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Inland Transport Committee

Working Party on Customs Questions affecting Transport

134rd session

Geneva, 11–14 June 2013

Item 8 (b) (ii) 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 for the Convention: Vehicles with sliding sheets

Vehicles and containers with sliding sheets

Note by the secretariat

I. Introduction

1. At its 131st, 132nd and 133rd session, the Working Party (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. During its 133rd session, the Working Party welcomed a live demonstration of a semi-trailer with sliding sheets and a sliding roof arranged by CLCCR at the United Nations premises in Geneva. 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, subject to several rectifications. At the same time, the Working Party felt that the underlying amendment proposals by CLCCR (ECE/TRANS/WP.30/2012/6/Rev.2) could be further streamlined, in particular, by taking into account very similar provisions already contained in Article 4 of Annex 2 and in Article 5 of Annex 7, part I. The secretariat, CLCCR and other delegations concerned were requested to cooperate on this issue with the objective to submit rectified amendment proposals to the present session (ECE/TRANS/WP.30/266, para. 35).

2. The present document has been prepared in line with the above request and contains a revised version of the amendment proposals. The proposed modifications to the current text of Convention are marked in **bold** and ~~strikethrough~~.

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 (iv) 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 horizontal opening between the sliding roof and the upper cantrail of the load compartment may not exceed 10 mm measured perpendicular to the longitudinal axis of the vehicle at any place when the load compartment is secured and sealed for Customs purposes. The system is described in sketch No. 10 appended to these Regulations.

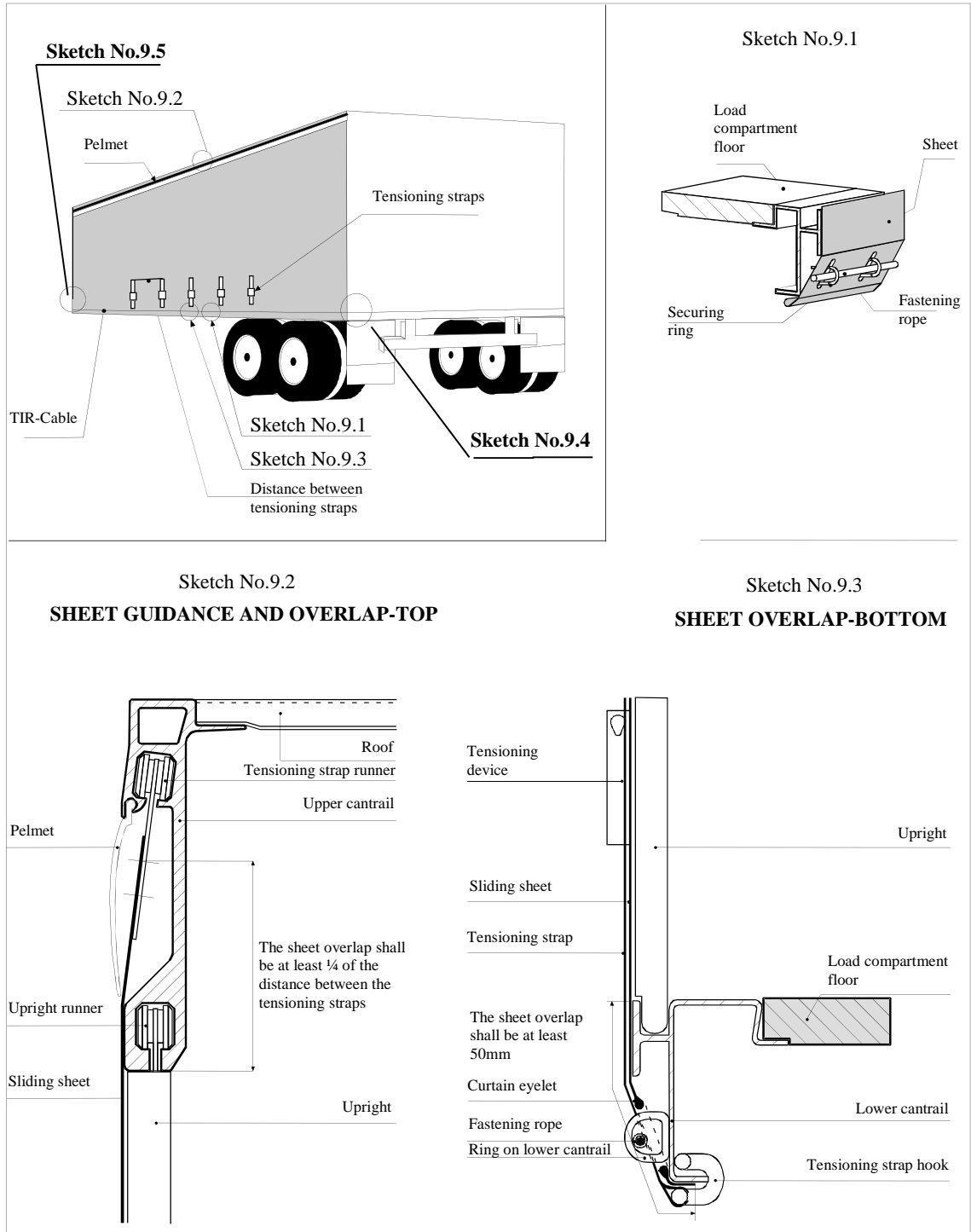
(iii) The distance between the connecting discs shall not exceed 200 mm.

(iv) 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

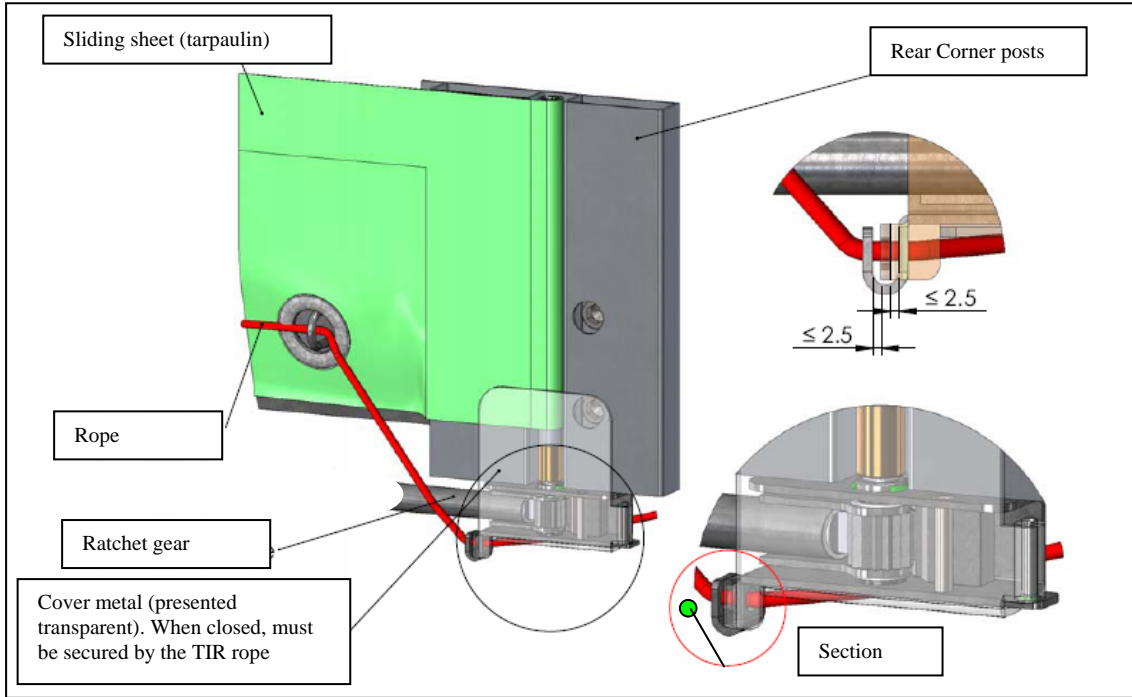
EXAMPLE OF A CONSTRUCTION OF A VEHICLE WITH SLIDING SHEETS



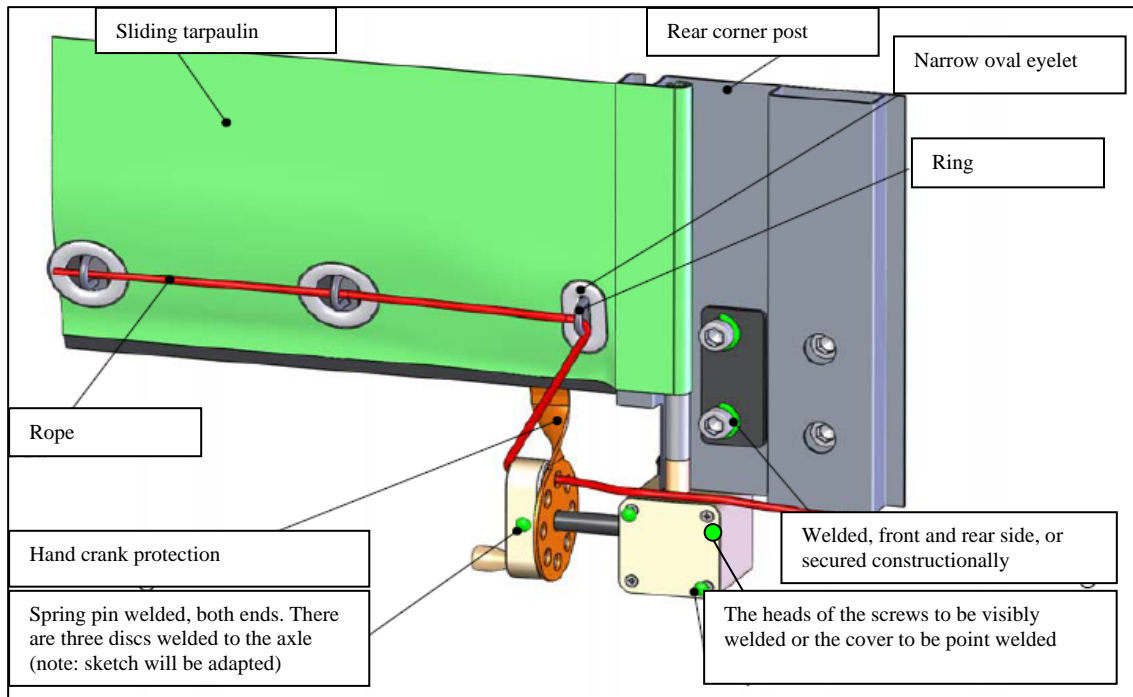
Sketch No. 9.4

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



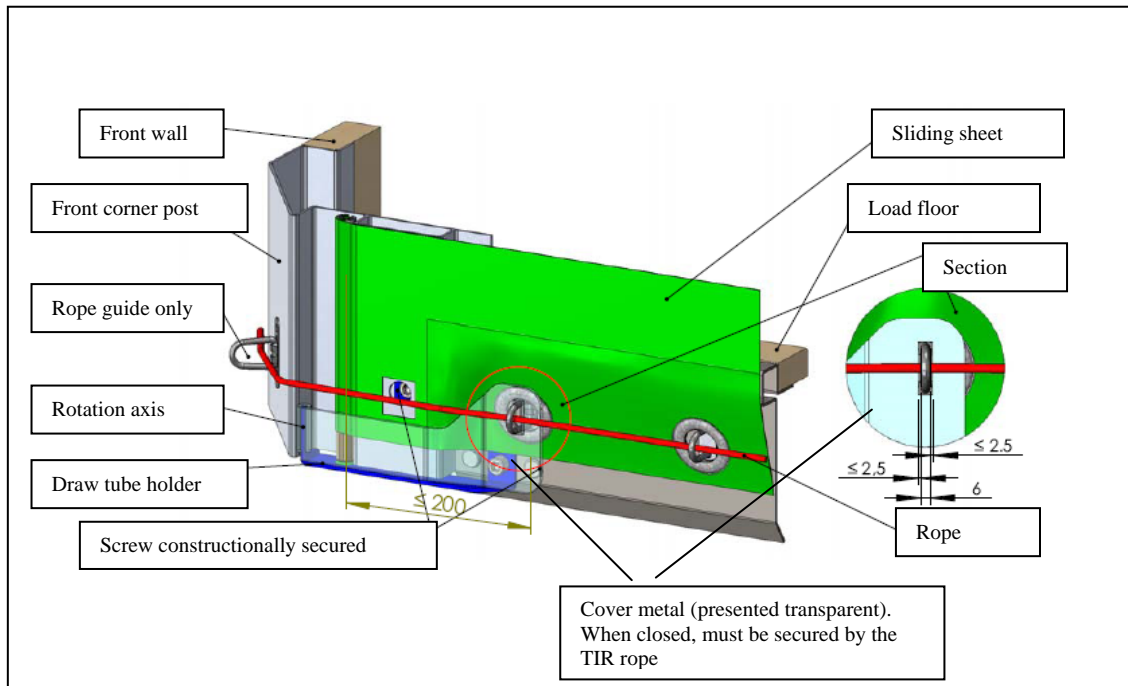
(b) Gearbox securing



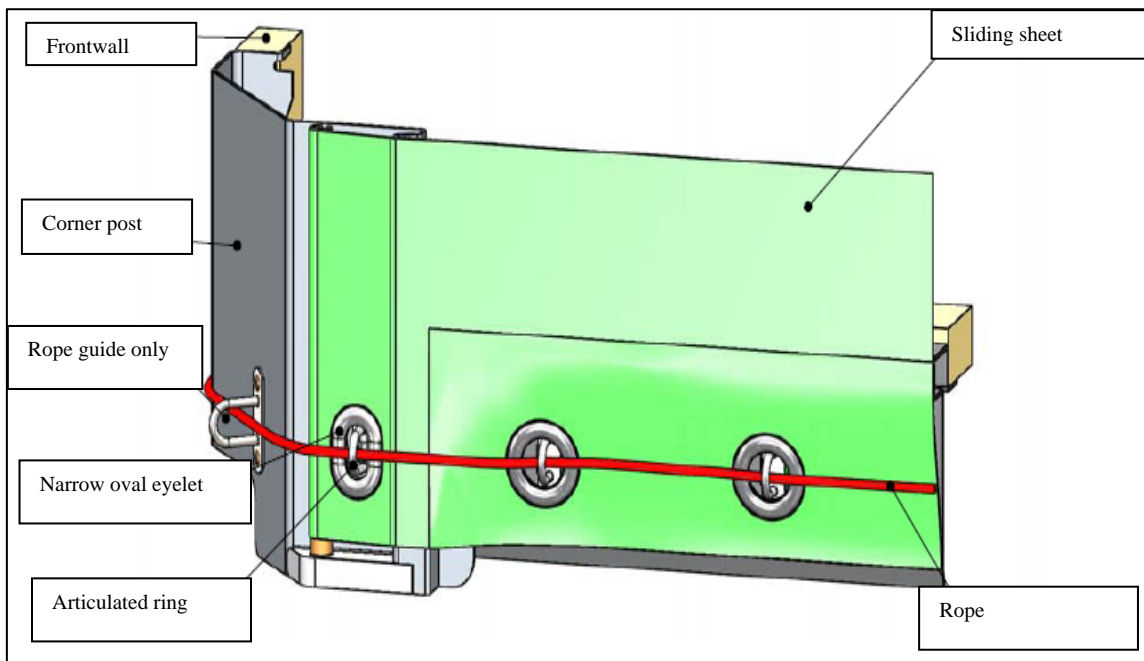
Sketch No. 9.5

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

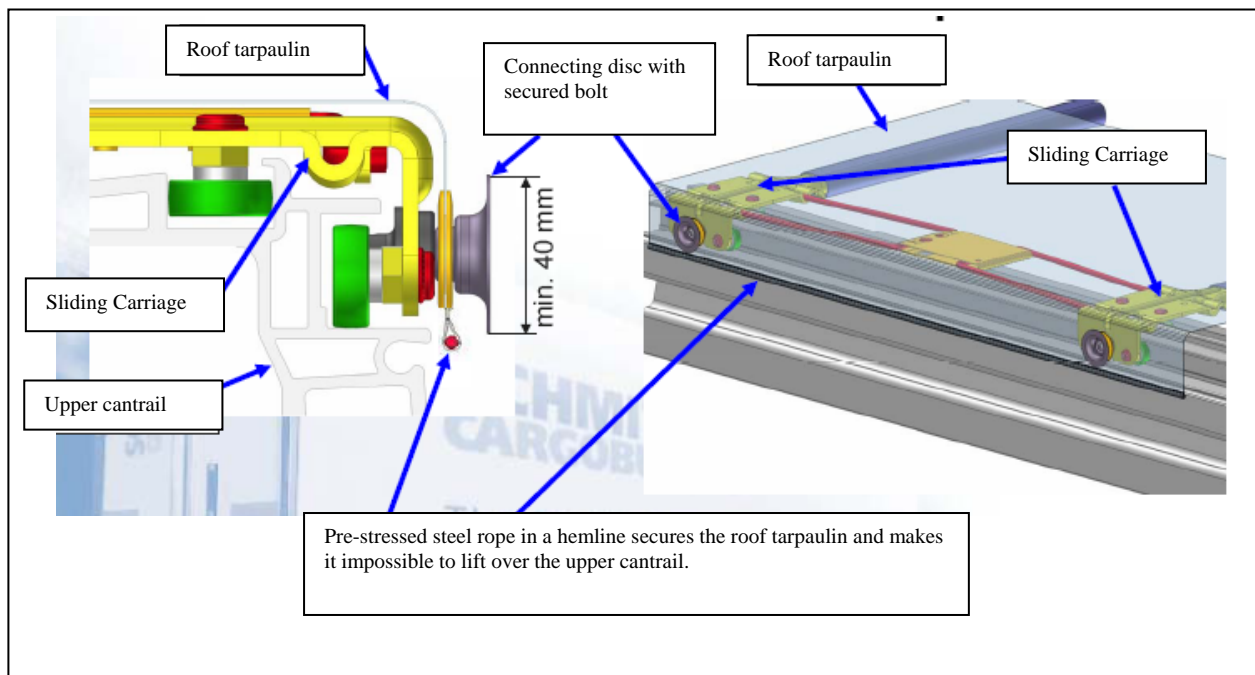
EXAMPLE OF A CONSTRUCTION OF A VEHICLE WITH A SLIDING ROOF

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 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.



8. Annex 7, Part I, Article 5, paragraph 1, point (ii) amend to read:
- (i) The sliding sheets, floor, doors and all other constituent parts of the load compartment roof 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

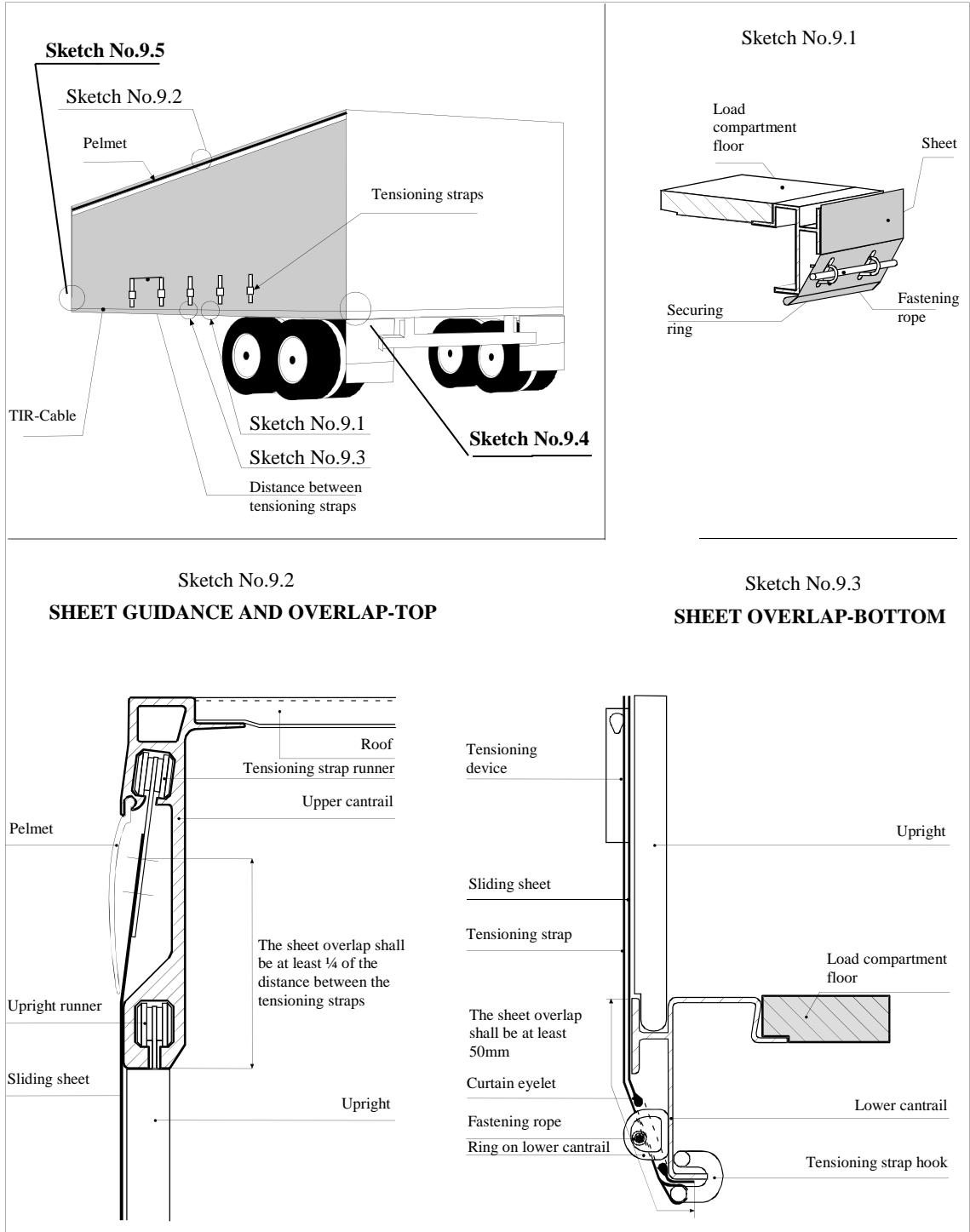
Containers with a sliding roof

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 the requirements set out in (i) to (iv) 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 container, 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 horizontal opening between the sliding roof and the upper cantrail of the load compartment may not exceed 10 mm measured perpendicular to the longitudinal axis of the container at any place when the load compartment is secured and sealed for Customs purposes. The system is described in sketch No. 10 appended to these Regulations.
- (iii) The distance between the connecting discs shall not exceed 200 mm.
- (iv) 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

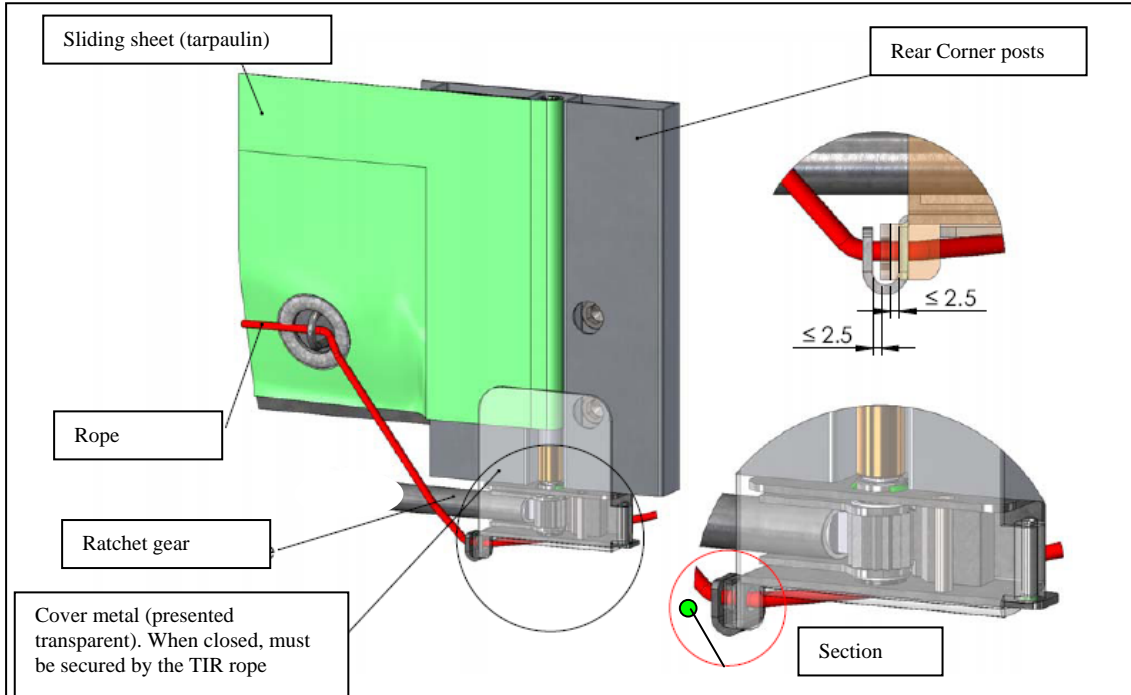
EXAMPLE OF A CONSTRUCTION OF A CONTAINER WITH SLIDING SHEETS



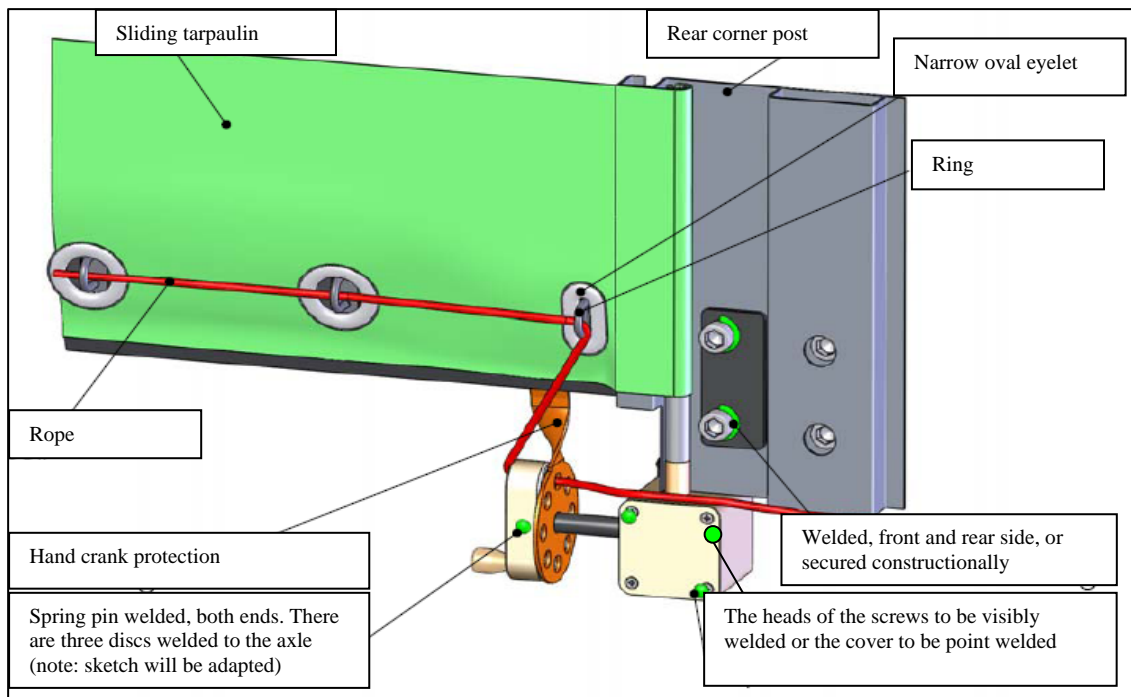
Sketch No. 9.4

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

(a) Ratchet securing



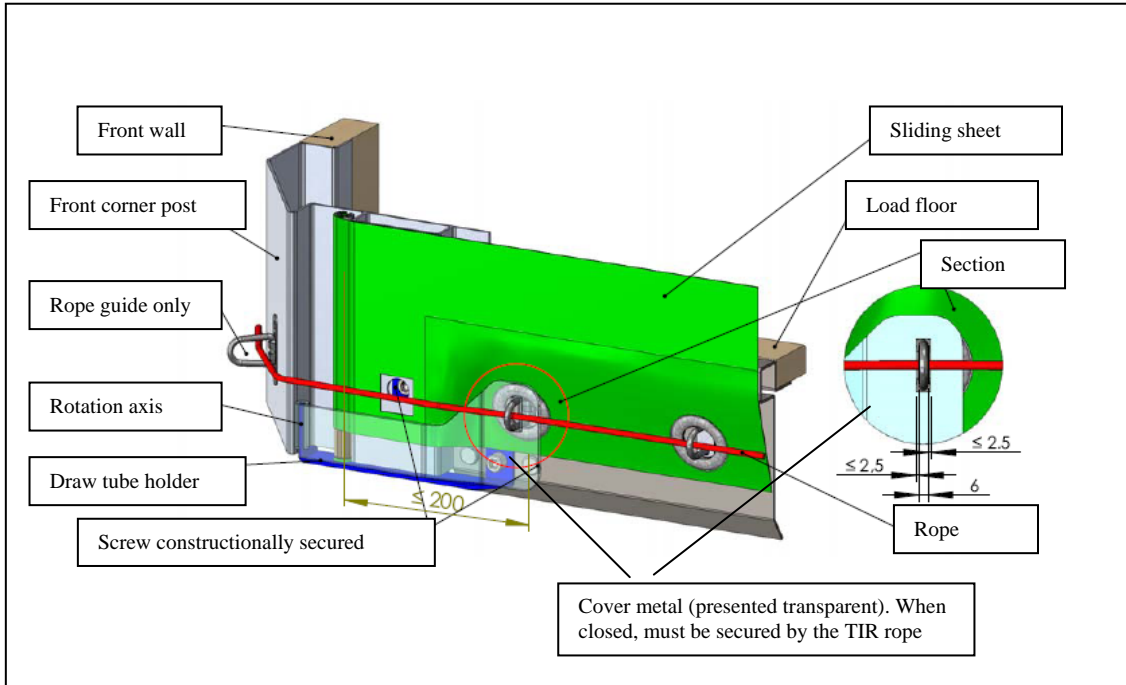
(b) Gearbox securing



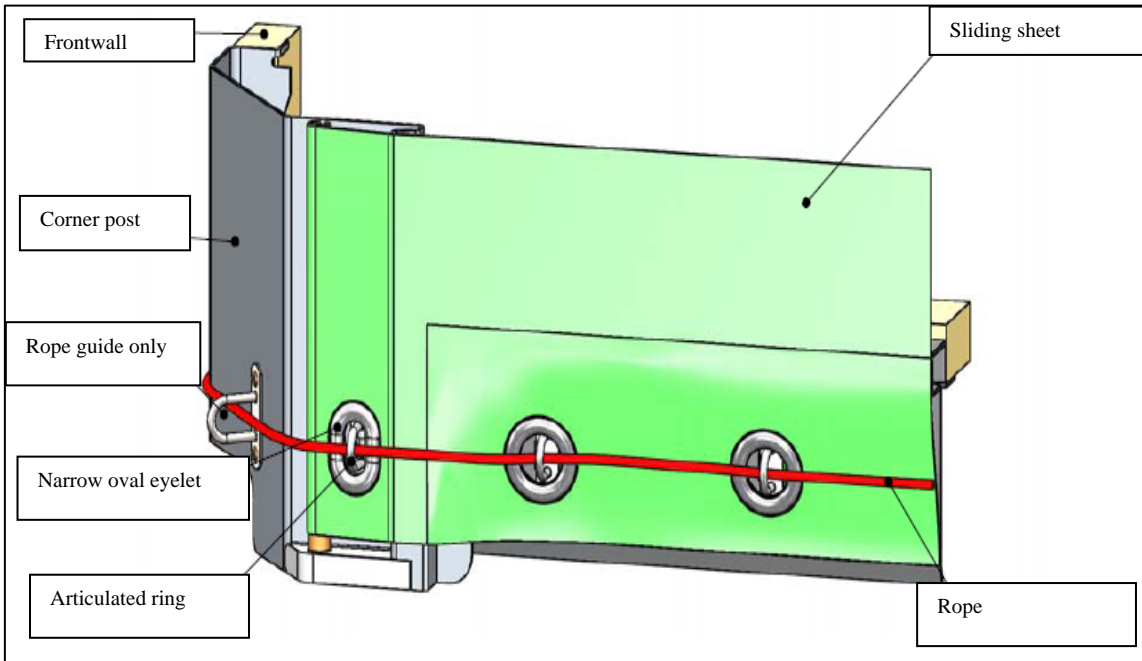
Sketch No. 9.5

To fix the 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

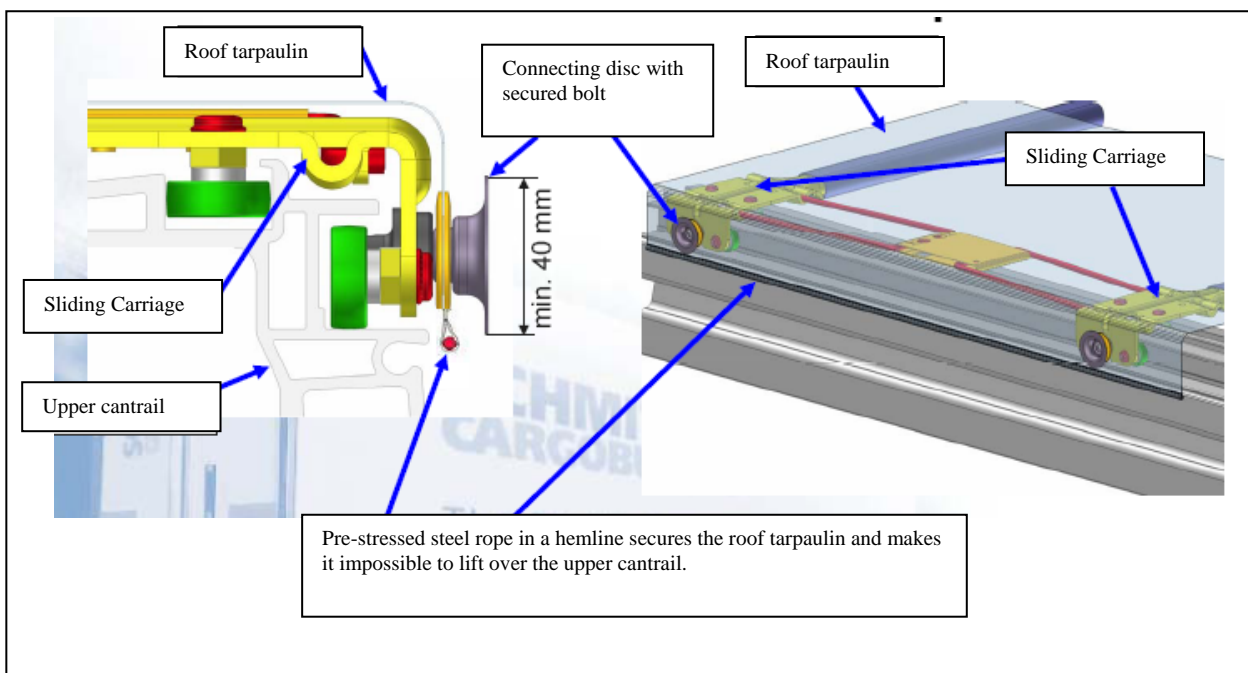
This sketch shows an example of a container and of important points described within Annex 7, Part I, Article 6.



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 recognise vehicles that can be Customs sealed for TIR transport.
