Regulations shall apply to vehicles with a sheeted sliding roof. In addition, these vehicles shall conform to the provisions of this Article.
2. The sheeted sliding roof shall fulfil the requirements set out in (i) to (iii) below.
 - (i) The sheeted 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 sheet shall overlap with the solid part of the roof at the front side of the load compartment, so that the roof sheet cannot be pulled over the top edge of the upper cantrail. In the length of the load compartment, at both sides, in the hem of the roof sheet, a pre-stressed steel cable shall be inserted in such a way that it cannot be removed and re-inserted without leaving obvious traces. The roof sheet shall be secured to the sliding carriage in such a way that it cannot be removed and re-secured without leaving obvious traces.
 - (iii) The sliding roof guidance, the sliding roof tension devices and other movable parts shall be assembled in such a way that when closed, and Customs sealed, doors, roof and other movable parts cannot be opened or closed from the outside without leaving obvious traces. The sliding roof guidance, sliding roof 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 once the closing devices have been secured.

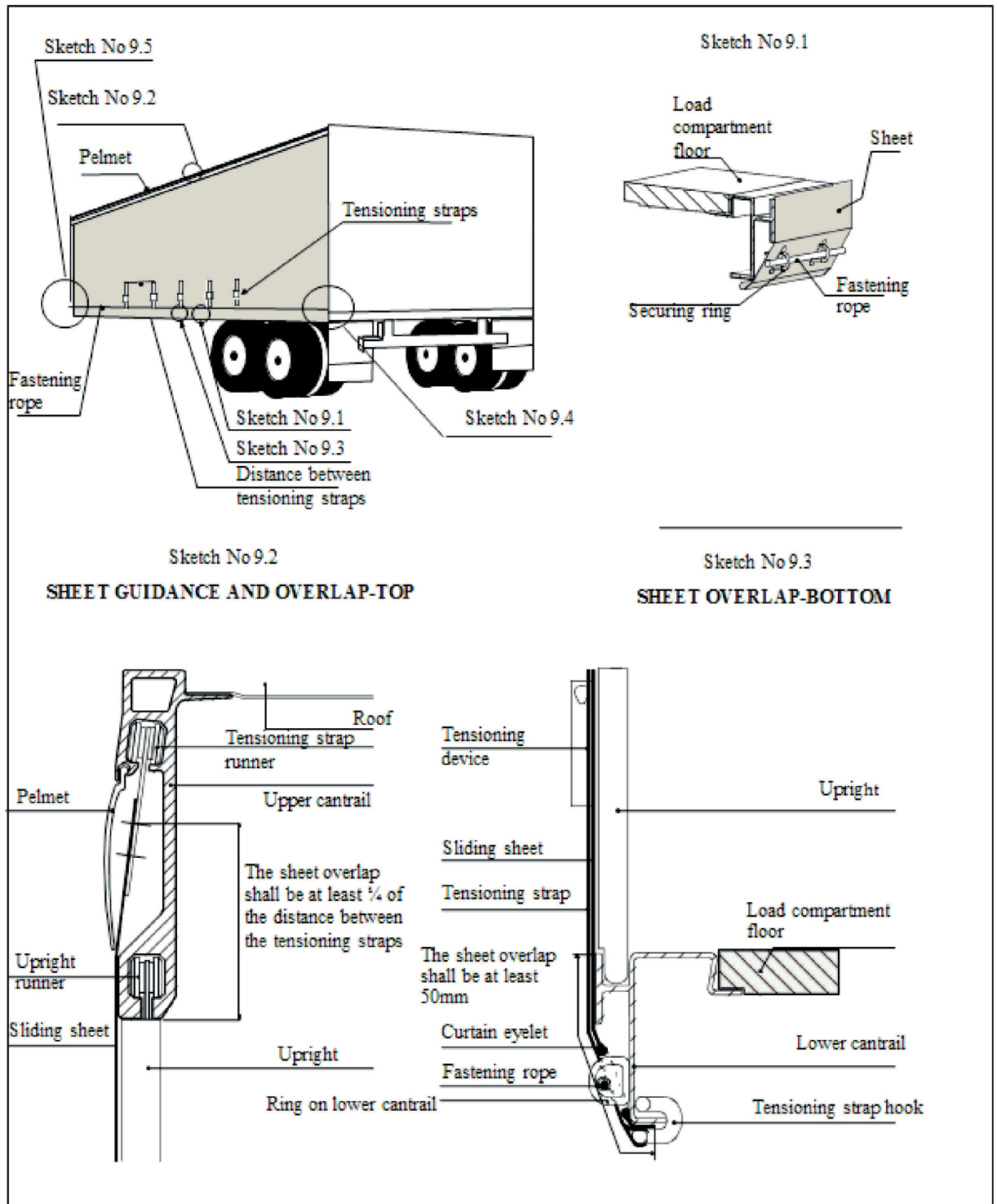
An example of a possible system of construction is shown in sketch No 10, appended to these Regulations.’.

Annex 2, Sketch No 9:

For the existing Sketch No 9 substitute:

‘Sketch No 9

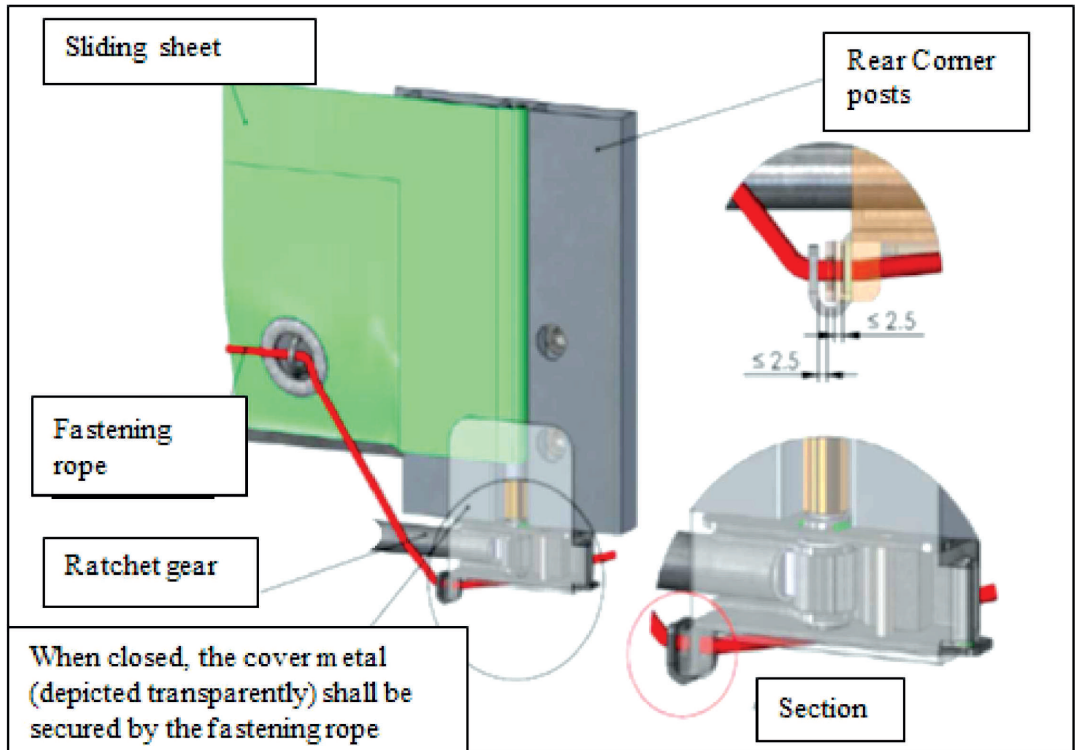
EXAMPLE OF A CONSTRUCTION OF A VEHICLE WITH SLIDING SHEETS



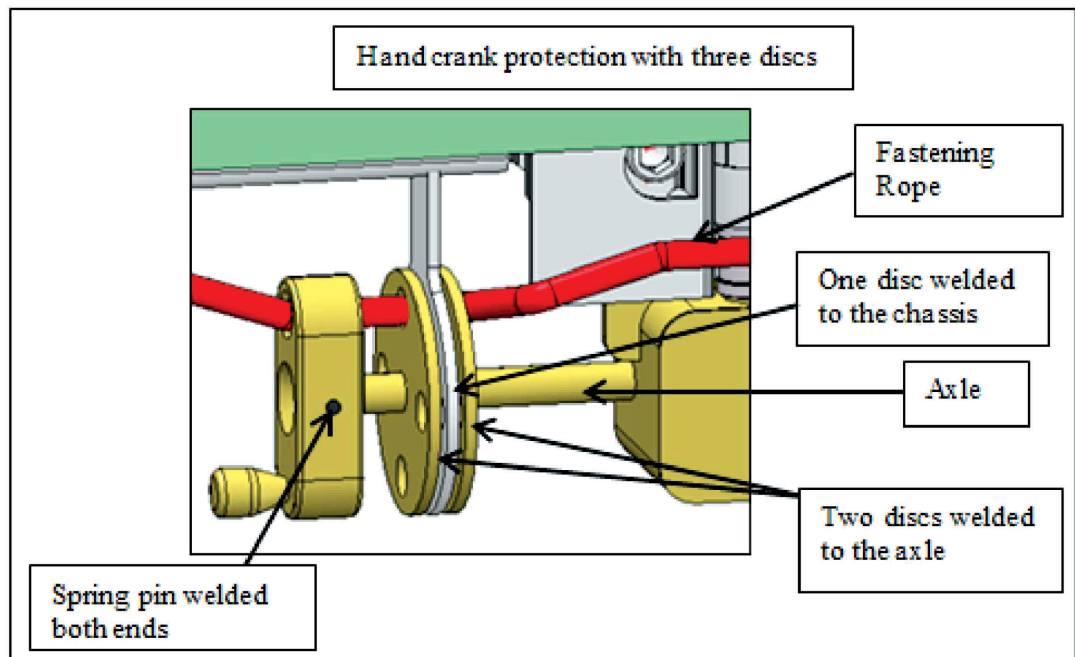
Sketch No 9.4

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

(a) Ratchet securing



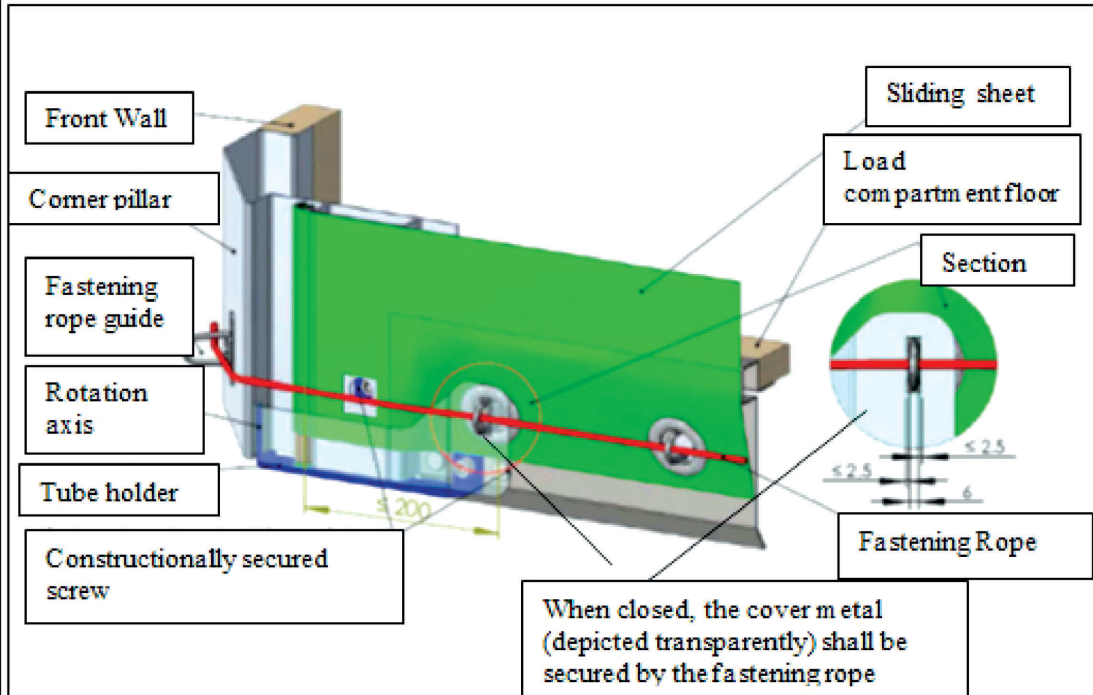
(b) Gearbox securing



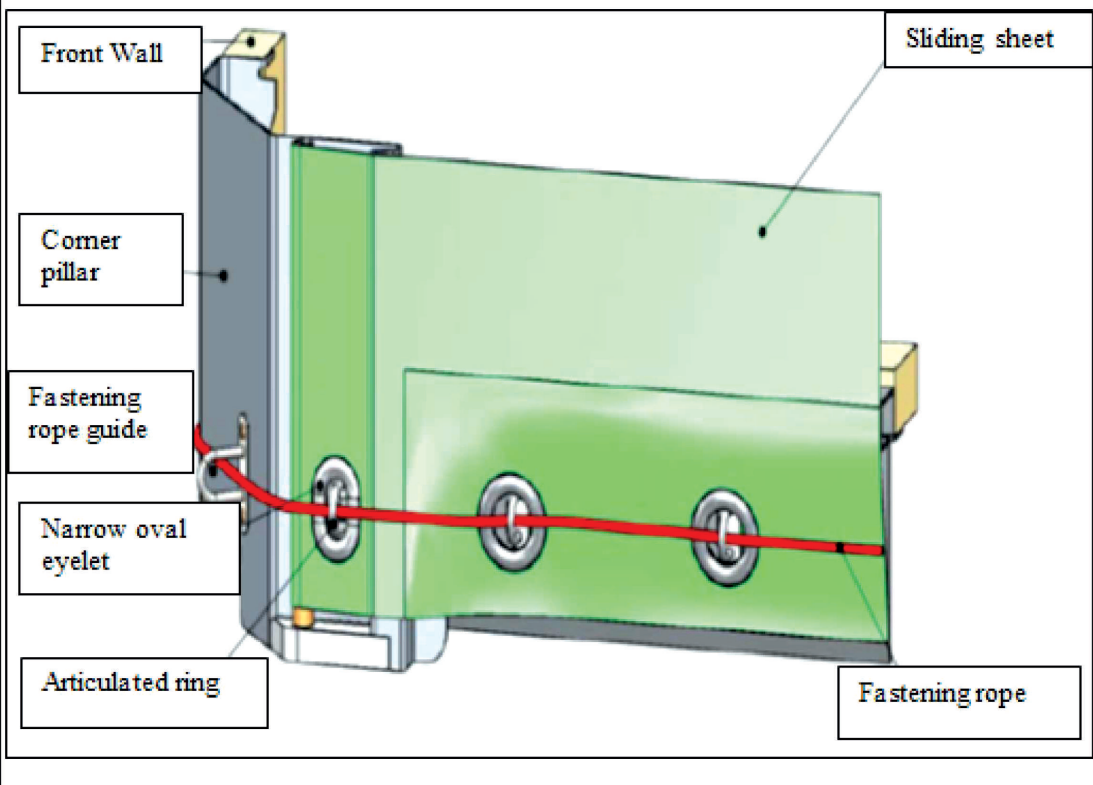
Sketch No 9.5

To fix the sliding sheet on the other side (normally 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



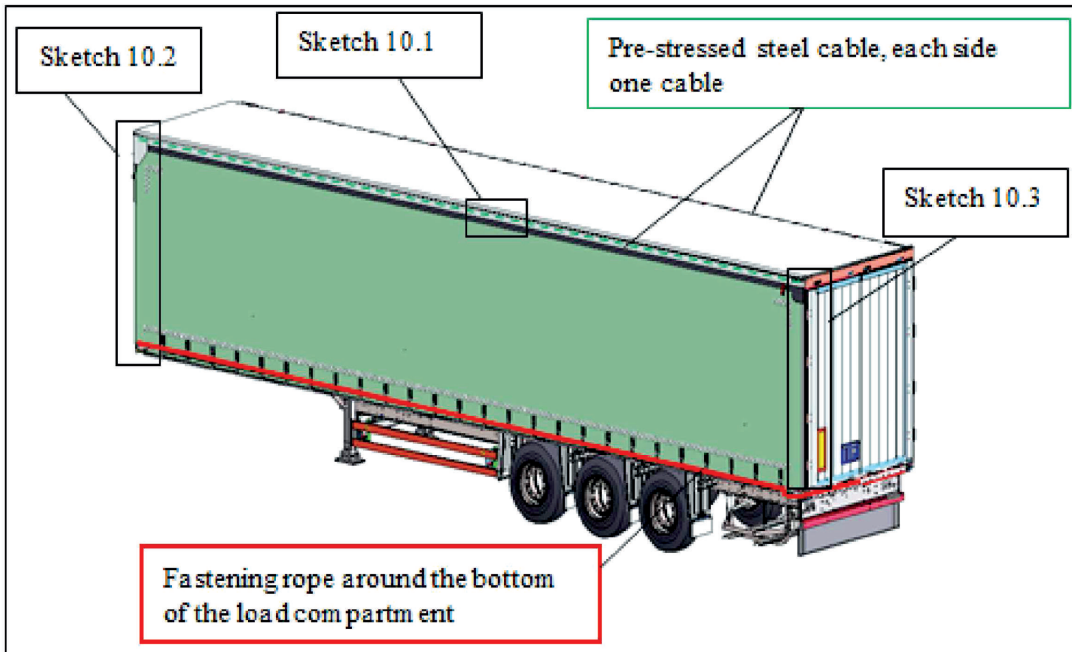
Annex 2, new Sketch No 10:

After new Sketch No 9 insert:

Sketch No 10

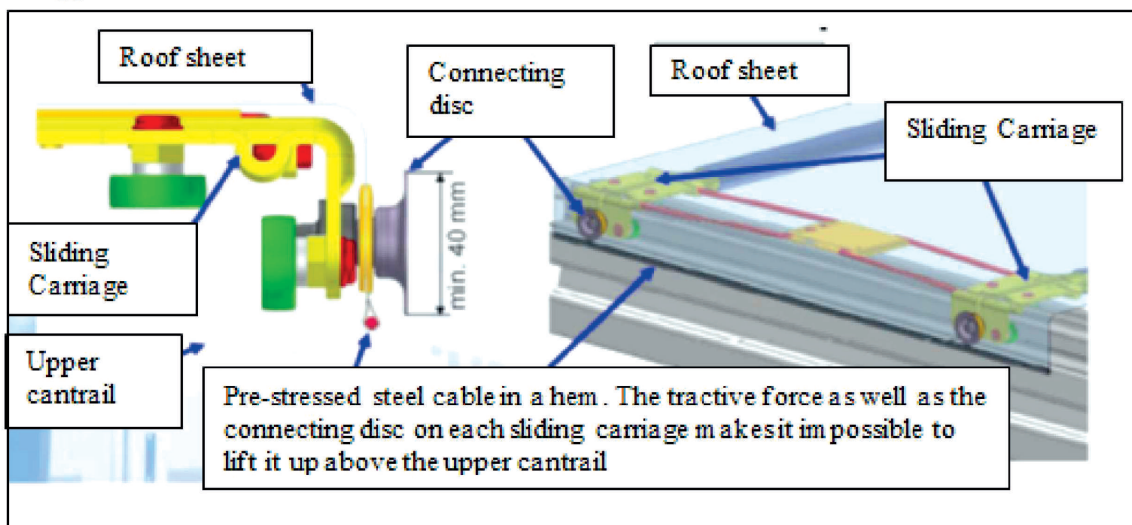
EXAMPLE OF A CONSTRUCTION OF A VEHICLE WITH A SHEETED SLIDING ROOF

This sketch shows an example of a vehicle and the important requirements described in Article 5 of these Regulations.



Sketch No 10.1

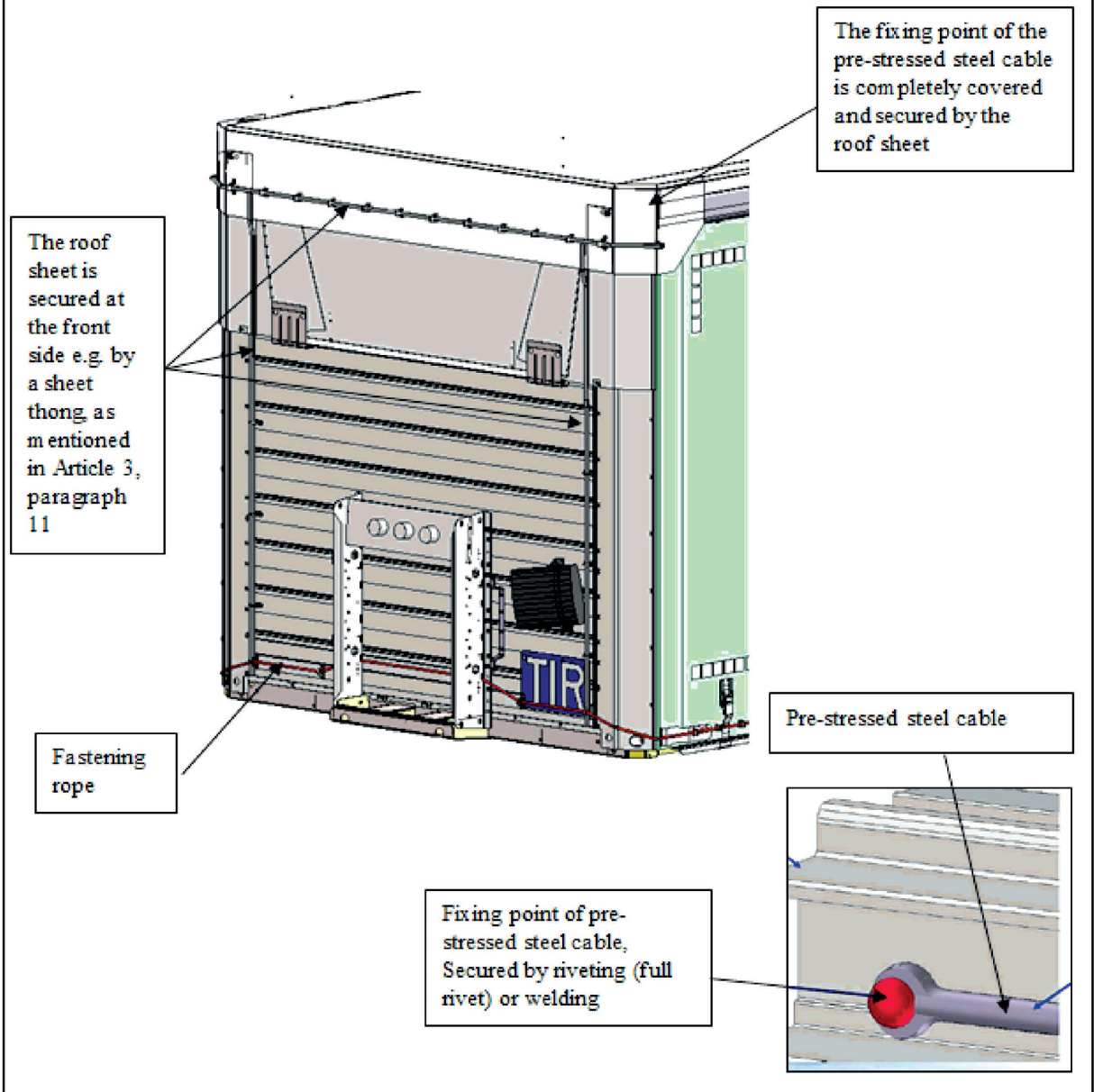
Two pre-stressed steel cables, embedded in a hem, are fixed on each side of the load compartment. This pre-stressed steel cable is fixed to the front (see sketch 10.2) and rear of the body (see sketch 10.3). The tractive force as well as the connecting disc on each sliding carriage makes it impossible to lift up the hem with the pre-stressed steel cable above the upper cantrail.



Sketch No 10 continued:

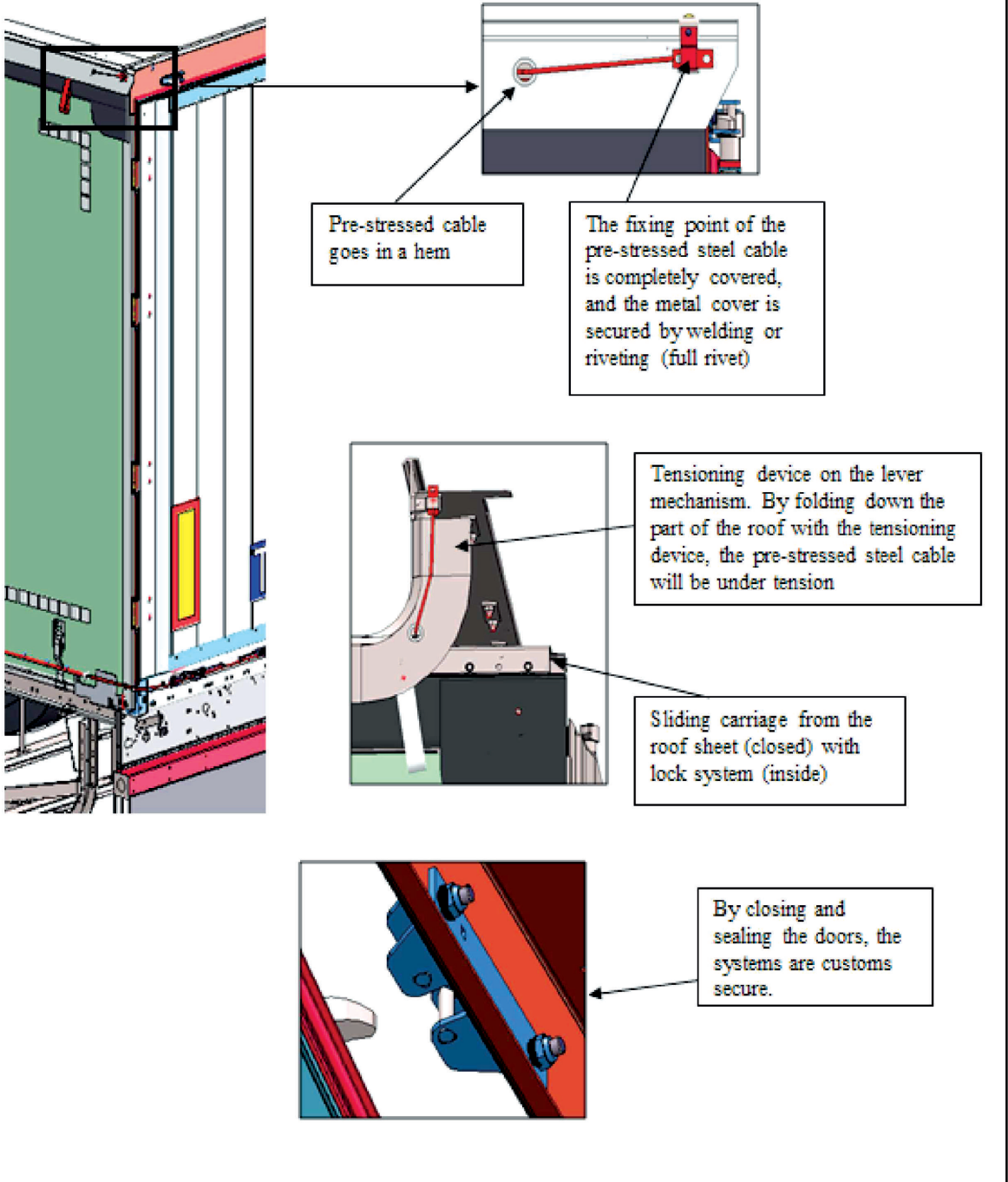
Sketch No 10.2

The sliding roof sheet shall overlap with the solid part of the roof at the front side of the load compartment, so that the roof sheet cannot be pulled over the top edge of the upper cantrail.



Sketch No 10.3

At the rear, a special device, such as a baffle plate, is fitted to the roof, preventing access to the load compartment, without leaving obvious traces when the doors are closed and sealed.



Pre-stressed cable goes in a hem

The fixing point of the pre-stressed steel cable is completely covered, and the metal cover is secured by welding or riveting (full rivet)

Tensioning device on the lever mechanism. By folding down the part of the roof with the tensioning device, the pre-stressed steel cable will be under tension

Sliding carriage from the roof sheet (closed) with lock system (inside)

By closing and sealing the doors, the systems are customs secure.

Annex 7, Part I, Article 5, paragraph 2(i):

For the existing text substitute:

- ‘(i) The sliding sheets, floor, doors and all other constituent parts of the container 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.’

Annex 7, Part I, Article 5, paragraph 2(iii):

For the existing text substitute:

- ‘(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 once the closing devices has been secured. An example of such a system of construction is given in sketch No 9 appended to these Regulations.’

Annex 7, Part I, new Article 6:

After the modified Article 5 insert:

‘Article 6

Containers with a sheeted sliding roof

1. Where applicable, the provisions of Articles 1, 2, 3, 4 and 5 of these Regulations shall apply to containers with a sheeted sliding roof. In addition, these containers shall conform to the provisions of this Article.
2. The sheeted sliding roof shall fulfil the requirements set out in (i) to (iii) below.
 - (i) The sheeted 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 sheet shall overlap with the solid part of the roof at the front side of the container, so that the roof sheet cannot be pulled over the top edge of the upper cantrail. In the length of the container, at both sides, in the hem of the roof sheet, a pre-stressed steel cable shall be inserted in such a way that it cannot be removed and re-inserted without leaving obvious traces. The roof sheet shall be secured to the sliding carriage in such a way that it cannot be removed and re-secured without leaving obvious traces.
 - (iii) The sliding roof guidance, the sliding roof tension devices and other movable parts shall be assembled in such a way that when closed, and Customs sealed, doors, roof and other movable parts cannot be opened or closed from the outside without leaving obvious traces. The sliding roof guidance, sliding roof 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 once the closing devices have been secured.

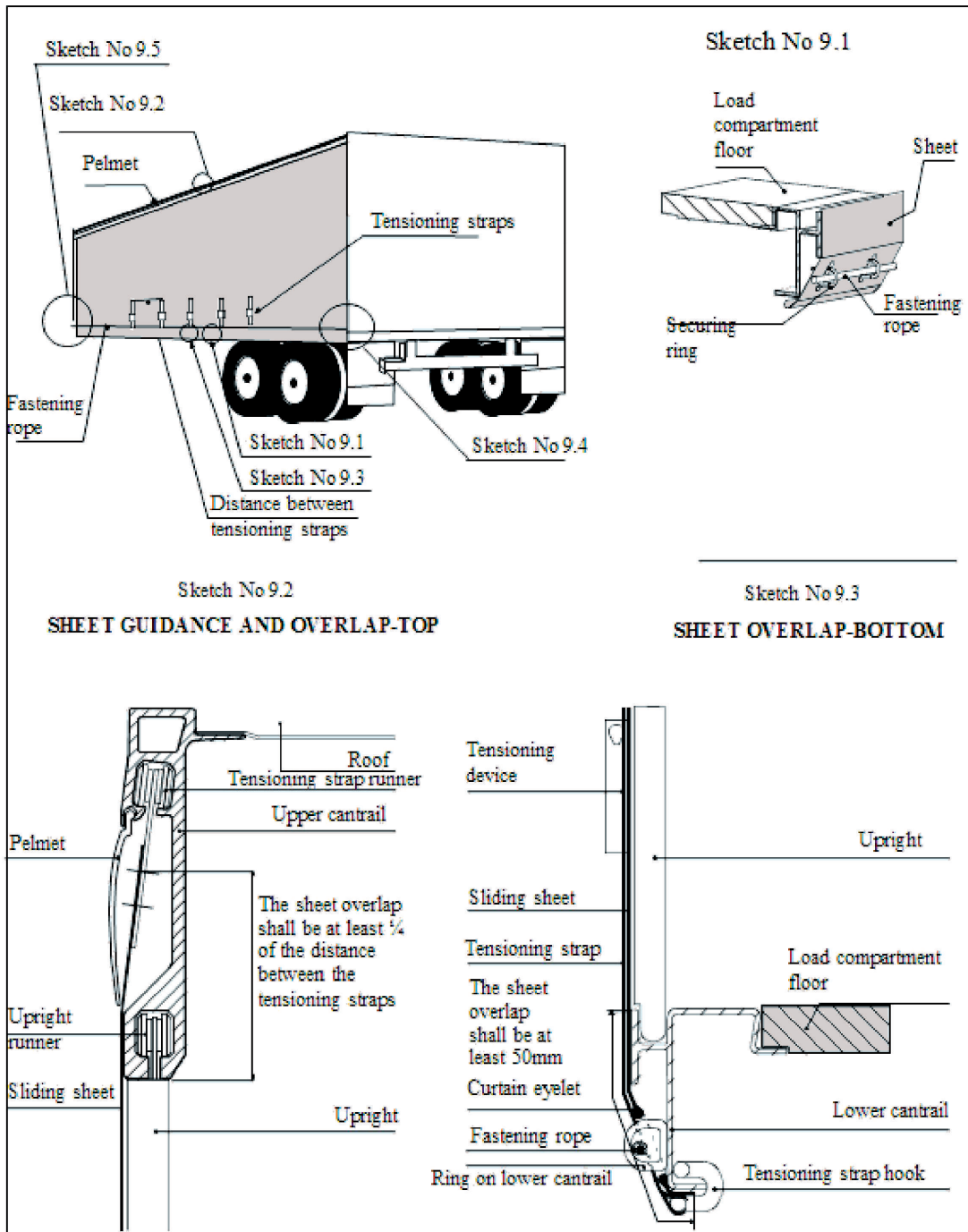
An example of a possible system of construction is shown in sketch No 10, appended to these Regulations.?

Annex 7, Part I, Sketch No 9:

For the existing Sketch No 9 substitute:

‘Sketch No 9

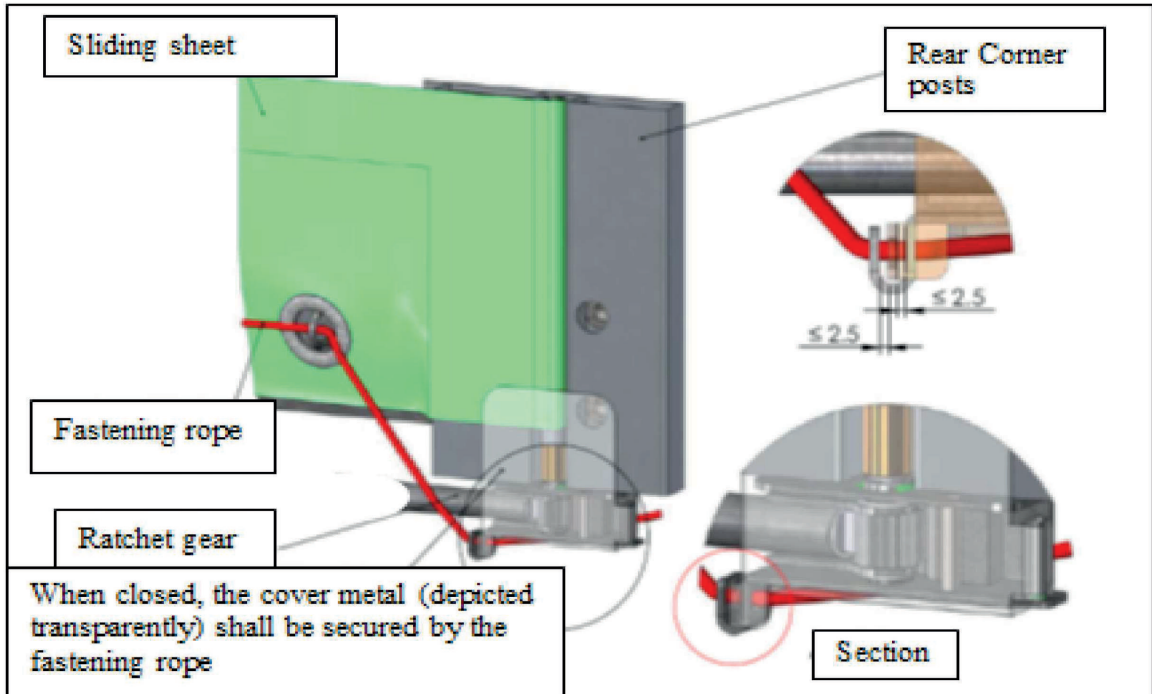
EXAMPLE OF A CONSTRUCTION OF A CONTAINER WITH SLIDING SHEETS



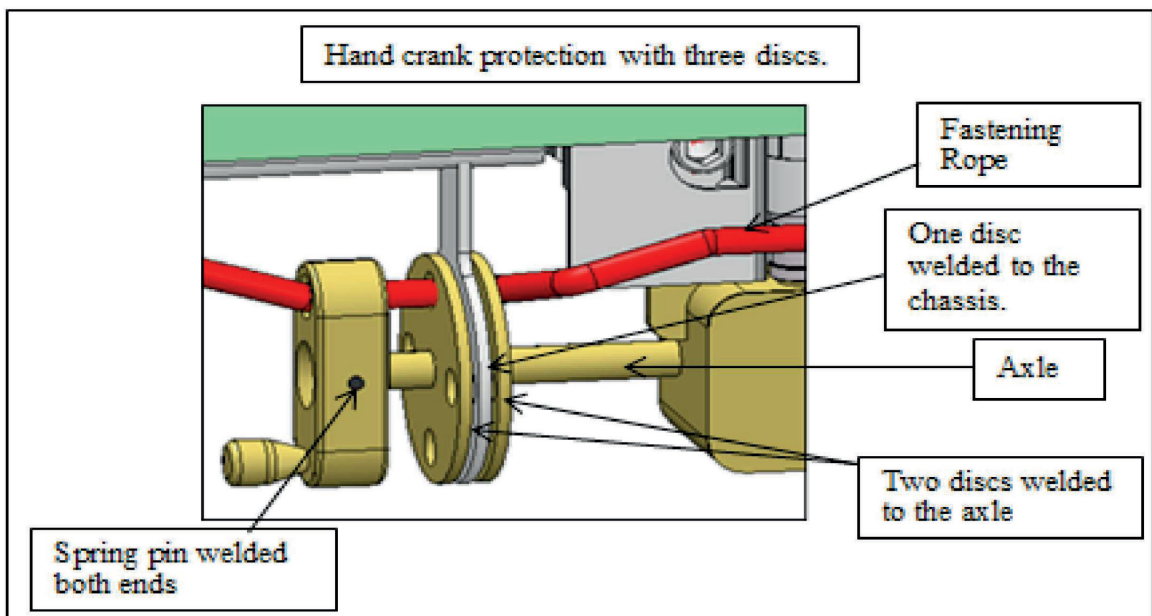
Sketch No 9.4

To tighten the sliding sheets in the horizontal direction, a ratchet gear is used (normally at 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



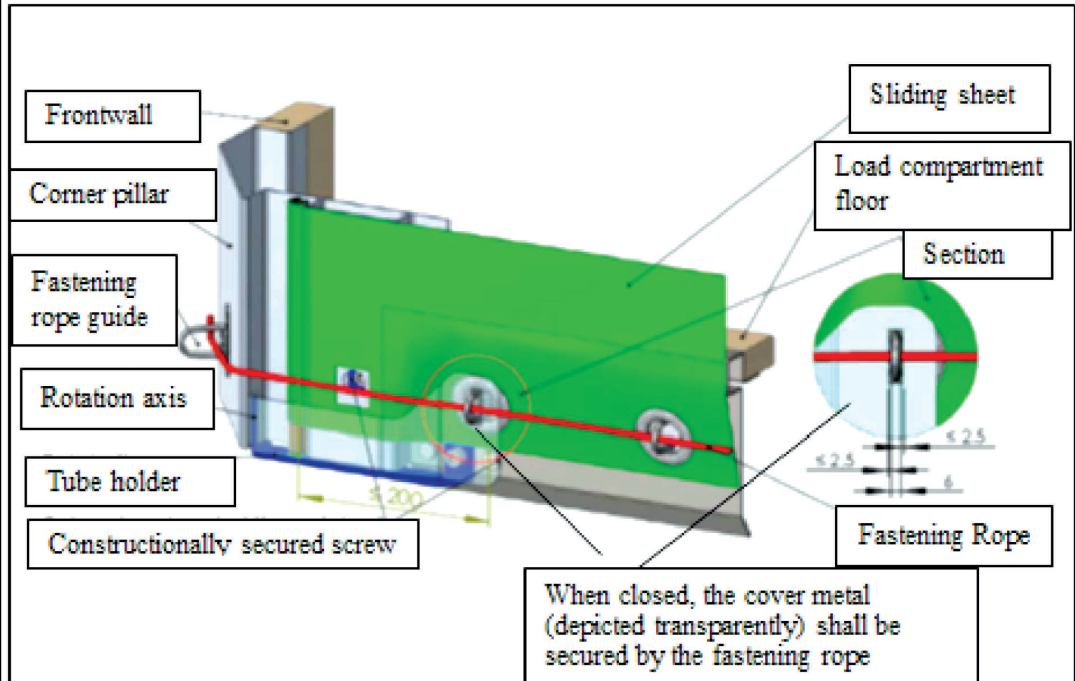
(b) Gearbox securing



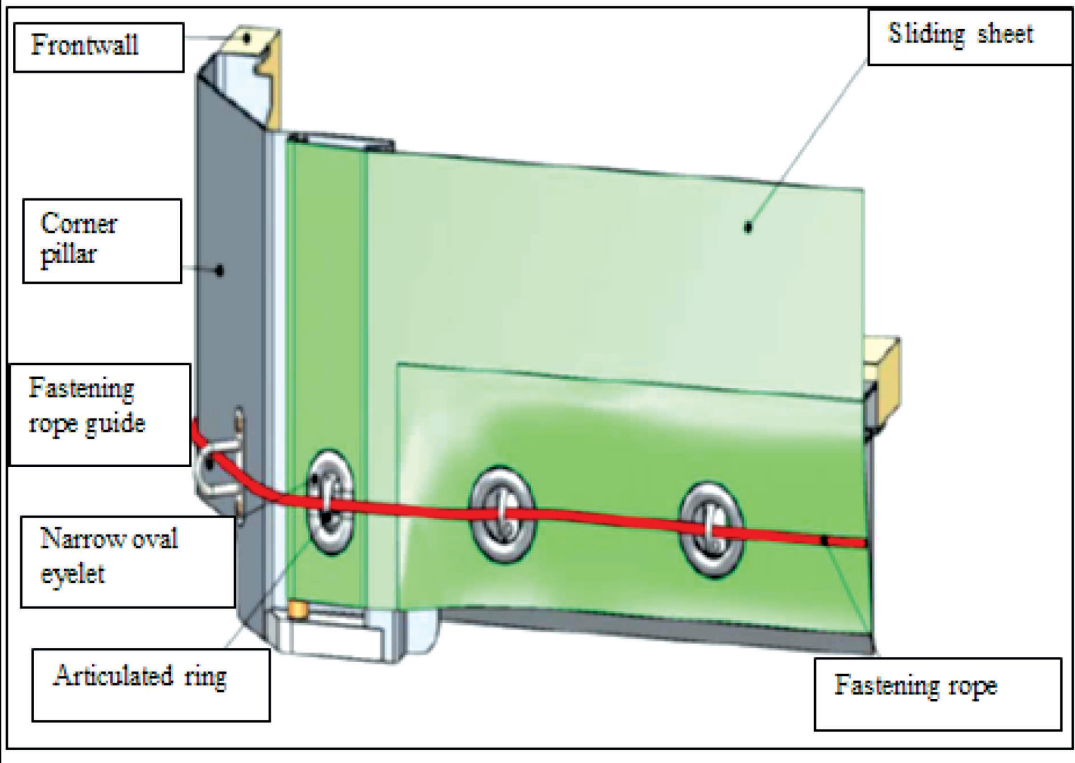
Sketch No 9.5

To fix the sliding sheet on the other side (normally 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



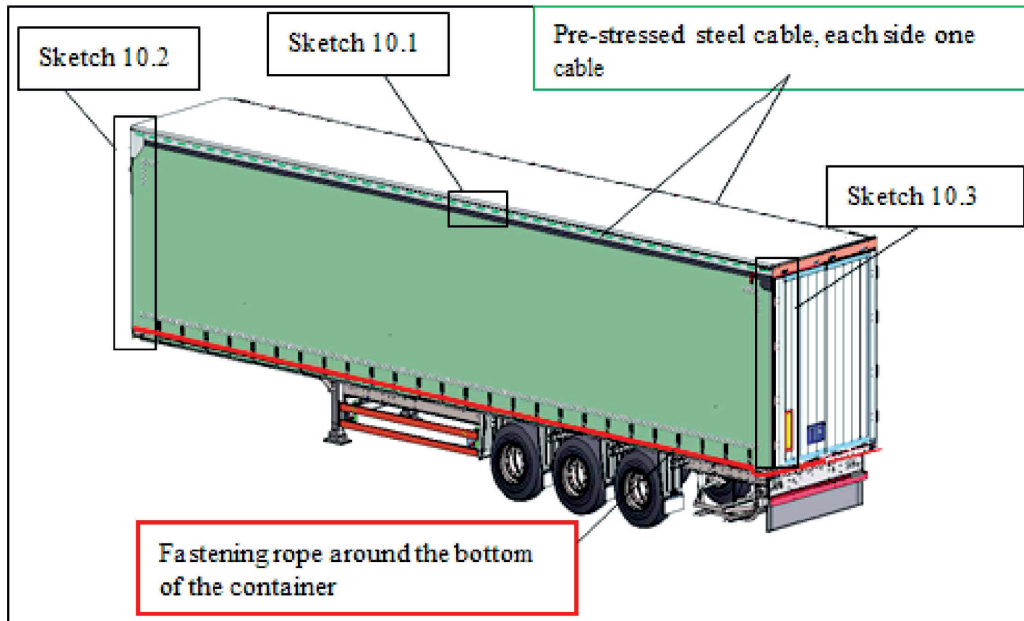
Annex 7, Part I, new Sketch No 10:

After new Sketch No 9 insert:

‘Sketch No 10

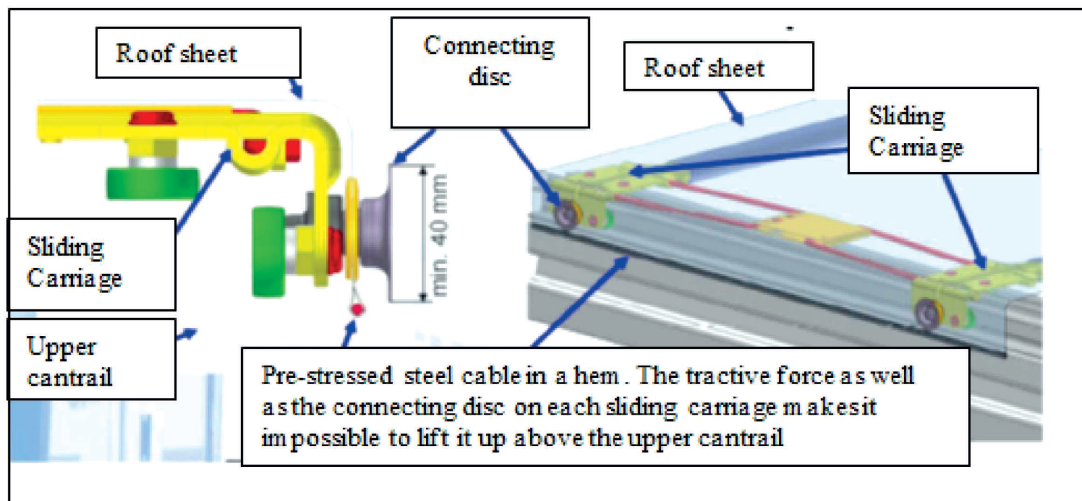
EXAMPLE OF A CONSTRUCTION OF A CONTAINER WITH A SHEETED SLIDING ROOF

This sketch shows an example of a container and the important requirements described in Article 6 of these Regulations.



Sketch No 10.1

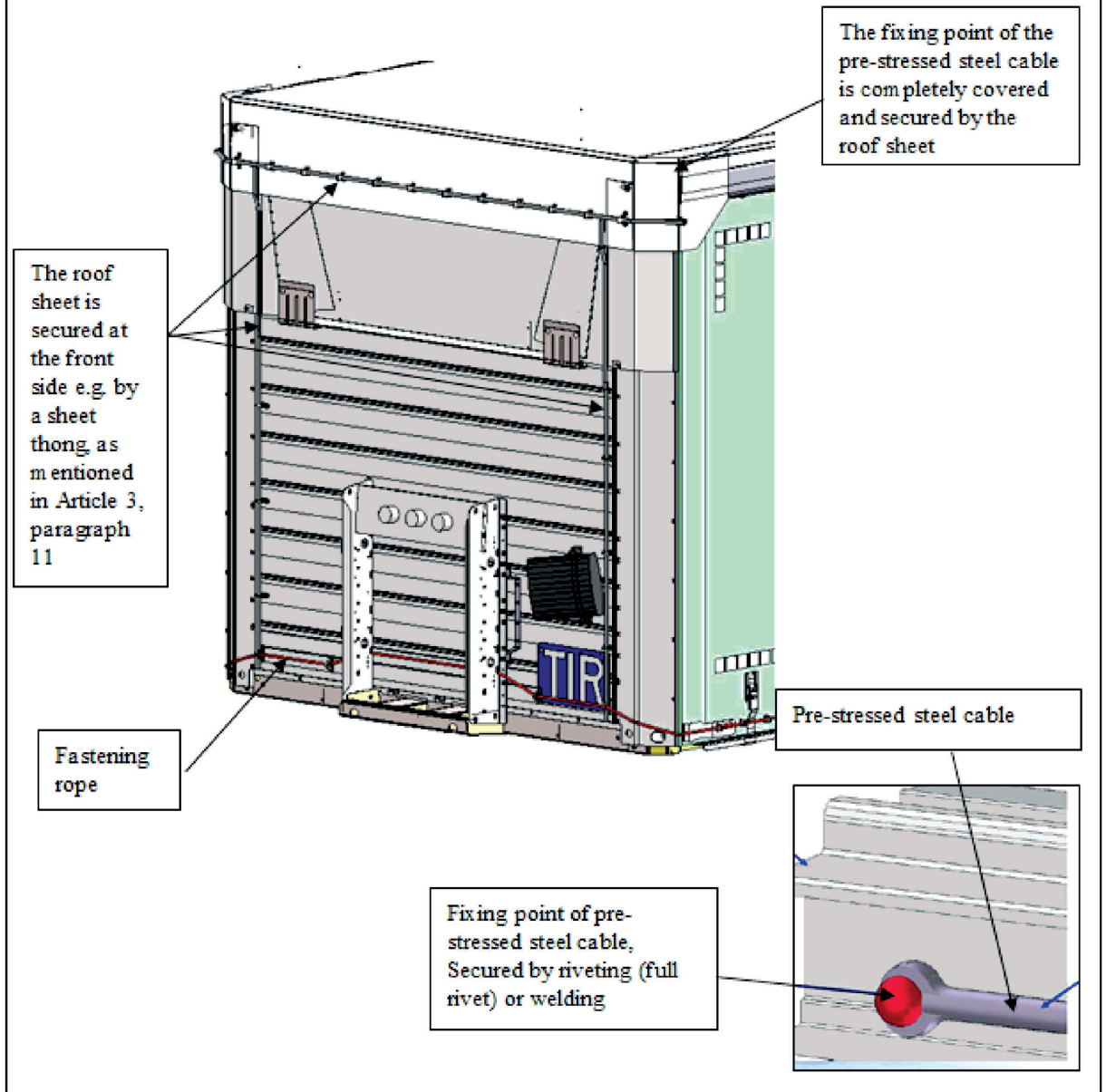
Two pre-stressed steel cables, embedded in a hem, are fixed on each side of the container. This pre-stressed steel cable is fixed to the front (see sketch 10.2) and rear of the body (see sketch 10.3). The tractive force as well as the connecting disc on each sliding carriage makes it impossible to lift up the hem with the pre-stressed steel cable above the upper cantrail.



Sketch No 10 continued:

Sketch No 10.2

The sliding roof sheet shall overlap with the solid part of the roof at the front side of the container, so that the roof sheet cannot be pulled over the top edge of the upper cantrail



Sketch No 10.3

At the rear, a special device, such as a baffle plate, is fitted to the roof, preventing access to the container, without leaving obvious traces when the doors are closed and sealed.

