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INLAND TRANSPORT COMMITTEE
Working Party on Customs Questions
affecting Transport
(One-hundred-and-fourth session, 17-20 June 2003,
agenda item 7 (b) (ii))

**CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT
OF GOODS UNDER COVER OF TIR CARNETS (TIR CONVENTION 1975)**

Revision of the Convention

Preparation of Phase III of the TIR revision process

Increase in the number of loading and unloading places

Short-term solution proposed by the TIR Executive Board (TIRExB)

Note by the secretariat

A. BACKGROUND

1. At its one-hundredth session, the Working Party considered document TRANS/WP.30/2001/19 and Rev.1 prepared by the secretariat, containing proposals on how to increase the number of loading and unloading places (TRANS/WP.30/200, paras. 41-42). At its one-hundred-and-first session, the WP.30 agreed that there exists a demand from the transport industry to increase the maximum number of loading and unloading places permitted in the Convention. It was indicated that the task of finding a short-term solution should be fulfilled by the TIR Executive

Board (TIRExB), while the Working Party should focus on finding a long-term solution (TRANS/WP.30/202, para. 39).

B. CONSIDERATIONS AND PROPOSALS BY TIRExB

2. Following the above request, the TIRExB reviewed the following alternative solutions to increase the number of Customs offices of departure and destination in the TIR procedure on the basis of the current text of the TIR Convention (TRANS/WP.30/2001/19 and Rev.1):

- (i) a consecutive use of two TIR Carnets for one transport operation in accordance with the comment to Article 28 "Possibility of using two TIR Carnets for a single transport operation" (2002 TIR Handbook, page 66);
- (ii) a parallel use of several TIR Carnets, each for a single load compartment or container, in line with Article 17, paragraph 1 of the TIR Convention.

3. The TIRExB felt that option (i) might be a more practical solution. However, it implies certain restrictions stemming from other provisions of the TIR Convention, for instance, each TIR Carnet would have to be used for separate TIR transport operations across at least one border, in order to fulfil the conditions laid down in Articles 1(a) and 2 of the Convention. It was also mentioned that further restrictions might be imposed by bilateral and multilateral transport agreements.

4. As a result of the discussions held at two successive sessions, the TIRExB came to the conclusion that both options could be used by transport operators under certain conditions and decided to transmit to WP.30 for adoption the following comment to Article 18 of the TIR Convention:

"Possibilities of increasing the total number of loading and unloading points to more than four in exceptional cases

According to Article 18 and No.5 of the Rules regarding the use of the TIR Carnet (Annex 1), one TIR transport may not involve more than four points of loading and unloading. In order to increase the total number of loading and unloading points in the course of one transport operation, a road vehicle or a combination of vehicles may perform several TIR transports consecutively or at a time, each under cover of a separate TIR Carnet. To this end, the following options may be used:

- (i) *Consecutive use of two TIR Carnets for one transport operation in accordance with the comment to Article 28 "Possibility of using two TIR Carnets for a single transport*

operation". The first TIR Carnet may include up to 4 Customs offices of departure and destination. After its completion and termination at the fourth Customs office, a new TIR Carnet may be opened and used for the remainder of the transport operation. A proper inscription shall be made in both TIR Carnets to reflect this fact. Thus, the last Customs office of destination covered by the first TIR Carnet becomes the office of departure for the second TIR Carnet which may include up to three Customs offices of destination. In the first TIR Carnet, all goods bound for Customs offices of destination of the second TIR Carnet should be indicated as intended for the last Customs office of destination. Such a procedure may cover up to seven Customs offices of departure and destination. To fulfil the conditions laid down in Article 2 of the Convention, it is essential that both TIR transports be carried out across at least one border. Since two TIR Carnets are used one after another, only one TIR guarantee exists at a time;

- (ii) *Simultaneous use of several road vehicles (e.g., a combination of vehicles) or several containers. In line with Article 17, paragraph 1 of the TIR Convention, for each road vehicle or container a separate TIR Carnet may be issued. Each TIR Carnet may cover up to four points of loading and unloading. The Customs office(s) of departure should indicate all reference numbers of these TIR Carnets in box "For official use" on all vouchers of each TIR Carnet accepted.*

Whatever alternative is used, consignments to be unloaded at different unloading points should be separated from each other, as stipulated in Explanatory Note 0.18-2, paragraph 1."
