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INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting Transport

(One-hundred-and-eighth session, 11-15 October 2004,
agenda item 6 (c) (iv))

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

Application of the Convention

Amendment proposals relating to technical provisions

New Comment to Annexes 2 and 7

Prepared by the secretariat

^{*/} The UNECE Transport Division has submitted the present document after the official documentation deadline due to resource constraints.

A. BACKGROUND

1. At the one-hundred-and-sixth session of the Working Party, the representative of the United States of America pointed out that the positioning of the lock of the fibre-optic cable close to the handle of the load compartment might have negative repercussions on its functionality. The Working Party requested the secretariat to take account of this complicating factor when finalizing the text of the draft comment to Annex 2, Article 3, para. 10 and to submit the full text of the amendment proposals to the TIR Administrative Committee for consideration and possible adoption at its forthcoming session (TRANS/WP.30/212, para. 40). After the session, it transpired that the observations raised by the American authorities were not limited to the use of fibre-optic cable, but touched upon various issues related to the placement of seals.

2. At its one-hundred-and-seventh session, the Working Party took note of document TRANS/WP.30/2004/23, transmitted by the Government of the United States, containing, as a short-term solution for improving the sealing security before a possible revision of Annexes 2 and 7, a new comment to Annex 2, Article 2, paragraph 1 (b) concerning the specific placement of mechanical seals. The comment applies *mutatis mutandis* to Annex 7. The Working Party also took note that parallel proposals would be considered in the context of the Customs Convention on Containers, 1972, the technical annexes of which are parallel to Annex 7 of the TIR Convention. The Working Party recognized the need to align the developments of the TIR Convention and the Customs Convention on Containers with a view to avoid arriving at different technical applications for Customs secure containers. Bearing this in mind, the Working Party requested the UNECE and the WCO secretariats to work closely together concerning this issue. The Working Party considered that the proposed amendments needed further refinement and requested the secretariat to prepare a new document for its present session.

B. CONSIDERATIONS BY THE WORKING PARTY

3. The Working Party may wish to discuss, and possibly adopt, the proposal for the introduction of a new comment to Annex 2, Article 2, paragraph 1 (b), contained in the Annex to this document, prepared by the secretariat based on the proposal transmitted the Government of the United States of America.

4. In this context the Working Party may wish to note that the proposed comment seems to go beyond the actual provision of the Convention (Annex 2, Article 2) in as far as the provision at present only addresses the issue of structure of the load compartment, i.e. the method of construction and the use of specific sealing devices.

Annex

Draft comment to Annex 2, Article 2, paragraph 1 (b)

Add a new comment to Annex 2, Article 2, paragraph 1 (b)

“Placement of seals

In order to minimize the vulnerabilities of doors of load compartments and increase the security, it is recommended that additional seals should be placed in one of the following four ways:

(a) A mechanical or alternatively electronic bolt seal is affixed through a 1.27 cm (1/2 in.) hole to be drilled horizontally through the locking rod on the right-hand door of the load compartment and through the lower plate securing that locking rod to the door, covering the rivet heads on the plate to prevent tampering, thereby preventing opening of the door, despite any tampering with the handle area.

Figure 1 [To be inserted]

(b) On some load compartments it is possible to affix a mechanical or alternatively electronic bolt seal vertically through an existing hole in the lower cam engaging device of the locking rod underneath the right-hand door. When a seal is affixed in this location, the door cannot be opened regardless of attempts to tamper with the handle hub area.

Figure 2 [To be inserted]

(c) A cable seal is affixed as per the manufacturer’s instructions between the securing points of the manoeuvre handles of the two locking rods on the doors of the load compartment. When affixed, the cable seal should be tight, with all excess cable looped, twisted, cut off or otherwise secured to prevent them from moving easily.

Figure 3; Figure 4 [To be inserted]

(d) A locking rod seal retainer consisting of a tubular collar with a fork with two prongs, covered by an anti-tamper plate is welded to the locking rod of the right hand door. When the locking rod is closed, the two prongs fit over a door tab bolted to the right-hand door. A lengthened mechanical or alternatively electronic bolt seal is placed through the two prongs of the locking rod seal retainer and the door tab before locking.

Figure 5 [To be inserted]
