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INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions

affecting Transport

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agenda item 7 (c) (ix))

**CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT
OF GOODS UNDER COVER OF TIR CARNETS (TIR CONVENTION 1975)**

Application of the Convention

Amendment proposals for technical provisions of the Convention

Draft proposal to amend Annex 6, Explanatory Note 2.2.1 (b)

Structure of load compartments (Door and other closing systems)

**Transmitted by the Liaison Committee of the Body and Trailer Building Industry
(CLCCR)**

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BACKGROUND

1. Annex 2 to the TIR Convention of 1975 (including Explanatory Notes and Comments there to) describes, in Article 2, Explanatory Notes 2.2.1 (b), the requirements to be complied with by doors and all other closing systems on which Customs seals can be fixed. However in the case of insulated bodywork alternative systems of fixing are permitted by virtue of the following text in sub-paragraph 2.2.1 (b) (c):

“(c) Exceptionally, in the case of vehicles having insulated load compartments, the Customs sealing device, the hinges and any fittings, the removal of which would give access to the interior of the load compartment or to spaces in which goods could be concealed, may be fixed to the doors of such load compartments by means of the following systems:

(i) Set bolts or set screws which are inserted from the outside but which do not otherwise meet the requirements of Explanatory Note 2.2.1 (a), subparagraph (a) above, on condition that:

the tails of the set bolts or set screws are fixed into a tapping plate or similar device fitted behind the outer layer or layers of the door structure, and

the heads of the appropriate number of set bolts or set screws are so welded to the Customs sealing device, hinges etc., that they are completely deformed and that the set bolts or set screws cannot be removed without leaving visible signs of tampering, {see sketch No.1 appended to Annex 6}.”

AMENDMENT PROPOSAL:

2. CLCCR wishes to propose an amendment to the final paragraph of Annex 2, Article 2, Explanatory Note 2.2.1 (b) (c) (i) in the following way:

“... the heads of the appropriate number of set bolts or set screws are so welded to the Customs sealing device, hinges etc., **that they are welded at the circumference for a minimum of 90 degrees** and that the set bolts or set screws cannot be removed without leaving visible signs of tampering, {see sketch No.1 appended to Annex 6}.”

Note: See revised sketch attached.

3. CLCCR is of the opinion that for set bolts or set screws inserted from the outside, whether they are completely deformed or the welding covers only 90 degrees of the circumference of the bolt or screw head, the level of Customs security of the vehicle would not be reduced. Indeed, CLCCR would contend that when a bolt or screw head is fully deformed it is easier to disguise a false head (one without a tail); for a false head, when welded for only 90 degrees, will “lift” at the unwelded edge. In either case, to avoid leaving visible signs of tampering would require extra welding of the device to re-fit the parts again after any manipulation.

4. Additionally, in cases of genuine reason for removal, for example accident damage, a bolt or set screw head welded for 90 degrees allows a quicker repair to be affected.



