

THE TIR CONVENTION, 1975

This section contains the complete text of the TIR Convention, 1975, as of 1 May 1993.

The lay-out of this section follows the structure of the TIR Convention, 1975.

Explanatory Notes contained in Annex 6 and Annex 7, part III of the Convention have been placed, however, with the provisions in the Convention to which they relate. In accordance with article 43 of the Convention, the Explanatory Notes interpret certain provisions of the Convention and of its Annexes. They also describe certain recommended practices.

The Explanatory Notes do not modify the provisions of this Convention or of its Annexes but merely make their contents, meaning and scope more precise. In particular, having regard to the provisions of article 12 of this Convention and of Annex 2 relating to the technical conditions for the approval of road vehicles for transport under Customs seal, the Explanatory Notes specify, where appropriate, the construction techniques to be accepted by the Contracting Parties as complying with those provisions. The Explanatory Notes also specify, where appropriate, which construction techniques do not comply with those provisions.

Thus the Explanatory Notes provide a means of applying the provisions of this Convention and of its Annexes so as to take into account the development of technology and economic requirements.

Comments are also placed with the provisions of the Convention to which they refer. The comments contained in the TIR Handbook are not legally binding for Contracting Parties of the TIR Convention, 1975. They are however, important for the interpretation, harmonization and application of the Convention as they reflect the opinion of the Administrative Committee for the TIR Convention, 1975 and of the Working Party on Customs Questions affecting Transport of the United Nations Economic Commission for Europe (ECE), as is indicated in connection with each comment.

{TRANS/GE.30/55, paragraph 40}.

**BODY OF THE TIR CONVENTION, 1975
(INCLUDING EXPLANATORY NOTES
AND COMMENTS THERETO)**

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

THE CONTRACTING PARTIES,

DESIRING to facilitate the international carriage of goods by road vehicle,

CONSIDERING that the improvement of the conditions of transport constitutes one of the factors essential to the development of co-operation among them,

DECLARING themselves in favour of a simplification and a harmonization of administrative formalities in the field of international transport, in particular at frontiers,

HAVE AGREED as follows:

Chapter I

GENERAL

(a) DEFINITIONS

Article 1

For the purposes of this Convention:

(a) The term "TIR operation" shall mean the transport of goods from a Customs office of departure to a Customs office of destination under the procedure, called the "TIR procedure", laid down in this Convention;

(b) the term "import or export duties and taxes" shall mean Customs duties and all other duties, taxes, fees and other charges which are collected on, or in connection with, the import or export of goods, but not including fees and charges limited in amount to the approximate cost of services rendered;

Article 1 (cont'd)

(c) the term "road vehicle" shall mean not only any power-driven road vehicle but also any trailer or semi-trailer designed to be coupled thereto;

(d) the term "combination of vehicles" shall mean coupled vehicles which travel on the road as a unit;

(e) the term "container" shall mean an article of transport equipment (lift-van, movable tank or other similar structure):

- (i) fully or partially enclosed to constitute a compartment intended for containing goods;
- (ii) of a permanent character and accordingly strong enough to be suitable for repeated use;
- (iii) specially designed to facilitate the transport of goods by one or more modes of transport without intermediate reloading;
- (iv) designed for ready handling, particularly when being transferred from one mode of transport to another;
- (v) designed to be easy to fill and to empty; and
- (vi) having an internal volume of one cubic metre or more;

"demountable bodies" are to be treated as containers;

(f) the term "Customs office of departure" shall mean any Customs office of a Contracting Party where the international transport of a load or part-load of goods under the TIR procedure begins;

(g) the term "Customs office of destination" shall mean any Customs office of a Contracting Party where the international transport of a load or part-load of goods under the TIR procedure ends;

(h) the term "Customs office en route" shall mean any Customs office of a Contracting Party through which a road vehicle, combination of vehicles or container is imported or exported in the course of a TIR operation;

(j) the term "person" shall mean both natural and legal persons;

(k) the term "heavy or bulky goods" shall mean any heavy or bulky object which because of its weight, size or nature is not normally carried in a closed vehicle or closed container;

Article 1 (cont'd)

(I) the term "guaranteeing association" shall mean an association approved by the Customs authorities of a Contracting Party to act as surety for persons using the TIR procedure.

Introduction to Explanatory Notes^{*/}

(i) In accordance with the provisions of article 43 of this Convention, the Explanatory Notes interpret certain provisions of this Convention and of its Annexes. They also describe certain recommended practices.

(ii) The Explanatory Notes do not modify the provisions of this Convention or of its Annexes but merely make their contents, meaning and scope more precise.

(iii) In particular, having regard to the provisions of article 12 of this Convention and of Annex 2 relating to the technical conditions for the approval of road vehicles for transport under Customs seal, the Explanatory Notes specify, where appropriate, the construction techniques to be accepted by the Contracting Parties as complying with those provisions. The Explanatory Notes also specify, where appropriate, which construction techniques do not comply with those provisions.

(iv) The Explanatory Notes provide a means of applying the provisions of this Convention and of its Annexes so as to take into account the development of technology and economic requirements.

^{/} Explanatory Notes appearing in Annex 6 to the Convention have been placed with the provisions to which they are related.*

Explanatory Note to article 1

0.1 (b) The fees and charges excepted in article 1, subparagraph (b) mean all sums, other than import or export duties and taxes, levied by Contracting Parties on or in connection with importation or exportation. These sums shall be limited in amount to the approximate cost of the services rendered and shall not represent an indirect protection to domestic products or a tax on imports or exports for fiscal purposes. Such fees and charges include inter alia payments relating to:

- certificates of origin if they are required for transit,
- analyses carried out by Customs laboratories for control purposes,
- Customs inspections and other clearance operations carried out outside normal working hours or away from Customs offices,
- inspections for sanitary, veterinary or phytopathological reasons.

0.1 (e) The term "demountable body" means a load compartment which has no means of locomotion and which is designed in particular to be transported upon a road vehicle, the chassis of which, together with the under-framing of the body, is especially adapted for this purpose. It covers also a swap body which is a load compartment designed especially for combined road and rail transport.

{ECE/TRANS/17/Amend.12; entered into force on 1 August 1990}

0.1 (e) (i) The term "partially enclosed", as applied to equipment in article 1, subparagraph (e) (i), relates to equipment generally consisting of a floor and a superstructure marking off a loading space equivalent to that of a closed container. The superstructure is generally made up of metal members forming the frame of a container. Containers of this type may also comprise one or more lateral or frontal walls. In some cases there is only a roof attached to the floor by uprights. This type of container is used in particular for the transport of bulky goods (motor cars, for example).

(b) SCOPE**Article 2**

This Convention shall apply to the transport of goods without intermediate reloading, in road vehicles, combinations of vehicles or in containers, across one or more frontiers between a Customs office of departure of one Contracting Party and a Customs office of destination of another or of the same Contracting Party, provided that some portion of the journey between the beginning and the end of the TIR operation is made by road.

Explanatory Note

- 0.2-1 Article 2 provides that a transport operation under cover of a TIR Carnet may begin and end in the same country on condition that part of the journey is performed in foreign territory. In such cases there is nothing to prevent the Customs authorities of the country of departure from requiring, in addition to the TIR Carnet, a national document, intended to ensure duty-free reimportation of the goods. It is nevertheless recommended that Customs authorities should not insist on the use of such a document but accept instead an appropriate endorsement on the TIR Carnet.
- 0.2-2 The provisions of this article allow goods to be carried under cover of a TIR Carnet when only part of the journey is made by road. They do not specify what part of the journey has to be made by road and it is sufficient that this should occur at some point between the beginning and the end of the TIR operation. However, it may happen that, for unforeseen reasons of a commercial or accidental nature, no part of the journey can be made by road, despite the intentions of the sender at the start of the journey. In these exceptional cases the Contracting Parties shall nevertheless accept the TIR Carnet and the liability of the guaranteeing associations shall remain in force.

Comment***Use of TIR Carnets***

On some occasions TIR Carnets have been used for journeys entirely within a country (for instance from an office in the interior of the country to the frontier exit office, without presentation of the Carnet on entry to the following country) for the purpose of obtaining Customs seals for fraudulent purposes.

*IRU undertakes to inform the national Customs authorities of such cases.
{TRANS/GE.30/AC.2/I2, paragraph 34; TRANS/GE.30/35, paragraphs 64 and 65}*

Article 3

For the provisions of this Convention to become applicable:

(a) the transport operations must be performed

- (i) by means of road vehicles, combinations of vehicles or containers previously approved under the conditions set forth in Chapter III (a); or**
- (ii) by means of other road vehicles, other combinations of vehicles or other containers under the conditions set forth in Chapter III (c);**

(b) the transport operations must be guaranteed by associations approved in accordance with the provisions of article 6 and must be performed under cover of a TIR Carnet, which shall conform to the model reproduced in Annex 1 to this Convention.

Comment

Sometimes special vehicles, such as tank-vehicles, cranes, sweepers, concrete-laying machines, etc., exported to third countries travel by their own means to the point of delivery. Vehicles of this kind are regarded as goods in a transit operation and a TIR Carnet may legitimately be issued in such cases. {TRANS/GE.30/10, paragraphs 14-17}

(c) PRINCIPLES

Article 4

Goods carried under the TIR procedure shall not be subjected to the payment or deposit of import or export duties and taxes at Customs office en route.

Article 5

1. Goods carried under the TIR procedure in sealed road vehicles, combinations of vehicles or containers shall not as a general rule be subjected to examination at Customs offices en route.

2. However, to prevent abuses, Customs authorities may in exceptional cases, and particularly when irregularity is suspected, carry out an examination of the goods at such offices.

Explanatory Note to article 5

- 0.5 This article does not exclude the right to carry out spot checks on the goods but stresses that these checks should be very limited in number. The international TIR Carnet procedure, in fact, provides protection greater than that given by national procedures. Firstly the particular on the TIR Carnet relating to the goods must agree with the particulars given on the Customs documents which may be required in the country of departure. In addition the countries of transit and destination are given protection by the controls which are carried out at departure and which are certified by the Customs authorities at the office of departure (see note below to article 19).

Chapter II

ISSUE OF TIR CARNETS

LIABILITY OF GUARANTEEING ASSOCIATIONS

Article 6

- 1. Subject to such conditions and guarantees as it shall determine, each Contracting Party may authorize associations to issue TIR Carnets, either directly or through corresponding associations, and to act as guarantors.**
- 2. An association shall not be approved in any country unless its guarantee also covers the liabilities incurred in that country in connection with operations under cover of TIR Carnets issued by foreign associations affiliated to the same international organization as that to which it is itself affiliated.**

Explanatory Note

- 0.6.2 Under the provisions of this paragraph, the Customs authorities of a country may approve more than one association, each of which may incur liability arising from the operations undertaken under cover of the Carnets issued by it or by its corresponding associations.

Article 7

TIR Carnet forms sent to the guaranteeing associations by the corresponding foreign associations or by international organizations shall not be liable to import and export duties and taxes and shall be free of import and export prohibitions and restrictions.

Article 8

1. The guaranteeing association shall undertake to pay the import or export duties and taxes, together with any default interest, due under the Customs laws and regulations of the country in which an irregularity has been noted in connection with a TIR operation. It shall be liable, jointly and severally with the persons from whom the sums mentioned above are due, for payment of such sums.

Comment

Administrative fines

The liability of the guaranteeing associations as provided for in article 8, paragraph 1 does not include administrative fines or other pecuniary sanctions. {TRANS/WP30/137, paragraphs 68-70; TRANS/WP30/AC.2/29, Annex 3}

Collection of additional sums

Article 8, paragraphs 1 and 2 allow Customs authorities to collect additional sums such as liquidated damages or other penalties from the holder of the Carnet should they deem that to be necessary.

{TRANS/WP30/135, paragraphs 52-55; TRANS/WP30/137, paragraph 69}

2. In cases where the laws and regulations of a Contracting Party do not provide for payment of import or export duties and taxes as provided for in paragraph 1 above, the guaranteeing association shall undertake to pay, under the same conditions, a sum equal to the amount of the import or export duties and taxes and any default interest.

3. Each Contracting Party shall determine the maximum sum per TIR Carnet, which may be claimed from the guaranteeing association on the basis of the provisions of paragraphs 1 and 2 above.

Article 8 (cont'd)

4. The liability of the guaranteeing association to the authorities of the country where the Customs office of departure is situated shall commence at the time when the TIR Carnet is accepted by the Customs office. In the succeeding countries through which goods are transported under the TIR procedure, this liability shall commence at the time when the goods are imported or, where the TIR operation has been suspended under article 26, paragraphs 1 and 2, at the time when the TIR Carnet is accepted by the Customs office where the TIR operation is resumed.

5. The liability of the guaranteeing association shall cover not only the goods which are enumerated in the TIR Carnet but also any goods which, though not enumerated therein, may be contained in the sealed section of the road vehicle or in the sealed container. It shall not extend to any other goods.

6. For the purpose of determining the duties and taxes mentioned in paragraphs 1 and 2 of this article, the particulars of the goods as entered in the TIR Carnet shall, in the absence of evidence to the contrary, be assumed to be correct.

7. When payment of sums mentioned in paragraphs 1 and 2 of this article becomes due, the competent authorities shall so far as possible require payment from the person or persons directly liable before making a claim against the guaranteeing association.

Comment*Information to guaranteeing associations*

Customs administrations should notify national guaranteeing associations as soon as possible of cases covered by article 11, paragraph 1, that is when a TIR Carnet has not been discharged or has been discharged conditionally. {TRANS/GE.30/AC.2/14, paragraph 31; TRANS/GE.30/39, paragraph 38}

Explanatory Note to article 8

0.8.2 The provisions of this paragraph shall be applicable where, in case of irregularities of the type covered in article 8, paragraph 1, the laws and regulations of a Contracting Party provide for the payment of sums other than import or export duties and taxes, such as administrative fines or other pecuniary sanctions. However, the sum to be paid shall not exceed the amount of import or export duties and taxes which would have been due if the goods had been imported or exported in accordance with the relevant Customs provisions, this amount being increased by any default interests. {ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}

Explanatory Note to article 8 (cont'd)

- 0.8.3 Customs authorities are recommended to limit to a sum equal to \$US 50,000 per TIR Carnet the maximum amount which may be claimed from the guaranteeing association.

Comment

Duties and taxes at risk

In accordance with article 4 of the Convention, goods carried under the TIR procedure shall not be subjected to the payment or deposit of any import or export duties and taxes whatsoever, even if the duties and taxes at risk exceed the amount of \$US 50,000 or a similar sum fixed by the national Customs authorities. In such cases Customs authorities in transit countries could however, in conformity with article 23 of the Convention, require road vehicles to be escorted at the carriers' expense on the territory of their country. {TRANS/GE.30/59, paragraphs 34 and 35; TRANS/WP30/137, paragraphs 75 and 76}

Explanatory Note

- 0.8.5 If the guaranteee is questioned for goods not listed in the TIR Carnet, the administration concerned should indicate the facts on which it based its opinion that the goods were contained in the sealed section of the road vehicle or the sealed container.
{ECE/TRANS/17/Amend.6; entered into force on 1 August 1985}

- 0.8.6
1. In the absence in the TIR Carnet of particulars detailed enough to enable charges on the goods to be determined, the parties concerned may produce evidence of their precise nature.
 2. If no evidence is furnished, duties and taxes will be charged, not at a flat rate unrelated to the nature of the goods, but at the highest rate applicable to the kind of goods covered by the particulars in the TIR Carnet.

Article 9

1. The guaranteeing association shall fix the period of validity of the TIR Carnet by specifying a final date of validity after which the Carnet may not be presented for acceptance at the Customs office of departure.

2. Provided that it has been accepted by the Customs office of departure on or before

the final date of validity, as provided for in paragraph 1 of this article, the Carnet shall remain valid until the termination of the TIR operation at the Customs office of destination.

Article 10

- 1. The TIR Carnet may be discharged unconditionally or conditionally; where discharge is conditional this shall be on account of facts connected with the TIR operation itself. These facts shall be clearly indicated in the TIR Carnet.**
- 2. When the Customs authorities of a country have discharged a TIR Carnet unconditionally they can no longer claim from the guaranteeing association payment of the sums mentioned in article 8, paragraphs 1 and 2, unless the certificate of discharge was obtained in an improper or fraudulent manner.**

Explanatory Note

- 0.10 The certificate of discharge of the TIR Carnet shall be regarded as having been obtained in an improper or fraudulent manner when the TIR operation has been carried out by means of load compartments or containers adapted for fraudulent purposes, or when such malpractice as the use of false or inaccurate documents, the substitution of goods, tampering with Customs seals, etc., have been discovered, or when the certificate has been obtained by other illicit means.

Comment

Discharge of TIR Carnets

- 1. In cases where the TIR Carnet has been discharged unconditionally, the Customs administration which declares such discharge as having been obtained improperly or fraudulently should specify in its request for payment its reasons for declaring this discharge improper or fraudulent. {TRANS/GE.30/AC.2/12, paragraph 25; TRANS/GE.30/GRCC/11, para. 12}*
- 2. The Customs authorities should not discharge TIR Carnets subject to systematic unspecified reservations, without giving reasons, solely for the purpose of avoiding the requirements of article 10, paragraph 2 and article 11, paragraph 1.
{TRANS/GE.30/AC.2/12, para. 26; TRANS/GE.30/AC.2/14, paras. 9-11; TRANS/GE.30/GRCC/11, paragraph 13}*

Indication of reservations

Customs administrations should make any reservations very clear and should indicate the existence of a reservation by placing an "R" by item No. 5 of counterfoil No. 2. {TRANS/GE.30/8, paragraph 12}

Article 11

1. Where a TIR Carnet has not been discharged or has been discharged conditionally, the competent authorities shall not have the right to claim payment of the sums mentioned in article 8, paragraphs 1 and 2, from the guaranteeing association unless, within a period of one year from the date of acceptance of the TIR Carnet by those authorities, they have notified the association in writing of the non-discharge or conditional discharge. The same provision shall apply where the certificate of discharge was obtained in an improper or fraudulent manner, save that the period shall be two years.

2. The claim for payment of the sums referred to in article 8, paragraphs 1 and 2, shall be made to the guaranteeing association at the earliest three months after the date on which the association was informed that the Carnet had not been discharged or had been discharged conditionally or that the certificate of discharge had been obtained in an improper or fraudulent manner and at the latest not more than two years after that date. However, in cases which, during the above-mentioned period of two years, become the subject of legal proceedings, any claim for payment shall be made within one year of the date on which the decision of the court becomes enforceable.

3. The guaranteeing association shall have a period of three months, from the date when a claim for payment is made upon it, in which to pay the amounts claimed. The sums paid shall be reimbursed to the association if, within the two years following the date on which the claim for payment was made, it has been established to the satisfaction of the Customs authorities that no irregularity was committed in connection with the transport operation in question.

Explanatory Note

0.11-1 In deciding whether or not to release the goods or vehicle, Customs authorities should not, when they have other means in law of protecting the interests for which they are responsible, be influenced by the fact that the guaranteeing association is liable for the payment of duties, taxes and default interest payable by the holder of the Carnet.

0.11-2 If a guaranteeing association is asked, in accordance with the procedure set out in article 11, to pay the sums referred to in article 8, paragraphs 1 and 2, and fails to do so within the time-limit of three months prescribed by the Convention, the competent authorities may rely on national regulations in requiring payment of the sums in question because what is involved in such cases is a failure to carry out a contract of guarantee entered into by the guaranteeing association under national law.

Comment to article 11

Payment of duties and taxes

The competent authorities should restrict themselves in their recourse to the guaranteeing associations to the payment of the duties and taxes evaded applying to the portion of goods for which irregularities have been committed. {TRANS/GE.30/AC.2/12, paragraph 22; TRANS/GE.30/GRCC/11, para. 8}

Time limit for notifications

As regards the time limit for the notification to the national guaranteeing association of the non-discharge of TIR Carnets the date of receipt but not the date of dispatch is the decisive one. However, the method of proof of notification is left to the Customs administration concerned (registered mail, for example being one example of proof of reception). If the time limit is exceeded the national guaranteeing association is not liable any more. {TRANS/GE.30/AC.2/12, paragraph 28; TRANS/GE.30/35, paragraphs 47 and 48; TRANS/GE.30/GRCC/11, paragraphs 14 and 15}

Chapter III

TRANSPORT OF GOODS UNDER TIR CARNET

(a) Approval of vehicles and containers

Article 12

In order to fall within the provisions of sections (a) and (b) of this Chapter, every road vehicle must as regards its construction and equipment fulfil the conditions set out in Annex 2 to this Convention and must have been approved according to the procedure laid down in Annex 3 to this Convention. The certificate of approval shall conform to the specimen reproduced in Annex 4.

Comment

Approval certificate

To conform to the model in Annex 4, the approval certificate should be of format A 4, folded in two. {TRANS/GE.30/10, paragraph 33}

Article 13

1. To fall within the provisions of sections (a) and (b) of this Chapter, containers must be constructed in conformity with the conditions laid down in Part I of Annex 7 and must have been approved according to the procedure laid down in Part II of that Annex.
2. Containers approved for the transport of goods under Customs seal in accordance with the Customs Convention on Containers, 1956, the agreements arising therefrom concluded under the auspices of the United Nations, the Customs Convention on Containers, 1972 or any international instruments that may supersede or modify the latter Convention, shall be considered as complying with the provisions of paragraph 1 above and must be accepted for transport under the TIR procedure without further approval.

Article 14

1. Each Contracting Party reserves the right to refuse to recognize the validity of the approval of road vehicles or containers which do not meet the conditions set forth in articles 12 and 13 above. Nevertheless, Contracting Parties shall avoid delaying traffic when the defects found are of minor importance and do not involve any risk of smuggling.
2. Before it is used again for the transport of goods under Customs seal, any road vehicle or container which no longer meets the conditions which justified its approval, shall be either restored to its original state, or presented for re-approval.

(b) Procedure for transport under cover of a TIR Carnet

Article 15

1. No special Customs documents shall be required in respect of the temporary importation of a road vehicle, combination of vehicles or container carrying goods under cover of the TIR procedure. No guarantee shall be required for the road vehicle or combination of vehicles or container.
2. The provisions of paragraph 1 of this article shall not prevent a Contracting Party from requiring the fulfilment at the Customs office of destination of the formalities laid down by its national regulations to ensure that, once the TIR operation has been completed, the road vehicle, the combination of vehicles or the container will be re-exported.

Explanatory Note to article 15

- 0.15 Certain difficulties may arise in the case of vehicles not subject to registration, such as in some countries, trailers or semi-trailers, when Customs documents are not required for temporary admission. In that case, the provisions of article 15 may be observed, while assuring adequate protection for the Customs authorities, by recording particulars of these vehicles (make and numbers) on vouchers 1 and 2 of the TIR Carnet used by the countries concerned and on the corresponding counterfoils.

Comment

Customs documents

Since no document or guarantee is required for the vehicle, the vouchers detached at the point of entry and point of departure are used for checking. Should destruction of the vehicle occur, it raises no problem, in the light of article 41 of the Convention. If the vehicle should simply disappear, proceedings should be taken under the national law to claim compensation from the carrier whose address is given on the TIR Carnet. {TRANS/GE.30/10, paragraphs 26 and 27}

Customs procedures

European Economic Community (EEC) Regulation 4151/88 of 21 November 1988 (O.J. L 367, 31.12.1988, page 1) on the conduct of Customs procedures for goods imported in the territory of the Community and EEC Regulation 1855/89 of 14 June 1989 (O.J. L 186, 30.06.1989, page 8) on the temporary importation of means of transport, do not alter Customs procedures as stipulated under the TIR Convention, 1975 and do not conflict with article 15 of the TIR Convention, 1975.

{TRANS/WP30/131, paragraphs 37 and 38}

Article 16

When a road vehicle or combination of vehicles is carrying out a TIR operation, one rectangular plate bearing the inscription "TIR" and conforming to the specifications given in Annex 5 to this Convention, shall be affixed to the front and another to the rear of the road vehicle or combination of vehicles. These plates shall be so placed as to be clearly visible and shall be removable.

Article 17

- 1.** A single TIR Carnet shall be made out in respect of each road vehicle or container. However, a single TIR Carnet may be made out in respect of a combination of vehicles or for several containers loaded on to a single road vehicle or on to a combination of vehicles. In that case the TIR manifest of the goods covered by the TIR Carnet shall list separately the contents of each vehicle in the combination of vehicles or of each container.
- 2.** The TIR Carnet shall be valid for one journey only. It shall contain at least the number of detachable vouchers for Customs acceptance and for discharge which are necessary for the transport operation in question.

Explanatory Note

0.17-1 The provision that the manifest of the goods covered by the TIR Carnet shall show separately the contents of each vehicle of a combination of vehicles, or of each container, is only intended to simplify Customs inspection of the contents of each vehicle or container. This provision shall not therefore be interpreted so rigidly that each variation between the actual contents of a vehicle or container and the contents of that vehicle or container as shown on the manifest is considered a breach of the provisions of the Convention.

If the carrier can satisfy the relevant authorities that, notwithstanding such a variation, all the goods shown on the manifest agree with the total of goods loaded in the combination of vehicles or in all the containers covered by the TIR Carnet, this shall not normally be considered a breach of Customs requirements.

0.17-2 In the case of household removals, the procedure laid down in paragraph 10 (c) of the Rules for the use of the TIR Carnet can be applied, the list of articles concerned being reasonably condensed.

Article 18

A TIR operation may involve several Customs offices of departure and destination, but the total number of Customs offices of departure and destination shall not exceed four. The TIR Carnet may only be presented to Customs offices of destination if all Customs offices of departure have accepted the TIR Carnet.

{ECE/TRANS/17/Amend.10; entered into force on 23 May 1989}

Explanatory Note

- 0.18-1 It is essential for the smooth operation of the TIR procedure that the Customs authorities of one country should refuse to designate a Customs office of exit as a Customs office of destination for a transport operation which is going on to a neighbouring country when that country is also a Contracting Party to this Convention, unless there are some special circumstances to justify the request.
- 0.18-2
 1. Goods should be so loaded that the consignment to be unloaded at the first unloading point can be taken out of the vehicle or the container without it being necessary to unload the other consignment or consignments of goods due to be unloaded at the other unloading points.
 2. Where a transport operation involves unloading at more than one office it is necessary that, after a partial unloading, a record of it should be made in box 12 on all the remaining manifests of the TIR Carnet, and at the same time another record should be made on the remaining vouchers and the corresponding counterfoils to the effect that new seals have been affixed.

Comment

Several Customs offices of departure

A TIR operation may involve more than one Customs office of departure in one or in several countries, provided the total number of Customs offices of departure and destination does not exceed four. The filling in of the TIR Carnet whenever several Customs offices of departure are involved should be done in such a way that goods loaded subsequently at different offices should be added in the Goods Manifest and the offices of departure should endorse the goods loaded subsequently under item 16.

{TRANS/GE.30/55, paragraph 22; TRANS/WP30/141, paragraphs 39-41; TRANS/WP30/AC.2/31, annex 3}

Article 19

The goods and the road vehicle, the combination of vehicles or the container shall be produced with the TIR Carnet at the Customs office of departure. The Customs authorities of the country of departure shall take such measures as are necessary for satisfying themselves as to the accuracy of the goods manifest and either for affixing the Customs seals or for checking Customs seals affixed under the responsibility of the said Customs authorities by duly authorized persons.

Explanatory Note

0.19 The requirement that the Customs office of departure should check the accuracy of the goods manifest implies the need to verify at least that the particulars in the goods manifest tally with those in the export documents and in the transport or other commercial documents relating to the goods; the Customs office of departure may also have to examine the goods. The Customs office of departure must also, before affixing seals, check the condition of the road vehicle or container and, in the case of sheeted vehicles or containers, the condition of the sheets and sheet fastenings, as this equipment is not included in the certificate of approval.

Comment

Inspection at the office of departure

For the TIR system to operate smoothly it is essential that the Customs inspection at the office of departure should be stringent and complete, since the functioning of the TIR procedure depends upon it. The following in particular should be prevented:

- *False declaration of goods allowing for other goods to be substituted during the journey (e.g. cigarettes loaded but wallpaper declared, the cigarettes subsequently being unloaded and the wallpaper loaded); and*
 - *Carriage of goods not entered in the TIR Carnet manifest (e.g. cigarettes, alcohol, drugs, weapons).*
- {TRANS/GE.30/AC.2/12, paragraph 31; TRANS/GE.30/GRCC/11, paragraphs 19-21}*

Article 20

For journeys in the territory of their country, the Customs authorities may fix a time-limit and require the road vehicle, the combination of vehicles or the container to follow a prescribed route.

Explanatory Note

- 0.20 When fixing time-limits for the transport of goods within their territory, Customs authorities must likewise take into account inter alia any special regulations to which carriers are subject, particularly regulations concerning working hours and mandatory rest periods for drivers of road vehicles. It is recommended that these authorities should exercise their right to prescribe a route only when they consider it essential.

Comment

When there is an infringement of the obligations deriving from articles 20 and 39 and pecuniary penalties are required they may not be sought from the guaranteeing association but only from the TIR Carnet holder or the person responsible for the infringement. {TRANS/GE.30/AC.2/14, paragraph 29; TRANS/GE.30/39, paragraph 30}

Article 21

At each Customs office en route and at Customs offices of destination, the road vehicle, the combination of vehicles or the container shall be produced for purposes of control to the Customs authorities together with the load and the TIR Carnet relating thereto.

Explanatory Note

- 0.21-1 The provisions of this article do not restrict the right of Customs authorities to examine all parts of a vehicle other than the sealed load compartment.
- 0.21-2 The Customs office of entry may turn back the carrier to the Customs office of exit of the adjacent country if it finds that no clearance has been given by that office or that clearance has not been given in due form. In such cases the Customs office of entry inserts a note in the TIR Carnet for the Customs office of exit concerned.
- 0.21-3 If in the course of an examination, Customs authorities draw samples of goods, a note recording full particulars of the goods taken must be made by those authorities on the goods manifest of the TIR Carnet.

Article 22

1. As a general rule and except when they examine the goods in accordance with article 5, paragraph 2, the Customs authorities of the Customs offices en route of each of the Contracting Parties shall accept the Customs seals of other Contracting Parties, provided that they are intact. The said Customs authorities may, however, if control requirements make it necessary, add their own seals.
2. The Customs seals thus accepted by a Contracting Party shall have in the territory of that Contracting Party the benefit of the same legal protection as is accorded to the national seals.

Article 23

The Customs authorities shall not:

- require road vehicles, combinations of vehicles or containers to be escorted at the carriers' expense on the territory of their country,
- require examination en route of road vehicles, combinations of vehicles or containers and their loads

except in special cases.

Comment

Escort of road vehicles

In accordance with article 4 of the Convention, goods carried under the TIR procedure shall not be subject to the payment or deposit of any import or export duties and taxes whatsoever, even if the duties and taxes at risk exceed the amount of \$US 50,000 or a similar sum fixed by the national Customs authorities. In such cases Customs authorities in transit countries could however, in conformity with article 23 of the Convention, require road vehicles to be escorted at the carriers' expense on the territory of their country.

{TRANS/GE.30/59, paragraphs 34 and 35; TRANS/WP30/137, paragraphs 75 and 76}

Article 24

If the Customs authorities conduct an examination of the load of a road vehicle, combination of vehicles or container in the course of the journey or at a Customs office en route, they shall record on the TIR Carnet vouchers used in their country, on the corresponding counterfoils, and on the vouchers remaining in the TIR Carnet, particulars of the new seals affixed and of the controls carried out.

Article 25

If the Customs seals are broken en route otherwise than in the circumstances of articles 24 and 35, or if any goods are destroyed or damaged without breaking of such seals, the procedure laid down in Annex I to this Convention for the use of the TIR Carnet shall, without prejudice to the possible application of the provisions of national law, be followed, and the certified report in the TIR Carnet shall be completed.

Article 26

1. When transport under cover of a TIR Carnet takes place in part in the territory of a State which is not a Contracting Party to this Convention, the TIR operation shall be suspended during that part of the journey. In that case, the Customs authorities of the Contracting Party on whose territory the journey continues shall accept the TIR Carnet for the resumption of the TIR operation, provided that the Customs seals and/or identifying marks have remained intact.

2. The same shall apply where for a part of the journey the TIR Carnet is not used by the holder of the Carnet in the territory of a Contracting Party because of the existence of simpler Customs transit procedures or when the use of a Customs transit regime is not necessary.

3. In such cases the Customs offices where the TIR operation is suspended or resumed shall be deemed to be Customs offices of exit en route and Customs offices of entry en route respectively.

Article 27

Subject to the provisions of this Convention and in particular of article 18, another Customs office of destination may be substituted for a Customs office of destination originally indicated.

Article 28

On arrival of the load at the Customs office of destination, and provided that the goods are then placed under another system of Customs control or are cleared for home use, discharge of the TIR Carnet shall take place without delay.

Explanatory Note

- 0.28 1. Article 28 provides that discharge of the TIR Carnet at the office of destination shall take place without delay, on condition that the goods are placed under another Customs procedure or cleared for home use.
2. The use of the TIR Carnet must be restricted to the function which it was intended to cover, namely the transit operation. The TIR Carnet must not, for example be used to cover the storage of goods under Customs control at destination. Where no irregularity has taken place, the office of destination must discharge the TIR Carnet as soon as the goods covered by the Carnet have come under another Customs procedure or have been cleared for home use.

In practice discharge must be given as soon as the goods have been directly re-exported (as, for example, when they are shipped on arrival at a port), or as soon as a declaration for Customs purposes has been made at the place of destination, or as soon as the goods have been received into a place approved for storage while awaiting a declaration for Customs purposes (for example, a transit shed), in accordance with the regulations in force in the country of destination.

Comment

Return of TIR Carnets

It must be stressed that the immediate return of the TIR Carnet, whether discharged conditionally or unconditionally, is an essential duty of the Customs office of destination. This not only facilitates checking by the IRU, but also enables the IRU, on return of the Carnet, to issue a new Carnet to the carrier; the number of Carnets in use at any one time is limited. {TRANS/GE.30/AC.2/12, paragraph 33; TRANS/GE.30/GRCC/11, paragraphs 24 and 25}

Comment to article 28 (cont'd)

Possibility of using two TIR Carnets for a single transport operation

Occasionally, the number of sheets in the TIR Carnet are not sufficient to carry out a total transport operation in Europe. In these cases the first TIR operation has to be completed in accordance with articles 27 and 28 of the Convention and a new Carnet has to be used for the remainder of the journey and to be presented to the Customs office of destination. {TRANS/WP30/AC.2/23, paragraph 21}

**(c) Provisions concerning transport
of heavy or bulky goods**

Article 29

1. The provisions of this section apply only to the transport of heavy or bulky goods as defined in article 1, subparagraph (k), of this Convention.
2. Where the provisions of this section apply, heavy or bulky goods may, if the authorities at the Customs office of departure so decide, be carried by means of non-sealed vehicles or containers.
3. The provisions of this section shall apply only if, in the opinion of the authorities at the Customs office of departure, the heavy or bulky goods carried and any accessories carried with them can be easily identified by reference to the description given, or can be provided with Customs seals and/or identifying marks so as to prevent any substitution, or removal of the goods, without it being obvious.

Explanatory Note

- 0.29 No certificate of approval is required for road vehicles or containers transporting heavy or bulky goods. It is, nevertheless, the responsibility of the Customs office of departure to make sure that the other conditions laid down in this article for this type of transport operation are met. Customs offices of other Contracting Parties shall accept the decision of the Customs office of departure unless in their opinion it is clearly in conflict with the provisions of article 29.

Comment to article 29

Transport of livestock

For the transport of livestock the provisions under article 29 of the Convention concerning the transport of heavy and bulky goods should be applicable. {TRANS/GE.30/AC.2/21, paragraph 30}

Article 30

All the provisions of this Convention, save those to which the special provisions of this section make an exception, shall apply to the transport of heavy or bulky goods under the TIR procedure.

Article 31

The liability of the guaranteeing association shall cover not only the goods enumerated in the TIR Carnet, but also any goods which, though not enumerated in the Carnet, are on the load platform or among the goods enumerated in the TIR Carnet.

Article 32

The cover and all vouchers of the TIR Carnet shall bear the endorsement "heavy or bulky goods" in bold letters in English or in French.

Article 33

The authorities at the Customs office of departure may require such packing lists, photographs, drawings, etc., as are necessary for the identification of the goods carried to be appended to the TIR Carnet. In this case they shall endorse these documents, one copy of the said documents shall be attached to the inside of the cover page of the TIR Carnet, and all the manifests of the TIR Carnet shall include a reference to such documents.

Article 34

The authorities at the Customs offices en route of each of the Contracting Parties shall accept the Customs seals and/or identifying marks affixed by the competent authorities of other Contracting Parties. They may, however, affix additional seals and/or identifying marks; they shall record particulars of the new seals and/or identifying marks on the vouchers of the TIR Carnet used in their country, on the corresponding counterfoils and on the vouchers remaining in the TIR Carnet.

Article 35

If Customs authorities conducting an examination of the load at a Customs office en route or in the course of the journey are obliged to break seals and/or remove identifying marks, they shall record the new seals and/or identifying marks on the vouchers of the TIR Carnet used in their country, on the corresponding counterfoils and on the vouchers remaining in the TIR Carnet.

Chapter IV

IRREGULARITIES

Article 36

Any breach of the provisions of this Convention shall render the offender liable, in the country where the offence was committed, to the penalties prescribed by the law of that country.

Article 37

When it is not possible to establish in which territory an irregularity was committed, it shall be deemed to have been committed in the territory of the Contracting Party where it is detected.

Article 38

1. Each of the Contracting Parties shall have the right to exclude temporarily or permanently from the operation of this Convention any person guilty of a serious offence against the Customs laws or regulations applicable to the international transport of goods.
2. This exclusion shall be notified immediately to the Customs authorities of the Contracting Party on whose territory the person concerned is established or resident, and also the guaranteeing association(s) in the country where the offence has been committed.

Explanatory Note to article 38

- 0.38.1 A business enterprise should not be excluded from the TIR system because of offences committed by one of its drivers without the knowledge of the management.
- 0.38.2 Where a Contracting Party has been notified that a person established or resident in its territory has committed an offence on the territory of a foreign country, it need not cease to allow the issue of TIR Carnets to that person.

Article 39

When TIR operations are accepted as being otherwise in order:

1. **The Contracting Parties shall disregard minor discrepancies in the observance of time-limits or routes prescribed.**
2. **Likewise, discrepancies between the particulars on the goods manifest of the TIR Carnet and the actual contents of a road vehicle, combination of vehicles or container shall not be considered as infringements of the Convention by the holder of the TIR Carnet when evidence is produced to the satisfaction of the competent authorities that these discrepancies were not due to mistakes committed knowingly or through negligence at the time when the goods were loaded or dispatched or when the manifest was made out.**

Explanatory Note

- 0.39 The expression "mistakes committed through negligence" is to be taken to mean acts which, although not committed deliberately and in full knowledge of the facts, are due to a failure to take reasonable and necessary steps to ensure the accuracy of the facts in any particular case.

Article 40

The Customs administrations of the countries of departure and of destination shall not consider the holder of the TIR Carnet responsible for the discrepancies which may be discovered in those countries, when the discrepancies in fact relate to the Customs procedures which preceded or followed a TIR operation and in which the holder was not involved.

Article 41

When it is established to the satisfaction of the Customs authorities that goods specified on the manifest of a TIR Carnet have been destroyed or have been irrecoverably lost by accident or force majeure or that they are short by reason of their nature, payment of the duties and taxes normally due shall be waived.

Article 42

On receipt from a Contracting Party for a request giving the relevant reasons, the competent authorities of the Contracting Parties concerned in a TIR operation shall furnish that Contracting Party with all the available information needed for implementation of the provisions of articles 39, 40 and 41 above.

Comment

Co-operation between Customs authorities

It is often difficult for Customs authorities, in the case of non-discharge of TIR Carnets, to establish the import or export duties and taxes to be claimed, since the description of the goods in the Carnet is often very vague and its value not indicated. Therefore, the Customs office of departure often needs to be asked for additional information on the goods loaded. In such cases close co-operation and exchange of information between competent authorities of all Contracting Parties is of importance, as only strict compliance with the provisions of articles 42 and 50 of the Convention can guarantee an effective functioning of the TIR transit regime.

{TRANS/WP30/131, paragraphs 39 and 40}

Chapter V

EXPLANATORY NOTES

Article 43

The Explanatory Notes set out in Annex 6 and Annex 7, Part III, interpret certain provisions of this Convention and its Annexes. They also describe certain recommended practices.

Chapter VI

MISCELLANEOUS PROVISIONS

Article 44

Each Contracting Party shall provide the guaranteeing associations concerned with facilities for:

(a) the transfer of the currency necessary for the sums claimed by the authorities of Contracting Parties by virtue of the provisions of article 8 of this Convention; and

(b) the transfer of currency for payment for TIR Carnet forms sent to the guaranteeing associations by the corresponding foreign associations or by the international organizations.

Article 45

Each Contracting Party shall cause to be published the list of the Customs offices of departure, Customs offices en route and Customs offices of destination approved by it for accomplishing TIR operations. The Contracting Parties of adjacent territories shall consult each other to agree upon corresponding frontier offices and upon their opening hours.

Explanatory Note

0.45 Contracting Parties are recommended to make the largest possible number of Customs offices, both inland and at the frontier, available for dealing with TIR operations.

Article 46

1. No charge shall be made for Customs attendance in connection with the Customs operations mentioned in this Convention, save where it is provided on days or at times or places other than those normally appointed for such operations.

2. Contracting Parties shall arrange to the fullest extent possible for Customs operations concerning perishable goods at Customs offices to be facilitated.

Article 47

1. The provisions of this Convention shall preclude neither the application of restrictions and controls imposed under national regulations on grounds of public morality, public security, hygiene or public health, or for veterinary or phytopathological reasons, nor the levy of dues chargeable by virtue of such regulations.

2. The provisions of this Convention shall not preclude the application of other provisions either national or international governing transport.

Comment

Application of controls

All controls shall be kept to a minimum and limited to the cases where the circumstances or the real risks justify such controls.

{TRANS/GE.30/17, paragraph 42}

Article 48

Nothing in this Convention shall prevent Contracting Parties which form a Customs or Economic Union from enacting special provisions in respect of transport operations commencing or terminating, or passing through, their territories, provided that such provisions do not attenuate the facilities provided for by this Convention.

Article 49

This Convention shall not prevent the application of greater facilities which Contracting Parties grant or may wish to grant either by unilateral provisions or by virtue of bilateral or multilateral agreements provided that such facilities do not impede the application of the provisions of this Convention, and in particular, TIR operations.

Article 50

The Contracting Parties shall communicate to one another, on request, information necessary for implementing the provisions of this Convention, and particularly information relating to the approval of road vehicles or containers and to the technical characteristics of their design.

Article 51

The Annexes to this Convention form an integral part of the Convention.

Chapter VII

FINAL CLAUSES

Article 52

Signature, ratification, acceptance, approval and accession

1. All States Members of the United Nations or members of any of the specialized agencies or of the International Atomic Energy Agency or parties to the Statute of the International Court of Justice, and any other State invited by the General Assembly of the United Nations, may become Contracting Parties to this Convention:

- (a) by signing it without reservation of ratification, acceptance or approval,
- (b) by depositing an instrument of ratification, acceptance or approval after signing it subject to ratification, acceptance or approval, or
- (c) by depositing an instrument of accession.

2. This Convention shall be open from 1 January 1976 until 1 December 1976 inclusive for signature at the Office of the United Nations at Geneva by the States referred to in paragraph 1 of this article. Thereafter it shall be open for their accession.

3. Customs or economic unions may, together with all their member States or at any time after all their member States have become Contracting Parties to this Convention, also become Contracting Parties to this Convention in accordance with the provisions of paragraphs 1 and 2 of this article. However, these unions shall not have the right to vote.

4. The instruments of ratification, acceptance, approval or accession shall be deposited with the Secretary-General of the United Nations.

Article 53

Entry into force

1. This Convention shall enter into force six months after the date on which five States referred to in article 52, paragraph 1, have signed it without reservation of ratification, acceptance or approval or have deposited their instruments of ratification, acceptance, approval or accession.

Article 53 (cont'd)

2. After five States referred to in article 52, paragraph 1, have signed it without reservation of ratification, acceptance or approval, or have deposited their instruments of ratification, acceptance, approval or accession, this Convention shall enter into force for further Contracting Parties six months after the date of the deposit of their instruments of ratification, acceptance, approval or accession.
3. Any instrument of ratification, acceptance, approval or accession deposited after the entry into force of an amendment to this Convention shall be deemed to apply to this Convention as amended.
4. Any such instrument deposited after an amendment has been accepted but before it has entered into force shall be deemed to apply to this Convention as amended on the date when the amendment enters into force.

Article 54

Denunciation

1. Any Contracting Party may denounce this Convention by so notifying the Secretary-General of the United Nations.
2. Denunciation shall take effect fifteen months after the date of receipt by the Secretary-General of the notification of denunciation.
3. The validity of TIR Carnets accepted by the Customs office of departure before the date when the denunciation takes effect shall not be affected thereby and the guarantee of the guaranteeing association shall hold goods in accordance with the provisions of this Convention.

Article 55

Termination

If, after the entry into force of this Convention, the number of States which are Contracting Parties is for any period of twelve consecutive months reduced to less than five, the Convention shall cease to have effect from the end of the twelve-month period.

Article 56

Termination of the operation of the TIR Convention, 1959

1. Upon its entry into force, this Convention shall terminate and replace, in relations between the Contracting Parties to this Convention, the TIR Convention, 1959.
2. Certificates of approval issued in respect of road vehicles and containers under the conditions of the TIR Convention, 1959, shall be accepted during the period of their validity or any extension thereof for the transport of goods under Customs seal by Contracting Parties to this Convention, provided that such vehicles and containers continue to fulfil the conditions under which they were originally approved.

Article 57

Settlement of disputes

1. Any dispute between two or more Contracting Parties concerning the interpretation or application of this Convention shall, so far as possible be settled by negotiation between them or other means of settlement.
2. Any dispute between two or more Contracting Parties concerning the interpretation or application of this Convention which cannot be settled by the means indicated in paragraph 1 of this article shall, at the request of one of them, be referred to an arbitration tribunal composed as follows: each party to the dispute shall appoint an arbitrator and these arbitrators shall appoint another arbitrator, who shall be chairman. If, three months after receipt of a request, one of the parties has failed to appoint an arbitrator or if the arbitrators have failed to elect the chairman, any of the parties may request the Secretary-General of the United Nations to appoint an arbitrator or the chairman of the arbitration tribunal.
3. The decision of the arbitration tribunal established under the provisions of paragraph 2 shall be binding on the parties to the dispute.
4. The arbitration tribunal shall determine its own rules of procedure.
5. Decisions of the arbitration tribunal shall be taken by majority vote.
6. Any controversy which may arise between the parties to the dispute as regards the interpretation and execution of the award may be submitted by any of the parties for judgment to the arbitration tribunal which made the award.

Article 58

Reservations

1. Any State may, at the time of signing, ratifying or acceding to this Convention, declare that it does not consider itself bound by article 57, paragraphs 2 to 6, of this Convention. Other Contracting Parties shall not be bound by these paragraphs in respect of any Contracting Party which has entered such a reservation.
2. Any Contracting Party having entered a reservation as provided for in paragraph 1 of this article may at any time withdraw such reservation by notifying the Secretary-General of the United Nations.
3. Apart from the reservations provided for in paragraph 1 of this article, no reservation to this Convention shall be permitted.

Article 59

Procedure for amending this Convention

1. This Convention, including its Annexes, may be amended upon the proposal of a Contracting Party by the procedure specified in this article.
2. Any proposed amendment to this Convention shall be considered in an Administrative Committee composed of all the Contracting Parties in accordance with the rules of procedure set out in Annex 8. Any such amendment considered or prepared during the meeting of the Administrative Committee and adopted by it by a two-thirds majority of the members present and voting shall be communicated by the Secretary-General of the United Nations to the Contracting Parties for their acceptance.
3. Except as provided for under article 60, any proposed amendment communicated in accordance with the preceding paragraph shall come into force with respect to all Contracting Parties three months after the expiry of a period of twelve months following the date of communication of the proposed amendment during which period no objection to the proposed amendment has been communicated to the Secretary-General of the United Nations by a State which is a Contracting Party.
4. If an objection to the proposed amendment has been communicated in accordance with paragraph 3 of this article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

Article 60

Special procedure for amending Annexes 1, 2, 3, 4, 5, 6 and 7

1. Any proposed amendment to Annexes 1, 2, 3, 4, 5, 6 and 7 considered in accordance with paragraphs 1 and 2 of article 59 shall come into force on a date to be determined by the Administrative Committee at the time of its adoption, unless by a prior date determined by the Administrative Committee at the same time, one-fifth or five of the States which are Contracting Parties, whichever number is less, notify the Secretary-General of the United Nations of their objection to the amendment. Determination by the Administrative Committee of the dates referred to in this paragraph shall be by a two-thirds majority of those present and voting.
2. On entry into force, any amendment adopted in accordance with the procedures set out in paragraph 1 above shall for all Contracting Parties replace and supersede any previous provisions to which the amendment refers.

Article 61

Requests, communications and objections

The Secretary-General of the United Nations shall inform all Contracting Parties and all States referred to in article 52, paragraph 1, of this Convention of any request, communication or objection under articles 59 and 60 above and of the date on which any amendment enters into force.

Article 62

Review Conference

1. Any State which is a Contracting Party may, by notification to the Secretary-General of the United Nations, request that a conference be convened for the purpose of reviewing this Convention.
2. A review conference to which all Contracting Parties and all States referred to in article 52, paragraph 1, shall be invited, shall be convened by the Secretary-General of the United Nations if, within a period of six months following the date of notification by the Secretary-General, not less than one-fourth of the States which are Contracting Parties notify him of their concurrence with the request.

Article 62 (cont'd)

3. A review conference to which all Contracting Parties and all States referred to in article 52, paragraph 1, shall be invited shall also be convened by the Secretary-General of the United Nations upon notification of a request by the Administrative Committee. The Administrative Committee shall make a request if agreed to by a majority of those present and voting in the Committee.

4. If a conference is convened in pursuance of paragraphs 1 or 3 of this article, the Secretary-General of the United Nations shall so advise all the Contracting Parties and invite them to submit, within a period of three months, the proposals which they wish the conference to consider. The Secretary-General of the United Nations shall circulate to all Contracting Parties the provisional agenda for the conference, together with the texts of such proposals, at least three months before the date on which the conference is to meet.

Article 63

Notifications

In addition to the notifications and communications provided for in articles 61 and 62, the Secretary-General of the United Nations shall notify all the States referred to in article 52 of the following:

- (a) signatures, ratifications, acceptances, approvals and accessions under article 52;
- (b) the dates of entry into force of this Convention in accordance with article 53;
- (c) denunciations under article 54;
- (d) the termination of this Convention under article 55;
- (e) reservations under article 58.

Article 64

Authentic text

After 31 December 1976, the original of this Convention shall be deposited with the Secretary-General of the United Nations, who shall transmit certified true copies to each of the Contracting Parties and to the States referred to in article 52, paragraph 1, which are not Contracting Parties.

IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Convention.

DONE at Geneva, this fourteenth day of November one thousand nine hundred and seventy-five, in a single copy in the English, French and Russian languages, the three texts being equally authentic.

ANNEXES TO THE TIR CONVENTION, 1975

**(INCLUDING EXPLANATORY NOTES
AND COMMENTS THERETO)**

Annex 1

MODEL OF TIR CARNET

1. The TIR Carnet is printed in French except for page 1 of the cover where the items are also printed in English. The "Rules regarding the Use of the TIR Carnet" given in French on page 2 of the cover are also printed in English on page 3 of the cover.
2. Carnets used for TIR operations within a regional guarantee chain may be printed in any other official language of the United Nations except for page 1 of the cover where the items are also printed in English or French. The "Rules regarding the Use of the TIR Carnet" are printed on page 2 of the cover in the official language of the United Nations used and are also printed in English or French on page 3 of the cover.

Explanatory Note

1.10 (c) Rules regarding the use of the TIR Carnet

Loading lists annexed to the goods manifest

No. 10 (c) of the rules regarding the use of the TIR Carnet permits the use of loading lists as Annex to the TIR Carnet even when there would otherwise be enough space in the manifest to enter all the goods carried. However, this is permissible only if the loading lists contain all the particulars required by the goods manifest in legible and recognizable form and all other provisions of Rule 10 (c) are complied with.

{ECE/TRANS/17/Amend.2; entered into force on 1 October 1980}

Comment

Model of the TIR Carnet

The model of the TIR Carnet was revised by ECE/TRANS/17/Amend.7, which entered into force on 1 August 1986. A transition period of two years from the entry into force of the revised model should be applied in order to exhaust existing stocks of the current model of the TIR Carnet.

{TRANS/GE.30/AC.2/16, paragraphs 5-12}

Comment to Model of TIR Carnet (cont'd)

Method of affixing additional documents

If, in line with rule 10 (c) or rule 11 regarding the use of the TIR Carnet, additional documents need to be attached to the vouchers or the cover of the TIR Carnet, the Customs authorities should attach them to the TIR Carnet by means of staples or other devices and by stamping them in such a way that their removal would leave obvious traces on the Carnet.

{TRANS/WP30/139, paragraph 43; TRANS/WP30/AC.2/29, Annex 3}

Goods description in the Goods Manifest

Customs administrations and TIR Carnet holders should strictly observe the Rules regarding the Use of the TIR Carnet. If necessary the goods should be described in attached documents which are to be stamped by Customs and reference to which is to be made in box 8 of the vouchers. At least the usual commercial description of goods is necessary allowing for their clear identification without ambiguity for Customs purposes.

{TRANS/GE.30/45, paragraphs 12-15}

Declaration of the goods value

The fact that there is no declaration of the value of goods on the TIR Carnet gives no ground for detention of the goods by Customs administrations.

{TRANS/GE.30/17, paragraph 44}

Discharge of TIR Carnets

In box 6 of the counterfoil No. 2 only one Customs stamp and one signature is necessary and sufficient to discharge the TIR Carnet. Other authorities than Customs are not entitled to stamp and sign the sheets on the front page.

{TRANS/GE.30/45, paragraphs 33 and 34}

Customs stamps on the counterfoil

Sometimes, Customs authorities in transit countries do not stamp the counterfoils in TIR Carnets as stipulated in the Convention. Such occurrences, though not permissible, do not jeopardize the validity of the TIR transport operation as long as the offices of destination discharge the TIR Carnet unconditionally.

{TRANS/WP30/135, paragraph 57}

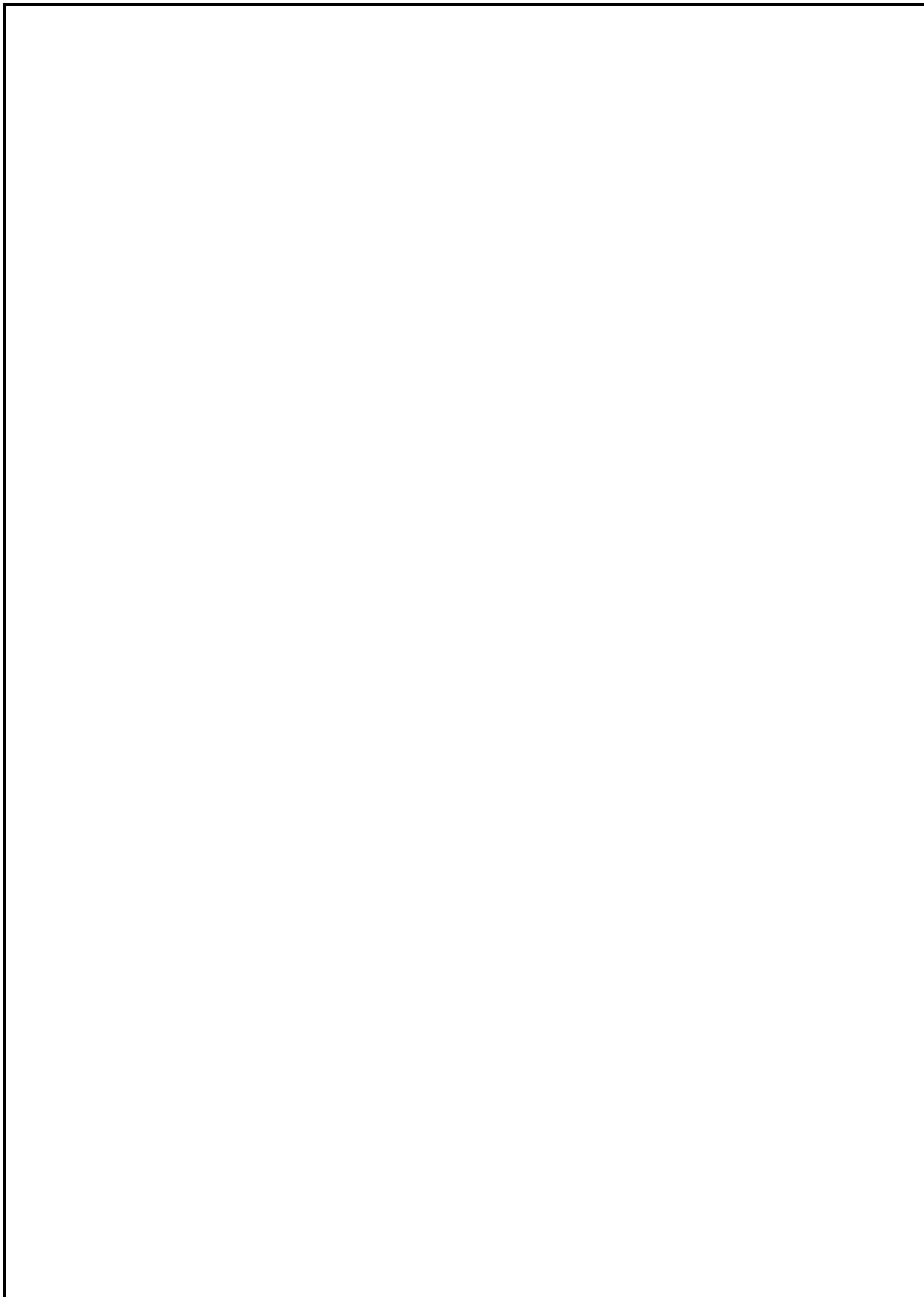
Comment to the Model of TIR Carnet (cont'd)

Customs stamps on the yellow sheet

In some countries Customs authorities have requested the provision of Customs stamps on the yellow sheet in the TIR Carnet which is not intended for Customs use, but has been included into the TIR Carnet to provide an example, in the language of the country of departure, for filling-in of vouchers. It is therefore recommended to insert crosses in the TIR Carnet in boxes 13-15, 17, 23 and 28 as well as in box 6 on the counterfoil of the yellow sheet so as to indicate clearly that Customs stamps and signatures are not necessary on this yellow sheet in the TIR Carnet.

{TRANS/WP30/139, paragraphs 48 and 49}

Page 1 of the cover



Page 2 of the cover



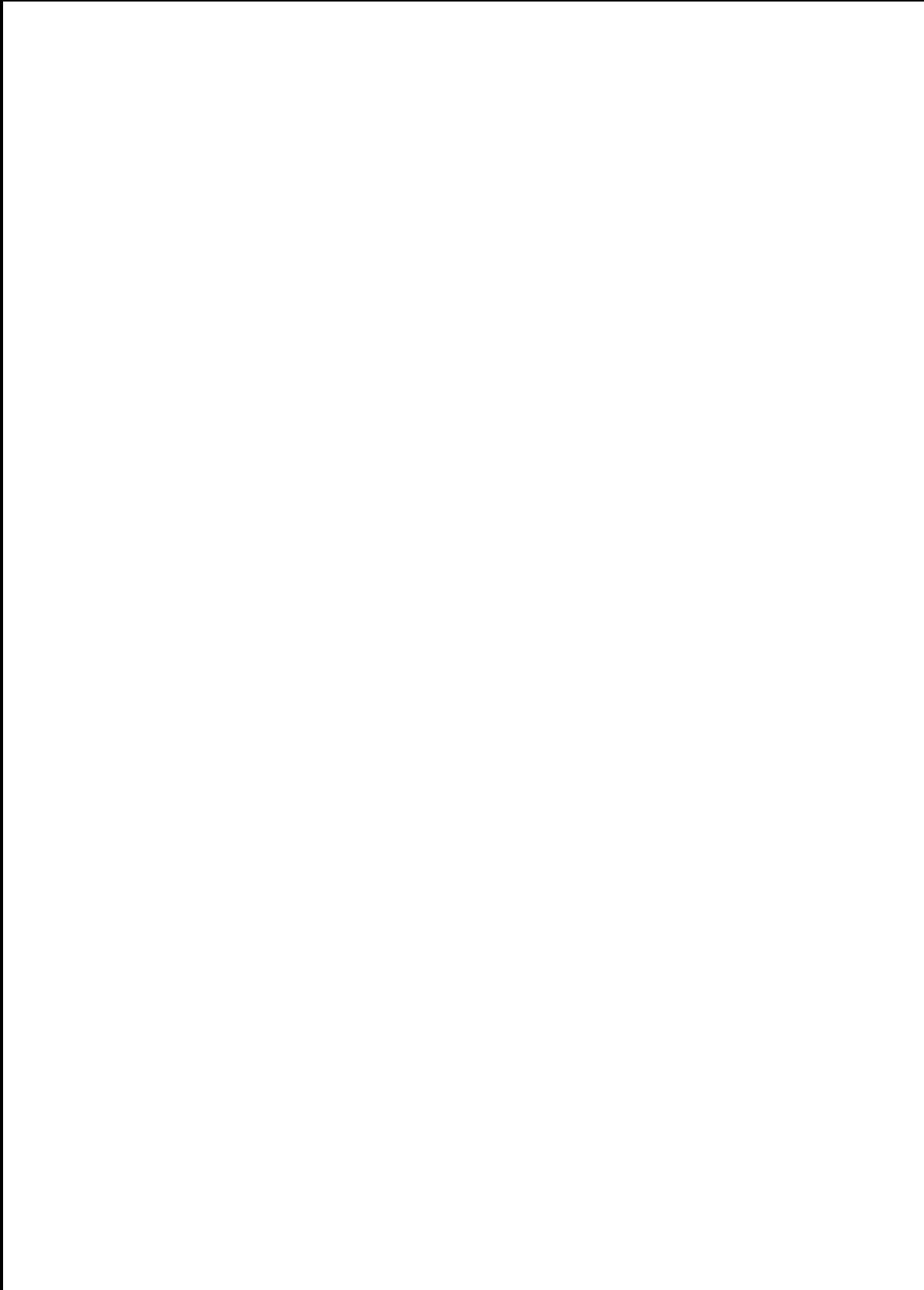
(white)



(green)



(yellow)



Page 3 of the cover



Annex 2

REGULATIONS ON TECHNICAL CONDITIONS APPLICABLE TO ROAD VEHICLES WHICH MAY BE ACCEPTED FOR INTERNATIONAL TRANSPORT UNDER CUSTOMS SEAL

Article 1

Basic principles

Approval for the international transport of goods under Customs seal may be granted only to vehicles, the load compartments of which are constructed and equipped in such a manner that:

- (a) no goods can be removed from or introduced into, the sealed part of the vehicle without leaving obvious traces of tampering or without breaking the Customs seal;**
- (b) Customs seals can be simply and effectively affixed to them;**
- (c) they contain no concealed spaces where goods may be hidden;**
- (d) all spaces capable of holding goods are readily accessible for Customs inspection.**

Comment

Cylindrical tanks of vehicles

Optional tanks should not be considered as load compartments as long as they serve for the vehicle's fuel supply. Additional tanks used for the transport of goods other than fuel should also not be considered as load compartments due to technical difficulties concerning their approval and distinction from normal fuel tanks. {TRANS/GE.30/39, paragraphs 51-54}

Markings on load compartments

Paintings, transfers and other similar markings which cannot be torn off the walls or sheets of load compartments are permissible if they do not cover up the structure of the wall or sheet which should still be clearly visible. Stickers and other similar markings which could hide openings in the load compartments should however not be allowed.

{TRANS/GE.30/57, paragraph 45}

Article 2**Structure of load compartments****1. To meet the requirements of article 1 of these Regulations:**

(a) the constituent parts of the load compartment (sides, floor, doors, roof, uprights, frames, cross-pieces, etc.) 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. When the sides, floor, doors and roof are made up of various components, these shall meet the same requirements and be of sufficient strength;

Explanatory Note**2.2.1 (a) Assembly of constituent parts**

(a) Where joining devices (rivets, screws, bolts and nuts, etc.) are used, a sufficient number of such devices shall be inserted from outside, traverse the assembled constituent parts, protrude inside and there be firmly secured (e.g. riveted, welded, bushed or bolted and swaged or welded on the nut). However, conventional rivets (i.e. rivets whose placing requires handling from both sides of the assembly of constituent parts) may also be inserted from the inside.

Notwithstanding the above, load compartment floors may be secured by means of self-tapping screws, self-drilling rivets or rivets inserted by means of an explosive charge or pins inserted pneumatically, when placed from inside and passing at right-angles through the floor and the metallic cross-pieces underneath, on condition, except in the case of self-tapping screws, that some of their ends be flush with the level of the outside part of the cross-piece or be welded on to it.
{Last phrase of section (a) substituted by ECE/TRANS/17/Amend. 3; entered into force on 1 October 1981}

(b) The competent authority shall determine what joining devices, and how many of them, must fulfil the requirements of subparagraph (a) of this note; they shall do so by making sure that the constituent parts so assembled cannot be displaced and replaced without leaving obvious traces. The choice and placing of other joining devices are not subject to any restriction.

(c) Joining devices which can be removed and replaced from one side without leaving obvious traces, i.e. without requiring handling from both sides of the constituent parts to be assembled, shall not be allowed under subparagraph (a) of this note. Examples of such devices are expansion rivets, blind rivets and the like.

Explanatory Note 2.2.1 (a) (cont'd)

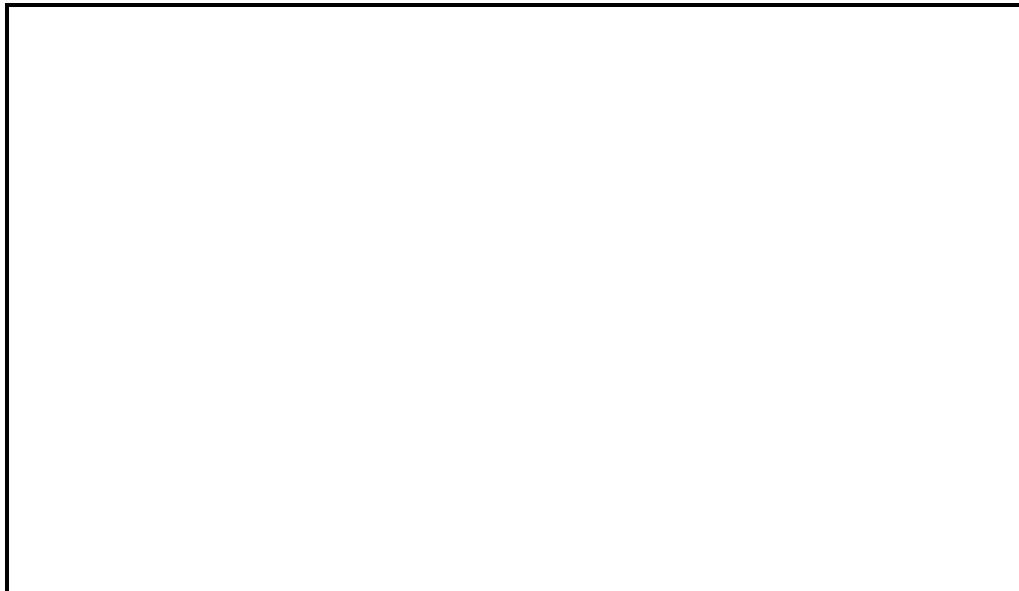
(d) The assembly methods described above shall apply to special vehicles, for example to insulated vehicles, refrigerated vehicles and tank-vehicles in so far as they are not incompatible with the technical requirements which such vehicles must fulfil having regard to their use. Where, due to technical reasons, it is not practicable to secure parts in the manner described in subparagraph (a) of this note, the constituent parts may be joined by means of the devices mentioned in subparagraph (c) of this note provided that the devices used on the inner face of the wall are not accessible from the outside.

Comment

1. *Joining device*

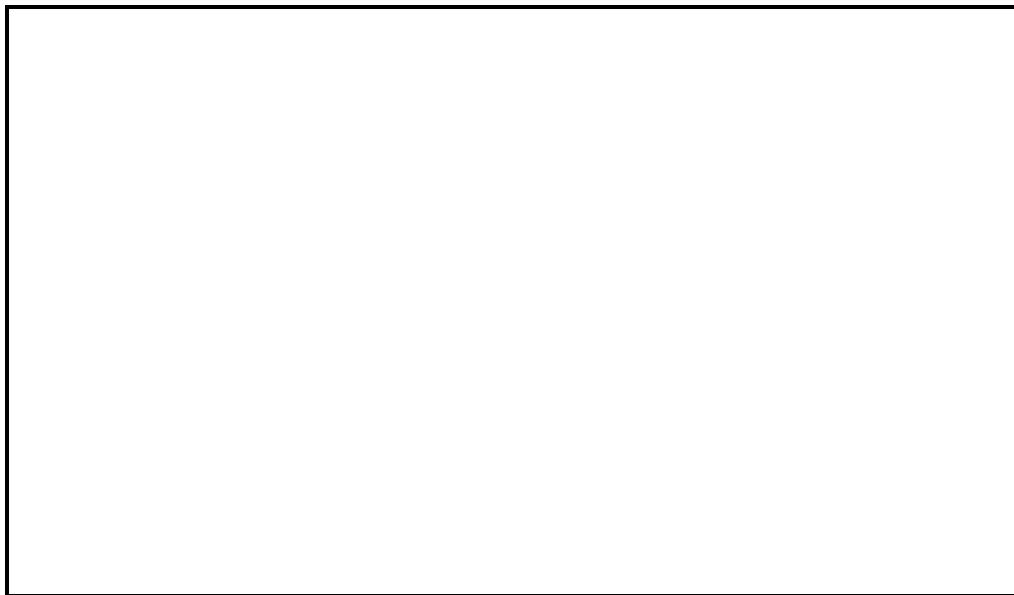
The joining device illustrated below is in accordance with Annex 2, article 2, paragraph 1(a) provided that a sufficient number of such devices are inserted from the outside and firmly secured from the inside as stipulated in Annex 6, Explanatory Note 2.2.1 (a). {TRANS/WP30/123, paragraphs 34-36; TRANS/WP30/127, paragraph 45; TRANS/WP30/AC.2/23, Annex 3}

Installation sequence



*Comment to Explanatory Note 2.2.1 (a) (cont'd)***2. Joining device**

The joining device, examples of which are given below, is in accordance with Annex 6, Explanatory Note 2.2.1 (a). In view of its inherent technical characteristics such as the large low profile head, the knurled or square shoulder on the underside of the large low profile head and the encapsulated (plastic grip) locking feature the device can be firmly secured on the inside of the load compartments without requiring welding, riveting, etc. While the assembly of the joining device requires handling from both sides of the constituent parts to be assembled, the device can only be opened on the drive nut side, e.g. on the inside of the load compartment. The device with the square shoulder is usually applied to fix hinges to load compartments. {TRANS/WP30/135, paragraphs 43 and 44; TRANS/WP30/137, paragraphs 59-61; TRANS/WP30/AC.2/27, Annex 3}

Examples of a joining device*Pneumatically inserted pins for securing load compartment floors*

In one system of construction, nails with spirally-threaded stems are used which in many respects resemble self-tapping screws, and give greater holding strength when the floor is relatively thin. In this method, the friction produced when the nail is driven in causes the zinc chromate coating of the stem and of the material of the floor cross-piece to melt, thus satisfactorily welding them together. {TRANS/GE.30/33, paragraph 125; TRANS/GE.30/GRCC/10, paragraphs 52-54}

Comment to Explanatory Note 2.2.1 (a) (cont'd)

Self-tapping, self-drilling screws

The self-tapping, self-drilling screw shown in sketch 1 is not regarded as a self-tapping screw in the meaning of Annex 6, Explanatory Note 2.2.1 (a) (a) of the Convention. Such a self-tapping, self-drilling screws shall, in accordance with the provisions of Explanatory Notes 2.2.1 (a) (a) and (b) of Annex 6 be welded on to the metallic cross-pieces underneath. Alternatively, the protruding part of some of these screws could instead be bent to an angle of at least 45° as shown in sketch 2. If, however, used together with a floor construction, examples of which are provided for in sketches 3 and 4, welding or bending of the screws is not considered to be necessary. {TRANS/WP30/135, paragraphs 48-51; TRANS/WP30/AC.2/27, Annex 3}



Comment to Explanatory Note 2.2.1 (a) (cont'd)

Validity of blind rivets

In general, the use of blind rivets for the assembly of constituent parts of load compartment is not allowed under the Convention as stipulated in Annex 6, Explanatory Note 2.2.1 (a) (c). However, blind rivets can be used on condition that a sufficient number of joining devices as described in Annex 6, Explanatory Note 2.2.1 (a) (a) of the Convention are used to assemble constituent parts. (TRANS/WP30/137, paragraphs 54-58; TRANS/WP30/AC.2/29, Annex 3)

Article 2, paragraph 1 (cont'd)

(b) doors and all other closing systems (including stopcocks, manhole-covers, flanges etc.) shall be fitted with a device on which Customs seals can be fixed. This device must be such that it cannot be removed and replaced from the outside without leaving obvious traces, or the door or fastening be opened without breaking the Customs seals. The latter shall be adequately protected. Opening roofs shall be permitted;

Explanatory Notes

2.2.1 (b) Doors and other closing systems

(a) The device on which Customs seals can be fixed must:

- (i) be secured by welding, or by not less than two joining devices conforming to subparagraph (a) of explanatory note 2.2.1 (a); or
- (ii) be so designed that when the load compartment has been closed and sealed the device cannot be removed without leaving obvious traces.

It must also:

- (iii) incorporate holes of not less than 11 mm in diameter or slots of at least 11 mm in length by 3 mm in width, and
- (iv) afford equal security whatever type of seal is used.

Explanatory Note 2.2.1 (b) (cont'd)

(b) Butt hinges, strap hinges, hinge-pins and other devices for hanging doors and the like must be secured in conformity with the requirements of subparagraphs (a) (i) and (ii) of this note. Moreover, the various components of such devices (e.g. hinge-plates, pins or swivels), provided that they are necessary to guarantee Customs security of the load compartment, shall be so fitted that they cannot be removed or dismantled when the load compartment is closed and sealed without leaving obvious traces. *{see sketch No. 1a appended to Annex 6}*
{ECE/TRANS/17/Amend. 8; entered into force on 1 August 1987}

However, where such a device is not accessible from outside it will suffice if, when the door or the like has been closed and sealed, it cannot be detached from the hinge or similar device without leaving obvious traces. Where a door or

closure-device has more than two hinges, only those two hinges nearest to the extremities of the door need to be fixed in conformity with the requirements of subparagraph (a) (i) and (ii) above.

(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*)

Explanatory Note 2.2.1 (b) (cont'd)

- (ii) A fastening device which is inserted from the inside of the insulated door construction on condition that:

the fastening pin and securing collar of the device are assembled by pneumatic or hydraulic tooling and fixed behind a plate or similar device fitted between the outer layer of the door structure and the insulation; and the head of the fastening pin is not accessible from the inside of the load compartment; and

a sufficient number of securing collars and fastening pins are welded together and the devices cannot be removed without

leaving visible signs of tampering. {see sketch No. 5 appended to annex 6} {ECE/TRANS/17/Amend.13;entered into force on 1 August 1991}

The term "insulated load compartment" is to be taken to include refrigerated and isothermic load compartments.

Comment to Explanatory Note 2.2.1 (b) (c) (ii)

The text of the first indent could be better understood if, after the wording: "assembled by pneumatic or hydraulic tooling" the words: "and fixed" are replaced by: "securing the head of the pin".

{TRANS/WP30/AC.2/29, paragraph 25}

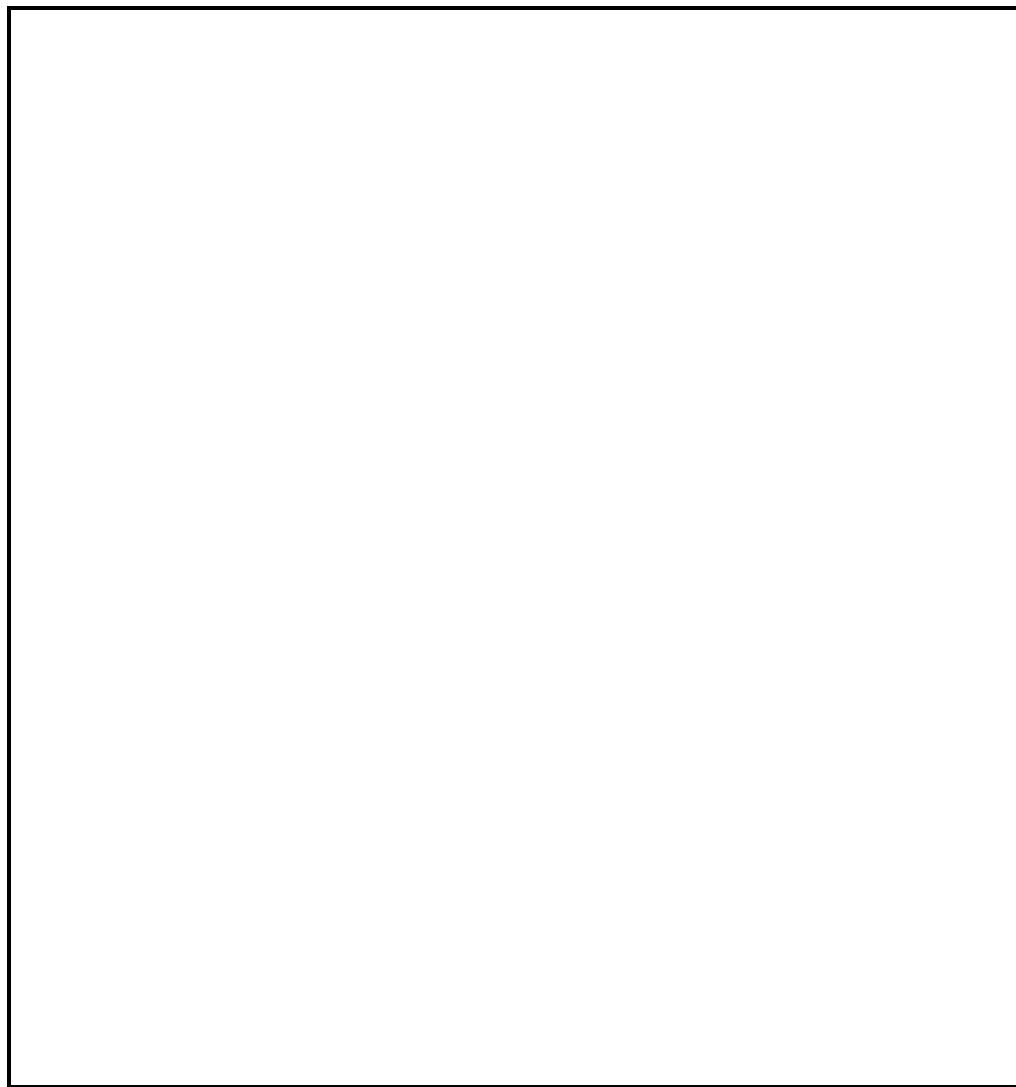
(d) Vehicles comprising a large number of such closures as valves, stopcocks, manhole covers, flanges and the like must be designed so as to keep the number of Customs seals to a minimum. To this end, neighbouring closures must be interconnected by a common device requiring only one Customs seal, or must be provided with a cover meeting the same purpose.

(e) Vehicles with opening roofs must be constructed in such a manner as to permit sealing with a minimum number of Customs seals.

Comment to Explanatory Note 2.2.1 (b) (cont'd)

Butt-hinges

The device illustrated below meets the requirements of Annex 6, Explanatory Note 2.2.1 (b), subparagraph (b) in conjunction with subparagraph (a) (ii).



Description:

The pin and the bearing of this device have a special shape which makes it impossible to dismantle these items when the hinge is closed. A screw with a hexagonal head protruding beyond the pin should be used. The space between the screw head and the bearing, when the hinge is closed, should be so small as to prevent the removal of the screw without leaving obvious traces. In this case it would not be necessary to weld the screws.

{TRANS/WP30/123, paragraphs 46 and 47 and Annex 2}

Comment to Explanatory Note 2.2.1 (b) (cont'd)

Securing of doors

In the case of doors of vehicles or containers which are not refrigerated nor

insulated but have an interior lining, the devices (bolts, rivets, etc.) securing the hinges and the Customs sealing device must pass through the whole thickness of the door (including the lining) and be visibly secured on the inside. {TRANS/GE.30/14, paragraph 101}

Number of Customs seals

It is recommended that, in cases where a large number of Customs seals are required for Customs secure sealing, the number of such seals should be indicated in the Certificate of Approval under point 5 (Annex 4 of the TIR Convention, 1975). Whenever appropriate, a sketch should be attached to the Certificate of Approval showing the exact location of the Customs seals. {TRANS/GE.30/57, paragraph 41}

Examples of Customs sealing devices

In order to achieve Customs secure sealing of load compartments and containers, sealing devices have to fulfil the requirements of annex 6, Explanatory Note 2.2.1 (b), subparagraph (a). Furthermore, Customs seals have to be affixed in accordance with the following requirements:

The fastening rope is not longer than necessary and is properly tightened;

The fastening rope is going through the TIR rings;

Customs seals are affixed as tight as possible;

The securing of other parts of the closing system, e.g. handles of locking mechanisms, cam engaging devices, locking rod saddles are secured as stipulated in annex 6 of explanatory note 2.2.1(a), subparagraph (a) (see Figure 1).

It should be borne in mind that the effectiveness of any sealing device will be reduced if wear and tear exists in, for instance, locking rods, hinges or cam engaging devices. Appropriate measures should be taken to identify such instances.

{TRANS/WP30/145, paragraph 17; TRANS/WP30/AC.2/31, annex 3}

Figure 1

Example of a rear door of load compartments and containers showing a Customs secure door closing system

Figure 2

Examples of Customs sealing devices

In particular sealing device No.1 is prone to tampering if the above-mentioned requirements are not fulfilled. In view of their better protection against manipulation prior to affixing Customs seals, the devices given below should preferably be used.

The Customs sealing devices Nos. 3 and 4 may also be used for securing the doors of refrigerated and insulated containers and load compartment. Where so used, the sealing devices may be affixed by means of at least two set bolts or set screws fixed into a metal tapping plate inserted behind the outer layer of the door. In such cases the heads of the set bolts or set screws must be so welded that they are completely deformed {see also sketch No.1 in Annex 6}.

{TRANS/GE.30/6, paragraph 35}

Figure 3

Example of a Customs sealing device

This Customs sealing device should preferably be used on metal containers and load compartments. Care needs to be taken to avoid confusion as to where exactly the seals need to be placed. Various types of seals may be used. If cable seals in the form of an "eight" are used it is recommended that the cable goes through all four holes (a, b, c, d). If rigid seals are used the seal must pass through holes (c) or (d).

Figure 4

Example of a Customs sealing device

This type of Customs sealing device is used for securing the doors of insulated containers and load compartments. The sealing point of this device may differ from one construction to another depending on whether the hold for affixing seals goes horizontally or vertically. From a Customs point of view the device with the vertical hole provides better security whereas the device having a horizontal hold requires tight sealing in order to be Customs secure.

Article 2, paragraph 1 (cont'd)

(c) apertures for ventilation and drainage shall be provided with a device preventing access to the interior of the load compartment. This device must be such that it cannot be removed and replaced from the outside without leaving obvious traces.

Explanatory Note

2.2.1 (c)-1 Ventilation apertures

- (a) Their greatest dimension must, in principle, not exceed 400 mm.
- (b) Apertures permitting direct access to the load compartment must be obstructed
 - (i) by means of wire gauze or perforated metal screens (maximum dimension of holes: 3 mm in both cases) and protected by welded metal lattice-work (maximum dimension of holes: 10 mm); or
 - (ii) by means of a single perforated metal screen of sufficient strength (maximum dimension of holes: 3 mm; thickness of the screen: at least 1 mm). {ECE/TRANS/17/Amend. 12; entered into force on 1 August 1990}

Comment

Ventilation apertures of insulated load compartments

Example of a screen fitted between the inner and outer surfaces of insulated load compartments.

{TRANS/WP30/127, paragraph 43; TRANS/WP30/AC.2/25, Annex 3}



Explanatory Note 2.2.1 (c)-1 (cont'd)

(c) Apertures not permitting direct access to the load compartment (e.g. because of elbow or baffle-plate systems) must be provided with devices referred to in subparagraph (b), in which, however, the dimensions of the holes may be as much as 10 mm (for the wire gauze or metal screen) and 20 mm (for the metal lattice-work).

{ECE/TRANS/17/Amend.12; entered into force on 1 August 1990}

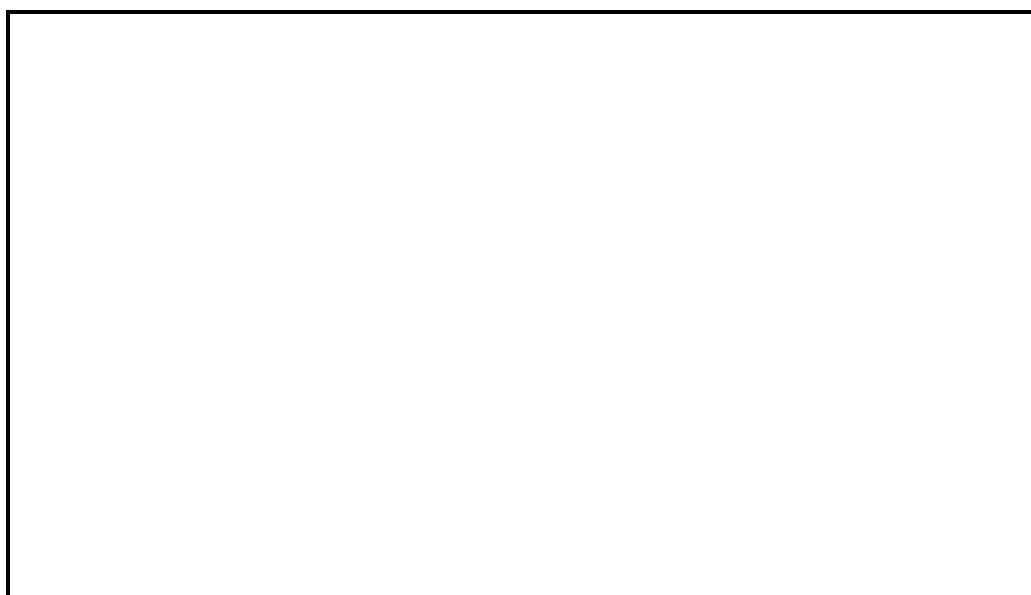
(d) Where openings are made in sheets, the devices referred to in subparagraph (b) of this note must in principle be prescribed. However, blocking devices in the form of a perforated metal screen fitted outside, and wire or other gauze fitted inside, will be allowed.

(e) Identical non-metal devices may be allowed provided that the holes are of the requisite dimensions and the material used is strong enough to prevent the holes from being substantially enlarged without visible damage. In addition, it must be impossible to replace the ventilation device by working from one side of the sheet only.

(f) The ventilation aperture may be provided with a protective device. This shall be secured to the sheet in such a way as to permit Customs inspection of the aperture. This protective device shall be secured to the sheet at a distance of not less than 5 cm from the screen of the ventilation aperture.
{ECE/TRANS/17/Amend. 5; entered into force on 1 August 1984}

Comment

Example of a protective device



Comment to explanatory note 2.2.1 (c)-1 (cont'd)

Ventilation apertures in load compartments

Although ventilation apertures should not in principle exceed 400 mm, any competent administration may, provided that all other requirements are complied with, give its approval to an opening greater than 400 mm if such an opening is presented to it.

{TRANS/GE.30/14, paragraph 102; TRANS/WP30/143, paragraphs 36 and 37; TRANS/WP30/AC.2/31, annex 3}

Explanatory Note

2.2.1 (c)-2 Drainage apertures

- (a) Their greatest dimension must, in principle not exceed 35 mm.
- (b) Apertures permitting direct access to the load compartment must be provided with the devices described in subparagraph (b) of explanatory note 2.2.1 (c)-1 for ventilation apertures.
- (c) When drainage apertures do not permit direct access to the load compartment, the devices referred to in subparagraph (b) of this note will not be prescribed, on condition that the apertures are provided with a reliable baffle system readily accessible from inside the load compartment.

Article 2 (cont'd)

2. Notwithstanding the provisions of article 1 (c) of these Regulations, constituent parts of the load compartment which, for practical reasons, have to include empty spaces (for example, between the partitions of a double wall) shall be permitted. In order that the said spaces cannot be used to conceal goods:

- (i) where it covers the full height from floor to roof, or, in other cases, where the space between it and the outer wall is completely enclosed, the lining inside the load compartment shall be so fitted that it cannot be removed and replaced without leaving obvious traces; and
- (ii) where a lining is of less than full height and the spaces between the lining and the outer wall are not completely enclosed, and in all other cases where spaces occur in the construction of a load compartment, the number of such spaces shall be kept to a minimum and these spaces shall be readily accessible for Customs inspection.

Comment to article 2, paragraph 2

Elimination of hollow beam structural members

Structural members of load compartments with enclosed spaces, such as hollow beams, shall be kept to a minimum and shall be eliminated gradually in the design of new load compartments utilizing open profile beams whenever possible. {TRANS/WP30/135, paragraphs 63-65; TRANS /WP30/137, paras. 65- 67; TRANS/WP30/AC.2/27, Annex 3}

Article 2 (cont'd)

3. Windows shall be allowed provided that they are made of materials of sufficient strength and that they cannot be removed and replaced from the outside without leaving obvious traces. Glass may nevertheless be permitted, but if glass other than safety glass is used, the windows shall be fitted with a fixed metal grille which cannot be removed from the outside; the mesh of the grill shall not exceed 10 mm.

{ECE/TRANS/17/Amend. 7, entered into force on 1 August 1986}

Explanatory Note

2.2.3 Safety glass

Glass shall be considered as safety glass if there is no risk of it being destroyed as a result of any factor ordinarily occurring in the normal conditions of use of a vehicle. The glass shall bear a mark which characterizes it as safety glass.

{ECE/TRANS/17/Amend. 7; entered into force on 1 August 1986}

4. Openings made in the floor for technical purposes, such as lubrication, maintenance and filling of the sand-box, shall be allowed only on condition that they are fitted with a cover capable of being fixed in such a way as to render the load compartment inaccessible from the outside.

Comment

Securing of floor openings for technical purposes

Covers of floor openings for technical purposes in road vehicles are sufficiently protected if the arrangements to prevent access to the load compartment from the outside are themselves inside the load compartment. {TRANS/GE.30/AC.2/14, paragraphs 35-39}

Article 3

Sheeted vehicles

1. Where applicable, the provisions of articles 1 and 2 of these Regulations shall apply to sheeted vehicles. In addition, these vehicles shall conform to the provisions of this article.

2. The sheet shall be either of strong canvas or of plastic-covered or rubberized cloth, which shall be of sufficient strength and unstretchable. It shall be in good condition and made up in such a way that once the closing device has been secured, it is impossible to gain access to the load compartment without leaving obvious traces.

3. If the sheet is made up of several pieces, their edges shall be folded into one another and sewn together with two seams at least 15 mm apart. These seams shall be made as shown in sketch No. 1 appended to these Regulations; however, where in the case of certain parts of the sheet (such as flaps and reinforced corners) it is not possible to assemble the pieces in that way, it shall be sufficient to fold the edge of the top section and make the seams as shown in sketches Nos. 2 or 2(a) appended to these Regulations. One of the seams shall be visible only from the inside and the colour of the thread used for that seam shall be clearly different from the colour of the sheet itself and from the colour of the thread used for the other seam. All seams shall be machine-sewn.

Explanatory Note

2.3.3 Sheets made up of several pieces

(a) The several pieces constituting one sheet may be made of different materials conforming to the provisions of Annex 2, article 3, paragraph 2.

(b) Any arrangement of the pieces which adequately guarantees security will be allowed in making up the sheet, on condition that the pieces are assembled in conformity with the requirements of Annex 2, article 3.

4. If the sheet is of plastic-covered cloth, and is made up of several pieces, the pieces may alternatively be welded together in the manner shown in sketch No. 3 appended to these Regulations. The edges of the pieces shall overlap by at least 15 mm. The pieces shall be fused together over the whole width of the overlap. The edge of the outer sheet shall be covered with a band of plastic material at least 7 mm wide, affixed by the same welding process. The plastic band and the sheet on each side of it for a width of at least 3 mm shall have a clearly-defined uniform relief pattern stamped on them. The pieces shall be welded in such a way that they cannot be separated and rejoined without leaving obvious traces.

Comment to article 3, paragraph 4

Band of plastic material

The requirement for the band of plastic material is essential for Customs security purposes. Consequently, it should not be permitted to dispense with it.
{TRANS/GE.30/17, paragraph 99}

Article 3 (cont'd)

5. Repairs shall be made in accordance with the method described in sketch No. 4 appended to these Regulations; the edges shall be folded into one another and sewn together with two visible seams at least 15 mm apart; the colour of the thread visible from the inside shall be different from that of the thread visible from the outside and from that of the sheet itself; all seams shall be machine-sewn. When a sheet which has been damaged near the edges is repaired by replacing the damaged part by a patch, the seam can also be made in accordance with the provisions of paragraph 3 of this article and sketch No. 1 appended to these Regulations. Sheets of plastic-covered cloth may alternatively be repaired in accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet , the patch being fitted on the inside of the sheet.

Comment

Repair of sheets made of plastic covered cloth

The following process is permitted for the repair of such sheets: Vinyl liquefied under pressure and heat is used to secure the piece on the sheet by melting. Obviously in such cases a band of plastic material stamped with a relief pattern will be affixed to the edge of the piece on both sides of the sheet.
{TRANS/GE.30/6, paragraph 40; TRANS/GE.30/GRCC/4, paragraph 33}

6. The sheet shall be fixed to the vehicle in strict compliance with the conditions set forth in article 1(a) and (b) of these Regulations. The following systems can be used:

(a) The sheet can be secured by:

- (i) metal rings fixed to the vehicles,**
- (ii) eyelets let into the edge of the sheet and**
- (iii) a fastening passing through the rings above the sheet and visible from the outside for its entire length.**

Article 3, paragraph 6 (a) (cont'd)

The sheet shall overlap solid parts of the vehicle by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the vehicle in itself prevents all access to the load compartment.

Explanatory Notes

2.3.6 (a)-1 Vehicle with sliding rings

Metal securing rings sliding on metal bars fixed to the vehicles are acceptable for the purpose of this paragraph (*see sketch No.2 appended to Annex 6*) provided that:

- (a) the bars are affixed to the vehicle at maximum spacings of 60 cm and in such a manner that they cannot be removed and replaced without leaving obvious traces;
- (b) the rings are made with a double hoop or equipped with a central bar and made in one piece without the use of welding; and
- (c) the sheet is fixed to the vehicle in strict compliance with the conditions set forth in Annex 2, article 1(a) of this Convention.

2.3.6 (a)-2 Vehicles with swivel rings

Metal swivel rings, each of which rotates in a metal bracket fixed to the vehicle are acceptable for the purpose of this paragraph (*see sketch No. 2a appended to Annex 6*) provided that:

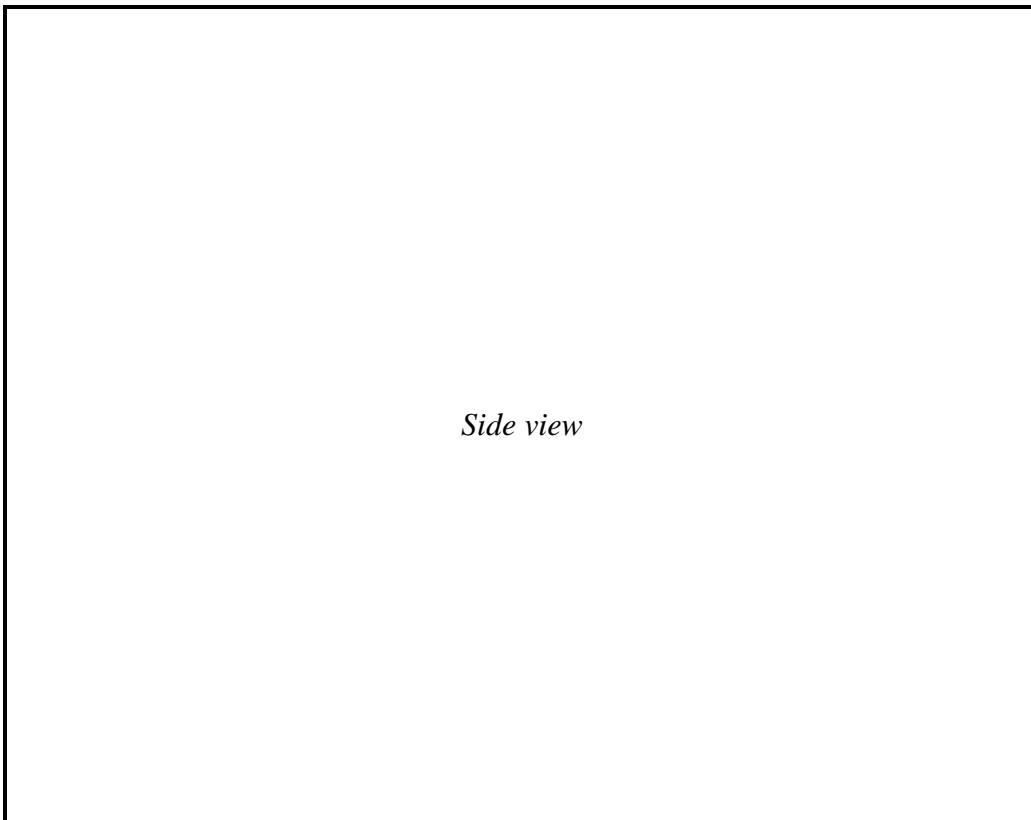
- (a) each bracket is affixed to the vehicle in such a manner that it cannot be removed and replaced without leaving obvious traces; and
- (b) the spring under each bracket is completely enclosed by a bell-shaped metal cover.

{ECE/TRANS/17/Amend. 4; entered into force on 1 October 1982}

Comment to article 3, paragraph 6 (a)

Example of a locking bar construction

The device illustrated below meets the requirements of Annex 2, article 1, paragraph (a) and Annex 2, article 3, paragraphs 6 (a) and 8.



Side view

Description

The device will be fitted on the side-board in the same position as a conventional type of TIR-ring and in such a way that the TIR-ring of the device will be located at a maximum distance of 150 mm from the centreline of the upright. The device will be fastened to the side-board with two rivets similar to the fastening of the usual TIR-rings. It consists of three integrated metal parts: base plate, foldable TIR-ring and a sliding front plate including locking bar. When the front plate is slid into locked position, the locking bar goes into a hole in the upright and locks the side-board to the upright. The locking bar shall, however, intrude into the upright by at least 20 mm. At the same time the TIR-ring is automatically folded out. In fold-out position, with the fastening rope passing through the ring above the sheet, the sliding front plate is locked and secured and cannot be slid back in open position. {TRANS/WP30/125, paragraph 40; TRANS/WP30/127, paragraphs 46 and 47; TRANS/WP30/AC.2/23, Annex 3}

Comment to article 3, paragraph 6 (a) (cont'd)

Shape of eyelets

Eyelets in the sheets could be round or oval and the rings should not protrude more than necessary from the relevant parts of the vehicles. In order to ensure that the sheets are properly fixed, Customs authorities should make sure, when sealing the road vehicle, that the fastening rope is properly tightened. {TRANS/GE.30/57, paragraph 35}

Example of metal rings for fastening vehicle sheets

In the welded metal pillars, which support and contain the locking mechanisms for the side-boards, a folding type of metal TIR-ring is integrated. The TIR-ring can be folded out by hand through a small opening in the outside plate of the pillar. By spring-load the TIR-ring is kept in either "in" or "out" position. The functioning of this special ring is integrated in the side-board locking mechanism as follows:

A piece of metal is welded on to each side-board locking pin so that when the TIR-ring is in folded-out position the vertical movement of the locking pins is restricted and side-boards cannot be released. At the same time, the shape and location of these metal pieces prevent the folding out of the TIR-rings with open side-board locks.

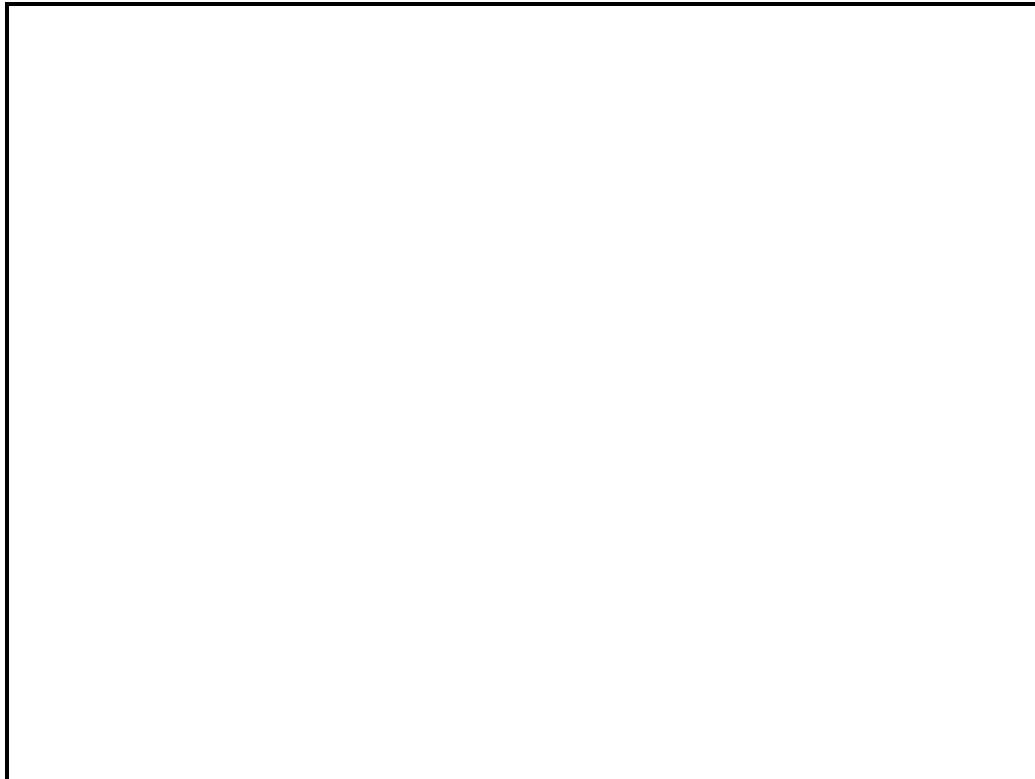
This means, that in folded-out position, when secured by the sheet and fastening rope passing through the ring, the TIR-ring will in the first place secure the side-boards to the pillar and in the second place secure the pillar to the floor of the load compartment (side-rave).

Furthermore, the upper pillar locking pin, which is welded on to one of the locking pins for the side-boards, will secure the top-roof construction at the same time as the side-boards are secured.

As long as the TIR-ring is folded out the pillar must be completely destroyed before the side-board or top-roof construction can be opened. {TRANS/GE.30/AC.2/12, paragraph 15; TRANS/GE.30/35, paragraph 109 and Annex 2; TRANS/GE.30/GRCC/11, paragraphs 27-29; see sketch on next page}

Comment to article 3, paragraph 6 (a) (cont'd)

Example of metal rings for fastening vehicle sheets



Article 3, paragraph 6 (cont'd)

(b) When any edge of a sheet is to be permanently secured to a vehicle, the two surfaces shall be joined together without a break and shall be held in place by strong devices.

Explanatory Note

2.3.6 (b) Permanently-secured sheets

Where one or more edges of the sheet are permanently attached to the body of the vehicle, the sheet shall be held in place by one or more strips of metal or other suitable material secured to the body of the vehicle by joining devices meeting the requirements of subparagraph (a) of note 2.2.1(a) of Annex 6.

Comment

The device illustrated in sketch No. 4 appended to Annex 6 meets the requirements of Annex 2, article 3, subparagraphs 6(a) and 6(b). {TRANS/GE.30/55, paragraph 41}

(c) When a sheet locking system is used it shall in locked position join the sheet tightly to the outside of the load compartment (as an example see sketch No.6). {ECE/TRANS/17/Amend. 7; entered into force on 1 August 1986}

7. The sheet shall be supported by an adequate superstructure (uprights, sides, arches, slats, etc.).

Comment

Supports for vehicle sheets

The hoops supporting the sheet are sometimes hollow and might be used as a hiding place. It is, however, always possible to inspect them, as is the case for many other vehicle parts. In these conditions, hollow hoops are permissible. {TRANS/GE.30/14, paragraph 90; TRANS/GE.30/12, paragraphs 100 and 101; TRANS/GE.30/6, paragraph 41}

Article 3 (cont'd)

8. The spaces between the rings and the spaces between the eyelets shall not exceed 200 mm. The spaces may however be greater but shall not exceed 300 mm between rings and eyelets on either side of the upright if the construction of the vehicle and the sheet is such as to prevent all access to the load compartment. The eyelets shall be reinforced. {ECE/TRANS/17/Amend. 1; entered into force on 1 August 1979}

Explanatory Note

2.3.8 Spaces exceeding 200 mm but not exceeding 300 mm are acceptable over the uprights if the rings are recessed in the side-boards and the eyelets are oval and so small that they can just pass over the rings.
{ECE/TRANS/17/Amend. 1; entered into force on 1 August 1979}

9. The following fastenings shall be used:

- (a) steel wire ropes of at least 3 mm diameter; or
- (b) ropes of hemp or sisal of at least 8 mm diameter encased in a transparent sheath of unstretchable plastic.

Wire ropes may have a transparent sheath of unstretchable plastic.

In cases where the sheet has to be fixed to the frame in a system of construction which otherwise complies with the provisions of paragraph 6 (a) of this article, a thong can be used as fastening (an example of such a system of construction is given in sketch No.7 appended to this Annex). The thong has to comply with the requirements stipulated in paragraph 11 (a) with regard to material, dimensions and shape.
{ECE/TRANS/17/Amend. 11; entered into force on 1 August 1989}

Explanatory Note

2.3.9 For purposes of this paragraph, ropes comprising a textile core surrounded by at least four strands consisting solely of steel wire and completely covering the core will be allowed on condition that the ropes (without taking into account the transparent plastic sheath, if any) are not less than 3 mm in diameter.
{ECE/TRANS/17/Amend. 4; entered into force on 1 October 1982}.

Comment to Explanatory Note 2.3.9

Nylon ropes

Nylon ropes in plastics sheathing are not permitted, since they do not meet either the requirements of Annex 2, article 3, paragraph 9, or the description in the above Explanatory Note. {TRANS/GE.30/AC.2/12, paragraph 16; TRANS/GE.30/GRCC/11, paragraphs 30-33}

Fastening rope

Where the sheet has to be fixed to the frame in a system of construction which otherwise complies with the provisions of article 3, paragraph 6 (a), instead of a thong a rope could be used, which could consist of two pieces. {TRANS/WP30/125, paragraph 33}

10. Each rope shall be in one piece and have a hard metal end-piece at each end. The fastener of each metal end-piece shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or strap of the Customs seal. The rope shall remain visible on either side of the hollow rivet so that it is possible to ensure that the rope is in one piece (see sketch No. 5 appended to these Regulations).

11. At the openings in the sheet, used for loading and unloading, the two surfaces shall be joined together. The following systems can be used:

(a) The two edges of the sheet shall have an adequate overlap. They shall also be fastened by:

- (i) a flap sewn or welded in accordance with paragraphs 3 and 4 of this article;
- (ii) rings and eyelets meeting the conditions of paragraph 8 of this article, the rings shall be manufactured of metal; and
- (iii) a thong made of appropriate material, in one piece and unstretchable, at least 20 mm wide and 3 mm thick, passing through the rings and holding together the two edges of the sheet and the flap; the thong shall be secured inside the sheet and fitted either with:

an eyelet to take the rope mentioned in paragraph 9 of this article or

an eyelet which can be attached to a metal ring mentioned in paragraph 6 of this article and be secured by the rope mentioned in paragraph 9 of this article.

Article 3, paragraph 11 (cont'd)

A flap shall not be required if a special device, such as a baffle plate, is fitted, which prevents access to the load compartment without leaving obvious traces.

(b) A special locking system holding the edges of the sheet tightly locked when the load compartment is closed and sealed. The system shall be provided with an opening through which a metal ring mentioned in paragraph 6 of this article can pass and be secured by the rope mentioned in paragraph 9 of this article. Such a system is described in sketch No. 8 appended to this Annex.

{ECE/TRANS/17/Amend.14; entered into force on 1 August 1992}

Explanatory Note to paragraph 11 (a)**2.3.11 (a)-1 Sheet tension flaps**

The sheets of many vehicles are provided on the outside with a horizontal flap pierced by eyelets running along the length of the side of the vehicle. Such flaps, known as tension flaps, are used to tauten the sheet by means of tension cords or similar devices. Such flaps have been used to conceal horizontal slits made in the sheets giving improper access to the goods carried in the vehicle. It is therefore recommended that the use of flaps of this type should not be allowed. The following devices may be used instead:

- (a) tension flaps of similar design fixed on the inside of the sheet; or
- (b) small individual flaps each pierced by one eyelet secured to the outside surface of the sheets and spaced at such distances as will permit an adequate tension of the sheet.

Alternatively, it may be possible in certain cases to avoid the use of tension flaps on sheets.

2.3.11 (a)-2 Sheet thongs

The following materials are regarded as suitable for making thongs:

- (a) leather;
- (b) non-tensile materials including plastic-covered or rubberized cloth, provided that such materials cannot after severance be welded or reconstituted without leaving obvious traces. Furthermore, the plastic material used to cover thongs shall be transparent and smooth-surfaced.

Explanatory Note to paragraph 11 (a), (cont'd)

- 2.3.11 (a)-3 The device shown in *sketch No.3 appended to Annex 6* meets the requirements of the last part of Annex 2, article 3, paragraph 11 (a). It also meets the requirements of Annex 2, article 3, paragraphs 6 (a) and 6 (b).

Comment to Explanatory Note 2.3.11 (a)-2

Example of thongs for fastening vehicle sheets



The Administrative Committee is of the opinion that the eyelets in the thong should be reinforced. {TRANS/GE.30/AC.2/21, paragraph 16}

Comment to Explanatory Note 2.3.11 (a)-2, (cont'd)

Securing of thongs

The device illustrated below meets the requirements of annex 2, article 3, paragraph 11 (a) (iii).



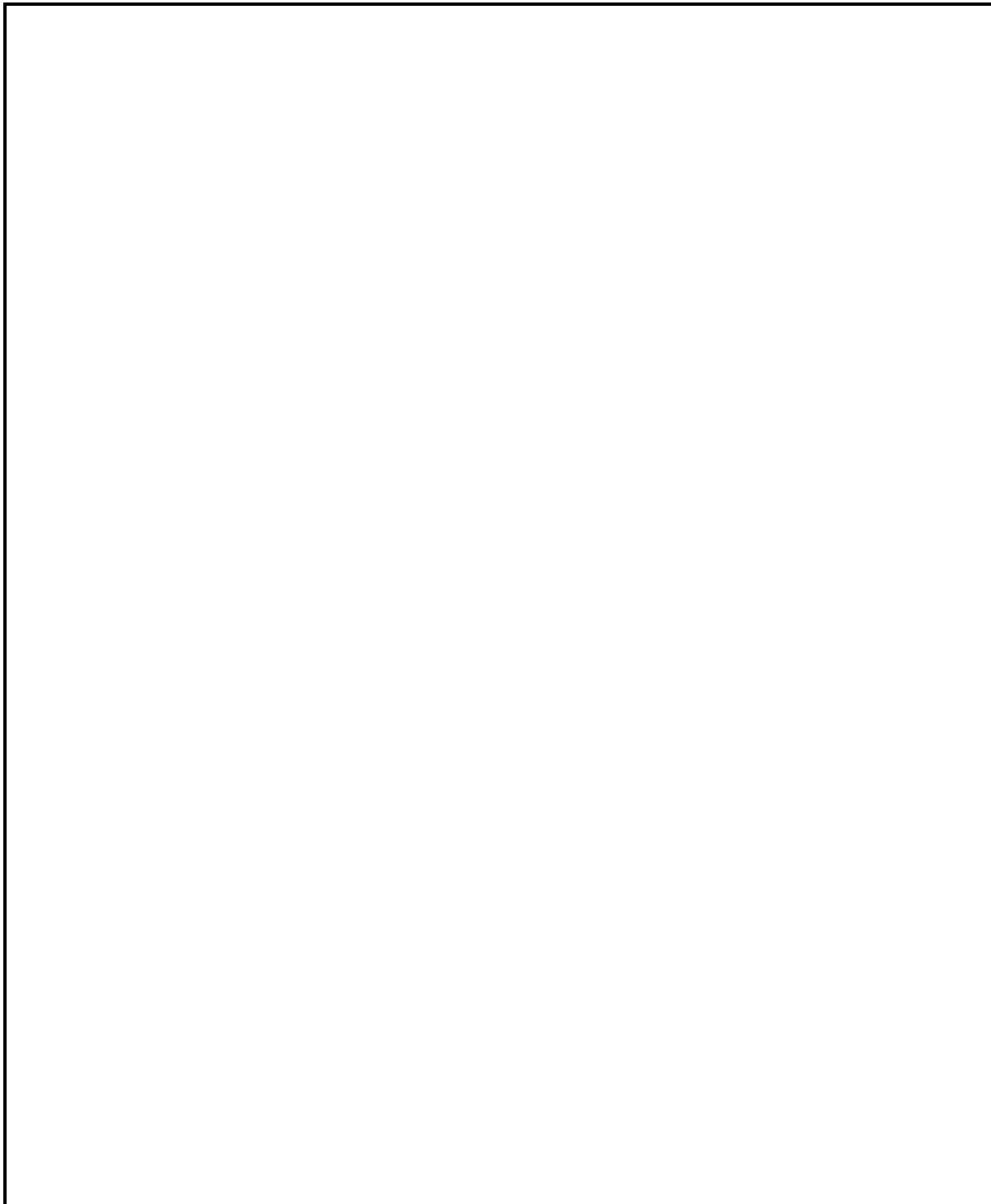
Description

The thong has to be passed through the upper eyelet (1) in the opening of the sheet for loading and unloading, comes out of the load compartment through the lower eyelet (2) and is then passed through the reinforced eyelet (3) at the end of the thong. {TRANS/WP30/123, paragraphs 45 to 47 and Annex 3; TRANS/WP30/AC.2/23, Annex 3}

Sketches to Annex 2

Sketch No. 1

SHEET MADE OF SEVERAL PIECES SEWN TOGETHER



Sketches to Annex 2

Sketch No. 2

SHEET MADE OF SEVERAL PIECES SEWN TOGETHER



*/ This sketch shows the top folded section of the sheet according to Annex 2, article 3,

paragraph 3.

Sketches to Annex 2

Sketch No. 2 (a)

SHEET MADE OF SEVERAL PIECES SEWN TOGETHER



*/ This sketch shows the top folded section of the sheet according to Annex 2, article 3,

paragraph 3.

Sketches to Annex 2

Sketch No. 3

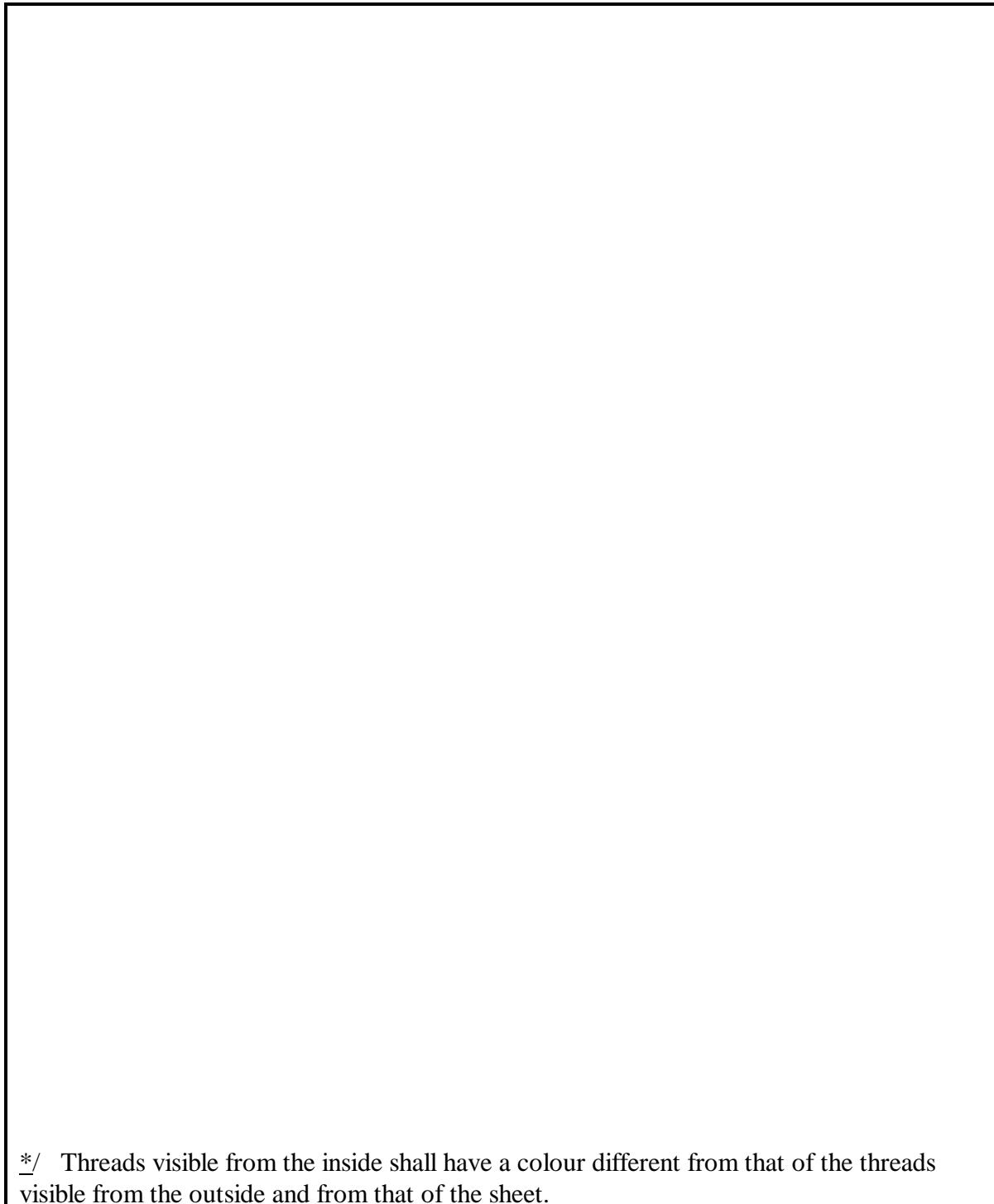
SHEET MADE OF SEVERAL PIECES WELDED TOGETHER



Sketches to Annex 2

Sketch No. 4

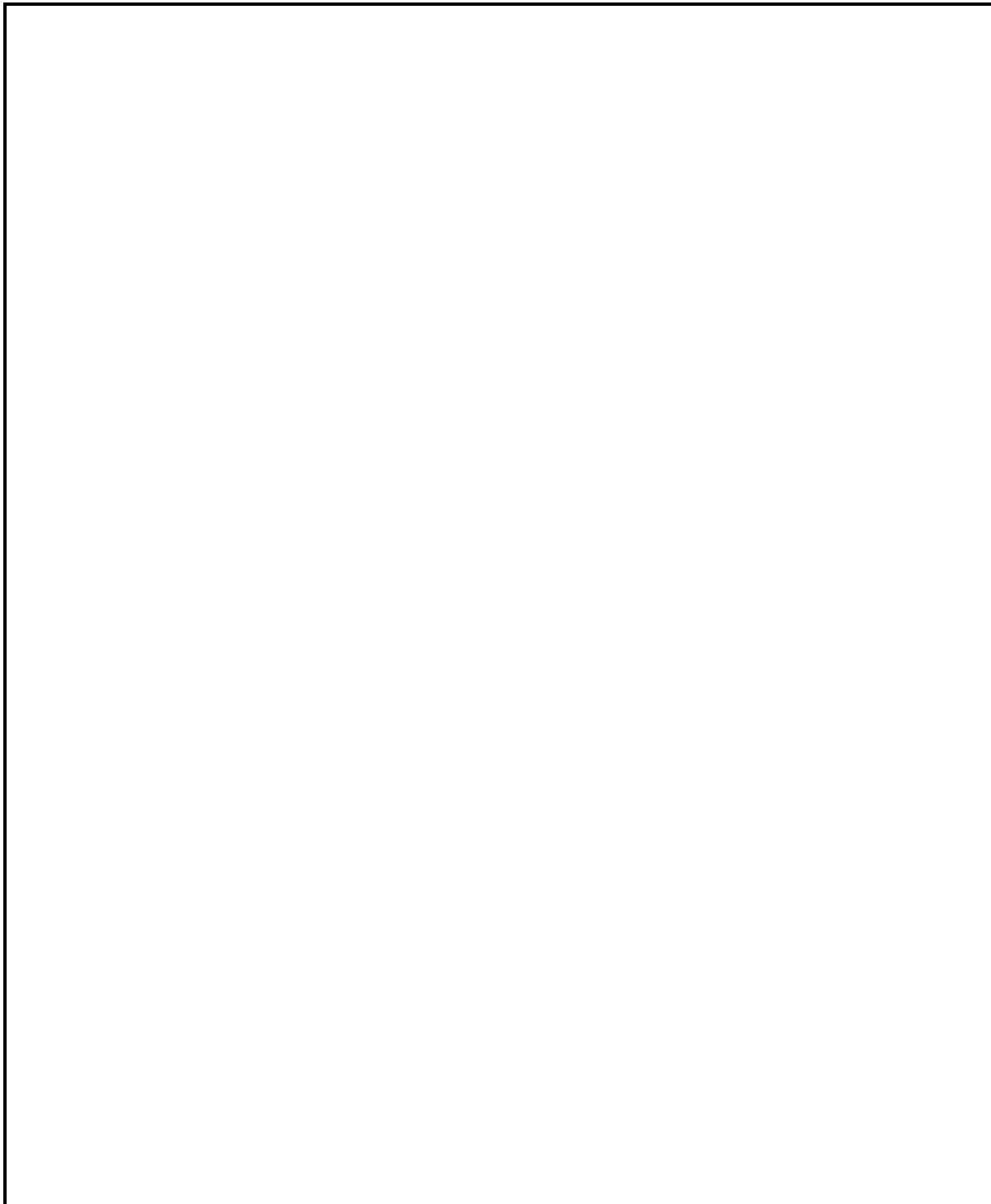
REPAIR OF THE SHEET



Sketches to Annex 2

Sketch No. 5

EXAMPLE OF END-PIECE



Sketches to Annex 2

Sketch No. 6

EXAMPLE OF SHEET LOCKING SYSTEM



Description

This sheet locking system is acceptable provided that it is fitted with at least one metal ring at each gate end. The openings through which the ring passes are oval and of a size just sufficient to allow the ring to pass through it. The visible part of the metal ring does not protrude more than twice the maximum thickness of the fastening rope when the system is locked.

Sketches to Annex 2

Sketch No. 7

EXAMPLE OF SHEETS FIXED TO SPECIAL-SHAPED FRAME



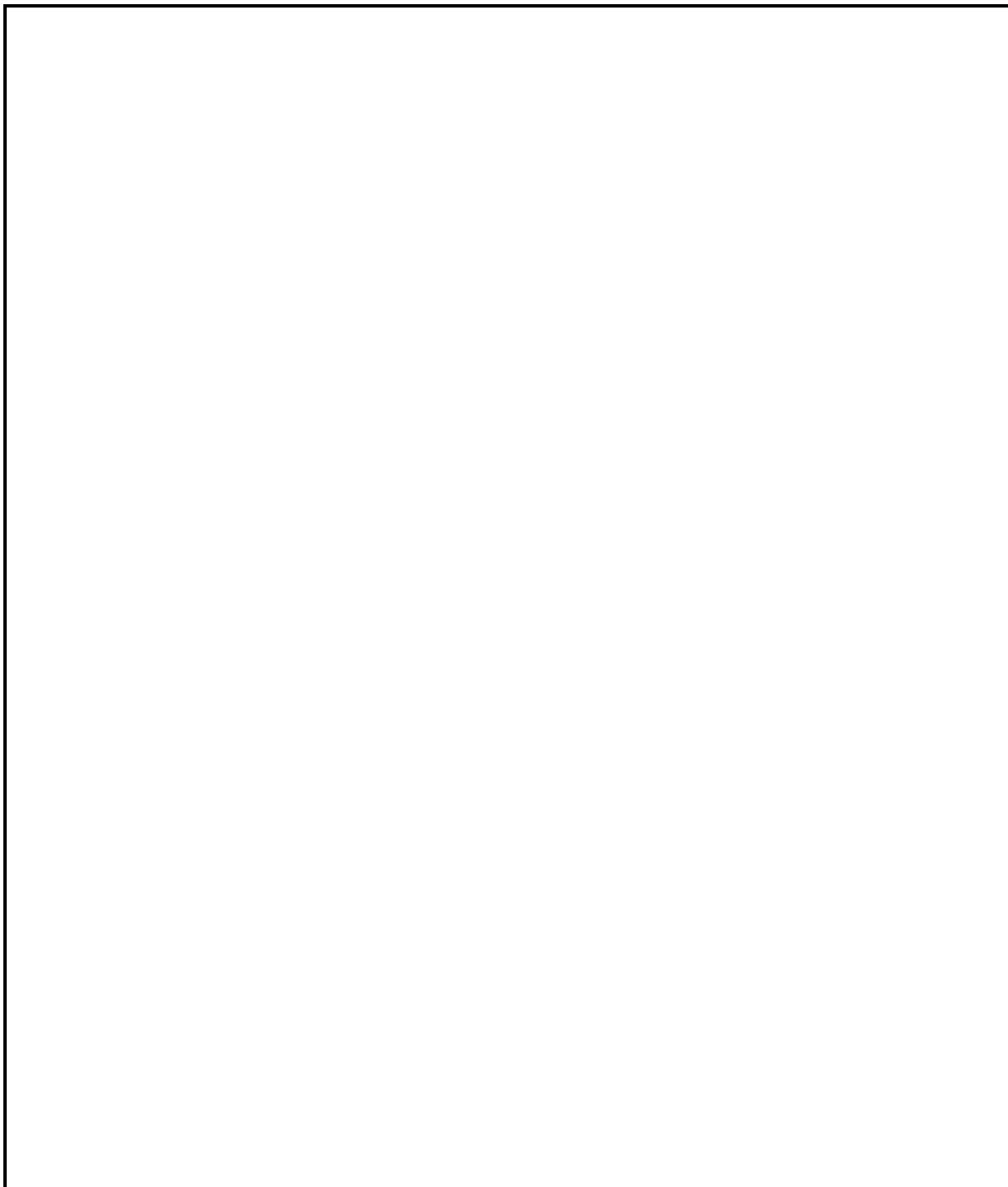
Description

This fastening device of the sheet to the vehicle is acceptable provided that the rings are recessed in the profile and do not protrude more than the maximum depth of the profile. The width of the profile shall be as narrow as possible.

Sketches to Annex 2

Sketch No. 8

SHEET LOCKING SYSTEM AT OPENINGS FOR LOADING AND UNLOADING
{Description see next page}



Description

In this locking system the two edges at the openings in the sheet used for loading and unloading are united by means of an aluminium locking rod. The sheet openings are provided with a hem over its entire length enclosing a rope (see sketch No. 8.1). This makes it impossible to pull the sheet out of the locking rod's profile. The hem shall be on the outside and be welded in accordance with Annex 2, article 3, paragraph 4 of the Convention.

The edges are to be passed into the open profiles on the aluminium locking rod and slid into two parallel longitudinal channels which should be closed at their lower end. When the locking rod is in its upper position the edges of the sheet are united.

At the upper end of the opening the locking rod is stopped by a transparent plastic cap fixed by riveting to the sheet (see sketch No. 8.2). The locking rod consists of two sections, joined by a riveted hinge, to allow folding for easy fitting and removal. This hinge must be designed in such a way so as not to allow the removal of the swivel pin once the system is locked (see sketch No. 8.3).

At the lower part of the locking rod is an opening through which the ring passes. The opening is oval and of a size just sufficient to allow the ring to pass through it (see sketch No. 8.4). The TIR fastening rope will be pulled through this ring to secure the locking rod.

Annex 3

PROCEDURE FOR THE APPROVAL OF ROAD VEHICLES COMPLYING WITH THE TECHNICAL CONDITIONS SET FORTH IN THE REGULATIONS CONTAINED IN ANNEX 2

GENERAL

1. Road vehicles may be approved by one of the following procedures:

- (a) individually, or**
- (b) by design type (series of road vehicles).**

2. An approval certificate conforming to the standard form of Annex 4 shall be issued for approved vehicles. This certificate shall be printed in the language of the country of issue and in French or English. When the authority which has granted the approval deems it necessary, photographs or diagrams authenticated by that authority shall be attached to the certificate. The number of those documents shall then be inserted by that authority under item No. 6 of the approval certificate.

Comments

Name of holder on certificate

In the event of a change of owner, it may be that the name shown in box 8 (Holder) will not be that of the new owner. This should not give rise to any dispute. {TRANS/GE.30/12, paragraph 37}

Name on vehicles

In the same circumstances it may be that a name other than that actually shown on the vehicle appears on the photograph attached to the certificate. The vehicle should not in such a case be refused entry, since the sole purpose of the photograph is to indicate the general appearance of the vehicle. {TRANS/GE.30/12, paragraph 38 and 39}

Insufficient space in box 5 of the certificate.

*If there is insufficient space in box 5 (Other particulars) the indications may be given in a note on the back of the certificate.
{TRANS/GE.30/12, paragraphs 40 and 41}*

GENERAL (cont'd)

- 3. The approval certificate shall be kept on the road vehicle.**

Comment

*This must be the original of the certificate, not, however, a photocopy.
{TRANS/GE.30/33, paragraph 52}*

- 4. Road vehicles shall be produced every two years, for the purposes of inspection and of renewal of approval where appropriate, to the competent authorities of the country in which the vehicle is registered or, in the case of unregistered vehicles, of the country in which the owner or user is resident.**

- 5. If a road vehicle no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under cover of TIR Carnets, be restored to the condition which had justified its approval so as to comply again with the said technical conditions.**

- 6. If the essential characteristics of a road vehicle are changed, the vehicle shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under cover of TIR Carnets.**

- 7. The competent authorities of the country of registration of the vehicle, or, in the case of vehicles for which registration is not required, the competent authorities of the country where the owner or user of the vehicle is established may, as the case may be, withdraw or renew the approval certificate or issue a new approval certificate in the circumstances set out in article 14 of this Convention and in paragraphs 4, 5 and 6 of this Annex.**

PROCEDURE FOR INDIVIDUAL APPROVAL

- 8. The owner, the operator or the representative of either shall apply to the competent authority for individual approval. The competent authority shall inspect the road vehicle produced in accordance with the general rules laid down in paragraphs 1 to 7 above and shall satisfy itself that the vehicle complies with the technical conditions prescribed in Annex 2, and after approval shall issue a certificate conforming to the model in Annex 4.**

**PROCEDURE FOR APPROVAL BY DESIGN TYPE
(SERIES OF ROAD VEHICLES)**

9. Where road vehicles are manufactured by type series, the manufacturer may apply to the competent authority of the country of manufacture for approval by design-type.

10. The manufacturer shall state in his application the identification numbers or letters which he assigns to the type of road vehicle to which his application for approval relates.

11. The application shall be accompanied by drawings and a detailed design specification of the type of road vehicle to be approved.

12. The manufacturer shall give an undertaking in writing that he will:

(a) produce to the competent authority such vehicles of the type concerned as that authority may wish to examine;

(b) permit the competent authority to examine further units at any time during the production of the type series concerned;

(c) advise the competent authority of any change, however small, in the design or specification before proceeding with such change;

(d) mark the road vehicles in a visible place with the identification numbers of letters of the design-type and the serial number of the vehicle in the type series (manufacturer's number);

(e) keep a record of vehicles manufactured to the approved design-type.

13. The competent authority shall state what changes, if any, must be made to the proposed design-type in order that approval may be granted.

14. No approval by design-type shall be granted unless the competent authority has satisfied itself by examination of one or more vehicles manufactured to the design-type concerned that vehicles of that type comply with the technical condition prescribed in Annex 2.

15. The competent authority shall notify the manufacturer in writing of its decision to grant approval by design-type. This decision shall be dated and numbered. The authority which took the decision shall be clearly designated.

16. The competent authority shall take the necessary steps to issue an approval certificate, which it has duly signed, in respect of every vehicle built in conformity with an approved design-type.

17. The holder of the approval certificate shall, before using the vehicle for the carriage of goods under the cover of a TIR Carnet, fill in, as may be required, on the approval certificate:

- the registration number given to the vehicle (item No.1) or,
- in the case of a vehicle not subject to registration, particulars of his name and business address (item No. 8).

Explanatory Note to paragraph 17

3.0.17 Approval procedure

1. Annex 3 provides that the competent authorities of a Contracting Party may issue a certificate of approval in respect of a vehicle constructed within its territory and that no additional approval procedures shall be applied in respect of such a vehicle in the country where it is registered or, as the case may be, where the owner is resident.

2. These provisions are not intended to restrict the right of the competent authorities of the Contracting Party where the vehicle is registered or where the owner is resident to require the production of such a certificate of approval either at importation or subsequently for purposes connected with the registration or control of the vehicle or with similar legal requirements.

18. When a vehicle which has been approved by design-type is exported to another country which is a Contracting Party to this Convention, no further approval procedure shall be required in that country on account of its importation.

PROCEDURE FOR ENDORSEMENT OF THE CERTIFICATE OF APPROVAL

19. When an approved vehicle, carrying goods under cover of a TIR Carnet, is found to have major defects, the competent authorities of Contracting Parties may either refuse to allow the vehicle to continue its journey under a TIR Carnet, or allow the vehicle to continue its journey under a TIR Carnet on its territory while taking the necessary security precautions. The approved vehicle must be restored to a satisfactory state as rapidly as possible, and in any case before it is again used for the transport of goods under cover of a TIR Carnet.

20. In each of these cases the Customs authorities shall make an appropriate endorsement in item No. 10 of the certificate of approval of the vehicle. When the vehicle has been restored to a condition which justifies approval, it shall be presented to the competent authorities of a Contracting Party who shall revalidate the certificate by adding an endorsement to item No. 11 cancelling the earlier observations. No vehicle, the certificate of which has been endorsed at item No. 10 under the provisions of the preceding paragraph, may again be used for the transport of goods under a TIR Carnet until it has been restored to a satisfactory condition and until the endorsement in item No. 10 has been cancelled as stated above.

Explanatory Note

3.0.20 Procedure for endorsement of the certificate of approval

When an endorsement concerning defects is to be cancelled after the vehicle has been restored to a satisfactory state, it is sufficient to state, under item No. 11 provided for the purpose, "Defects rectified" followed by the name, signature and stamp of the competent authority concerned.

Comment

*Any defects noted in the sheets or their system of securing may be entered in box No. 10 of the approval certificate.
{TRANS/GE.30/33, paragraphs 46-49}*

21. Each endorsement made on the certificate shall be dated and authenticated by the competent authorities.

22. When a vehicle is found to have defects which the Customs authorities consider to be of minor importance and not involving the risk of smuggling, the continued use of the vehicle for the transport of goods under cover of a TIR Carnet can be authorized. The holder of the approval certificate shall be notified of the defects and shall restore his vehicle to a satisfactory state within a reasonable time.

Annex 4

MODEL CERTIFICATE OF APPROVAL OF A ROAD VEHICLE

Comment

*The certificate of approval should be of format A 4, folded once.
{TRANS/GE.30/10, paragraph 33}*

See sample hereafter.

Model Certificate of Approval of a Road Vehicle



Model certificate of Approval of a Road Vehicle (cont'd)



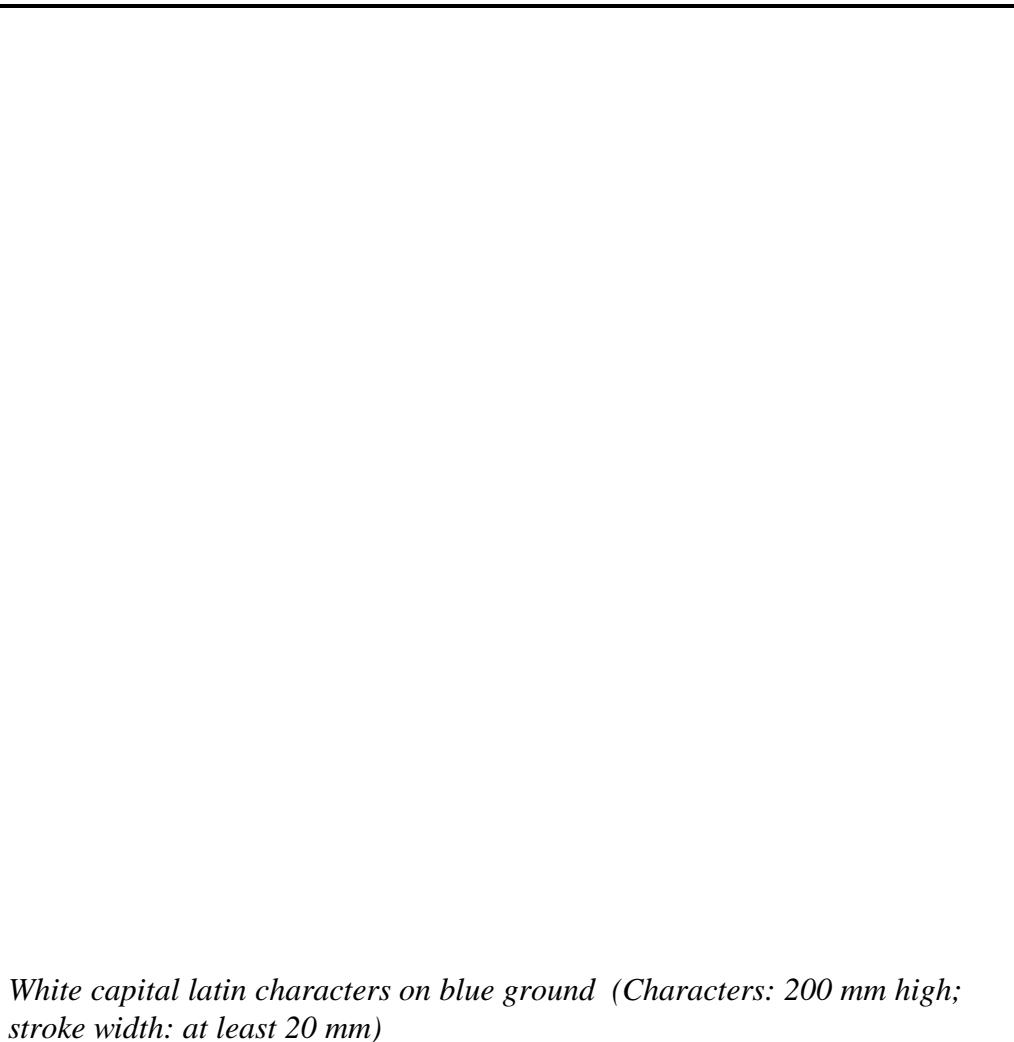
Annex 5

TIR PLATES

1. The dimensions of the plates shall be 250 mm by 400 mm.
2. The letters TIR in capital Latin characters shall be 200 mm high and their strokes at least 20 mm wide. The letters shall be white on a blue ground.

Comment

*The model of a TIR plate in conformity with Annex 5 is shown below.
{TRANS/WP30/147, paragraph 32}*



*White capital latin characters on blue ground (Characters: 200 mm high;
stroke width: at least 20 mm)*

Annex 6

EXPLANATORY NOTES

Introduction to Explanatory Notes

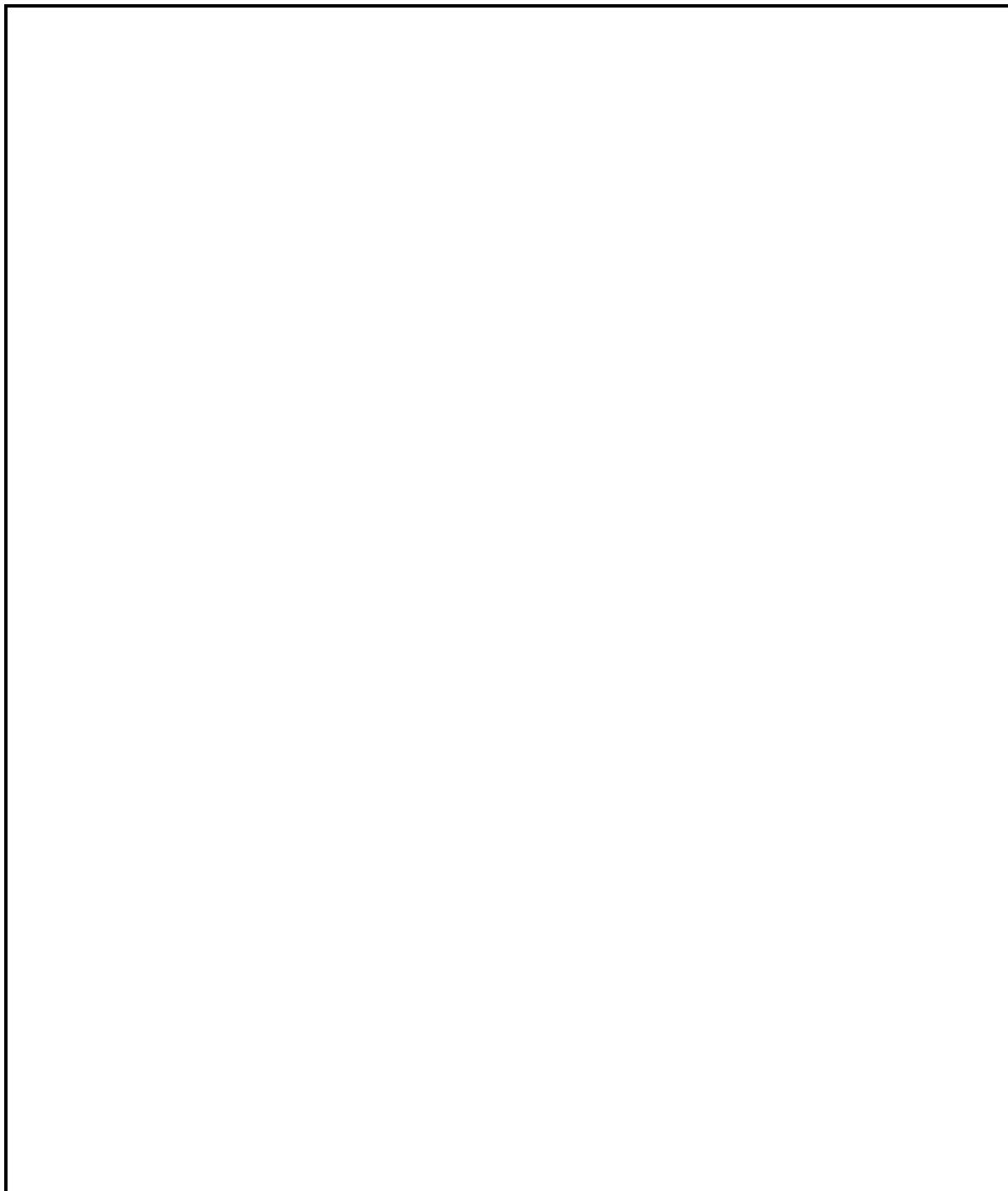
- (i) In accordance with the provisions of article 43 of this Convention, the Explanatory Notes interpret certain provisions of this Convention and of its Annexes. They also describe certain recommended practices.
- (ii) The Explanatory Notes do not modify the provisions of this Convention or of its Annexes but merely make their contents, meaning and scope more precise.
- (iii) In particular, having regard to the provisions of article 12 of this Convention and of Annex 2 relating to the technical conditions for the approval of road vehicles for transport under Customs seal, the Explanatory Notes specify, where appropriate, the construction techniques to be accepted by the Contracting Parties as complying with those provisions. The Explanatory Notes also specify, where appropriate, which construction techniques do not comply with those provisions.
- (iv) The Explanatory Notes provide a means of applying the provisions of this Convention and of its Annexes so as to take into account the development of technology and economic requirements.

{Explanatory Notes appearing in Annex 6 have been placed with the provisions to which they are related. Sketches related to the Explanatory Notes are included in this Annex.}

Sketches to Annex 6

Sketch No. 1

**EXAMPLE OF A HINGE AND CUSTOMS SEALING DEVICE ON DOORS
OF VEHICLES HAVING INSULATED LOAD COMPARTMENTS**



Sketches to Annex 6

Sketch No. 1a

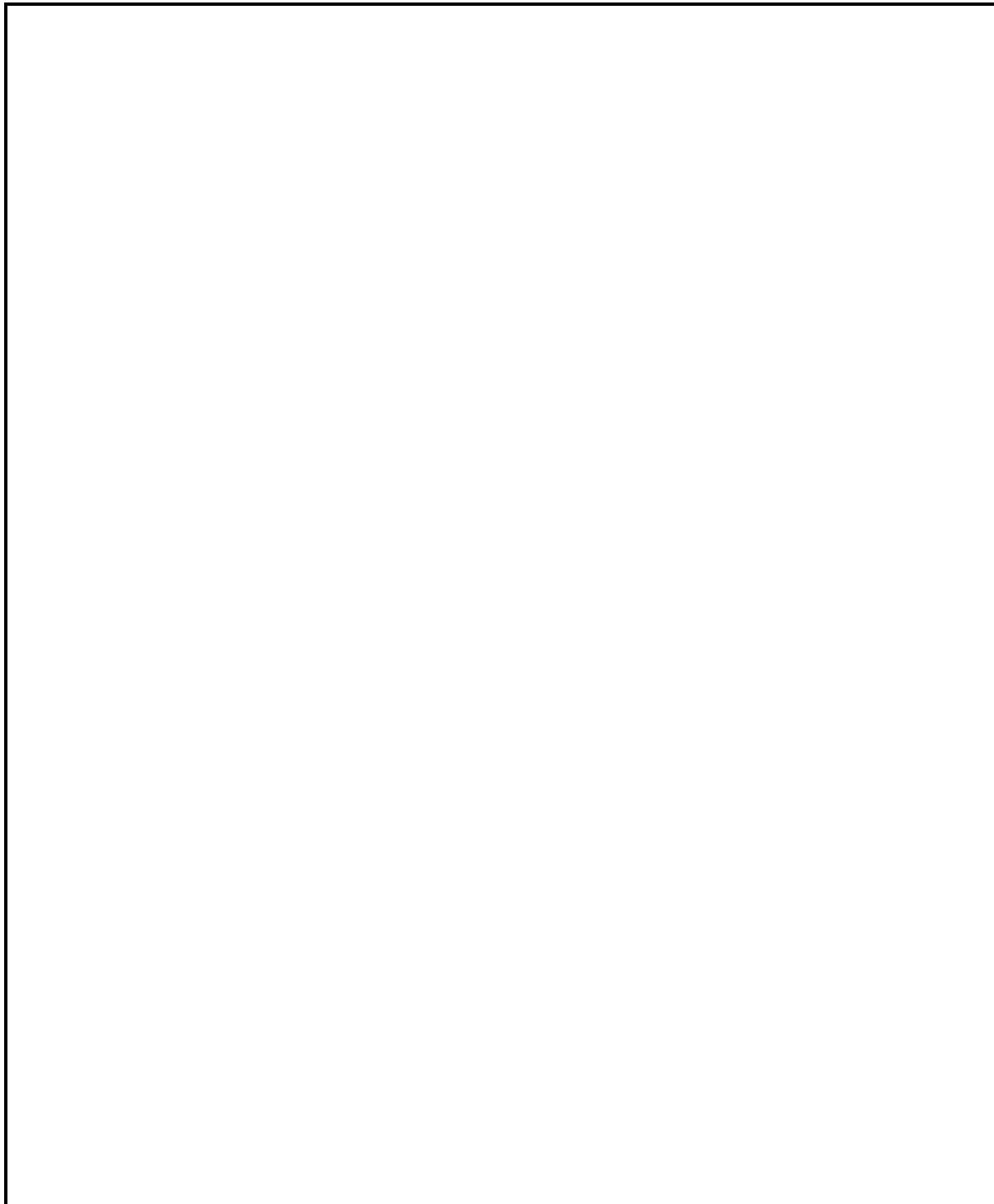
**EXAMPLE OF A HINGE NOT REQUIRING SPECIAL PROTECTION
FOR THE HINGE-PIN**

The hinge illustrated below complies with the requirements of Explanatory Note 2.2.1(b), paragraph (b), second sentence. The design of the strap and the hinge-plate make any special protection of the pin unnecessary, since the shoulders of the strap extend behind the edges of the hinge-plate. These shoulders therefore prevent the Customs-sealed door from being opened at the hinged side without leaving obvious traces, even if the unprotected pin has been removed.

Sketches to Annex 6

Sketch No. 2

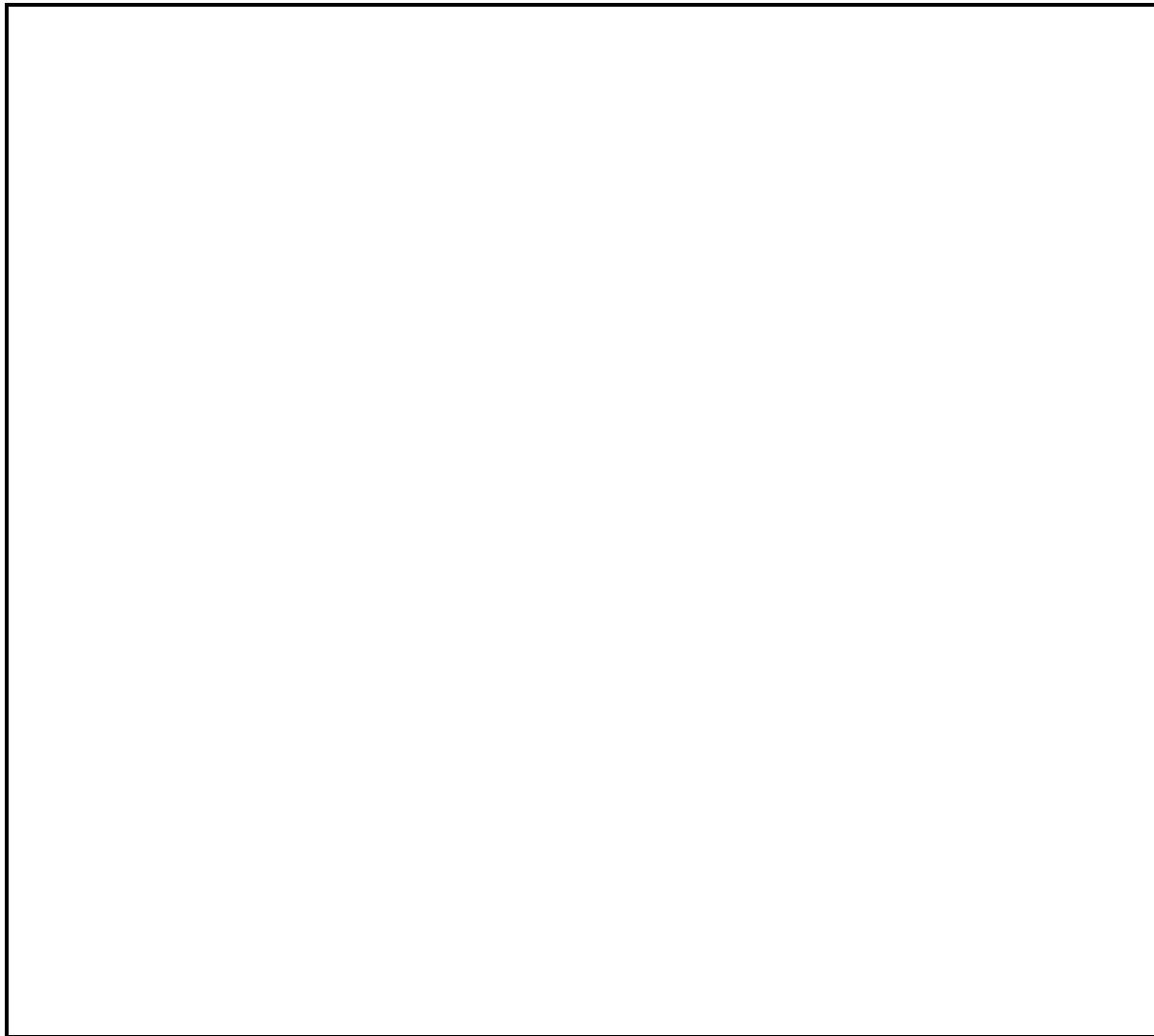
SHEETED VEHICLE WITH SLIDING RINGS



Sketches to Annex 6

Sketch No. 2a

EXAMPLE OF A SWIVEL RING ("D" RING)



Sketches to Annex 6

Sketch No. 3

EXAMPLE OF A DEVICE FOR FASTENING VEHICLE SHEETS

The device illustrated below meets the requirements of the last part of paragraph 11 (a) of Annex 2, article 3. It also meets the requirements of Annex 2, article 3, para-graphs 6 (a) and 6 (b).

Sketches to Annex 6

Sketch No. 4

DEVICE FOR FASTENING SHEETS

The device illustrated below meets the requirements of Annex 2, article 3, subparagraphs 6 (a) and 6 (b).

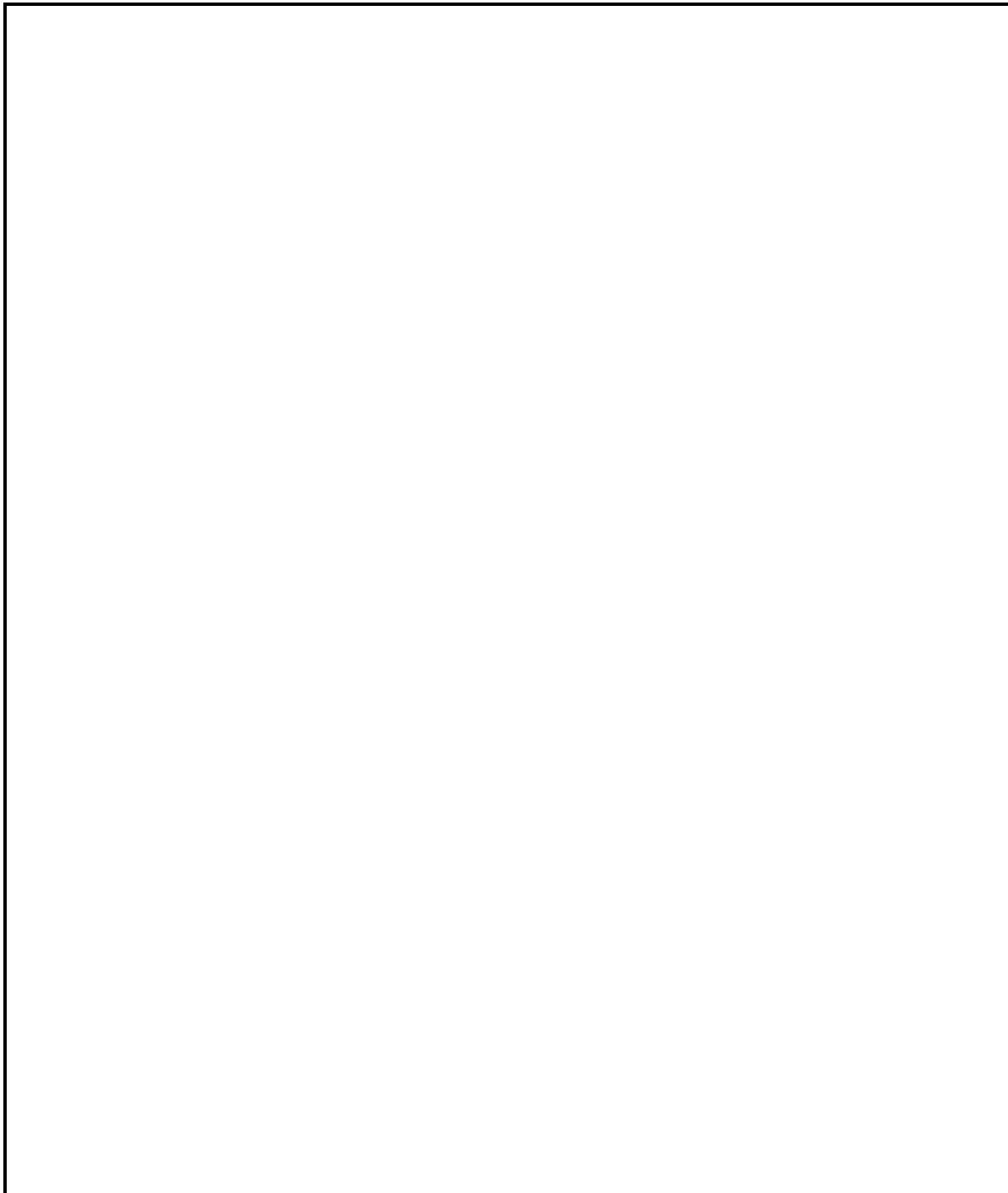
Comment

*The sketch below is an example of a device for fastening vehicle sheets in accordance with Annex 2, article 3, paragraphs 6 (a) and 6 (b).
{TRANS/WP30/147, paragraph 32}*

Sketches to Annex 6

Sketch No. 5

**EXAMPLE OF A FASTENING DEVICE INSERTED FROM THE
INSIDE OF INSULATED DOOR CONSTRUCTION**



Annex 7

REGARDING APPROVAL OF CONTAINERS

Part I

REGULATIONS ON TECHNICAL CONDITIONS APPLICABLE TO CONTAINERS WHICH MAY BE ACCEPTED FOR INTERNATIONAL TRANSPORT UNDER CUSTOMS SEAL

Explanatory Notes

The Explanatory Notes to Annex 2 set out in Annex 6 of this Convention apply mutatis mutandis to containers approved for transport under Customs seal for the application of this Convention.

Article 1

Basic principles

Approval for the international transport of goods under Customs seal may be granted only to containers constructed and equipped in such a manner that:

- (a) no goods can be removed from, or introduced into, the sealed part of the container without leaving visible traces of tampering or without breaking the Customs seal;
- (b) Customs seals can be simply and effectively affixed to them;
- (c) they contain no concealed spaces where goods may be hidden;
- (d) all spaces capable of holding goods are readily accessible for Customs inspection.

Comment

Markings on containers

Paintings, transfers and other similar markings which cannot be torn off the walls or sheets of containers are permissible if they do not cover up the structure of the wall or sheet which should still be clearly visible. Stickers and other similar markings which could hide openings in the load compartment should, however, not be allowed. {TRANS/GE.30/57, paragraph 45; TRANS/WP30/141, paragraph 35; TRANS/WP30/AC.2/31, annex 3}

Article 2

Structure of containers

1. To meet the requirements of article 1 of these Regulations:

(a) the constituent parts of the container (sides, floor, doors, roof, uprights, frames, cross-pieces, etc.) shall be assembled either by means of devices which cannot be removed and replaced from the outside without leaving visible traces or by such methods as will produce a structure which cannot be modified without leaving visible traces. When the sides, floor, doors and roof are made up of various components, these shall meet the same requirements and be of sufficient strength;

(b) doors and all other closing systems (including stopcocks, manhole-covers, flanges, etc.) shall be fitted with a device on which Customs seals can be fixed. This device must be such that it cannot be removed and replaced from outside the container without leaving visible traces, or the door or fastening be opened without breaking the Customs seals. The latter shall be adequately protected. Opening roofs shall be permitted;

Comment

Protection of Customs seals on containers

As the Convention does not make any specific requirement as to the means for protection of the seal, there is a choice either to protect the seal by covering it with a special device, or to construct the door in such a way that there can be no danger that the seal may be damaged by impact.

{TRANS/GE.30/17, paragraph 93}

(c) apertures for ventilation and drainage shall be provided with a device preventing access to the interior of the container. This device must be such that it cannot be removed and replaced from outside the container without leaving visible traces.

Comment

Ventilation apertures in containers

Although ventilation apertures should not in principle exceed 400 mm, any competent administration may, provided that all other requirements are complied with, give its approval to an opening greater than 400 mm, if such an opening is presented to it. {TRANS/GE.30/14, paragraph 102; TRANS/WP30/143, paragraphs 36 and 37}

Article 2 (cont'd)

2. Notwithstanding the provisions of article 1 (c) of these Regulations, constituent parts of the container which, for practical reasons, have to include empty spaces (for example, between the partitions of a double wall) shall be permitted. In order that the said spaces cannot be used to conceal goods:

- (i) where it covers the full height from floor to roof, or, in other cases, where the space between it and the outer wall is completely enclosed, the lining inside the container shall be so fitted that it cannot be removed and replaced without leaving obvious traces; and
- (ii) where a lining is of less than full height and the spaces between the lining and the outer wall are not completely enclosed, and in all other cases where spaces occur in the construction of a container, the number of such spaces shall be kept to a minimum and these spaces shall be readily accessible for Customs inspection.

{ECE/TRANS/17/Amend. 8; entered into force on 17 August 1987}

Comment

Elimination of hollow beam structural members

Structural members of containers with enclosed spaces, such as hollow beams shall be kept to a minimum and shall be eliminated gradually in the design of new containers utilizing open profile beams whenever possible.
{TRANS/WP30/135, paragraphs 63-65; TRANS/WP30/AC.2/27, Annex 3}

Article 3

Containers capable of being folded or dismantled

Containers capable of being folded or dismantled shall be subject to the provisions of articles 1 and 2 of these Regulations; in addition, they shall be fitted with a bolting system which locks the various parts together once the container has been erected. This bolting system must be capable of being sealed by the Customs if it is on the outside of the container when the latter has been erected.

Article 4**Sheeted containers**

1. Where applicable, the provisions of articles 1, 2 and 3 of these Regulations shall apply to sheeted containers. In addition, these containers shall conform to the provisions of this article.
2. The sheet shall be either of strong canvas or of plastic-covered or rubberized cloth, which shall be of sufficient strength and unstretchable. It shall be in good condition and made up in such a way that once the closing device has been secured, it is impossible to gain access to the load without leaving visible traces.
3. If the sheet is made up of several pieces, their edges shall be folded into one another and sewn together with two seams at least 15 mm apart. These seams shall be made as shown in sketch No. 1 appended to these Regulations; however, where in the case of certain parts of the sheet (such as flaps and reinforced corners) it is not possible to assemble the pieces in that way, it shall be sufficient to fold the edge of the top section and make the seams as shown in sketch No.2 appended to these Regulations. One of the seams shall be visible only from the inside and the colour of the thread used for that seam shall be clearly different from the colour of the sheet itself and from the colour of the thread used for the other seam. All seams shall be machine-sewn.
4. If the sheet is of plastic-covered cloth, and is made up of several pieces, the pieces may alternatively be welded together in the manner shown in sketch No.3 appended to these Regulations. The edges of the pieces shall overlap by at least 15 mm. The pieces shall be fused together over the whole width of the overlap. The edge of the outer sheet shall be covered with a band of plastic material at least 7 mm wide, affixed by the same welding process. The plastic band and a width of at least 3 mm on each side shall have a well-marked uniform relief stamped on it. The pieces shall be welded in such a way that they cannot be separated and rejoined without leaving visible traces.

Comment***Band of plastic material***

The requirement for the band of plastic material is essential for Customs security purposes. Consequently, it should not be permitted to dispense with it.
{TRANS/GE.30, paragraph 99; TRANS/WP30/141, paragraph 35;
TRANS/WP30/AC.2/31, Annex 3}

Article 4 (cont'd)

5. Repairs shall be made in accordance with the method described in sketch No.4 appended to these Regulations; the edges shall be folded into one another and sewn together with two visible seams at least 15 mm apart; the colour of the thread visible from the inside shall be different from that of the thread visible from the outside and from that of the sheet itself; all seams shall be machine-sewn. When a sheet which has been damaged near the edges is repaired by replacing the damaged part by a patch, the seam can also be made in accordance with the provisions of paragraph 3 of this article and sketch No.1 appended to these Regulations. Sheets of plastic-covered cloth may alternatively be repaired in accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet , the patch being fitted on the inside of the sheet.

{ECE/TRANS/17/Amend. 8; entered into force on 17 August 1987}

Comment

Repair of sheets made of plastic covered cloth

The following process is permitted for the repair of such sheets: Vinyl liquefied under pressure and heat is used to secure the piece on the sheet by melting. Obviously in such cases a band of plastic material stamped with a relief pattern will affixed to the edge of the piece on both sides of the sheet. {TRANS/GE.30/6, paragraph 40; TRANS/GE.30/GRCC/4, paragraph 33; TRANS/WP30/141, paragraph 35; TRANS/WP30/AC.2/31, Annex 3}

6. The sheet shall be fixed to the container in strict compliance with the conditions set forth in article 1 (a) and (b) of these Regulations. The following systems can be used:

- (a) The sheet can be secured by
 - (i) metal rings fixed to the containers,
 - (ii) eyelets let into the edge of the sheet and
 - (iii) a fastening passing through the rings above the sheet and visible from the outside for its entire length.

The sheet shall overlap solid parts of the container by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the container by itself prevents all access to the goods.

Explanatory Note to article 4, paragraph 6 (a)

Example of a system of affixing sheets around containers' corner-castings, acceptable from Customs point of view, is given in the *sketch appended to Annex 7, Part III.*

(b) When any edge of a sheet is to be permanently secured to a container, the two surfaces shall be joined together without a break and shall be held in place by strong devices.

(c) When a sheet locking system is used, it shall in locked position join the sheet tightly to the outside of the container (as an example, see sketch No. 6 appended to these Regulations).

{ECE/TRANS/17/Amend. 8; entered into force on 1 August 1987}

7. The sheet shall be supported by an adequate superstructure (uprights, sides, arches, slats, etc.).

{ECE/TRANS/17/Amend. 8; entered into force on 1 August 1987}

Comment*Supports for sheets*

The hoops supporting the sheet are sometimes hollow and might be used as a hiding place. It is, however, always possible to inspect them, as is the case for many other container parts. Under these conditions, hollow hoops are permissible.

{TRANS/GE.30/14, paragraph 90; TRANS/GE.30/12, paragraphs 100 and 101; TRANS/GE.30/6, paragraph 41; TRANS/WP30/141, paragraph 35; TRANS/WP30/AC.2/31, Annex 3}

8. The spaces between the rings and the spaces between the eyelets shall not exceed 200 mm. The spaces may however be greater but shall not exceed 300 mm between rings and eyelets on either side of the upright if the construction of the container and the sheet is such as to prevent all access to the interior of the container. The eyelets shall be reinforced.

{ECE/TRANS/17/Amend. 8; entered into force on 1 August 1987}

9. The following fastenings shall be used:

(a) steel wire rope of at least 3 mm diameter; or

(b) a rope of hemp or sisal of at least 8 mm diameter encased in a transparent unstretchable plastic sheath.

Wire ropes may have a transparent unstretchable plastic sheath.

Article 4, paragraph 9 (cont'd)

In cases where the sheet has to be fixed to the frame in a system of construction which otherwise complies with the provisions of paragraph 6(a) of this article, a thong can be used as fastening (an example of such a system of construction is given in sketch No.7 appended to this Annex). The thong has to comply with the requirements stipulated in paragraph 11 (a) with regard to material, dimensions and shape.

{ECE/TRANS/17/Amend. 10; entered into force on 1 August 1989}

Comment

Use of thongs

In the latter system of construction instead of a thong a rope could be used, which could consist of two pieces. {TRANS/WP30/125, paragraph 33}

10. Each rope shall be in one piece and have a hard metal end-piece at each end. The fastener of each metal end-piece shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or the strap of the Customs seal. The rope shall remain visible on either side of the hollow rivet so that it is possible to ensure that the rope is in one piece (see sketch No.5 appended to these Regulations).

11. At the openings in the sheet, used for loading and unloading, the two surfaces shall be joined together. The following systems can be used:

(a) The two edges of the sheet shall have an adequate overlap. They shall also be fastened by:

- (i) a flap sewn or welded in accordance with paragraphs 3 and 4 of this article;**
- (ii) rings and eyelets meeting the conditions of paragraph 8 of this article, the rings shall be manufactured of metal; and**

Article 4, paragraph 11 (a) (cont'd)

- (iii) a thong made of appropriate material, in one piece and unstretchable, at least 20 mm wide and 3 mm thick, passing through the rings and holding together the two edges of the sheet and the flap; the thong shall be secured inside the sheet and fitted either with:
- an eyelet to take the rope mentioned in paragraph 9 of this article or
- an eyelet which can be attached to a metal ring mentioned in paragraph 6 of this article and be secured by the rope mentioned in paragraph 9 of this article.

A flap shall not be required if a special device, such as a baffle plate, is fitted, which prevents access to the load compartment *{container}* without leaving visible traces.
{ECE/TRANS/17/Amend. 14; entered into force on 1 August 1992}

(b) A special locking system holding the edges of the sheet tightly locked when the load compartment *{container}* is closed and sealed. The system shall be provided with an opening through which a metal ring mentioned in paragraph 6 of this article can pass and be secured by the rope mentioned in paragraph 9 of this article. Such a system is described in sketch No. 8 appended to this Annex.

{ECE/TRANS/17/Amend. 14; entered into force on 1 August 1992}

12. The identification marks, which must appear on the container, and the approval plate provided for in Part II of this Annex, shall in no circumstances be covered by the sheet.

Article 5

Transitional provisions

Until 1 January 1977, end-pieces shall be allowed which conform to sketch No. 5 appended to these Regulations, even if they include hollow rivets of a type previously accepted with holes of dimensions less than those given in the sketch.

Sketches to Annex 7

Part I - Sketch No. 1

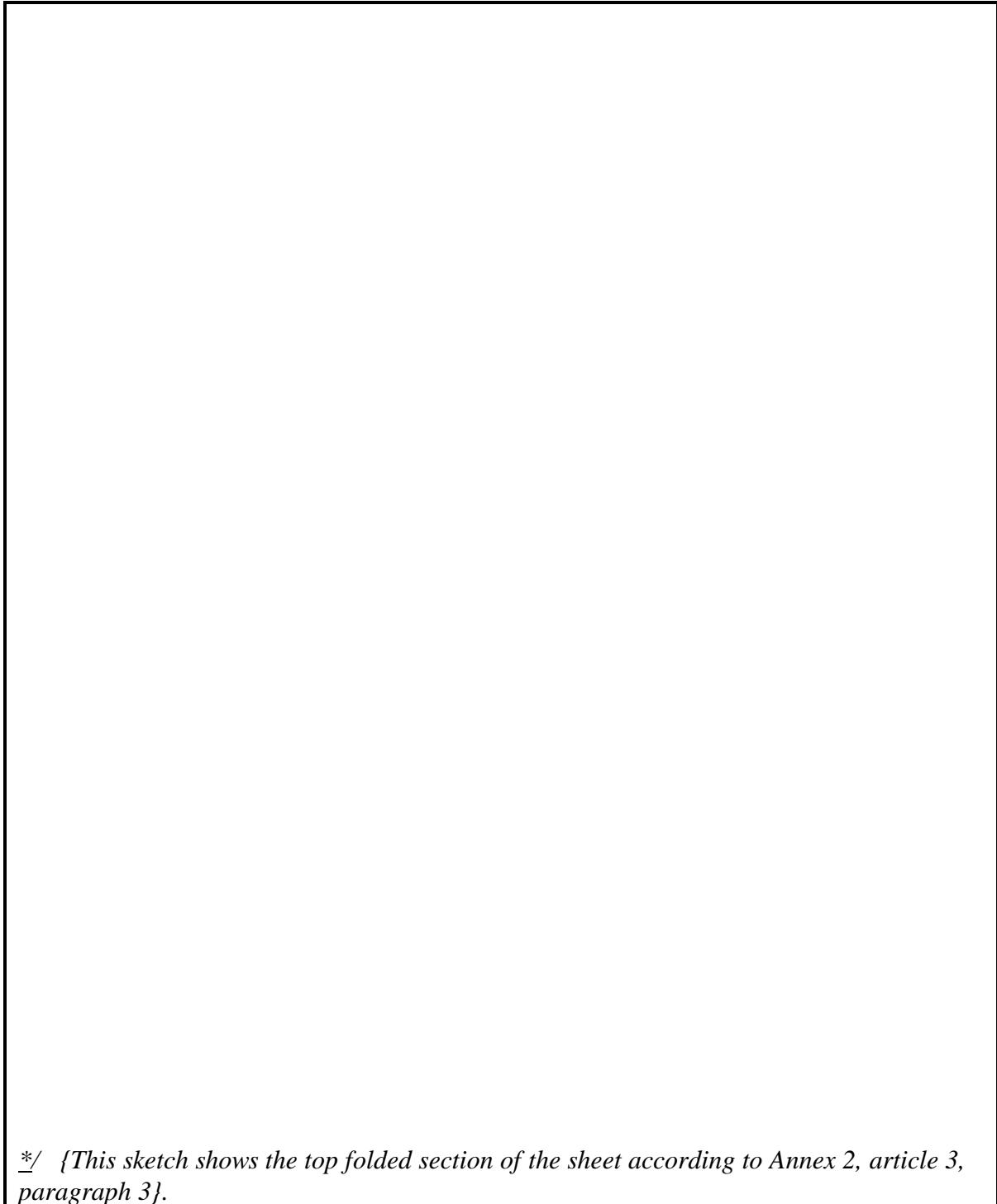
SHEETS MADE OF SEVERAL PIECES

Sewn together by means of seams

Sketches to Annex 7

Part I - Sketch No. 2

SHEETS MADE OF SEVERAL PIECES



**/ {This sketch shows the top folded section of the sheet according to Annex 2, article 3, paragraph 3}.*

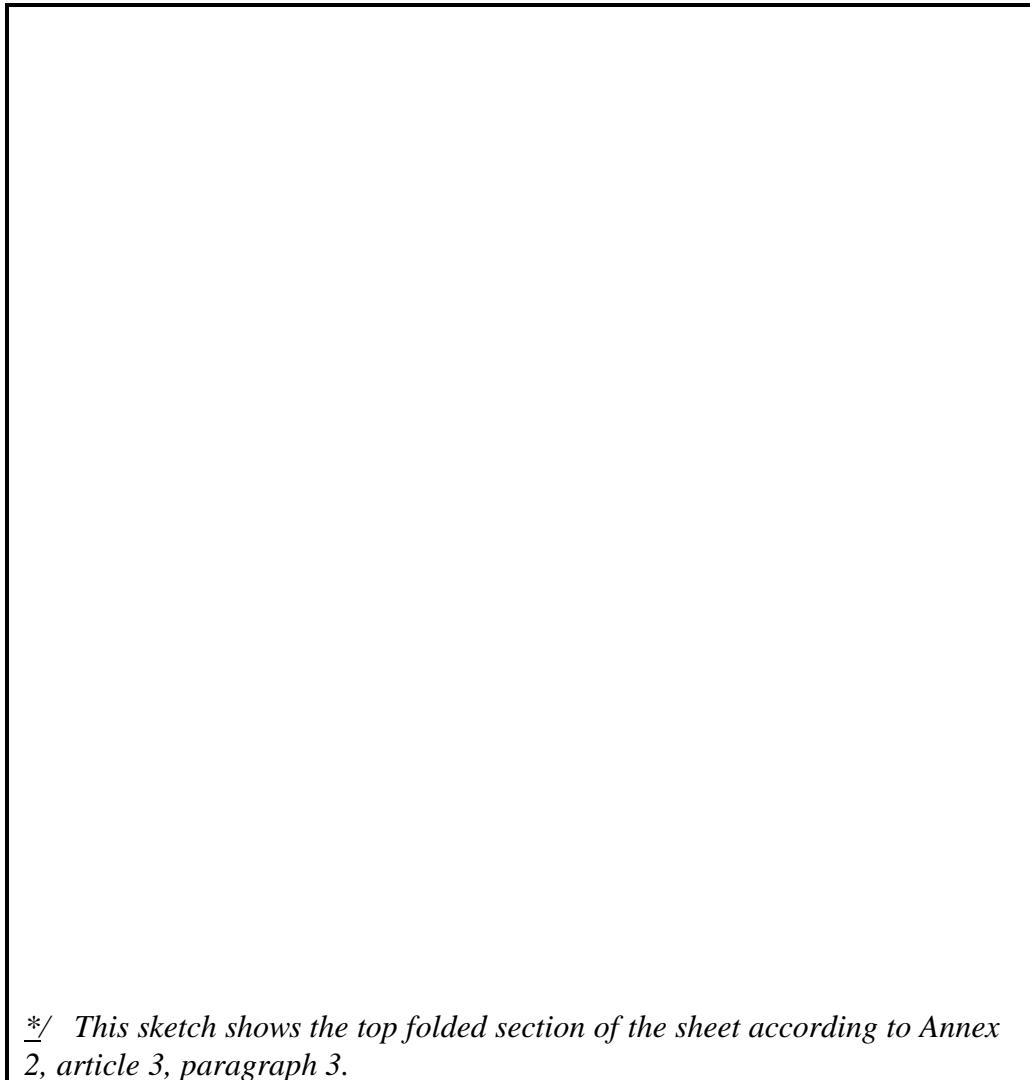
Sketches to Annex 7

Part I - Sketch No. 2 (cont'd)

Note: The corner seams made according to the method illustrated in Sketch No. 2 (a) in Annex 2 are also allowed.

Comment

*Sketch No. 2(a) to Annex 2 "SHEETS MADE OF SEVERAL PIECES SEWN TOGETHER" is reproduced here in Annex 7 as an example of an approved method of sewing corner seams according to the above Note.
{TRANS/WP/30/147, paragraph 32}*



Sketches to Annex 7

Part I - Sketch No. 3

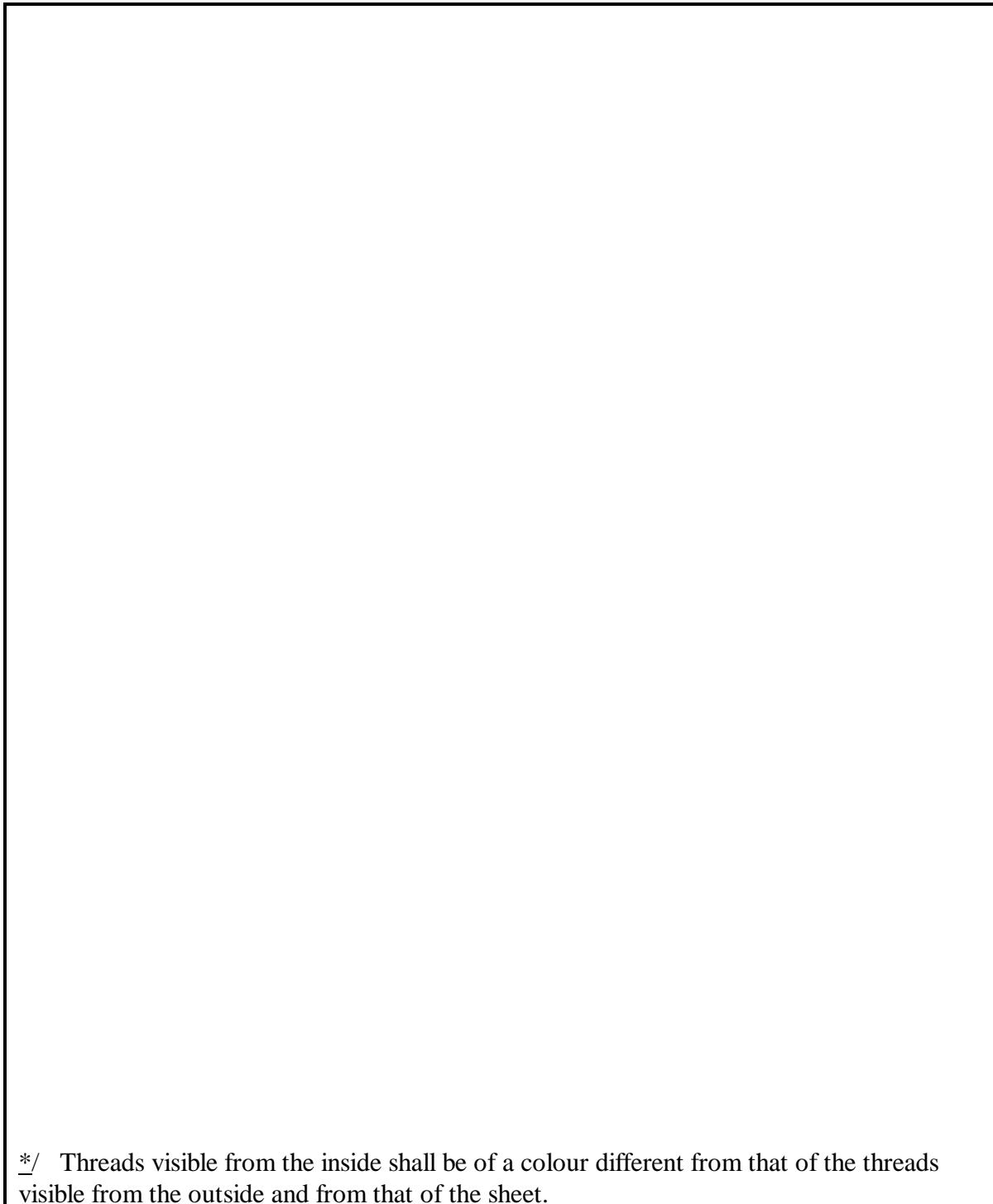
SHEETS MADE OF SEVERAL PIECES

Welded together

Sketches to Annex 7

Part I - Sketch No. 4

REPAIR OF THE SHEET



*/ Threads visible from the inside shall be of a colour different from that of the threads visible from the outside and from that of the sheet.

Sketches to Annex 7

Part I - Sketch No. 5

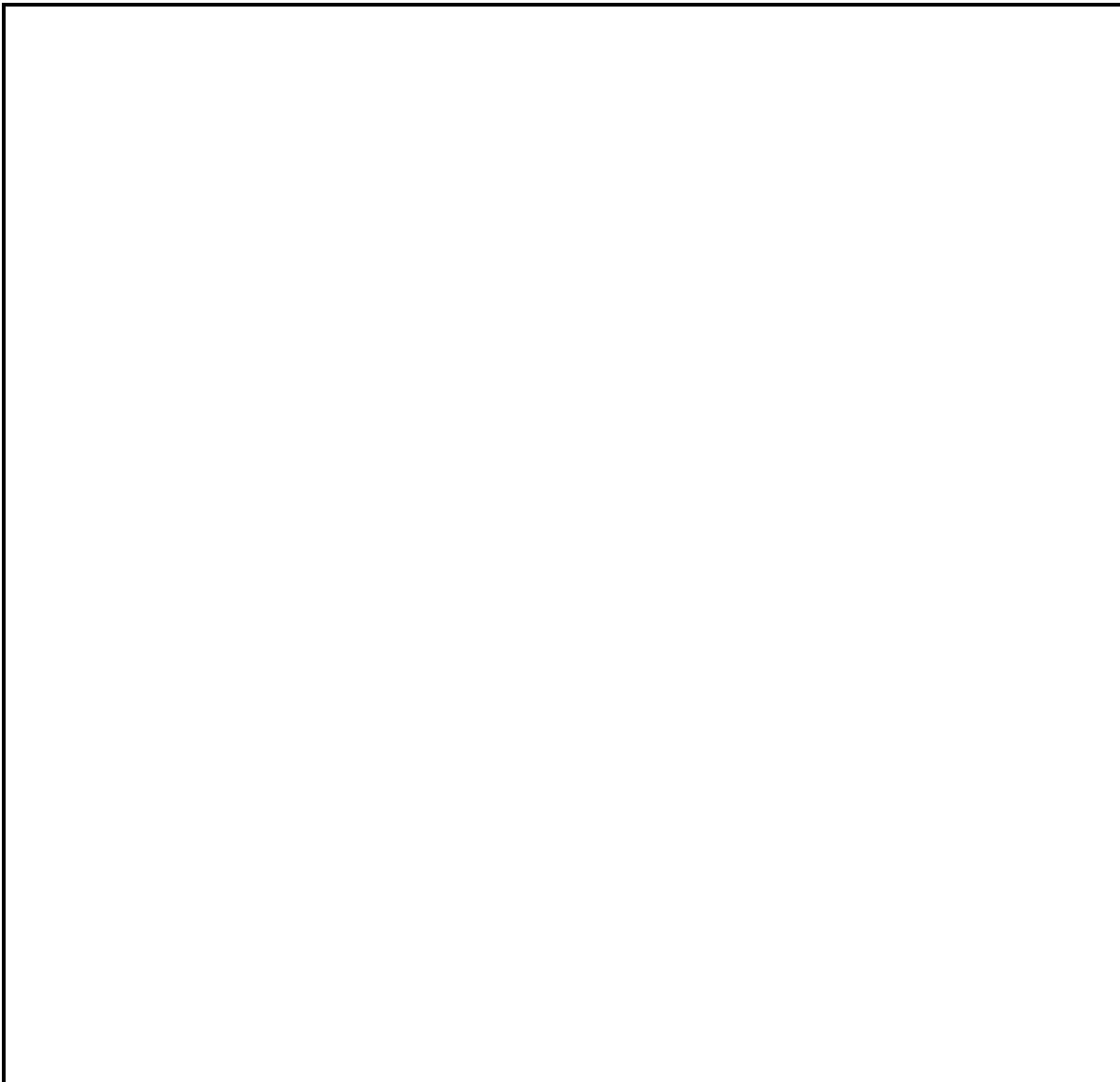
SPECIMEN OF END-PIECE



Sketches to Annex 7

Part I - Sketch No. 6

EXAMPLE OF SHEET LOCKING SYSTEM



Description

This sheet locking system is acceptable provided that it is fitted with at least one metal ring at each gate end. The openings through which the ring passes are oval and of a size just sufficient to allow the ring to pass through it. The visible part of the metal ring does not protrude more than twice the maximum thickness of the fastening rope when the system is locked.

Sketch to Annex 7

Part I - Sketch No. 7

EXAMPLE OF SHEETS FIXED TO SPECIAL-SHAPED FRAMES



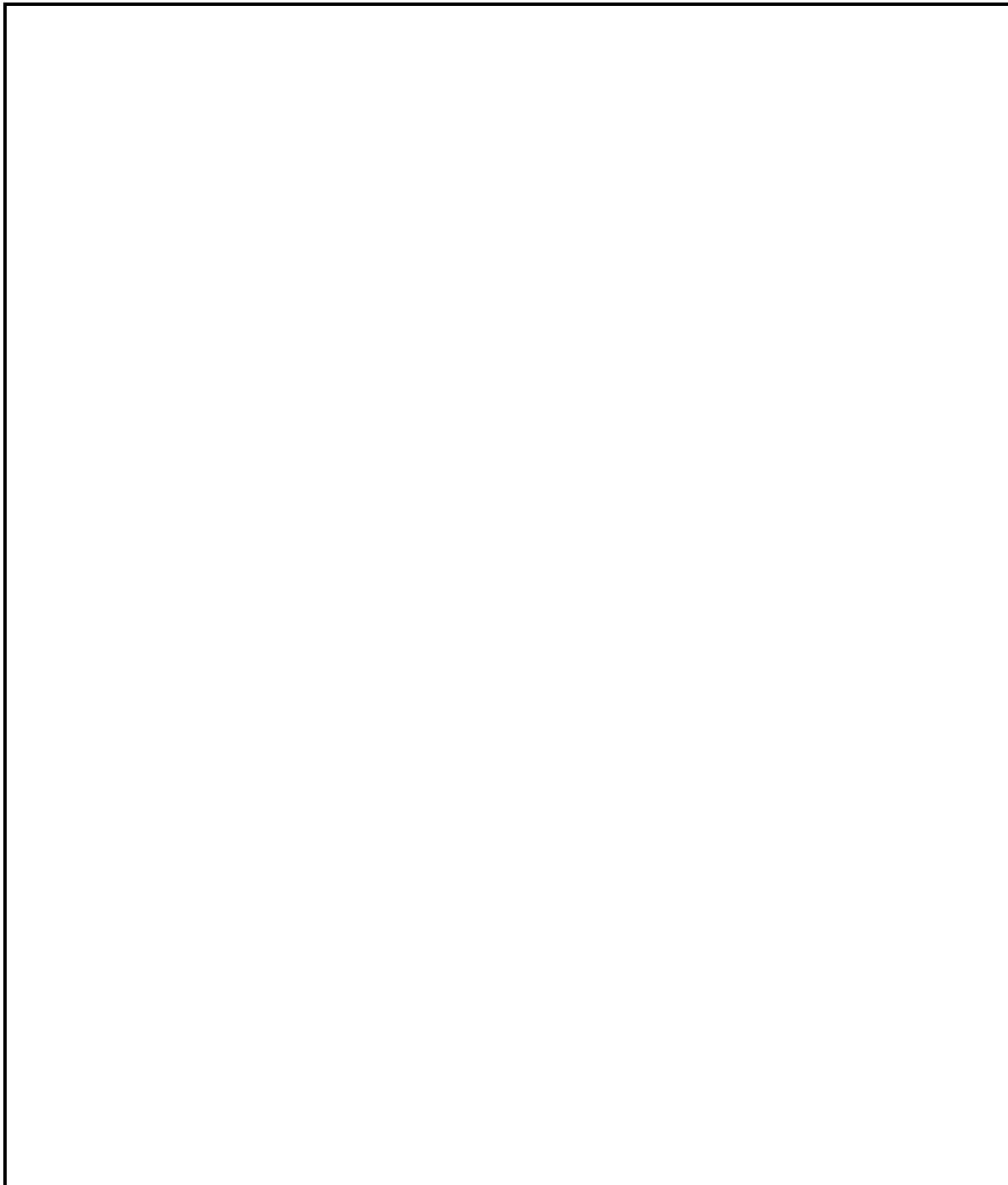
Description

This fastening device of the sheet to the container is acceptable provided that the rings are recessed in the profile and do not protrude more than the maximum depth of the profile. The width of the profile shall be as narrow as possible.

Sketch to Annex 7

Part I - Sketch No. 8

SHEET LOCKING SYSTEM AT OPENINGS FOR LOADING AND UNLOADING
{Description see next page}



Description

In this locking system the two edges at the openings in the sheet used for loading and unloading are united by means of an aluminium locking rod. The sheet openings are provided with a hem over its entire length enclosing a rope (see sketch No. 8.1). This makes it impossible to pull the sheet out of the locking rod's profile. The hem shall be on the outside and be welded in accordance with Annex 2, article 3, paragraph 4 of the Convention.

The edges are to be passed into the open profiles on the aluminium locking rod and slid into two parallel longitudinal channels which should be closed at their lower end. When the locking rod is in its upper position the edges of the sheet are united.

At the upper end of the opening the locking rod is stopped by a transparent plastic cap fixed by riveting to the sheet (see sketch No. 8.2). The locking rod consists of two sections, joined by a riveted hinge, to allow folding for easy fitting and removal. This hinge must be designed in such a way so as not to allow the removal of the swivel pin once the system is locked (see sketch No. 8.3).

At the lower part of the locking rod is an opening through which the ring passes. The opening is oval and of a size just sufficient to allow the ring to pass through it (see sketch No. 8.4). The TIR fastening rope will be pulled through this ring to secure the locking rod.

Annex 7

Part II

**PROCEDURES FOR THE APPROVAL OF CONTAINERS COMPLYING
WITH THE TECHNICAL CONDITIONS PRESCRIBED IN PART I**

General

1. Containers may be approved for the transport of goods under Customs seal either:
 - (a) at the manufacturing stage, by design type (procedure for approval at the manufacturing stage); or
 - (b) at a stage subsequent to manufacture, either individually or in respect of a specified number of containers of the same type (procedure for approval at a stage subsequent to manufacture).

Provisions common to both approval procedures

2. The competent authority responsible for granting approval shall issue to the applicant, after approval, a certificate of approval valid, as the case may be, either for an unlimited series of containers of the approved type or for a specified number of containers.
3. The beneficiary of approval shall affix an approval plate to the approved container or containers before their use for the transport of goods under Customs seal.
4. The approval plate shall be affixed permanently and in a clearly visible place adjacent to any other approval plate issued for official purposes.

Comment

Fixing of approval plates

*The use of strong glue to affix approval plates to containers made of plastic satisfies the requirements of the Convention provided that the approval plates are affixed in such a way as to preclude their easy removal and as long as the requirements of Annex 7, part II of the Convention are complied with.
{TRANS/GE.30/10, paragraphs 35 and 36}*

Comment to paragraph 4 (cont'd)*Grouped data plate*

The use of a base plate affixed permanently and in a clearly visible place to the approved container on which the required approval plates can be grouped together and are mounted in such a way as to preclude their easy removal, is admissible as long as the requirements of Annex 7, part II of the Convention are complied with.

The use of decals next to and in addition to approval plates on containers allowing for an easy identification of approval plates by transport operators is admissible, but shall, under no circumstance, be taken to substitute for the approval plates as described.

{TRANS/WP30/133, paragraphs 18-24; TRANS/WP30/135, paragraphs 15-19; TRANS/WP30/AC.2/27, annex 3}

5. The approval plate, conforming to model No.I reproduced in appendix 1 to this Part, shall take the form of a metal plate measuring not less than 20 cm by 10 cm. The following particulars shall be stamped into or embossed on the plate or indicated on its surface in any other permanent and legible way, in at least the English or the French language:

- (a) the words "Approved for transport under Customs seal";**
- (b) an indication of the country in which approval was granted either by name or by means of the distinguishing sign used to indicate the country of registration of motor vehicles in international road traffic, and the number (figures, letters, etc.) of the certificate of approval and the year (e.g. "NL/26/73" means "Netherlands, certificate of approval No. 26, issued in 1973");**
- (c) the serial number assigned to the container by the manufacturer (manufacturer's number);**
- (d) if the container has been approved by type, the identification numbers of letters of the type of container.**

Explanatory Note

If two sheeted containers, approved for transport under Customs seals have been joined together in such a way that they form one container, covered by a single sheet and fulfilling the conditions for transport under Customs seal, a separate certificate of approval, or approval plate, shall not be required for the combination.

6. If a container no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under Customs seal, be restored to the condition which had justified its approval, so as to comply again with the said technical conditions.
7. If the essential characteristics of a container are changed, the container shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under Customs seal.

Special provisions for approval by design type at the manufacturing stage

8. Where the containers are manufactured by type series, the manufacturer may apply to the competent authority of the country of manufacture for approval by design type.

Comment

While the wording of Annex 7, part II, paragraph 8 does not allow further interpretation, the problems related to the approval of containers in a country other than the country of manufacture could be solved by applying in a practical sense the provisions of Annex 7, part II, paragraphs 15 - 17 allowing for the approval of containers at a stage subsequent to manufacture. {TRANS/GE.30/43, paragraph 27}

9. The manufacturer shall state in his application the identification numbers or letters which he assigns to the type of container to which his application for approval relates.
10. The application shall be accompanied by drawings and a detailed design specification of the container type to be approved.

11. The manufacturer shall give an undertaking in writing that he will:

(a) produce to the competent authority such containers of the type concerned as that authority may wish to examine;

(b) permit the competent authority to examine further units at any time during the production of the type series concerned;

(c) advise the competent authorities of any change, of whatever magnitude, in the design or specification before proceeding with such change;

(d) mark the containers in a visible place with, in addition to the markings required on the approval plate, the identification numbers or letters of the design type and the serial number of the container in the type series (manufacturer's number);

(e) keep a record of containers manufactured to the approved design type.

12. The competent authority shall state what changes, if any, must be made to the proposed design type so that approval may be granted.

13. No type-approval by design type shall be granted unless the competent authority has satisfied itself by examination of one or more containers manufactured to the design type concerned that containers of that type comply with the technical conditions prescribed in Part I.

14. When a container type is approved there shall be issued to the applicant a single certificate of approval conforming to model No.II reproduced in appendix 2 to this Part and valid for all containers manufactured in conformity with the specifications of the type so approved. Such certificate shall entitle the manufacturer to affix to every container of the type series an approval plate in the form prescribed in paragraph 5 of this Part.

Special provisions for approval at a stage subsequent to manufacture

15. If approval has not been applied for at the manufacturing stage, the owner, the operator, or the representative of either, may apply for approval to the competent authority to which he is able to produce the container or containers and for which he seeks approval.

16. An application for approval submitted under paragraph 15 of this Part shall state the serial number (manufacturer's number) placed on each container by the manufacturer.

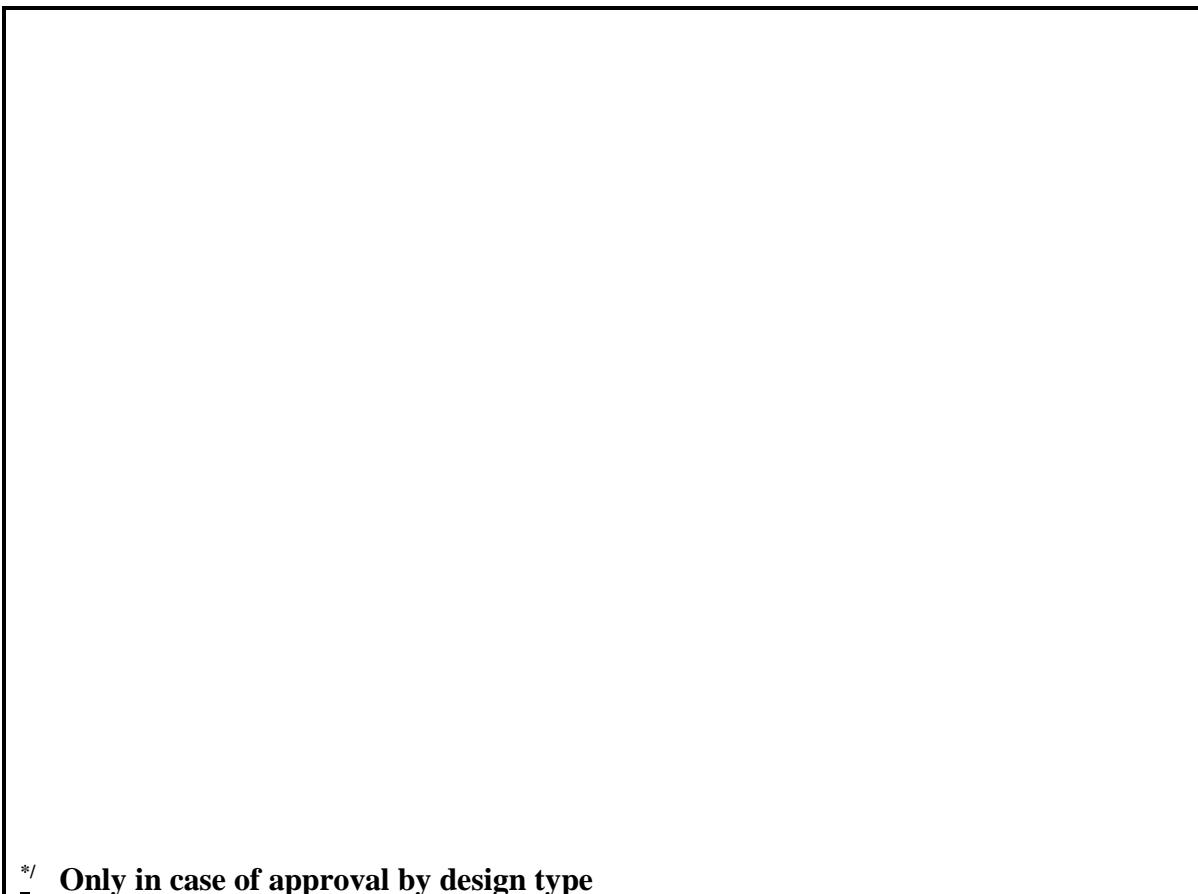
17. When the competent authority has ascertained that the container or containers

comply with the technical conditions prescribed in Part I, by examination of as many containers as it considers necessary, it shall issue a certificate of approval conforming to model No.III reproduced in appendix 3 to this Part and valid solely for the number of containers approved. Such certificate, which shall bear the manufacturer's serial number or numbers assigned to the container or containers to which it relates, shall entitle the applicant to affix to each container so approved the approval plate prescribed in paragraph 5 of this Part.

Sketches to Annex 7

Appendix 1 to Part II

**Model No. I
Approval plate
(English version)**



***/ Only in case of approval by design type**

Sketches to Annex 7

Appendix 1 to Part II

**Model No. I
Approval plate
(French version)**

***' Only in case of approval by design type**

Sketches to Annex 7**Appendix 2 to Part II****Model No. II****Customs Convention on the International Transport of Goods
under cover of TIR Carnets (1975)****Certificate of approval by design type**

1. Certificate No.^{*/}.....
2. This is to certify that the container design type described below has been approved and that containers manufactured to this type can be accepted for the transport of goods under Customs seal.
3. Kind of container
4. Identification number of letters of the design type
5. Identification number of the working drawings
6. Identification number of the design specifications
7. Tare weight
8. External dimensions in cm
9. Essential characteristics of structure (nature of material, kind of construction, etc.)
.....
10. This certificate is valid for all containers manufactured in conformity with the drawings and specifications referred to above.
11. Issued to
(manufacturer's name and address)
who is authorized to affix an approval plate to each container of the approved design type manufactured by him,
at on 19
(place) (date)
by
(signature and stamp of issuing service or organization)

^{*/} Insert the letters and figures, which are to be marked on the approval plate (see annex 7, part II, paragraph 5 (b) to the Customs Convention on the International Transport of goods under cover of TIR Carnets, 1975).

IMPORTANT NOTICE

**(Annex 7, Part II, paragraphs 6 and 7, to the Customs Convention
on the International Transport of Goods under cover of TIR Carnets, 1975)**

- 6. If a container no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under Customs seal, be restored to the condition which had justified its approval, so as to comply again with the said technical conditions.**
- 7. If the essential characteristics of a container are changed the container shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under Customs seal.**

Sketches to Annex 7

Appendix 3 to Part II

Model No. III

**Customs Convention on the International Transport of Goods
under cover of TIR Carnets (1975)**

**Certificate of approval
granted at a stage subsequent to manufacture**

1. Certificate No.^{*/}.....
2. This is to certify that the container (containers) specified below has (have) been approved for the transport of goods under Customs seal.
3. Kind of container(s)
4. Serial number(s) assigned to the container(s) by the manufacturer
.....
5. Tare weight
6. External dimensions in cm
7. Essential characteristics of structure (nature of material, kind of construction, etc.)
.....
8. Issued to
(applicants name and address)
who is authorized to affix an approval plate to the above-mentioned container(s),
at on 19
(place) (date)
by
(signature and stamp of issuing service or organization)

^{*/} Insert the letters and figures, which are to be marked on the approval plate (see annex 7, part II, paragraph 5 (b) to the Customs Convention on the International Transport of goods under cover of TIR Carnets, 1975).

{Important notice overleaf}

Important Notice

**(Annex 7, Part II, paragraphs 6 and 7, to the Customs Convention
on the International Transport of Goods under cover of TIR Carnets, 1975)**

- 6. If a container no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under Customs seal, be restored to the condition which had justified its approval, so as to comply again with the said technical conditions.**
- 7. If the essential characteristics of a container are changed the container shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under Customs seal.**

Annex 7

Part III

Explanatory Notes

Explanatory Notes

The Explanatory Notes to Annex 2 set out in Annex 6 of this Convention apply mutatis mutandis to containers approved for transport under Customs seal for the application of this Convention.

{Explanatory Notes appearing in Part III have been placed with the provisions to which they are related. Sketches related to the Explanatory Notes are included in Part III.}

Sketches to Annex 7

**DEVICE FOR AFFIXING SHEETS AROUND
CONTAINERS' CORNER CASTINGS**

The device illustrated below meets the requirements of
Part I, article 4, paragraph 6, subparagraph (a)

Annex 8

COMPOSITION AND RULES OF PROCEDURE OF THE ADMINISTRATIVE COMMITTEE

Article 1

- (i) The Contracting Parties shall be members of the Administrative Committee.
- (ii) The Committee may decide that the competent administrations of States referred to in article 52, paragraph 1 of this Convention which are not Contracting Parties or representatives of international organizations may, for questions which interest them, attend the sessions of the Committee as observers.

Article 2

The Secretary-General of the United Nations shall provide the Committee with secretariat services.

Article 3

The Committee shall, at its first session each year, elect a chairman and a vice-chairman.

Article 4

The Secretary-General of the United Nations shall convene under the auspices of the Economic Commission for Europe the Committee annually and also at the request of the competent administrations of at least five States which are Contracting Parties.

Article 5

Proposals shall be put to the vote. Each State which is a Contracting Party represented at the session shall have one vote. Proposals other than amendments to this Convention shall be adopted by the Committee by a majority of those present and voting. Amendments to this Convention and the decisions referred to in articles 59 and 60 of this Convention shall be adopted by a two-thirds majority of those present and voting.

Article 6

A quorum consisting of not less than half of the States which are Contracting Parties is required for the purposes of taking decisions.

Article 7

Before the closure of its session, the Committee shall adopt its report.

Article 8

In the absence of relevant provisions in this Annex, the Rules of Procedure of the Economic Commission for Europe shall be applicable unless the Committee decides otherwise.

CONTRACTING PARTIES TO THE TIR CONVENTION, 1975

**Situation with regard to signature, ratification, acceptance,
approval or accession as at 1 May 1993**

Contracting Party	Signed	Entered into force	Instrument
Afghanistan		23.03.1983	Accession
Albania		04.07.1985	Accession
Algeria		28.08.1989	Accession
Austria	27.04.1976	13.11.1977	Ratification
Belarus		10.10.1993	Accession
Belgium	22.12.1976	20.06.1983	Ratification
Bulgaria		20.04.1978	Accession
Canada		21.04.1981	Accession
Chile		06.04.1983	Accession
Croatia		08.10.1991	Succession
(Czech and Slovak Federal Republic)		25.08.1981	Accession
Cyprus		07.04.1982	Accession
Denmark	21.12.1976	20.06.1983	Ratification
Estonia		21.03.1993	Accession
Finland	28.12.1976	27.08.1978	Ratification
France		30.06.1977	def. signature
Germany	30.12.1976	20.06.1983	Ratification
Greece	30.12.1976	15.11.1980	Ratification
Hungary	23.12.1976	09.09.1978	Ratification
Indonesia		11.04.1990	Accession
Iran, Islamic Rep. of		16.02.1985	Accession
Ireland	30.12.1976	20.06.1983	Ratification
Israel		14.08.1984	Accession
Italy	28.12.1976	20.06.1983	Ratification
Jordan		24.06.1986	Accession
Kuwait		23.05.1984	Accession
Latvia		19.10.1993	Accession
Lithuania		26.08.1993	Accession

Contracting Party	Signed	Entered into force	Instrument
Luxembourg	23.12.1976	20.06.1983	Ratification
Malta		18.08.1977	Accession
Morocco	15.10.1976	30.09.1983	Ratification
Netherlands	28.12.1976	20.06.1983	Acceptance
Norway		11.07.1980	Accession
Poland		23.06.1981	Accession
Portugal		13.08.1979	Accession
Republic of Korea		29.07.1982	Accession
Republic of Moldova	05.11.1993		Accession
Romania		14.08.1980	Accession
Russian Federation		08.12.1982	Accession
Slovenia		25.06.1991	Succession
Spain		11.02.1983	Accession
Sweden		17.06.1977	def. signature
Switzerland	04.08.1976	03.08.1978	Ratification
Tunisia	11.06.1976	13.04.1978	Ratification
Turkey		12.05.1985	Accession
United Kingdom	22.12.1976	08.04.1983	Ratification
United States of America		18.03.1982	Accession
Uruguay		24.06.1981	Accession
Yugoslavia	28.04.1976	20.03.1978	Ratification
European Economic Community	30.12.1976	20.06.1983	Approval