



TIR EXECUTIVE BOARD (TIRExB)
COMMISSION DE CONTROLE TIR (TIRExB)
ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)

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Administrative Committee for the TIR Convention, 1975

TIR Executive Board (TIRExB)

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Geneva, 5 October 2015

Agenda item IV (b)

Central database on certificates of approval

Note by the secretariat

A. Background and mandate

1. At its previous session, the Board took note of Informal document No. 18 (2015), in which the World Shipping Council (WSC) informed, inter alia, about the current practice of combining the TIR approval plate and the International Maritime Organization (IMO) International Convention for Safe Containers (CSC) safety approval plate. The Board requested the secretariat to prepare, for its next session, a document that would clarify if Annex 7 Part II of the TIR Convention should be amended.

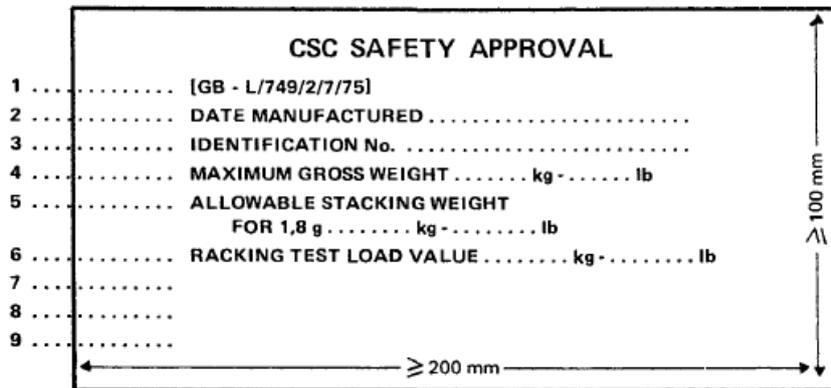
2. Further to this request, the secretariat prepared this document, which recapitulates the applicable legislation, in combination with the practice that has been applied since the early nineties.

B. The Safe Container Convention, 1972

3. Appendix to Annex 1 of the Safe Container Convention reads as follows:

Appendix

The Safety Approval Plate, conforming to the model reproduced below, shall take the form of a permanent, non-corrosive, fire-proof rectangular plate measuring not less than 200 mm by 100 mm. The words "CSC SAFETY APPROVAL" of a minimum letter height of 8 mm and all other words and numbers of a minimum height of 5 mm shall be stamped into, embossed on or indicated on its surface in any other permanent and legible way.



1. Country of Approval and Approval Reference as given in the example on line 1. (The country of Approval should be indicated by means of the distinguishing sign used to indicate country of registration of motor vehicles in international road traffic.)
2. Date (month and year) of manufacture.
3. Manufacturer's identification number of the container or, in the case of existing containers for which that number is unknown, the number allotted by the Administration.
4. Maximum Operating Gross Weight (kilogrammes and lbs.).
5. Allowable Stacking Weight for 1.8 g (kilogrammes and lbs.).
6. Transverse Racking Test Load Value (kilogrammes and lbs.).
7. End Wall Strength to be indicated on plate only if end walls are designed to withstand a load of less or greater than 0.4 times the maximum permissible payload, i.e. 0.4 P.
8. Side Wall Strength to be indicated on plate only if the side walls are designed to withstand a load of less or greater than 0.6 times the maximum permissible payload, i.e. 0.6 P.
9. First maintenance examination date (month and year) for new containers and subsequent maintenance examination dates (month and year) if Plate used for this purpose.

4. Figure 1 shows an example of a CSC safety approval plate.



Figure 1: Example of a CSC safety approval plate

C. The TIR and Container Conventions

5. Annex 7, Part II of the TIR Convention contains the following provisions, which, inter alia describe the model approval plate shown in Figure 2.

“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.

Comments to paragraph 4

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}

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/WP.30/133, paragraphs 18-24; TRANS/WP.30/135, paragraphs 15-19; TRANS/WP.30/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 to paragraph 5 (d)

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.”

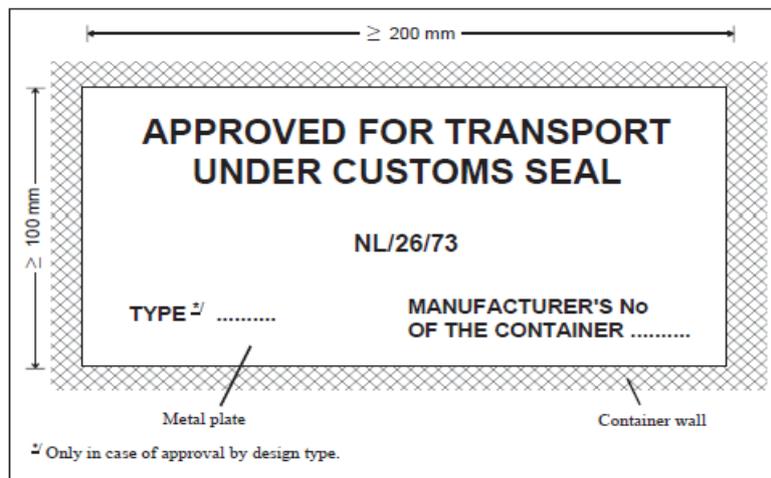


Figure 2: Model approval plate for transport under customs seals

- 6. This text is repeated in Annex 5 of the Container Convention, including the example of the approval plate in its Appendix 1, however without the comments thereto.

D. Combined plates

- 7. In practice, the approval plate for transport under customs seals and the CSC safety approval plate are often combined in a single plate, as shown in Figure 3.



Figure 3: Example of a consolidated approval plate

E. Past considerations by the Working Party

8. At its sixty-seventh session (January 1990), the Working Party considered the acceptability, from a customs viewpoint, of a new grouped data plate concept for containers. This concept envisaged the clustering of all relevant certification and approval plates required by international conventions on a base plate to be mounted on a container at a clearly visible place while maintaining the integrity of the information required by each of the conventions concerned. The introduction of a base plate would substantially reduce the number of holes or welds required for affixing approval plates on containers, thus reducing deterioration of container walls. At the same time, the base plate would allow to affix the required information in such a way that it was possible to add, change or remove the

relevant approval plate in keeping with the provisions of the conventions concerned. The Working Party felt that this grouped data plate concept for containers fulfilled the requirements of Annex 7, Part II, paragraph 4 of the Convention and, given the interest of transport operators in this concept, could be applied on a voluntary basis wherever feasible and, thus, approved the text of a comment to said paragraph 4 (TRANS/WP.30/133, paras. 18–25).

“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.”

9. At its sixty-eighth session (June 1990), the Working Party was informed that the grouped data plate concept had been discussed at the IMO Sub-Committee on Containers and Cargoes at its thirtieth session (January 199) and that it had been agreed that the concept could be included in the Harmonized Interpretation and Implementation of the International Convention for Safe Containers of 1972. With regard to the Customs Convention on Containers such confirmation could not yet be given, but, pending the convening of a session of its Administrative Committee, the World Customs Organization did not foresee any problems with the proposed data plate concept (TRANS/WP.30/135, paras–15–17).

F. Considerations by the Board

10. TIRExB is invited to take note of this information and establish that no amendment of Annex 7, Part II of the Convention seems required.
