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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
Computerization of the TIR procedure

Updates of the Reference Model of the TIR Procedure

Follow up to decision ExG/34 (1.4 Elaboration of the use cases)

Transmitted by the secretariat

A. BACKGROUND

1. At its third session on 1 and 2 September 2003 in Budapest, the Informal ad hoc Expert Group (hereafter called the Expert Group) mandated the secretariat to compile the work of the working groups which were requested to verify and complement the use cases in Chapter 1.4 of the Reference Model (ExG/COMP/2004/1, Decision No. 34).
2. Underlying document contains in its annexes the texts proposed by the various working groups. The Expert Group is requested to discuss, finalize and, possibly, validate the use cases.
3. Due to the fact that considerable part of the meeting will be dedicated to the discussion of document ExG/COMP/2004/2, participants are requested to prepare themselves adequately, so that they are in a position to clarify the description contained in their own use case and to comment on the contents of the use cases of the other groups.

Annex 1**Use case 1.4.1. : Issuance and distribution of TIR Carnets**

Prepared by Mrs. Ewa Suszynska, Mrs. Anita Rustecka, Mr. Valeriy Ntreba and Mr. Alexander Ovcharenko.

Name	Issuance and distribution use case
Description	In the course of this case, the TIR Carnet is produced (printed, stored), distributed and finally issued to the authorised transport operators.
Actors	AC.2, international organisation, issuing organisation, holder of TIR Carnet, TIRExB
Performance Goals	To issue to TIR carnets holders TIR carnets with limited validity period. Those TIR carnets will be used as a Customs declaration to place the goods under TIR procedure and will represent an internationally recognized financial guarantee to Customs Authorities of Contracting Parties with which a TIR operation can be established, according to the TIR Convention provisions.
Preconditions	<p>The international organisation is authorized by AC.2 to centrally print and distribute TIR Carnets in accordance with Art. 6.2bis of the TIR Convention and Annex 8 , art. 10 b of the TIR Convention under the supervision of TIR Executive Board</p> <p>The issuing association is authorised by its national Customs Authorities, according to Art. 6.1 of the TIR Convention and Annex no 9 part I of TIR Convention, to receive TIR carnets from the International organization and issue TIR Carnets to its holders.</p> <p>Transport operators have to be authorised by competent Customs Authorities, according to Art 6.4 and 6.5 of the TIR Convention and the Annex no 9 part II of TIR Convention, in order to be issued with TIR carnets by its Issuing Association and utilize TIR Carnets, according to Art. 6.3.</p>
Postconditions	The TIR carnet holder has to start the TIR transport (produce the TIR Carnet to the first customs office of departure) before the TIR carnet's validity date has expired; otherwise he has to return it to the issuing association unused.

Scenario	<p>Respecting a design, elaborated under the auspices of the United Nations Economic Commission for Europe and endorsed by AC.2, the international organisation is responsible for the printing of the TIR Carnets. The TIR Carnets may then be stored temporarily before being distributed by the international organization to its affiliated national issuing association.</p> <p>Finally, after possibly another storage period, the issuing association fills in fields 1 to 4 of the TIR carnet cover page and issues the TIR Carnet to TIR carnets holder, according to Art.6.3 of the TIR Convention (to own member or in some situations to the foreign TIR carnets holders, respecting in such case special requirements) within the quota fixed by the association.</p> <p>The TIRExB supervises the centralized printing and distribution in accordance with Annex 8 art. 10 b of TIR Convention.</p>
Alternative Scenario	-
Special requirements	Data on authorised transport operators are stored in the International TIR Database maintained by the TIR Executive Board and TIR Secretariat.
Extension Points	The following step is the TIR transport.
Requirements Covered	4, 20-22, 31

Annex 2**Use case 1.4.2. : TIR transport**

Prepared by Mr. Istvan Kalman, Mr. Tamas Gaizer, Mr. Marco Ciampi, Mr. Antonio Romano.

Name	TIR Transport Use Case
Description	<p>In the course of this use case, the holder uses the TIR Carnet as a Customs Declaration expressing the wish to place goods under the TIR procedure at the Customs office of departure where the TIR transport starts. A TIR transport is the transport of goods without intermediate reloading, in road vehicles, combinations of vehicles or in containers, across one or more frontiers between a customs office of departure of one Contracting party and a customs office of destination of another or of the same contracting party provided that some portion of the journey between the beginning and the end of the TIR transport is made by road</p> <p>The TIR Transport is a sequence of TIR operations. A TIR operation is the part of the TIR transport that is carried out in a contracting party from a customs office of departure or entry (en route) to a customs office of destination or exit (en route).</p> <p>Except for the last one, the termination of an operation is immediately followed by the start of the next operation.</p> <p>The maximum number of operations depends on the quantity of pages contained in the carnet; however it is limited to 10. The minimum number of TIR operations is 2.</p> <p>The TIR transport must concern at least 2 contracting parties with which a TIR transport can be established.</p> <p>The maximum cumulated number of customs offices of departure and of destination is 4.</p> <p>The TIR transport must be guaranteed by associations approved (in accordance with the TIR Convention provisions).</p>
Actors	First Customs Office of Departure, Intermediate Customs Office of Departure, Customs Office of Entry, Customs Office of Exit, Intermediate Customs Office of Destination, Final Customs Office of Destination, Guarantee chain, Holder, Customs Authorities
Performance Goals	
Preconditions	<p>The holder must be authorized by both his customs authorities and his national Issuing Association, must have an identification number and must be issued with a valid TIR Carnet to start the transport. The applicability of the Carnet may depend on the type of the goods to be shipped (e.g. tobacco and alcohol require "Tobacco and Alcohol" TIR carnets).</p> <p>The TIR transport has to be performed with an approved vehicle and container.</p>
Postconditions	<p>An electronic confirmation of the TIR operation termination at the customs office of destination should be sent systematically by Customs Authorities to the international chain of guarantee.</p> <p>Subsequently the goods are transferred under another customs regime.</p> <p>After the transport, the Carnet has to be returned to the holder who returns it to the issuing association.</p> <p>Finally, the Issuing association returns the Carnet to the International Organisation.</p>
Scenario	As the TIR Transport is a sequence of TIR operations, the scenario of a TIR transport is represented here as a succession of TIR operations, each one being described in 2 steps. Every

	<p>step 1-step 2 is a TIR operation.</p> <p>Step 1: Start of the TIR operation at the first customs office of departure. The customs officers check the conformity of the TIR carnet, the goods, the loading compartment, as well as the commercial and transport documents. Seals are affixed on the loading compartment. The customs officer fills in and stamps all the relevant parts of the TIR carnet pages including souche number 1.</p> <p>Step 2: termination of the TIR operation at the customs office of exit en route. The customs officer stamps souche 2, keeps volet 2 and sends voucher 2 to customs office of departure. Steps 1 and 2 are repeated if there are several customs offices of departure (maximum 3).</p> <p>In every further contracting party en route crossed by the TIR transport, steps 1 and 2 are repeated with following differences: the customs office that carries out step 1 is called customs office of entry. The latter checks the seals, the loading compartment and fills the relevant fields of volets and souches 1 and 2.</p> <p>Step 2 is the same as previous step 2 at the customs office of exit en route.</p> <p>In the country of destination, step 1 is identical to previous step 1 at customs office of entry. The customs office that carries out step 2 is called customs office of destination. In step 2, customs officers take off the seals, stamp souche 2, keep volet 2 and send voucher 2 to customs office of entry. Step 2 is terminating the TIR operation for his country and is also terminating the TIR transport.</p> <p>There might be several customs offices of destination, but maximum 3. In this case each termination at customs office of destination is a partial termination, except the last one which is the final termination.</p> <p>The validity of the TIR carnet can be checked by any Customs Office of Departure, exit, entry and of destination, using CUTE-Wise for example. All of those customs offices have the right to take off the seals and control the goods. In this case, new seals have to be affixed, and the appropriate fields of the TIR carnet have to be filled in. All Customs Offices of Departure and entry should get a confirmation about the termination (V1-V2 matching) which is provided by the customs office of exit or of destination.</p>
Alternative Scenario	<p>Any Customs Office of Destination may have reservation when terminating a TIR operation, Any TIR operation may not be terminated for any reason, in which case Customs Authorities may revert to the direct liable persons in order to recover taxes and duties.</p> <p>The process can terminate in an irregular way if the Carnet is lost or stolen. These cases should be reported immediately to the IRU who invalidates them and informs every customs offices through CUTE-Wise</p> <p>The scenario may be different in case of accident. In this case, the process-Verbal de constat should be filled-in by the competent authorities. If the truck is destroyed, the goods may be reloaded on a different truck and a new TIR carnet is opened. If the goods are destroyed, competent authorities should state this fact. In this case, the TIR transport is not terminated at the expected Customs office(s) of destination.</p>
Special requirements	
Extension Points	<p>The following step is the “return and repository” use case. Several use cases are contained: validity checking, starting and terminating the operation, discharge operation.</p>

Requirements Covered	(The numbers refer to Req.# of Annex 1. We omit those requirements that are within the scope of the contained use cases and thus are expected to be mentioned there): 10, 12, 13, 23, 24, 25, 26, 27, 30, 31, 33.
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Annex 3**Use case 1.4.3. : Return and repository of TIR Carnets****Transmitted by Mr. Raphael Hirt, Mr. Ion Matei and Mr. Nicolae Tender.**

Name	Return and repository use case
Description	The TIR carnet is returned to its issuing Association who checks it before sending back to the IRU. The Association returns to the IRU also the carnets it did not issue. The IRU archives all the carnets returned. .
Actors	Holder, Issuing Association, IRU
Performance Goals	Keep the evidence of the termination for the International guaranteeing chain's liability period.
Preconditions	TIR carnet was issued to the Holder who used it for a TIR transport or did not use it. Or, it was not issued by the association and returned to the IRU.
Postconditions	
Scenario	The holder returns the carnet within the deadline fixed by his issuing association. The association checks whether the carnet was used properly and whether it was terminated (check of stamps against SafeTIR). The association returns the carnets to the IRU. The IRU archives the carnets. All the returned carnets are physically stored at the IRU at minimum for the period during which its liability can be called upon according to the TIR Convention.
Alternative Scenario	The holder does not return the carnet to its Association because it was lost or stolen. In this case, the holder informs immediately the association in order to allow the carnet's invalidation by the IRU. The carnet's status updated accordingly is displayed in CUTE-Wise.
Special requirements	Data on returned carnets are stored at the IRU.
Extension Points	
Requirements Covered	

Annex 4**Use case 1.4.4. : Discharge of a TIR operation****Prepared by Mr. Kari Marjamäki, Mr. Markku Laine, Mr. Mikhail Valentsov.**

Name	The discharge of a TIR operation
Description	The TIR operation has been terminated correctly in a Contracting Party
Actors	Guarantee chain, issuing association, Customs authorities, holder
Performance Goals	The recognition by Customs authorities that the TIR operation has been terminated correctly in a Contracting Party
Preconditions	Approval of the guarantee chain, approval of the association, approval of transport operators, approval of vehicles, management of the guarantee chain, administration of the TIR Convention
Postconditions	
<i>Name</i>	
Scenario	Once the TIR transport has been ended, the TIR Carnet is returned to the holder then to the association and finally to the International organisation. The comparison of the data or information available at the Customs office of destination or exit and that available at the Customs office of departure or entry
Alternative Scenario	In case of fraud, Customs authorities may keep the Carnet until the case is solved. Termination of a TIR operation may be certified with reservation. In this case the Customs office of destination has given the driver the pincode voucher from the back cover of the Carnet as a receipt
Special requirements	Data on authorized transport operators are stored in the International TIR Database maintained by the TIR Executive Board and TIR Secretariat.
Extension Points	SafeTIR
Requirements Covered	27, 28

Annex 5**Use case 1.4.5. : Start of a TIR operation****Prepared by Mr. Guus Jacobs, Mr. Bert Timmer, Mr. Glen Gage.**

Use Case Name	Start TIR operation use case
Use Case Description	In the course of this use case, the TIR carnet is filled in by the holder and presented with the vehicle and goods to the Customs office of departure, or intermediate Customs office of departure or Customs office of entry (en route).
Actors	Holder of the TIR carnet, Customs office of departure, intermediate Customs office of departure, Customs office of entry (en route).
Performance Goals	To start a TIR operation with customs goods under customs seals without customs controls by successive countries of entry
Preconditions	Authorized Holder, Customs approved vehicle with valid certificate of approval, possession of a valid TIR carnet, correspondence between goods, accompanying commercial and transport documents and data in TIR carnet as well as a sufficient number of filled in vouchers, non broken seals (except the intermediate Customs office of departure who has to affix seals). The number of loading and unloading places (Customs offices of departure and Customs offices of destination) may not exceed four (4) and loading is not allowed after unloading.
Postconditions Completion	Transport without impediment, suspension of customs duties during transport. TIR operation termination at the Customs office of exit or destination. Customs office waits for the return of volet 2 for discharging the operation.
Scenario Customs office of Departure	An authorized Holder presents a dully issued and filled in TIR carnet together with the goods and a TIR approved vehicle at the Customs office of departure. The Customs office of departure controls the data of the TIR carnet and other accompanying documents with the load. The Customs office of departure will seal the load compartment and will validate the TIR carnet by inscribing the number, identification of the seals in field 16, and by applying the stamp, signature, date and name of the Customs office of departure in field 17 of all vouchers 1 and 2 of the TIR carnet. The Customs officer completes fields 18 and 20 to 23 of the vouchers number 1 and 2 that correspond to the TIR operation, completes counterfoil number 1, removes voucher number 1 and returns the TIR carnet to the holder.
Scenario Customs office of entry	The Customs office of entry controls the existence of the seals and carries out a routine check of the truck and accompanying documents and may check the validity if the TIR carnet in Cute-Wise. The Customs officer validates the TIR carnet by completing fields 18 to 23 of vouchers number 1 and 2 that correspond to the TIR operation, completes counterfoil number 1, removes voucher number 1 and returns the TIR carnet to the holder.
Scenario Intermediate Customs office of departure.	After partial termination of the TIR operation at an intermediate Customs office of destination, seals were removed and a new TIR operation has to be started at that intermediate Customs office. The holder presents the TIR carnet together with the remaining goods at the intermediate Customs office(s) of departure which acts the same way as the Customs office of departure: the Customs officer controls the data of the TIR carnet and other accompanying documents with the load. He affixes new seals on the load compartment and validates the TIR carnet by inscribing the number, identification of the seals in field 16, and by applying the stamp, signature, date and name of the intermediate customs office of departure in field 17 of all vouchers 1 and 2 remaining in the TIR carnet. He completes fields 18 and 20 to 23 of vouchers number 1 and 2 that correspond to the TIR operation, completes counterfoil number 1, removes voucher number 1 and returns the TIR carnet to the holder.

Alternative Scenario	<p>In case of two or three loading places the holder presents the TIR carnet together with the existing goods at the intermediate customs office(s) of departure. (seals were removed in order to load more goods at the intermediate Customs office of departure, and a further TIR operation has to be started).</p> <p>The intermediate Customs office of departure act the same way as the Customs office of departure: the Customs officer controls the data of the TIR carnet and other accompanying documents with the load.</p> <p>This Customs office shall carry out a routine check of the truck, will seal the load compartment, except in cases of heavy or bulky goods, and will validate the TIR carnet by inscribing the number, identification of the seals in field 16, and by applying the stamp, signature, date and name of the intermediate customs office of departure in field 17 of all vouchers 1 and 2 remaining in the TIR carnet. The customs officer completes fields 18 and 20 to 23 of vouchers number 1 and 2 that correspond to the TIR operation, completes counterfoil number 1, removes voucher number 1 and returns the TIR carnet to the holder.</p>
Special requirements	In case of heavy and bulky goods with own identification marks, the sealing as well as a TIR approved vehicle is not required. Specific identification marks will be mentioned on the TIR carnet.
Extension Points	--
Requirements Covered	--
Use Case Name	Start TIR operation use case
Use Case Description	In the course of this use case, the TIR carnet is filled in by the holder and presented with the vehicle and goods to the Custom office of departure.
Actors	Holder of the TIR carnet, Customs office of departure and Customs office of entry.
Performance Goals	To start a TIR operation with customs goods under customs seals without customs controls by successive countries of entry
Preconditions	Authorized Holder, customs approved vehicle with valid certificate of approval, possession of a valid TIR carnet, correspondence between goods, accompanying commercial and transport documents and data in TIR carnet, non broken seals (except customs office of departure who has to affix seals).
Postconditions Completion	Transport without impediment, suspension of customs duties during transport. Customs office waits for the return of volet 2 for discharging the operation.
Scenario	An authorized Holder presents a dully issued and filled in TIR carnet together with the goods and a TIR approved vehicle at the customs office of departure. The customs office of departure controls the data of the TIR carnet and other accompanying documents with the load. The customs of departure will seal the load compartment and will validate the TIR carnet with mentioning of number and characteristics of the sealing(s). The customs office(s) of entry control the existence of the sealing(s) and random control the truck and documents and will validate the TIR carnet for the next TIR operation
Alternative Scenario	--
Special requirements	In case of heavy and bulky goods with own identification marks, the sealing fails to appear. Specific identification marks will be mentioned on the TIR carnet
Extension Points	--
Requirements Covered	--

Annex 6**Use case 1.4.6. : Termination of a TIR operation**

Prepared by Mrs. Zuzana Magdolenova, Mr. Jaroslav Ille, Mr. Radovan Smidl, Mr. Jean Acri.

Name	Terminate TIR operation use case
Description	The road vehicle, the combination of vehicles or the container with the goods and the TIR carnet are presented for purposes of control to the customs office of exit en route (scenario 1) or of destination (scenario 2)
Actors	Holder, Customs office of destination or of exit.
Performance Goals	Terminate the TIR operation in a Contracting Party.
Preconditions	Start of the TIR operation in the Contracting Party.
Postconditions	Discharge of the TIR operation
Scenario 1	<p>Terminate TIR operation at the customs office of exit en route:</p> <p>The holder presents the road vehicle, the goods and the TIR carnet to the Customs Office of exit (en route) for purposes of control. The Customs officer checks the validity of the TIR carnet, checks the integrity of the sealing devices, seals and their number against the seal's number mentioned in the TIR carnet.</p> <p>The Customs Officer may also examine all parts of the vehicle in addition to the sealed load compartment (Explanatory Note 0.21-1 to Article 21 of the TIR Convention).</p> <p>The Customs Officer may exceptionally carry out an examination of the goods, particularly when an irregularity is suspected (Art. 5 par. 2 of the TIR Convention). In case of examination of the load of a road vehicle, combination of vehicles or the container, the Customs Officer shall affix new seals and record on the TIR Carnet vouchers used in the country, on the corresponding counterfoils, and on the vouchers remaining in the TIR Carnet, particulars of the new seals affixed and of the controls carried out (Art. 24 of the TIR Convention).</p> <p>If the checks are not satisfactory to the Customs Officer because he noticed some irregularities connected with the TIR operation itself, he may certify the termination of this TIR operation with Reservation. In this case, the Customs officer completes field 24 of the appropriate detachable green sheet of voucher number 2 by inscribing the name of the Customs office of exit/ en route, crosses out box 25 (or does not cross out box 25, if the reason for the Reservation is that seals or identification marks were indeed not found to be intact), inscribes the number of packages for which the termination of the TIR operation is certified in field 26, completes field 27 by placing an "R" and fills in field 28 by putting a stamp, date and a signature. Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of exit/ en route in field 1, crossing out box 2 (or does not cross out box 2, if the reason for the Reservation is that seals or identification marks were indeed not found to be intact), inscribing the number of packages for which the termination of the TIR operation is certified in field number 3, repeating "R" under item 5 inscribing the reason why the TIR operation is terminated with Reservation, and completing field 6 by putting the Customs stamp, date and signature.</p> <p>If the checks are satisfactory to the Customs officer, he completes field 24 of the appropriate detachable green sheet of voucher number 2 of the TIR carnet by inscribing the name of the Customs office of exit/ en route, crosses out box 25, inscribes the number of packages for which the termination of the TIR operation is certified in field 26 and completes field 28 by putting a stamp, date and a signature.</p>

	<p>Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of exit/ en route in field 1, crossing out box 2, inscribing the number of packages for which the termination of the TIR operation is certified in field 3 and completing field 6 by putting the Customs stamp, date and signature.</p> <p>After completing voucher and counterfoil number 2 with or without reservation, the customs officer removes the green voucher number 2 of the TIR Carnet, and returns the carnet to the holder. The TIR operation is now terminated (Art. 1 lit. d of the TIR Convention). The customs officer further tears off the detachable green sheet of voucher number 2 of the TIR Carnet, keeps the upper part of the green voucher number 2 at the Customs office of exit/en route and sends the detachable green sheet to the Customs office of departure or entry (en route) in order to discharge the TIR operation in that Contracting Party.</p>
Scenario 2	<p>Terminate TIR operation at the customs office of destination:</p> <p>The holder presents the road vehicle, the goods and the TIR carnet to the Customs Office of destination for purposes of control. The Customs officer checks the validity of the TIR carnet, checks the integrity of the seals and their number against the seal's number mentioned in the TIR carnet.</p> <p>The Customs Officer may also examine all parts of a vehicle in addition to the sealed load compartment (Explanatory Note 0.21-1 to Article 21 of the TIR Convention).</p> <p>The Customs Officer takes the seals off and checks the goods.</p> <p>If the checks are not satisfactory to the Customs Officer because he noticed some irregularities connected with the TIR operation itself, he may certify the termination of this TIR operation with Reservation. In this case, the Customs officer completes field 24 of the appropriate detachable green sheet of voucher number 2 of the TIR carnet by inscribing the name of the Customs office of destination, crosses out box 25 (or does not cross out box 25, if the reason for the Reservation is that seals or identification marks were indeed not found to be intact), inscribes the number of packages for which the termination of the TIR operation is certified in field 26, completes field 27 by placing an "R" and fills in field 28 by putting a stamp, date and a signature. Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of destination in field 1, crossing out box 2 (or does not cross out box 2, if the reason for the Reservation is that seals or identification marks were indeed not found to be intact), inscribing the number of packages for which the termination of the TIR operation is certified in field number 3, repeating "R" under item 5 inscribing the reason why the TIR operation is terminated with Reservation, and completing field 6 by putting the Customs stamp, date and signature.</p> <p>If the checks are satisfactory to the Customs officer, he completes field 24 of the appropriate detachable green sheet of voucher number 2 of the TIR carnet by inscribing the name of the Customs office of destination, crosses out box 25, inscribes the number of packages for which the termination of the TIR operation is certified in field 26 and completes field 28 by putting a stamp, date and a signature. Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of destination in field 1, crossing out box 2, inscribing the number of packages for which the termination of the TIR operation is certified in field number 3, and completing field 6 by putting the Customs stamp, date and signature.</p> <p>After completing voucher and counterfoil number 2 with or without reservation, the customs officer removes the green voucher number 2 of the TIR Carnet and returns the carnet to the holder. The customs officer further tears off the detachable green sheet of voucher number 2 of the TIR Carnet, keeps the upper part of the</p>

	<p>green voucher number 2 at the Customs office of destination.</p> <p>The TIR operation is now terminated (Art. 1 lit. d of the TIR Convention). The Customs office of destination sends the SafeTIR message confirming the correct termination of the TIR operation at the Customs office of destination to the International chain of guarantee.</p> <p>The Customs officer sends the detachable green sheet to the Customs office of entry (en route) in order to discharge without delay (Art. 10 par. 1 of the TIR Convention) the TIR operation in that Contracting Party.</p> <p>The goods may then be unloaded (or not). In any case those goods are no longer under the TIR regime: they are put under another Customs Regime.</p>
Alternative Scenario	<p>Terminate TIR operation further to an accident</p> <p>The driver has an accident on the way to the customs office of exit or of destination requiring to change the road vehicle. Competent authorities will terminate the TIR operation and the TIR transport covered by this TIR carnet. The customs officer fills in the “procès-verbal de constat” (last page of the TIR carnet, sends the counterfoil number 2 to the Customs office of departure or entry (en route) to allow further discharge of the TIR operation in the Contracting Party.</p> <p>Goods are reloaded on a new truck and a new TIR carnet is opened, (see corresponding use case).</p>
Special requirements	
<i>Extension Points</i>	<p><i>If the customs office where the TIR operation was terminated is not the customs office of destination, the extension point is: the opening of a TIR operation in the next contracting party.</i></p> <p><i>If it is the Customs office of destination, the extension point is: the discharge of the TIR operation.</i></p>
Requirements Covered	