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**ADMINISTRATIVE COMMITTEE  
FOR THE TIR CONVENTION, 1975**

**TIR Executive Board (TIRExB)**

(Fortieth session, 15 and 16 June 2009,  
agenda item 11)

**APPROVAL OF A SPECIFIC CONSTRUCTION OF ROAD VEHICLES**

**Transmitted by the government of Germany**

**A. INTRODUCTION**

1. For discussion at the Board's thirty-ninth session, the Estonian Customs authorities submitted a request to discuss whether the construction of a specific type of vehicle is in line with the provisions of the TIR Convention, particularly Annex 2, Article 1 (c) and (d).
2. In line with this request, the secretariat prepared Informal document No.4 (2009), containing some background information provided by the Estonian Customs authorities on the case, together with photos, for consideration by the Board.
3. Due to lack of time at the previous session, the Board decided to revert to the issue at the present session.
4. In the meantime, the secretariat received information from the German Customs authorities on the approval of the specific vehicle type, contained in Annex to this document, for consideration by the Board.

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## Annex

### **1. General description of a road vehicle with coil troughs**

This term designates road vehicles whose floors are equipped with troughs to hold sheet metal coils. For reasons of load safety, it is imperative that sheet metal coils should be transported in such troughs. In addition, the sheet metal coils are secured in longitudinal direction by stanchions and in cross direction by lashings.

Road vehicles with coil troughs are constructed in such a way that the troughs can be covered over with boards lying unsecured next to each other and the road vehicle can then be used to transport other kinds of general cargo (such as pallets, for example).

The lining of the troughs can consist of sheet metal, boards or panels. They are affixed to correspondingly formed transverse members. The rest of the load compartment floor usually consists of boards or panels. The components are connected either by welding (sheet metal) or with connecting elements (boards or panels). Boards or panels are usually connected by self-tapping screws.

### **2. Conditions of Customs secure arrangement**

Due to their design, the question of the Customs security of road vehicles with coil troughs is to be judged under two aspects:

- load compartment floor as part of the load compartment,
- load compartment floor with an empty space as part of the construction.

#### **2.1. Load compartment floor as part of the load compartment**

According to the TIR Convention of 1975, Annex 2 Article 1 a), vehicles/containers must be constructed in such a manner that

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.

The requirements arise from the TIR Convention of 1975, Annex 2 Article 2 1) 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.

### **2.1.1. Securing of the load compartment floor**

Here Explanatory Note 2.2.1 a) a) to Article 2, paragraph 1 a) applies:

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.

Welding or bending of self-tapping, self-drilling screws is not considered to be necessary if

- the load compartment floor consists of matched boards,
- the load compartment floor is covered by an additional hard-wearing floor cover

or

- the part of a sufficient number of screws protruding over cross-pieces underneath is bent to an angle of at least 45°.

### **2.1.2. Securing of the load compartment floor or of the coil trough**

Securing the sheet metal by means of welding is in accordance with Article 2 a) a).

Securing it with self-tapping screws is in accordance with Explanatory Note 2.2.1 a) a). If self-tapping screws are used (2 per board, or 4 per panel), they must be bent on the outside at an angle of at least 45°.

## **2.2. Customs secure arrangement of empty spaces in the load compartment floor**

### **2.2.1. Conditions of Customs secure arrangement**

According to the TIR Convention of 1975, Annex 2 Article 1 c), vehicles/containers must be constructed in such a manner that

they contain no concealed spaces where goods may be hidden.

Notwithstanding the aforementioned rule, constituent parts of the load compartment which, for practical reasons, have to include empty spaces (for example, load compartment floors with empty spaces as part of the construction) are permitted pursuant to TIR Convention of 1975, Annex 2 Article 2 (2). In order that the said spaces cannot be used to conceal goods, the following applies:

- a) 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
- b) 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.

### **2.2.2. Customs secure arrangement of empty spaces which are part of the construction**

From the general description it is apparent that empty spaces as part of the construction are only present when the troughs are covered over with boards lying unsecured next to each other.

Customs security is ensured if the empty space as part of the construction in the area of the coil trough cannot be used to conceal goods. This can be done in accordance with subparagraphs a) or b) above.

#### **Securing in accordance with a)**

This is technically and practically not feasible. If the boards were fitted in such a way that they could not be removed and replaced without leaving obvious traces, the road vehicle fitted in this way would, in practical terms, no longer be suited for the transport of metal coils.

#### **Securing in accordance with b)**

Road vehicles with coil troughs are constructed in such a way that after a board is removed the trough can be illuminated anywhere using simple means such as a flashlight or the like and can be visually inspected without need of any additional technical aids. This Customs control measure is in accordance with the TIR Convention of 1975 (See Chapter 1.2.4 of the TIR Handbook.

Chapter 1.2.4 regulates the international recognition of customs control measures. It establishes the principle that Customs control measures taken in the country of departure should be accepted by the countries of transit and destination. It also provides that the Customs inspection at the office of departure should be stringent and complete. This includes for example conducting a complete physical examination.

### **3. Conclusion**

The load compartment floor constructed especially for the transport of metal coils is in accordance with the general and special conditions of the TIR Convention. The construction is thus Customs secure.

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