



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on Customs Questions affecting Transport

##### 131st session

Geneva, 12–15 June 2012

Item 10 (c) (v) of the provisional agenda

#### **Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975):**

#### **Application of the Convention – Other matters**

### **Vehicle with sliding sheets**

#### **Submitted by the International Association of the Body and Trailer Building Industry**

## **I. Introduction**

1. The text reproduced below was submitted by the expert from the International Association of the Body and Trailer Building Industry (CLCCR) in order to add to the TIR handbook a further design of a vehicle with sliding sheets, updating the TIR handbook with important technical progress.
2. The modifications to the current text of the TIR handbook are marked **in bold**.

## **II. Amendment proposals**

3. In Annex 2, Article 4, Vehicle with sliding sheets, amend to read:

Paragraph 2:

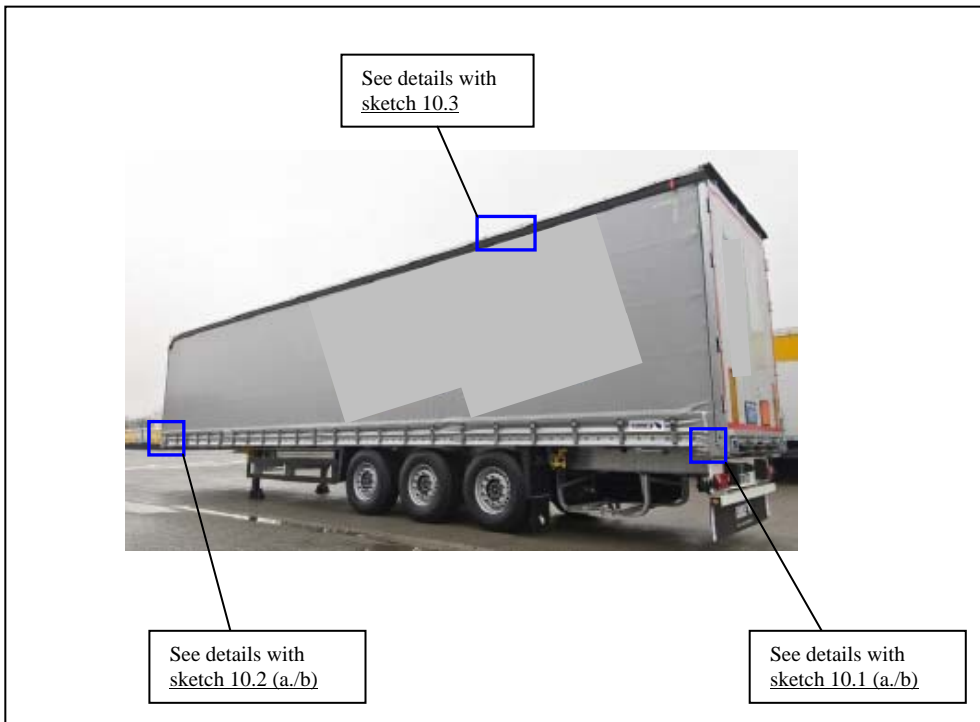
“2. The sliding sheets (**e.g. sliding side walls and roof**), floor, doors and all other constituent parts of the load compartment shall fulfil either the requirements in Article 3, paragraphs 6,8,9 and 11 of these Regulations or the requirements set out in (i) to (vi) below

(i) The sliding sheets **and roof**, floor, doors and all other constituent parts of the load compartment shall be assembled in such a way that they cannot be opened or closed without leaving obvious traces”.

After Sketch No. 9, add the following sketches:

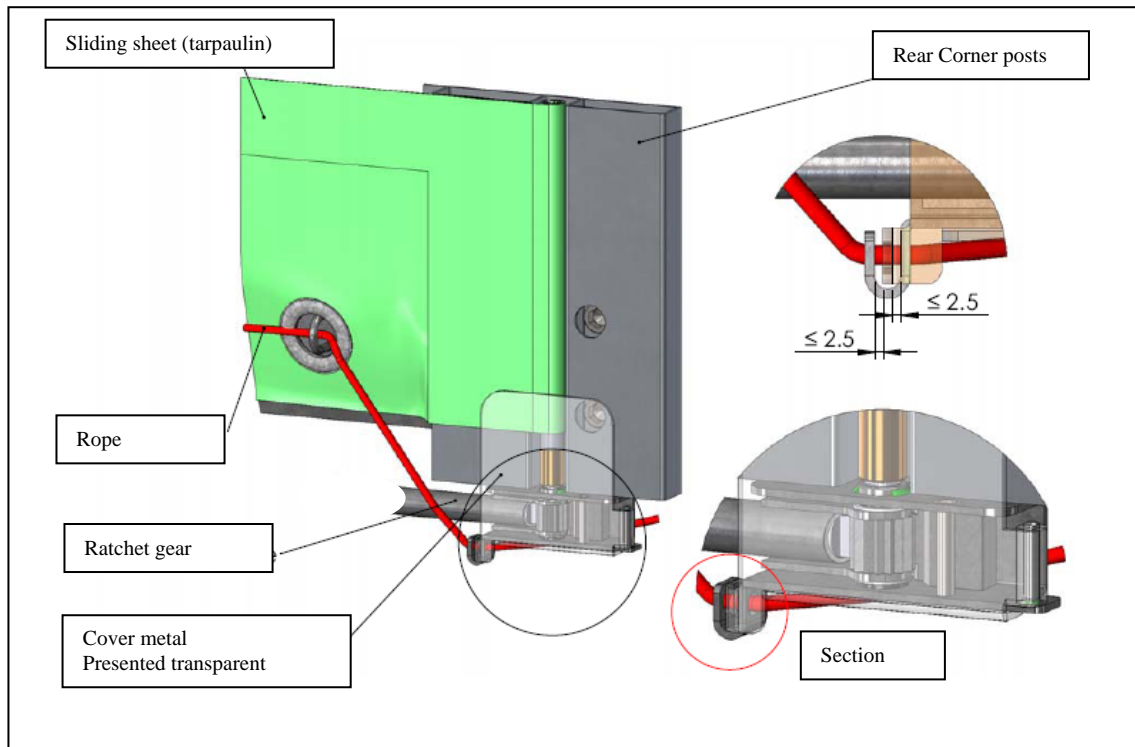
**Sketch No. 10**

**Vehicle Example:** This sketch shows a further example of a vehicle and of important points described with additional sketches and information.

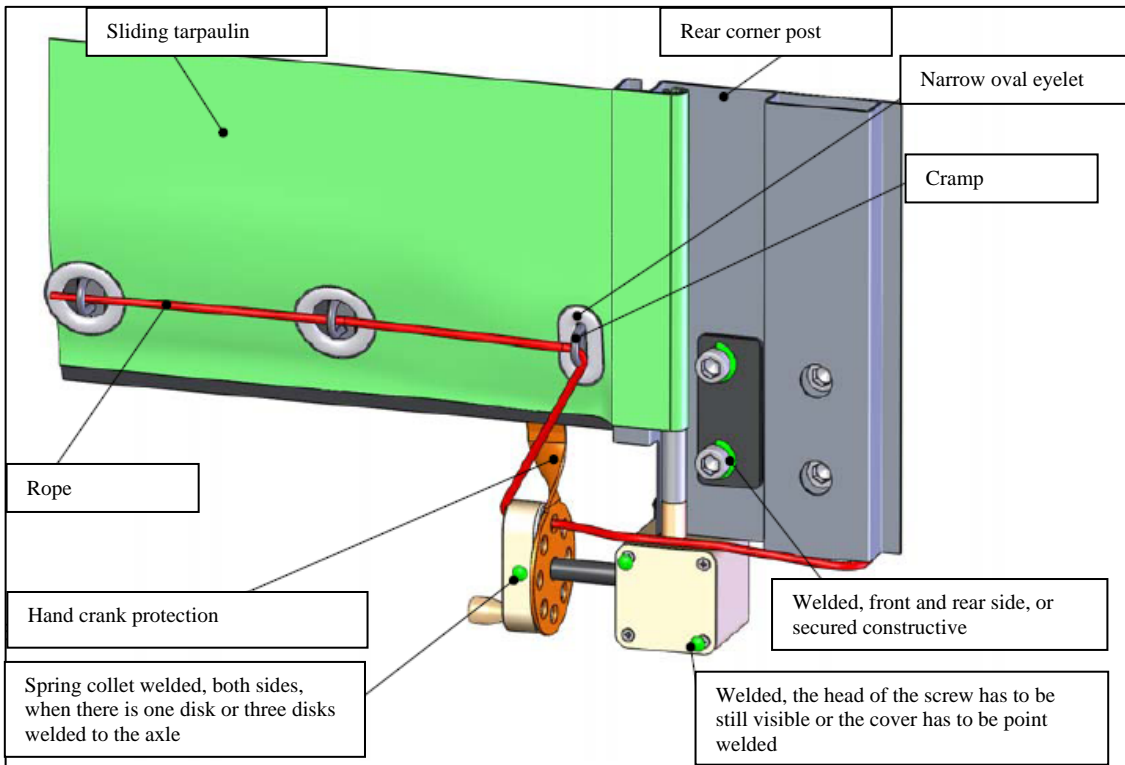


**Sketch No. 10.1**

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

**(a) Ratchet securing**

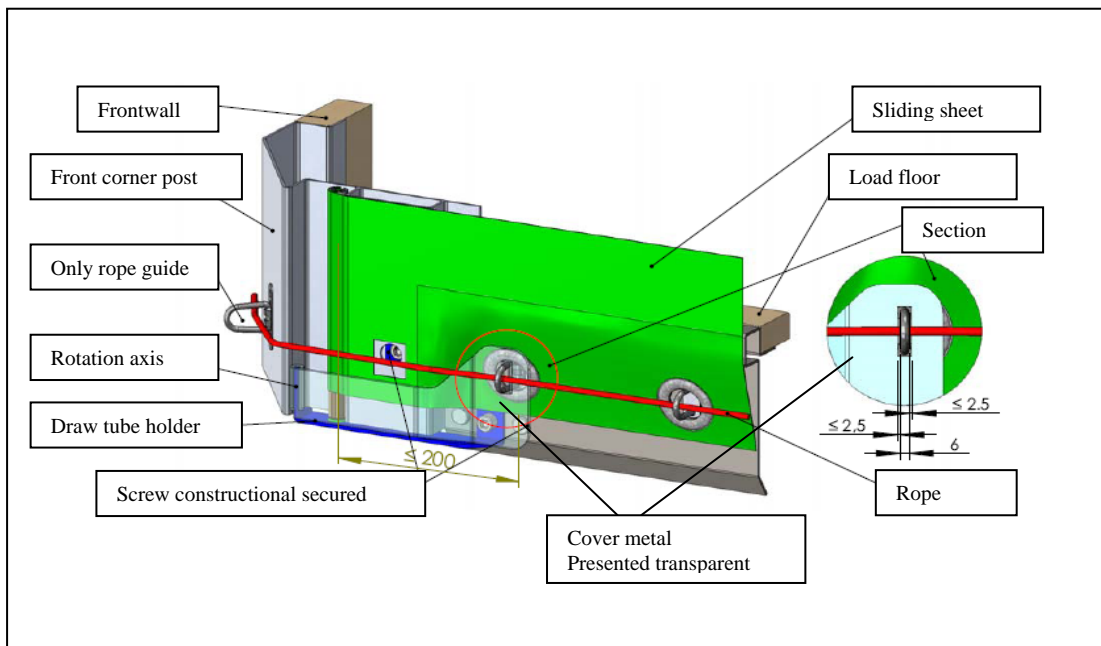
**(b) Gearbox securing**



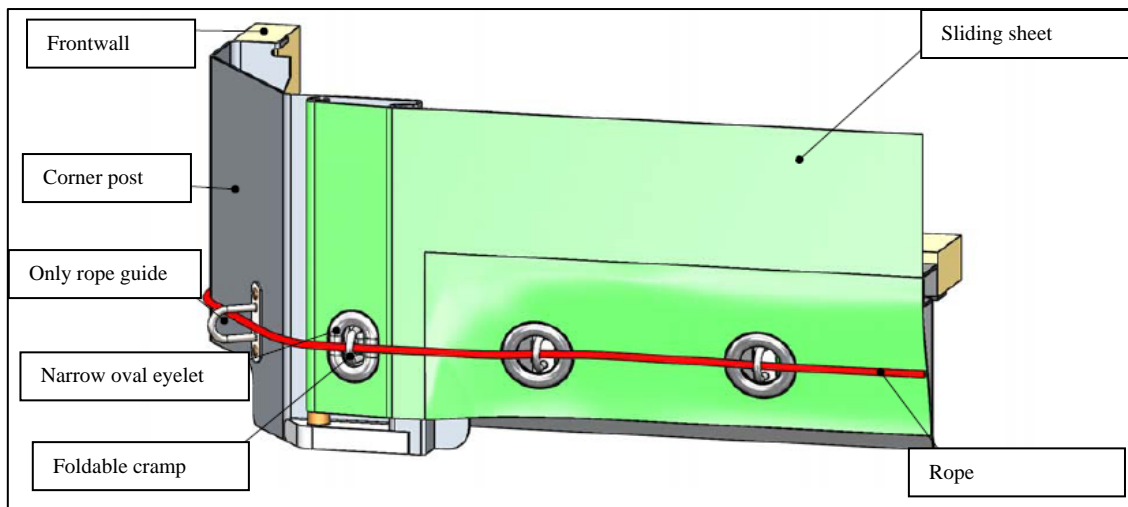
**Sketch No.10.2**

To fix the tarpaulin on the other side (normally to the front of the vehicles) the following systems (a. /b.) can be used.

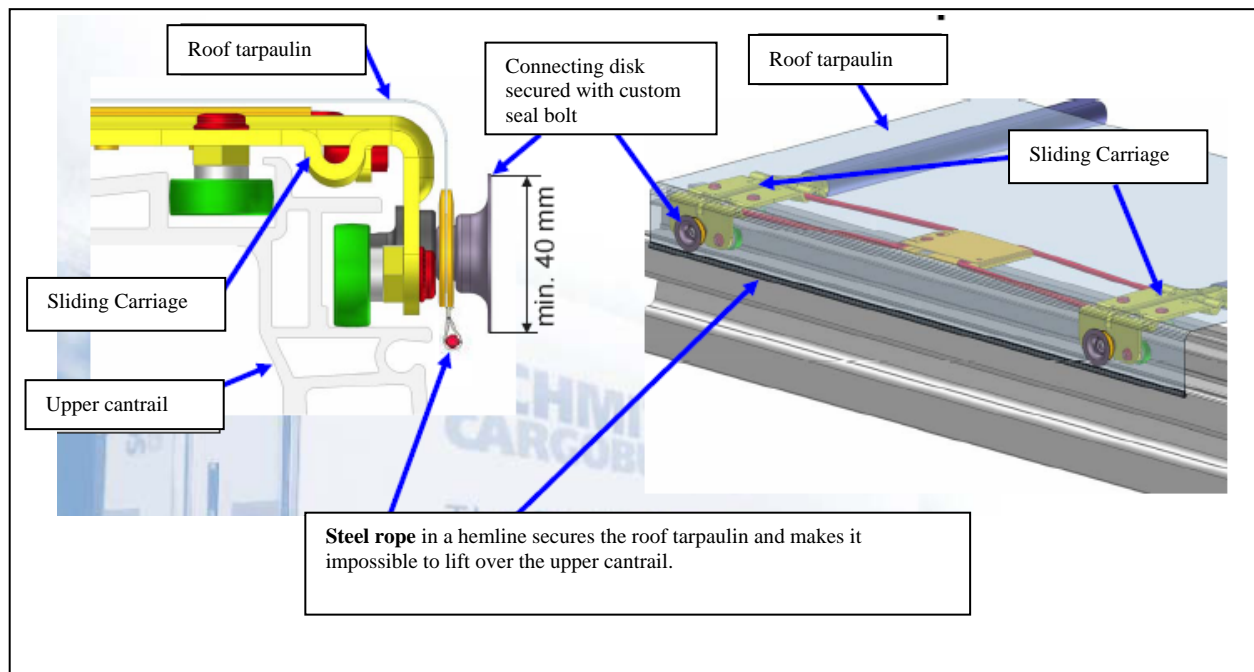
**(a) Cover metal**



(b) Narrow oval eyelet, anti-lifting system for the tensioning tube

**Sketch 10.3**

The custom security of the sliding roof is guaranteed if a prestressed steel rope, embedded in a hemline, is fixed. This steel rope is fixed to the front and rear of the vehicle. The tractive force as well as the connecting disk on each sliding carriage, makes it impossible to lift up the hemline with the steel rope above the upper cantrail.



### III. Justification

4. Since vehicles with sliding sheets have been added to the TIR handbook, important technical progress has been made and today vehicles with sliding sheets and a sliding roof have also been developed to be totally customs secure. The sketches above show the details of such a vehicle in such a way that customs officers can easily recognise those vehicles that can be customs sealed for TIR transport.