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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting Transport

(One-hundred-and-ninth session, 31 January – 4 February 2005,
agenda item 7 (b) (ii))

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

Preparation of Phase III of the TIR Revision process

Number of places for loading and unloading

Transmitted by the International Road Transport Union (IRU)

1. The WP.30, at its meeting in June 2004, requested the IRU to monitor the use of TIR Carnets in respect of the need for increasing the total number of customs offices of departure and destination (Art. 18) and to report to the Working Party at its session in February 2005.
2. IRU has for this purpose analyzed the use of 1,001 TIR Carnets in the period June to October 2004. The carnets were selected on the basis of the statistical weight of each association in the global issuance statistics (170 carnets issued by UCCET, Turkey; 111 carnets issued by ASMAP, Russian Federation; 100 carnets issued by AEBTRI, Bulgaria; etc.). Within each group of carnets, the selection was made at random.

3. The results of the analysis can be described as follows:

Total number of Customs offices (departure and destination)	Number of TIR Carnets
2	828
3	119
4	47
5	4
6	3
Total	1'001

4. The 7 carnets used for more than 4 customs offices, were all involving at least 2 customs offices of departure and 2 customs offices of destination.

5. Four of them were used by Bulgarian holders, one has been used by a Turkish holder, one by an Ukrainian holder and one by a Romanian holder.

6. As far as the 47 carnets used with 4 customs offices, 14 have been used by Turkish holders, 10 by Bulgarian holders and the remaining 23 carnets were used by holders established in 14 other countries.

7. Again in Autumn 2004, the IRU has asked issuing and guaranteeing associations about the need for to increase of the number of customs offices with the same result as previously reported: there is no need or the need is very limited.

8. IRU has observed a few practical problems with the use of carnets with more than one custom office of departure, related to refusal by the second customs office to terminate the first part of the transport. The misinterpretation has been cleared up by reference to the model for use of a TIR Carnet distributed earlier in 2004 by TIRExB.

9. IRU has also observed practical problems with transmission of termination data in SafeTIR by customs authorities in cases with more than 1 customs office of destination. IRU has solved such problems with bilateral contacts.
