

**CUSTOMS CONVENTIONS ON THE TEMPORARY IMPORTATION OF PRIVATE
ROAD VEHICLES (1954) AND COMMERCIAL ROAD VEHICLES (1956)**

Application of the 1954 Convention

Note by AIT/FIA in cooperation with the secretariat

A. Introduction

The “comments” referred to in this document were recorded in WP.30 documents and reports. “Best practices” referred to in this document relate to opinions expressed by UNECE as well as practical experiences of the issuing and guaranteeing associations of carnets and the international organizations to which they are affiliated. “Carnets” referred to in this document are the temporary importation papers in Annex 1 of the 1954 Convention, entitled “Carnets de Passages en Douane”.

B. Comments and Best Practices

Article 1, paragraph (a)

In the context of “best practices”, fees, service charges, fines and penalties are not included in “import duties and import taxes”.

Article 1, paragraph (c)

The World Customs Organization (WCO) and WP.30 provided comments concerning the definition of the term “private use”. With regard to rally vehicles, when the person driving the rally car does so as an amateur, the importation would be for “private use”. When driving the rally car for a profession, the importation would be for “commercial use”. A prize would constitute a “remuneration” or “reward”.

With regard to vehicles on loan for business, a situation such as a person writing articles and taking photographs for publication as a profession with appropriate remuneration would make

* The present document replaces document ECE/TRANS/WP.30/2009/3 which has not been issued for technical reasons.

the importation of the car for "commercial use". If writing and photography is a hobby without any remuneration it could be considered "private use". Promoting a car is a commercial activity since the obvious intent is to sell more of the cars. Small coaches and minivans carrying paying passengers would constitute "commercial use".

Foreign workers who temporarily import their vehicles would be considered to do so under "private use". Each Contracting Party, however, may determine the maximum period for which goods can stay in their country under the temporary importation regime.
(ECE/TRANS/WP.30/1998/3)

Article 1, paragraph (f)

To discourage the unauthorized issue of carnets by individuals and commercial groups, Resolution No. 45 was adopted on 16 March 1984 by GE.30. This intent was reconfirmed in Resolution No. 51, adopted on 4 October 2005 by WP.30.
(ECE/TRANS/GE.30/37, Annex 1)
(ECE/TRANS/WP.30/222)

Article 13.1, paragraph (b)

In duly authenticated accidents, it is often the case that vehicles are taken into the custody of the police. Since it is not defined in the conventions which authorities fall under the term "Exchequer", the custody of the vehicle by both police and Customs could be considered under this term.
(ECE/TRANS/WP.30/2004/21)

Article 13.2

Article 13.3

In the context of "best practices", when vehicles are seized following criminal cases, the requirement for re-exportation is suspended for the duration of the seizure. The Customs have the obligation to notify the guaranteeing association of such seizures and advise it of the measures they intend to take.
(Comment by UNECE, April 2000)

The termination of seizure of a vehicle would require a court decision.
(ECE/TRANS/WP.30/2004/21)

Article 18

In the context of "best practices", Customs may claim duties if a final and unconditional discharge of the carnet has not taken place. However, if Customs stamp the exit voucher of the carnet despite the expiry of validity of the document, then this should be regarded as a proper discharge of the carnet and Customs no longer have the right to claim payment.
(Comment by UNECE, April 2000)

Article 19

In the context of "best practices", Customs may not charge regularization or stamping fees to

carnet holders when carnets are used normally for temporary importation.
(Comment by UNECE, April 2000)

Article 22.1

Article 22.2

Article 25 bis

In the context of “best practices”, the concept of force majeure may be extended by certain Contracting Parties to include the rupture of diplomatic relations between two countries, armed conflicts, and natural disasters.

In the Istanbul Convention (1990) administered by the World Customs Organization (WCO), Commentary (2) to Article 14.1 states that “accident or force majeure” refers to cases over which the person concerned has not had or could not have had any control. “Force majeure” covers war, riots, natural disasters, acts of God, etc.

Article 14.3 of the Istanbul Convention states that persons benefiting from temporary admission shall be free of payment of import duties and taxes if the persons satisfy the Customs authorities of the destruction or total loss of the goods (including means of transport) by accident or force majeure.

Article 24.1

Article 24.2

The convention stipulates that the competent authorities shall accept as regularization proof the presentation of the Certificate of Location (Annex 4) issued by an official authority relating to vehicles or components that have been re-exported. No additional certification or procedures should be required except in cases where fraud is suspected.

(ECE/TRANS/WP.30/2006/15)

Article 26

In the context of “best practices”, guaranteeing associations shall consider customs claims as “time-barred”, i.e., invalid, if the time deadlines specified in Article 26 are not respected. The Customs authorities must notify the guaranteeing association of a customs claim within one year of the date of expiry of the carnet. The duty calculation must be provided by the Customs authorities within one year of the claim notification.

Article 27

In the context of “best practices”, if proof of re-exportation is not submitted by the guaranteeing association within one year of the claim notification, the duties and taxes should be paid within the following three months. The Customs authorities have one year in which to contest the validity of the proof of re-exportation provided.

Article 27.4

In the context of “best practices”, fines, fees and penalties may not be added to a customs claim.

Article 28

In the context of “best practices”, Customs are free in the event of criminal cases to take proceedings against persons using carnets, but not against the guaranteeing association. (Comment by UNECE, April 2000)

Article 31

In the context of “best practices”, fines and penalties may be imposed upon persons who have violated temporary importation regulations, but not against the guaranteeing association.

Article 34

The UNECE Secretariat is invited to actively encourage accessions to these Conventions and to encourage their effective implementation. The UNECE secretariat is also requested to take initiative in organizing capacity building seminars in these areas.

(ECE/TRANS/WP.30/234)

NB: The United Nations Office of Legal Affairs in New York organizes each year a "treaty event" during which the provisions and scope of various conventions are discussed and countries are encouraged to accede. (information provided by the UNECE Secretariat)

Annex 1 to the 1954 Convention

Explanatory note on Carnets de Passages en Douane

The Carnet de Passages en Douane (carnet) consists of a cover and five, ten or twenty-five interior sheets; a separate sheet is used for each country visited. All sheets are identical, with the exception of the page number. All sheets of the carnet are printed on white watermarked paper reacting to chemical agents.

An additional sheet is included after the last page of every carnet: the Certificate of Location (Annex 4). A Certificate of Location may be used, in accordance with the specific instructions given by the issuing association, for the adjustment of undischarged, destroyed, lost or stolen carnets.

The carnet cover, printed on orange paper, is embossed with a round stamp containing within the circle the name of the international organization which printed the carnet. The back cover bears the list of countries in which the carnet may be used and the corresponding guaranteeing associations. A stamp in red ink, in the form of two semi-circles, one of which bears the phrase "not valid for", features on the back cover and on the importation voucher and counterfoil of every sheet of the carnet. The countries for which the carnet is not valid are listed between the semi-circles. On the inside of the back cover, the international organizations print instructions for holders on the use of the carnet.

INSTRUCTIONS FOR THE ISSUING ASSOCIATION

The issuing association must complete the front cover with the following information:

- (a) the name and address of the holder,
- (b) the period of validity (a maximum of one year),

- (c) the name of the issuing association,
- (d) the country of registration and the registration number of the vehicle,
- (e) the place and date of issue,
- (f) the signature of the issuing association.

The issuing association must complete the inside of the front cover with the name of the country of registration, the registration number of the vehicle and a complete description of the vehicle covered by the carnet.

The issuing association must also complete all sheets of the carnet, importation and exportation vouchers with:

- (a) the name and address of the holder,
- (b) the period of validity,
- (c) the name of the issuing association,
- (d) the country of registration and the registration number of the vehicle,
- (e) a description of the vehicle in full.

INSTRUCTIONS FOR THE HOLDER OF THE CARNET

The holder of the carnet must sign the front cover. The holder must also ensure on the spot (in every country visited) that all entries and exits are correctly recorded in the document and, if necessary, have it completed or corrected.

In all circumstances, the holder must comply with the conditions of temporary admission as laid down in the laws and regulations of the country visited. In no case shall the holder part with his/her vehicle (sale, destruction, etc.) while in the territory of temporary admission without prior approval by the Customs authorities.

Should a carnet be lost, destroyed or otherwise mislaid while the vehicle is abroad, or in the case of theft or abandonment of the vehicle, the holder should immediately advise the issuing association and follow the instructions given.

The carnet is the property of the issuing association and must in all cases be returned to it, duly regularized, at the latest on the date of expiry.

INSTRUCTIONS FOR THE CUSTOMS AUTHORITIES

On entry, the Customs authorities should:

- (a) detach and retain the importation voucher,
- (b) complete the lines on the exportation voucher which indicate the Customs office of importation and the frontier post registration number,
- (c) complete, sign and stamp the left part of the counterfoil.

On exit, the Customs authorities should:

- (a) detach and retain the exportation voucher,

- (b) complete the right side of the counterfoil with the official stamp of the office indicating the frontier post and the date of exit,
- (c) sign the right side of the counterfoil.

**C. UN Resolutions in connection with the application of the 1954 Convention
(see annexes to this document)**

Annex 1: Resolution no. 45, adopted on 16 March 1984 by GE.30 (TRANS/GE.30/37)

Annex 2: Resolution no. 48, adopted on 2 July 1993 by WP.30 (TRANS/WP.30/151)

Annex 3: Resolution no. 51, adopted on 4 October 2005 by WP.30 (ECE/TRANS/WP.30/222)

Annex 1

APPLICATION OF THE CUSTOMS CONVENTION ON THE TEMPORARY
IMPORTATION OF PRIVATE ROAD VEHICLES (1954) AND THE CUSTOMS
CONVENTION ON THE TEMPORARY IMPORTATION OF COMMERCIAL ROAD
VEHICLES (1956)

Resolution No.45

adopted on 16 March 1984

by the Group of Experts on Customs Questions affecting Transport

The Group of Experts on Customs Questions affecting Transport,

Being concerned with eliminating possible forms of abuse of the customs documents for the temporary importation of private or commercial vehicles,

Emphasizing the fact that the system established either under the Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) or the Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956) constitutes a whole and must be applied in its totality by those Governments which have acceded to the said Conventions and by those Governments which de facto apply them,

Recommending to Governments that the issue of temporary importation papers should be entrusted only to associations that are nationally approved and are affiliated to an internationally recognized organization offering adequate guarantees,

Invites the Executive Secretary of the Economic Commission for Europe, by reason of the global character of the customs system in question, and by reason of the interest to member countries of the Economic Commission for Europe in the means of facilitating travel that this system offers, to bring the matter to the attention of the other regional economic commissions of the United Nations with the aim of promoting the correct application of the Conventions and the accession to them.

Annex 2

Resolution No. 48
adopted on 2 July 1993
by the UN/ECE Working Party on Customs Questions affecting Transport

For Contracting Parties to the 1954 Customs Convention on the Temporary Importation of
Private Road Vehicles (4 June 1954)

The UN/ECE Working Party on Customs Questions affecting Transport,

Recalling the provisions of article 7, paragraph 1 of the Customs Convention on the Temporary Importation of Private Road Vehicles (4 June 1954) (hereinafter called the Vehicle Convention 1954),

Recalling that Annex 1 of this Convention lays down a model for temporary importation papers (carnets de passages en douane) to be used for the temporary importation of private road vehicles, and that this model as well as the conditions for its use are virtually the same as those for the temporary admission papers (carnet CPD) laid down in the Convention on Temporary Admission, Annex A, Appendix II (hereinafter called the Istanbul Convention),

Noting that the carnet issuing and guaranteeing associations operating under the Vehicle Convention 1954 are the same as those which will operate under the Istanbul Convention,

Conscious of the importance of ensuring a smooth transfer from the Vehicle Convention 1954 to Annex C to the Istanbul Convention and of avoiding undue hardship to the issuing and guaranteeing associations,

Appreciating the willingness of the issuing and guaranteeing associations operating under the Vehicle Conventions to render the relevant issuing and guaranteeing chains operational also under Annexes A and C to the Istanbul Convention in so far as road motor vehicles for private use and trailers are concerned, and their commitment to guarantee CPD carnets provided for in the two Conventions,

Recommends that those Contracting Parties to the Vehicle Convention 1954 which accept a carnet for temporary importation of private road vehicles, should accept both the carnet model laid down in the carnets de passages en douane of Annex I to the Vehicle Convention 1954 and the temporary admission papers of the CPD Carnet laid down in the Istanbul Convention, Appendix II of annex A;

Requests the Executive Secretary of the United Nations Economic Commission for Europe (hereinafter called the Executive Secretary) to notify the Contracting Parties to the Vehicle Convention 1954 of the undertaking by the issuing and guaranteeing associations to guarantee, vis-à-vis the Customs administrations, the carnets provided for in the two Conventions. The Executive Secretary is also requested to append this resolution to such a notification;

Requests each Contracting Party to the Vehicle Convention 1954 to notify the Executive Secretary whether it accepts or does not accept this resolution Such notification shall be made within one year following the date on which the Executive Secretary notifies Contracting Parties of the undertaking by the issuing and guaranteeing associations to guarantee the carnets provided for in the two Conventions;

In the case of acceptance, the Contracting Party shall also notify the Executive Secretary of the date from which it will apply the resolution and of the conditions of its application;

Failure to notify the Executive Secretary within one year shall mean that the Contracting Party is unable to accept the resolution. However, a Contracting Party may accept this resolution at a later date;

The Executive Secretary shall transmit this information to the Customs administrations of the Contracting Parties to the Vehicle Convention 1954. He shall also transmit it to the Secretary-General of the Customs Co-operation Council, to regional economic integration organizations which qualify as Contracting Parties and to the International Touring Alliance and the International Automobile Federation.

Annex 3

Resolution No. 51
adopted on 4 October 2005
by the UNECE Working Party on Customs Questions affecting Transport

The Working Party on Customs Questions Affecting Transport,

Being concerned with eliminating fraud and the abusive use of customs documents for the temporary importation of private or commercial vehicles,

Referring to Resolution 45 adopted by the Group of Experts on Customs Questions affecting Transport on 16 March 1984, which has become obsolete,

Emphasizing the fact that the system established under the Customs Convention on the Temporary Importation of Private Road Vehicles (1954) and the Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956) constitutes a whole of provisions and procedures that must be fully implemented, applied and respected by those Governments which have acceded to these Conventions and by those Governments which de facto apply them,

Recommending to Governments that the issue of temporary importation papers should be entrusted only to associations that are nationally authorized and are affiliated to an international organization, as defined in these Conventions, offering adequate guarantees,

Stressing that this Resolution should not preclude countries from applying greater facilities beyond those provided by the Conventions referred to in this Resolution.

Invites the Executive Secretary of the Economic Commission for Europe, by reason of the global character of the customs system in question, and by reason of the interest to member countries of the Economic Commission for Europe in the border crossing facilitation means that this system offers, to bring the matter to the attention of Contracting Parties to the Conventions on Temporary Importation of Vehicles, 1954 and 1956, respectively, countries de facto applying the Conventions and other regional economic commissions of the United Nations with the aim of promoting the correct application of the Conventions and the accession to them.

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