

TIR Approval of Vehicles

Technical Standard - Inspection

SECURITY



Customs TIR Workshop

BELGRADE

13. December 2006



CAFAO SERBIA
Integrated Border Management
Belgrade, 2006



WHAT to achieve:

No goods can be removed from or introduced into, the sealed part of the vehicle without breaking the Customs seal or without leaving obvious traces of tampering.

Customs seals can be simply and effectively affixed.

The vehicle contains no concealed space where goods may be hidden.

Benefits - CUSTOMS:

- **Reduced risk of evasion of duties and taxes**
- **Improved security against illegal transport of materials such as narcotics and weapons, and of persons**
- **Improved security against illegal movement of “grey market” trade goods**
- **Improved security against theft and diversion of cargo**

Benefits – TRANSPORT:

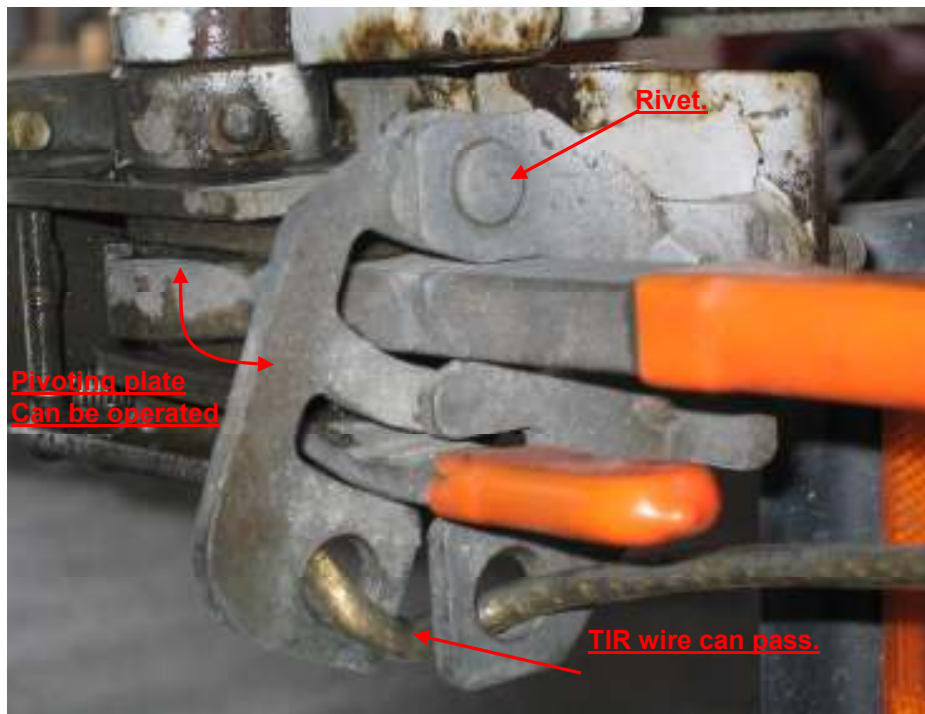
- **Only ONE document – the TIR Carnet**
- **Simplified - fast procedures at BCP's**
- **NO payment or deposit - “en route”**
- **NO examination of goods – “en route” (as a general rule)**

Details for vehicle: 06 ET 3524 (Trailer - Curtain sider).

Turkish registered and TIR approved trailer manufactured by the company **KÖGEL**.



Note the length of the TIR wire – approximately 40 cm longer than required!



The trailer is equipped with a tensioning device as described on page 1 and 2. It is obvious that the device is not secure - the pivoting plate can be operated. The rivet is most likely manipulated.



When the additional length of the TIR wire (35-40 cm) is located next to the tensioning device it is easy to operate (lift) the pivoting plate.



Place the wire behind the handles – and it is now possible to disengage the tensioning system, release and lift the tensioning bar.

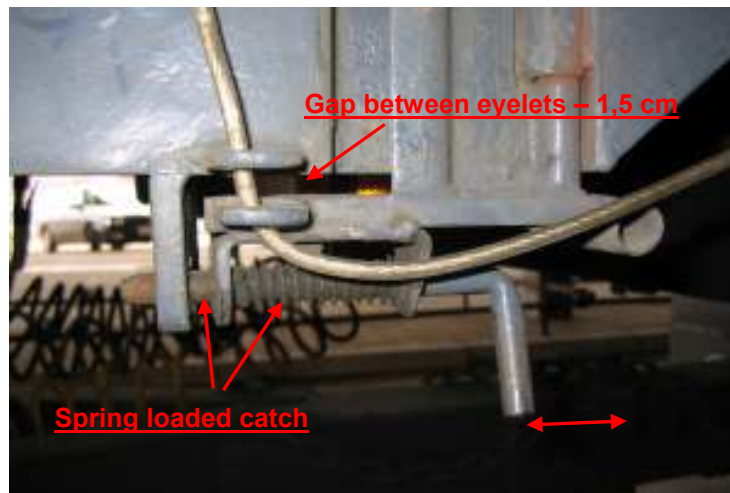


Tensioning bar and sheet released – access to the load compartment.

Details for vehicles: CO 7690 MA and CO 1321 EK
(Truck + trailer - Curtain siders).



Bulgarian registered truck and trailer both TIR approved – bodies most likely produced by SAMRO in France.



Spring loaded catch – a so-called “Quick release” system located on each corner of the truck and trailer – in total 8 pieces. The TIR wire is meant to secure the device, but as illustrated the gap between the eyelets is significant.



The system is very simple to operate, just pull the handle for the catch and slightly rotate the device. The significant gap will allow the wire to pass and it is now possible to release the aluminium profile and the sheet.



Truck and trailer opened in less than 1 minute!

Vehicles as illustrated above do NOT fulfil the technical standard as required by the TIR Convention. Amendment number 20, adopted by the Administrative Committee for the TIR Convention in October 2000 specifies the technical standard for vehicles with sliding sheets.

TIR Approval Certificates for the illustrated truck and trailer were issued by the Bulgarian Customs Authorities on 16th October 2003 valid for two years and renewed for two more years on 12th October 2005. It is obvious that Amendment number 20 is not fully implemented in Bulgaria.

The same type of "Quick release" system as illustrated on the previous page – and by same manufacturer. The pivoting lock tab is secured by the TIR wire and it should not be possible to operate the handle and release the tensioning bar. However the lock tab is mounted on the chassis frame by a standard nut – unsecured in any way. It takes only a few minutes to remove the nut and the handle is released.



Lock tab secured by the TIR wire.



Inner side of the chassis frame – the lock tab nut is NOT secured.



By the use of a 19 mm socket wrench it is easy to remove the nut and the lock tab – now the handle is released and can be operated.

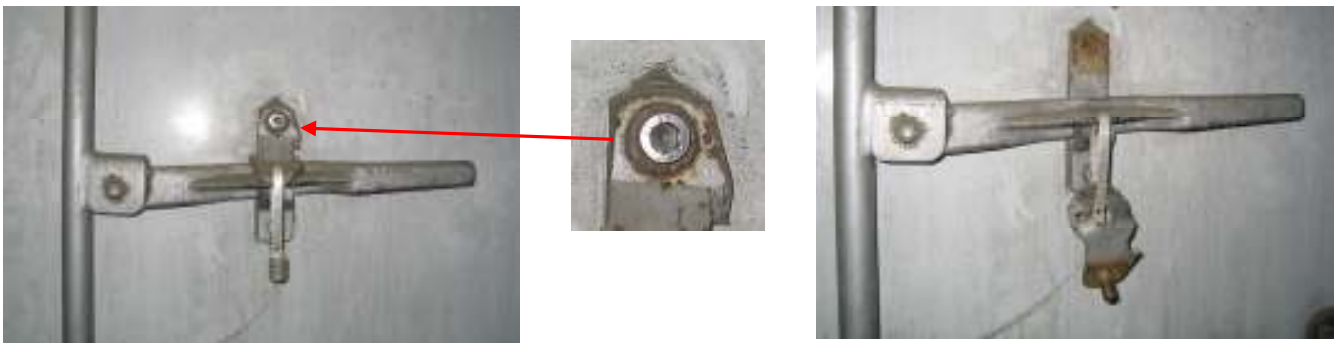


Lift the tensioning bar off its base – use a screwdriver or a "multi-tool" – and there is full access to the load compartment.

Details for vehicle: SC 48001 (Trailer - Refrigerated).



Polish registered and TIR approved trailer – manufactured by ELBA MIXEL.

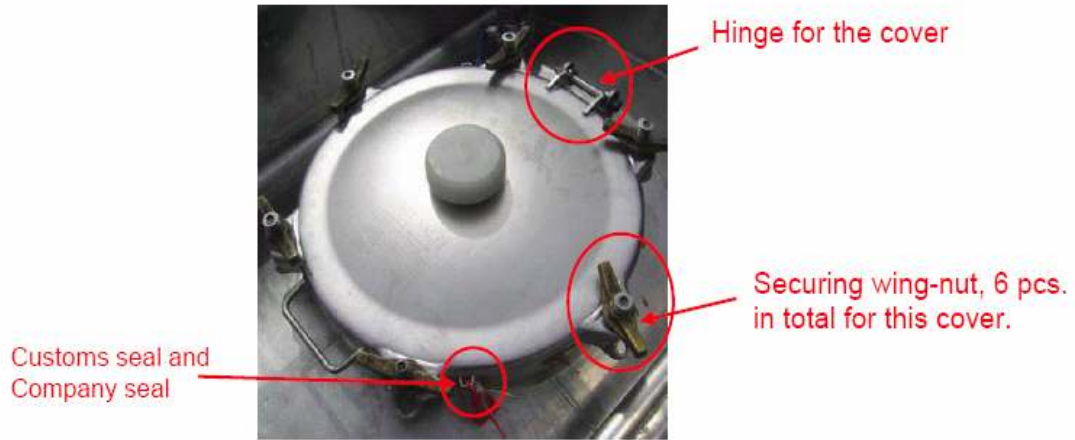


Pivoting Customs sealing device – pivoting section mounted with an “Allen” bolt (imbuss-bolt). The trailer equipped with 4 such pivoting devices – but the bolt for the device having the Customs seal appeared to be rather new, it was shinier compared to the other 3. The “Allen” bolt was removed in less than a minute, the pivoting section lowered – still attached to the back plate via the Customs seal.

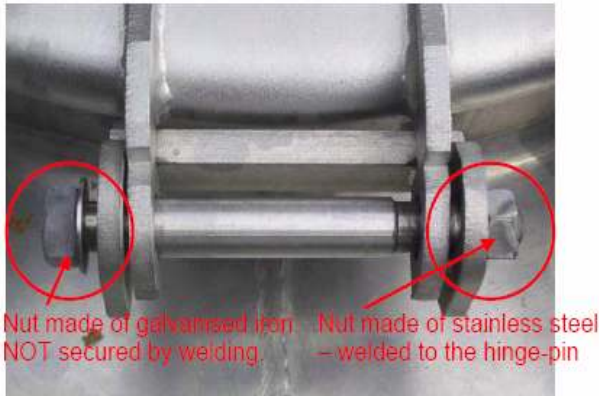


Door opened – full access to the load compartment.

Illustrated below is an example of a tanker for the transport of consumable liquids. The nuts securing the hinge-pin for the manhole-covers obviously been tampered with.



Manhole-cover – stainless steel, sealing device welded and two seals affixed, a Customs seal and a company seal. At first impression everything appears to be correct and secure.



On ALL hinges for manhole-covers, one of the welded stainless steel nuts had been removed and replaced by a normal galvanised iron nut. Intentionally adapted for easy illegal access to the chambers

Easy to remove the galvanised nut and washer – and now just pull the hinge pin out of the bearings.



Hinge pin removed.



Full access to the chamber and the load.

What can we do to improve the situation?

- **Situation must be recognised by Customs Administrations and given priority!**
 - **Limited number of locations for inspection of vehicles!**
 - **Training – Seminars in country and joined with neighbouring countries (regional seminars)!**
 - **“Cross border “exchange of information and experience!**
 - **Appoint Customs officers with technical skills.**
 - **Basic tools and inspection facilities must be available**
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- **Introduction of “APPROVAL REPORTS” – check lists.**
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- **Training of staff at Customs Stations and Border Crossings – sealing techniques and good practices**
 - **Secure and “Tamper-proof” Customs seals – in line with the C-T PAT where possible**

TIR Approval Report

A

for individual approval of:
Standard sheeted vehicles - included sheeted vehicles with rear doors.

This report does not cover sheeted vehicles with sliding sheets!

Vehicle registration number:	
Chassis number:	
<p>Construction:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a))</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a) - sketches 1-4.)</p>	<p>1: The constituent parts of the load compartment assembled by:</p> <p><input type="checkbox"/> Bolts inserted from outside, the nut on the inside welded to the bolt</p> <p>_____</p> <p><input type="checkbox"/> Rivets inserted from outside, secured on the inside</p> <p>_____</p> <p><input type="checkbox"/> Welding</p> <p>_____</p> <p><input type="checkbox"/> Compartment floor secured by self-tapping screws, nails or rivets - inserted from the inside</p> <p>_____</p> <p><input type="checkbox"/> Compartment floor secured by other means, e.g. double-flooring</p> <p>_____</p>
<p>Side-boards:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (b))</p>	<p>2: Locking mechanisms secure:</p> <p><input type="checkbox"/> Locking mechanisms for side-boards cannot be operated and opened, e.g. handles covered by the sheet.</p> <p>_____</p> <p><input type="checkbox"/> Locking mechanisms for side-boards secured by a folding TIR-ring integrated in the pillar.</p> <p>_____</p> <p>3: Hinges and hinge-pins secure:</p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> Hinges mounted on the side-board secured, i.e. bolts welded, no access to the bolts or secured by a bolt inserted vertically through the sideboard</p> <p>_____</p> <p><input type="checkbox"/> Self-securing hinges - the side-board must to be open and lowered in order for the hinge to slide off the hinge-pin</p> <p>_____</p>
<p>Rear doors:</p> <p>(complete only if the vehicle is equipped with rear doors)</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 2, Paragraph 1 (a-b), Explanatory note 2.2.1 (a-b) - see also fig. 1-4 and Annex 6, sketch no. 1-1a).</p> <p>IMPORTANT A vehicle equipped with rear doors ALWAYS requires one or two Customs seals to secure the doors - in addition to the seal for the TIR-wire</p>	<p>4: Door closing system secure:</p> <p><input type="checkbox"/> Cam engaging devices, bearings and saddles for locking rods secure.</p> <p>_____</p> <p><input type="checkbox"/> Manoeuvring handle and locking rod securing point: RIVETED / WELDED</p> <p>_____</p> <p><input type="checkbox"/> Customs sealing device (and the pivoting section) secured by welding or by a joining device requiring handling from both sides of the constituent parts.</p> <p>_____</p> <p>5: Hinges and hinge-pins secure:</p> <p><input type="checkbox"/> Bearings or hinge-pins mounted on the chassis by welding or by bolts secured by welding</p> <p>_____</p> <p><input type="checkbox"/> Hinges mounted on the rear doors secure, i.e. bolts welded, no access to the bolts or secured by a bolt inserted vertically through the door</p> <p>_____</p> <p><input type="checkbox"/> Self-securing hinges, e.g. hinges with "shoulders"</p> <p>_____</p>

Vehicle registration number:	
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Chassis number:	
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Sheet:

(TIR Convention, Annex 2, Article 3, Paragraphs 1-11. Sketches no. 1-4 and explanatory notes).

6: The sheet is made of (material):

Strong canvas

Plastic-covered or rubberized cloth - sufficient in strength and unstretchable

7: The sheet is made up of several pieces:

Pieces sewn together with two seams - ALL seams must be machine-sewn.

Pieces welded together - leaving a clearly-defined uniform relief pattern. Pieces cannot be separated and rejoined without leaving obvious traces.

8: Condition of the sheet:

The sheet is 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.

The sheet is repaired.

Repairs made in accordance with methods described.

Eyelets at the edge of the sheet are reinforced. Reinforcement made of suitable material and intact.

9: Support and overlap.

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

The sheet overlaps the solid parts of the vehicle by at least 25 cm.

The sheet is equipped with outside horizontal tension device(s). The device(s) considered to be secure - no horizontal slits!

10: Openings for loading and unloading.

The two edges has an adequate overlap and an additional flap - "triple layer system".

Rings and reinforcement for eyelets are made of metal.

Spaces between eyelets (and TIR rings) does not exceed 20 cm, and each individual eyelet directly corresponds a TIR ring.

Vehicle registration number:		
Chassis number:		
<p>Sheet fastening:</p> <p>_____</p> <p>(TIR Convention, Annex 2, Article 3, Paragraphs 6-11). Explanatory note 2.3.11 (a)-2.</p>	<p>11: Thongs:</p> <p><input type="checkbox"/> Thongs made of non-tensile material, at least 20 mm wide and 3 mm thick - cannot be welded or reconstituted without leaving obvious traces. Repair of thongs is NOT allowed and it shall remain visible for its entire length!</p> <p>_____</p> <p><input type="checkbox"/> UPPER part: Thongs are "self-securing" or thongs secured INSIDE the sheet - rivets cannot be removed or replaced from outside.</p> <p>_____</p> <p><input type="checkbox"/> LOWER part: Thongs are fitted with an eyelet in order to be secured by the TIR wire.</p> <p>_____</p>	
<p>(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes.</p>	<p>12: Metal rings (TIR rings):</p> <p><input type="checkbox"/> The TIR rings fixed to the vehicle (i.e. fixed to the side-boards) are mounted in such a way that they cannot be removed or replaced without leaving obvious traces. Blind rivets, so-called POP-rivets, are only allowed if there is no access for removal or replacement when the sheet is fastened and secured!</p> <p>_____</p> <p><input type="checkbox"/> The spaces between the TIR rings does not exceed 20 cm. (Spaces not exceeding 30 cm are acceptable over the uprights if the TIR rings are recessed in the side-board and the eyelets are oval and so small that they can just pass over the TIR rings).</p> <p>_____</p> <p><input type="checkbox"/> All TIR rings are in good condition, intact and not tampered with, i.e. rings cut open.</p> <p>_____</p>	
<p>(TIR Convention, Annex 2, Article 3, Paragraphs 6-10). See also explanatory notes and sketches.</p> <p>IMPORTANT</p> <p>Nylon ropes - with or without plastic sheathing - are NOT permitted!</p>	<p>13: Fastening rope (TIR wire):</p> <p><input type="checkbox"/> Steel wire rope, at least 3 mm in diameter - a sheath of transparent and unstretchable plastic is allowed.</p> <p>_____</p> <p><input type="checkbox"/> Rope of hemp or sisal, at least 8 mm in diameter - MUST be encased in a transparent sheath of unstretchable plastic.</p> <p>_____</p> <p><input type="checkbox"/> The rope is in one piece and remains visible for its entire length. (No part of the rope shall be covered or wrapped with additional material, i.e. adhesive tape).</p> <p>_____</p> <p><input type="checkbox"/> The rope is equipped with an end-piece at each end. The fastener of each end-piece includes a hollow rivet passing through the rope - to allow the introduction of the strap or thread of the Customs seal.</p> <p>_____</p> <p><input type="checkbox"/> The rope is not longer than necessary (e.g. NO loops between the TIR-rings is allowed).</p> <p>_____</p> <p><input type="checkbox"/> Sheet fastened and secured by a different method - describe:</p> <p>_____</p>	

Vehicle registration number:	
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Chassis number:	
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Sealing:

(TIR Convention, Annex 2, Article 2, Paragraph 1 (b) - Explanatory note: 2.2.1 (b) (f)).

(TIR Convention, Article 16 - and Annex 5).

DECISION:

Required number of Customs seals and protection:

The vehicle requires: seal(s) for Customs secure sealing.
CLEARLY INDICATE the number of seals required

IMPORTANT
In cases where more than ONE Customs seal is required for Customs secure sealing of the vehicle, the number of such seals <i>must</i> be indicated in the Certificate of Approval under point 5.
A sketch or photographs <i>must</i> be attached to the Certificate of Approval, showing the exact location of the Customs seals.

The Customs seal(s) is adequately protected.

The vehicle is affixed with a TIR plate as described in Article 16 and Annex 5 of the Convention.

APPROVED
The vehicle fulfils the technical conditions as laid down in Annex 2 of the TIR Convention

REJECTED
The vehicle does NOT fulfil the technical conditions as laid down in Annex 2 of the TIR Convention

- | |
|---|
| Annex 2, Article 1: |
| <ul style="list-style-type: none"> (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 (c) The vehicle contains no concealed space where goods may be hidden (d) All spaces capable of holding goods are readily accessible for Customs inspection |

The vehicle is not compliant re. the following issues:

Place and date:

Signed:

Signed:
