



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.30/2007/22
16 July 2007

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions Affecting Transport

One-hundred-and-seventeenth session
Geneva, 24-28 September 2007
Item 8 (c) (iii) of the provisional agenda

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

Application of the Convention

Approval and control of TIR loading compartments

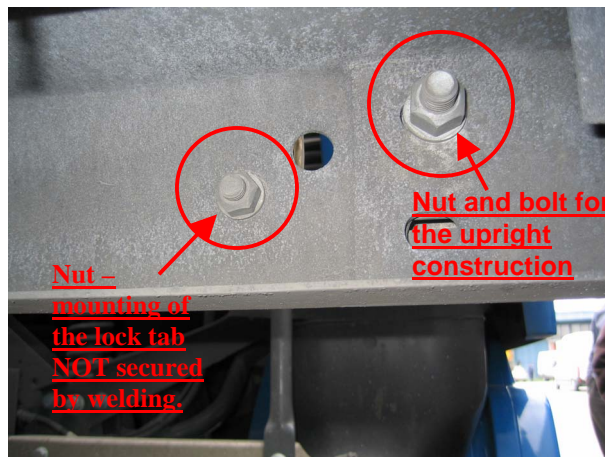
Transmitted by the European Union Customs Assistance Program in Serbia (CAFAO)

The present document provides additional pages to be added to the manual on approval of TIR road vehicles and loading units prepared by the European Union Customs Assistance Program in Serbia (CAFAO) (ECE/TRANS/WP.30/2006/16). Pages 2-5 should be inserted at the end of chapter 3 "Curtain sides" of the manual under numbers 74**bis**, 74**ter**, 74**quarta**, 74**quinques**, respectively. Page 6 should be inserted in chapter 4 "Tankers" of the manual as a new page 78**bis**.

The same type of "Quick release" system as illustrated on the previous page – and by same manufacturer. The pivoting lock tab is secured by the TIR wire and it should not be possible to operate the handle and release the tensioning bar. However, the lock tab is mounted on the chassis frame by a standard nut – unsecured in any way. It takes only a few minutes to remove the nut and the handle is released.



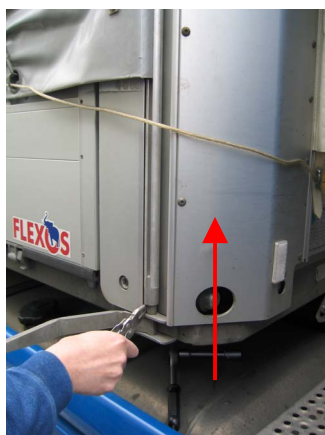
Lock tab secured by the TIR wire.



Inner side of the chassis frame – the lock tab nut is NOT secured.



By the use of a 19 mm socket wrench it is easy to remove the nut and the lock tab – now the handle is released and can be operated.

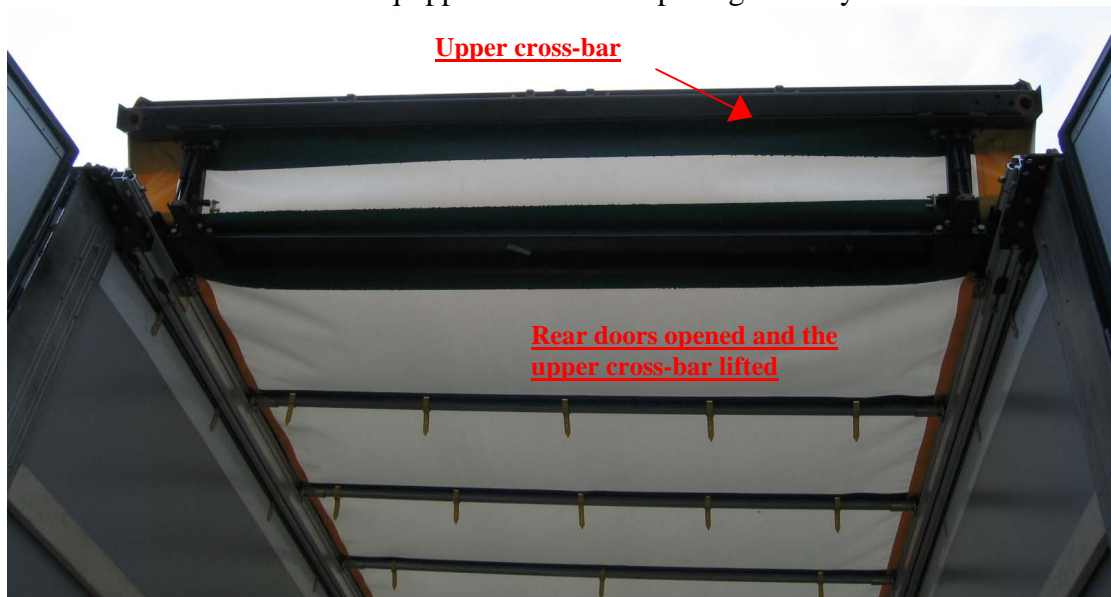


On modern trailers with sliding sheets, a system by which it is possible to open the roof is installed by most manufacturers. It is possible to disengage a lock system and slide the entire roof from the rear end of the trailer – almost to the front end. In general terms such a system is called an “OPENING ROOF”.

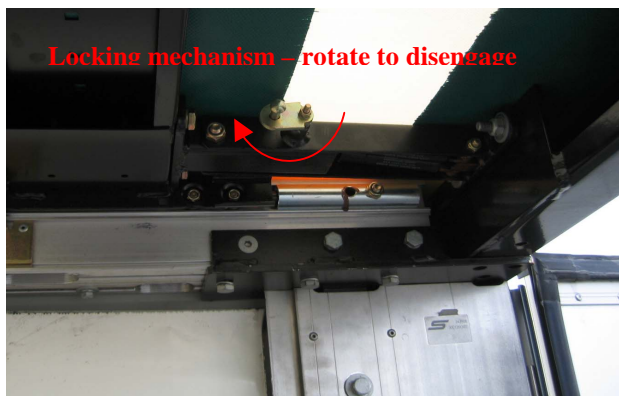
In order to open and slide the roof, the upper cross-bar must be lifted. This is possible only if both rear doors are opened as the locking rods and cam-engaging devices provide a secure lock system for the upper cross-bar. Also the rear end of the sliding roof has its locking mechanism inside the load compartment, and is as such considered to be secure.

However at the upper front of such trailers the security does NOT always fulfil TIR requirements.

Illustrated below a modern trailer equipped with such “opening roof” system.



A: Now it is possible to slide the roof towards the front of the trailer – leaving the entire roof open.



B: This specific trailer is equipped with two rotating locking mechanisms – one at each side. A variety of locking mechanisms can be found on the market – and each individual manufacturer has his own preference.

C: Disengage both locking mechanisms – and push or lift the cross-bar.

At the upper front of trailers equipped with an “opening roof” system it is important that the sheet is secured in accordance with the TIR requirements. The very best security is provided by a system of TIR rings mounted onto the solid part of the vehicle, reinforced eyelets at the edge of the sheet – and a fastening wire or thong to be passed through the TIR rings.

Illustrated below, the two most common systems - both providing the security required for TIR Approval.



A: Metal TIR rings mounted onto the solid part of the trailer and reinforced eyelets at the edge of the sheet. The upper part of the sheet is then secured and kept in place by the TIR wire. This system requires a rather long TIR wire – approximately 7 meters extra compared to a standard TIR wire.



B: Metal TIR rings mounted onto the solid part of the trailer and reinforced eyelets at the edge of the sheet. The upper part of the sheet is then secured and kept in place by a thong made of material and in dimensions as prescribed by the TIR Convention. The TIR wire will secure the lower part of the thong. Normal length TIR wire required for this system.

Illustrated below, two examples of TIR non-compliant fastening of the sheet at the upper front of trailers with “opening roofs”.

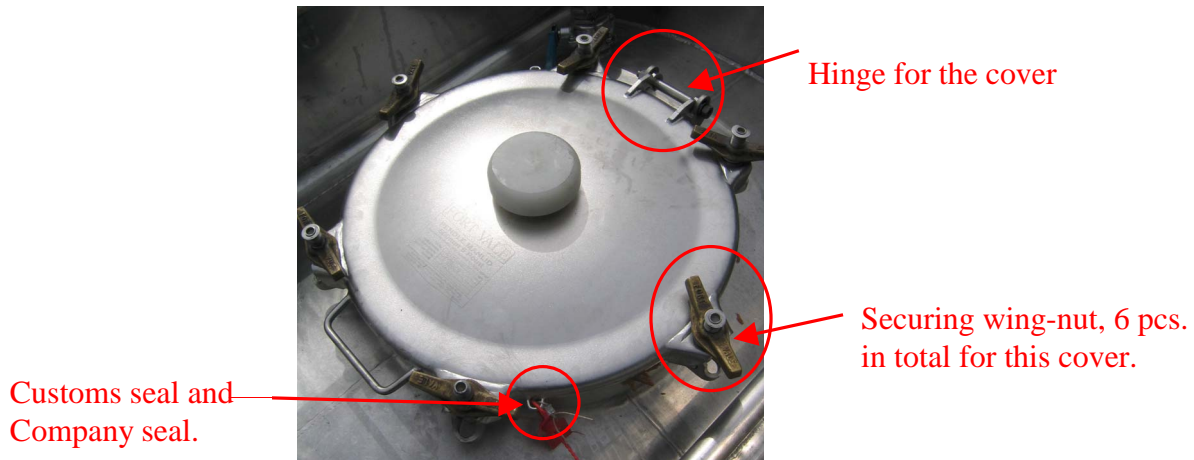


Sheet secured by an aluminium profile mounted with “pop-rivets” – app. 15 pieces. It is well known that “pop-rivets” are easy to remove and replace. Obviously this profile can be removed and the sheet lifted – leaving significant access to the load compartment.



Sheet secured by “nylon rope” – one piece at each corner. Each end is in the shape of a “snap-hook” (safety-hook / carabiner) – in order to catch a TIR ring. It is obvious that such ropes do not provide any security at all – in only a matter of minutes access is gained to the load compartment.

Illustrated below is an example of a tanker for the transport of consumable liquids. The nuts securing the hinge-pin for the manhole-covers have obviously been tampered with.



Manhole-cover – stainless steel, sealing device welded and two seals affixed, a Customs seal and a company seal. At first impression everything appears to be correct and secure.



On ALL hinges for manhole-covers, one of the welded stainless steel nuts had been removed and replaced by a normal galvanised iron nut. Intentionally adapted for easy illegal access to the chambers

Easy to remove the galvanised nut and washer – and now just pull the hinge pin out of the bearings.



Full access to the chamber and the load.