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PROGRAMME OF WORK FOR 2005 TO 2009

Resolutions of the Group of Experts on Customs Questions affecting Transport (GE.30)

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Section E

RESOLUTIONS OF THE GROUP OF EXPERTS ON
CUSTOMS QUESTIONS AFFECTING TRANSPORT (GE.30)

Section E

Number of Resolution (GE.30)	Date of adoption	Subject
1	13.1.1956	<p><u>Temporary Importation of the Contents of Tourist Caravans Without Payment of Import Duties and Import Taxes</u> DESIRING to promote the development of international touring and, for that purpose, to simplify Customs formalities for caravans used by tourists, NOTING that under article 2 of the “Convention concerning Customs Facilities for Touring”, signed in New York on 4 June 1954, camping equipment imported by a tourist for his own personal use is admitted temporarily free of import duties and import taxes, without guarantee or deposit of such duties and taxes, provided that it accompanies the tourist, that there is no reason to fear abuse and that it is re-exported by the tourist on leaving the country of temporary importation, NOTING that under article 1 (b), article 2 and article 9, paragraph 3, of the “Customs Convention on the Temporary Importation of Private Road Vehicles” signed in New York on 4 June 1954, normal accessories and equipment when imported with vehicles or trailers need not be specially mentioned in Customs documents and that, under article 9, paragraph 4, of the same Convention, accessories not considered as constituting the normal equipment of the vehicle shall, if the Customs authorities so require, be declared on Customs documents, CONSIDERING, therefore, that it is unnecessary to draw up and submit to the Customs authorities, at the time of temporary importation of the vehicle, a separate, complete and detailed inventory of the contents of tourist caravans, RECOMMENDS governments</p> <ul style="list-style-type: none"> (a) not to require a separate, complete and detailed inventory of the contents of tourist caravans, but only a declaration of valuable accessories and equipment (refrigerators, non-portable wireless sets, furniture and carpets other than the usual type, etc.) under the heading “Other Particulars” in the Customs document; (b) to grant such facilities to tourists as from 24 March 1956;
3	21.4.1956	<p>..... <u>Temporary importation Without Payment of Import Duties and Import Taxes of Vehicles Hired for Private Use</u> DESIRING to promote the development of international tourism and, for that purpose, to simplify Customs formalities for tourist using road vehicles hired for their private use,</p>

Number of Resolution (GE.30)	Date of adoption	Subject
3 (continued)		<p>CONSIDERING the provisions of the Customs Convention on Temporary Importation of Private Road Vehicles, done at New York on 4 June 1954,</p> <p>CONSIDERING that in some cases it takes time to issue temporary importation papers, so that journeys by tourist in hired vehicles may be delayed,</p> <p>CONSIDERING that the Final Act of the United Nations Conference on Customs Formalities for the Temporary Importation of Private Road Motor Vehicles and for Tourism states that the terms of the Agreements signed at the end of the Conference “set out minimum facilities which are less than those allowed by many of the Contracting States” and that “the Contracting States will endeavour to increase the facilities which they now grant”.</p> <p>RECOMMENDS Governments,</p> <p>without prejudice to the application of the provisions of their national laws on transport, to accept, in the case of vehicles hired with or without driver and imported for private use, temporary importation papers made out in the name of the person letting out the vehicle on hire, provided that, if the Customs Authorities of the country of temporary importation so require, the words “ON HEREBY ...” (in the language in which the papers are printed), followed by the same and the address of the normal residence of the person concerned, are inserted on all vouchers and counterfoils used in connexion with the journeys of the person taking the vehicle on hire, and to regard this person as the holder of the temporary importation papers. On triptychs, the words “ON HIRE TO”, followed by the necessary data, would be made on both volets and on the holder’s copy, before the triptych is registered by the Customs Authority concerned.</p>
7	22.11.1957	<p><u>Simplification of the Temporary Importation System for Road Motor Vehicles for Private Use</u></p> <p>HAVING REGARD TO the studies it has been conducting for three years in collaboration with the World Touring and Automobile Association on the possibility of simplifying formalities for the temporary importation of motor vehicles for private use (private cars, motorcycles, bicycles with auxiliary engines),</p>

Number of Resolution (GE.30)	Date of adoption	Subject
7 (Continued)		<p>CONSIDERING that these studies have led to the introduction of the triptych for a single journey and will enable the ordinary triptychs to be standardized,</p> <ul style="list-style-type: none"> - the decision taken in 1956 by the Government of the Federal Republic of Germany no longer to require a guaranteed Customs document for motor vehicles for private use, - the decisions by the Austrian and Swedish Governments not to require any Customs document, guaranteed or not guaranteed, for such vehicles, as from 1 August 1957 and 1 January 1958 respectively, <p>CONSIDERING the announcement at the Group's eleventh session that the Government of the Federal Republic of Germany and Switzerland will probably not require any Customs document for such vehicles from the beginning of 1958,</p> <p>CONSIDERING that Denmark, Norway and Sweden have already abolished Customs documents for vehicles registered in one of these three countries of Finland travelling in their territories,</p> <ul style="list-style-type: none"> - that the same has been the case for vehicles registered in Belgium, Luxembourg or the Netherlands travelling in the territories of the Netherlands and the Belgo-Luxembourg Economic Union, and - that these measures of liberalization have proved possible despite differences in taxation and registration systems for vehicles in the various countries concerned <p>CONSIDERING the recommendations by other international organizations regarding the simplification of formalities for the temporary importation of road motor vehicles for private use, WELCOMES the results already attained, and</p> <p>NOTING that, although the diptych system permits bilateral arrangements whereby a check of a vehicle's re-importation into its country of origin can be substituted for a check of its re-exportation from the country of temporary importation, the general introduction of this system in Europe on a multilateral basis has proved impossible,</p> <p>REQUESTS each government actively to pursue the study of the simplification of temporary importation systems for motor vehicles for private use in its country – without overlooking the radical simplification which would be effected by the complete abolition of all Customs document – and to inform the Executive Secretary of the result of this study; and</p>

Number of Resolution (GE.30)	Date of adoption	Subject
10	29.5.1959	<p><u>Temporary Importation Without Payment of Import Duties and Taxes of Road Trailers Entering a Country by Rail</u> DESIRING to facilitate the extension to international traffic of combined transport of goods by road trailers loaded on railway wagons for part of the journey, RECOMMENDS governments, without prejudice to the general facilities they grant or intend to grant to commercial road vehicles, to permit, in combined transport of goods by road trailers loaded on railway wagons, the temporary importation by rail of such trailers without payment of import duties and taxes and without requiring the production of a triptych, carnet de passages en douane or any other bonded Customs document or the putting-up, in one form or another, of a bond in respect of the payment of import duties and taxes, provided that such trailers are to be re-exported by rail and that the railway administration of the country of temporary importation declares NOTING, however, that such combined transport is likely to develop only on certain international routes, so that all governments are not equally interested in the problem, NOTING further that no problem arises or will arise in the countries of temporary importation which have dispensed, or intend to dispense, completely with the obligation to reproduce Customs documents for commercial road vehicles, REQUESTS governments of countries where the problem arises to apply the above recommendation when the railway administrations of their countries so request them and in that case to inform the Secretariat of the measures they have taken.</p>
11	15.1.1960	<p><u>Standardization of Triptych Models for Pleasure Boats</u> CONSIDERING that models of triptychs for the temporary importation of pleasure boats should be standardized in the countries where such documents are required. RECOMMENDS the governments concerned to apply the following provision, RECOMMENDS to the associations concerned that the period of validity of the triptychs be one year, unless there are cogent reasons for adopting a shorter period in the holder's own interest.</p>

Number of Resolution (GE.30)	Date of adoption	Subject
11 (continued)		<p>PROVISIONS RELATING TO TRIPTYCH MODELS FOR PLEASURE BOATS</p> <ol style="list-style-type: none"> 1. Triptychs shall conform to the model attached hereto. 2. Triptychs shall be printed in French on white paper. 3. The name of the country for which the triptych is valid shall be entered in light red, in the language of the country of temporary importation, under item 2 one each voucher. 4. For countries not affixing temporary exit and re-entry visas, the boxes provided for that purpose on the model shall be cancelled with a light red cross.
13	3.3.1961	<p><u>Reduction of Waiting Times at Frontiers in International Goods Transport by Rail</u> ^{1/}</p> <p>NOTING the extent to which international transport can be speeded up by a reduction of wagon waiting times and shunting operations at frontier stations,</p> <p>NOTING the substantial saving in transport costs which such a reduction would afford to the community through the improvement of wagon turnaround and through operating economies at frontier stations,</p> <p>CONSIDERING that the Customs services might be associated with this effort to bring about a generally advantageous reduction in costs.</p> <p>DESIROUS of putting forward in a single document, and of amplifying in certain respects, the various recommendations already made on this subject, ^{2/}</p> <p>RECOMMENDS governments to apply the following measures where they are not already being applied:</p> <p>(a) <u>Customs inspections at frontiers</u></p> <p>(i) To address to the railways and users a request that they should, as often as possible, carry out expert Customs formalities at inland Customs offices, and that, where the said formalities have been so performed, they should confine their action at the frontier to the recognition of the Customs seals, if intact, unless an irregularity or abuse is suspected;</p>

^{1/} See also in this Section resolutions No. 8 and 17, revised of the Group of Experts on Customs Questions affecting Transport.

^{2/} See, in particular, the Convention of 10 January 1952 to facilitate the crossing of frontiers for goods carried by rail, the recommendations made by the Group of Experts (previously a Working Part) on the Transport of Perishable Foodstuffs at its third (special) session (E/ECE/TRANS/225, paragraphs 9 to 13) and the exchanges of views which took place at the Meeting on the Simplification of Frontier Formalities for Goods (E/ECE/TRANS/SC2/76, paragraphs 2, 6 and 8).

Number of Resolution (GE.30)	Date of adoption	Subject
13 (continued)		<p>(ii) To encourage the Customs clearance of imported goods at their inland Customs Offices, and to that end to adopt such measures as may be necessary to avoid delay in the performance of the Customs operations at the said offices;</p> <p>(b) <u>Performance of Customs Inspection on the Tracks</u> For the purposes of Customs operations at frontier stations, to reduce as far as possible, especially for bulk transport operations and for perishable foodstuffs traffic, ^{1/}</p> <p>(c) <u>Frontier Stations With Adjoining Customs Inspection Services</u> Not to refuse, when it appears to be of advantage and to be achievable by agreement with the railway, the juxtaposition of Customs operations at the frontier, either at one station or at several stations each dealing exclusively with traffic in one direction or of one kind: and, in order to take the fullest advantage of such juxtaposition, to seek in such cases some degree of standardization of methods of inspection, so that the Customs formalities may be performed simultaneously by the two Customs administrations;</p> <p>(d) Affixing and recording of Customs seals To draw the attention of railway administration the advantages which might be afforded, for the spe terminal-to-terminal movement of wagons, ba the affixing of Customs seals to the wagons by the country of departure, and by the entering of the number and features of such seals of all TIF-model printed form accompanying the wagons, even if no such entry if required for the purposes of exports and to require the Customs service of the country of departure to meet requests to this effect submitted by the railway.</p>
14	26.6.1964	<p>DRAWS the attention of governments to the delays which <u>Temporary Importation of Tourist Aircraft</u> DESIRING to facilitate international travel by tourist aircraft; NOTING that many countries have already abolished the requirement of Customs documents and of the guarantee of import duties and taxes for the temporary importation of tourist aircraft;</p>

^{1/} All frozen or deep-frozen products and the following goods in particular, when transported in a fresh condition, shall be deemed to be perishable goods for the purposes of the application of the present resolution; fruit and vegetables, fish, crustaceans, molluscs, milk, butter, cheese, eggs, meat, dead poultry, dead game, beer, yeast and flowers.

Number of Resolution (GE.30)	Date of adoption	Subject
14 (continued)		<p>RECOMMENDS governments to require no Customs document or guarantee of import duties and import taxes in connexion with the temporary importation of tourist aircraft, it being understood that the other provisions of national laws and regulations regarding temporary importation, including the measures provided for in cases where abuses are suspected, shall remain fully effective.</p> <p>REQUESTS governments to inform the Secretariat by 1 July 1965 of the extent to which they will be able to apply this recommendation.</p>
15	26.6.1964	<p><u>Concept of Normal Residence</u></p> <p>HAVING REGARD to the Customs Convention on the Temporary Importation of Private Road Vehicles (New York, 1954);</p> <p>HAVING REGARD to the Customs Convention on the Temporary Importation for Private Use of Aircraft and Pleasure Boats (Geneva, 1956);</p> <p>DESIRING to avoid the double taxation of persons in possession of a vehicle (private road motor vehicle, pleasure boat or tourist aircraft) in the course of international travel;</p> <p>RECOMMENDS to governments, when it is a question of determining in certain cases mentioned below whether the normal residence of a person temporarily importing a vehicle is outside their territory, that they should not proceed in any less liberal manner than would result from the application of the following principles:</p> <p>(a) any owner or user of a vehicle who has a residence in a number of countries and has his family abode in one of these countries shall be deemed to have his normal residence in that country, provided that he returns there at least once a month (by "family abode" is meant, for example, in the case of married persons, the place where the family lives together and, in the case of other persons, the place where they live together with the ascendants or descendants);</p> <p>(b) in the particular case in which the owner or user of a vehicle has come to live in a country for the purpose of carrying out a specific mission (whether official or private) or attending an educational establishment (university, school, etc.), he shall not be deemed to have his normal residence in that country, provided that the duration of his mission or studies does not exceed two years;</p> <p>REQUEST governments to inform the Secretariat, by 1 July 1965, of the extent to which they will be able to apply these recommendations.</p>

Number of Resolution (GE.30)	Date of adoption	Subject
16	8.11.1966	<p><u>Intercontinental Transport by Container</u> ^{1/}</p> <p>DESIRING to facilitate international transport by contained and, more particularly, intercontinental transport by this means, BEARING IN MIND the provisions of the Customs Convention on the Temporary Importation of Commercial Road Vehicles done at Geneva on 18 May 1956, RECOMMENDS governments to apply the principles of the provisions of the aforesaid Convention with regard to the temporary importation of devices or removable equipment, such as axles with wheels and bogie-undercarriages, which, when mounted on containers enable the latter to be hauled like road vehicles;</p> <p>REQUESTS governments which have decided to apply this recommendation to inform the Secretariat to that effect by 31 January 1967, indicating, where appropriate, the special provisions which they have laid down in connection with the application of the principles of the aforesaid Convention.</p>
17 revised	11.12.1970	<p><u>Abolition of Customs Documents for Goods under Customs Control Carried by Rail</u></p> <p>CONSIDERING the importance to the economy in general of speeding up rail transport and reducing halts at frontiers to a minimum, BEARING IN MIND the progress made in this direction in certain countries as a result of agreements between the Customs and Railway Administration based on undertakings by the latter regarding, in particular, the exportation or the re-exportation of goods or their presentation to Customs, the proofs to be furnished in this connexion and the application of measures designed to ensure regularity of operation, CONSIDERING that the procedures developed by certain countries have to a large extent made it possible in those countries to waive the requirement of an international Customs declaration (TIF form) or the use of another customs document for goods which are covered by an international consignment note,</p>

^{1/} See also in section A, resolutions Nos. 190 and 211 of the ITC; and in this section, resolutions Nos. 20, 21 and 22-27 of the Group of Experts on Customs Questions affecting Transport.

Number of Resolution (GE.30)	Date of adoption	Subject
17 revised (continued)		<p>RECOMMENDS that governments should:</p> <ol style="list-style-type: none"> 1. Take such steps as will permit comparable simplifications to be achieved for goods carried by rail under cover of an international consignment note drawn up abroad, particularly in the following cases: <ol style="list-style-type: none"> (a) direct transit, with exit from the country by rail; (b) consignment to Customs offices located either inland or in maritime ports. 2. apply, as far as possible, the principle that dispatch by rail under an international consignment note constitutes material proof of the exportation provided that the country of destination of the consignment is not changed without prior notification thereof to the Customs authorities or the country of departure by the responsible railway administration; <p>POINTS OUT that the necessary measures could be applied in stages to the three types of transport operations mentioned and, if necessary, separately for full wagon-loads and for small consignments;</p> <p>REQUESTS governments to inform the Executive Secretary before 1 May 1971 whether they are able to accept this resolution in respect of all or some of the transport operations concerned and, if so, to state what measures they have adopted and the date on which they will enter into force, it being understood that governments having already informed the Executive Secretary concerning item 1 above need refer in their communications only to such measures as they may have adopted concerning item 2.</p>
19	25.5.1967	<p><u>Spare Parts used for Repairing Pooled Flat Wagons (Pool Wagons)</u> ^{1/}</p> <p>NOTING:</p> <ul style="list-style-type: none"> - that eight railway administrations of countries which are Parties to the Customs Conventions concerning Spare Parts used for repairing EUROP Wagons, dated 15 January 1958, have signed a Convention concerning the Pooling of Flat Wagons (known as the "POOL Convention"), - that the Pool Convention applies, <i>mutatis mutandis</i>, the provisions of the Convention concerning the Pooling of Goods Wagons (known as the "EUROP Convention"),

^{1/} See also in section A, resolution No. 147 of the ITC.

Number of Resolution (GE.30)	Date of adoption	Subject
19 (continued)		<p>RECOMMENDS THE GOVERNMENTS CONCERNED ^{1/} to authorize, from 1 January 1968, the railway administrations having signed the POOL Convention, to apply the provisions of the above-mentioned Customs Convention of 15 January 1958 to spare parts used for repairing POOL wagons,</p> <p>REQUESTS those governments to notify the Secretariat, by 15 September 1967, whether this resolution is acceptable to them;</p> <p>INSTRUCTS the Secretariat to circulate without delay the notifications received from governments.</p>
20	25.5.1967	<p><u>Use of a Single TIR Carnet for several Containers loaded on a Single Vehicle</u> ^{2/}</p> <p>DESIRING to simplify the formalities for the international transport under cover of a TIR carnet of several containers loaded on a single vehicle,</p> <p>NOTHING that Article 7 of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), dated 15 January 1959, requires that a TIR carnet shall be made out in respect of each container,</p> <p>RECOMMENDS governments of Contracting Parties to the TIR Convention to authorize, pending the consideration of the desirability of amending Article 7 of the TIR Convention, and with effect from 1 December 1967, the use of a single TIR carnet for several containers, provided that</p> <ul style="list-style-type: none"> (a) the containers are loaded on a single vehicle; (b) the restrictions laid down in Article 8 of the TIR Convention are maintained; (c) each container has been approved for transport under cover of TIR carnet and is accompanied by its certificate of approval: (d) the goods manifest of the TIR carnet clearly distinguishes the contents of each container, in accordance with the rules adopted for partial loading and unloading.

^{1/} Belgium; Denmark; France; Germany, Federal Republic of ; Italy; Luxembourg; the Netherlands; Switzerland.

^{2/} See also in section A, resolutions Nos. 190 and 211 of the ITC and, in this section, resolutions Nos. 16, 21 and 22-27 of the Group of Experts on Customs Questions affecting Transport.

Number of Resolution (GE.30)	Date of adoption	Subject
23	15.12.1967	<p><u>Contents and Use of Container Manifests</u>^{1/}</p> <p>CONSIDERING the rapid and continuing development of international transport by container;</p> <p>CONSIDERING that the movement, in international transport, of loaded containers requires, under present national and international regulations, the successive or simultaneous preparation of numerous Customs and commercial documents all of which relate to the goods in the containers and reproduce, in whole or in part, the same particulars;</p> <p>CONCERNED to avoid onerous and unnecessary work, as a source of additional expense, and desirous of facilitating the use of commercial documents, wherever possible, in place of or in support of the Customs documentation, required under existing procedures;</p> <p>PENDING the completion of current work on the preparation of a Customs convention on international transport by container;</p> <p>RECOMMENDS that governments</p> <ol style="list-style-type: none"> 1. promote, in concert with commercial interests, the provision of a document which could be used as a manifest for each loaded container for Customs purposes (container manifest) provided it gives the following minimum information; <ol style="list-style-type: none"> (a) identification of the container; (b) the countries, where the goods are loaded into, and are to be discharged from the container, as known at the time of the drawing up of the container manifest; (c) name of the person, to whom the container is consigned, as known at the time of the drawing up of the container manifest; (d) marks and numbers of packages or pieces; (e) number and type of packages or pieces; (f) description of goods; (g) gross weight of goods. 2. accept, whenever possible, the use of such a container manifest, or copies thereof, for the following Customs purposes: <ol style="list-style-type: none"> (a) in connexion with transport by road, rail or inland waterway in the countries of consignment, transit and destination, as a substitute for either the whole, or a description

^{1/} See also in section A, resolutions Nos. 190 and 211 of the ITC; and in this section, resolutions Nos. 16, 20, 21, 22 and 24-27 of the Group of Experts on Customs Questions affecting Transport.

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23 (continued)		(b) in connexion with sea and air transport, as a descriptive part of the national or international forms, such as cargo declaration, required for goods carried on ships and aircraft; REQUESTS governments to inform the Executive Secretary, by 1 July 1968, whether they accept these recommendation stating the extent to which they will apply the provisions of operative paragraph 2 of this Resolution; REQUESTS the Executive Secretary to circulate without delay the information received from Governments.
26	23.5.1968	<p><u>Approval of Containers by Design Type</u> <u>(Customs Convention on the International Transport of Goods under cover of TIR Carnets (TIR Convention, 1959))</u>^{1/}</p> <p>HAVING REGARD to the provisions of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1959) concerning the approval of containers for use in international traffic under Customs seal, CONSIDERING the substantial increase in the number of containers brought into service for use in international traffic, CONSIDERING the burden which this development will impose on national authorities responsible for the approval of containers for the purposes of the said Convention, and the delay and inconvenience which might be caused to manufacturers and users by individual approvals, RECOGNIZING that, increasingly, containers are being manufactured in type series to standard designs and specifications; that, within each type series, containers all have identical characteristics, and that approval of individual containers may, therefore, be satisfactorily effected through approval of the design type, BEARING IN MIND that Annex 7 of the said Convention does not preclude the approval of containers by design type, PENDING consideration of the desirability of amending Annexes 6 and 7 to that Convention.</p> <p>1. RECOMMENDS that governments shall accept the following procedure with effect from 1 January 1969 at the latest:</p> <ul style="list-style-type: none"> (a) the approval of containers by design type a the manufacturing stage; (b) the procedure for such approval set out in annex 1 to this resolution;^{2/}

^{1/} See also in section A, resolutions Nos. 190 and 211 of the ITC; and in this section, resolutions Nos. 16, 20,21, 22, 23, 24, 25 and 27 of the Group of Experts on Customs Questions affecting Transport.

^{2/} See TRABS/WP30/110, annex 3 which reproduces the annexes referred to in this resolution.

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26 (continued)		<p>(c) the use of certificates of approval by design type as described in annex 2 and indication of approval on each container by a metal plate conforming to the specifications given in Annex 3;</p> <p>(d) the discontinuance of reapprovals every two years as prescribed in Annex 7, paragraph 1 (e) of the TIR Convention (1959) with regard to containers, approved by design type under the procedure set out in annex 1 to this resolution;</p> <p>2. REQUESTS governments to notify the Executive Secretary by 1 October 1968 whether they agree to apply the provisions of this resolution and in that event to inform him of the date on which such application will take effect;</p> <p>3. REQUESTS the Executive Secretary to circulate without delay the replies received from governments.</p>
28	28.11.1968	<p><u>Entry into Force of a New International Customs Declaration (TIR Form)</u></p> <p>IN VIEW of the usefulness for international rail transport of a practical international Customs declaration adapted both to the Economic Commission for Europe layout key and to the new international consignment note of the CIM which is due to come into force on 1 January 1969 and providing consignors with the possibility of filling in the declaration at the same time as the consignment note,</p> <p>CONSIDERING that the present TIF form attached to the International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail (1952) and to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage Carried by Rail (1952) should be modified accordingly;</p> <p>DECIDES to establish the new international Customs declaration, TIF form, attached to this resolution; this form consists solely of two pages without any attached sheets, to which would be added, when appropriate, one or more additional numbered lists drawn up by the consignor, who would attach them to the TIR form;</p> <p>NOTHING that the representative of Italy stated that he will ask his Government to transmit, in due time, to the Secretary-General of the United Nations, in accordance with the provisions contained in the final clauses of the two above-mentioned Conventions, an amendment proposal for the replacement of the international Customs declaration, present TIR form, by the new form,</p>

Number of Resolution (GE.30)	Date of adoption	Subject
28 (continued)		<p>RECOMMENDS Governments of countries Parties to the two Conventions to accept the amendment to be proposed by the Government of Italy; and</p> <p>RECOGNIZING the desirability of introducing the new declaration as soon as possible and the need for transitional arrangements,</p> <p>RECOMMENDS Government to accept, with effect from 1 April 1969, the new aforesaid Customs document in the same manner as those at present in force and to take all necessary steps to ensure that this new document is the only TIR form employed from 1 January 1970 onwards; and</p> <p>REQUESTS Governments which accept this resolution to notify the Executive Secretary of the Economic Commission for Europe accordingly before 31 March 1969, if possible.</p>
29	12.12.1969	<p><u>End Pieces of Hemp, Sisal or Steel Wire Ropes to be used for the Closure of Sheeted Vehicles</u></p> <p>HAVING REGARD to the need to adopt appropriate measures to prevent irregularities from being committed through the use, for the closure of sheeted vehicles and containers, of hems, sisal or steel wire ropes which have been tampered with,</p> <p>CONSIDERING that the present provisions of the TIR Convention of 15 January 1959 are not always fully satisfactory in that respect,</p> <p>RECOMMENDS GOVERNMENTS to encourage henceforth the use of end pieces made of hard metal not malleable when cold (steel, etc.) conforming to the sketch appended */ to this resolution, so that, as far as possible, only end pieces conforming thereto shall be in use after 1 January 1971;</p> <p>REQUEST GOVERNMENTS which accept this resolution to inform the Executive Secretary of the Economic Commission for Europe accordingly not later than 1 July 1970.</p>
30	11.12.1970	<p><u>The Transport of Motor Vehicles under Cover of TIR Carnets</u></p> <p>CONSIDERING that motor vehicles are frequently transported uncovered on special vehicles and that it would be useful for carriers to be able to apply for this purpose the procedures provided for in chapter IV of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) (Geneva, 15 January 1959),</p> <p>CONSIDERING that, in most cases, these motor vehicles do not correspond to the definition of “heavy of bulkey goods” given in article 1, sub-paragraph (h), of the TIR Convention, but that they are always readily identifiable,</p>

Number of Resolution (GE.30)	Date of adoption	Subject
30 (continued)		<p>HAVING REGARD to the provisions of paragraph 1 of the Protocol of Signature of the TIR Convention which allows the Contracting Parties to agree amongst themselves to consider goods which do not strictly conform to the definition in article 1, sub-paragraph (1) ^{1/}as coming under the conditions laid down in chapter IV of the Convention,</p> <p>RECOMMENDS TO GOVERNMENTS that they permit the application of the provisions of chapter IV of the TIR Convention to the transport of motor vehicles uncovered, even the latter do not entirely conform to the definition in article 1, sub-paragraph (h);</p> <p>REQUESTS Governments to notify the Executive Secretary of the Economic Commission for Europe, before 1 May 1971, whether they are able to accept the present resolution and, if they are, to indicate the date from which it would be implemented.</p>
31	11.12.70	<p><u>Customs Provisions Applicable to Containers used in International Transport</u> ^{2/}</p> <p>BEARING IN MIND the rapid development of carriage by container,</p> <p>IN VIEW OF the urgent need to bring rules suited to present-day methods of container construction and use into force internationally,</p> <p>BEARING ALSO IN MIND the provisions of its resolutions:</p> <p>No. 21, dated December 1967, on the institution of a uniform procedure for the temporary importation of containers,</p> <p>No. 22, dated December 1967, on the marking of containers,</p> <p>No. 24, dated May 1968, on the use of foreign containers in internal traffic,</p> <p>No. 25, dated May 1968, on the approval of containers by design type,</p> <p>No. 27, dated May 1968, on the use of sheeted containers for the international transport of goods under Customs seal, and</p>

^{1/} See sketch appended to TRANS/WP30/114, annex 2.

^{2/} This resolution cancels and supersedes resolutions Nos. 21, 22, 24, 25 and 27 reproduced in documents TRANS/WP30/107, annexes 1 and 2, TRANS/WP30/110, annexes 1, 2 and 4, respectively; in relations between Governments which have accepted to apply the provisions of this resolution.

Number of Resolution (GE.30)	Date of adoption	Subject
31 (continued)		<p>Considering the favourable results obtained by application of the provisions of those resolutions, DESIROUS OF supplementing those provisions in the light of recent developments in international carriage by container, CONSIDERING that with a view to simplification it is desirable to combine them into a single text, PENDING the revision of the Customs Convention on Containers, (1956) RECOMMENDS Governments to apply in the matter of Customs regulations governing the use of containers in international transport the provisions of the text appended to this resolution and of its annexes 1 – 6; ^{1/} RECOMMENDS Governments also to accept containers approved for transport under Customs seal by virtues of the provisions of this resolution, for any system of international transport involving such sealing, in particular for carriage of goods under the system for the international transport by road (TIR Convention, 1959), REQUESTS Governments to notify the Executive Secretary before 1 May 1971 whether they agree to apply the provisions of this resolution and, if they do so agree, to inform him of the conditions under which and the date on which application will take effect; and REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>
32	12.11.71	<p><u>Extension of the Validity of Certificates of Approval Issued for Containers under the TIR Convention, 1959</u> BEARING IN MIND the rapid development of carriage by container, BEARING IN MIND its resolution No. 31, which provides, in annex 5, paragraph 20, for the tacit extension for three years of the validity of certificates of approval issued under the Customs Convention on Containers (1959), PENDING the revision of the TIR Convention (1959), RECOMMENDS Governments to consider as valid for three years after the date of expiry, containers certificates of approval issued under the TIR Convention (1959), provided the containers still satisfy the technical conditions on the fulfilment of which their approval was based and even in cases where containers have changed ownership;</p>

^{1/} See document TRANS/WP30/116, annex 6.

Number of Resolution (GE.30)	Date of adoption	Subject
32 (continued)		<p>REQUESTS Governments to inform the Executive Secretary of the Economic Commission for Europe by 1 March 1972, whether they are able to accept this resolution and, if so, to state the date as from which it will apply;</p> <p>REQUESTS the Executive Secretary to distribute the replies received from Governments.</p>
33	27.10.72	<p><u>Customs Provisions Applicable to Containers used in International Transport</u></p> <p>BEARING IN MIND the provisions of resolution No. 31 (appendix) annex 4, article 4, paragraph 6 (a), last sentence, CONSIDERING that under these principles this distance between the securing rings and the upper edge of the solid parts of the container is generally not less than 250 mm, CONSIDERING that this distance is adequate to meet the requirements of Customs security; CONSIDERING THAT, in order to avoid difficulties of interpretation, it is desirable that the sheet overlap be measured from the centre of the securing rings, RECOMMENDS Governments to apply resolution No. 31 (appendix) annex 4, article 4, paragraph 6 (a), last sentence, in the manner appropriate to the following wording: “‘The sheet shall overlap solid parts of the container by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the container by itself prevents all access to the goods.’”;</p> <p>REQUESTS Governments which accept this resolution so to inform the Executive Secretary of the Economic Commission for Europe by 1 April 1973;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>
34	26.10.73	<p><u>End-Pieces of Hemp, Sisal or Steel Wire Ropes to be used for the Closure of Sheeted Vehicles</u></p> <p>BEARING IN MIND the provisions of the TIR Convention (1959) annex 3, article 5, paragraph 9, last two sentences, CONSIDERING that in some countries metal straps are used instead of threads for a self-locking type of Customs seal, CONSIDERING that, in order to permit the use of those strap the hollow rivet included in the metal end-piece of each rope to allow the introduction of the strap should be of a slot type, CONSIDERING that the insertion of slot-type rivets in metal end-pieces has become technically possible,</p>

Number of Resolution (GE.30)	Date of adoption	Subject
34 (continued)		<p>BEARING IN MIND that the use of this kind of end-piece is already provided for in annex 4, article 4, paragraph and sketch No. 5 of the Customs Convention on Containers (1972), PENDING the revision of the TIR Convention, RECOMMENDS Governments to apply the TIR Convention, annex 3, article 5, paragraph 9 in the following manner:</p> <ul style="list-style-type: none"> (i) To delete the existing second sentence of paragraph 9 and to substitute the following words “The fastener of each metal en-piece shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or strap of the Customs seal.”; (ii) To replace the sketch No. 5 appended to the TIR Convention (1959) by the sketch attached to this Resolution: ^{1/} and (iii) To add the following footnote to paragraph 9: “Until 1 January 1977 end-pieces shall be allowed which conform to sketch No. 5 to these Regulation even if they include hollow rivets of a type previously accepted with holes of dimensions less than those given in the sketch.”; <p>REQUESTS Governments which accept this Resolution so to inform the Executive Secretary of the Economic Commission for Europe by 1 April 1974;</p>
35	26.10.73	<p><u>The Use of Metal End-Pieces for the Closure of Sheeted Containers</u></p> <p>CONSIDERING that in some countries metal straps are used instead of threads for a self-locking type of Customs seal, CONSIDERING that, in order to permit the use of those straps, the hollow rivet included in the metal end-piece of each rope to allow the introduction of the strap should be of a slot type, CONSIDERING that the insertion of slot-type rivets in metal end-pieces have become technically possible, BEARING IN MIND that the use of this kind of end-piece is already provided for in annex 4, article 4, paragraph 9 and sketch No. 5 of the Customs Convention on Containers (1972), PENDING the entry into force of the said Convention, RECOMMENDS Governments which have accepted either Resolution No. 31 or Resolution No. 27 or both:</p> <ul style="list-style-type: none"> (i) To accept metal end-pieces which conform to the sketch attached to this resolution; ^{2/}

^{1/} See sketch appended to TRANS/WP30/122, annex 1.

^{2/} See sketch appended to TRANS/WP30/122, annex 5.

Number of Resolution (GE.30)	Date of adoption	Subject
35 (continued)		<p>(ii) No longer to authorize the use, after 1 January 1977 of end-pieces not having longitudinal rivets, REQUESTS Governments which accept this Resolution so to inform the Executive Secretary of the Economic Commission for Europe by 1 April 1974. REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>
36	25.10.74	<p><u>Consolidated resolution relating to the Customs Convention on Containers (1956) and the relevant resolutions</u> BEARING IN MIND the provisions of the Customs Convention on Containers, 1956 and the relevant resolutions subsequently adopted for its application, resolution No. 31 in particular, RECOMMENDS Governments to continue to accept containers approved under the provisions of the Customs Convention on Containers (1956) or under resolution No. 31, provided that they continue to comply with the relevant conditions under which they were originally approved; RECOMMENDS ALSO that certificates of approval of containers issued under the provisions of the Customs Convention on Containers (1956) should be replaced by an approval plate and that the plate, complying to the requirements of annex 5 both to resolution No. 31 and to the Customs Convention on Containers, 1972 should indicate the country in which the original approval was granted, the number of the original certificate of approval and the year of approval; FURTHER RECOMMENDS Governments to amend the requirements of annex 6 to resolution No. 31, explanatory notes to annex 4, article 4, paragraph 10 (c), relating to the use of thongs for closing the openings in the sheets of containers, by amending subparagraph (b) of those explanatory notes to read as follows: "non-tensile textile materials including plastic coated or rubberized cloth, provided that such materials cannot after severance be welded or reconstituted without leaving visible traces. In particular the plastic material used to cover thongs shall be transparent and smooth-surfaced";</p>

Number of Resolution (GE.30)	Date of adoption	Subject
36 (continued)		<p>FURTHER RECOMMENDS that Governments amend the requirements relating to the affixing of hinges and Customs sealing devices on the doors of containers set out in annex 6 to resolution No. 31, explanatory notes to annex 4, article 2, subparagraph 1 (b), by inserting the following subparagraph after subparagraph (b) of those explanatory notes:</p> <p>”(b) (bis) Exceptionally, in the case of insulated containers only, the Customs sealing device, the hinges and any fittings, the removal of which would give access to the interior of the containers or to spaces in which goods could be concealed, may be fixed to the doors of such containers by means of set bolts or set screws which are inserted from the outside but which do not otherwise meet the requirements of subparagraph (a) of the explanatory note to annex 3, article 2, paragraph 1 (a) on condition that:</p> <p>(i) the tails of the set bolts or set screws are fixed into a tapping plate or similar device fitted behind the outer layer of the door structure; and</p> <p>(ii) the heads of an appropriate number of set bolts or set screws are so welded to the Customs sealing device, hinges, etc., that they are completely deformed and that the set bolts or set screws cannot be removed without leaving visible signs of tampering (see sketch No. 1 attached to this resolution). ^{*/}</p> <p>The term “insulated container” is to be taken to include refrigerated and isothermic containers.”;</p> <p>FURTHER RECOMMENDS Governments to allow, as an alternative method of that set out in resolution No. 31, annex 6, Explanatory Note to the provisions of annex 4, article 2, paragraph 1 (c), subparagraph (b), non-metal devices for the protection of ventilation apertures, provided that the holes are of the requisite dimensions and the material used is strong enough to prevent the holes from being substantially enlarged without visible damage. In addition, it must be impossible to replace the ventilation device by working from one side of the sheet only;</p> <p>FINALLY RECOMMENDS Governments to accept the method of joining sheets, illustrated in sketch No. 2 attached hereto ^{*/} as an alternative to the method set out in annex 4, article 4, paragraph 3 and sketch No. 2 of resolution No. 31;</p>

^{*/} Secretariat note: see sketch appended to TRANS/GE.30/4, annex 2.

Number of Resolution (GE.30)	Date of adoption	Subject
<p>36 (continued)</p> <p>37</p>	<p>25.10.74</p>	<p>REQUESTS GOVERNMENTS to notify the Executive Secretary before <u>1 April 1975</u> whether they agree to the above recommendations, and, if so, to inform him of the date from which they will be applied;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p><u>Consolidated resolution relating to the TIR Convention (1959) and relevant resolution</u></p> <p>BEARING IN MIND the provisions of the TIR Convention, 1959 and of the relevant resolutions subsequently adopted for their application,</p> <p>RECOMMENDS Governments to continue to accept containers approved under the provisions of the TIR Convention (1959) or of the relevant resolutions subsequently adopted, provided that they continue to comply with the relevant conditions under which they were originally approved;</p> <p>RECOMMENDS ALSO that certificates or approval of containers issued under the provisions of the TIR Convention (1959) or of the relevant resolutions subsequently adopted should be replaced by an approval plate and that the plate, complying to the requirements of annex 5 to resolution No. 31 should indicate the country in which the original approval was granted, the number of the original certificate of approval and the year of approval;</p> <p>FURTHER RECOMMENDS Governments to apply the provisions of the TIR Convention (1959), relating to the use of thongs for securing the openings in the sheets of such vehicles, in such a way that the words, “non-tensile rubberized cloth” in the third sentence or paragraph 12 of annex 3, article 5, are replaced by the following:</p> <p>”non-tensile textile materials, including plastic-coated or rubberized cloth, provided that such material cannot after severance be welded or reconstituted without leaving visible traces. In particular, the plastic material used to cover thongs shall be transparent and smooth-surfaced”;</p>

Number of Resolution (GE.30)	Date of adoption	Subject
37 (continued)		<p>FURTHER RECOMMENDS Governments to apply the provisions relating to the affixing of hinges and Customs sealing devices on the doors of vehicles, of the TIR Convention, Geneva, 1959, in such a way that the following paragraphs appear after paragraph 2, article 3 of annex 3 and that the sketch No. 1 attached hereto ^{*/} appears as sketch No. 7 to that annex:</p> <p>”2 (bis) Exceptionally, in the case of vehicles having insulated load compartments, the Customs sealing device, the hinges and any fittings, the removal of which would give access to the interior of the load compartment or to spaces in which goods could be concealed, may be fixed to the doors of such load compartment by means of set bolts or set screws which are inserted from the outside but which do not otherwise meet the requirements of paragraph 2, on condition that:</p> <p>(i) the tails of the set bolts or set screws are fixed into a tapping plate or similar device fitted behind the outer layer of the door structure; and</p> <p>(ii) the heads of an appropriate number of set bolts or set screws are so welded to the Customs sealing device, hinges etc., that they are completely deformed and that the set bolts or set screws cannot be removed without leaving visible signs of tampering.</p> <p>The term “insulated load compartment” is to be taken to include refrigerated and isothermic load compartments.”;</p> <p>FURTHER RECOMMENDS Governments to allow as an alternative method to that set out in annex 3, article 2, paragraph 3 of the TIR Convention (1959), non-metal devices for the protection of ventilation apertures provided that the holes are of the requisite dimensions and the material used is strong enough to prevent the holes from being substantially enlarged without visible damage. In addition, it must be impossible to replace the ventilation device by working from one side of the sheet only;</p>

^{*/} Secretariat note: see sketch appended to TRANS/GE.30/4, annex 3.

Number of Resolution (GE.30)	Date of adoption	Subject
37 (continued)		<p>FINALLY RECOMMENDS Governments to accept the method of joining sheets, illustrated in sketch No. 2 attached hereto ^{*/}, as an alternative to the method set out in annex 3, sketch No. 2, of the TIR Convention (1959);</p> <p>REQUESTS Governments to notify the Executive Secretary before <u>1 April 1975</u> whether they agree to the above recommendations, and, if so, to inform him of the date from which they will be applied;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>
38	24.3.76	<p><u>Defects in the repair of sheets on containers and vehicles</u></p> <p>NOTING the unsatisfactory state of repair of many vehicle and container sheets used in the international transport of goods under Customs seal,</p> <p>CONSIDERING that one common and effective standard of repair should be adopted for such sheets</p> <p>BEARING IN MIND the similar standards for the repair of plastic-covered sheets set out in the Customs Convention on Containers, 1972, and in the TIR Convention, 1975,</p> <p>BEARING IN MIND the provisions of the TIR Convention 1975, which differ from those of the TIR Convention, 1959, with regard to the repair of plastic-covered sheets,</p> <p>BEARING IN MIND the provisions of the Customs Convention on Containers, 1972, which differ from those of resolution No. 31, with regard to the repair of plastic-covered sheets,</p> <p>RECOMMENDS Governments to apply, in the following manner, the TIR Convention, 1959, annex 3, article 5, last sentence of paragraph 5, in conformity with the relevant provisions of the TIR Convention 1975;</p> <p>“Sheets of plastic-covered cloth may alternatively be repaired in accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet, the patch being fitted on the inside of the sheet.”;</p>

^{*/} Secretariat note: See sketch appended to TRANS/GE.30/4, annex 3.

Number of Resolution (GE.30)	Date of adoption	Subject
38 (continued)		<p>RECOMMENDS Governments to amend, in the same manner, the requirements of resolution No. 31, annex 4, article 4, paragraph 5, by deleting the last sentence of paragraph 5 and substituting:</p> <p>”Sheets of plastic-covered cloth may alternatively be repaired in accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet, the patch being fitted on the inside of the sheet.”;</p> <p>RECOMMENDS Governments to check the condition of these sheets at the Customs office of departure and to cease to accept, after 1 January 1977, for use in the international transport of goods under Customs seal, plastic-covered sheets which have not been repaired in accordance with the above recommendations;</p> <p>RECOMMENDS Governments not to accept canvas sheets which have not been repaired in accordance with the provisions of all the above-mentioned Conventions;</p> <p>REQUESTS Governments to notify the Executive Secretary before 1 October 1976 whether they agree to the above recommendations and, if so, to inform him of the date from which they will be applied;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>

ECE/TRANS/26/Add.1

Section E

RESOLUTIONS OF THE GROUP OF EXPERTS ON
CUSTOMS QUESTIONS AFFECTING TRANSPORT (GE.30)

Section E

Number of Resolution (GE.30)	Date of adoption	Subject
39	20.10.78	<p><u>Intervals between Rings and Eyelets on Sheeted Vehicles</u></p> <p>BEARING IN MIND the provisions of the TIR Convention, 1959, annex 3, article 5, paragraph 6, concerning a maximum interval of 200 mm between the securing rings and between the eyelets in the sheet,</p> <p>BEARING IN MIND the provision applied in most countries involved in TIR operations that the over-all width of a road vehicle may not exceed 250 cm,</p> <p>BEARING IN MIND that the standard dimensions of European pallets are 80 X 120 cm and that the inner width of a road vehicle need to be about 242 cm in order to be able to contain as many such pallets as possible,</p> <p>CONSIDERING that it is necessary to recess the securing rings in the side boards and that under these conditions it is often necessary to have no rings fixed on the uprights if the outer width of a vehicle is not to exceed 250 cm and its inner width is to be at least 242 cm, and that it is hardly possible to thread the sealing wire through the recessed rings on either side of the uprights of such a vehicle if these rings are affixed at a distance of 200 mm or less (taking into account the fact that the upright has to be relatively broad),</p> <p>DESIRING to meet reasonable wishes of the carriers concerning the construction of vehicles so far as this is possible without waiving the requirements as to the security of the load compartments from the Customs point of view,</p> <p>BEARING IN MIND the corresponding amendments of annexes 2 and 6 to the TIR Convention, 1975,</p> <p>RECOMMENDS Governments of the States which are Contracting Parties to the TIR Convention, 1959, without being Contracting Parties to the TIR Convention, 1975, to apply provisions of the TIR Convention, 1959, in such a way that the last sentence of paragraph 6 of annex 3, article 5, is replaced by the following two sentences:</p> <p>“The spaces between the rings and the spaces between the eyelets shall not exceed 200 mm. The spaces may however be greater but shall not exceed 300 mm between rings and eyelets on either side of the uprights if the rings are recessed in the side boards and the eyelets are oval and so small that they can just pass over the rings”;</p> <p>REQUESTS Governments which accept this Resolution to inform the Executive Secretary by 1 August 1979;</p>

Number of Resolution (GE.30)	Date of adoption	Subject
<p>39 (continued) 40</p>	<p>18.10.79</p>	<p>REQUESTS the Executive Secretary to circulate the replies received from Governments. <u>Use of Loading Lists as Annex to the Goods Manifest</u> NOTING No. 4 (b) of the Rules for the Use of the TIR Carnet set forth in the Customs Convention on the International Transport of Goods under Cover of TIR Carnets of 15 January 1959, which provides that separate sheets of the same model as the manifest may be attached to the latter when there is not enough space in the goods manifest to enter all the goods carried, AWARE OF the increasing use made by goods carriers of automated data processing and the one-run method in the preparation of customs and freight documents, CONSIDERING that the form of presentation of the goods manifest is not particularly adapted to automated data processing, RECOMMENDS that the Governments of the Contracting Parties to the TIR Convention, 1959, authorize the use of loading lists as annex to the goods manifest of the TIR Carnet even when there would otherwise be enough space in the goods manifest to enter all the goods carried and the loading lists do not correspond exactly to the model of the goods manifest. However, this is to be permissible only if the loading lists contain all the particulars required by the goods manifest in legible and recognizable form and all other provisions of Rule 4 (b) are complied with; REQUESTS Governments which accept this Resolution to inform the Executive Secretary by 1 April 1980 of its acceptance and of the date of its application; REQUESTS the Executive Secretary to circulate the replies from Governments.</p>
<p>41</p>	<p>3.7.80</p>	<p><u>Application of Certain Provisions of the Technical Annexes to the TIR Convention (1975) and the Use of the Model of the TIR Carnet thereof, as amended by the Administrative Committee</u> BEARING IN MIND the provisions of annexes 1, 2, 3, 4, 5 and 7 of the TIR Convention (1975), as well as the provisions of those of the explanatory notes in annex 6 to the TIR Convention (1975) which relate to the above-mentioned annexes, NOTING the amendments to annex 2, article 3, paragraph 8 and annex 1, rule 10 (c), as well as to annex 6, adopted by the Administrative Committee for the TIR Convention (1975) at its first and second session (TRANS/GE.30/AC.2/2, annex and TRANS/GE.30/AC.2/4, annex),</p>

Number of Resolution (GE.30)	Date of adoption	Subject
41 (continued)		<p>CONSIDERING the need for the uniform application of the technical provisions and use of the new model of the TIR Carnet, both by countries Contracting Parties to the TIR Convention of 1975 and by countries Contracting Parties only to the TIR Convention of 1959 but which accept the Resolution concerning the application of the technical annexes to the TIR Convention (1975) and the use of the model of the TIR Carnet thereof, adopted by the TIR Conference,</p> <p>RECOMMENDS to the Contracting Parties to the TIR Convention (1959) which are not Contracting Parties to the TIR Convention (1975) but which have accepted the Resolution of the TIR Conference to apply the provisions of annex 1, rule 10 (c) and annex 2, article 3, paragraph 8 and the related provisions of annex 6 to the TIR Convention (1975) with the amendments adopted by the Administrative Committee and set out in annexes 1 and 2 of this resolution,</p> <p>REQUESTS these Contracting Parties to notify the Executive Secretary of the Economic Commission for Europe, if possible by 1 January 1981, whether they accept this resolution;</p> <p>REQUEST the Executive Secretary to circulate the replies received from the Governments.</p>
42	3.7.80	<p><u>The Possibility of using Customs Documents for the Purpose of Evidence in Transport</u></p> <p>DESIRING to promote the facilitation of international trade and transport,</p> <p>CONSIDERING that the information contained in the customs documents, <i>inter alia</i> the information concerning the condition of the customs seals, could be helpful and accepted for the purposes of juridical and commercial evidence, and in particular for easier ascertainment of the individual liabilities of the participants in transport, mainly in cases of shortages in deliveries, losses, deterioration or damage suffered by the goods during transport,</p> <p>CONSIDERING that in particular the courts and arbitration tribunals, insurers, average, adjusters, litigating parties and the participants in transport operation could take advantage of evidence furnished by the customs documents, in order to accelerate the proceedings or facilitate the conciliation between the parties concerned,</p>

Number of Resolution (GE.30)	Date of adoption	Subject
42 (continued)		<p>RECOMMENDS that the Governments authorize their Customs authorities, where possible and within the limits of national law, to make the customs documents available for consultation and for purposes of evidence in transport matters on demand by the person concerned;</p> <p>REQUESTS Governments to notify the Executive Secretary, if possible by 1 December 1980, whether they accept this resolution;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>
43	23.10.81	<p><u>Application of Certain Provisions of the Technical Annexes to the TIR Convention (1975) as amended by the Administrative Committee at its Third Session</u></p> <p>BEARING IN MIND the provisions of annexes 1, 2, 3, 4, 5 and 7 to the TIR Convention 1975, as well as the provisions of those of the explanatory notes in annex 6 to the TIR Convention (1975) which relate to the above-mentioned annexes,</p> <p>NOTING the amendment to annex 6, adopted by the Administrative Committee for the TIR Convention (1975) at its third session (TRANS/GE.30/AC.2/6, annex 1),</p> <p>CONSIDERING the need for the uniform application of the technical provisions and use of the new model of the TIR Carnet, both by countries Contracting Parties to the TIR Convention of 1975 and by countries Contracting Parties only to the TIR Convention of 1959 but which accept the Resolution concerning the application of the technical annexes to the TIR Convention (1975) and the use of the model of the TIR Carnet thereof, adopted by the TIR Conference,</p> <p>RECOMMENDS to the Contracting Parties to the TIR Convention (1959) which are not Contracting Parties to the TIR Convention (1975) but which have accepted the Resolution of the TIR Conference to apply the provisions of annex 6 to the TIR Convention (1975) with the amendment adopted by the Administrative Committee at its third session and set out in the annex of this resolution;</p> <p>REQUESTS these Contracting Parties to notify the Executive Secretary of the Economic Commission for Europe, if possible by 1 March 1982, whether they accept this resolution;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>

Number of Resolution (GE.30)	Date of adoption	Subject
44	28.10.83	<p><u>Application of Certain Provisions of the Technical Annexes to the TIR Convention (1975) as amended by the Administrative Committee at its Fourth Session</u></p> <p>BEARING IN MIND the provisions of annexes 1, 2, 3, 4, 5 and 7 to the TIR Convention 1975, as well as the provisions of those of the explanatory notes in annex 6 to the TIR Convention 1975 which relate to the above-mentioned annexes,</p> <p>NOTING the amendment 4 to the TIR Convention 1975 amending annex 6 adopted by the Administrative Committee for the TIR Convention 1975 at its fourth session (TRANS/GE.30/AC.2/8, annex),</p> <p>CONSIDERING the need for the uniform application of the technical provisions and use of the new model of the TIR Carnet, both by countries Contracting Parties to the TIR Convention of 1975 and by countries Contracting Parties only to the TIR Convention of 1959 but which accept the Resolution concerning the application of the technical annexes to the TIR Convention 1975 and the use of the model of the TIR Carnet thereof, adopted by the TIR Conference,</p> <p>REQUESTS these Contracting Parties to notify the Executive Secretary of the Economic Commission for Europe, if possible by 1 March 1984 whether they accept this resolution;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p>
45	16.3.84	<p><u>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)</u></p> <p>BEING CONCERNED with eliminating possible forms of abuse of the customs documents for the temporary importation of private or commercial vehicles,</p> <p>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 <u>de facto</u> apply them,</p>

Number of Resolution (GE.30)	Date of adoption	Subject
45 (continued)		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.
