



URADNI LIST

REPUBLIKE SLOVENIJE

MEDNARODNE POGODBE

Številka 12 (Uradni list RS, št. 37)

8. julija 1993

Leto III

DODATKI 1-8 H KONVENCIJI TIR 1975

Carinski konvenciji o mednarodnem prevozu blaga na podlagi karnetov TIR (MP 9/92)

Dodatki 1-8 so sestavni del Konvencije TIR 1975 – Carinske konvencije o mednarodnem prevozu blaga na podlagi karnetov TIR, ki je bila objavljena v Uradnem listu Republike Slovenije – Mednarodne pogodbe št. 9 z dne 17. julija 1992 (Ur. l. RS, št. 35/92).

Annexe 1 - Annex 1
page 5

SOUCHE N° 1 (pages impaires, blanc)

du CARNET TIR

No

1. Pris en charge par le bureau de douane de	6. Signature de l'agent et timbre à date du bureau de douane
2. Sous le No	
3. Scelléments ou marques d'identification apposés	
4. ☐ Scelléments ou marques d'identification reconnus Intacts	
5. Divers (itinéraire fixé, bureau où le transport doit être présenté, etc.)	

VOLET N° 1

2. Bureau(x) de douane de départ
1. 2.
3.
Pour usage officiel
8. No(s) d'immatriculation du (des) véhicule(s) routier(s)
9. Certificat(s) d'agrément (No et date)

1. CARNET TIR

No

3. Délivré par (nom de l'association émettrice)
4. Valable pour prise en charge par le bureau de douane de départ jusqu'à Inclus
5. Titulaire du carnet (nom, adresse, pays)
5. Pays de départ
7. Pays de destination
10. Documents joints au manifeste

MANIFESTE DE MARCHANDISES

11. a) Compartiment(s) de chargement ou conteneur(s) b) Marques et Nos des colis ou objets	12. Nombre et nature des colis ou objets ; désignation des marchandises	13. Poids brut en kg	18. Scelléments ou marques d'identification apposés, (nombre, identification)
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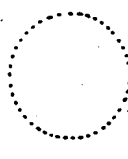
14. Total des colis figurant sur le manifeste Destination :	Nombre	15. Je certifie que les indications sous rubriques 1 à 14 ci-dessus sont exactes et complètes	19. Bureau de douane de départ Signature de l'agent et timbre à date du bureau de douane
1. Bureau de douane		16. Lieu et date	
2. Bureau de douane		17. Signature du titulaire ou de son représentant	
3. Bureau de douane			

20. Certificat de prise en charge (bureau de douane de départ ou de passage d'entrée)	25. Signature de l'agent et timbre à date du bureau de douane
☐ 21. Scelléments ou marques d'identification reconnus Intacts	
22. Délai de transit	
23. Enregistré par le bureau de douane de sous le No	
24. Divers (itinéraire fixé, bureau où le transport doit être présenté, etc.)	

Counterfoil No. 1 (odd-numbered pages, white) of the TIR Carnet

No.

1. Accepted by the Customs office at 2. Under No. 3. Seals or identification marks applied 4. ☐ Seals or identification marks found to be intact 5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.)	6. Customs officer's signature and Customs office date stamp 
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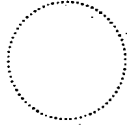
VOUCHER No. 1		1. TIR Carnet (number)	
2. Customs office(s) of departure 1. 2. 3.		3. Issued by (name of issuing association)	
For official use		4. Valid for the acceptance of goods by the Customs office of departure up to and including	
		5. Holder of the carnet (name, address and country)	
		6. Country of departure	7. Country/countries of destination
9. Registration No(s). of road vehicle(s) 9. Certificate(s) of approval (No. and date)		10. Documents attached to the manifest	
GOODS MANIFEST			
11. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	12. Number and type of packages or articles; description of goods	13. Gross weight in kg	14. Seals or identification marks applied (number, identification)
14. Total number of packages entered on the manifest, Destination:	Number	15. I declare the information in items 1-14 to be correct and complete	19. Customs office of departure Customs officer's signature and Customs office date stamp 
1. Customs office		16. Place and date	
2. Customs office		17. Signature of holder or agent	
3. Customs office			
20. Certificate of acceptance of goods (Customs office of departure or of entry <u>en route</u>)			
☐ 21. Seals or identification marks found to be intact	22. Time-limit for transit		
23. Registered by the Customs office at under No.			
24. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.)			
25. Customs officer's signature and Customs office date stamp 			

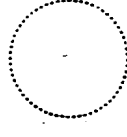
Annexe 1 - Annex 1
page 6

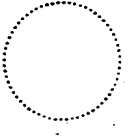
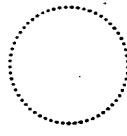
SOUCHE N° 2 (pages paires, vert)

du CARNET TIR

No. []

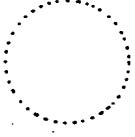
1. Arrivée constatée par le bureau de douane de	6. Signature de l'agent et timbre à date du bureau de douane 
2. ☐ Scelléments ou marques d'identification reconnus Intacts	
3. Déchargé colis ou objets (comme stipulé sur le manifeste)	
4. Nouveaux scelléments apposés	
5. Réserves	

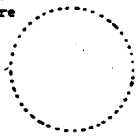
VOLET N° 2		1. CARNET TIR No. []	
2. Bureau(x) de douane de départ		3. Délivré par (nom de l'association émettrice)	
1. 2.		4. Valable pour prise en charge par le bureau de douane de départ jusqu'à Inclus	
3.		5. Titulaire du carnet (nom, adresse, pays)	
- Pour usage officiel		6. Pays de départ	
8. No(s) d'immatriculation du (des) véhicule(s) routier(s)		7. Pays de destination	
9. Certificat(s), d'agrément (No et date)		10. Documents joints au manifeste	
MANIFESTE DE MARCHANDISES			
11. a) Compartiment(s) de chargement ou conteneur(s) b) Marques et Nos des colis ou objets	12. Nombre et nature des colis ou objets ; désignation des marchandises	13. Poids brut en kg	14. Scelléments ou marques d'identification apposés, (nombre, identification)
14. Total des colis figurant sur le manifeste Destination :	Nombre	15. Je certifie que les indications sous rubriques 1 à 14 ci-dessus sont exactes et complètes	19. Bureau de douane de départ Signature de l'agent et timbre à date du bureau de douane
1. Bureau de douane		16. Lieu et date	
2. Bureau de douane		17. Signature du titulaire ou de son représentant	
3. Bureau de douane			

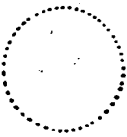
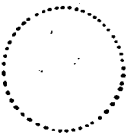
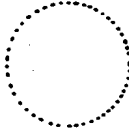
20. Certificat de prise en charge (bureau de douane de départ ou de passage d'entrée)		25. Certificat de décharge (bureau de douane de passage de sortie ou de destination)	
☐ 21. Scelléments ou marques d'identification reconnus Intacts	22. Délai de transit	☐ 27. Scelléments ou marques d'identification reconnus Intacts	
23. Enregistré par le bureau de douane de sous le No		26. Nombre de colis déchargés	
24. Divers (Itinéraire fixé, bureau où le transport doit être présenté, etc.)		29. Réserves	
25. Signature de l'agent et timbre à date du bureau de douane 		30. Signature de l'agent et timbre à date du bureau de douane 	

Counterfoil No. 2 (even-numbered pages, green) of the TIR Carnet

No.

1. Arrival certified by the Customs office at 2. ☐ Seals or identification marks found to be intact 3. Discharged packages or articles (as specified in the manifest) 4. New seals affixed 5. Conditions of discharge (if any)	6. Customs officer's signature and Customs office date stamp 
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VOUCHER No. 2		1. TIR Carnet (number)	
2. Customs office(s) of departure 1. 2. 3.		3. Issued by (name of issuing association)	
For official use		4. Valid for the acceptance of goods by the Customs office of departure up to and including	
		5. Holder of the carnet (name, address and country)	
8. Registration No(s). of road vehicle(s) 9. Certificate(s) of approval (No. and date)		6. Country of departure	7. Country/countries of destination
10. Documents attached to the manifest			
GOODS MANIFEST			
11. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	12. Number and type of packages or articles; description of goods	13. Gross weight in kg	18. Seals or identification marks applied (number, identification)
14. Total number of packages entered on the manifest, Destination: 1. Customs office 2. Customs office 3. Customs office	Number	15. I declare the information in items 1-14 to be correct and complete 16. Place and date 17. Signature of holder or agent	19. Customs office of departure Customs officer's signature and Customs office date stamp 

20. Certificate of acceptance of goods (Customs office of departure or of entry <u>en route</u>)		26. Certificate of discharge (Customs office of exit <u>en route</u> or of destination)	
☐ 21. Seals or identification marks found to be intact	22. Time-limit for transit	☐ 27. Seals or identification marks found to be intact	
23. Registered by the Customs office at under No.	28. Number of packages discharged		
24. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) 	29. Conditions of discharge (if any)		
25. Customs officer's signature and Customs office date stamp 	30. Customs officer's signature and Customs office date stamp 		

↓
VOLET DESTINÉ EXCLUSIVEMENT,
en tant que de besoin, au bureau
de douane de destination
↓

VOLET N° 2 (rose)		1. CARNET TIR No	
2. Bureau(x) de douane de départ		3. Délivré par (nom de l'association émettrice)	
1. 2.		4. Valable pour prise en charge par le bureau de douane de départ jusqu'au Inclus	
3.		5. Titulaire du carnet (nom, adresse, pays)	
Pour usage officiel		6. Pays de départ	
8. No(s) d'immatriculation du (des) véhicule(s) routier(s)		7. Pays de destination	
9. Certificat(s) d'agrément (No et date)		10. Documents joints au manifeste	
MANIFESTE DE MARCHANDISES			
11. a) Compartiment(s) de chargement ou conteneur(s) b) Marques et Nos des colis ou objets		12. Nombre et nature des colis ou objets ; désignation des marchandises	
		13. Poids brut en kg	
		16. Scelléments ou marques d'identification apposés, (nombre, identification)	
14. Total des colis figurant sur le manifeste Destination :		15. Je certifie que les indications sous rubriques 1 à 14 ci-dessus sont exactes et complètes	
1. Bureau de douane		16. Lieu et date	
2. Bureau de douane		17. Signature du titulaire ou de son représentant	
3. Bureau de douane		19. Bureau de douane de départ Signature de l'agent et timbre à date du bureau de douane	
20. Certificat de prise en charge (bureau de douane de départ ou de passage d'entrée)		26. Certificat de décharge (bureau de douane de passage de sortie ou de destination)	
☐ 21. Scelléments ou marques d'identification reconnus Intacts		☐ 27. Scelléments ou marques d'identification reconnus Intacts	
22. Délai de transit		28. Nombre de colis déchargés	
23. Enregistré par le bureau de douane de sous le No		29. Réserves	
24. Divers (itinéraire fixé, bureau où le transport doit être présenté, etc.)			
25. Signature de l'agent et timbre à date du bureau de douane		30. Signature de l'agent et timbre à date du bureau de douane	

VOUCHER EXTENDED EXCLUSIVELY
for the Customs Office of destination
if so required

Voucher No. 2 (pink)		1. TIR carnet (number) 3. Issued by (name of issuing association) 4. Valid for the acceptance of goods by the Customs office of departure up to and including 5. Holder of the carnet (name, address and country) 6. Country of departure 7. Country/countries of destination 10. Documents attached to the manifest	
2. Customs office(s) of departure 1. 2. 3. For official use		8. Registration No(s). of road vehicle(s) 9. Certificate(s) of approval (No. and date) GOODS MANIFEST	
11. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	12. Number and type of packages or articles; description of goods	13. Gross weight in kg	18. Seals or identification marks applied (number, identification)
14. Total number of packages entered on the manifest, Destination: 1. Customs office 2. Customs office 3. Customs office		Number 	15. I declare the information in items 1-14 to be correct and complete 16. Place and date 17. Signature of holder or agent 19. Customs office of departure Customs officer's signature and Customs office date stamp
20. Certificate of acceptance of goods (Customs office of departure or of entry <u>en route</u>) ☐ 21. Seals or identification marks found to be intact		25. Certificate of discharge (Customs office of exit <u>en route</u> or of destination) ☐ 27. Seals or identification marks found to be intact	
22. Time-limit for transit 23. Registered by the Customs office at under no. 24. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.)		26. Number of packages discharged 29. Conditions of discharge (if any) 30. Customs officer's signature and Customs office date stamp	
25. Customs officer's signature and Customs office date stamp 		30. Customs officer's signature and Customs office date stamp 	

Procès-verbal de constat (jama)

établi en application de l'article 25 de la Convention TIR
(voir également les règles 13 à 17 relatives à l'utilisation du carnet TIR)

2. Bureau(s) de douane de départ		2. CARNET TIR		No	
4. No(s) d'immatriculation du/des véhicule(s) routier(s) No(s) d'identification du/des conteneur(s)		1. Délivré par			
6. Le(s) scellement(s) douanier(s) est/sont Intact(s) ☐ non intact(s) ☐		5. Titulaire du carnet			
7. Le(s) compartiment(s) de chargement ou conteneur(s) est/sont Intact(s) ☐ non intact(s) ☐		8. Observations			
9. ☐ Aucune marchandise ne semble manquer. ☐ Les marchandises désignées dans les rubriques 10 à 13 manquent (M) ou sont détruites (D) comme indiqué dans la rubrique 12					
10. a) Compartiment(s) de chargement ou conteneur(s) b) Marques et Nos des colis ou objets	11. Nombre et nature des colis ou objets ; désignation des marchandises	12. M ou D	13. Observations (indiquer notamment les quantités manquantes ou détruites)		
14. Date, lieu et circonstances de l'accident					
15. Mesures prises pour que l'opération TIR puisse se poursuivre ☐ apposition de nouveaux scelléments : nombre caractéristiques ☐ transbordement des marchandises (voir rubrique 16 ci-après) ☐ autres					
16. Si les marchandises ont été transbordées : caractéristiques du/des véhicule(s) routier(s) ou du/des conteneur(s) de substitution					
No d'immatriculation		Agréé		No du certificat d'agrément	
		oui non			
a) véhicule		☐ ☐		Nombre et caractéristiques des scelléments apposés	
		☐ ☐		/	
No d'identification					
b) conteneur		☐ ☐		/	
		☐ ☐		/	
17. Autorité ayant établi le présent procès-verbal			18. Visa du prochain bureau de douane touché par le transport TIR		
Lieu / date / timbre			signature		
signature			signature		

☐ Marquer d'une croix les cases qui conviennent

CERTIFIED REPORT (Yellow)

Drawn up in accordance with article 25 of the TIR Convention
(See also Rules 13 to 17 regarding the use of the TIR carnet)

1. Customs office(s) of departure		2. TIR carnet No.	
		3. Issued by	
4. Registration No(s) of road vehicle(s) Identification No(s) of container(s)		5. Holder of carnet	
6. The Customs seal(s) is/are intact ☐ not intact ☐		8. Remarks	
7. The load compartment(s) or container(s) is/are intact ☐ not intact ☐			
9. ☐ No goods appeared to be missing ☐ The goods indicated in items 10 to 13 are missing (M) or have been destroyed (D) as indicated in column 12			
10. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	11. Number and type of packages or articles; description of goods	12. M or D	13. Remarks (give particulars of quantities missing or destroyed)
14. Date, place and circumstances of the accident.			
15. Measures taken to enable the TIR operation to continue ☐ affixing of new seals: number description ☐ transfer of load (see item 16 below) ☐ other			
16. If the goods have been transferred: description of road vehicle(s)/container(s) substituted			
	Registration No.	Approved Yes ☐ No ☐	No. of certificate of approval
(a) vehicle		☐	
		☐	
	Identification No.		
(b) container		☐	
		☐	
17. Authority which drew up this certified report.		18. Endorsement of next Customs office reached by the TIR transport	
..... Place/Date/Stamp		 Signature	
..... Signature		 Signature	

☐ Mark the appropriate boxes with a cross

Annex 2**REGULATIONS ON TECHNICAL CONDITIONS
APPLICABLE TO ROAD VEHICLES WHICH MAY
BE ACCEPTED FOR INTERNATIONAL
TRANSPORT UNDER CUSTOMS SEAL****ARTICLE 1****Basic principles**

Approval for the international transport of goods under Customs seal may be granted only to vehicles, the load compartments of which are constructed and equipped in such a manner that:

- 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 to them;
- c) they contain no concealed spaces where goods may be hidden;
- d) all spaces capable of holding goods are readily accessible for Customs inspection.

ARTICLE 2**Structure of load compartments**

1. To meet the requirements of article 1 of these Regulations:

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;

b) doors and all other closing systems (including stopcocks, manhole-covers, flanges etc.) shall be fitted with a device on which Customs seals can be fixed. This device must be such that it cannot be removed and replaced from the outside without leaving obvious traces, or the door or fastening be opened without breaking the Customs seals. The latter shall be adequately protected. Opening roofs shall be permitted;

c) apertures for ventilation and drainage shall be provided with a device preventing access to the interior of the load compartment. This device must be such that it cannot be removed and replaced from the outside without leaving obvious traces.

2. Notwithstanding the provisions of article 1 (c) of these Regulations, constituent parts of the load compartment which, for practical reasons, have to include empty spaces (for example, between the partitions of a double wall) shall be permitted. In order that the said spaces cannot be used to conceal goods:

i) 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

ii) 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.

3. Windows shall be allowed provided that they are made of materials of sufficient strength and that they cannot be removed and replaced from the outside without leaving obvious traces. Glass shall nevertheless be permitted, but in this case the window shall be fitted with a fixed metal grille which cannot be removed from the outside; the mesh of the grille shall not exceed 10 mm.

4. Openings made in the floor for technical purposes, such as lubrication, maintenance and filling of the sand-box, shall be allowed only on condition that they are fitted with a cover capable of being fixed in such a way as to render the load compartment inaccessible from the outside.

ARTICLE 3**Sheeted vehicles**

1. Where applicable, the provisions of articles 1 and 2 of these Regulations shall apply to sheeted vehicles. In addition, these vehicles shall conform to the provisions of this article.

2. The sheet shall be either of strong canvas or of plastic-covered or rubberized cloth, which shall be of sufficient strength and unstretchable. It shall be 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.

3. If the sheet is made up of several pieces, their edges shall be folded into one another and sewn together with two seams at least 15 mm apart. These seams shall be made as shown in sketch No. 1 appended to these Regulations; however, where in the case of certain parts of the sheet (such as flaps and reinforced corners) it is not possible to assemble the pieces in that way, it shall be sufficient to fold the edge of the top section and make the seams as shown in sketches Nos. 2 or 2 (a) appended to these Regulations. One of the seams shall be visible only from the inside and the colour of the thread used for that seam shall be clearly different from the colour of the sheet itself and from the colour of the thread used for the other seam. All seams shall be machine-sewn.

4. If the sheet is of plastic-covered cloth, and is made up of several pieces, the pieces may alternatively be welded together in the manner shown in sketch No. 3 appended to these Regulations. The edges of the pieces shall overlap by at least 15 mm. The pieces shall be fused together over the whole width of the overlap. The edge of the outer sheet shall be covered with a band of plastic material at least 7 mm wide, affixed by the same welding process. The plastic band and the sheet on each side of it for a width of at least 3 mm shall have a clearly-defined uniform relief pattern stamped on them. The pieces shall be welded in such a way that they cannot be separated and rejoined without leaving obvious traces.

5. Repairs be made in accordance with the method described in sketch No. 4 appended to these Regulations; the edges shall be folded into one another and sewn together with two visible seams at least 15 mm apart; the colour of the thread visible from the inside shall be different from that of the thread visible from the outside and from that of the sheet itself; all seams shall be machine-sewn. When a sheet which has been damaged near the edges is repaired by replacing the damaged part by a patch, the seam can also be made in accordance with the provisions of paragraph 3 of this article and sketch No. 1 appended to these Regulations. Sheets of plastic-covered cloth may alternatively be repaired in

accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet, the patch being fitted on the inside of the sheet.

6. a) The sheet shall be fixed to the vehicle in strict compliance with the conditions set forth in article 1 (a) and (b) of these regulations. The following types of fastening shall be provided:

- i) metal rings fixed to the vehicles;
- ii) eyelets let into the edge of the sheet;
- iii) a fastening passing through the rings above the sheet and visible from the outside for its entire length.

The sheet shall overlap solid parts of the vehicle by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the vehicle in itself prevents all access to the load compartment.

b) When any edge of a sheet is to be permanently secured to a vehicle, the joint shall be continuous and effected by means of solid devices.

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

8. The spaces between the rings and the spaces between the eyelets shall not exceed 200 mm. The spaces may however be greater but shall not exceed 300 mm between rings and eyelets on either side of the upright if the construction of the vehicle and the sheet is such as to prevent all access to the load compartment. The eyelets shall be reinforced.

9. The following fastenings shall be used:

- a) steel wire ropes of at least 3 mm diameter; or
- b) ropes of hemp or sisal of at least 8 mm diameter encased in a transparent sheath of unstretchable plastic.

In cases where the sheet has to be fixed to the frame in a system of construction which otherwise complies with

the provisions of paragraph 6 (a) of this article, a thong can be used as fastening (an example of such a system of construction is given in sketch No. 7 appended to this annex). The thong has to comply with the requirements stipulated in paragraph 11 (c) with regard to material, dimensions and shape.

10. Each rope shall be in one piece and have a hard metal end-piece at each end. The fastener of each metal end-piece shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or strap of the Customs seal. The rope shall remain visible on either side of the hollow rivet so that it is possible to ensure that the rope is in one piece (see sketch No. 5 appended to these Regulations).

11. At the openings in the sheet, used for loading and unloading, the two edges of the sheet shall have an adequate overlap. They shall also be fastened by:

- a) a flap sewn or welded in accordance with paragraphs 3 and 4 of this article;
- b) rings and eyelets meeting the conditions of paragraph 8 of this article; and the rings shall be manufactured of metal and
- c) a thong made of appropriate material, in one piece and unstretchable, at least 20 mm wide and 3 mm thick, passing through the rings and holding together the two edges of the sheet and the flap; the thong shall be secured inside the sheet and fitted either with

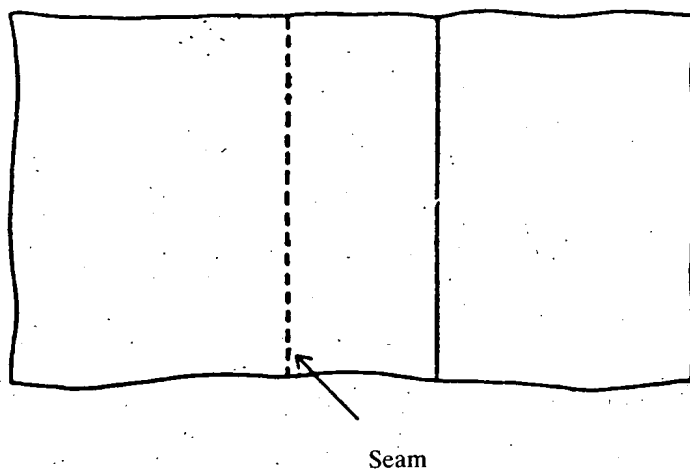
(i) an eyelet to take the rope mentioned in paragraph 9 of this article or

(ii) an eyelet which can be attached to a metal ring mentioned in paragraph 6 of this article and be secured by the rope mentioned in paragraph 9 of this article.

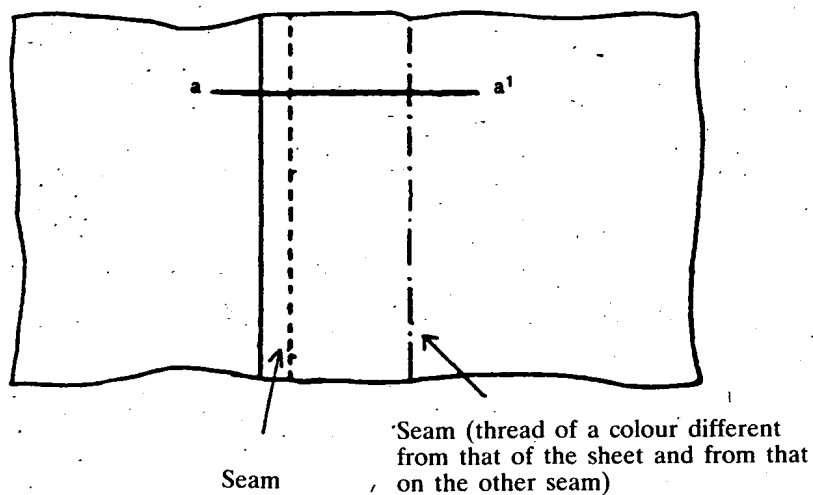
A flap shall not be required if a special device, such as a baffle plate, is fitted, which prevents access to the load compartment without leaving obvious traces.

Sketch No1
Sheet made of several pieces sewn together

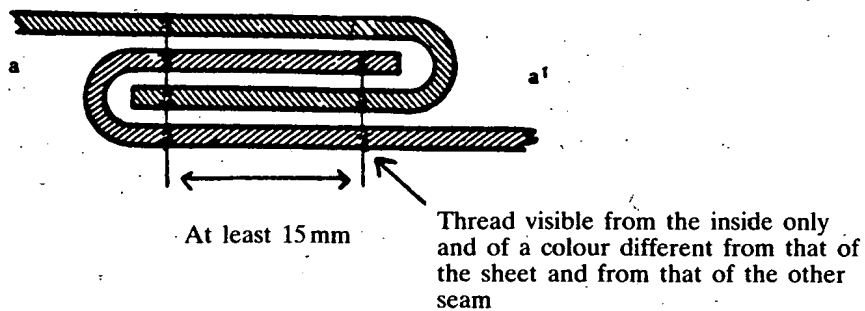
Outside view



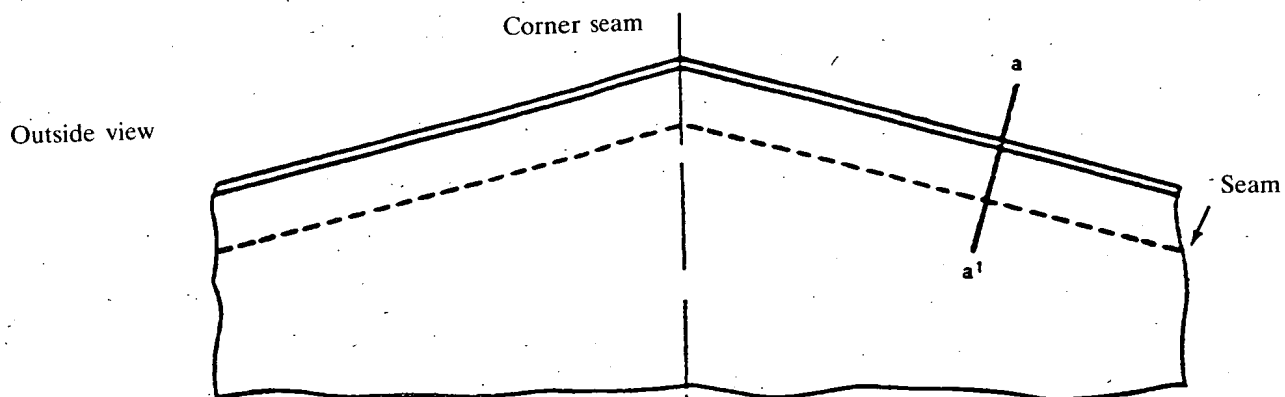
Inside view



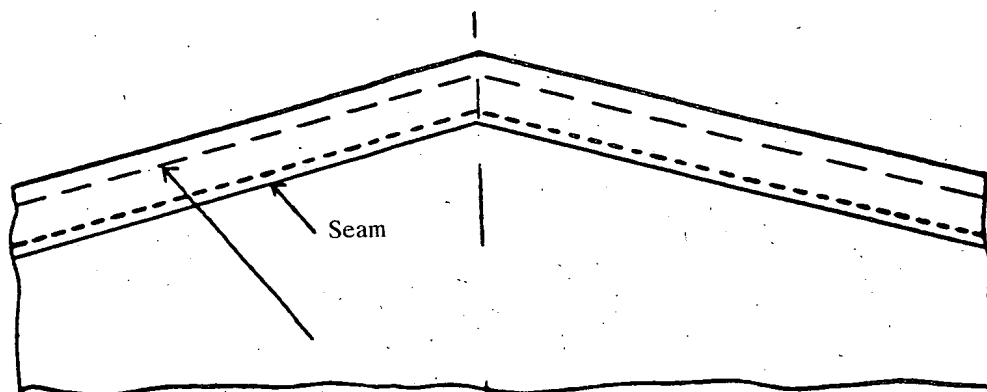
Section a-a'
Double flat seam



Sketch No2
Sheet made of several pieces sewn together

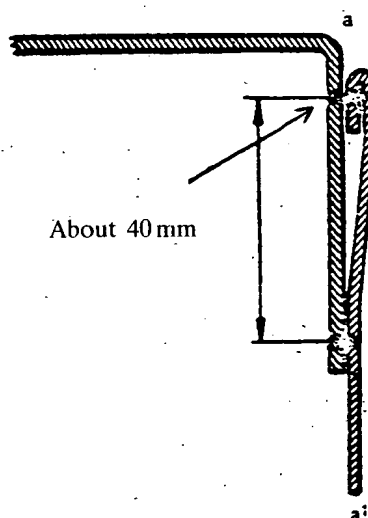


Inside view



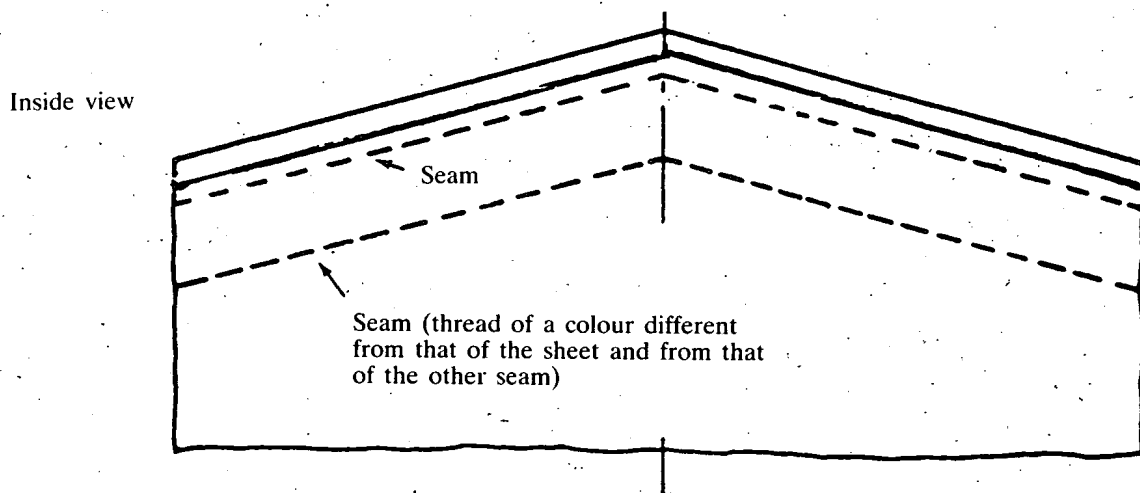
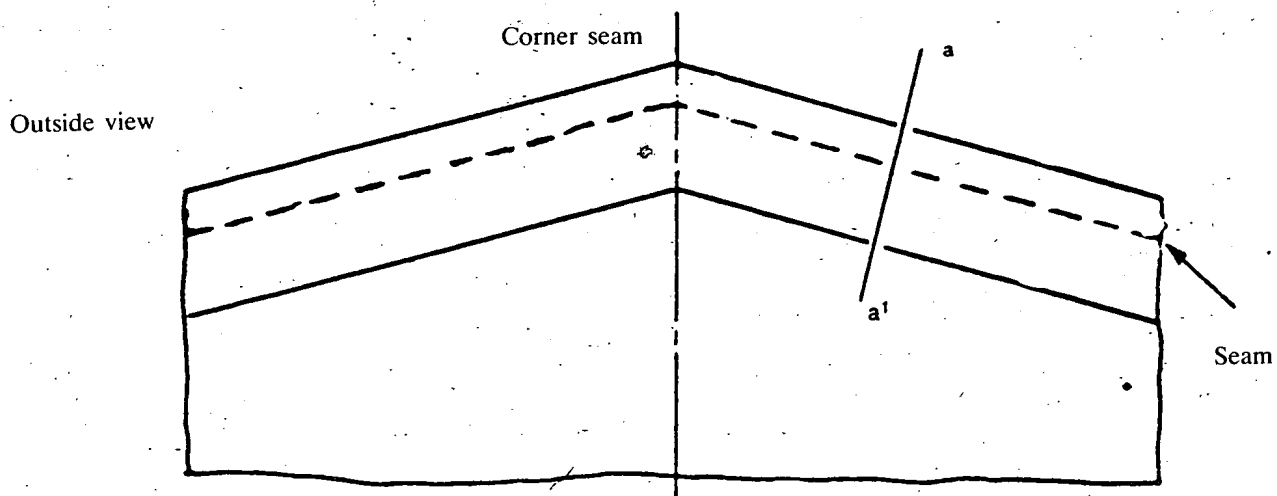
Seam (thread of a colour different from that of the sheet and from that of the other seam)

Section a-a'

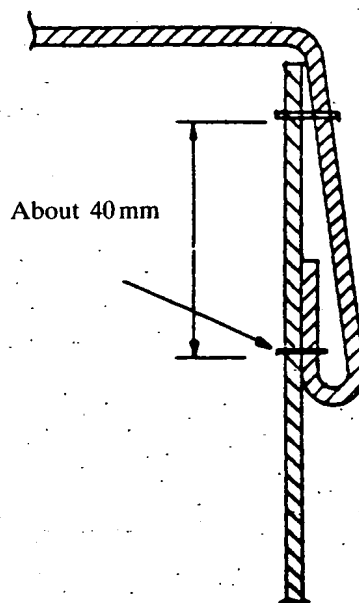


Thread visible from the inside only and of a colour different from that of the sheet and from that of the other seam

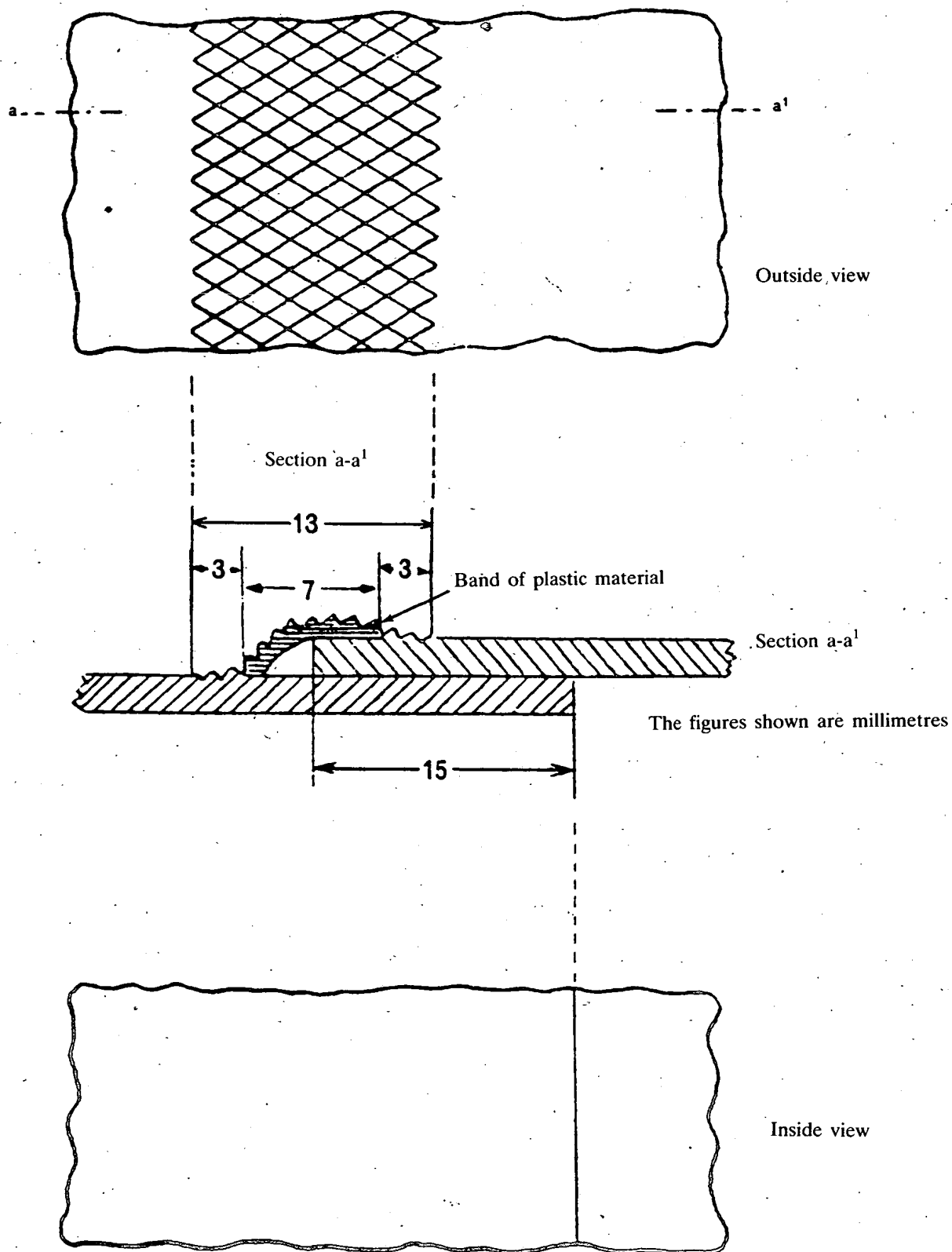
Sketch No 2a
Sheet made of several pieces sewn together



Section a-a'

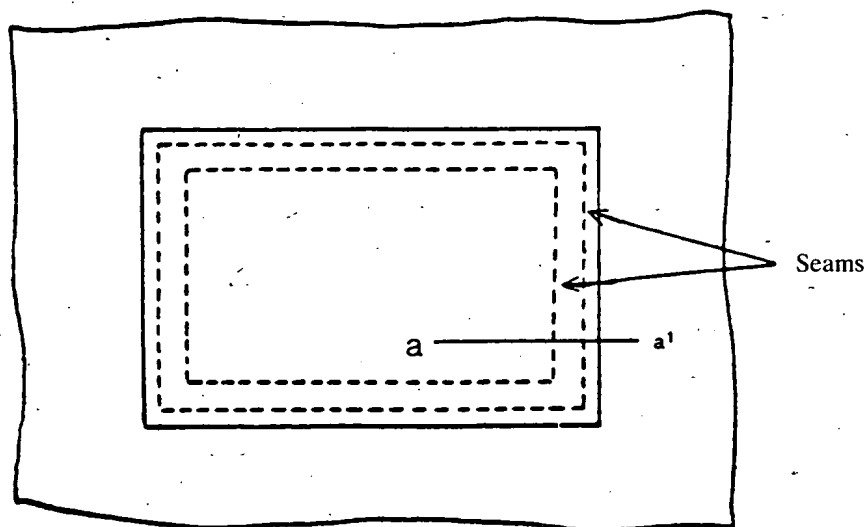


Sketch No 3
Sheet made of several pieces welded together

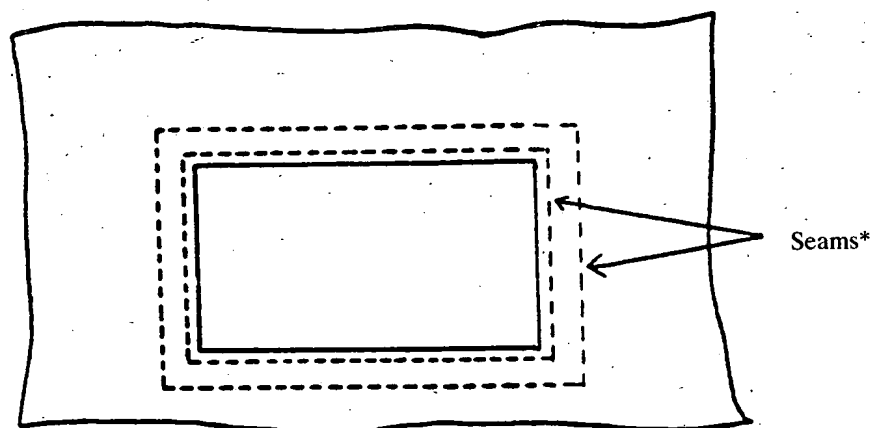


Sketch No4
Repair of the sheet

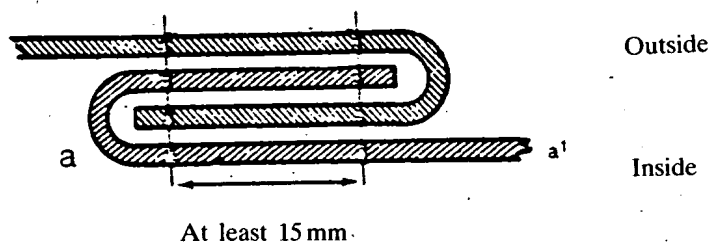
Outside view



Inside view



Section a-a'

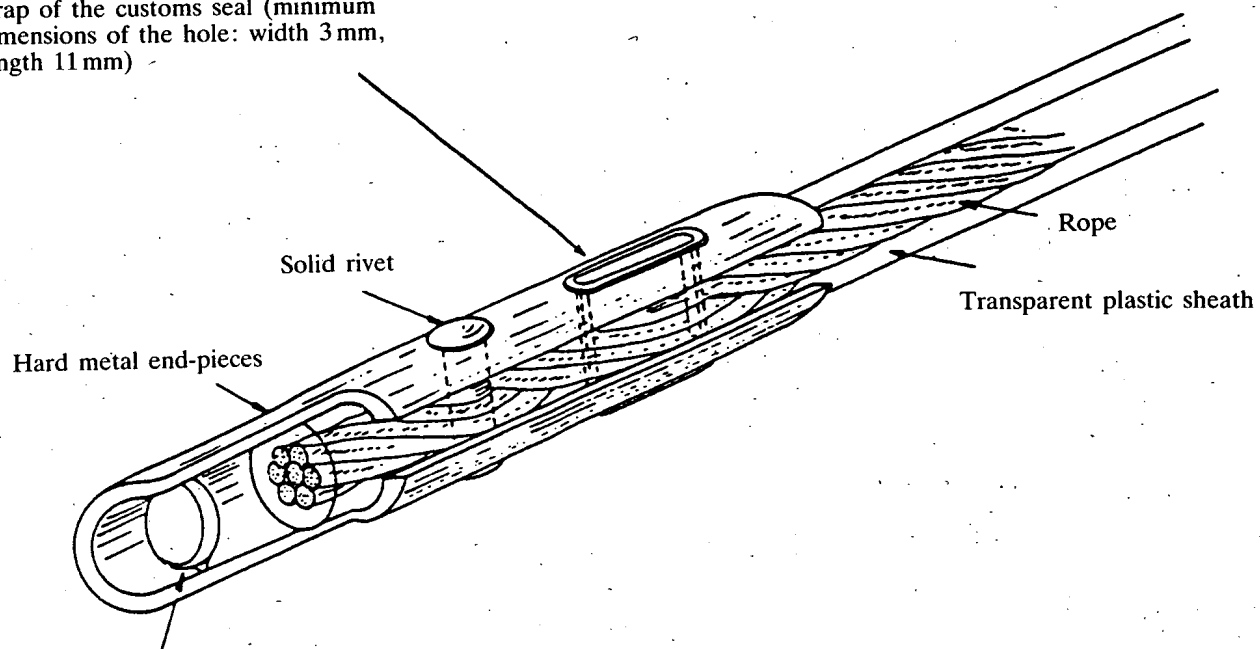


* Threads visible from inside shall be of a colour different from that of the threads visible from the outside and from that of the sheet.

Sketch No 5
Example of end-piece

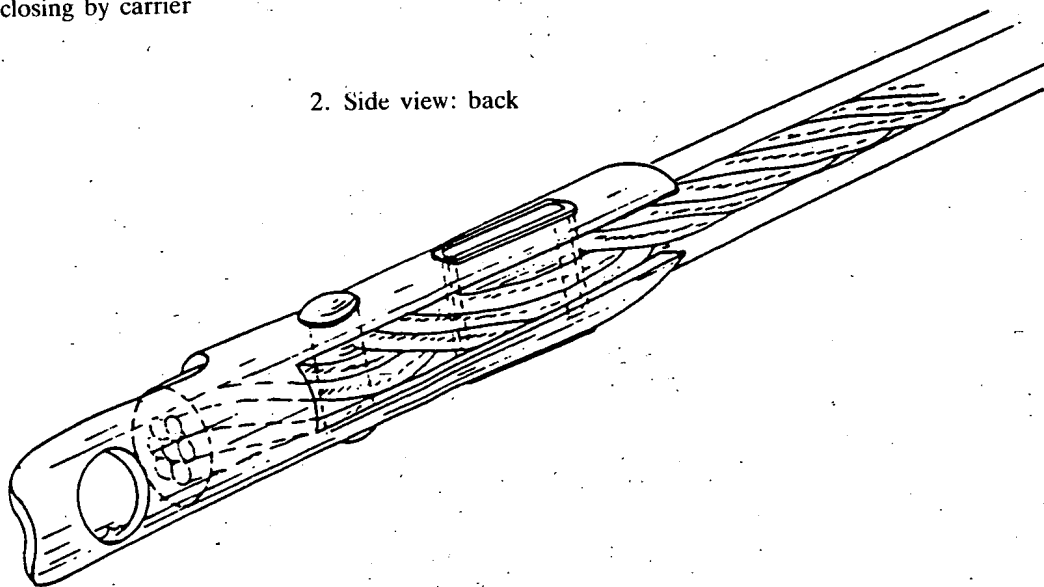
1. Side view: front

Hollow rivet for passing the thread or strap of the customs seal (minimum dimensions of the hole: width 3 mm, length 11 mm)



Hole for closing by carrier

2. Side view: back



Annex 3**PROCEDURE FOR THE APPROVAL OF ROAD VEHICLES COMPLYING WITH THE TECHNICAL CONDITIONS SET FORTH IN THE REGULATIONS CONTAINED IN ANNEX 2****GENERAL**

1. Road vehicles may be approved by one of the following procedures:

- a) individually, or
- b) by design type (series of road vehicles).

2. An approval certificate conforming to the standard form of annex 4 shall be issued for approved vehicles. This certificate shall be printed in the language of the country of issue and in French or English. When the authority which has granted the approval deems it necessary, photographs or diagrams authenticated by that authority shall be attached to the certificate. The number of those documents shall then be inserted by that authority under item No. 6 of the approval certificate.

3. The approval certificate shall be kept on the road vehicle.

4. Road vehicles shall be produced every two years, for the purposes of inspection and of renewal of approval where appropriate, to the competent authorities of the country in which the vehicle is registered or, in the case of unregistered vehicles, of the country in which the owner or user is resident.

5. If a road vehicle no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under cover of TIR carnets, be restored to the condition which had justified its approval so as to comply again with the said technical conditions.

6. If the essential characteristic of a road vehicle are changed, the vehicle shall cease to be covered by the approval and shall be reapproved by the competent authority before it can be used for the transport of goods under cover of TIR carnets.

7. The competent authorities of the country of registration of the vehicle or, in the case of vehicles for which registration is not required, the competent authorities of the country where the owner or user of the vehicle is established may, as the case may be, withdraw or renew the approval certificate or issue a new approval certificate in the circumstances set out in article 14 of this Convention and in paragraphs 4, 5 and 6 of this annex.

PROCEDURE FOR INDIVIDUAL APPROVAL

8. The owner, the operator or the representative of either shall apply to the competent authority for individual approval. The competent authority shall inspect the road vehicle produced in accordance with the general rules laid down in paragraphs 1 to 7 above and shall satisfy itself that the vehicle complies with the technical conditions prescribed in annex 2, and after approval shall issue a certificate conforming to the model in annex 4.

PROCEDURE FOR APPROVAL BY DESIGN TYPE (SERIES OF ROAD VEHICLES)

9. Where road vehicles are manufactured by type series, the manufacturer may apply to the competent authority of the country of manufacture for approval by design-type.

10. The manufacturer shall state in his application the identification numbers or letters which he assigns to the type of road vehicle to which his application for approval relates.

11. The application shall be accompanied by drawings and a detailed design specification of the type of road vehicle to be approved.

12. The manufacturer shall give an undertaking in writing that he will:

a) Produce to the competent authority such vehicles of the type concerned as that authority may wish to examine;

b) permit the competent authority to examine further units at any time during the production of the type series concerned;

c) advise the competent authority of any change, however small, in the design or specification before proceeding with such change;

d) mark the road vehicles in a visible place with the identification numbers or letters of the design-type and the serial number of the vehicle in the type series (manufacturer's number);

e) keep a record of vehicles manufactured to the approved design-type.

13. The competent authority shall state what changes, if any, must be made to the proposed design-type in order that approval may be granted.

14. No approval by design-type shall be granted unless the competent authority has satisfied itself by examination of one or more vehicles manufactured to the design-type concerned that vehicles of that type comply with the technical conditions prescribed in annex 2.

15. The competent authority shall notify the manufacturer in writing of its decision to grant approval by design-type. This decision shall be dated and numbered. The authority which took the decision shall be clearly designated.

16. The competent authority shall take the necessary steps to issue an approval certificate, which it has duly signed, in respect of every vehicle built in conformity with an approved design-type.

17. The holder of the approval certificate shall, before using the vehicle for the carriage of goods under the cover of a TIR carnet, fill in, as may be required, on the approval certificate:

– the registration number given to the vehicle (item No. 1) or

– in the case of a vehicle not subject to registration, particulars of his name and business address (item No. 8).

18. When a vehicle which has been approved by design-type is exported to another country which is a Contracting Party to this Convention, no further approval procedure shall be required in that country on account of its importation.

PROCEDURE OF ENDORSEMENT OF THE CERTIFICATE OF APPROVAL

19. When an approved vehicle, carrying goods under cover of a TIR carnet, is found to have major defects, the competent authorities of Contracting Parties may either refuse to allow the vehicle to continue its journey under a TIR carnet, or allow the vehicle to continue its journey under a TIR carnet on its territory while taking the necessary security precautions. The approved vehicle must be restored to a satisfactory state as rapidly as possible, and in any case before it is again used for the transport of goods under cover of a TIR carnet.

20. In each of these cases the Customs authorities shall make an appropriate endorsement in item No. 10 of the certificate of approval of the vehicle. When the vehicle has been restored to a condition which justifies approval, it shall be presented to the competent authorities of a Contracting Party who shall revalidate the certificate by adding an endorsement to item No. 11 cancelling the earlier observations. No vehicle, the certificate of which has been endorsed at item No. 10 under the provisions of the preceding paragraph, may again be used for the transport of goods under a TIR carnet until it has been restored to a satisfactory condition and until the endorsement in item No. 10 has been cancelled as stated above.

21. Each endorsement made on the certificate shall be dated and authenticated by the Customs authorities.

22. When a vehicle is found to have defects which the Customs authorities consider to be of minor importance and not involving the risk of smuggling, the continued use of the vehicle for the transport of goods under cover of a TIR carnet can be authorized. The holder of the approval certificate shall be notified of the defects and shall restore his vehicle to a satisfactory state within a reasonable time.

Annex 4

Model certificate of approval of a road vehicle

(Cover page)

APPROVAL CERTIFICATE

of a road vehicle for the transport of goods
under Customs seal

Certificate No.

TIR Convention of 14. 11. 1975

Issued by (competent authority)

(fold)

IDENTIFICATION

1. Registration No.
2. Type of vehicle
3. Chassis No.
4. Trade mark (or name of manufacturer)
5. Other particulars
6. Number of axles

CERTIFICATE OF APPROVAL
NO.

7. APPROVAL

- Valid until
- ☐ individual approval
- ☐ approval by design type
- (mark applicable alternative with an "X")

Place

Date

Signature

Stamp

3. HOLDER (for unregistered vehicles only)
Name and address

3. RENEWALS

Valid until			
Place			
Date			
Signature			
Stamp			

REMARKS

(reserved for the use of Competent Authorities)

10. Defects noted		11. Rectification of defects	
Authority	Stamp	Authority	Stamp
Signature		Signature	
10. Defects noted		11. Rectification of defects	
Authority	Stamp	Authority	Stamp
Signature		Signature	
10. Defects noted		11. Rectification of defects	
Authority	Stamp	Authority	Stamp
Signature		Signature	
12. Other remarks			

(fold)

IMPORTANT NOTICE OVERLEAF

(Back page)

Important notice

1. When the authority which has granted the approval deems it necessary, photographs or diagrams authenticated by that authority, shall be attached to the approval certificate. The number of those documents shall then be inserted by the competent authority, under item No. 6 of the certificate.
2. The certificate shall be kept on the road vehicle.
3. Road vehicles shall be produced every two years, for the purposes of inspection and of renewal of approval where appropriate, to the competent authorities of the country in which the vehicle is registered or, in the case of unregistered vehicles, of the country in which the owner or user is resident.
4. If a road vehicle no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under cover of TIR carnets, be restored to the condition which had justified its approval so as to comply again with the said technical conditions.
5. If the essential characteristics of a road vehicle are changed, the vehicle shall cease to be covered by the approval and shall be reapproved by the competent authority before it can be used for the transport of goods under cover of TIR carnets.

Annex 5

TIR PLATES

1. The dimensions of the plates shall be 250 mm by 400 mm.
2. The letters TIR in capital Latin characters shall be 200 mm high and their strokes at least 20 mm wide. The letters shall be white on a blue ground.

Annex 6

EXPLANATORY NOTES

INTRODUCTION

(i) In accordance with the provisions of article 43 of this Convention, the explanatory notes interpret certain provisions of this Convention and of its annexes. They also describe certain recommended practices.

(ii) The explanatory notes do not modify the provisions of this Convention or of its annexes but merely make their contents, meaning and scope more precise.

(iii) In particular, having regard to the provisions of article 12 of this Convention and of annex 2 relating to the technical conditions for the approval of road vehicles for transport under Customs seal, the explanatory notes specify, where appropriate, the construction techniques to be accepted by the Contracting Parties as complying with those provisions. The explanatory notes also specify, where appropriate, which construction techniques do not comply with those provisions.

(iv) The explanatory notes provide a means of applying the provisions of this Convention and of its annexes so as to take into account the development of technology and economic requirements.

MAIN TEXT OF THE CONVENTION

0.1 Article 1

b) The fees and charges excepted in article 1, subparagraph (b) mean all sums, other than import or export duties and taxes, levied by Contracting Parties on or in connexion with importation or exportation. These sums shall be limited in amount to the approximate cost of the services rendered and shall not represent an indirect protection to domestic products or a tax on imports or exports for fiscal purposes. Such fees and charges include inter alia payments relating to:

- certificates of origine if they are required for transit
- analyses carried out by Customs laboratories for control purposes
- Customs inspections and other clearance operations carried out outside normal working hours or away from Customs offices
- inspections for sanitary, veterinary or phytopathological reasons.

e) The term "demountable body" means a load compartment which has no means of locomotion and which is designed to be transported upon a road vehicle, the chassis of which, together with the under-framing of the body, is specially adapted for this purpose.

e) i) The term "partially enclosed" as applied to equipment in article 1, subparagraph (e) (i), relates to equipment generally consisting of a floor and a superstructure marking off a loading space equivalent to that of a closed container. The superstructure is generally made up of metal members forming the frame of a container. Containers of this type may also comprise one or more lateral or frontal walls. In some cases there is only a roof attached to the floor by uprights. This type of container is used in particular for the transport of bulky goods (motor cars, for example).

0.2 Article 2

0.2-1 Article 2 provides that a transport operation under cover of a TIR carnet may begin and end in the same country on condition that part of the journey is performed in foreign territory. In such cases there is nothing to prevent the Customs authorities of the country of departure from requiring, in addition to the TIR carnet, a national document, intended to ensure duty-free reimportation of the goods. It is nevertheless recommended that Customs authorities should not insist on the use of such a document but accept instead an appropriate endorsement on the TIR carnet.

0.2-2 The provisions of this article allow goods to be carried under cover of a TIR carnet when only part of the journey is made by road. They do not specify what part of the journey has to be made by road and it is sufficient that this should occur at some point between the beginning and the end of the TIR operation. However, it may happen that, for unforeseen reasons of a commercial or accidental nature, no part of the journey can be made by road, despite the intentions of the sender at the start of the journey. In these exceptional cases the Contracting Parties shall nevertheless accept the TIR carnet and the liability of the guaranteeing associations shall remain in force.

0.5 Article 5

This article does not exclude the right to carry out spot checks on the goods but stresses that these checks should be very limited in number. The international TIR carnet procedure, in fact, provides protection greater than that given by national procedures. Firstly the particulars on the TIR carnet relating to the goods must agree

with the particulars given on the Customs documents which may be required in the country of departure. In addition the countries of transit and destination are given protection by the controls which are carried out at departure and which are certified by the Customs authorities at the office of departure. (See note below to article 19).

0.6.2 Article 6, paragraph 2

Under the provisions of this paragraph, the Customs authorities of a country may approve more than one association, each of which may incur liability arising from the discharge of the carnets issued by it or by its corresponding associations.

0.8.2 Article 8, paragraph 2

The provisions of this paragraph shall be applicable where, in case of irregularities of the type covered in article 8, paragraph 1, the laws and regulations of a Contracting Party provide for the payment of sums other than import or export duties and taxes, such as administrative fines or other pecuniary sanctions. However, the sum to be paid shall not exceed the amount of import or export duties and taxes which would have been due if the goods had been imported or exported in accordance with the relevant customs provisions, this amount being increased by any default interests.

0.8.3 Article 8, paragraph 3

Customs authorities are recommended to limit to a sum equal to 50,000 dollars US per TIR carnet the maximum amount which may be claimed from the guaranteeing association.

0.8.5 Article 8, paragraph 5

If the guarantee is questioned for goods not listed in the TIR Carnet, the administration concerned should indicate the facts on which it based its opinion that the goods were contained in the sealed section of the road vehicle or the sealed container.

0.8.6 Article 8, paragraph 6

1. In the absence in the TIR carnet of particulars detailed enough to enable charges on the goods to be determined, the parties concerned may produce evidence of their precise nature.

2. If no evidence is furnished, duties and taxes will be charged, not at a flat rate unrelated to the nature of the goods, but at the highest rate applicable to the kind of goods covered by the particulars in the TIR carnet.

0.10 Article 10

The certificate of discharge of TIR carnet shall be regarded as having been obtained in an improper or fraudulent manner when the TIR operation has been carried out by means of load compartments or containers adapted for fraudulent purposes, or when such malpractices as the use of false or inaccurate documents, the substitution of goods, tampering with Customs seals, etc., have been discovered, or when the certificate has been obtained by other illicit means.

0.11 Article 11

0.11-1 In deciding whether or not to release the goods or vehicle, Customs authorities should not, when they have other means in law of protecting the interests for which they are responsible, be influenced by the fact that the guaranteeing association is liable for the payment of duties, taxes and default interest payable by the holder of the carnet.

0.11-2 If a guaranteeing association is asked, in accordance with the procedure set out in article 11, to pay the sums referred to in article 8, paragraphs 1 and 2, and fails to do so within the time-limit of three months prescribed by the Convention, the competent authorities may rely on national regulations in requiring payment of the sums in question because what is involved in such cases is a failure to carry out a contract of guarantee entered into by the guaranteeing association under national law.

0.15 Article 15

Certain difficulties may arise in the case of vehicles not subject to registration, such as in some countries, trailers or semi-trailers, when Customs documents are not required for temporary admission. In that case, the provisions of article 15 may be observed, while assuring adequate protection for the Customs authorities, by recording particulars of these vehicles (make and numbers) on vouchers 1 and 2 of the TIR carnet used by the countries concerned and on the corresponding counterfoils.

0.17 Article 17

0.17-1 The provision that the manifest of the goods covered by the TIR carnet shall show separately the contents of each vehicle of a combination of vehicle, or of each container, is only intended to simplify Customs inspection of the contents of each vehicle or container. This provision shall not therefore be interpreted so rigidly that each variation between the actual contents of a vehicle or container and the contents of that vehicle or container as shown on the manifest is considered a breach of the provisions of the Convention. If the carrier can satisfy the relevant authorities that, notwithstanding such a variation, all the goods shown on the manifest agree with the total of goods loaded in the combination of vehicle or in all the containers covered by the TIR carnet, this shall not normally be considered a breach of Customs requirements.

0.17-2 In the case of household removal, the procedure laid down in paragraph 10 (c) of the Rules for the use of the TIR carnet can be applied, the list of articles concerned being reasonably condensed.

0.18 Article 18

0.18-1 It is essential for the smooth operation of the TIR procedure that the Customs authorities of one country should refuse to designate a Customs office of exit as a Customs office of destination for a transport operation which is going on to a neighbouring country when that country is also a Contracting Party to this Convention, unless there are some special circumstances to justify the request.

0.18-2.1. Goods should be so loaded that the consignment to be unloaded at the first unloading point can be taken out of the vehicle or the container without it being necessary to unload the other consignment or consignments of goods due to be unloaded at the other unloading points.

2. Where a transport operation involves unloading at more than one office it is necessary that, after a partial unloading, a record of it should be made in box 12 on all the remaining manifests of the TIR carnet, and at the same time another record should be made on the remaining vouchers and the corresponding counterfoils to the effect that new seals have been affixed.

0.19 Article 19

The requirement that the Customs office of departure should check the accuracy of the goods manifest implies

the need to verify at least that the particulars in the goods manifest tally with those in the export documents and in the transport or other commercial documents relating to the goods; the Customs office of departure may also have to examine the goods. The Customs office of departure must also, before affixing seals, check the condition of the road vehicle or container and, in the case of sheeted vehicles or containers, the condition of the sheets and sheet fastenings, as this equipment is not included in the certificate of approval.

0.20 Article 20

When fixing time-limits for the transport of goods within their territory, Customs authorities must likewise take into account inter alia any special regulations to which carriers are subject, particularly regulations concerning working hours and mandatory rest periods for drivers of road vehicles. It is recommended that these authorities should exercise their right to prescribe a route only when they consider it essential.

0.21 Article 21

0.21-1 The provisions of this article do not restrict the right of Customs authorities to examine all parts of a vehicle other than the sealed load compartment.

0.21-2 The Customs office of entry may turn back the carrier to the Customs office of exit of the adjacent country if it finds that no clearance has been given by that office or that clearance has not been given in due form. In such cases the Customs office of entry inserts a note in the TIR carnet for the Customs office of exit concerned.

0.21-3 If in the course of an examination, Customs authorities draw sample of goods, a note recording full particulars of the goods taken must be made by those authorities on the goods manifest of the TIR carnet.

0.28 Article 28

1. Article 28 provides that discharge of the TIR carnet at the office of destination shall take place without delay, on condition that the goods are placed under another Customs procedure or cleared for home use.

2. The use of TIR carnet must be restricted to the function which it was intended to cover, namely the transit operation. The TIR carnet must not, for example, be used to cover the storage of goods under Customs control at destination. Where no irregularity has taken place, the office of destination must discharge the TIR carnet as soon as the goods covered by the carnet have come under another Customs procedure or have been cleared for home use. In practice discharge must be given as soon as the goods have been directly re-exported (as, for example, when they are shipped on arrival at a port), or as soon as a declaration for Customs purpose has been made at the place of destination, or as soon as the goods have been received into a place approved for storage while awaiting a declaration for Customs purposes (for example, a transit shed), in accordance with the regulations in force in the country of destination.

0.29 Article 29

No certificate of approval is required for road vehicles or containers transporting heavy or bulky goods. It is, nevertheless, the responsibility of the Customs office of departure to make sure that the other conditions laid down in this article for this type of transport operation are met. Customs offices of other Contracting Parties shall accept the decision of the Customs office of departure unless in their opinion it is clearly in conflict with the provisions of article 29.

0.38.1 Article 38, paragraph 1

A business enterprise should not be excluded from the TIR system because of offences committed by one of its drivers without the knowledge of the management.

0.38.2 Article 38, paragraph 2

Where a Contracting Party has been notified that a person established or resident in its territory has committed an offence on the territory of a foreign country, it need not cease to allow the issue of TIR carnets to that person.

0.39 Article 39

The expression "mistakes committed through negligence" is to be taken to mean acts which, although not committed deliberately and in full knowledge of the facts, are due to a failure to take reasonable and necessary steps to ensure the accuracy of the facts in any particular case.

0.45 Article 45

Contracting Parties are recommended to make the largest possible number of Customs offices, both inland and at the frontier, available for dealing with TIR operations.

1 ANNEX 1

1.10 c) Rules regarding the use of the TIR carnet – Loading lists annexed to the goods manifest

Nº 10 c) of the rules regarding the use of the TIR carnet permits the use of loading lists as annex to the TIR carnet even when there would otherwise be enough space in the manifest to enter all the goods carried. However, this is permissible only if the loading lists contain all the particulars required by the goods manifest in legible and recognizable form and all other provisions of Rule 10 c) are complied with.

2 ANNEX 2

2.2 Article 2

2.2.1 (a) Subparagraph 1 (a) – Assembly of constituent parts

(a) 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.

(b) The competent authority shall determine what joining devices, and how many of them, must fulfil the requirements of subparagraph (a) of this note; they shall do so by making sure that the constituent parts so assembled cannot be displaced and replaced without leaving obvious traces. The choice and placing of other joining devices are not subject to any restriction.

(c) Joining devices which can be removed and replaced from one side without leaving obvious traces, i. e. without requiring handling from both sides of the constituent parts to be assembled, shall not be allowed under subparagraph (a) of this note. Examples of such devices are expansion rivets, blind rivets and the like.

(d) The assembly methods described above shall apply to special vehicles, for example to insulated vehicles, refrigerated vehicles and tank-vehicles in so far as they are not incompatible with the technical requirements which such vehicles must fulfil having regard to their use. Where, due to technical reasons, it is not practicable to secure parts in the manner described in subparagraph (a) of this note, the constituent parts may be joined by means of the devices mentioned in subparagraph (c) of this note provided that the devices used on the inner face of the wall are not accessible from the outside.

2.2.1 (b) Subparagraph 1 (b) – Doors and other closing systems

(a) The device on which Customs seals can be fixed must:

(i) be secured by welding, or by not less than two joining devices conforming to subparagraph (a) of explanatory note 2.2.1 (a); or

(ii) be so designed that when the load compartment has been closed and sealed the device cannot be removed without leaving obvious traces.

It must also:

(iii) incorporate holes of not less than 11 mm in diameter or slots of at least 11 mm in length by 3 mm in width, and

(iv) afford equal security whatever type of seal is used

(b) Butt hinges, strap hinges, hinge-pins and other devices for hanging doors and the like must be secured in conformity with the requirements of subparagraphs (a) (i) and (ii) of this note. Moreover, the various components of such devices, (e.g. hinge plates, pins or swivels), provided that they are necessary to guarantee customs security of the load compartment (See sketch no 1a appended to this annex), shall be so fitted that they cannot be removed or dismantled when the load compartment is closed and sealed without leaving obvious traces. However, where such a device is not accessible from outside it will suffice if, when the door or the like has been closed and sealed, it cannot be detached from the hinge or similar device without leaving obvious traces. Where a door or closure-device has more than two hinges, only those two hinges nearest to the extremities of the door need to be fixed in conformity with the requirements of subparagraph (a) (i) and (ii) above.

(c) Exceptionally, in the case of vehicles having insulated load compartments, the Customs sealing device, the hinges and any fittings, the removal of which would give access to the interior of the load compartment or to spaces in which goods could be concealed, may be fixed to the doors of such load compartments by means of set bolts or set screws which are inserted from the outside but which do not otherwise meet the requirements of Explanatory Note 2.2.1 (a), subparagraph (a) above, on condition that:

i) the tails of the set bolts or set screws are fixed into a tapping plate or similar device fitted behind the outer layer or layers of the door structure; and

ii) the heads of the appropriate number of set bolts or set screws are so welded to the Customs sealing device, hinges etc., that they are completely deformed and that the set bolts or set screws cannot be removed without

leaving visible signs of tampering (See sketch No. 1 appended to this annex).

The term "insulated load compartment" is to be taken to include refrigerated and isothermic load compartments.

(d) Vehicles comprising a large number of such closures as valves, stepcocks, manhole covers, flanges and the like must be designed so as to keep the number of Customs seals to a minimum. To this end, neighbouring closures must be interconnected by a common device requiring only one Customs seal, or must be provided with a cover meeting the same purpose.

(e) Vehicles with opening roofs must be constructed in such a manner as to permit sealing with a minimum number of Customs seals.

1) See sketch No. 1 appended to this annex.

2.2.1 (c)-1 Subparagraph 1 (c) – Ventilation apertures

(a) Their greatest dimension must, in principle, not exceed 400 mm.

(b) Apertures permitting direct access to the load compartment, must be obstructed

i) by means of wire gauze or perforated metal screens (maximum dimension of holes 3 mm in both cases) and protected by welded metal lattice-work (maximum dimension of holes: 10 mm); or

ii) by means of a single perforated metal screen of sufficient strength (maximum dimension of holes: 3 mm; thickness of the screen; at least 1 mm).

(c) Apertures not permitting direct access to the load compartment (e.g. because of elbow or baffleplate systems) must be provided with devices referred to in subparagraph (b), in which, however, the dimensions of the holes may be as much as 10 mm (for the wire gauze or metal screen) and 20 mm (for the metal lattice-work).

(d) Where openings are made in sheets, the devices referred to in subparagraph (b) of this note must in principle be prescribed. However, blocking devices in the form of a perforated metal screen fitted outside, and wire or other gauze fitted inside, will be allowed.

(e) Identical non-metal devices may be allowed provided that the holes are of the requisite dimensions and the material used is strong enough to prevent the holes from being substantially enlarged without visible damage. In addition, it must be impossible to replace the ventilation device by working from one side of the sheet only.

(f) The ventilation aperture may be provided with a protective device. This shall be secured to the sheet in such a way as to permit Customs inspection of the aperture. This protective device shall be secured to the sheet at a distance of not less than 5 cm from the screen of the ventilation aperture.

2.2.1 (c)-2 Subparagraph 1 (c) – Drainage apertures

(a) Their greatest dimension must, in principle, not exceed 35 mm.

(b) Apertures permitting direct access to the load compartment must be provided with the devices described in subparagraph (b) of explanatory note 2.2.1 (c)-1 for ventilation apertures.

(c) When drainage apertures do not permit direct access to the load compartment, the devices referred to in subparagraph (b) of this note will not be prescribed, on condition that the apertures are provided with a reliable baffle system readily accessible from inside the load compartment.

2.3 Article 3

2.3.3. Paragraph 3 – Sheets made up of several pieces

(a) The several pieces constituting one sheet may be made of different materials conforming to the provisions of annex 2, article 3, paragraph 2.

(b) Any arrangement of the pieces which adequately guarantees security will be allowed in making up the sheet, on condition that the pieces are assembled in conformity with the requirements of annex 2, article 3.

2.3.6 (a)-1 Subparagraph 6 (a) – Vehicles with sliding rings

Metal securing rings sliding on metal bars fixed to the vehicles are acceptable for the purpose of this paragraph (see sketch No. 2 appended to this annex) provided that:

(a) the bars are affixed to the vehicle at maximum spacings of 60 cm and in such a manner that they cannot be removed and replaced without leaving obvious traces;

(b) the rings are made with a double hoop or equipped with a central bar and made in one piece without the use of welding; and

(c) the sheet is fixed to the vehicle in strict compliance with the conditions set forth in annex 2, article 1 (a) of this Convention.

2.3.6 (a)-2 Subparagraph 6 (a) – Vehicles with swivel rings

Metal swivel rings, each of which rotates in a metal bracket fixed to the vehicle are acceptable for the purpose of this paragraph (see sketch N° 2a appended to this annex) provided that:

(a) each bracket is affixed to the vehicle in such a manner that it cannot be removed and replaced without leaving obvious traces; and

(b) the spring under each bracket is completely enclosed by a bellshaped metal cover.

2.3.6 (b) Subparagraph 6 (b) – Permanently-secured sheets

Where one or more edges of the sheet are permanently attached to the body of the vehicle, the sheet shall be held in place by one strip of metal or other suitable material secured to the body of the vehicle by joining devices meeting the requirements of subparagraph (a) of note 2.2.1 (a) of this annex.

2.3.8 Paragraph 8 – Spaces between the rings and between the eyelets

Spaces exceeding 200 mm but not exceeding 300 mm are acceptable over the uprights if the rings are recessed in the side boards and the eyelets are oval and so small that they can just pass over the rings.

2.3.9 Paragraph 9 – Textile-cored steel fastening ropes

For purposes of this paragraph, ropes comprising a textile core surrounded by at least four strands consisting solely of steel wire and completely covering the core will be allowed on condition that the ropes (without taking into account the transparent plastic sheath, if any) are not less than 3 mm in diameter.

2.3.11 (a) Subparagraph 11 (a) – Sheet-tensioning flaps

The sheets of many vehicles are provided on the outside with a horizontal flap pierced by eyelets running along the length of the side of the vehicle. Such flaps, known as tensioning flaps, are used to tauten the sheet by means of tensioning cords or similar devices. Such flaps have been used to conceal horizontal slits made in the sheets giving improper access to the goods carried in the vehicle. It is therefore recommended that the use of flaps of this type should not be allowed. The following devices may be used instead;

(a) tensioning flaps of similar design fixed on the inside of the sheet; or

(b) small individual flaps each pierced by one eyelet secured to the outside surface of the sheet and spaced at such distances as will permit an adequate tensioning of the sheet.

Alternatively, it may be possible in certain cases to avoid the use of tensioning flaps on sheets.

2.3.11 (c) Subparagraph 11 (c) – Sheet thongs

2.3.11 (c)-1 The following materials are regarded as suitable for making thongs:

a) leather;

b) non-tensile textile materials including plastic-covered or rubberized cloth, provided that such materials cannot after severance be welded or reconstituted without leaving obvious traces. Furthermore, the plastic material used to cover thongs shall be transparent and smooth-surfaced.

2.3.11 (c)-2 The device shown in sketch No. 3 appended to this annex meets the requirements of the last part of annex 2, article 3, paragraph 11. It also meets the requirements of annex 2, article 3, paragraph 6.

3 ANNEX 3

3.0.17 Approval procedure

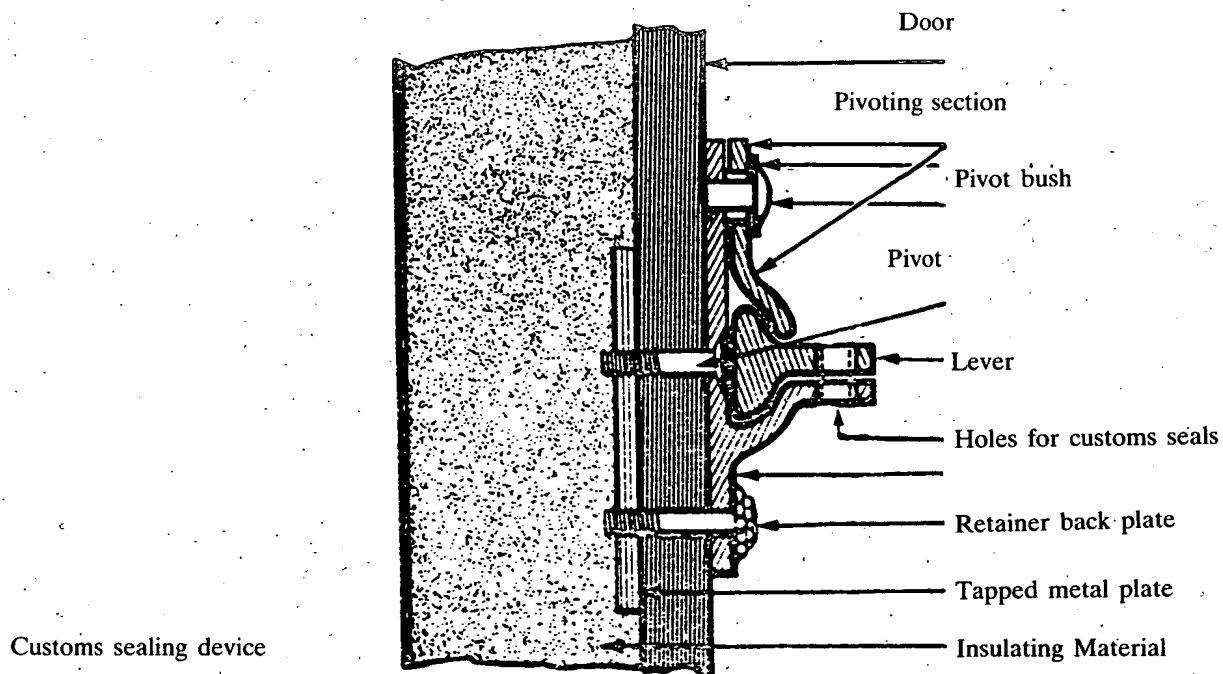
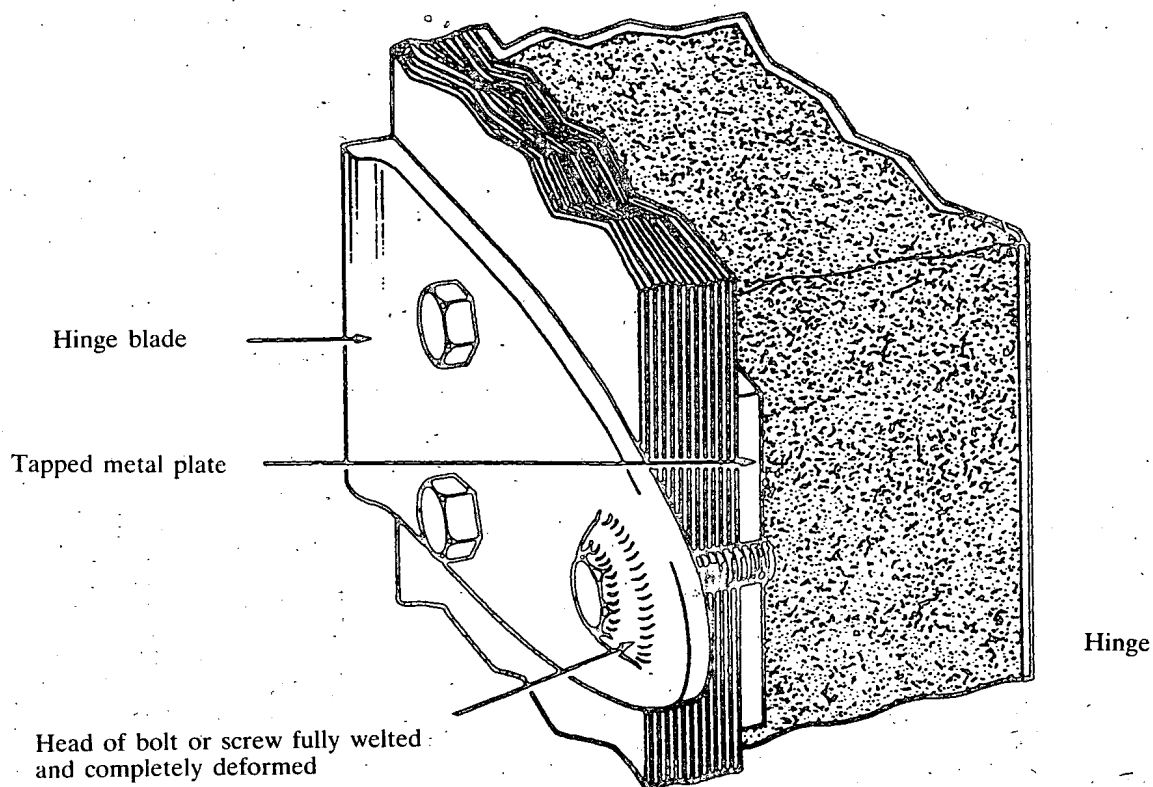
1. Annex 3 provide that the competent authorities of a Contracting Party may issue a certificate of approval in respect of a vehicle constructed within its territory and that no additional approval procedures shall be applied in respect of such a vehicle in the country where it is registered or, as the case may be, where the owner is resident.

2. These provisions are not intended to restrict the right of the competent authorities of the Contracting Party where the vehicle is registered or where the owner is resident to require the production of such a certificate of approval either at importation or subsequently for purposes connected with the registration or control of the vehicle or with similar legal requirements.

3.0.20 Procedure for endorsement of certificate of approval

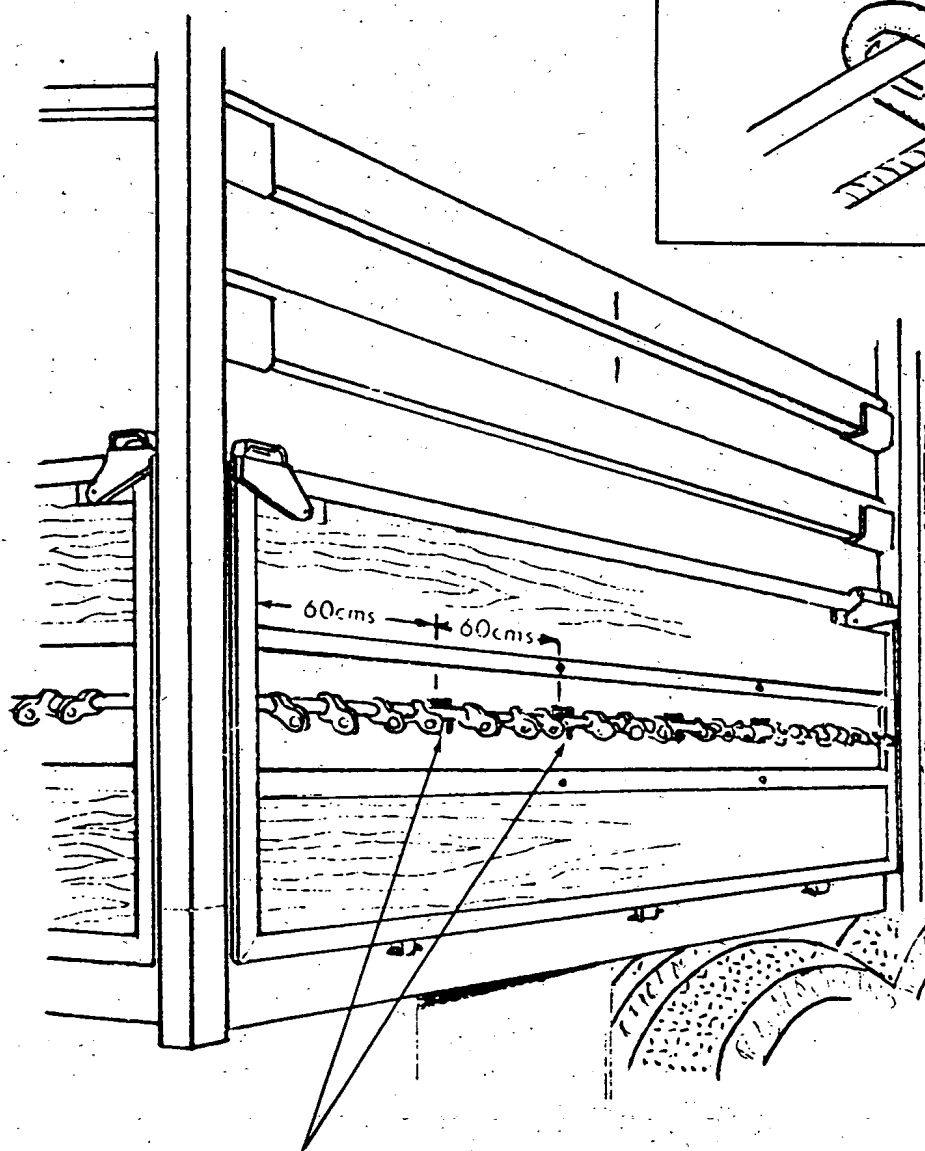
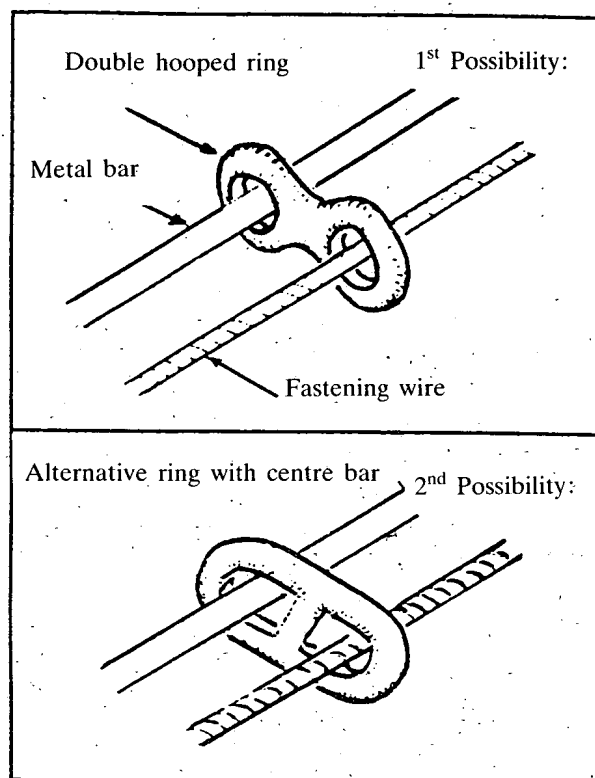
When an endorsement concerning defects is to be cancelled after the vehicle has been restored to a satisfactory state, it is sufficient to state, under item No. 11 provided for the purpose, "Defects rectified" followed by the name, signature and stamp of the competent authority concerned.

Sketch No. 1
Example of hinge and customs sealing device on doors
of vehicles having insulated load compartments



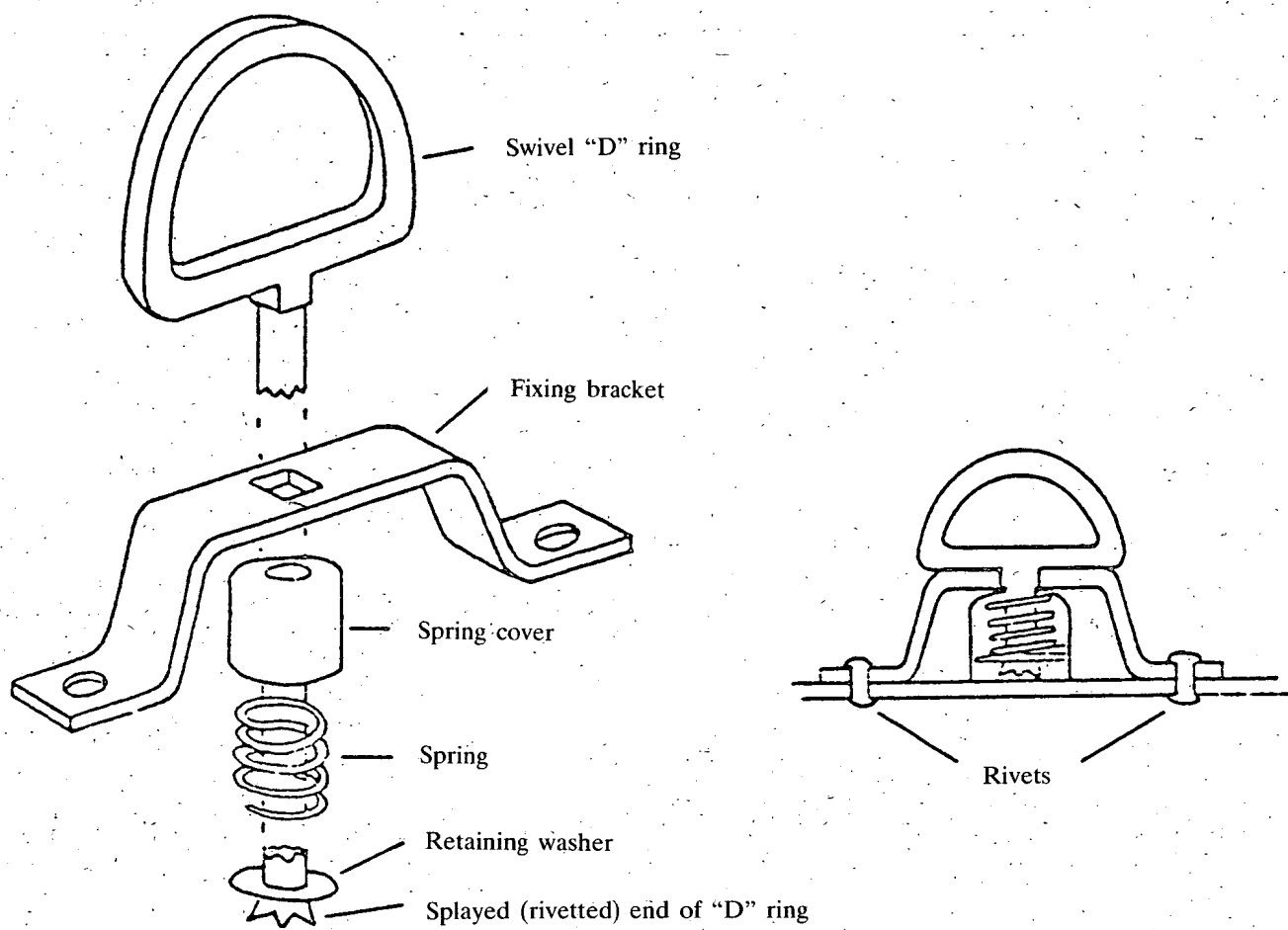
- (1) Set-screw head completely deformed by welding. Not accessible when door sealed
- (2) Head of set-bolt of set-screw deformed by welding

Sketch No. 2
Sheeted vehicles with sliding rings



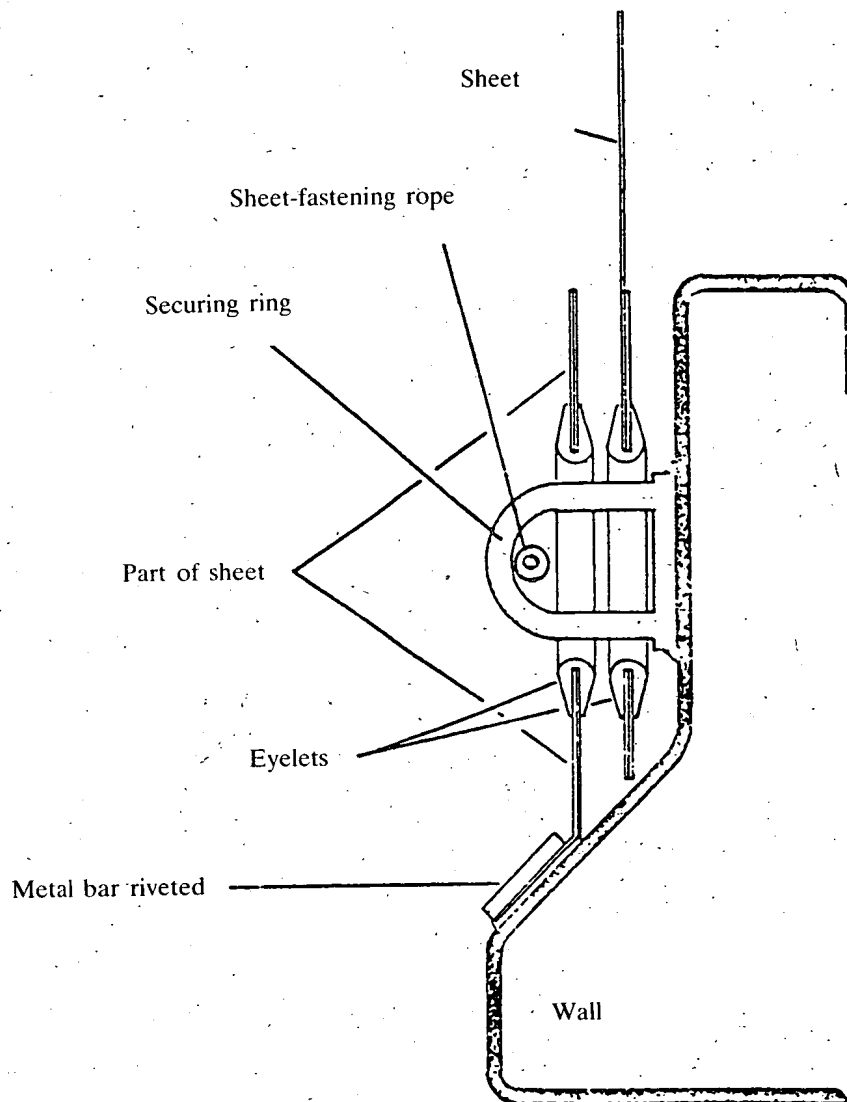
Bar attachment points

Sketch No. 2a
Example of a swivel ring ("D" ring)



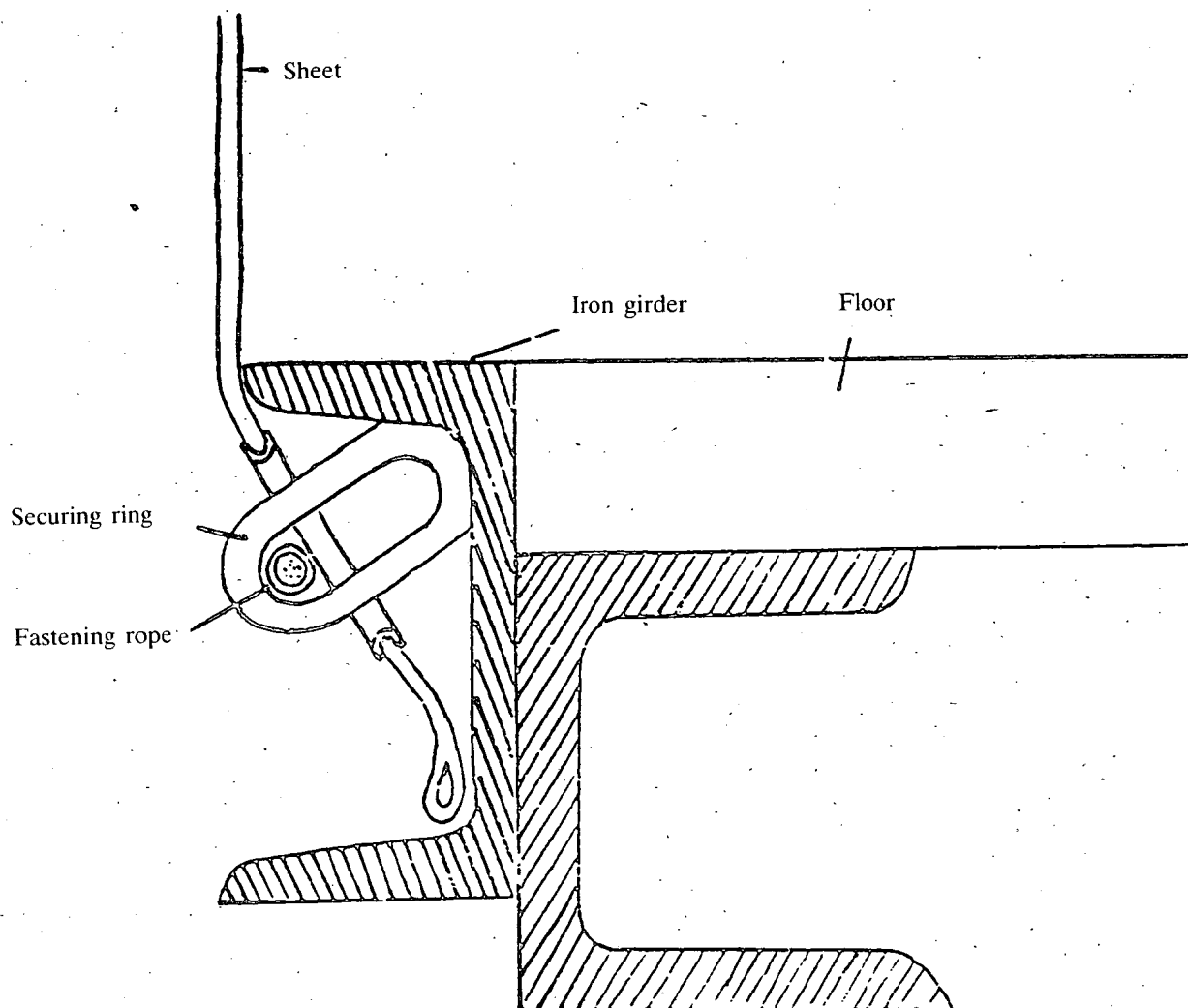
Sketch No. 3
Example of a device for fastening vehicle sheets

The device illustrated below meets the requirements of the last part of paragraph 11 of annex 2, article 3. It also meets the requirements of annex 2, article 3, paragraph 6.



Sketch No. 4
Device for fastening sheets

The device illustrated below meets the requirements of annex 2, article 3, subparagraph 6 (a).



Annex 7 -**ANNEX REGARDING APPROVAL OF
CONTAINERS****Part I****REGULATIONS ON TECHNICAL CONDITIONS
APPLICABLE TO CONTAINERS WHICH MAY BE
ACCEPTED FOR INTERNATIONAL TRANSPORT
UNDER CUSTOMS SEAL****Article I****Basic principles**

Approval for the international transport of goods under Customs seal may be granted only to containers constructed and equipped in such a manner that:

- (a) no goods can be removed from, or introduced into, the sealed part of the container without leaving visible traces of tampering or without breaking the Customs seal;
- (b) Customs seals can be simply and effectively affixed to them;
- (c) they contain no concealed spaces where goods may be hidden;
- (d) all spaces capable of holding goods are readily accessible for Customs inspection.

Article 2**Structure of containers**

1. To meet the requirements of article 1 of these Regulations:

(a) the constituent parts of the container (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 visible traces or by such methods as will produce a structure which cannot be modified without leaving visible 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;

(b) doors and all other closing systems (including stopcocks, manhole-covers, flanges, etc.) shall be fitted with a device on which Customs seals can be fixed. This device must be such that it cannot be removed and replaced from outside the container without leaving visible traces, or the door or fastening be opened without breaking the Customs seals. The latter shall be adequately protected. Opening roofs shall be permitted;

(c) apertures for ventilation and drainage shall be provided with a device preventing access to the interior of the container. This device must be such that it cannot be removed and replaced from outside the container without leaving visible traces.

2. Notwithstanding the provisions of article 1 (c) of these Regulations, constituent parts of the container which, for practical reasons, have to include empty spaces (for example, between the partitions of a double wall) shall be permitted. In order that the said spaces cannot be used to conceal goods:

(i) where it covers the full from floor to roof, or, in other cases, where the space between it and the outer wall is completely enclosed, the lining inside the container shall be so fitted that it cannot be removed and replaced without leaving obvious traces, and

(ii) 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 container, the number of such spaces shall be kept to a minimum and these spaces shall be readily accessible for Customs inspection.

Article 3**Containers capable of being folded or dismantled**

Containers capable of being folded or dismantled shall be subject to the provisions of articles 1 and 2 of these Regulations; in addition, they shall be fitted with a bolting system which locks the various parts together once the container has been erected. This bolting system must be capable of being sealed by the Customs if it is on the outside of the container when the latter has been erected.

Article 4**Sheeted containers**

1. Where applicable, the provisions of articles 1, 2 and 3 of these Regulations shall apply to sheeted containers. In addition, these containers shall conform to the provisions of this article.

2. The sheet shall be either of strong canvas or of plastic-covered or rubberized cloth, which shall be of sufficient strength and unstretchable. It shall be 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 without leaving visible traces.

3. If the sheet is made up of several pieces, their edges shall be folded into one another and sewn together with two seams at least 15 mm apart. These seams shall be made as shown in sketch No. 1 appended to these Regulations; however, where in the case of certain parts of the sheet (such as flaps and reinforced corners) it is not possible to assemble the pieces in that way, it shall be sufficient to fold the edge of the top section and make the seams as shown in sketch No. 2 appended to these Regulations. One of the seams shall be visible only from the inside and the colour of the thread used for that seam shall be clearly different from the colour of the sheet itself and from the colour of the thread used for the other seam. All seams shall be machine-sewn.

4. If the sheet is of plastic-covered cloth, and is made up of several pieces, the pieces may alternatively be welded together in the manner shown in sketch No 3 appended to these Regulations. The edges of the pieces shall overlap by at least 15 mm band of plastic material at least 7 mm wide, affixed by the same welding process. The plastic band and a width of at least 3 mm on each side shall have a well marked uniform relief stamped on it. The pieces shall be welded in such a way that they cannot be separated and rejoined without leaving visible traces.

5. Repairs shall be made in accordance with the method described in sketch No 4 appended to these Regulations; the edges shall be folded into one another and sewn together with two visible seams at least 15 mm apart; the colour of the thread visible from the inside shall be different from that of the thread visible from the outside and from that of the sheet itself; all seams shall be machine-sewn. When a sheet which has been damaged near the edges is repaired by replacing the damaged part by a patch, the seam can also be made in accordance with the provisions of paragraph 3 of this article and

sketch No. 1 appended to these Regulations. Sheets of plastic-covered cloth may alternatively be repaired in accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet, the patch being fitted on the inside of the sheet.

6. The sheet shall be fixed to the container in strict compliance with the conditions set forth in article 1 (a) and (b) of these Regulations. The following systems can be used:

- a) The sheet can be secured by
 - i) metal rings fixed to the containers;
 - ii) eyelets in the edge of the sheet and
 - iii) a fastening passing through the rings above the sheet and visible from the outside for its entire length.

The sheet shall overlap solid parts of the container by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the container by itself prevents all access to the goods.

b) When any edge of a sheet is to be permanently secured to a container, the two surfaces shall be joined together without a break and shall be held in place by strong devices.

c) When a sheet locking system is used it shall in locked position join the sheet tightly to the outside of the container (as an example see sketch No. 6).

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

8. The spaces between the rings and the spaces between the eyelets shall not exceed 300 mm between rings and eyelets on either side of the upright if the construction of the container and the sheet is such as to prevent all access to the interior of the container. The eyelets shall be reinforced.

9. The following fastenings shall be used:

- (a) steel wire rope of at least 3 mm diameter; or
- (b) a rope of hemp or sisal of at least 8 mm diameter encased in a transparent unstretchable plastic sheath.

Wire ropes may have a transparent unstretchable plastic sheath.

In cases where the sheet has to be fixed to the frame in a system of construction which otherwise complies with the provisions of paragraph 6 (a) of this article, a thong

can be used as fastening (an example of such a system of construction is given in sketch No. 7 appended to this annex). The thong has to comply with the requirements stipulated in paragraph 11 (c) with regard to material, dimensions and shape.

10. Each rope shall be in one piece and have a hard metal end-piece at each end. The fastener of each metal end-piece shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or the strap of the Customs seal. The rope shall remain visible on either side of the hollow rivet so that it is possible to ensure that the rope is in one piece (see sketch No. 5 appended to these Regulations).

11. At the openings in the sheet, used for loading and unloading, the two edges of the sheet shall have an adequate overlap. They shall also be fastened by:

(a) a flap sewn or welded in accordance with paragraphs 3 and 4 of this article;

(b) rings and eyelets meeting the conditions of paragraph 8 of this article, the rings shall be manufactured of metal; and

(c) a thong made of appropriate material, in one piece and unstretchable, at least 20 mm wide and 3 mm thick, passing through the rings and holding together the two edges of the sheet and the flap; the thong shall be secured inside the sheet and fitted with an eyelet to take the rope mentioned in paragraph 9 of this article. A flap shall not be required if a special device, such as a baffle plate, is fitted, which prevents access to the goods without leaving visible traces.

12. The identifications marks, which must appear on the container, and the approval plate provided for in Part II of this annex, shall in no circumstances be covered by the sheet.

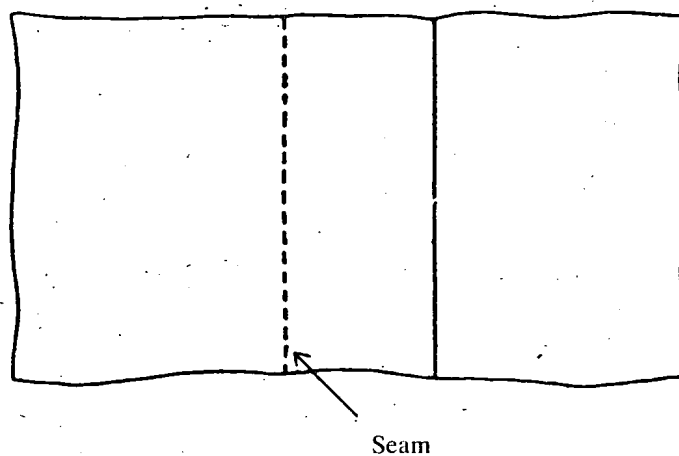
Article 5

Transitional provisions

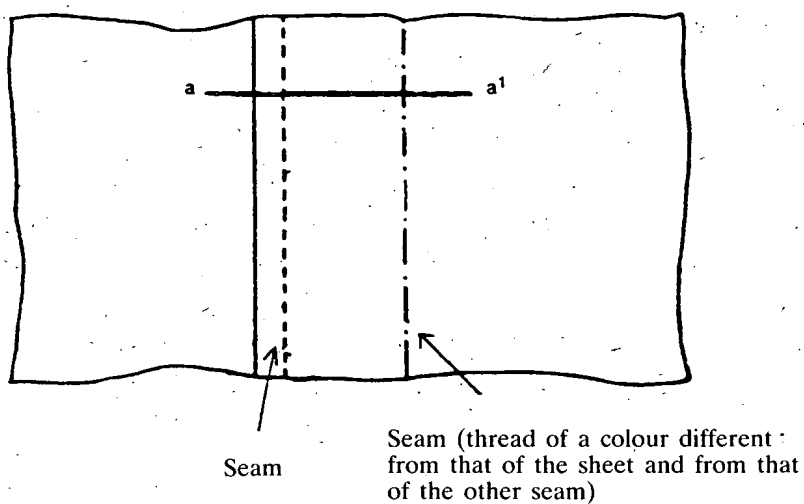
Until 1 January 1977, end-pieces shall be allowed which conform to sketch No. 5 appended to these Regulations, even if they include hollow rivets of a type previously accepted with holes of dimensions less than those given in the sketch.

Sketch No 1
Sheet made of several pieces sewn together

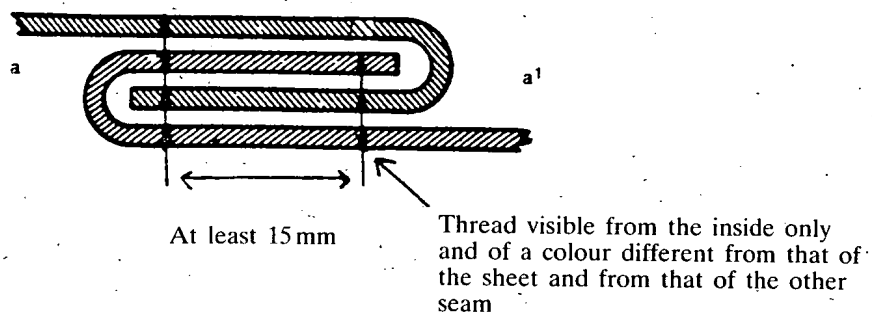
Outside view



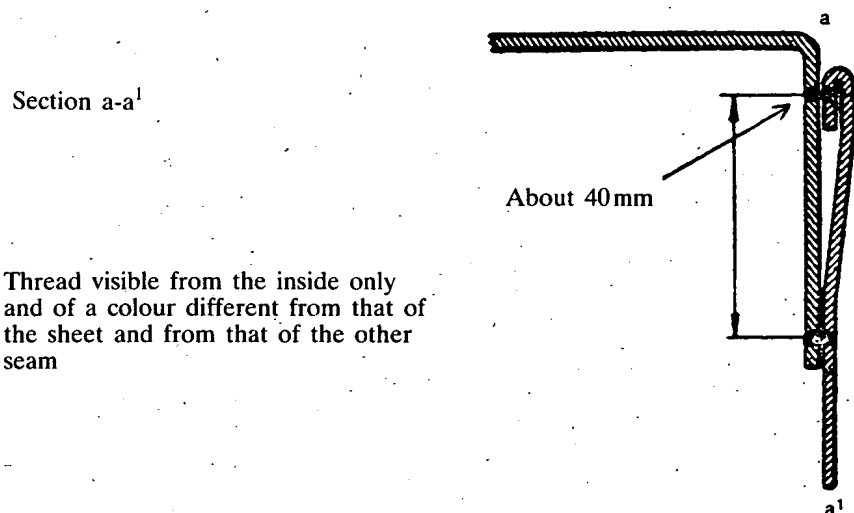
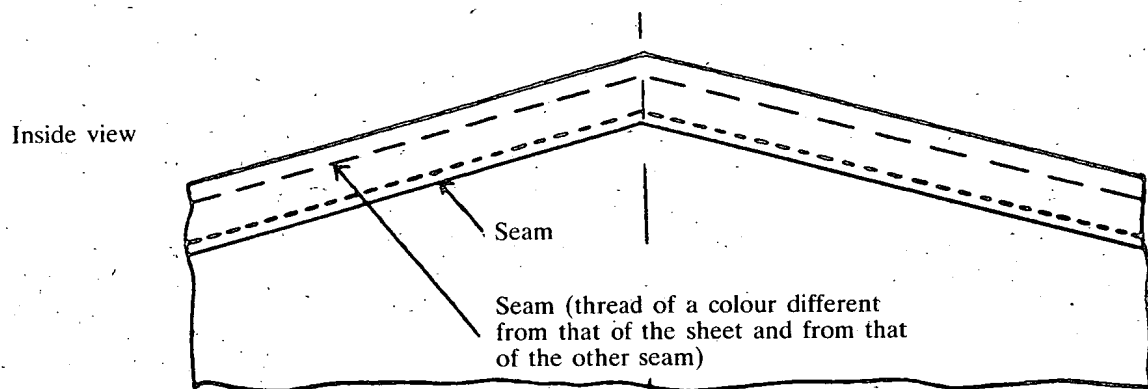
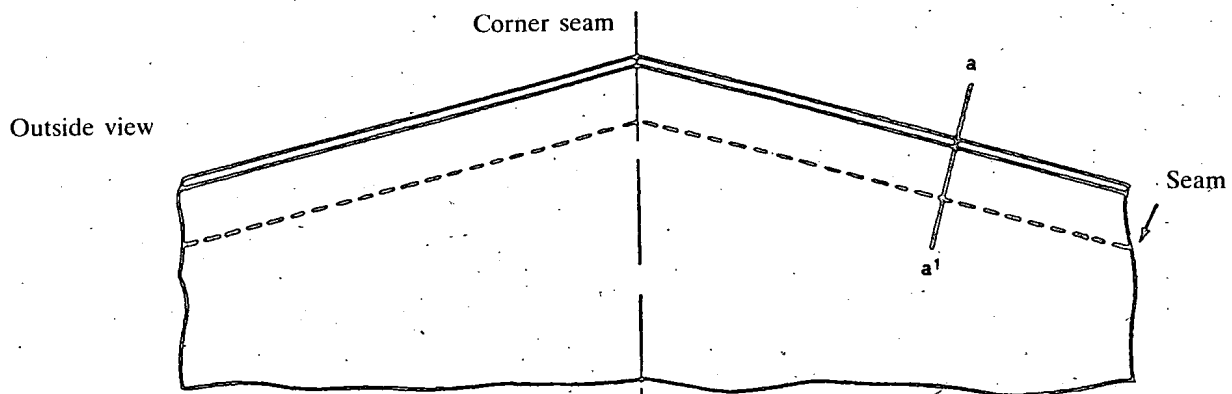
Inside view



Section a-a¹
Double flat seam

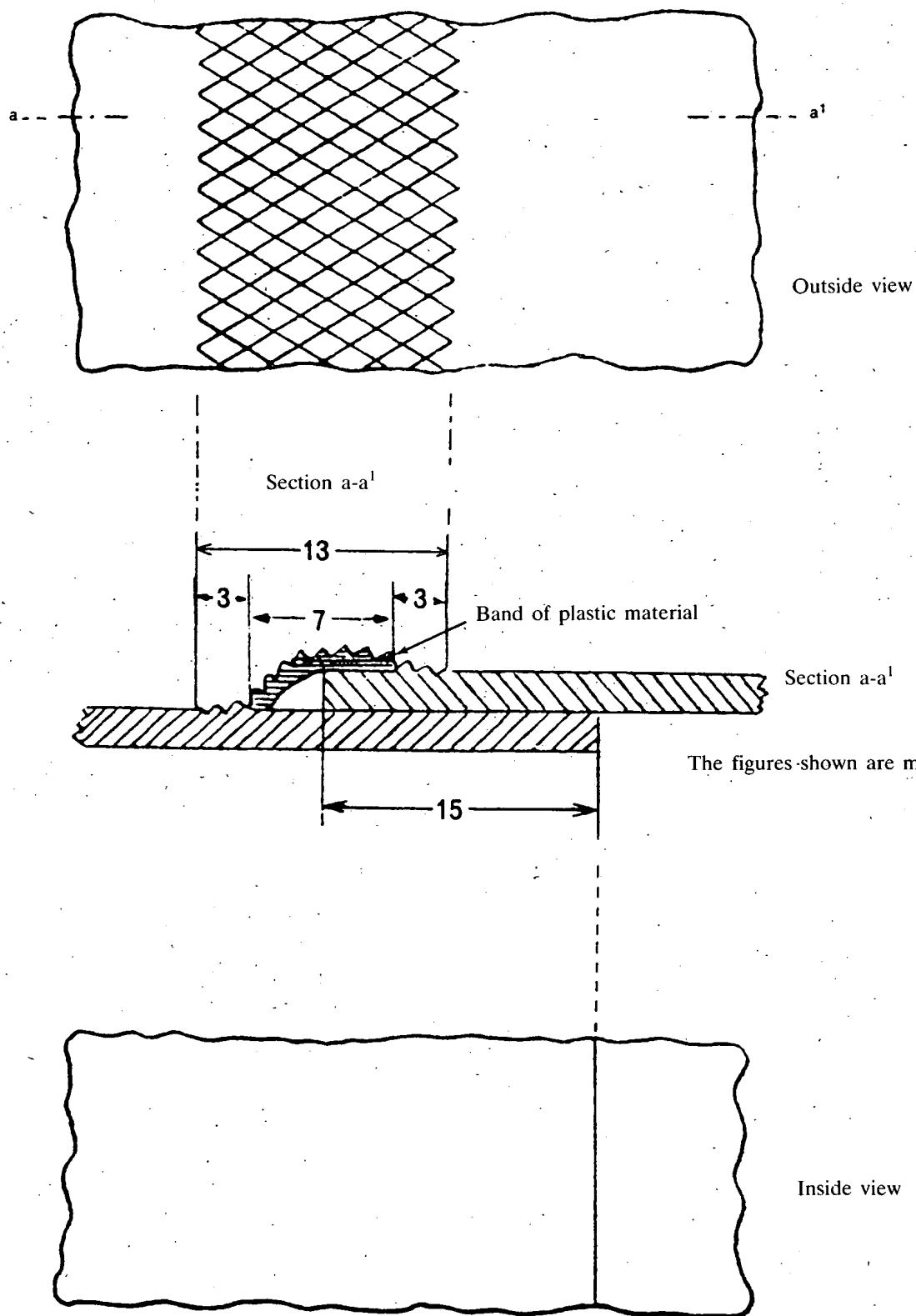


Sketch No 2
Sheet made of several pieces sewn together



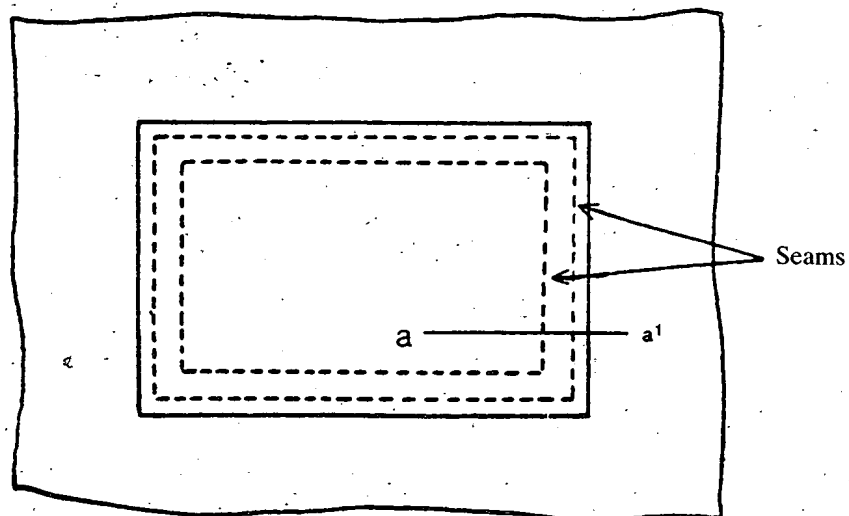
NOTE: The corner seams made according to the method illustrated in Sketch No. 2 (a) in annex 2 of this Convention are also allowed.

Sketch No 3
Sheet made of several pieces welded together

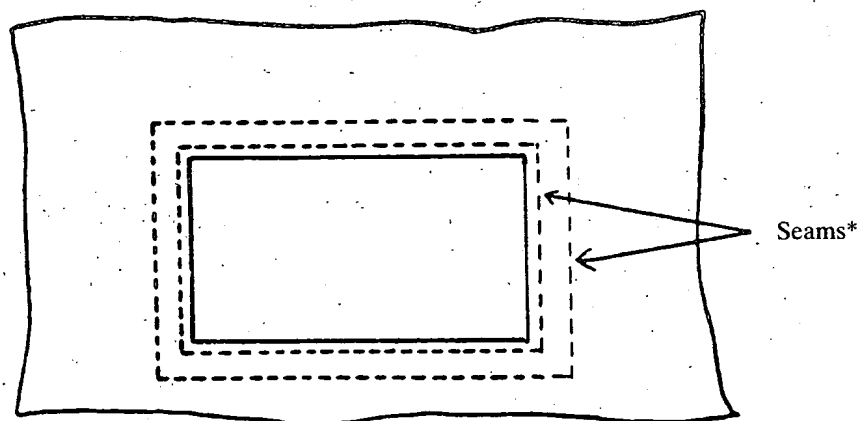


Sketch No 4
Repair of the sheet

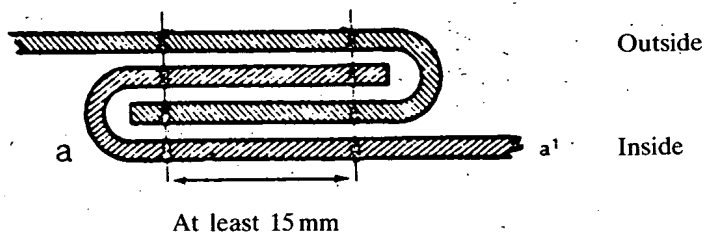
Outside view



Inside view



Section a-a'

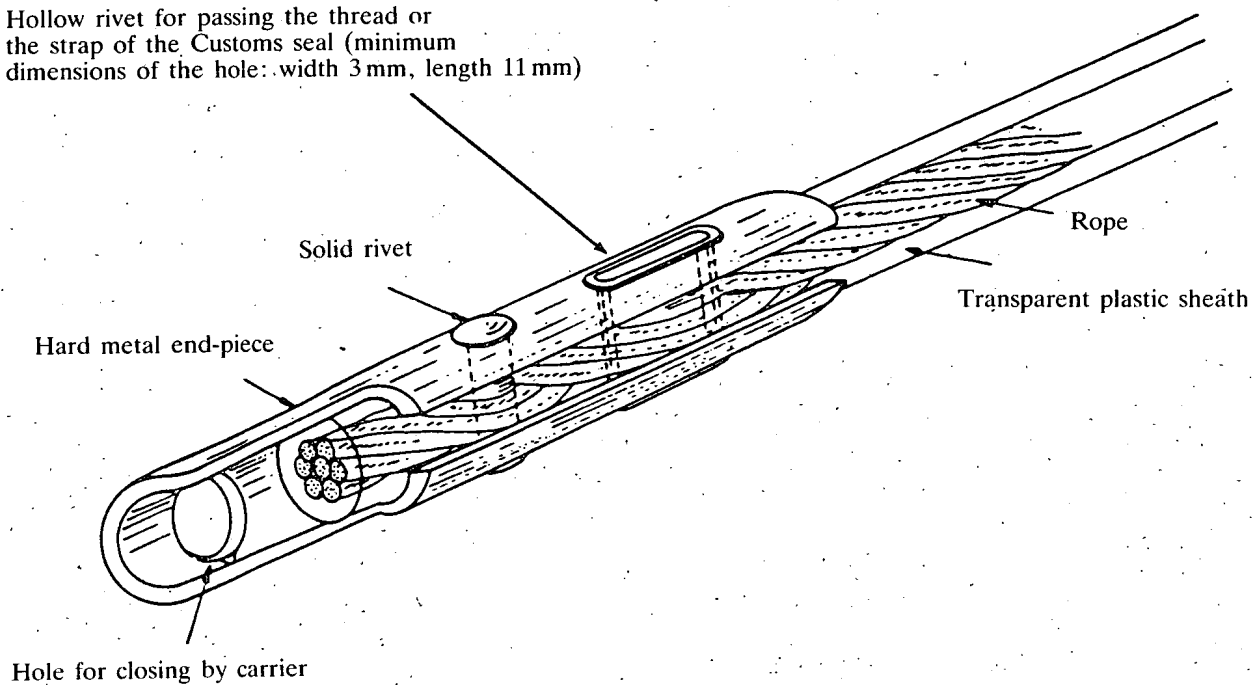


* Threads visible from the inside shall be of a colour different from that of the threads visible from the outside and from that of the sheet.

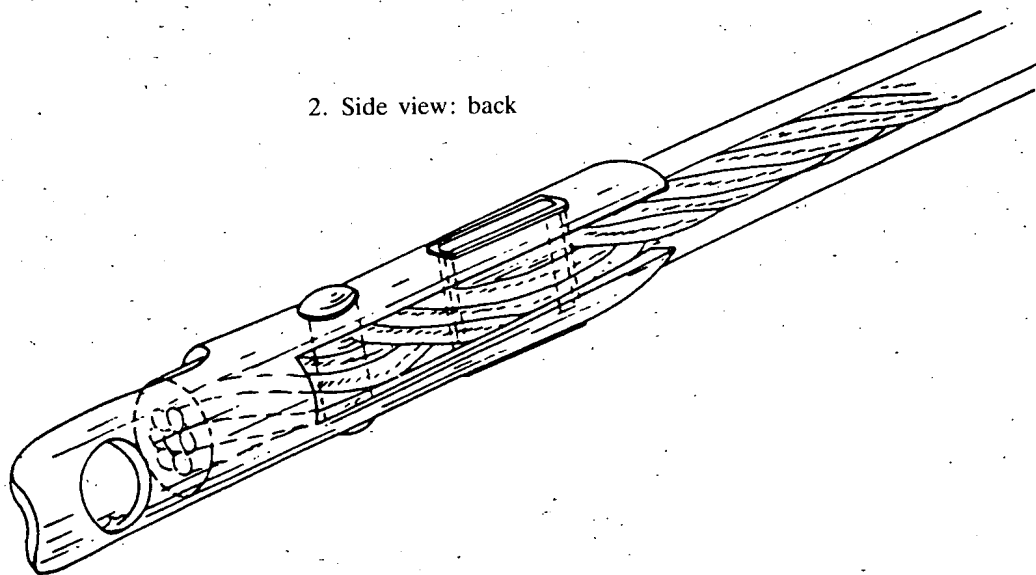
Sketch No 5
Example of end-piece

1. Side view: front

Hollow rivet for passing the thread or
the strap of the Customs seal (minimum
dimensions of the hole: width 3 mm, length 11 mm)



2. Side view: back



Part II

**PROCEDURES FOR THE APPROVAL OF
CONTAINERS COMPLYING WITH THE
TECHNICAL CONDITIONS PRESCRIBED IN
PART I****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.

5. The approval plate, conforming to model No 1 reproduced in appendix 1 to this Part, shall take the form of a metal plate measuring not less than 20cm by 10cm. 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 or letters of the type of container.

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 reapproved by the competent authority before it can be used for the transport of goods under Customs seal.

Special provisions for approval by design type at the manufacturing stage

8. Where the containers are manufactured by type series, the manufacturer may apply to the competent authority of the country of manufacture for approval by design type.

9. The manufacturer shall state in his application the identification numbers or letters which he assigns to the type of container to which his application for approval relates.

10. The application shall be accompanied by drawings and a detailed design specification of the container type to be approved.

11. The manufacturer shall give an undertaking in writing that he will:

(a) produce to the competent authority such containers of the type concerned as that authority may wish to examine;

(b) permit the competent authority to examine further units at any time during the production of the type series concerned;

(c) advise the competent authority of any change, of whatever magnitude, in the design or specification before proceeding with such change;

(d) mark the containers in a visible place with, in addition to the markings required on the approval plate, the identification numbers or letters of the design type and the serial number of the container in the type series (manufacturer's number);

(e) keep a record of containers manufactured to the approved design type.

12. The competent authority shall state what changes, if any, must be made to the proposed design type so that approval may be granted.

13. No type-approval by design type shall be granted unless the competent authority has satisfied itself by examination of one or more containers manufactured to the design type concerned that containers of that type comply with the technical conditions prescribed in Part I.

14. When a container type is approved there shall be issued to the applicant a single certificate of approval conforming to model No II reproduced in appendix 2 to this Part and valid for all containers manufactured in conformity with the specifications of the type so approved. Such certificate shall entitle the manufacturer to affix to every container of the type series an approval plate in the form prescribed in paragraph 5 of this Part.

Special provisions for approval at a stage subsequent to manufacture

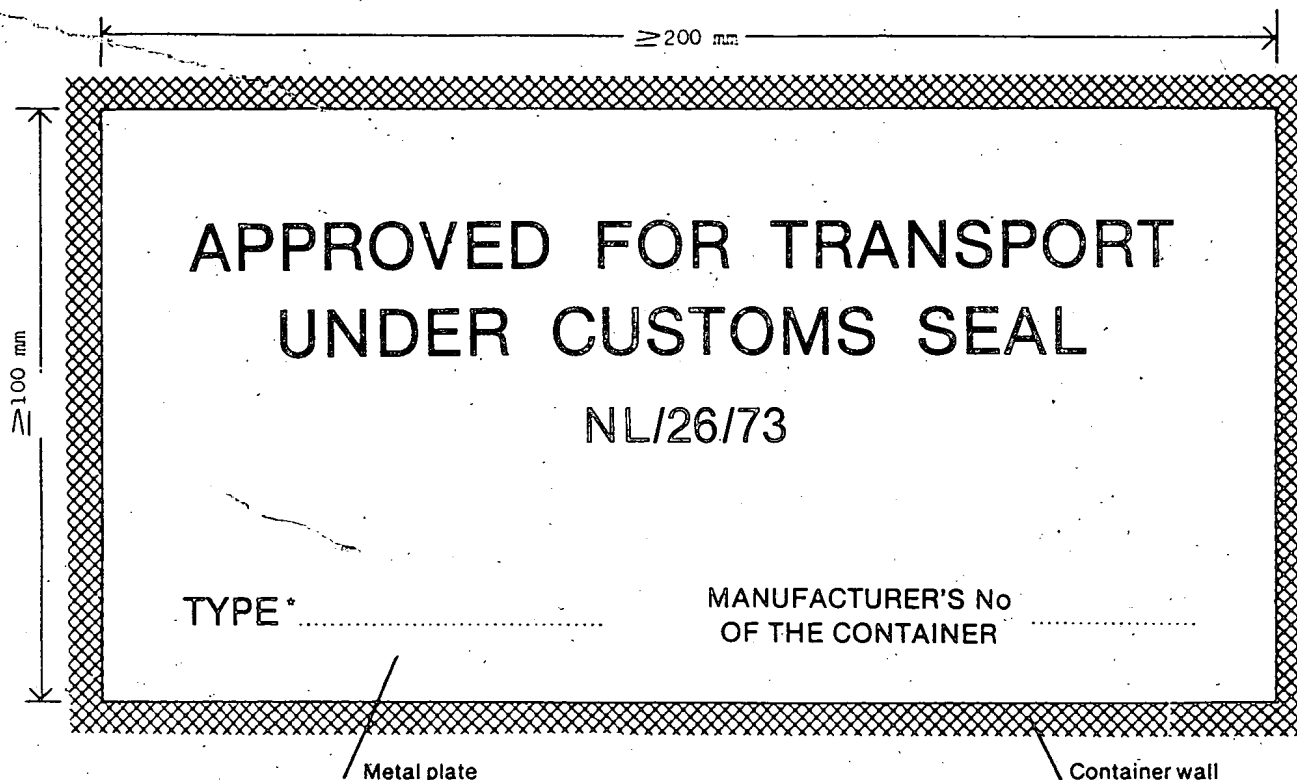
15. If approval has not been applied for at the manufacturing stage, the owner, the operator, or the representative or either, may apply for approval to the competent authority to which he is able to produce the container or containers and for which he seeks approval.

16. An application for approval submitted under paragraph 15 of this Part shall state the serial number (manufacturer's number) placed on each container by the manufacturer.

17. When the competent authority has ascertained that the container or containers comply with the technical conditions prescribed in Part I, by examination of as many containers as it considers necessary, it shall issue a certificate of approval conforming to model No. III reproduced in appendix 3 to this Part and valid solely for the number of containers approved. Such certificate, which shall bear the manufacturer's serial number or numbers assigned to the container or containers to which it relates, shall entitle the applicant to affix to each container so approved the approval plate prescribed in paragraph 5 of this Part.

Appendix 1 to Part II

Model No. 1
Approval Plate
 (English version)



* Only in case of approval by design type

Appendix 2 to Part II

Model No. II

Customs convention on the international transport of goods
 under cover of TIR Carnets (1975)

Certificate of approval by design type

1. Certificate No. *
2. This is to certify that the container design type described below has been approved and that containers manufactured to this type can be accepted for the transport of goods under Customs seal.
3. Kind of container.....
4. Identification number or letters of the design type.....
5. Identification number of the working drawings.....

6. Identification number of the design specifications.....
7. Tare weight.....
8. External dimensions in cm.....
9. Essential characteristics of structure (nature of materials, kind of construction, etc.).....
10. This certificate is valid for all containers manufactured in conformity with the drawings and specifications referred to above.
11. Issued to
(manufacturer's name and address)
- who is authorized to affix an approval plate to each container of the approved design type manufactured by him,
- at on 19.....
(place) (date)
- by
(signature and stamp of issuing service or organisation)

(See notice overleaf)

- * Insert the letters and figures, which are to be marked on the approval plate (see annex 7, part II, paragraph 5 (b), to the Customs Convention on the International Transport of Goods under cover of TIR Carnets, 1975).

Appendix 3 to Part II

Model No. III

Customs convention on the international transport of goods under cover of TIR Carnets (1975)

Certificate of approval granted at a stage subsequent to manufacture

1. Certificat No *
2. This is to certify that the container (containers) specified below has (have) been approved for the transport of goods under Customs seal.

3. Kind of container(s)

4. Serial number(s) assigned to the container(s) by the manufacturer

5. Tare weight

6. External dimensions in cm

7. Essential characteristics of structure (nature of materials, kind of construction, etc.)

8. Issued to
(applicant's name and address)

who is authorized to affix an approval plate to the above-mentioned container(s),

at on 19.....
(place) (date)

by
(signature and stamp of issuing service or organisation)

(See notice p. 464)

* Insert the letters and figures, which are to be marked on the approval plate (see annex 7, part II, paragraph 5 (b), to the Customs Convention on the International Transport of Goods under cover of TIR Carnets, 1975).

Annex 7
Part III

IMPORTANT NOTICE

(Annex 7, part II, paragraphs 6 and 7, to the Customs Convention on the International Transport of Goods under cover of TIR Carnets, 1975)

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 reapproved by the competent authority before it can be used for the transport of goods under Customs seal.

EXPLANATORY NOTES

1. The Explanatory Notes to annex 2 set out in annex 6 of this Convention apply *mutatis mutandis* to containers approved for transport under Customs seal for the application of this Convention.

2. Part I – Article 4, subparagraph (a)

Example of a system of affixing sheets around containers' corner-castings, acceptable from a Customs point of view, is given in the sketch appended to this Part III.

3. Part II – Paragraph 5

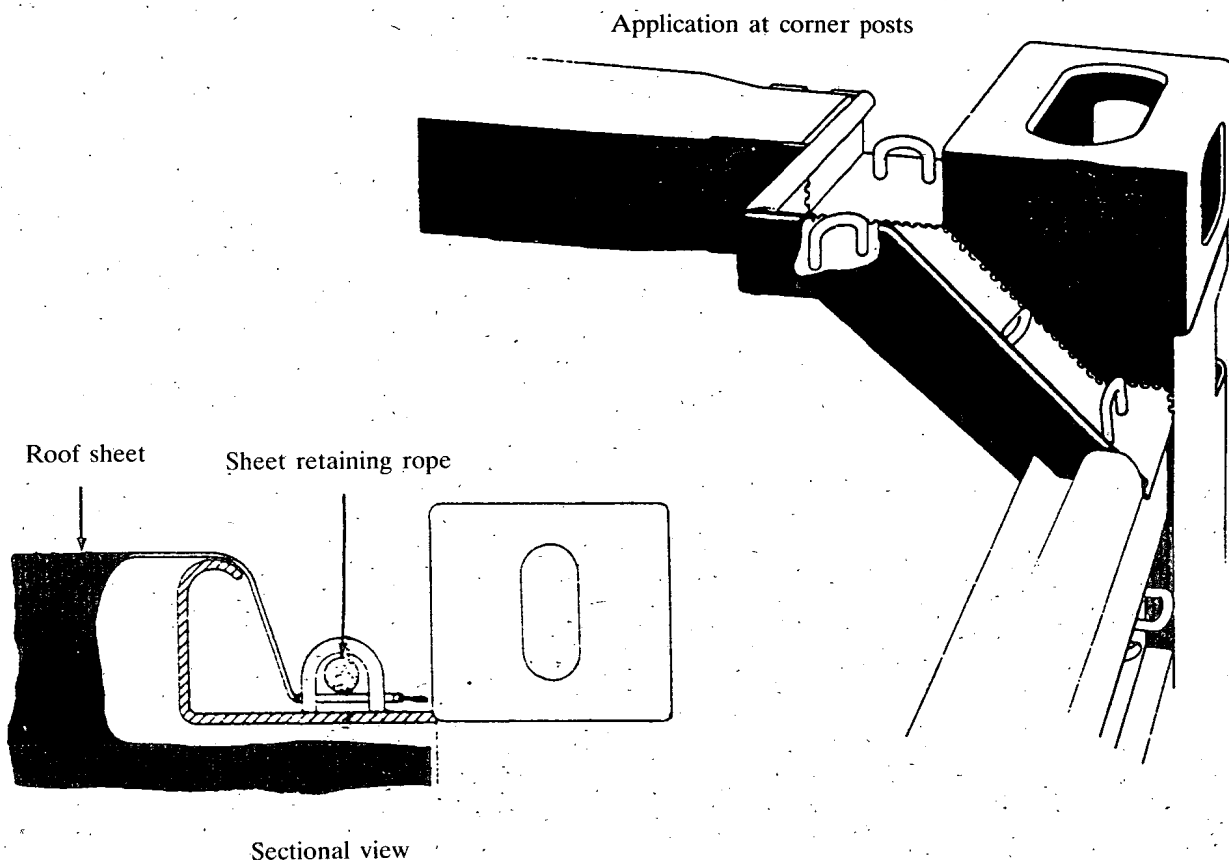
If two sheeted containers, approved for transport under Customs seal have been joined together in such a way that they form one container, covered by a single sheet and fulfilling the conditions for transport under Customs seal, a separate certificate of approval, or approval plate, shall not be required for the combination.

Annex 7

Part III

Device for affixing sheets around containers corner castings

The device illustrated below meets the requirements of Part I, article 4, paragraph 6, subparagraph (a)

**Annex 8****COMPOSITION AND RULES OF PROCEDURE OF THE ADMINISTRATIVE COMMITTEE****Article 1**

i) The Contracting Parties shall be members of the Administrative Committee.

ii) The Committee may decide that the competent administrations of States referred to in article 52, paragraph 1 of this Convention which are not Contracting Parties or representatives of international organizations may, for questions which interest them, attend the sessions of the Committee as observers.

Article 2.

The Secretary-General of the United Nations shall provide the Committee with secretariat services.

Article 3

The Committee shall, at its first session each year, elect a chairman and a vice-chairman.

Article 4

The Secretary-General of the United Nations shall convene under the auspices of the Economic Commission for Europe the Committee annually and also at the request

of the competent administrations of at least five States which are Contracting Parties.

Article 5

Proposals shall be put to the vote. Each State which is a Contracting Party represented at the session shall have one vote. Proposals other than amendments to this Convention shall be adopted by the Committee by a majority of those present and voting. Amendments to this Convention and the decisions referred to in articles 59 and 60 of this Convention shall be adopted by a two-thirds majority of those present and voting.

Article 6

A quorum consisting of not less than half of the States which are Contracting Parties is required for the purposes of taking decisions.

Article 7

Before the closure of its session, the Committee shall adopt its report.

Article 8

In the absence of relevant provisions in this annex, the Rules of Procedure of the Economic Commission for Europe shall be applicable unless the Committee decides otherwise.

DODATKI 1-8 H KONVENCIJI TIR 1975

Dodatek 1, stran 5

ODREZEK ŠT. 1 (lihe strani, bela barva)

ZVEZKA TIR Št.

1. Prevzela carinarnica: 2. Pod št. 3. Zaznamovano s carinskimi obležji 4. Carinska obležja niso poškodovana 5. Razno (predpisana pot, carinarnica, na kateri mora biti tovor pregledan, itd.)	6. Podpis carinika in žig carinarnice z datumom
---	---

LISTIČ št. 1		1. ZVEZEK TIR št.:	
2. Odhodna(e) carinarnica(e) 1. 2. 3.		3. Izdal (ime izdajatelja)	
Za uradno uporabo		4. Velja za prevzeto blago na odhodni carinarnici do vključno	
		5. Imetnik zvezka (ime, naslov, država)	
		6. Odhodna država	7. Namembna država
8. Reg. št. cestnih(ega) vozil(a) 9. Potrdilo(a) o odobritvi (št., datum)		10. Listine, ki so priložene manifestu	
B L A G O V N I M A N I F E S T			
11. a) Oznake tovarišč(a) ali zabojnikov b) Oznake in št. tovorkov ali predmetov	12. Število in vrsta tovorkov, ali predmetov (vrsta blaga)	13. kosmata teža v kg	18. Nameščena carinska obležja (število razpoznavne številke)
14. Skupno število tovorkov, navedenih v manifestu: Napoteno v: 1. Carinarnico 2. Carinarnico 3. Carinarnico	15. Potrjujem, da so navedbe v rubrikah 1 do 14 točne in popolne 16. Kraj in datum 17. Podpis imetnika ali njegovega zastopnika	19. Odhodna carinarnica: Podpis carinika in žig carinarnice z datumom	
20. Potrdilo o prevzemu blaga (na odhodni ali medpotni vhodni carinarnici)		22. Prevozní rok	
21. Carinska obležja niso poškodovana			
23. Vpisano na carinarnici pod št.			
24. Razno (predpisana pot, carinarnica, na kateri mora biti tovor pregledan, itd.)			
25. Podpis carinika in žig carinarnice z datumom			

Dodatek 1, stran 6 -

ODREZEK št. 2 (sode strani, zelena barva)

ZVEZKA TIR št.

1. Prihod, potrjen na carinarnici: 2. Obležja istovetnosti so nepoškodovana 3. Raztovarjeno v tovarnih ali posameznih predmetih, tako kot piše na manifestu 4. Nameščena nova obležja 5. Priloge	6. Podpis carinika in žig carinarnice z datumom
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LISTIČ ŠT. 2		1. ZVEZEK TIR št.:	
2. Odhodna(e) carinarnica(e) 1. 2.		3. Izdal (ime izdajatelja)	
Za uradno uporabo		4. Velja za prevzeto blago na odhodni carinarnici do vključno	
8. Reg. št. cestnega(ega) vozila(a) 9. Potrdilo o odobritvi tovarišča (št. in datum)		5. Imetnik zvezka (ime, naslov, država)	
BLAGOVNI MANIFEST		6. Odhodna država	7. Namembna država
11. a) oznaka tovarišč(a) ali zaobjnika(ov) b) Oznake in št. tovarov ali predmetov		10. Listine, ki so priložene manifestu	
12. Število in vrsta tovarov ali predmetov (vrsta blaga)		13. Kosnata teža v kg	18. Nameščena carinska obeležja (število, razpoznavne številke)
14. Skupno število tovarov, navedenih v manifestu: Nepotenov v: 1. Carinarnico: 2. carinarnico: 3. carinarnico:	15. Potrjuje, da so navedbe v rubrikah 1 do 14 točne in popolne 16. Kraj in datum 17. Podpis imetnika ali njegovega zastopnika	19. Odhodna carinarnica: Podpis carinika in žig carinarnice z datumom	
20. Potrdilo o prevzemu blaga (na odhodni ali medpotni vhodni carinarnici)		26. Potrdilo o razbremenitvi (na medpotni izhodni carinarnici)	
21. Carinska obeležja niso poškodovana	22. Prevoznik rok	27. Carinska obeležja niso poškodovana	
23. Vpisano na carinarnici pod št.		28. Število raztovorjenih tovarov	
24. Razno (predpisana pot, carinarnica, na kateri mora biti tovar pregledan, itd.)		29. Priročnik	
25. Podpis carinika in žig carinarnice z datumom OREZEK, ki je, kadar je to potrebno, IZKLJUČNO NAMENJEN namembni carinarnici.		30. Podpis carinika in žig carinarnice z datumom	

Dodatek 1, stran 7

LISTIČ ŠT. 2 (roza barve)		1. ZVEZEK TIR ŠT.:	
2. Odhodna(e) carinamica(e) 1. 2. 3.		3. Izdal (ime izdajatelja)	
Za uradno uporabo		4. Velja za prevzeto blago na odhodni carinamici do vključno	
		5. Imetnik zvezka (ime, naslov, država)	
8. Reg. št. cestnih(ega) vozil(a)		6. Odhodna država	7. Namembna država
9. Potrdila o odobritvi tovarišča (št. in datum)		10. Listine, ki so priložene manifestu	
BLAGOVNI MANIFEST			
11.a) Oznake tovarišča(a) ali zabojnika(ov) b) Oznake in št. tovorkov ali predmetov	12. Število in vrsta tovorkov ali predmetov; vrsta blaga	13. Kosnata teža v kg.	18. Namenska carinska obležja (število, razpoznavne številke)
14. Skupno število tovorkov, navedenih v manifestu:		15. Potrjujem, da so navedbe v rubrikah 1 do 14 točne in popolne.	19. Odhodna carinamica: Podpis carinika in žig carinamice z datumom
Napoteno v:		16. Kraj in datum	
1. carinamico:		17. Podpis imetnika ali ... njegovega zastopnika.....	
2. carinamico:			
3. carinamico:			
20. Potrdilo o prevzetju blaga (na odhodni ali medpotni vhodni carinamici)		26. Potrdilo o razbremenitvi (na medpotni izhodni ali namembni carinamici)	
21. Carinska obležja niso poškodovana	22. Prevozní rok	27. Carinska obležja niso poškodovana	
23. Vpisano na carinamici pod št.:		28. Število raztovorjenih tovorkov	
24. Razno (predpisana pot, carinamica, na kateri mora biti tovar pregledan, itd.)		29. Pridržki	
25. Podpis carinika in žig carinamice z datumom		30. Podpis carinika in žig carinamice z datumom	

Dodatek 1, stran 8

UCITOVIITVENI ZAPISNIK (rumene barve)
sestavljen v skladu s 25. členom Sporazuma TIR
(in določili od 13. do 17, ki se nanašajo na uporabo zvezka TIR)

1. Odhodna carinarnica		2. ZVEZEK TIR št.																			
		3. Izdal ga je:																			
4. Reg. št. cestnega(ih) vozil(a) Razpoznavna št. zabojujka(ov)		5. Inetnik: zvezka:																			
6. Carinsko(a) obeležje(a) je/so poškodovano(a) nepoškodovano(a) ☐ ☐		8. Pripombe																			
7. Tovorišče(a) oz. zabojujnik(i) je/so poškodovano(a) nepoškodovano(a) ☐ ☐																					
9. Videti je, da noben kos blaga ne manjka ☐ Blago, navedeno v rubrikah od 10. do 13, manjka (M), je poškodovano (D), DA NE kot je navedeno v rubriki 12																					
10. a) Oznake tovarišč(a) ali zabojujka(ov) b) Oznake in številke tovorkov ali predmetov	11. Število in vrsta tovorov oz. predmetov; vrsta blaga	12. M ali D	13. Pripombe (navedite manjkajoče ali poškodovane količine)																		
14. Dan, kraj in okoliščine nezgode:																					
15. Ukrepi za nadaljevanje prevoza TIR • namestitev novih carinskih obeležij vrsta • pretovarjanje blaga (glej rubriko 16 spodaj) • drugo																					
16. Če je bilo blago pretovorzjeno: opis nadomestnega vozila ali zabojujka(ov)																					
<table border="0"> <tr> <td>Reg. št.:</td> <td>DA ☐ NE ☐</td> <td>Odobreno:</td> <td>DA ☐ NE ☐</td> <td>Št. potrdila</td> <td>Število in vrsta namestitev obeležij</td> </tr> <tr> <td>a) vozila Razpoznavna št.:</td> <td>DA ☐ NE ☐</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>b) zabojujka</td> <td>DA ☐ NE ☐</td> <td></td> <td></td> <td></td> <td></td> </tr> </table>				Reg. št.:	DA ☐ NE ☐	Odobreno:	DA ☐ NE ☐	Št. potrdila	Število in vrsta namestitev obeležij	a) vozila Razpoznavna št.:	DA ☐ NE ☐					b) zabojujka	DA ☐ NE ☐				
Reg. št.:	DA ☐ NE ☐	Odobreno:	DA ☐ NE ☐	Št. potrdila	Število in vrsta namestitev obeležij																
a) vozila Razpoznavna št.:	DA ☐ NE ☐																				
b) zabojujka	DA ☐ NE ☐																				
17. Organ, ki je sestavil ta zapisnik		18. Obaritev naslednje carinarnice, vključene v ta prevoz TIR																			
kraj/datum/zig _____ (Podpis) _____		_____ (Podpis) _____																			

Dodatek 2**PRAVILNIK O TEHNIČNIH POGOJIH, KI JIH MORAJO IZPOLNJEVATI ČESTNA VOZILA V MEDNARODNEM PROMETU ZA PREVOZ POD CARINSKIM OBELEŽJEM****1. ČLEN****Temeljna načela**

Mednarodni prevoz blaga pod carinskim obeležjem se lahko opravlja le z vozili, katerih tovarišče je izdelano in opremljeno tako, da:

- a) se blago ne more vzeti z obeleženega tovarišča in naložiti nanj brez vidnih sledov oziroma ne da bi se pri tem poškodovalo carinsko obeležje;
- b) se carinsko obeležje lahko preprosto in učinkovito namesti;
- c) nima kakšnega skrivališča, kjer se lahko skrrije blago;
- d) imajo cariniki ob pregledu lahek dostop do vseh prostorov, kjer je naloženo blago.

2. ČLEN**Zgradba tovarišča**

Skladu z določbami 1. člena tega pravilnika:

a) morajo biti deli tovarišča (stranice, podi, vrata, streha, obroči, okvir, preklade itd.) sestavljeni tako, da jih ni mogoče niti s pripravami niti s postopki od zunaj odstraniti in ponovno sestaviti brez vidnih sledov. Če so stranice, podi, vrata in streha sestavljeni iz raznih delov, se morajo ti skladati s predpisi in biti dovolj odporni;

b) morajo biti vrata in vsi drugi sestavi za zapiranje (vključno s pipami, pokrovi odprtini za napeljave, prirobnicami itd.) opremljeni z napravo za pritrditev carinskega obeležja. Ta naprava mora biti takšna, da se ne more z zunanje strani odstraniti in ponovno pritrditi brez vidnih sledov ter da se vrata ali druga zapirala ne morejo odpreti, ne da bi se poškodovalo carinsko obeležje. Carinsko obeležje je treba primerno zavarovati. Dovoljena je uporaba pomične strehe;

c) morajo biti prezračevalne in odtočne odprtine opremljene z napravo, ki preprečuje dostop v notranjost tovarišča. Ta naprava mora biti takšna, da se ne more z zunanje strani odstraniti in ponovno pritrditi brez vidnih sledov.

2. Ne glede na točko c) 1. člena tega pravilnika so dovoljeni sestavni del tovarišča, ki imajo iz praktičnih razlogov prazne prostore (na primer dvojne stene med stranicami). Da pa se ti prostori ne bi mogli uporabiti za tihotapljenje, je treba upoštevati naslednje:

i) če notranja obloga prekriva tovarišče od poda do strehe oziroma če je prostor med to oblogo in zunanjo steno popolnoma zaprt, mora biti pritrjena tako, da se ne more odstraniti in ponovno pritrditi brez vidnih sledov; in

ii) če obloga ne sega do strehe in če prostor med njo in zunanjo steno ni popolnoma zaprt ter v vseh drugih primerih, kjer izdelava tovarišča zahteva prazne prostore, naj bo teh čim manj in naj bodo zlahka dostopni za carinske preglede.

3. Okna so dovoljena, če so iz dovolj trpežnega materiala in se ne dajo odstraniti ter ponovno namestiti brez vidnih sledov. Steklo je sicer dovoljeno, vendar mora biti na oknu v tem primeru nepremična kovinska mreža, ki se z zunanje strani ne da odstraniti; velikost okenc v mreži ne sme biti večja od 10 mm.

4. Odprtine v podu, ki se uporabljajo za tehnične namene, npr. mazanje, vzdrževanje, polnjenje posode za pesek, so dovoljene le, če imajo pokrov, ki je tako pritrjen, da dostop do tovarišča od zunanj ni možen.

3. ČLEN**Vozila s ponjavo**

1. Določbe 1. in 2. člena tega pravilnika se uporabljajo, kjer je mogoče, tudi za vozila s ponjavo, ki morajo poleg tega izpolnjevati tudi zahteve iz tega člena.

2. Ponjava mora biti iz močnega platna, plastificirane ali gumirane tkanine, ki se ne razteguje in je dovolj čvrsta. Ponjava mora biti kakovostna in tako izdelana, da po namestitvi zapirala dostop na tovarišče ni več mogoč brez vidnih sledov.

3. Če je ponjava sešita iz več delov, morajo biti njihovi robovi preganjeni drug v drugega in sešiti z dvema šivoma v razmiku vsaj 15 mm. Izdelana morata biti v skladu z risbo št. 1, ki je v prilogi tega pravilnika. Kadar pa določenih delov ponjave, kot so zavihki in ojačeni vogali, ni mogoče sešiti na ta način, zadostuje, če se zavihki rob zgornjega dela in se naredijo šivi, kakor kažeta risbi št. 2 oziroma 2a), ki sta v prilogi tega pravilnika. Šiv sme biti viden le z notranje strani in izdelan s sukanecem, ki se po barvi razlikuje od barve ponjave in sukanca drugega šiva. Šivanje mora biti strojno.

4. Če je ponjava iz plastificirane tkanine in izdelana iz več delov, se ti deli lahko tudi zvarijo v skladu z risbo št. 3, ki je v prilogi tega pravilnika. Robova enega in drugega dela se morata prekrivati vsaj za 15 mm in prilegati po vsej širini prekritja. Zunanji rob spoja se mora prekriti s plastičnim trakom, širokim vsaj 7 mm. Ta se pritrdi po enakem varilnem postopku. Po tem traku in še po širini vsaj 3 mm na vsako stran traku se vtisne zelo razločen reliefni vzorec. Deli morajo biti zvarjeni tako, da jih ni mogoče ločiti in ponovno sestaviti brez vidnih sledov.

5. Ponjava se krpa tako, kot je prikazano na risbi št. 4, ki je priložena temu pravilniku. Robova se zapogneta eden v drugega in sešijeta z dvema vidnima šivoma, ki sta vsaj 15 mm narazen. Barva sukanca, ki je viden z notranje strani, se mora razlikovati od barve sukanca, ki je viden z zunanje strani, in od barve ponjave. Šivanje mora biti strojno. Pri krpanju ponjave, ki je poškodovana na robovih, in je pri tem treba vstaviti nov kos tkanine, se šiv lahko naredi v skladu z navodili 3. odstavka tega člena in po risbi št. 1, ki je priložena temu pravilniku. Tudi ponjave iz plastificirane tkanine se lahko krpajo tako, kot je opisano v 4. odstavku tega člena, vendar je v tem primeru treba trak pritrditi na obeh straneh ponjave, krpa pa se namesti z notranje strani.

6. a) Ponjava se pritrdi na vozilo tako, da je strogo v skladu z zahtevama točk a) in b) 1. člena tega pravilnika. Načini pritrditve so naslednji:

- i) s kovinskimi obročki, pritrjenimi na vozilo;
- ii) z očesci, vdelanimi v rob ponjave;

iii) s pritrdilnim kablom, ki teče skozi obročke nad ponjavo in je po vsej svoji dolžini viden z zunanje strani.

Ponjava mora prekrivati trde dele vozila za vsaj 250 mm, merjeno od središča pritrdilnih obročkov, razen če izdelava vozila sama po sebi ne dopušča dostopa do notranjosti tovarišča.

b) Kadar mora biti rob ponjave stalno pritrjen na vozilo, je stik neprekinjen in izveden s trajnimi pritrdili.

7. Ponjava je podprta z ustreznim ogrođjem (podporniki, stranice, loki, letve itd.).

8. Razmik med obročki in očesci ne sme biti večji od 200 mm. Lahko pa je večji, vendar največ 300 mm med obročki in med očesci, ki so na eni in drugi strani podpornika, če izdelava tovarišča in ponjave onemogoča dostop do notranjosti. Očesca morajo biti ojačena.

9. Uporabljajo se naslednja pritrdila:

a) jekleni kabli premera vsaj 3 mm; ali

b) vrvi iz konoplje ali sisala premera vsaj 8 mm v ovoju iz prozorne neraztegljive plastike.

Če je treba ponjavo pritrditi na okvir tovarišča, ki je sicer v skladu s točko a) 6. odstavka tega člena, se kot pritrdilo lahko uporabi jermen (primer takšnega tovarišča je prikazan na risbi št. 7, ki je priloga tega dodatka). Jermen mora biti v skladu z zahtevami, določenimi v točki c) 11. odstavka, ki se nanašajo na snov, velikost in obliko jermena.

10. Kabel ali vrv morata biti v enem kosu, njuna konca pa morata imeti kovinski zaključek. Sponka vsakega kovinskega zaključka mora imeti votlo kovico, ki gre skozi kabel oziroma vrv in omogoča, da se skozi njo lahko vdene vrstica carinskega obeležja. Kabel ali vrv morata biti vidna z ene in druge strani votle kovice, tako da se je možno prepričati, ali sta kabel ali vrv res v enem kosu (glej risbo št. 5; ki je priložena temu pravilniku).

11. Pri odprtinah v ponjavi, ki so namenjene za nakladanje in razkladanje tovora, se morata oba robova ponjave zadovoljivo prekrivati. Pritrjena sta:

a) s prišitim ali privarjenim zavihkom v skladu s 3. in 4. odstavkom tega člena;

b) s kovinskimi obroči in očesci, ki so v skladu z zahtevami 8. odstavka tega člena; ter

c) z neraztegljivim, vsaj 20 mm širokim in 3 mm debelim jermenom iz ustrezne snovi v enem kosu, ki gre skozi obroč in drži robova ponjave in zavihke; jermen je pritrjen znotraj ponjave in ima bodisi

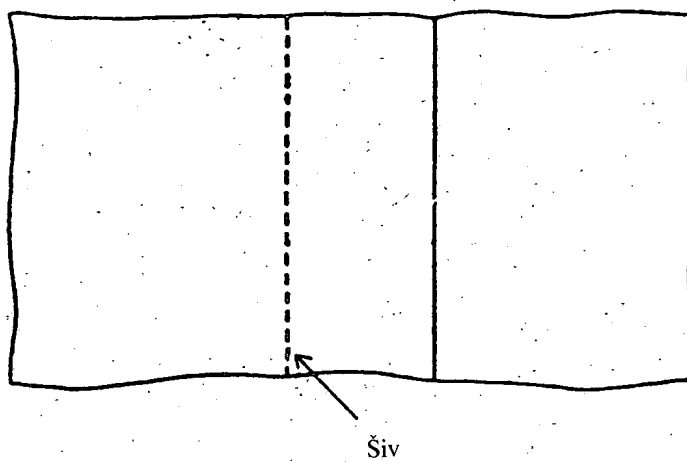
(i) očesce za kabel ali vrv, omenjena v 9. odstavku tega člena, bodisi

(ii) očesce, ki se lahko pritrdi na kovinski obroč, omenjen v 8. odstavku tega člena, in zavaruje s kablom ali vrvo, omenjenima v 9. odstavku tega člena.

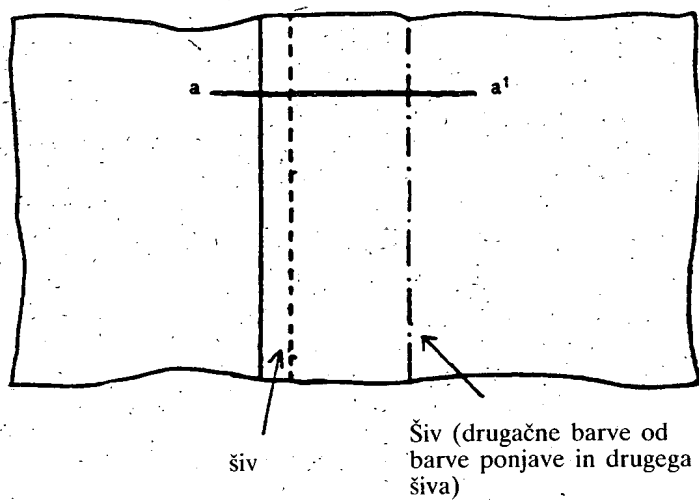
Zavihke ni potreben, če posebna priprava (pokrivalna ploščica itd.) preprečuje dostop do tovarišča brez vidnih sledov.

Risba št. 1
Ponjava, sešita iz več delov

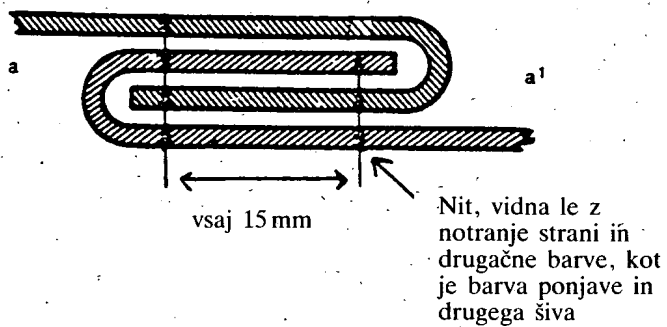
Zunanji videz



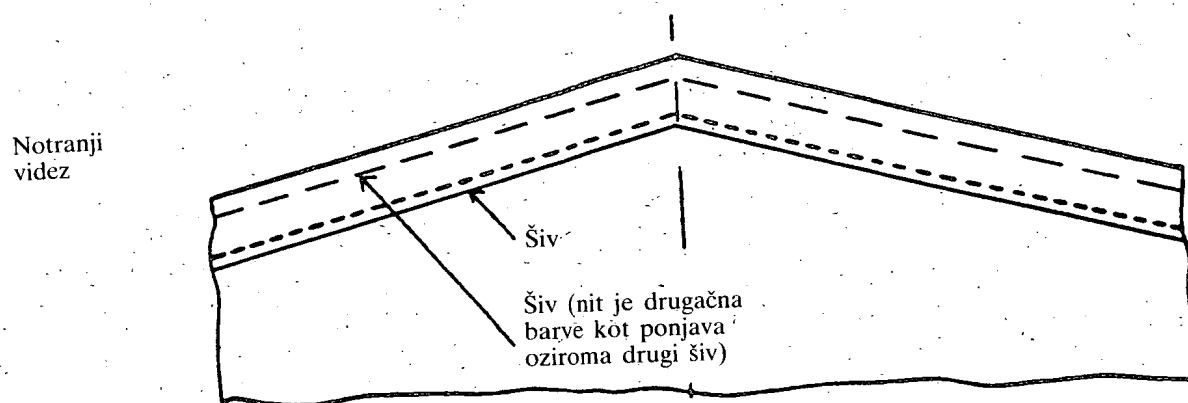
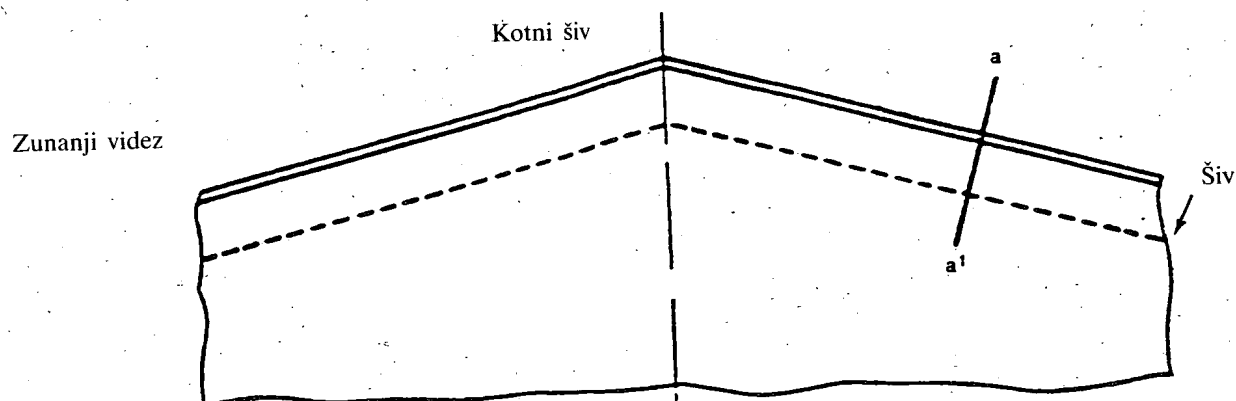
Notranji videz



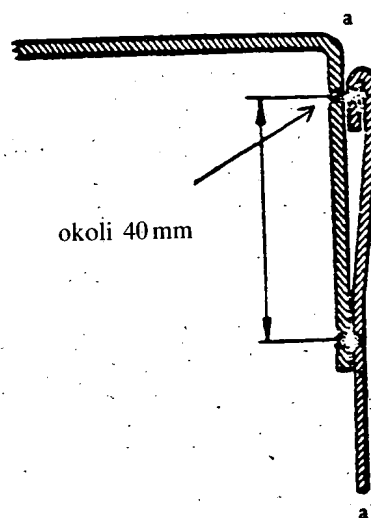
Prerez a-a¹
Šiv z dvojnimi
zavihom (gubo)



Risba št. 2
Ponjava, sešita iz več delov



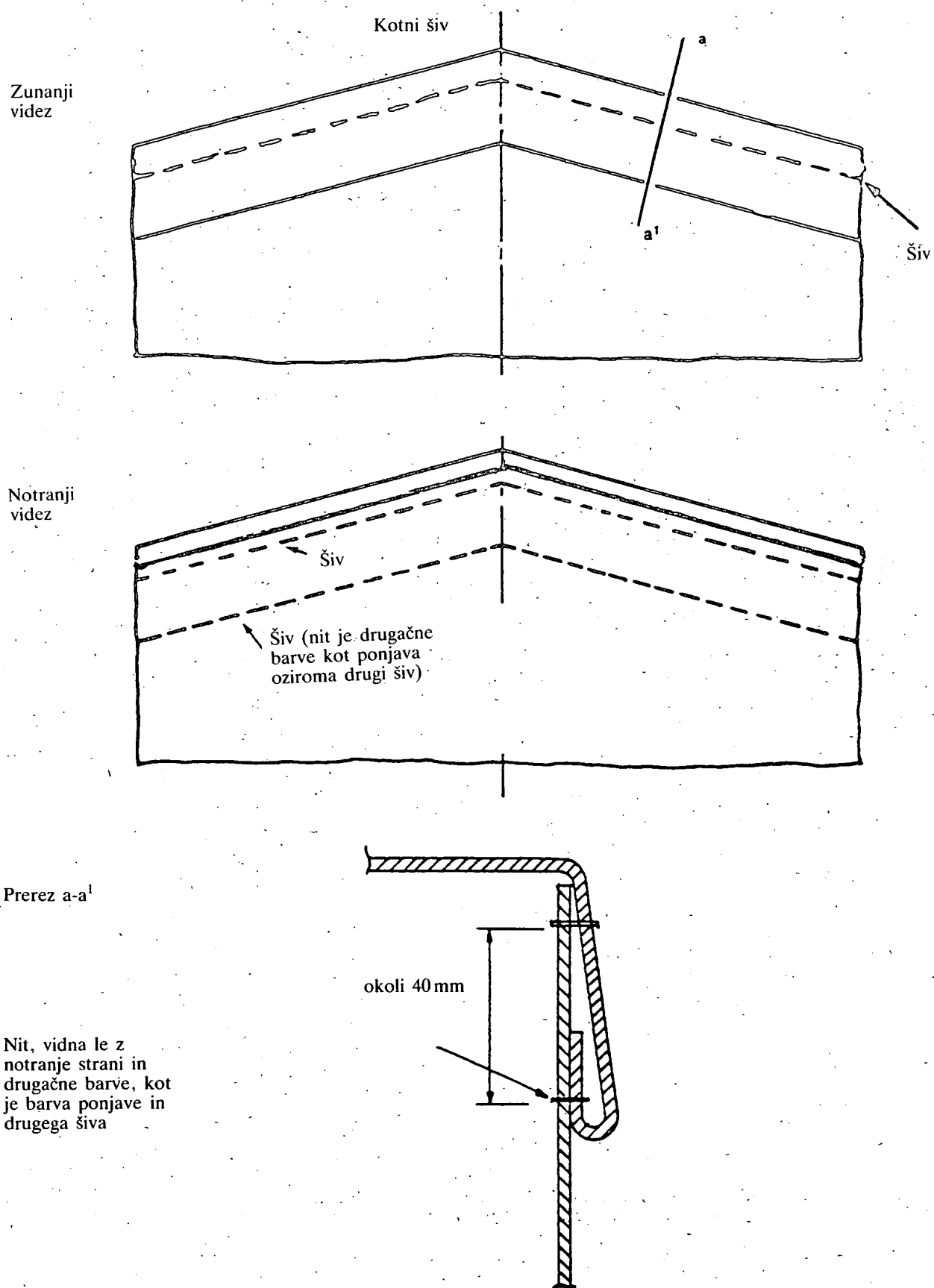
Prerez a-a'



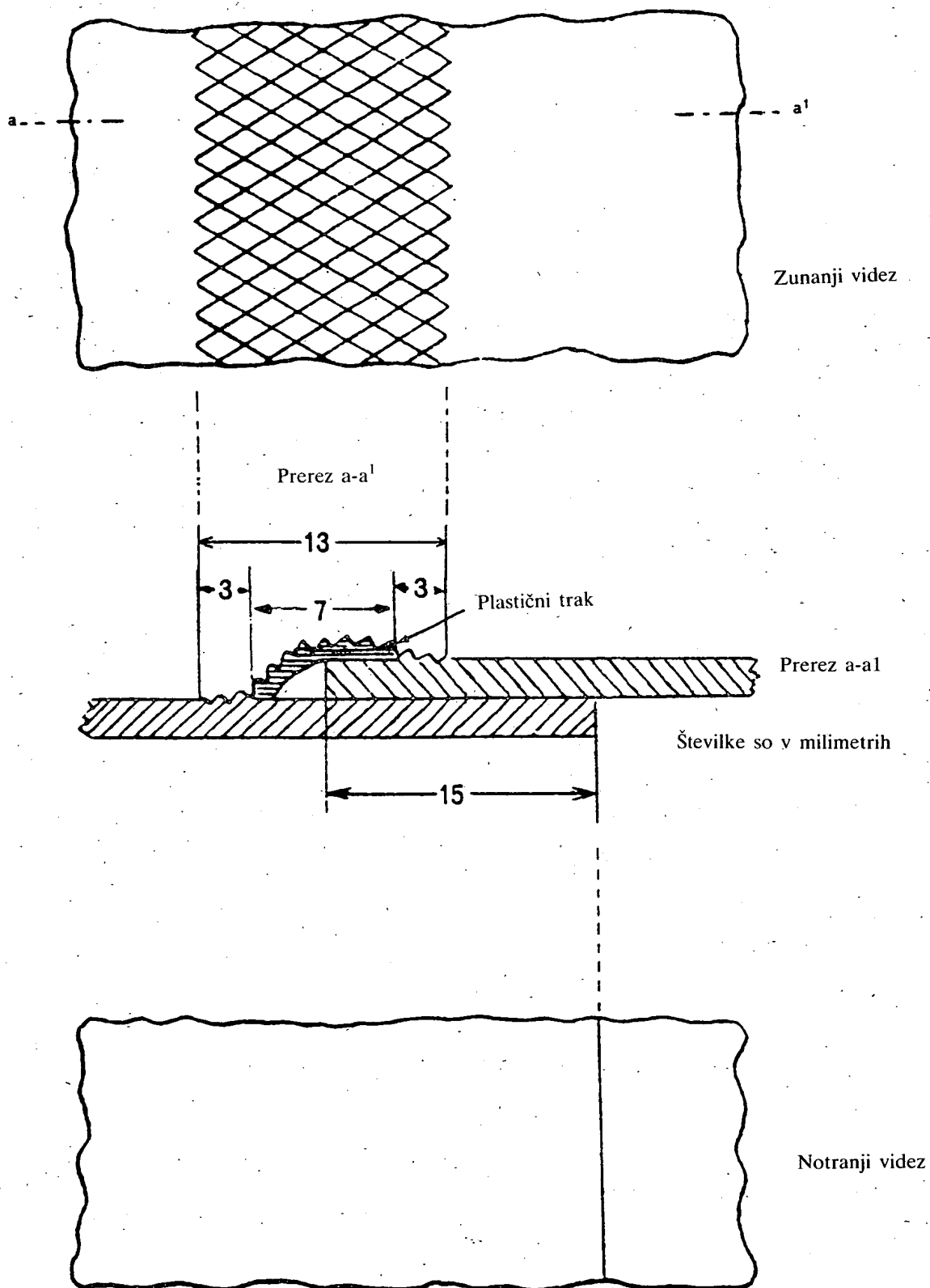
Nit, vidna le z notranje strani in drugačne barve, kot je barva ponjave in drugega šiva

Risba št. 2a

Ponjava, sešita iz več delov

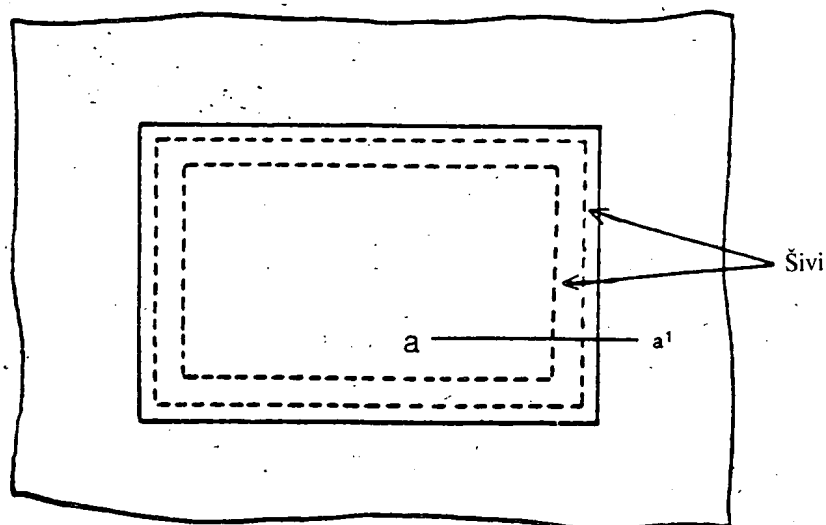


Risba št. 3
Ponjava, zvarjena iz več delov.

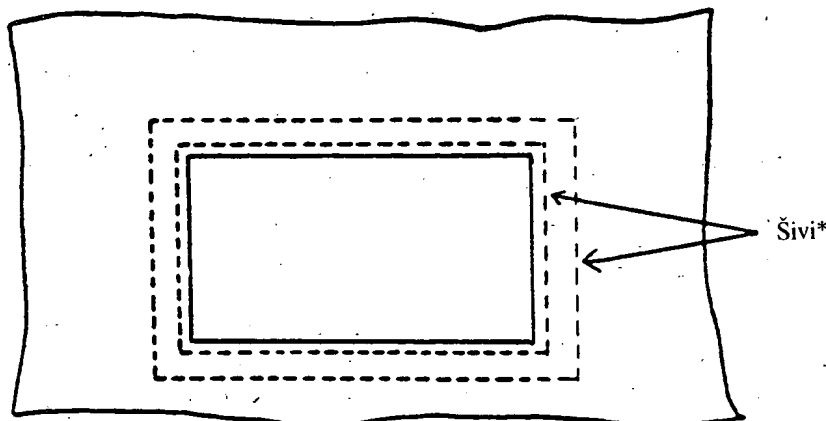


Risba št. 4
Popravilo ponjave

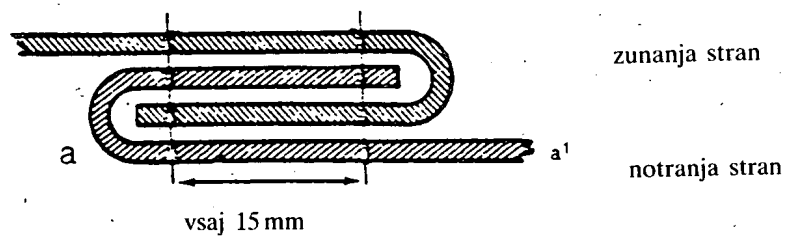
Zunanji
videz



Notranji
videz



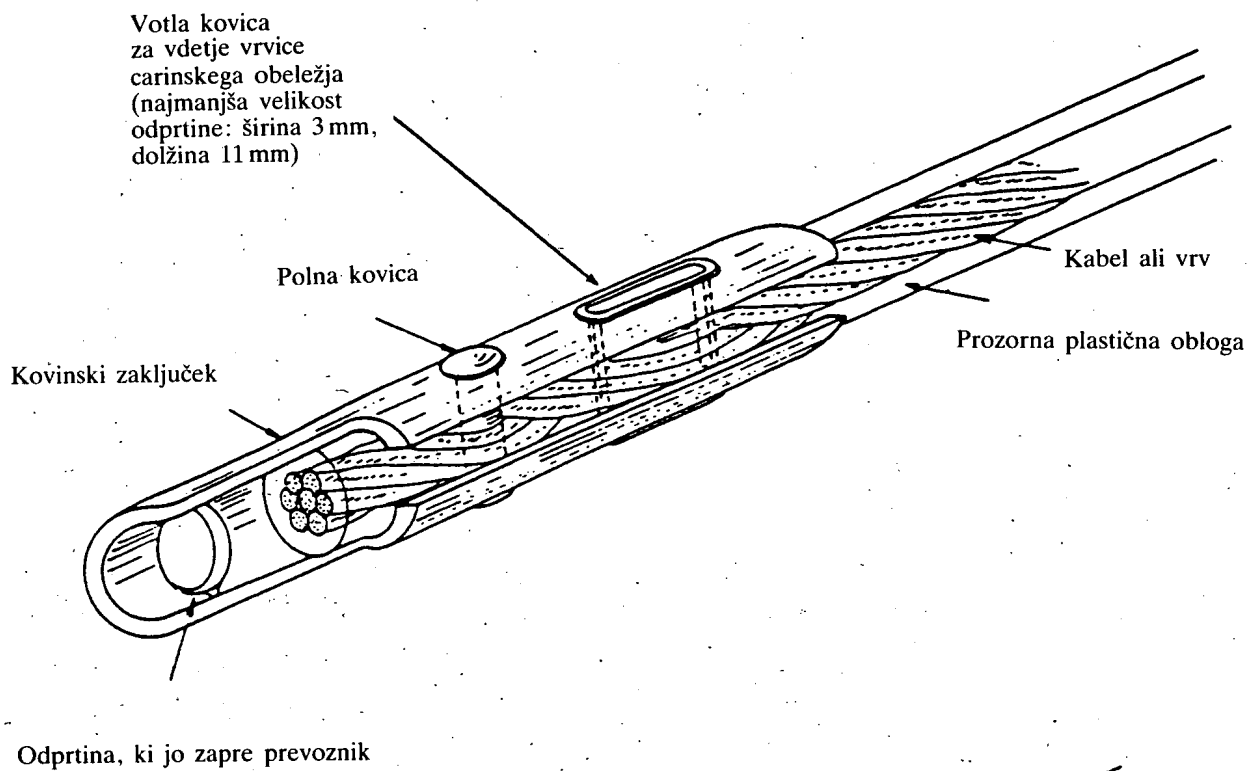
Prerez a-a¹



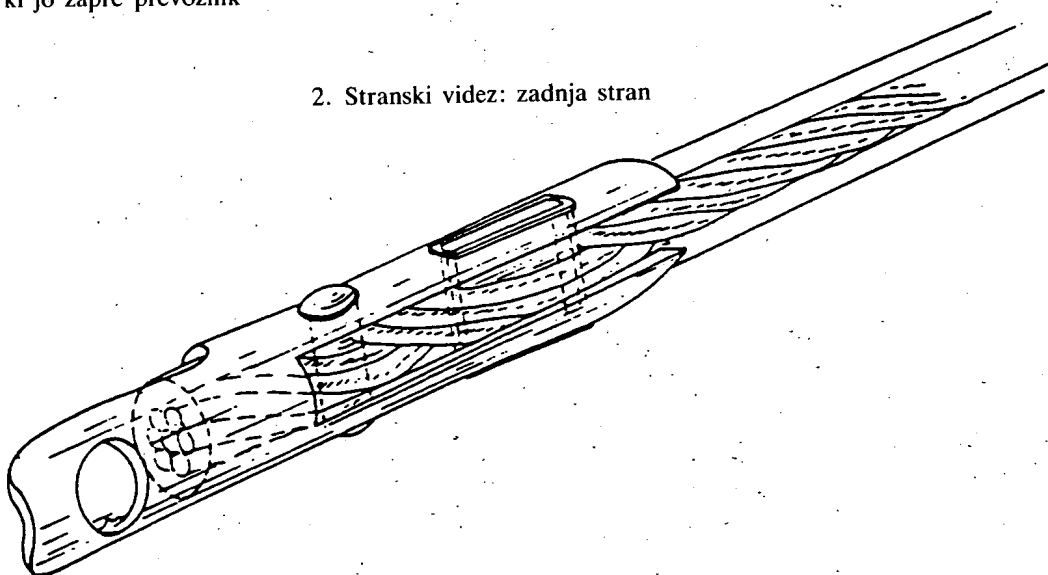
* Niti, vidne od znotraj, morajo biti drugačne barve od niti, vidnih od zunaj.

Risba št. 5
Vzorec krajnega konca

1. Stranski videz: sprednja stran



2. Stranski videz: zadnja stran



Dodatek 3**POSTOPEK ZA IZDAJANJE POTRDIL ZA CESTNA VOZILA, KI IZPOLNJUJEJO TEHNIČNE POGOJE, NAVEĐENE V DODATKU 2****SPLOŠNO**

1. Za cestna vozila se lahko izdajajo potrdila po enem od naslednjih postopkov:

- a) posamezno
- b) skupinsko (po vrsti izdelave).

2. Za vozila, ki izpolnjujejo tehnične pogoje, se izda potrdilo, ki je v skladu z vzorcem v dodatku 4. Potrdilo se izda v jeziku države, v kateri je izdano, ter v francoščini ali angleščini. Če organ, ki je dal soglasje k vozilu, meni, da je to potrebno, se potrdilo priložijo fotografije ali risbe, ki jih je ta organ overil. Če se to zgodi, mora organ pod št. 6 potrdila vpisati število listin.

3. Potrdilo mora biti v vozilu.

4. Cestna vozila je treba vsaki dve leti dati pregledati pristojnim organom države, v kateri je registrirano vozilo, ali, če vozilo ni registrirano, države, v kateri ima lastnik ali uporabnik vozila stalno bivališče, zaradi morebitnega podaljšanja veljavnosti soglasja.

5. Če cestno vozilo ne izpolnjuje več tehničnih pogojev, predpisanih za njegovo odobritev, mora biti pred ponovno uporabo za prevoz blaga z jamstvom zvezka TIR v stanju, ki je opravičevalo njegovo odobritev, tako da bo zopet izpolnjevalo omenjene tehnične pogoje.

6. Če se spremeni bistvene značilnosti cestnega vozila, soglasje zanj ne velja več in je pred ponovno uporabo vozila za opravljanje prevozov blaga z jamstvom zvezka TIR treba pri pristojnih organih pridobiti novo soglasje.

7. Pristojni organi države, v kateri je vozilo registrirano, ali če za vozilo ni potrebna registracija, pristojni organi države, v kateri živi lastnik ali uporabnik vozila, lahko v danem primeru odvzamejo ali obnovijo potrdilo o soglasju ali izdajo novo potrdilo o soglasju v okoliščinah, navedenih v 14. členu te konvencije in v 4., 5. in 6. točki dodatka.

POSTOPEK ZA PRIDOBITEV POSAMEZNEGA SOGLASJA

8. Za posamezno soglasje pristojnega organa zaprosi lastnik, uporabnik ali njun zastopnik. Pristojni organ pregleda cestno vozilo, v skladu s splošnimi predpisi, navedenimi v 1. do 7. točki, in se prepriča o tem, ali vozilo izpolnjuje tehnične pogoje, predpisane v dodatku 2, in po odobritvi izda potrdilo, ki mora ustrezati obrazcu iz dodatka 4.

POSTOPEK ZA SOGLASJE PO VRSTI IZDELAVE (SKUPINE CESTNIH VOZIL)

9. Kadar so cestna vozila skupinske izdelave oziroma iste vrste, lahko proizvajalec zaprosi pristojni organ države, kjer je bilo vozilo izdelano, za soglasje k vrsti.

10. Proizvajalec mora v svoji vlogi navesti številke ali črke istovetnosti vozila, ki jih je določil za to vrsto cestnega vozila, za katero prosi za soglasje.

11. Vlogi je treba priložiti načrte in podroben opis izdelave cestnega vozila, za katero se prosi za soglasje.

12. Proizvajalec se mora pisno zavezati, da bo:

a) pristojnemu organu predstavil tista vozila določene vrste, ki jih ta želi pregledati;

b) pristojnemu organu omogočil pregled tudi drugih vozil te vrste v kateri koli fazi izdelave;

c) pristojni organ obvestil o vseh še tako nepomembnih spremembah načrtov ali opreme, še preden jih bo upošteval;

d) na vidnem mestu označil cestna vozila s številkami ali črkami istovetnosti za določeno vrsto izdelave kot tudi zaporedno številko pri skupinski izdelavi vsakega vozila (številko izdelave);

e) vodil razvid izdelanih vozil po odobreni vrsti izdelave.

13. Pristojni organ je v danem primeru dolžan navesti spremembe, ki jih je treba vnesti v določeno vrsto izdelave, da bi lahko izdal soglasje.

14. Dokler se pristojni organ ne bo s pregledom enega ali več vozil skupinske izdelave prepričal, da vozila te vrste izpolnjujejo tehnične pogoje, predpisane v dodatku 2, ne bo izdano soglasje k skupinski izdelavi te vrste vozil.

15. Pristojni organ mora proizvajalcu pisno sporočiti svoj sklep o izdaji soglasja k skupinski izdelavi. Sklep mora biti datiran in oštevilčen. Organ, ki je sprejel sklep, mora biti jasno imenovan.

16. Pristojni organ mora ukreniti vse potrebno za izdajo potrdila o soglasju, ki ga podpišejo njegovi pooblašeni predstavniki, za vsako vozilo, ki je po izdelavi v skladu z odobreno vrsto.

17. Imetnik potrdila o soglasju mora pred uporabo vozila za prevoz blaga z jamstvom zvezka TIR v potrdilu o soglasju navesti vse podatke, ki se zahtevajo:

- registrsko številko vozila (rubrika št. 1) ali
- kadar vozila ni treba registrirati, ime in sedež podjetja (rubrika št. 8).

18. Kadar se vozilo, za katero je izdano soglasje k skupinski vrsti izdelave, izvozi v drugo državo, ki je podpisnica te konvencije, se zanj ne zahteva nikakršen nov postopek za pridobitev soglasja v tej državi.

PRIPIS PRIPOMB K POTRDLU O SOGLASJU

19. Kadar se ugotovi, da ima odobreno vozilo, ki prevaža blago z jamstvom zvezka TIR, večje pomanjkljivosti, pristojni organi vozilu bodisi prepovedo nadaljnjo vožnjo z jamstvom zvezka TIR bodisi mu dovolijo, da nadaljuje vožnjo na njihovem ozemlju, medtem ko sami sprejmejo ustrezne varnostne ukrepe. Odobreno vozilo mora biti v najkrajšem možnem času v zadovoljivem stanju, vsekakor pa še pred ponovno uporabo za prevoz blaga z jamstvom zvezka TIR.

20. V obeh primerih morajo carinski organi v rubriki 10 potrdila o soglasju k vozilu pripisati ustrezne pripombe. Ko je vozilo zopet v stanju, ki opravičuje odobritev, se predstavi pristojnim organom države podpisnice, ki obnovijo veljavnost potrdila s pripisom pripombe v rubriki 11, s katerim se razveljavijo prejšnje pripombe. Vozilo, v potrdilu katerega je opomba v rubriki 10 v skladu z omenjenimi določili, se ne more ponovno uporabiti za prevoz blaga z jamstvom zvezka TIR, dokler ni zopet v ustreznem stanju, opomba v rubriki 10 pa razveljavljena, kot je navedeno zgoraj.

21. Vse opombe na potrdilu morajo biti datirane in jih morajo carinski organi overiti.

22. Če carinski organi ugotovijo, da ima vozilo manjše pomanjkljivosti, ki ne pomenijo tveganja tihotapljenja, lahko dovolijo nadaljnjo uporabo vozila za prevoz blaga z jamstvom zvezka TIR, imetnika potrdila o soglasju pa uradno obvestijo o pomanjkljivosti. Ta mora poskrbeti, da je vozilo čim prej spet v zadovoljivem stanju.

Dodatek 4**OBLIKA POTRDILA O ODOBRITVI CESTNEGA VOZILA**

(prva stran)

POTRDILO O ODOBRITVI

cestnega vozila za prevoz blaga pod carinsko plombo
Potrdilo št.
Konvencija TIR z dne 14. 11. 1975
Izdal (pristojni urad):

(druga stran)

Potrdilo o odobritvi št.

PODATKI

1. Registrska številka
2. Vrsta vozila
3. Številka šasije
4. Znamka (ali ime proizvajalca)
5. Druge značilnosti
6. Število prilog

7. ODOBRITEV

Velja do:

- ☐ posamična odobritev
☐ odobritev po vrsti izdelave
(križec za pravi odgovor)

Kraj
Datum
Podpis

Žig

8. NOSILEC (samo za neregistrirana vozila)
Priimek in naslov**9. Podaljšanja**

Veljavno do:
Kraj
Datum
Podpis
Žig

(tretja stran)

OPOMBE (izpolni pristojni urad)

10. Ugotovljene pomanjkljivosti	11. Popravilo
Uprava	Žig Uprava
Podpis	Podpis
10. Ugotovljene pomanjkljivosti	11. -Popravilo
Uprava	Žig Uprava
Podpis	Podpis
10. Ugotovljene pomanjkljivosti	11. Popravilo
Uprava	Žig Uprava
Podpis	Podpis

12. Druge pripombe

(zadnja stran)

Opozorilo:

1. Če bo urad, ki je izdal potrdilo o odobritvi, menil, da je to potrebno, bodo potrdilu o odobritvi priložene fotografije ali skice, ki jih bo ta urad tudi overil. Število teh dokumentov bo urad navedel v rubriki št. 6 potrdila.

2. Potrdilo mora biti v cestnem vozilu.

3. Cestna vozila mora zaradi preverb in morebitnega podaljšanja potrdila vsaki dve leti pregledati pristojni urad države, kjer je bilo vozilo registrirano, ali, če gre za neregistrirana vozila, države, v kateri ima lastnik ali uporabnik stalno bivališče.

4. Če cestno vozilo ne izpolnjuje tehničnih pogojev, ki so predvideni za odobritev, je treba vozilo pred nadaljnjimi prevozi blaga pod oznako TIR vrniti v stanje, potrebno za pridobitev potrdila o odobritvi, tako da ponovno izpolnjuje tehnične pogoje.

5. Če bi bile spremenjene osnovne lastnosti cestnega vozila, bi pridobljeno potrdilo o odobritvi nehalo veljati in bi moral pristojni urad izdati novo potrdilo o odobritvi uporabe vozila za prevoz blaga pod oznako TIR.

Dodatek 5**TABLICE TIR**

1. Tablice merijo 250 mm krat 400 mm.

2. Črke TIR, napisane z latinskimi velikimi črkami, merijo 200 mm in so debele najmanj 20 mm. Črke so bele na modri podlagi.

Dodatek 6**NAVODILA ZA UPORABO****UVOD**

(i) V skladu z določili 43. člena te Konvencije navodila za uporabo pojasnjujejo nekatera določila Konvencije in njenih dodatkov. Obenem pa povzemajo tudi nekatera priporočila za izvajanje.

(ii) Navodila za uporabo ne spreminjajo določil te Konvencije ali njenih dodatkov, ampak le natančneje opredeljujejo vsebino, pomen in uporabo.

(iii) Predvsem glede določil 12. člena in dodatka 2 te Konvencije, ki govorijo o tehničnih pogojih za odobritev cestnih vozil za prevoz pod carinskim obeležjem, navodila natančneje določajo, če je to potrebno, načine izdelave, ki jih morajo upoštevati podpisnice. Navodila opredeljujejo tudi, kdaj način izdelave ne ustreza tem določilom.

(iv) Navodila omogočajo izvajanje določil te Konvencije in njenih dodatkov, tako da upoštevajo tehnični razvoj in gospodarske potrebe.

OSREDNJE BESEDILO KONVENCIJE**0.1 1. člen**

b) Izjeme (dajatve in davki), navedene v odstavku b) prvega člena, zajemajo vsa plačila, razen pristojbin ali taks, ki bi jih podpisnice dobile z uvozom ali izvozom ali v povezavi z njim. Zneski so okvirno omejeni na stroške opravljenih storitev in ne bodo posredno sredstvo za zaščito domačih izdelkov ali davčne takse za uvoz ali izvoz. Te dajatve in davki med drugim zajemajo plačila, ki se nanašajo na:

- potrdila o izvoru, če so za tranzit potrebna,
- analize, opravljene v carinskih laboratorijih zaradi nadzora,

– carinske preglede in druge dejavnosti pri carinjenju, opravljene zunaj običajnega delovnega časa in zunaj uradnih prostorov carinarnice,

– preglede, opravljene iz zdravstvenih, veterinarskih ali fitopatoloških razlogov.

e) Izraz »zamenljivo tovarišče« pomeni tovarišče, ki nima lastnih sredstev za premikanje in je zasnovano za prevažanje na cestnem vozilu, pri čemer sta okvir tega vozila in spodnji del tovarišča posebej prilagojena v ta namen.

e) i) Izraz »delno zaprt« pomeni opremo, omenjeno v odstavku e) i) prvega člena, v glavnem sestavljeno iz poda in vrhnjega dela, ki omejuje prostor za tovor, ki je enak prostoru zabojnika. Vrhnji del, ki sestavlja ogrodje, je v glavnem kovinski. Ta vrsta tovarišča ima lahko tudi eno ali več vzdolžnih ali prečnih sten. Nekatera od teh tovarišč imajo pod in streho preprosto povezano z navpičnimi nosilci. Uporabljajo se predvsem za prevoz blaga z veliko prostornino (na primer avtomobilov).

0.2 2. člen

0.2–1 Po 2. členu se lahko prevoz z jamstvom TIR začne in konča v isti državi, če del poti poteka tudi čez tuje ozemlje. V takem primeru lahko carinske oblasti odhodne države brez zadržkov zahtevajo poleg karneta TIR domačo listino kot zagotovilo za ponovni prosti uvoz blaga. Vendar pa je priporočljivo, da carinske oblasti take listine ne zahtevajo in da namesto tega priznajo posebno navedbo v karnetu TIR.

0.2–2 Določila tega člena omogočajo prevoz blaga z jamstvom TIR, kadar le del poti poteka po cesti. Ta določila ne opredeljujejo, kateri del poti mora biti opravljen po cesti, zato zadostuje, da je ta del poti med začetkom prevoza TIR in njegovim koncem. Vendar pa se lahko zgodi, da iz nepredvidenih trgovskih ali drugih vzrokov kljub začetnim nameram pošiljatelja noben del poti ne more potekati po cesti. V teh izrednih primerih podpisnici sprejmeta karnet TIR in tako odgovornost družb, ki dajejo jamstvo, ostane v veljavi.

0.5 5. člen

Ta člen ne izključuje pravice do nadzora nad blagom z naključnimi pregledi, vendar pa mora biti število takih pregledov zelo omejeno. Mednarodni postopek TIR daje dodatna zagotovila k jamstvom, zagotovljenim po domačih predpisih; po eni strani morajo navedbe v karnetu TIR glede blaga ustrezati navedbam v carinskih listinah, ki bi jih morebitno izdala odhodna država; po drugi strani pa medpotne in namembne države že imajo jamstvo v pregledih, ki so jih opravile in potrdile odhodne carinarnice. (Glej tudi v nadaljevanju 19. člen).

0.6.2 6. člen, 2. odstavek

Po določilih tega odstavka lahko carinske oblasti neke države določijo več združenj, od katerih vsako prevzame odgovornost, ki izhaja iz razbremenitve karnetov, ki jih je izdalo samo ali druga ustrezna združenja.

0.8.2 8. člen, 2. odstavek

Določila tega odstavka se uporabijo, če tako kot pri nepravilnostih, kot jih predvideva 1. odstavek 8. člena, zakoni in predpisi ene od podpisnic predvidevajo poleg uvoznih ali izvoznih dajatev in taks plačila, kot so upravne globe in druge denarne kazni. Predvidena vsota pa ne sme presegati vsote uvoznih ali izvoznih dajatev in taks, ki bi jih bilo treba plačati, če bi blago uvozili ali izvozili v skladu z veljavnimi carinskimi predpisi, pri čemer bi vsota vključevala morebitne zamudne obresti.

0.8.3 8. člen, 3. odstavek

Priporočljivo je, da carinske oblasti omejijo najvišjo vsoto, ki bi jo morebiti zahtevale od združenja, ki daje jamstvo, na 50.000 ameriških dolarjev za vsak karnet TIR.

0.8.5 8. člen, 5. odstavek

Če je jamstvo sporno zaradi blaga, ki ni navedeno v karnetu TIR, bi morala uprava, ki jo to zadeva, navesti, na podlagi katerih dejstev je ugotovila, da je tako blago v zapečatenih prostorih cestnega vozila ali v zapečatenem zabojniku.

0.8.6 8. člen, 6. odstavek

1. Če v karnetu TIR ni dovolj natančnih navedb, na podlagi katerih bi bilo mogoče določiti takse, lahko prizadeta stran dokazuje točnost vsebine.

2. Če dokazi niso predloženi, se dajatve in takse ne določijo poprečno, ampak po najvišji stopnji, predvideni za vrsto blaga, ki je navedena v karnetu TIR.

0.10 10. člen

Smatra se, da je potrdilo o razbremenitvi karneta TIR pridobljeno z zlorabo ali goljufijo, če je bil prevoz TIR opravljen s pomočjo goljufivo predelanega tovarišča ali zabojnika ali ob razkritju zlorab, kot so uporaba nepravilnih ali nepravilnih listin, zamenjava blaga, predelava carinskih obeležij, ali če je bilo potrdilo pridobljeno na drugačen nezakonit način.

0.11 11. člen

0.11–1 Ko carinske oblasti odločajo o sprostitvi blaga ali vozil, nanje ne bi smelo vplivati dejstvo, da je združenje, ki daje jamstvo, odgovorno za plačilo dajatev, taks in zamudnih obresti za imetnika karneta, če jim njihova zakonodaja daje druga sredstva za zaščito koristi, ki so jih dolžne varovati.

0.11–2 Če se od združenja, ki daje jamstvo, v skladu s postopkom, predvidenim v 11. členu, zahteva, naj izplača vsote, navedene v 1. in 2. odstavku 8. člena, vendar združenje tega ne stori v treh mesecih, kot določa Konvencija, lahko pristojne oblasti zahtevajo plačilo na podlagi domače zakonodaje, saj gre za nespoštovanje pogodbe o jamstvu, ki jo je združenje sklenilo v skladu z domačimi predpisi.

0.15 15. člen

Do določenih težav lahko pride tedaj, kadar se za vozila, ki niso zavezana registraciji (npr. v nekaterih državah za prikolice ali polprikolice ne zahtevajo carinske listine za začasen uvoz). V tem primeru je mogoče upoštevati določila 15. člena, vendar pa morajo imeti carinske oblasti zadostno jamstvo, in to s tem da se jim v odrezkih št.1 in št. 2 karneta TIR, ki se v teh državah uporablja, ter v ustreznih odrezkih zainteresirane države navedejo značilnosti (oznake in številke) teh vozil.

0.17 17. člen

0.17–1 Določilo, ki predvideva, da se mora v manifestu jamstvenega zvezka TIR ločeno navesti vsebina vsakega vozila v sklopu več vozil, ima edino ta namen, da olajša carinski pregled enega samega vozila ali enega samega zabojnika. To določilo ne sme biti tako dosledno spoštovano, da bi vsaka razlika med dejansko vsebino nekega vozila ali zabojnika ter vsebino tega vozila ali zabojnika, kot je navedena v manifestu, pomenila kršenje določil Konvencije. Če lahko prevoznik zadovoljivo dokaže pristojnim oblastem, da kljub tej razliki vse blago, navedeno v manifestu, ustreza celoti blaga, naloženega

na vsej skupini vozil ali zabojnikov v okviru skupnega karneta TIR, načelno tega ne bi smeli šteti za kršitev carinskih predpisov.

0.17-2 Ob selitvah se je mogoče sklicevati na določila odstavka 10 c) o uporabi karneta TIR in tako smiselno poenostaviti navajanje predmetov, ki se prevažajo.

0.18 18. člen

0.18-1 Uspešen potek prevoza TIR predpostavlja, da carinske oblasti neke države ne dopuste, da bi bila odhodna carinarnica te države navedena kot namembna pri prevozu, namenjenem proti sosednji državi, prav tako podpisnici te Konvencije, razen če posebni pogoji ne opravičujejo take zahteve.

0.18-2/1. Blago mora biti natovorjeno tako, da je mogoče tisti del blaga, ki je prvi predviden za razkladanje, raztovoriti z vozila ali zabojnika, ne da bi bilo pri tem treba razložiti drug del ali druge dele blaga, ki so namenjeni za raztovarjanje na drugih razkladalnih mestih.

2. Pri prevozi z raztovarjanjem na več mestih je treba pri vsakem delnem raztovorjenju to navesti v vseh preostalih listih manifesta karneta TIR v polju 12 in obenem navesti na vseh preostalih pobotnicah in ustreznih odrezkih, da so bila dana nova carinska obeležja.

0.19 19. člen

Zahteva, po kateri naj odhodna carinarnica preveri pravilnost navedb v spisku blaga, vključuje vsaj ugotavljanje, ali navedbe iz manifesta glede blaga ustrezajo navedbam v listinah o izvoru in prevozu ali v drugih trgovskih listinah, ki se nanašajo na to blago; tudi odhodna carinarnica lahko po potrebi pregleda blago. Odhodna carinarnica mora pred pritrditvijo carinskega obeležja tudi pregledati stanje cestnega vozila ali zabojnika, pri vozilih ali zabojnikih, pokritih s ponjavo, pa stanje ponjave in šivov, ki pritrjujejo ponjavo, ker ti pripomočki niso navedeni v potrdilu o odobritvi.

0.20 20. člen

Ko carinske oblasti določajo roke za prevoz blaga po svojem ozemlju, morajo med drugim upoštevati tudi posebne predpise, ki zavezujejo prevoznike, predvsem pa predpise o delovnem času in obveznem počitku voznikov cestnih vozil. Priporočljivo je, da carinske oblasti izkoristijo svojo pravico do določanja poteka poti le v primeru, če je nujno potrebno.

0.21 21. člen

0.21-1 Določila tega člena v ničemer ne omejujejo pravice carinskih oblasti, da poleg tovarišča, označenega s carinskim obeležjem, pregledajo vse dele vozila.

0.21-2 Vstopna carinarnica lahko pošlje prevoznika nazaj na izstopno carinarnico sosednje države, če ugotovi, da ta ni potrdila carinskega nadzora v svoji državi ali ga ni potrdila na ustrezen način. V takem primeru vstopna carinarnica v karnet TIR napiše opombo v vednost izstopne carinarnice.

0.21-3 Če pri pregledu carinske oblasti vzamejo vzorce blaga, morajo v manifest karneta TIR vpisati vse potrebne podatke o blagu, katerega vzorci so bili odvzeti.

0.28 28. člen

1. 28. člen predvideva, da mora biti jamstveni zvezek TIR razbremenjen v namembni carinarnici brez zadrževanja, razen če za blago ne velja kakšen drug carinski postopek ali je dokončno ocarinjeno.

2. Uporaba karneta TIR mora biti omejena za namen, za katerega je predvidena, torej za prevoz. Ne bi ga bilo, na primer, treba uporabljati za skladiščenja blaga na namembni carinarnici. Če ni bilo nobenih nepravilnosti, mora namembna carinarnica razbremeniti karnet TIR takoj, ko blago, zajeto v njem, preide pod drug carinski postopek ali je bilo ocarinjeno. V praksi mora biti ta razbremenitev opravljena takoj po ponovnem izvozu blaga (na primer ob vkrcanju na ladjo v pomorskem pristanišču) ali pa čim je za blago izstavljena carinska deklaracija ali pa čim preide pod drug carinski nadzor (na primer skladiščenje na odobrenem mestu), po veljavnih zakonih namembne države.

0.29 29. člen

Potrdilo o odobritvi ni zahtevano za cestna vozila ali zabojnike, v katerih se prevažajo težki ali zajetni tovari. Kljub temu pa mora odhodna carinarnica preveriti, ali so izpolnjeni drugi pogoji, določeni za to vrsto prevozov. Carinarnice drugih podpisnic bodo sprejele odločitev odhodne carinarnice, razen če bi se jim zdela v očitnem nasprotju s tem 29. členom.

0.38.1 38. člen, 1. odstavek

Za neko podjetje ne bi smele prenehati veljati ugodnosti sestava TIR zaradi kršitev, ki jih je brez vednosti uprave podjetja storil kateri od voznikov.

0.38.2 38. člen, 2. odstavek

Če je katera od podpisnic obveščena, da je oseba, ki je nastanjena ali prebiva na njenem ozemlju, odgovorna za kršitev na ozemlju tuje države, ni dolžna prenehati izročati zvezka TIR tej osebi.

0.39 39. člen

Izraz »napaka zaradi malomarnosti« pomeni dejanja, ki niso storjena namerno in s polno zavestjo o posledicah, ampak izhajajo iz dejstva, da so bili opuščeni smiselni in potrebni ukrepi za zagotovitev točnih podatkov v vsakem posameznem primeru.

0.45 45. člen

Priporočljivo je, da podpisnice odprejo kar največ carinarnic za prevoze TIR tako v notranjosti kot na državni meji.

1. DODATEK 1

1.10. c) Določila o uporabi karneta TIR

Seznami, priloženi manifestu (spisku blaga) za carinjenje blaga

Določila člena 10 c) navodil o uporabi karneta TIR dovoljujejo uporabo seznamov pošiljk kot prilog h karnetu, tudi če je v manifestu dovolj prostora za vpis vsega prevažanega blaga. Vendar pa so ti seznam dovoljeni le, če čitljivo in pregledno navajajo vse podatke, zahtevane v manifestu za carinjenje blaga, in če so upoštevana vsa druga določila člena 10 c).

2. DODATEK 2

2.2 2. člen

2.2.1 a) Pododstavek 1 a) - Spajanje sestavnih delov

a) Če se uporabijo sredstva za spajanje (kovice, vijaki, maticе), mora biti zadostno število teh spajalnih delov nameščenih tako, da od zunanje strani potekajo

preko sestavnih delov v notranjost, kjer so pritrjeni na zanesljiv način (zakovani, zvijačeni, zavarjeni). Vendar pa so klasična kovice (pri katerih namestitvev zahteva poseben postopek z ene in druge strani pritrjenih delov) lahko nameščene tudi z notranje strani. Ne glede na zgornja določila so podi oddelkov, namenjenih za tovor, lahko pritrjeni z vijaki, s samovrtalnimi kovicami, kovicami, vstavljenimi s pomočjo eksplozivne sile ali s pnevmatsko vstavljenimi žblji, nameščenimi z notranje strani pod pravim kotom skozi pod in kovinske nosilce, pod pogojem da, razen pri samoreznih vijakih, nekateri njihovi skrajni konci segajo v zunanji del nosilca ali so nanj zavarjeni.

b) Pristojne oblasti določijo število in vrsto sredstev za spajanje, ki morajo izpolnjevati zahteve iz odstavka a), pri tem pa se morajo prepričati, ali jih ni mogoče odstraniti ali dodati brez vidnih sledi. Pri izbiri in razporeditvi drugih pripomočkov za pričvrstitev ni nobenih omejitev.

c) Sredstva za spajanje, ki jih je mogoče odstraniti ali zamenjati brez vidnih sledi z ene same strani, torej ne da bi bil potreben poseg z obeh strani veznega dela, niso dovoljena v skladu z odstavkom a) tega člena. Gre predvsem za kovice brez zaključka, slepe kovice in podobno.

d) Opisani načini pritrditve se nanašajo na posebna vozila, na primer na izotermna vozila, hladilnike in cisterne, če odstopajo od tehničnih predpisov, ki določajo njihovo uporabo. Če iz tehničnih razlogov sestavnih delov ni mogoče pritrditi na način, opisan v odstavku a), jih je mogoče pritrditi s pomočjo spajalnih sredstev, navedenih v odstavku c), če sredstva, uporabljena na notranji strani, niso dosegljiva z zunanje strani.

2.2.1 b) Pododstavek 1 b) - Vrata in drugi sestavi za zapiranje

a) Naprava, ki omogoča pritrditev carinskega obeležja, mora:

i) biti privarjena ali pritrjena s pomočjo vsaj dveh delov za pritrditev, ki sta v skladu s pododstavkom a) odstavka 2.2.1. a);

ii) biti zasnovana tako, da jo potem, ko je poseben oddelek za tovor zaprt in označen z obeležjem, ni mogoče odstraniti brez vidnih sledi.

Prav tako mora:

iii) imeti odprtino z vsaj 11 mm premera ali špranje, dolge vsaj 11 mm in široke 3 mm, in

iv) zagotavljati enako varnost ne glede na vrsto uporabljenega carinskega obeležja.

b) Členki, našadila, tečaji in druge naprave za namestitvev vrat morajo biti pritrjeni v skladu z določili pododstavkov a) i) in ii) tega navodila. Poleg tega so razni sestavni členi teh delov za namestitvev (na primer osi ali vzvodi pri členkih ali tečajih), če so nujno potrebni za carinsko zavarovanje posebnih oddelkov za tovor (glej risbo št. 1a, ki je priložena temu dodatku), narejeni tako, da jih ni mogoče odstraniti ali razstaviti brez vidnih sledi, potem ko je poseben oddelek zaprt in obeležen. Če pa del za pritrditev ni dosegljiv z zunanje strani, zadostuje, da zadevnih delov ni mogoče ločiti od tečaja vrat, ko so enkrat zaprta in obeležena, brez vidnih sledi. Če imajo vrata ali zapiralni sestav več kot dva tečaja, morata biti le oba tečaja na skrajnih koncih pritrjena v skladu s predpisi iz zgornjih pododstavkov a) i) in ii).

c) Izjemoma so lahko pri vozilih - hladilnikih deli za carinsko obeležje, členki in drugi deli, katerih odstranitev bi omogočila dostop v notranjost oddelka za tovor ali do prostorov, kjer bi bilo lahko skrito blago, pritrjeni na vrata oddelka za tovor z vijaki z zunanje strani, kljub

temu, da zahtevam iz pododstavka a) odstavka 2.2.1. a) ne ustrezajo:

i) če je vrh vijaka ali zakovice vsidran v ploščico z navojem ali s podobno napravo pritrjen na zunanji strani vrat, in

ii) če je določeno število teh vijakov ali zakovic privarjenih na napravo za carinsko obeležje, členek itd. na tak način, da so povsem razobličeni in jih ni mogoče odstraniti brez vidnih sledi (glej risbo št. 1, ki je priložena temu dodatku).

Izraz »toplotno osamljen oddelek za tovor« ima enak pomen kot pri hladilnih in izotermnih oddelkih za tovor.

d) Pri vozilih, ki imajo več zapiralnih naprav, kot so zaklopke, pipe, pokrovi itd, mora biti njihovo število za namestitvev carinskih obeležij čim bolj omejeno. Zato morajo biti sosednje zapiralne naprave med seboj povezane s skupno napravo, na katero bo mogoče dati eno samo obeležje ali ki ima ustrezen pokrov za enak namen.

e) Vozila s streho, ki se da odpirati, morajo biti izdelana tako, da je število carinskih obeležij čim bolj omejeno.

1) Glej risbo št. 1, ki je priložena temu dodatku.

2.2.1 c)-1 Pododstavek 1 c) - Prezračevalne odprtine

a) Velikost odprtine načelno ne sme presegati 400 mm.

b) Odprtine, skozi katere je mogoč neposreden dostop v oddelek za tovor, so zaprte:

i) s kovinsko mrežico ali z naluknjano kovinsko ploščico (največja velikost lukenj 3 mm v obeh primerih) in zaščitene s privarjeno kovinsko rešetko (največja velikost odprtini 10 mm); ali

ii) z eno samo dovolj debelo naluknjano kovinsko ploščico (največja velikost lukenj 3 mm; debelina ploščice vsaj 1 mm).

c) Odprtine, ki ne omogočajo neposrednega dostopa v oddelek za tovor (na primer pri kolenastih ali zavitih dostopih), morajo biti zaprte tako, kot je opisano v zgornjem odstavku b), vendar lahko velikost lukenj in odprtini doseže 10 mm (pri kovinski mrežici ali kovinski ploščici) in 20 mm (pri kovinski rešetki).

d) Odprtine v ponjavi morajo biti načelno prav tako zaščitene, kot je opisano v zgornjem odstavku b). Vendar pa so odprtine lahko zaprte v naluknjano kovinsko ploščico, nameščeno na zunanji strani, ter mrežico iz kovine ali druge snovi, pritrjeno na notranji strani.

e) Podobna nekovinska zapirala so dovoljena, če je upoštevana velikost lukenj in odprtini in če je uporabljena snov dovolj vzdržljiva, da lukenj ali odprtini ni mogoče bistveno razširiti brez vidnih sledi. Poleg tega premikanje enega samega konca ponjave ne sme dopustiti zamenjave prezračevalne naprave.

f) Prezračevalna odprtina ima lahko zaščitni del, ki mora biti na ponjavo pritrjen vsaj 5 cm od prezračevalne odprtine, tako da je mogoč njen carinski pregled.

2.2.1 c)-2 Pododstavek 1 c) - Odtočne odprtine

a) Velikost odprtine načelno ne sme presegati 35 mm.

b) Odprtine, skozi katere je mogoč neposreden dostop v oddelek za tovor, so prekrite na način, kot je predviden v odstavku b) navodil 2.2.1 c)-1 za prezračevalne odprtine.

c) Kadar odtočne odprtine ne omogočajo neposrednega dostopa v oddelek za tovor, jih ni treba prekriti na način, ki ga predvideva zgornji odstavek b), če imajo

odprtine varen sestav zavojev, ki je dostopen z notranje strani oddelka za tovor.

2.3 3. člen

2.3.3 Odstavek 3 – Ponjave, izdelane iz več kosov

a) Različni kosi iste ponjave so lahko izdelani iz različnih snovi, ki ustrezajo določilom 2. odstavka 3. člena dodatka 2.

b) Pri izdelavi ponjave je sprejemljiva vsaka razporeditev kosov, ki zagotavlja potrebno varnost, če so šivi narejeni v skladu z določili 3. člena dodatka 2.

2.3.6 a)–1 Pododstavek 6 a) – Vozila z drsnimi obročki

Kovinski obročki za pritrditev, ki drsijo po kovinskih palicah, pritrjenih na vozilo, so po tem odstavku sprejemljivi (glej risbo št. 2, ki je priložena temu dodatku),

a) če so palice pritrjene na vozilo v presledkih največ 60 cm, in to tako, da jih ni mogoče odstraniti in nameščati brez vidnih sledi;

b) če imajo obročki dvojni zavo ali pa povezovalno palico in če so narejeni v enem samem kosu brez zvarov;

c) če je ponjava pritrjena na vozilo tako, da so dosledno izpolnjeni pogoji, navedeni v odstavku a) prvega člena dodatka 2 te Konvencije.

2.3.6 a)–2 Pododstavek 6 a) – Vozila, opremljena z vrtljivimi obročki

Kovinski vrtljivi obročki, od katerih se vsak vrti v kovinskem podstavku, pritrjenem na vozilo, so po tem odstavku sprejemljivi (glej risbo št. 2a, ki je priložena temu dodatku),

a) če je vsak podstavek pritrjen na vozilo tako, da ga ni mogoče odstraniti in ponovno namestiti brez vidnih sledi;

c) če je vzmet vsakega podstavka popolnoma zaprta pod kovinskim pokrovčkom v obliki zvončka.

2.3.6 b) Pododstavek 6 b) – Stalno pritrjena ponjava

Če je en ali več robov ponjave stalno pritrjenih na vozilo, mora imeti ponjava trak iz kovine ali druge primerne snovi, ki je pričvrščen na stranico vozila s pomočjo pritrdil, ki so v skladu z zahtevami odstavka a) navodil 2.2.1 a) tega dodatka.

2.3.8 Odstavek 8 – Razmik med obročki in med očesci

Razmik, večji od 200 mm, ki pa ne presega 300 mm, je sprejemljiv na eni in drugi strani podpornika, če so obročki pritrjeni na koncu stranic in če so očesca ovalne oblike in tako velika, da jih je mogoče natakniti čez obročke.

2.3.9 Odstavek 9 – Jeklene vrvi z jedrom iz tkanine

Po tem odstavku so sprejemljive vrvi, sestavljene iz tkaninske osnove, obdane z vsaj štirimi žicami, sestavljenimi izključno iz jeklene niti, ki popolnoma prekrivajo notranjost, če je premer teh vrvi vsaj 3 mm (v kar ni vključena morebitna prevleka iz prozorne plastike).

2.3.11 a) Pododstavek 11 a) – Pričvrstilni zavihek ponjave

Na številnih vozilih ima ponjava na zunanji strani vodoraven zavihek z očesci, ki so razvrščena po vsej dolžini stranice vozila. Ti zavihki, imenovani pričvrstilni zavihki, so namenjeni za pritrditev ponjave z vrvjo ali podobnim sredstvom. Ti zavihki so se uporabljali za skrivanje vodoravnih zarez v ponjavi, ki so omogočale nezakonit dostop do blaga. Zato svetujemo, naj se ne dovoli uporaba te vrste zavihkov. Nadomestiti jih je mogoče:

a) s podobnimi pričvrstilnimi zavihki, pritrjenimi na notranji strani ponjave;

ali

b) z manjšimi posamičnimi zavihki, od katerih je vsak preluknjan z očescem, pritrjenim na zunanji strani ponjave. Očesca so razporejena z razmiki, ki omogočajo zadovoljivo pritrditev ponjave.

V nekaterih primerih se je mogoče tudi izogniti uporabi pričvrstilnih zavihkov na ponjavi.

2.3.11 c) Pododstavek 11 c) – Jermen pri ponjavi.

2.3.11 c)–1 Snovi, primerne za izdelavo jermenov, so:

a) usnje;

b) neraztegljive tekstilne snovi, vključno s plastificiranim ali gumiranim blagom, če jih po pretrgu ni mogoče privariti ali ponovno sestaviti brez vidnih sledi. Poleg tega mora biti plastična prevleka jermena prozorna in mora imeti gladko površino.

2.3.11 c)–2 Risba št. 3, ki je priložena temu dodatku, prikazuje pritrdilni pripomoček, ki ustreza določilom zadnjega dela 11. odstavka 3. člena dodatka 2. Ustreza pa tudi določilom 6. odstavka 3. člena dodatka 2.

3 DODATEK 3

3.0.17 Postopek za odobritev

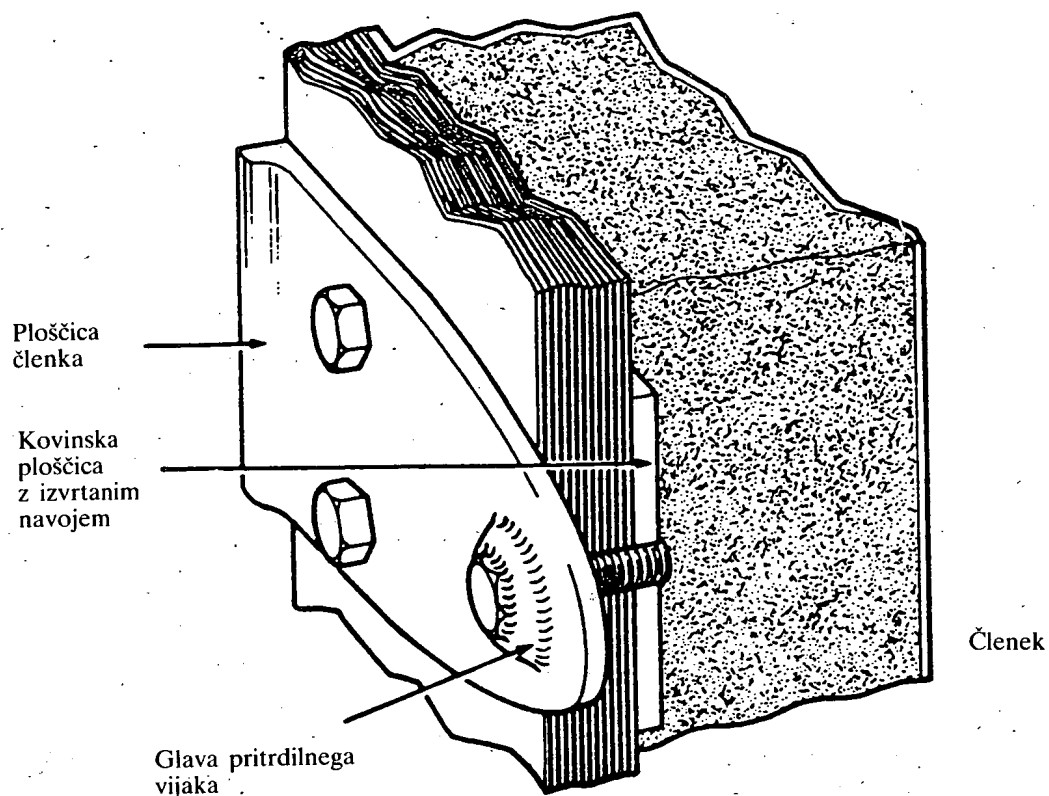
1. Dodatek 3 določa, da lahko pristojne oblasti ene podpisnice izdajo potrdilo o odobritvi za vozilo, izdelano na ozemlju te podpisnice in da za to vozilo ne bo potreben noben dodatni postopek za potrditev v državi, kjer bo registrirano, ali, odvisno od primera, kjer ima njegov lastnik stalno bivališče.

2. Ta določila pa ne izključujejo pravice, da podpisnica, kjer je vozilo registrirano ali na ozemlju katere ima lastnik stalno bivališče, lahko zahteva predložitev potrdila o odobritvi vozila bodisi pri uvozu, bodisi kasneje pri registraciji ali pregledu vozila ali pri podobnih prilikah.

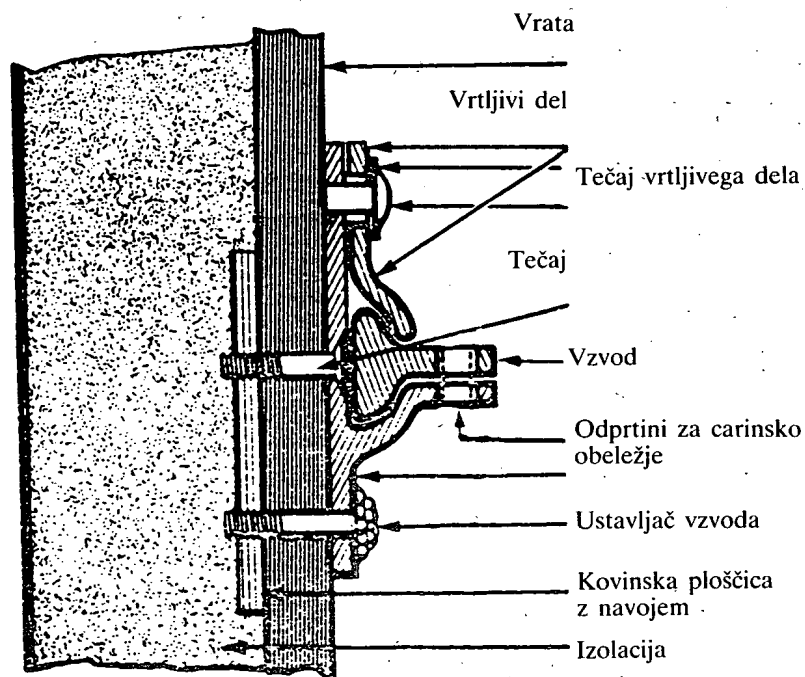
3.0.20 Postopek za vpis pripomb v potrdilo o odobritvi

Za razveljavitev zapisa o pomanjkljivosti, zaradi katere je bilo treba vozilo popraviti in vrniti v zadovoljivo stanje, je dovolj, da se v polje št. 11, ki je za to predvideno, vpiše opomba »pomanjkljivost odpravljena«, priimek, podpis in žig pristojnega organa.

Risba št. 1
Primer členka in naprav za carinsko obeležje za vrata
vozil s toplotno osamljenimi oddelki za tovor

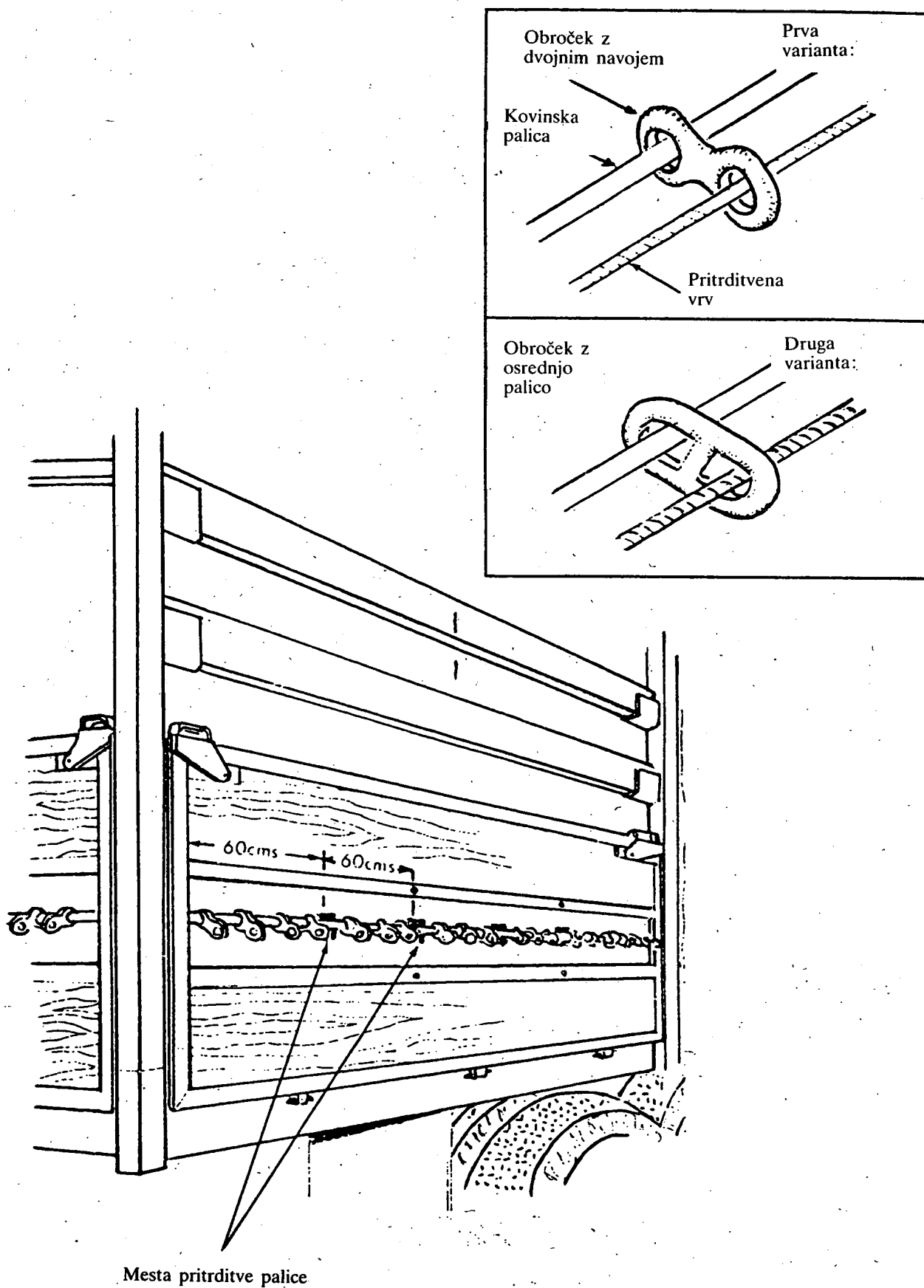


Naprava za
carinsko obeležje

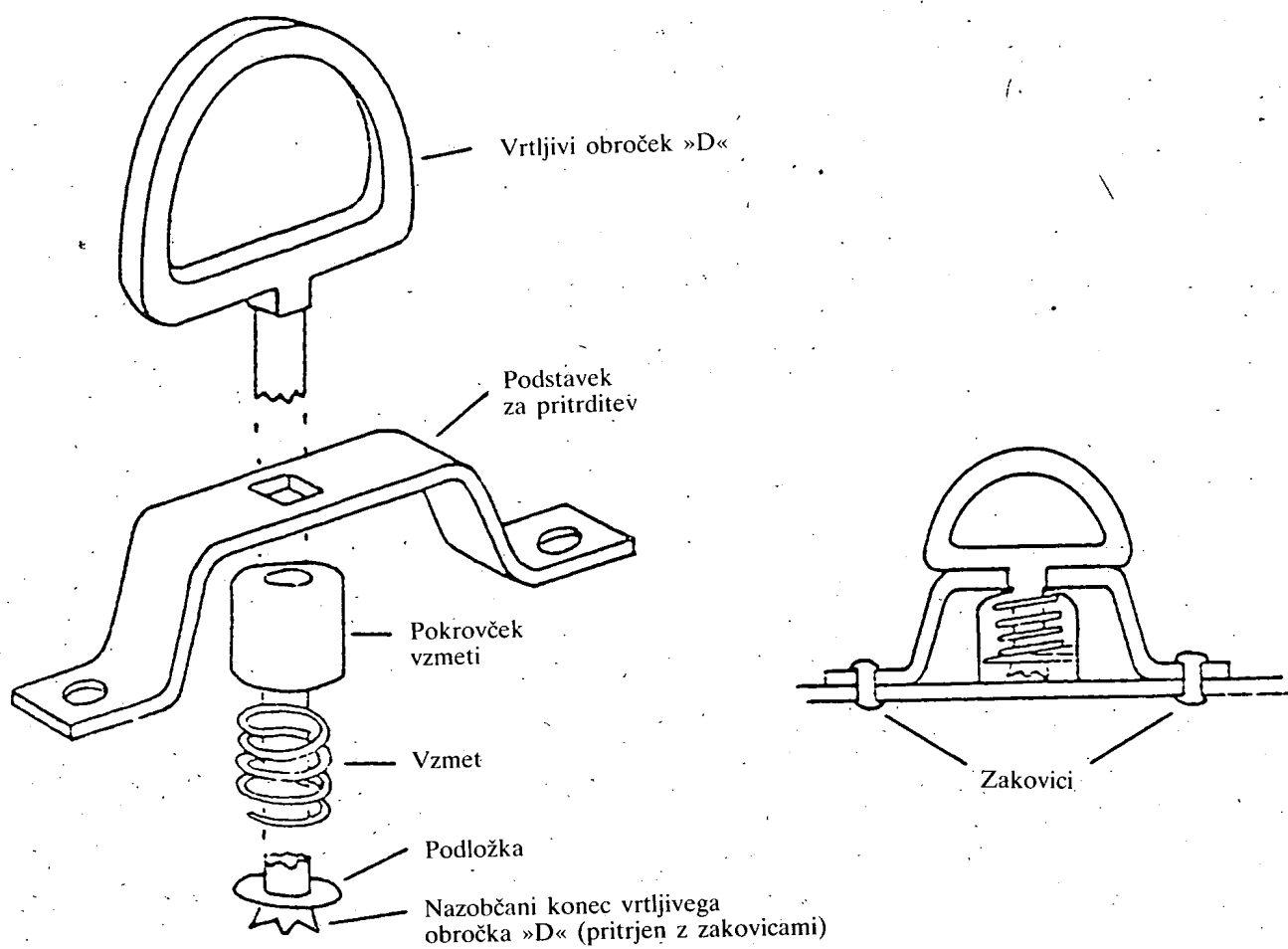


- (1) Glava pritrdilnega vijaka je z varjenjem povsem razobličena in nedostopna, ko so vrata carinsko obeležena.
- (2) Glava pritrdilnega vijaka je z varjenjem povsem razobličena.

Risba št. 2
Vozila s ponjavo in drsnimi obročki

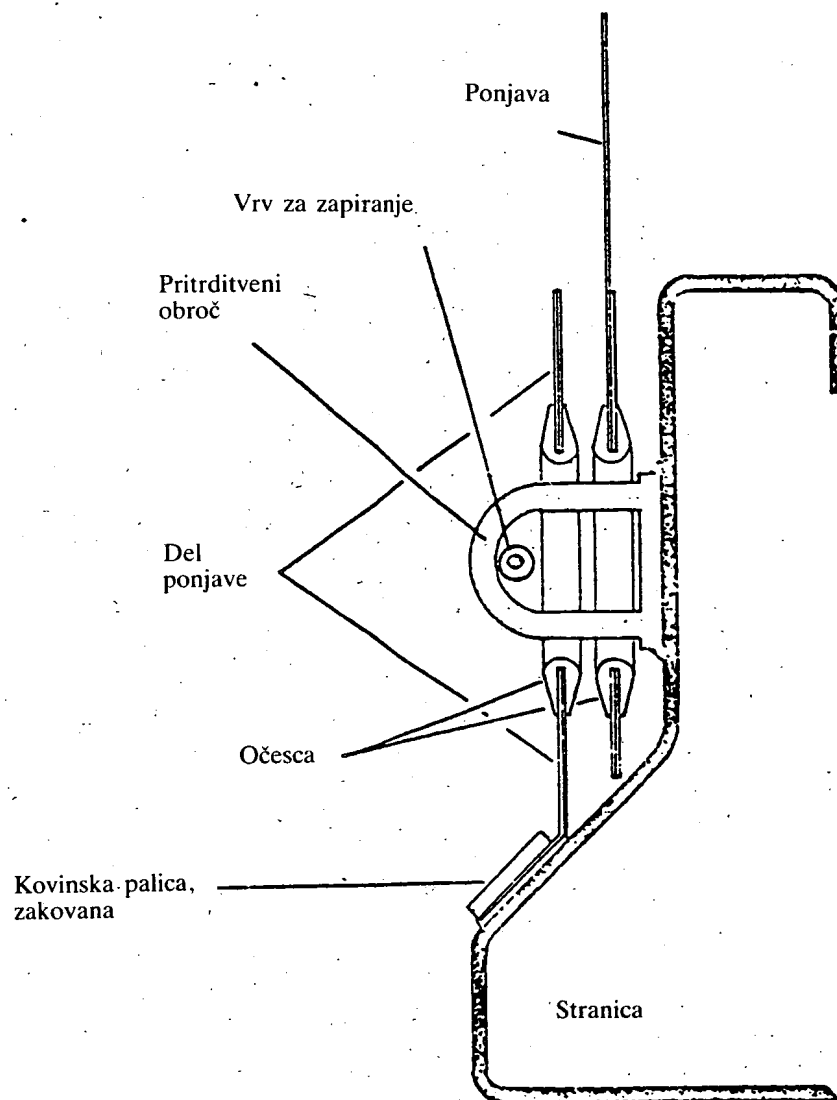


Risba št. 2a
Primer vrtljivega obročka (model »D«)



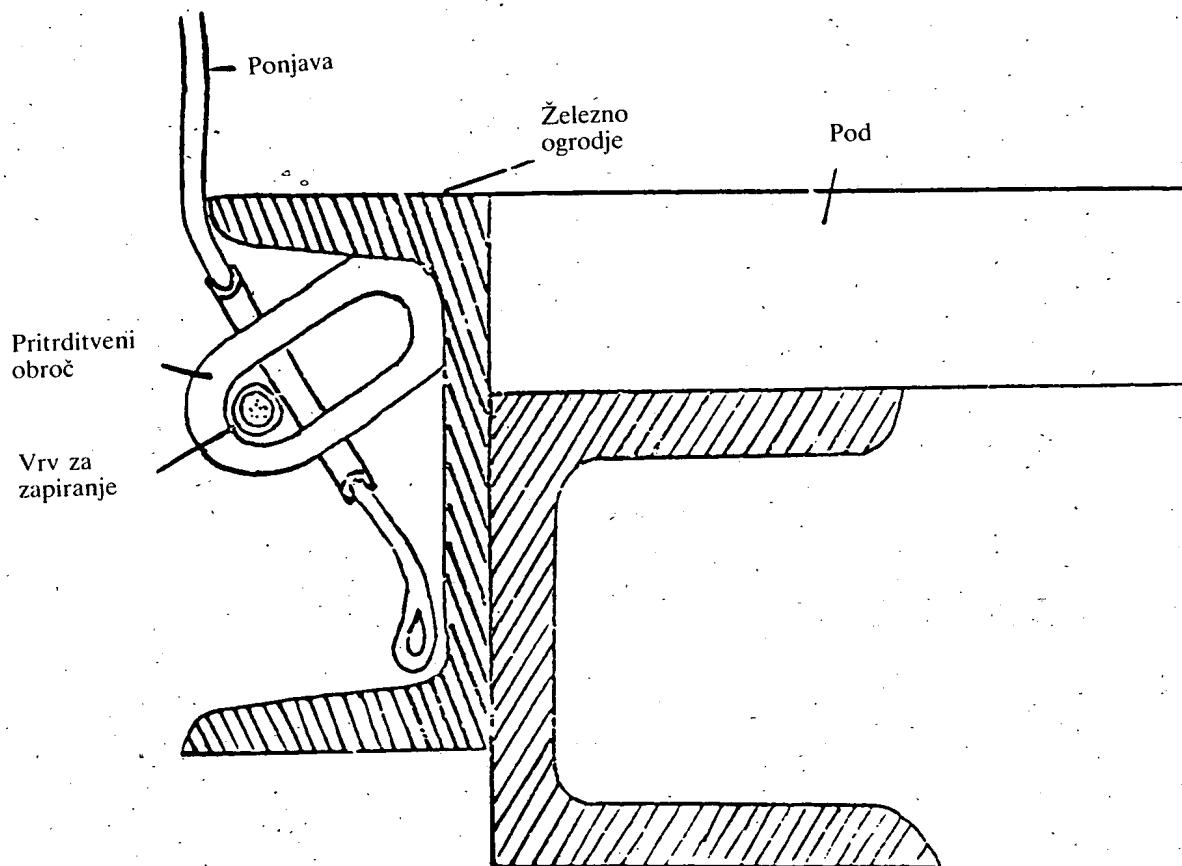
Risba št. 3
Primer naprave za zapiranje ponjave vozila

Naprava ustreza določilom zadnjega odstavka 11. točke 3. člena dodatka 2. Ustreza tudi določilom 6. točke 3. člena dodatka 2.



Risba št. 4
Naprava za zapiranje ponjave

Naprava ustreza določilom odstavka 6 a) 3. člena dodatka 2.



Dodatek 7

Prvi del

**PRAVILNIK O TEHNIČNIH POGOJIH, KI JIH
MORAJO IZPOLNJEVATI ZABOJNIKI ZA
MEDNARODNI PREVOZ POD CARINSKIM
OBELEŽJEM**

1. člen

Temeljna načela

Mednarodni prevoz blaga pod carinskim obeležjem se lahko opravlja le v zabojnikih, zgrajenih in opremljenih tako, da

- a) iz obeleženega dela zabojnika ni mogoče izvleči ali vanj dodati blaga brez vidnih sledi vloma oziroma ne da bi bilo poškodovano carinsko obeležje;
- b) je carinsko obeležje mogoče pritrditi preprosto in učinkovito;
- c) nima nobenega skritega prostora, kamor se da skriti blago;
- d) so vsa mesta, kjer je mogoče naložiti blago, brez težav dostopna za carinske preglede.

2. člen

Zgradba zabojnika

1. V skladu z določili 1. člena tega pravilnika:

- a) morajo biti sestavni del zabojnika (stranice, podi, vrata, streha, podboji, okviri, preklade, itd) sestavljeni

tako, da jih niti s pomočjo priprav niti s pomočjo postopkov ni mogoče od zunaj odstraniti in ponovno sestaviti brez vidnih sledi. Če so stranice, pod, vrata in streha sestavljeni iz različnih delov, morajo ustrezati zgornjim predpisom in biti dovolj trdni;

b) vrata in vsi drugi sestavi za zapiranje (vključno s pipami, pokrovi, prirobnicami, itd.) morajo biti opremljeni z napravo za pritrditev carinskega obeležja. Ta naprava mora biti takšna, da je z zunanje strani ni mogoče odstraniti in ponovno namestiti brez vidnih sledi ter da vrat ali drugih zapiral ni mogoče odpreti, ne da bi bilo poškodovano carinsko obeležje. Carinsko obeležje je treba primerno zavarovati. Dovoljena je pomična streha;

c) prezračevalne in odtočne odprtine morajo biti opremljene z napravo, ki preprečuje dostop v notranjost zabojnika. Ta naprava mora biti takšna, da je ni mogoče odstraniti in ponovno namestiti brez vidnih sledi.

2. Ne glede na odstavek c) 1. člena tega pravilnika so pri zabojnikih dovoljeni sestavni deli, ki iz tehničnih razlogov vključujejo prazne prostore (na primer med predelnimi stenami dvojne stranice). Da pa se ti prostori ne bi mogli uporabiti za tihotapljenje, je treba upoštevati naslednje:

i) če notranja obloga zabojnika prekriva stranico po vsej njeni višini od poda do strehe oziroma če je prostor med to oblogo in zunanjo stranico popolnoma zaprt, mora biti omenjena obloga nameščena tako, da je ni mogoče odstraniti in ponovno namestiti brez vidnih sledi;

ii) če obloga ne prekriva stranice po vsej njeni višini in če prostor, ki to oblogo ločuje od zunanje stranice, ni popolnoma zaprt, kot tudi v vseh drugih primerih, kjer

izdelava zabojnika zahteva votle prostore, naj bo teh prostorov čim manj, če pa že so; naj bodo zlahka dostopni za carinske preglede.

3. člen

Zložljivi ali razstavljeni zabojniki

Za zložljive ali razstavljljive zabojnike veljajo določila 1. in 3. člena tega pravilnika; dodatno pa morajo imeti taki zabojniki zapache za nepomičnost sestavnih delov, ko je zabojnik naložen na vozilo. Zapahi na zunanji strani morajo biti taki, da jih je mogoče obeležiti s carinskim obeležjem, potem ko je zabojnik zložen.

4. člen

Zabojnik s ponjavo

1. Za zabojnik s ponjavo veljajo določila 1. in 2. člena tega pravilnika, če je le mogoče. V vsem drugem pa morajo biti ta vozila v skladu z določili tega člena.

2. Ponjava mora biti iz močnega platna, iz plastificirane ali gumirane tkanine, ki se ne razteguje in je dovolj čvrsta. Ponjava mora biti v brezhibnem stanju, narejena pa mora biti tako, da po namestitvi naprave za zapiranje dostop v zabojnik ni več mogoč brez vidnih sledi.

3. Če je ponjava izdelana iz več kosov, morajo biti njihovi robovi preganjeni drug v drugega in sešiti skupaj z dvema šivoma v razmiku 15 mm. Ta šiva morata biti izdelana v skladu z risbo št. 1, ki je priložena temu pravilniku; če pa določenih delov ponjave, kot so zavihki in ojačani vogali, ni mogoče sešiti na ta način, zadostuje, da se zavihla rob zgornjega dela in se naredijo šivi, kot kaže skica št. 2, ki je priložena temu pravilniku. Eden od obeh šivov je viden le z notranje strani in je narejen s sukancem, katerega barva se močno razlikuje od barve ponjave in barve sukanca drugega šiva. Šivanje mora biti strojno.

4. Če je ponjava iz plastificirane tkanine in sestavljena iz več kosov, je te kose mogoče tudi zvariti v skladu s skico št. 3, ki je priložena temu pravilniku. Robova enega in drugega kosa se morata prekrivati vsaj za 15 mm. Kosa se morata prilagati po vsej širini prekritja. Zunanji rob spoja mora biti prekrit s plastičnim trakom, širokim vsaj 7 mm, ki se pritrdi po enakem varilnem postopku. Po tem traku in še po širini vsaj 3 mm na vsako stran traku se vtisne zelo razločen izbočeni vzorec. Kosi morajo biti zvarjeni tako, da jih ni mogoče ločiti in ponovno sestaviti brez vidnih sledi.

5. Ponjava se krpa na način, prikazan na skici št. 4, ki je priložena temu pravilniku. Robova je treba zapogniti enega v drugega in zašiti z dvema vidnima šivoma, ki sta vsaj 15 mm narazen. Barva sukanca, ki je viden z notranje strani, se mora razlikovati od barve sukanca, ki je viden z zunanje strani, in od barve ponjave. Šivanje mora biti strojno. Če je pri krpanju ponjave, ki je poškodovana na robovih, treba vstaviti nov kos tkanine, se šiv lahko naredi po navodilih iz 3. odstavka tega člena in po risbi št. 1, ki je priložena temu pravilniku. Tudi ponjave iz plastificirane tkanine je mogoče zakrpati na način, opisan v 4. odstavku tega člena, vendar je v tem primeru treba trak pritrditi na obeh straneh ponjave, krpa pa se namesti z notranje strani.

6. Ponjava se pritrdi na zabojnik tako, da je povsem v skladu z zahtevami odstavkov a) in b) 1. člena tega pravilnika. Uporabiti je mogoče naslednje načine pritrditve:

a) Ponjava je lahko pritrjena:

i) s kovinskimi obročki, nameščenimi na zabojnik.

ii) z očesci, vdelanimi v rob ponjave, in

iii) z vezjo, ki teče skozi obročke nad ponjavo in je po vsej svoji dolžini vidna z zunanje strani.

Ponjava mora prekrivati trde dele tovorišča za vsaj 250 mm, merjeno od središča pritrdilnih obročkov, razen če izdelava vozila sama po sebi sploh ne dopušča dostopa do blaga.

b) Kadar mora biti rob ponjave trajno pritrjen na zabojnik, je stik neprekinjen in izveden s trajnimi pritrdili.

c) Če je pri ponjavi uporabljen sestav zapahov, morajo le-ti v zapahnjem položaju ponjavo tesno priklepati na zunanjo stran zabojnika (kot primer glej risbo št. 6).

7. Ponjava je podprta z ustreznim ogroddjem (podporniki, stranice, loki, letve itd.).

8. Razmik med obročki ali med očesci ne sme biti večji od 200 mm. Lahko pa je tudi večji, čeprav največ 300 mm, pri obročkih ali očescih na eni ali drugi strani podpornika, če sta zabojnik in ponjava takšna, da onemogočata vsakršen dostop v notranjost zabojnika. Očesca morajo biti ojačena.

9. Uporabljajo se naslednja pritrdila:

a) jeklene vrvi premera vsaj 3 mm; ali

b) vrvi iz konoplje ali sisala premera vsaj 8 mm v ovoju iz prozorne neraztegljive plastike.

Vrvi so lahko ovite z omotom iz prozorne neraztegljive plastike.

Če je treba ponjavo pritrditi na okvir takega zabojnika, ki je sicer v skladu s točko a) 6. odstavka tega člena, je kot pritrdilo mogoče uporabiti jermen (tak primer je prikazan na risbi št. 7, ki je priložena temu dodatku). Jermen mora biti v skladu z zahtevami, navedenimi v točki c) 11. odstavka, ki določajo njegovo snov, velikost in obliko.

10. Vsaka jeklena ali tkaninska vrv mora biti iz enega kosa in mora imeti svoja skrajna konca obložena s trdo kovino. Sponka vsakega kovinskega zaključka mora imeti votlo zakovico, ki gre skozi vrv in omogoča, da se skoznjjo lahko vdene vrvica carinskega obeležja. Vrv mora ostati vidna z ene in druge strani votle zakovice, tako da se je možno prepričati, da je vrv res iz enega kosa (glej risbo št. 5, ki je priložena temu pravilniku).

11. Tam, kjer se ponjava dvigne pri nakladanju in razkladanju, se morata oba robova zadovoljivo prekrivati. Pritrjena sta:

a) s prišitim ali privarjenim zavihkom v skladu s 3. in 4. odstavkom tega člena;

b) s kovinskimi obročki ali očesci, ki so v skladu z zahtevami 8. odstavka tega člena; in

c) z neraztegljivim, vsaj 20 mm širokim in 3 mm debelim jermenom iz ustrezne snovi, ki gre skozi obroče in drži skupaj oba robova ponjave in zavihke; jermen je pritrjen znotraj ponjave in opremljen z očescem, skozi katerega poteka kabel ali vrv, omenjen v 9. odstavku tega člena.

Zavihek ni potreben, če je nameščena posebna naprava (zapora itd.), ki preprečuje dostop do blaga brez vidnih sledi.

12. Razpoznavne številke, ki jih mora imeti zabojnik, kot tudi oznaka o odobritvi, o kateri govori drugi del tega dodatka, v nobenem primeru ne sme prekrivati ponjave.

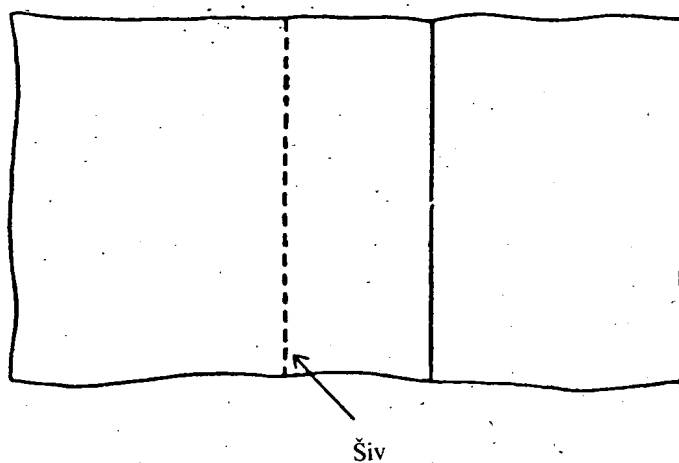
5. člen

Prehodna določila

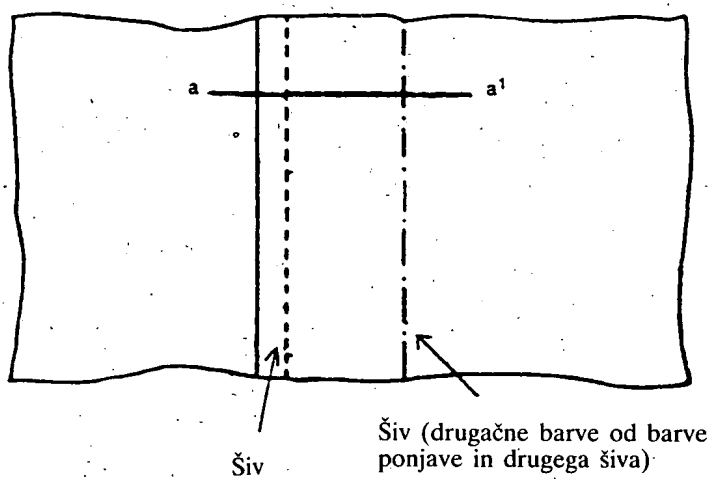
Do 1. januarja 1977 so dovoljeni kovinski zaključki, ki ustrezajo risbi št. 5 tega pravilnika, čeprav ima njihova votla zakovica, ki je bila odobrena že prej, manjšo odprtino, kot je predvideno na tej risbi.

Risba št. 1
 Ponjava, izdelana iz več kosov, ki so sešiti skupaj

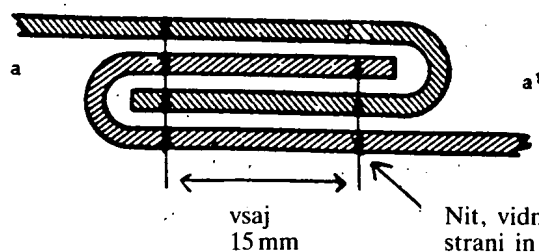
Pogled z
 zunanje
 strani



Pogled z
 notranje
 strani

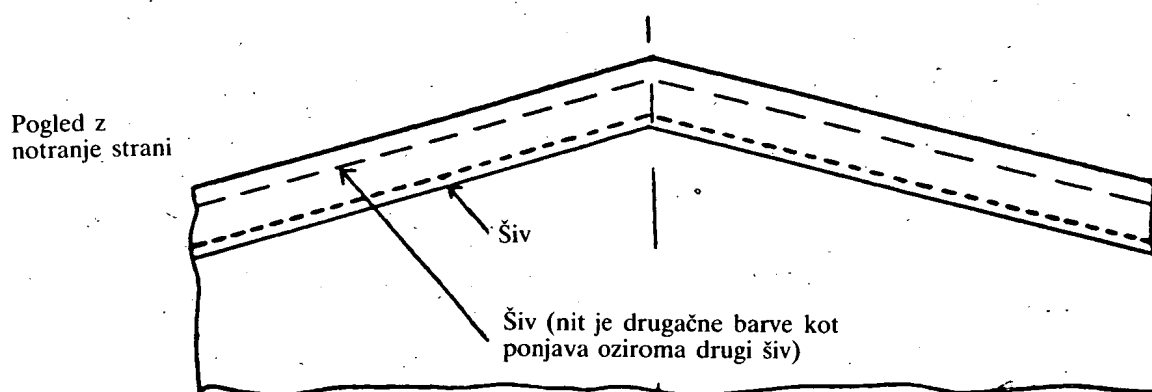
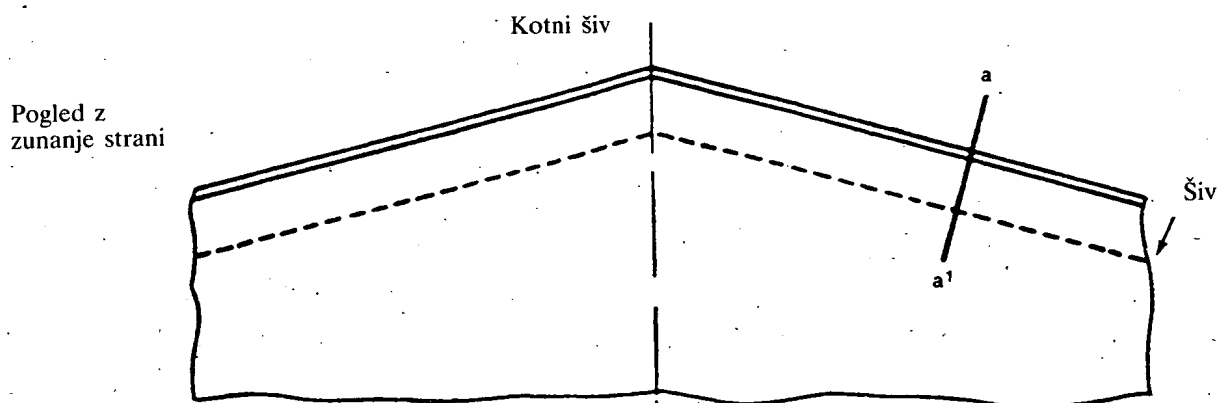


Prerez a-a'
 Šiv z dvojnimi
 zavijom



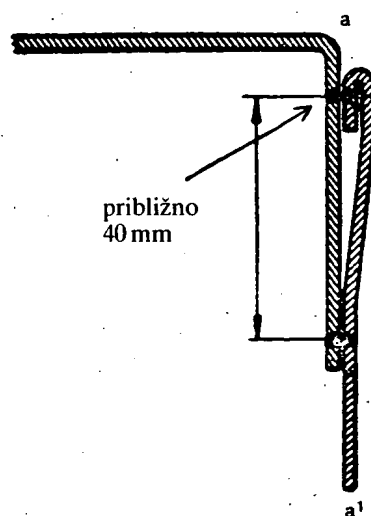
Nit, vidna le z notranje
 strani in drugačne barve,
 kot je barva ponjave in
 barva drugega šiva

Risba št. 2
Ponjava, sesita iz več kosov



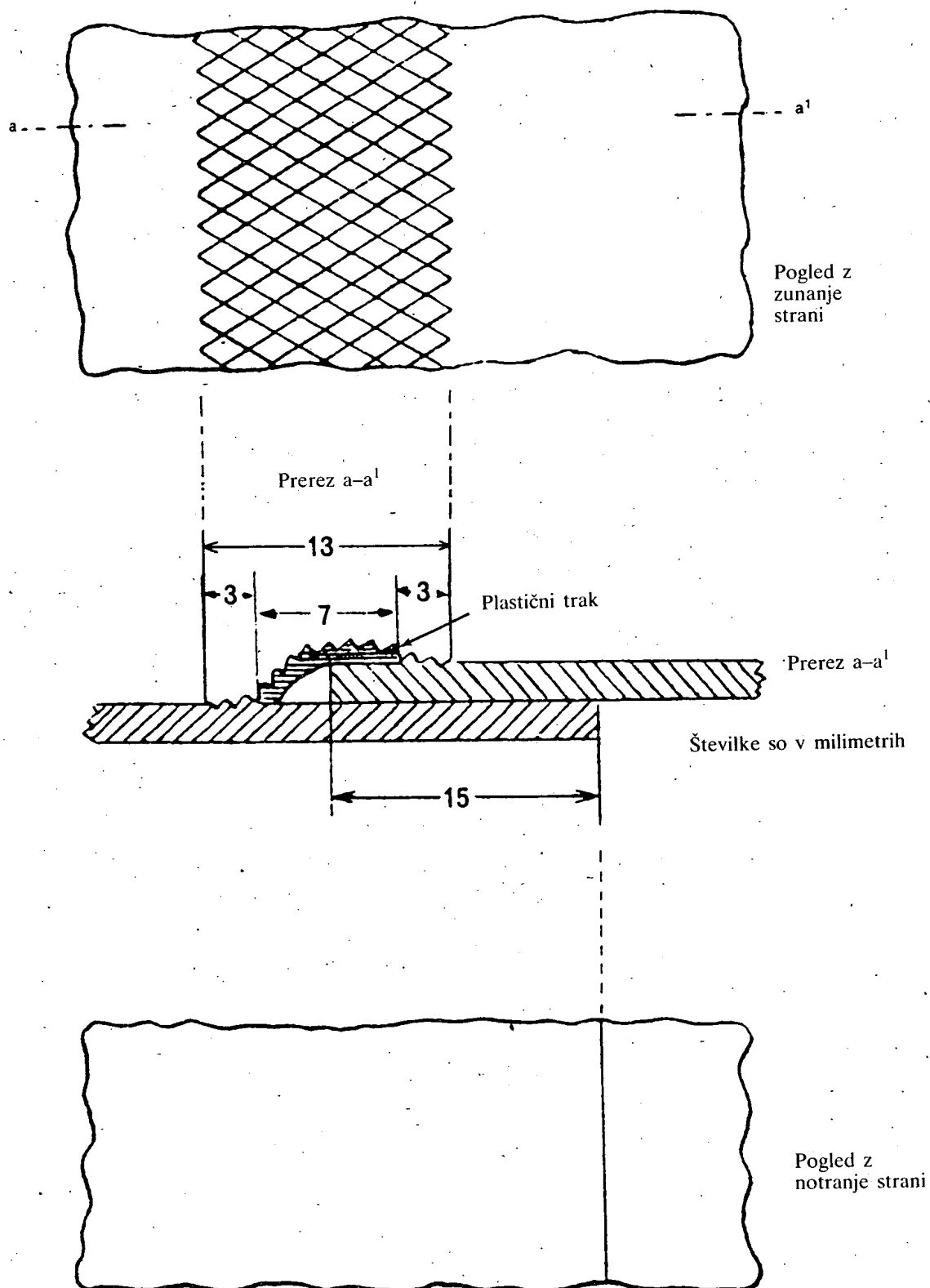
Prerez a-a'

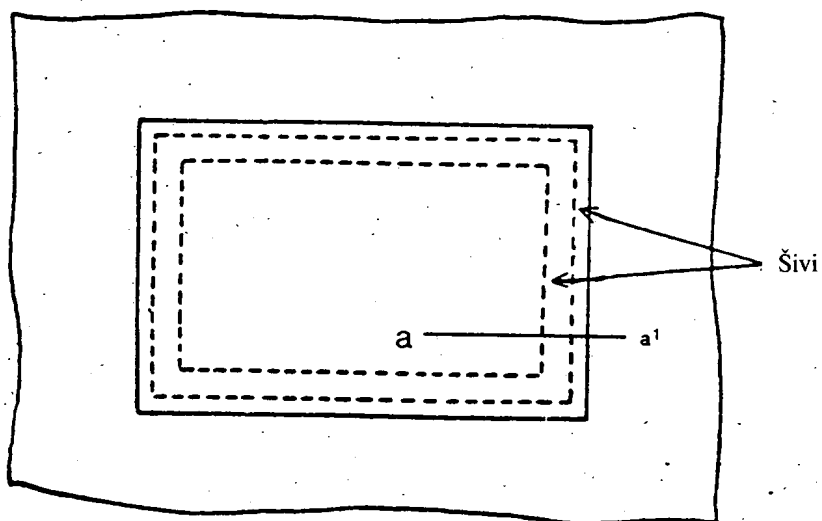
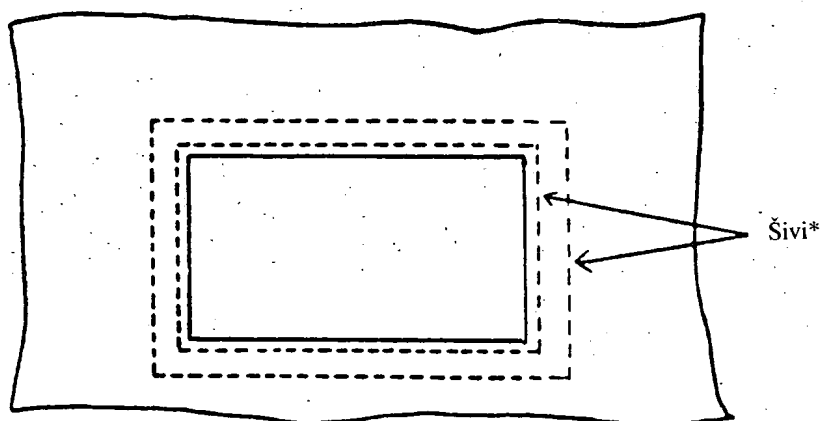
Nit, vidna le z notranje strani in drugačne barve, kot je barva ponjave in barva drugega šiva



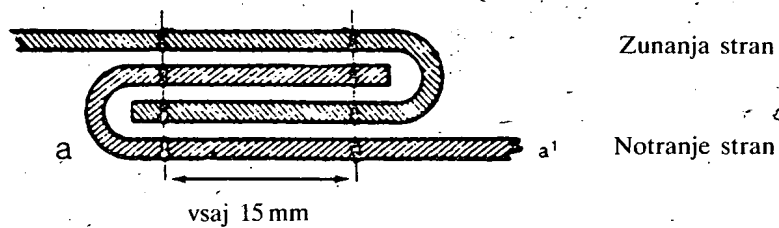
Opomba: Šivi vogalov, izdelani po postopku, ki je prikazan na risbi št. 2a dodatka 2 te konvencije, so prav tako sprejemljivi.

Risba št. 3
Ponjava, zvarjena iz več kosov



Risba št. 4
Popravilo ponjavePogled
od zunajPogled z
notranje
strani

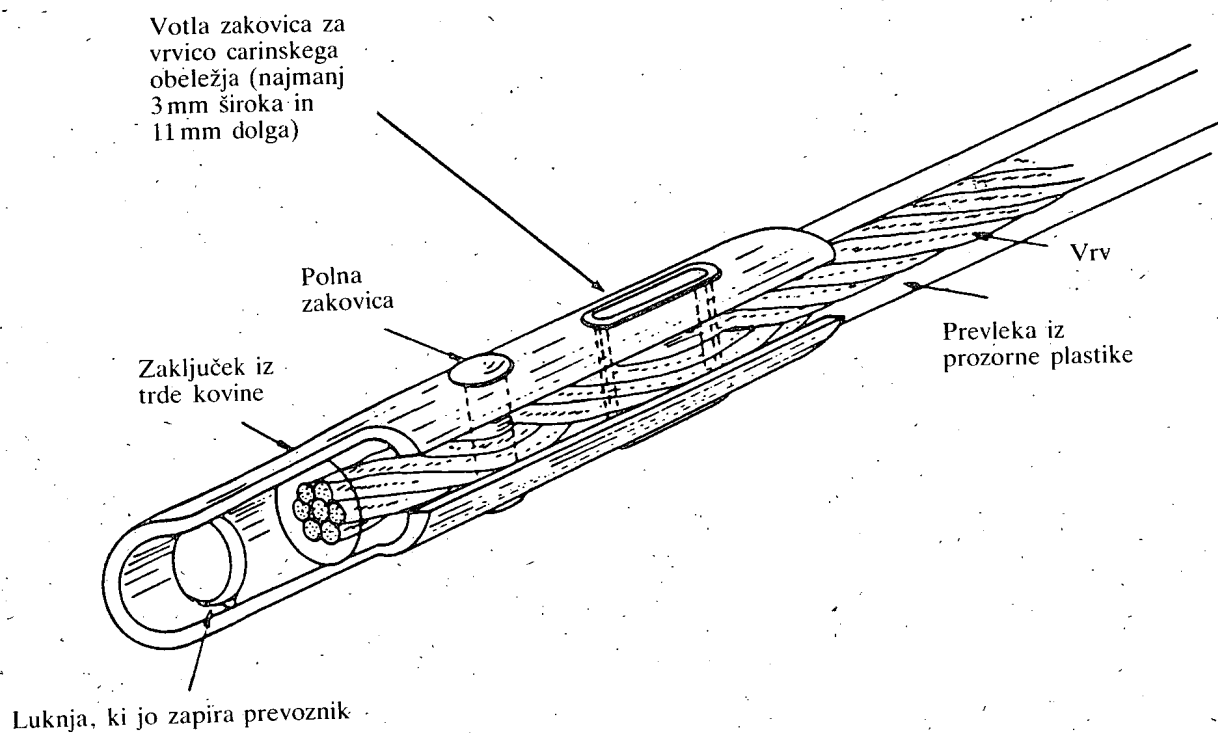
Prerez a-a¹



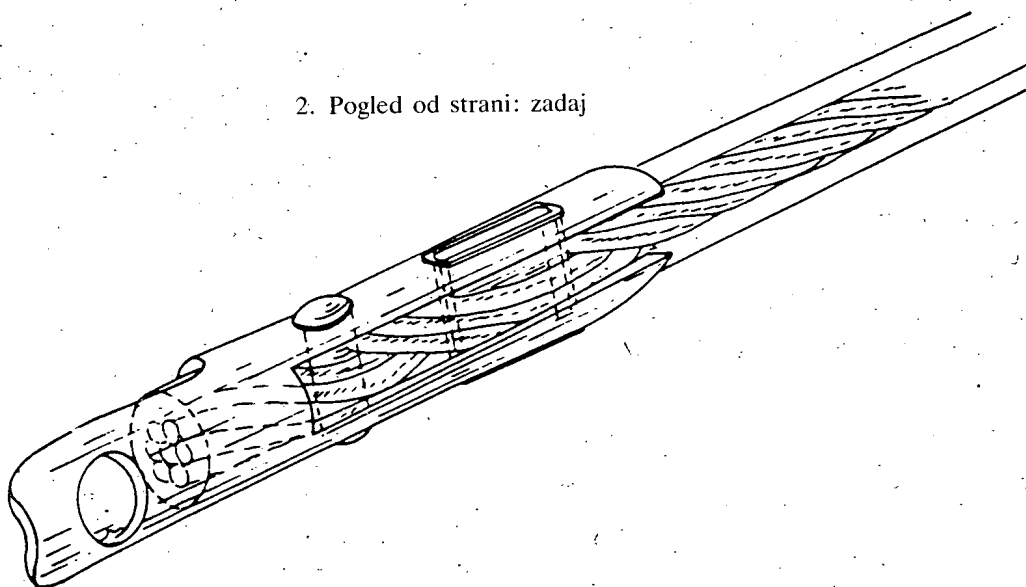
* Niti, vidne od znotraj, morajo biti drugačne barve od niti, vidnih od zunaj.

Risba št. 5
Vzorec skrajnega konca

1. Pogled od strani: spredaj



2. Pogled od strani: zadaj



Drugi del

POSTOPEK ZA ODOBRITEV ZABOJNIKOV, KI IZPOLNJUJEJO TEHNIČNE POGOJE, PREDVIDENE V PRVEM DELU**Splošno**

1. Za zabojnike je mogoče pridobiti odobritev za prevoz blaga pod carinskim obeležjem:

- a) bodisi v proizvodnem postopku glede na vrsto izdelave (postopek za odobritev v postopku izdelave);
- b) bodisi za posamezne zabojnike ali za določeno število zabojnikov iste vrste (postopek potrditve po končani proizvodnji).

Skupna določila obeh postopkov

2. Po odobritvi izda za to pristojno oblastvo prosilcu »potrdilo o odobritvi«, veljavno, glede na primer, za neomejeno število zabojnikov odobrene vrste ali le za določeno število zabojnikov.

3. Uporabnik, ki mu je bilo izdano potrdilo o odobritvi, mora pred prevozom blaga pod carinskim obeležjem pritrditi na odobreni zabojnik oziroma zabojnike oznako (tablico) o odobritvi.

4. Tablica (oznaka) o odobritvi mora biti stalno pritrjena na dobro vidnem mestu poleg drugih uradnih oznak.

5. Oznaka o odobritvi, prikazana na vzorcu št. I v prilogi 1 tega dela, je kovinska tablica, dolga vsaj 20 cm in široka vsaj 10 cm. Na njeno površino so vtisnjeni z vbočeno ali izbočeno tehniko ali kako drugače čitljivo izpisani naslednji podatki vsaj v francoščini ali angleščini:

- a) »Odobreno za prevoz pod carinskim obeležjem«;
- b) ime države, v kateri je bil zabojnik odobren, bodisi izpisano ali s kratico, ki se uporablja pri registraciji vozil v mednarodnem cestnem prometu, in številka potrdila o odobritvi (številke, črke itd.) kot tudi leto odobritve (na primer »NL/ 26/73« pomeni: Nizozemska, potrdilo o odobritvi št. 26, izdano leta 1973);

c) številka vrste zabojnika, ki jo določi proizvajalec (tovarniška številka);

d) razpoznavne številke ali črke vrste zabojnika, če je bil zabojnik odobren na podlagi vrste izdelave.

6. Če zabojnik ne izpolnjuje več tehničnih pogojev, predpisanih za njegovo odobritev, mora biti pred nadaljnjimi prevozi blaga pod carinskim obeležjem spet vzpostavljeno stanje, na podlagi katerega je bil odobren.

7. Če se spremenijo osnovne značilnosti zabojnika, potrdilo o odobritvi preneha veljati in mora pristojna uprava pred nadaljnjimi prevozi pod carinskim obeležjem izdati novo potrdilo.

Posebna določila o odobritvi glede na vrsto izdelave v proizvodnem postopku

8. Če proizvajajo zabojnike enega za drugim (serijsko), lahko proizvajalec pri pristojnem oblastvu svoje države zaprosi za odobritev po vrsti izdelave.

9. Proizvajalec mora v svoji prošnji navesti razpoznavne številke ali črke vrste zabojnika, za katerega prosi za odobritev.

10. Prošnji morajo biti priloženi načrti in podroben opis izdelave zadevne vrste zabojnika.

11. Proizvajalec se mora pisno zavezati:

- a) da bo pristojnim oblastem omogočil pregled vseh tistih zabojnikov te vrste, ki jih bo urad želel pregledati;
- b) da bo pristojnim oblastem omogočil pregled drugih enot kadar koli med izdelovanjem te vrste zabojnikov;

c) da bo pristojne oblasti predhodno obvestil o vsaki spremembi načrtov ali opisov glede na njeno pomembnost;

d) da bo na zabojnike na vidno mesto pritrdil poleg oznak o odobritvi tudi razpoznavno številko ali črke vrste izdelave kot tudi številko vsakega zabojnika v določeni vrsti (tovarniška številka);

e) da bo vodil razvide za zabojnike, narejene po odobreni vrsti.

12. Pristojne oblasti bodo sporočale, katere spremembe so potrebne, da bi dosegli odobritev pri predvideni vrsti izdelave.

13. Nobena vrsta izdelave ne bo odobrena, ne da bi pristojne oblasti na podlagi pregleda enega ali več zabojnikov, narejenih po tej vrsti izdelave, ugotovile, da zabojniki te vrste ustrezajo tehničnim pogojem iz prvega dela tega dodatka.

14. Ko je določen tip zabojnikov odobren, prejme prosilec potrdilo o odobritvi, prikazano na vzorcu št. II, ki je v prilogi št. 2 tega dela, in velja za vse zabojnike, izdelane v skladu z odobrenimi posli. Na podlagi tega potrdila ima proizvajalec pravico opremiti vsak zabojnik te vrste z oznako o odobritvi vzorca, opisano v 5. odstavku dela dela.

Posebna določila o odobritvi po končani proizvodnji

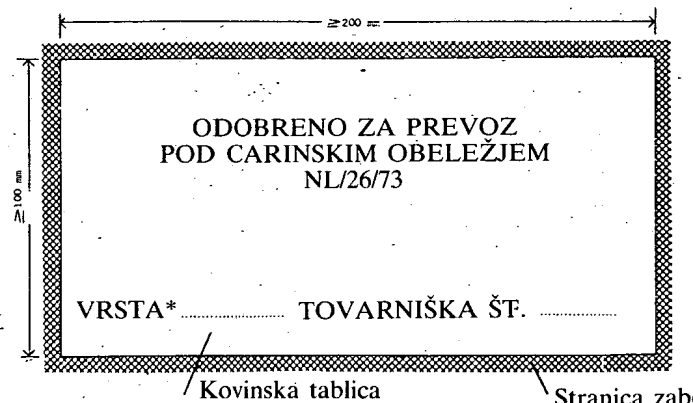
15. Če prošnja za odobritev ni bila vložena v postopku izdelave, lahko lastnik, uporabnik ali predstavnik enega ali drugega prosi za odobritev pri tistih pristojnih oblasteh, ki jim lahko zabojnik ali zabojnike, za katere prosi odobritev, dostavi v pregled.

16. Vsaka prošnja za odobritev, vložena v primeru, ki ga predvideva 15. odstavek, mora vsebovati zaporedno številko (tovarniško številko), ki jo vsakemu zabojniku da proizvajalec.

17. Pristojne oblasti bodo pregledale toliko zabojnikov, kot se jim bo zdelo potrebno, in bodo po ugotovitvi, da zabojnik ali zabojniki izpolnjujejo tehnične pogoje, navedene v prvem delu, izdale potrdilo o odobritvi, ponazorjeno z vzorcem št. III, ki je v prilogi 3 tega dela, in veljavno le za odobrene zabojnike. Na podlagi tega potrdila, v katerem bo vpisana številka vrste ali številke zabojnika ali zabojnikov, na katere se potrdilo nanaša, bo prosilec lahko pritrdil na vsak odobreni zabojnik oznako o odobritvi, predvideno v 5. odstavku tega dela.

Priloga 1 drugega dela

Vzorec št. I

TABLICA O ODOBRTVI

* Le za odobritev po vrsti izdelave.

Priloga 2 drugega dela

Vzorec št. II

**CARINSKA KONVENCIJA O MEDNARODNEM
PREVOZU BLAGA POD OZNAKO TIR (1975)****POTRDILO O ODOBREDITVI ZA VRSTO
IZDELAVE**

1. Številka potrdila*
2. Potrjujemo, da je opisana vrsta zabojnika odobrena in da je v zabojnikih, izdelanih v skladu s to vrsto, dovoljeno prevažati blago pod carinskim obeležjem.
3. Vrsta zabojnika
4. Razpoznavna številka ali črke vrste izdelave
5. Razpoznavna številka načrtov za izdelavo
6. Razpoznavna številka opisov za izdelavo
7. Lastna teža
8. Zunanje mere v cm
9. Osnovne značilnosti izdelave (vrsta snovi, vrsta izdelave itd.)
10. Potrdilo velja za vse zabojnike, izdelane v skladu z navedenimi načrti in opisi.
11. Potrdilo je izdano
(naziv in naslov proizvajalca)

ki je s tem pooblaščen za pritrnitev oznak o odobritvi na vsak zabojnik odobrene vrste, ki ga izdelava.

V _____ 19
(kraj) (datum)

Potrdilo izdal _____
(podpis in žig organizacije ali službe)
(Glej opozorilo na hrbtni strani)

* Vpisati je treba črke in številke, ki so izpisane na oznaki o odobritvi (glej točko b) 5. odstavka drugega dela dodatka 7 Konvencije o mednarodnem prevozu blaga pod oznako TIR, 1975).

Priloga 3 drugega dela

Vzorec št. III

**CARINSKA KONVENCIJA O MEDNARODNEM
PREVOZU BLAGA POD OZNAKO TIR (1975)****POTRDILO O ODOBREDITVI, IZDANO PO KONČANI
PROIZVODNJI**

1. Številka potrdila*
2. Potrjujemo, da je za naslednji(e) zabojnik(e) odobren prevoz blaga pod carinskim obeležjem.
3. Vrsta zabojnika(ov)
4. Tovarniška številka proizvajalca
5. Lastna teža
6. Zunanje mere v cm
7. Osnovne značilnosti izdelave (vrsta snovi, vrsta izdelave itd.)
8. Potrdilo je izdano
(naziv in naslov prosilca)

ki je s tem pooblaščen za pritrnitev oznak o odobritvi na omenjeni(e) zabojnik(e).

V _____ 19
(kraj) (datum)

Potrdilo izdal _____
(podpis in žig organizacija ali službe)
(Glej opozorilo na strani 464)

* Vpisati je treba črke in številke, ki so izpisane na oznaki o odobritvi (glej točko b) 5. odstavka drugega dela dodatka 7 Konvencije o mednarodnem prevozu blaga pod oznako TIR, 1975).

OPOZORILO

(6. in 7. odstavek drugega dela dodatka 7 Carinske konvencije o mednarodnem prevozu blaga pod oznako TIR, 1975)

6. Če kontejner ne izpolnjuje več tehničnih pogojev, predpisanih za njegovo odobritev, mora biti pred nadaljnjimi prevozi blaga pod carinskim obeležjem spet vzpostavljeno stanje, na podlagi katerega je bilo izdano potrdilo o odobritvi.

7. Če se spremenijo osnovne značilnosti zabojnika, potrdilo o odobritvi preneha veljati in mora pristojno oblastvo pred nadaljnjimi prevozi pod carinskim obeležjem izdati novo potrdilo.

Dodatek 7**Tretji del****DODATNA POJASNILA**

1. Dodatna obrazložitev, ki se nanaša na dodatek 2 in je vključena v dodatek 6 te Konvencije, se s potrebnimi spremembami nanaša tudi na zabojnike, odobrene za prevoz pod carinskim obeležjem.

2. Drugi del - 4. člen, 6. odstavek, točka a)

Risba, ki je priložena tretjemu delu, prikazuje pritrnitev ponjave na okovane robove zabojnikov, kot je to sprejemljivo za carino.

3. Drugi del - 5. odstavek

Če sta dva zabojnika, odobrena za prevoz pod carinskim obeležjem, združena tako, da sestavljata en sam zabojnik, prekrit z eno samo ponjavo, ki izpolnjuje pogoje za prevoz pod carinskim obeležjem, za to vrsto ni zahtevano posebno potrdilo o odobritvi ali posebna oznaka o odobritvi.

Dodatek 8**SESTAVA IN NOTRANJI PRAVILNIK
UPRAVNEGA ODBORA****1. člen**

i) Članice Upravnega odbora so podpisnice Konvencije.

ii) Odbor lahko sklene, da lahko pristojne uprave držav, omenjenih v 1. odstavku 52. člena te Konvencije, ki niso njene podpisnice, ali predstavniki mednarodnih organizacij kot opazovalci sodelujejo na sestankih glede vprašanj, ki jih zanimajo.

2. člen

Splošno tajništvo Združenih narodov opravlja za odbor tajniške storitve.

3. člen

Odbor vsako leto na svoji prvi seji izvoli predsednika in podpredsednika.

4. člen

Generalni sekretar Združenih narodov skliče odbor pri gospodarski komisiji za Evropo vsako leto, kot tudi na zahtevo pristojnih uprav vsaj petih držav podpisnic Konvencije.

5. člen

O predlogih se glasuje. Vsaka država podpisnica Konvencije, ki je prisotna, ima en glas. Vse predloge, razen za spremembe k tej Konvenciji, sprejme odbor na podlagi večine glasov prisotnih in glasujočih članic. Do-

polnila oziroma spremembe kot tudi odločitve, navedene v 59. in 60. členu te Konvencije, se sprejemajo z dvotretnjsko večino glasov prisotnih in glasujočih članic.

6. člen

Za sprejemanje odločitev je potrebna prisotnost vsaj polovice držav podpisnic.

7. člen

Odbor potrdi poročilo pred koncem vsake seje.

8. člen

Če ta dodatek ne vsebuje primernih določil, se uporablja notranji pravilnik gospodarske komisije za Evropo, razen če odbor ne odloči drugače.

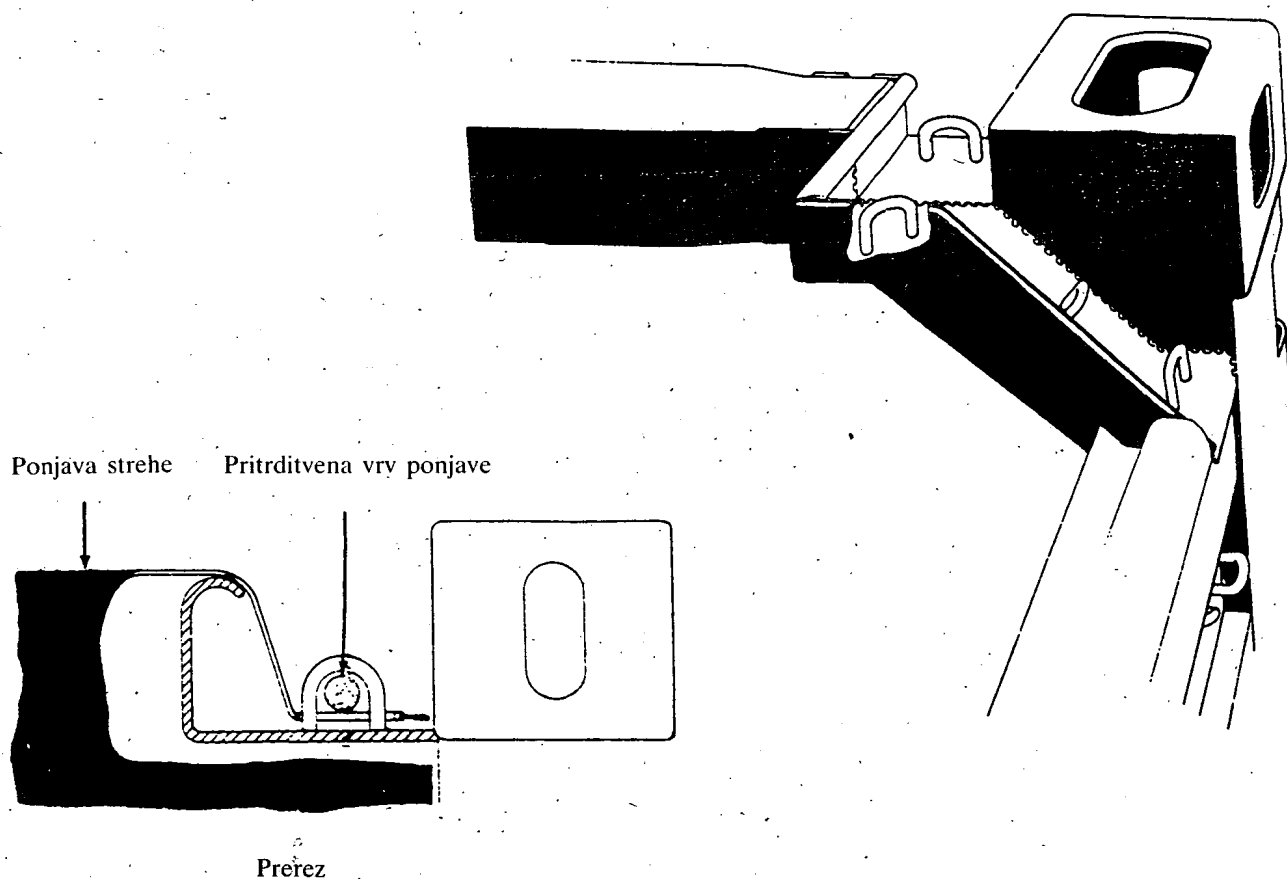
Dodatek 7

Tretji del

Naprava za pritrditev ponjave na okovane robove

(Naprava ustreza določilom 6a) odstavka 4. člena prvega dela)

Pritrditev na vrh robov



VSEBINA

Dodatki 1–8 h Konvenciji TIR 1975 – Carinski konvenciji o mednarodnem prevozu blaga na podlagi karnetov TIR (MP 9/92)