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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions  
affecting Transport

Informal ad hoc Expert Group on the  
Conceptual and Technical Aspects of  
Computerization of the TIR procedure

**Updates of the Reference Model of the TIR Procedure**

**Follow up to decisions ExG/59**

**Transmitted by the secretariat**

**A. BACKGROUND**

1. At its fourth session on 1 and 2 March 2004, the Informal ad hoc Expert Group (hereafter called the Expert Group) decided to use the written consultation procedure in order to review Requirements 1-19 of Annex 1 (referring to the requirements contained in the high level diagram) and Annex 2 (Glossary) of the eTIR Project Reference Model (Decision 59).
  2. The secretariat distributed document ExG/COMP/2004/11, in which the participants in the Expert Group were requested to provide the secretariat with their comments on the text of Annexes 1 and 2, not later than 19 April 2004. In underlying document, the secretariat has compiled the observations received and provided preliminary comments for considerations by the Expert Group.
  3. The Expert Group is requested to discuss the observations, and, possibly, validate the amended text of Annexes 1 and 2.
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## Annex 1 – Requirements list

The requirements list contains all measurable business requirements and constraints. Since new requirements and constraints may be discovered in the course of the modelling process, the list will be amended regularly.

Note: Each requirement used in any specific diagram should be listed in the box “requirements covered” of its corresponding description table. In parallel, the place where any requirement has been used should be indicated in the Requirements list under “status”.

Req. #	Statement	Source	Date	Status
1	The international organization represents the guarantee chain for a TIR transport. A TIR transport can be associated to one and only one international organization. The international organization can represent the guarantee chain for an unlimited number of transports.			Used in 1.6
	<u>Proposal:</u> ‘organizes’ in stead of ‘represents’ (Timmer and Jacobs) ‘organize’ in stead of ‘represent’ (Timmer and Jacobs)  <u>Comment by secretariat:</u> In view of the text of Article 6.2. <u>bis</u> the proposal seems appropriate.			
2	The international organization has member associations. The membership is associated to countries. An association has to be member of at least one international organization. An international organization can have any number of member associations. A membership can be associated to various countries (e.g. FEBETRA – IRU has a membership valid for Belgium but also for Luxembourg) and one country can be covered by various memberships.			Used in 1.6

	<p><u>Proposal:</u> Do not understand how an association can have more than one international organization (Gaizer);</p> <p><u>Comment by secretariat:</u> Art. 6.2. stipulates that each association is affiliated to an international organization. The TIR Convention does not forbid an association to be affiliated to more than one international organization. This could happen in the situation where more than one international organization becomes active in the organization of international guarantee systems, each system having a different geographical coverage. In such situation it might happen that the association affiliates to more than one international organization. Customs would not have any reason not to authorize such association in accordance with the provisions of Annex 9, Part I of the TIR Convention, although it is indeed conceivable that any of the international organizations, in its rules of procedure, would forbid associations to become member of other international organizations as well.</p> <p><u>Proposal:</u> A membership can be associated to various countries (e.g. FEBETRA-IRU has a membership covering Belgium and Luxembourg) <i>but one country is required for the existence of a membership</i>. A country can be covered by various memberships (Ciampi).</p> <p><u>Comment by secretariat:</u> For discussion by ExG.</p>			Used in 1.6
3	An association has two roles represented by the subdivision of the association into the issuing association, responsible for the issuance of the TIR Carnet to the transport operators, and the guaranteeing association, responsible for the guarantee chain in its national territory.			
	<p><u>Proposal:</u> An association has two roles represented by the subdivision of the association into its issuing role (issuing association), responsible for the issuance of the TIR Carnet to the holders of TIR Carnets, and its guaranteeing role (guaranteeing association), representing the guarantee chain in its national territory. Both roles are always practiced together and cannot be disconnected (IRU).</p> <p><u>Comment by secretariat:</u> It was at the request of the Expert Group that the differentiation between issuing association and guaranteeing association was introduced, because they are considered as different actors (see ExG/COMP/2002/10, Annex 3). In situations where a TIR Carnet remains undischarged in a given country, the association of that country acts as guaranteeing association, but not as issuing association. Thus, there are situations where both roles are not practiced together. Subject merits further study by ExG, because of its repercussions on the work of the Group.</p>			

4	The issuing association issues TIR Carnets for TIR transports. One and only one issuing association is issuing the TIR Carnet for a TIR transport. The issuing association can issue TIR Carnets for numerous TIR transports.			Used in 1.6
5	Deleted			
6	A road vehicle can serve in numerous TIR transports. A TIR transport is performed by means of one or many road vehicles.	Art. 17		Used in 1.6
7	A road vehicle is composed of zero or many load compartments. A load compartment is part of a single road vehicle.			Used in 1.6
8	A sealed loading unit is a generalization of a container and a load compartment of a truck.			Used in 1.6
9	A sealed loading unit can have numerous loads, called TIR consignments elements. A TIR consignment element is contained in one and only one sealed loading unit. In case of heavy and bulky goods (HBG), the TIR consignment element might not be contained in a sealed loading unit.	<b>Art. 17 &amp; Expl.note 0.17-1</b>		Used in 1.6
<p><u>Proposal:</u> Delete: A TIR consignment element is contained in one and only one sealed loading unit (Timmer and Jacobs).</p> <p><u>Comment by the secretariat:</u> Alternative proposal: "A TIR consignment is contained in a sealed loading unit, unless heavy of bulky goods (HBG) are transported, in which case the TIR consignment may not be contained in a sealed loading unit."</p> <p><u>Proposal:</u> A sealed loading unit can have numerous loads. In case of heavy and bulky goods (HBG), the load might not be contained in a sealed loading unit (Indeed, the TIR Convention does not use the term <i>TIR consignment element</i>. It only uses the terms <i>goods, load, content or consignment</i>) (IRU)</p> <p><u>Comment by secretariat:</u> The aim of the high level diagram and its corresponding requirements is to give an accurate description of the day-to-day implementation of the TIR procedure in words. In this context, it seems justified to introduce new terms in situations where the TIR Convention (which only creates a framework, leaving the practical implementation to national authorities) does not provide them.</p> <p>With regard to the use of the terms, see Informal document 4 (2004) for discussion by the Expert Group.</p>				

10	A TIR transport is composed of TIR operations. The number of TIR operations within a TIR transport is at the moment limited to 10 with the current paper system and has a minimum of 2 (these limitations should be extensible; therefore, zero to many is more advisable). A TIR operation is part of one and only one TIR transport.			Used in 1.6
<p><u>Proposal:</u> ‘two’ in stead of ‘zero’ (Timmer and Jacobs)</p> <p><u>Comment by secretariat:</u> Indeed, a TIR transport needs to be composed of a minimum of two TIR operations (from Customs office of departure to Customs office of exit <u>en route</u> and from Customs office of entry <u>en route</u> to Customs office of destination).</p>				
11	A TIR consignment is associated to one and only one TIR transport. A TIR transport can carry from one to many TIR consignments.			Used in 1.6
<p><u>Proposal:</u> A consignment transported under cover of a TIR Carnet is associated to one and only one TIR transport. A TIR transport can carry from one to three consignments (IRU).</p> <p><u>Comment by secretariat:</u> Under the current definition, where the term TIR consignment is used for goods having a common destination, a TIR transport can, indeed, maximally carry three consignments.</p>				
12	A TIR transport is performed by one and only one TIR Carnet holder. A TIR Carnet holder can perform any number of TIR transports.			Used in 1.6
13	The TIR operation is started at one and only one Customs office and terminated at one and only one Customs office. A Customs office can start and terminate any number of TIR operations.			Used in 1.6
14	A TIR consignment is composed of one to many TIR consignment elements. A TIR consignment element is part of one and only one TIR consignment.			Used in 1.6
<p><u>Proposal:</u> The TIR Convention does not use the term <i>TIR consignments element</i>. It only uses the terms <i>goods, load, content, or consignment</i>. Therefore, this Requirement is not accurate (IRU)</p> <p><u>Comment by secretariat:</u> See under Requirement 9.</p>				

15	A TIR consignment has one and only one destination Customs office. A Customs office can be the destination of numerous TIR consignments.			Used in 1.6
<p><u>Proposal:</u> The definition may work well for describing the current system (so, I agree), but for any electronic system we should either change the definition or define a “split en route” operation for the consignments. The reason: the driver starts from “A” with a consignment, heading to “B”. He gets a call en route to make a partial unload at “C” before unload the remainder at “B”. He started with one consignment (originally the consignment was treated as one), ended with two (without any further loading). Alternatively, we can treat the remainder (i.e. the shipment from B to C) as a brand new consignment (Gaizer).</p> <p><u>Comment by secretariat:</u> The case described above would require updating the TIR Carnet in the course of the TIR transport. This is done by any Customs office <i>en route</i> or at any intermediate Customs office of destination, where the Customs officer will update the TIR Carnet and will validate and stamp the changes.</p> <p><u>Proposal:</u> A consignment transported under cover of a TIR Carnet has one and only one Customs office of destination. A Customs office can be the destination of numerous consignments (IRU).</p> <p><u>Comment by secretariat:</u> See under Requirement 9.</p>				
16	The TIR consignment element is composed of a single good type.			Used in 1.6
<p><u>Proposal:</u> The TIR Convention does not use the term <i>TIR consignments element</i>. It only uses the terms <i>goods, load, content, or consignment</i>. Therefore, this Requirement is not accurate (IRU).</p> <p><u>Comment by secretariat:</u> See under Requirement 9.</p>				
17	A TIR consignment element is loaded at a single Customs office, called the origin. A Customs office can be the origin for any number of TIR consignment elements.			Used in 1.6
<p><u>Proposal:</u> The TIR Convention does not use the term <i>TIR consignments element</i>. It only uses the terms <i>goods, load, content, or consignment</i>. Therefore, this Requirement is not accurate (IRU)</p> <p><u>Comment by secretariat:</u> See under Requirement 9.</p>				

18	A Customs Office is located in one and only one country. A country can have any number of Customs offices.			Used in 1.6
<p><u>Proposal:</u> In theory, I agree, but what about joint Customs controls by Authorities belonging to (neighbouring) countries but carried out at one singly Customs office (IRU)?</p> <p><u>Comment by secretariat:</u> The fact that Customs controls may be the performed in a joint action by Customs authorities from neighbouring countries does not affect the fact that each Customs office is linked to one and only one country. In case Customs authorities operate a joint Customs office, the activities performed by it can only be attributed to one single Customs administration at a time.</p>				
19	A transport operator has a residence in one and only one country. A country can be the residence of numerous transport operators.			Used in 1.6
<p><u>Proposal:</u> A transport operator is resident in one and only one country. A country can be the residence of numerous transport operators (IRU).</p> <p><u>Comment by secretariat:</u> In line with Article 6, para. 3 a even more correct wording would be: A transport operator is resident <i>or established</i> in...</p>				

## Annex 2 – TIR glossary

The TIR glossary contains all terms and acronyms which may be useful to the reader in order to understand the TIR procedure domain. The glossary is maintained in a running list by the secretariat throughout the modelling process and may be amended at any time.

Term	Definition	Source
Container	An article of transport equipment (liftvan, movable tank or similar structure): <ol style="list-style-type: none"> <li>1. fully or partially enclosed to constitute a compartment intended for containing goods;</li> <li>2. of a permanent character and accordingly strong enough to be suitable for repeated use;</li> <li>3. specially designed to facilitate the transport of goods by one or more modes of transport without intermediate <b>reloading (IRU)</b>;</li> <li>4. designed for ready handling, particularly when being transferred from one mode of transport to another;</li> <li>5. designed to be easy to fill and to empty, and having an internal volume of one <b>cubic (IRU) metre</b> or more.</li> </ol>	Art. 1 (j)
Customs office	Any Customs office of a Contracting Party	Secretariat
	<p><u>Proposals:</u> add: ...designated for TIR handling (Timmer and Jacobs) Any Customs office approved for accomplishing TIR operations of a Contracting Party (Art. 45) (IRU).</p> <p><u>Comment by secretariat:</u> It seems appropriate to add wording relating to TIR. In this context, the proposal to align wording with text of Article 45 seems preferable.</p>	
Customs office of departure	Any Customs office of a Contracting Party where the TIR transport of a load or part load of goods begins	Art. 1 (k)
Customs office of destination	Any Customs office of a Contracting Party where the TIR transport of a load or part load of goods ends	Art. 1 (l)
Good	Commodity, merchandise	Webster
Guarantee chain (International guarantee system)	System managing the liability of national associations for TIR Carnets issued by them and for those which remain undischarged in their national territory	Secretariat



	<p><u>Proposal:</u> 'covering' in stead of 'managing' (Timmers and Jacobs).</p> <p><u>Comment by secretariat:</u> Proposal seems to be appropriate, being in line with the wording used in Article 6, para. 2</p> <p><u>Proposals:</u> delete: 'and for those which remain undischarged in their national territory' and add: 'by foreign associations affiliated to the same international organization' (Ivanova and Vrabcheck) System managing the liability of national associations for TIR Carnets issued by them and by foreign associations for those which remain undischarged in their territory (Ciampi).</p> <p><u>Comment by secretariat:</u> Aim of both proposals is to align wording as much as possible with the text of Article 6, para. 2. Thus, an integrated proposal might be: "System covering the liabilities of national associations, authorized to act as guarantor for TIR Carnets issued by them as well as for liabilities incurred by them in connection with operations under cover of TIR Carnets issued by foreign associations affiliated to the same international organization at that to which they are themselves affiliated."</p> <p><u>Proposal:</u> System devised to ensure that Customs duties and taxes at risk during transit operations are covered at any moment by a national guaranteeing association member of a guarantee chain acting as surety for the persons using the TIR procedure (IRU).</p> <p><u>Comment by secretariat:</u> To be discussed by ExG.</p>	
Guaranteeing Association	An association approved by the Customs authorities of a Contracting Party to act as surety for persons using the TIR procedure	Art. 1 (q)
	<p><u>Proposal:</u> An association approved by the Customs authorities of a Contracting Party to act as surety for persons using the TIR procedure (Art. 1 q) and to issue TIR Carnets (Art. 6). Indeed, the association has two roles represented by the subdivision of the association into its issuing role (issuing association), responsible for the issuance of the TIR Carnet to the holders of TIR Carnets, and its guaranteeing role (guaranteeing association), representing the guarantee chain in its national territory. Both roles are always practiced together and cannot be disconnected (IRU).</p> <p><u>Comment by secretariat:</u> It seems strange not to use a definition used in the TIR Convention where there is one available. As indicated under Requirement 3, the distinction between guaranteeing and issuing association was introduced at the request of the Expert Group. Further discussion by ExG required.</p>	
International Organization	International organization, as referred to in Article 6, paragraph 2, that is authorized by the TIR Administrative Committee to take on responsibility for the effective organization and functioning of an international guarantee system provided that it accepts this responsibility	Art. 6, 2 bis <b>Annex 8, Article 10 (b)</b>

	<p><u>Proposal:</u> International organization, that is authorized by the TIR Administrative Committee to print and distribute TIR Carnets, as referred to in Annex 8, Article 10 (b), and to take on responsibility for the effective organization and functioning of an international guarantee system provided that it accepts this responsibility, as referred to in Article 6, paragraph 2 (IRU).</p> <p><u>Comment by secretariat:</u> It seems that the amendment to the text is appropriate.</p>	
Issuing Association	An association approved by the Customs authorities of a Contracting Party to issue TIR Carnets	Secretariat <b>Art. 1 (q)</b>
	<p><u>Proposals:</u> Add : 'guaranteeing' (Timmer and Jacobs) The issuing role of an association approved by the Contracting Party to issue TIR Carnets and to act as surety for persons using the TIR procedure. Both issuing TIR Carnets and guaranteeing roles are always practiced together and cannot be disconnected (IRU).</p> <p><u>Comment by secretariat:</u> See under Requirement 3 and under definition of guaranteeing association.</p>	
Load compartment	Compartment intended for containing goods	Secretariat <b>Article 5, para. 1</b>
	<p><u>Proposals:</u> Compartment intended for containing goods that must be sealed (Ciampi). Secured and sealable compartment intended to transport goods under cover of the TIR procedure (IRU).</p> <p><u>Comment by secretariat:</u> Both proposals stress the importance of the fact that the carriage of goods under the TIR procedure should take place in sealed road vehicles, combinations of vehicles or containers (Article 5, para. 1). It seems appropriate to reflect this aspect in the definition of the load compartment.</p>	
National Association	An association approved by the Customs authorities of a Contracting Party to issue TIR Carnets and/or to act as surety for persons using the TIR procedure	Secretariat <b>Art. 1 (q)</b>
	<p><u>Proposals:</u> An issuing and/or guaranteeing Association (Valentsov) Delete 'or' (Timmer and Jacobs) Change into 'guaranteeing association' (Timmer and Jacobs) An association approved by the Contracting Party to issue TIR Carnets and to act as surety for persons using the TIR procedure (IRU).</p> <p><u>Comment by secretariat:</u> See under Requirement 3 and under definition of guaranteeing association.</p>	
Road Vehicle	Not only any power-driven road vehicle but also any trailer or semi-trailer designed to be coupled thereto	Art. 1 (g)
Sealed loading unit	Any part of a container or load compartment suited for sealing under the conditions stipulated by the TIR Convention	Secretariat
TIR consignment	Goods carried under cover of a TIR Carnet having a common destination	Secretariat

	<p><u>Proposal:</u> Abbreviation for ‘consignment transported under cover of a TIR Carnet’, designating goods carried under cover of a TIR Carnet having a common Customs office of destination (IRU).</p> <p><u>Comment by secretariat:</u> For discussion. See Informal document 4 (2004).</p>	
TIR consignment element	Part of a TIR consignment, composed of a single good type and having a common loading place	Secretariat
	<p><u>Proposal:</u> The TIR convention does not use terms like <i>TIR consignment element</i> and <i>goods type</i>. It only used the terms <i>goods</i>, <i>load</i>, <i>content</i> or <i>consignment</i>. More specifically, when providing instructions on how to fill-in the Goods manifest (goods description in the goods manifest, Annex 1, 1, 10 ), the TIR Convention states that the ‘<i>usual commercial description of goods is necessary</i>’. The terms <i>TIR consignment element</i> and <i>goods type</i> would be new concepts, that are not part of the TIR Convention and do not describe the current practice (IRU).</p> <p><u>Comment by secretariat:</u> The aim of the glossary is to simplify the understanding of the TIR Procedure domain. To that end, it contains all terms which may be in need of clarification. The TIR Procedure Reference Model has introduced a number of new terms to accommodate the description of the TIR Procedure, as the existing terminology did not suffice to reflect all possibilities that can exist. These terms should reflect the current practice, but are clearly not yet contained in the TIR Convention. See Informal document 4 (2004).</p>	
TIR operation	The part of a TIR transport that is carried out in a Contracting Party from a Customs office of departure or entry ( <u>en route</u> ) to a Customs office of destination <b>or exit (Ivanova and Vrabchev; Timmer and Jacobs) (en route)</b>	Art. 1 (b)
TIR transport	The transport of goods from a Customs office of departure to a Customs office of destination under the procedure, called the TIR procedure, laid down in the TIR Convention	Art. 1 (a)
<b>TIR Carnet holder</b>	The person to whom a TIR Carnet has been issued in accordance with the relevant provisions of the TIR Convention and on whose behalf a Customs declaration has been <b>made (Timmer and Jacobs)</b> in the form of a TIR Carnet indicating a wish to place goods under the TIR procedure at the Customs office of departure.	Article 1 (o)
	<p><u>Proposal:</u> The person to whom a TIR Carnet has been issued in accordance with the relevant provisions of the TIR Convention and on whose behalf a Customs declaration has been made in the form of a TIR Carnet indicating a wish to place goods under the TIR procedure at the Customs office of departure. He shall be responsible for the presentation of the road vehicle, combination of vehicles or the container together with the load and the TIR Carnet relating thereto at the Customs office of departure, the Customs office <u>en route</u> and the Customs office of destination and for due observance of the other relevant provisions of the TIR Convention (IRU).</p> <p><u>Comment by secretariat:</u> Proposal to use complete text of Article 1 (o) makes sense.</p>	

<b>Transport operator<sup>1/</sup></b>	Person actually transporting the goods or in charge of or responsible for the operation of the means of transport	Kyoto Convention
	<p><u>Proposal:</u> Person actually transporting the goods (Valentsov)</p> <p><u>Comment by secretariat:</u> In limiting the definition to only the person actually transporting the goods, a daily practice is disregarded in which a transport operator takes on a transport, but, for whatever reason, finds that he is not in a position to deliver the transport himself and, therefore, hands the transport over to a colleague. In such case, his name will still be indicated as transport operator, whereas in fact someone else will perform the transport.</p> <p><u>Proposal:</u> The term 'transport operator' is not completely relevant, as the figure 1.6 uses the term 'transport operator (driver)' as one of the agents that could provide data on behalf of the holder. Not sure whether we should define 'transport operator (driver)' or find another term for figure 1.6. (IRU).</p> <p><u>Comment by secretariat:</u> For discussion.</p>	
<b>Driver</b>	Natural person operating the means of transport	Secretariat
<b>Forwarder</b>	Person performing services (such as receiving, transshipping or delivering), designed to assure and facilitate the passage of goods of his principal to their destination	Webster/secretariat
<b>Consignor</b>	Person consigning goods	Secretariat
	<p><u>Proposal:</u> Shipper of goods, person calling upon a common carrier for transportation service, who is not necessarily the person in whose name a bill of lading is made (Steven H. Giffis, Dictionary of Legal Terms (2<sup>nd</sup> edition), Barron's Educational Series, 1993) (IRU).</p> <p><u>Comment by secretariat:</u> Instead of simplifying the term, this definition seems to complicate the use of the term 'consignor' within the context of the work of the Expert Group, by introducing other, as yet not applied concepts, such as 'shipper' and 'bill of lading'.</p>	
<b>Consignee</b>	Person receiving goods	Secretariat
	<p><u>Proposal:</u> Person to whom a carrier may lawfully make delivery in accordance with his contract of carriage (Steven H. Giffis, Dictionary of Legal Terms (2<sup>nd</sup> edition), Barron's Educational Series, 1993) (IRU).</p> <p><u>Comment by secretariat:</u> See comment with regard to definition of consignor</p>	
<b>First Customs office of</b>	Any Customs office of a Contracting Party where the TIR transport begins	Secretariat

<sup>1/</sup> Proposals for additional terms, also contained in document ExG/COMP/2004/9

<b>departure</b>		
<b>Intermediate Customs office of departure</b>	Any Customs office of a Contracting Party other than the first Customs office of departure, where the TIR transport of a part load of goods begins	Secretariat <b>Art. 1 (b) (c)</b>
	<p><u>Proposal:</u> Replace ‘transport’ by ‘operation’ (Timmer and Jacobs)</p> <p><u>Comment by secretariat:</u> Considering the fact that the term TIR transport refers to the international aspect of the transport, whereas TIR operation only refers to the national leg, the word ‘transport’ seems to be more appropriate.</p>	
<b>Intermediate Customs office of destination</b>	Any Customs office of a Contracting Party other than the final Customs office of destination where the TIR transport of a part load of goods ends	Secretariat <b>Art. 1 (b) (d)</b>
	<p><u>Proposal:</u> Replace ‘transport’ by ‘operation’ (Timmer and Jacobs)</p> <p><u>Comment by secretariat:</u> Considering the fact that the term TIR transport refers to the international aspect of the transport, whereas TIR operation only refers to the national leg, the word ‘transport’ seems to be more appropriate</p>	
<b>Final Customs office of destination</b>	Any Customs office of a Contracting Party where the TIR transport ends	Secretariat
<b>Customs office of entry <u>en route</u></b>	Any Customs office of a Contracting Party through which a road vehicle, combination of vehicles or containers enters this Contracting Party in the course of a TIR transport	Article 1 (m)
	<p><u>Proposal:</u> Replace term by “Customs office <u>en route</u>” and add, in the description after enters: or leaves” (Ivanova and Vrabcheck)</p> <p><u>Comment by secretariat:</u> This change does not seem to add clarification, as a Customs office <u>en route</u> can refer to any Customs office, not just to the offices of entry and exit. It seems, however, logical to amend the glossary with the term “Customs office of exit <u>en route</u>”</p>	
<b>Customs office of exit <u>en route</u></b>	<p><u>Proposal by the secretariat:</u> “Any Customs office of a Contracting party through which a road vehicle, combination of vehicles or container leaves this Contracting Party in the course of a TIR Transport”</p>	
<b>Start of a TIR operation</b>	<p><u>Proposal:</u> Art. 1 (c) (Ivanova and Vrabcheck)</p> <p><u>Comment by secretariat:</u> “The road vehicle, the combination of vehicles or the container have been presented for purposes of control to the Customs office of departure or entry (<u>en route</u>) together with the load and the TIR Carnet relating thereto and that the TIR Carnet has been accepted by the Customs office”</p>	

<b>Termination of a TIR operation</b>	<p><u>Proposal:</u> Art. 1 (d) (Ivanova and Vrabcheck)</p> <p><u>Comment by secretariat:</u> “The road vehicle, the combination of vehicles or the container have been presented for purposes of control to the Customs office of destination or of exit (<u>en route</u>) together with the load and the TIR Carnet relating thereto”</p>
<b>TIR transport</b>	<p><u>Proposal:</u> Art. 1 (a) (Ivanova and Vrabcheck)</p> <p><u>Comment by secretariat:</u> “The transport of goods from a Customs office of departure to a Customs office of destination under the procedure, called the TIR procedure, laid down in the TIR Convention”</p>
<b>TIR operation</b>	<p>Art. 1 (b) The part of a TIR transport that is carried out in a Contracting Party from a Customs office of departure or entry (<u>en route</u>) to a Customs office of destination or exit (<u>en route</u>)</p>
<b>Discharge of a TIR operation</b>	<p>Art. 1 (e) The recognition by Customs authorities that the TIR operation has been terminated correctly in a Contracting Party. This is established by the Customs authorities on the basis of a comparison of the data or information available at the Customs office of destination or exit (<u>en route</u>) and that available at the Customs office of departure or entry (<u>en route</u>)</p>
<b>Import or export duties and taxes</b>	<p>Art. 1 (f) Customs duties and all other duties, taxes, fees and other charges which are collected on, or in connection with, the import or export of goods, but not including fees and charges limited in amount to the approximate cost of services rendered</p>
<b>Person</b>	<p>Art. 1 (n) Natural and legal person</p>
<b>Heavy or bulky goods</b>	<p>Art. 1 (p) Any heavy or bulky object which because of its weight, size or nature is not normally carried in a closed road vehicle or closed container</p>