

UNITED NATIONS ECONOMIC COMMISSION FOR EUROPE

# TIR Handbook

# TIR

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

**Tenth Revised Edition**



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**UNITED NATIONS**  
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## NOTE

Only the text which is kept in custody by the Secretary General of the United Nations in his capacity as depositary of the TIR Convention constitutes the authoritative text of the TIR Convention. Therefore, the Contracting Parties to the TIR Convention are advised to base their national legislation on the authoritative legal text of the TIR Convention and not on this publication.

The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the secretariat of the United Nations concerning the legal status of any country, territory, city or area, or of its authorities, or concerning the delimitation of its frontiers or boundaries.

The previous revised editions of the TIR Handbook have the following symbols:

- ECE/TRANS/TIR/1 – First revised edition, 1989;
- ECE/TRANS/TIR/2 – Second revised edition, 1991;
- ECE/TRANS/TIR/3 – Third revised edition, 1993;
- ECE/TRANS/TIR/4 – Fourth revised edition, 1995;
- ECE/TRANS/TIR/5 – Fifth revised edition, 1999;
- ECE/TRANS/TIR/6 – Sixth revised edition, 2002;
- ECE/TRANS/TIR/6/Rev.1 – Seventh revised edition, 2005;
- ECE/TRANS/TIR/6/Rev.8 – Eighth revised edition, 2007;
- ECE/TRANS/TIR/6/Rev.9 – Ninth revised edition, 2010

ECE/TRANS/TIR/6/Rev.10

## **TIR HANDBOOK <sup>\*/</sup>**

The present publication has been prepared by the secretariat of the United Nations Economic Commission for Europe (UNECE) in cooperation with the TIR secretariat in accordance with a request made by the Administrative Committee of the TIR Convention, 1975 at its sixth session held in October 1983. The Committee had decided that a TIR Handbook should be issued containing the text of the TIR Convention, 1975, relevant comments made on specific provisions and other useful information for Customs authorities and transport operators.

This edition of the TIR Handbook, which replaces the previous edition published in 2010, contains three major sections:

The first section describes the TIR Customs transit system, its coverage, objective and functioning and analyses possible future developments.

The second section contains the complete text of the TIR Convention, 1975, as of 10 October 2013. The lay-out of this section basically follows the structure of the TIR Convention, 1975. However, Explanatory Notes contained in Annex 6 and Annex 7, Part III of the Convention have been placed with the provisions in the Convention to which they relate (with the exception of the sketches contained in Annex 6).

Comments are also placed with the provisions of the Convention to which they refer. Comments contained in the TIR Handbook are not legally binding for Contracting Parties of the TIR Convention, 1975. They are, however, important for the interpretation, harmonization and application of the Convention as they reflect the opinion of the Administrative Committee for the TIR Convention, 1975 and of the Working Party on Customs Questions affecting Transport of the United Nations Economic Commission for Europe (UNECE), as is indicated in connection with each comment.

The third section provides information on the application of the TIR Convention, 1975, the text of adopted resolutions and recommendations related to the Convention and gives examples of best practices together with an example authorization and agreement, to be drawn up between competent authorities and national guaranteeing associations. At the end of this section an example of a duly filled-in TIR Carnet and best practices with regard to the use of the TIR Carnet are provided.

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<sup>\*/</sup> "TIR" stands for: "Transports Internationaux Routiers".



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# **1 THE TIR CUSTOMS TRANSIT SYSTEM**

## **1.1 INTRODUCTION**

### **1.1.1 BACKGROUND**

A Review Conference convened in November 1975 under the auspices of the United Nations Economic Commission for Europe (UNECE) produced the TIR Convention of 1975 that came into force in 1978. Since that time the TIR Convention has proved that it is one of the most successful international transport conventions and is in fact so far the only universal Customs transit system in existence. The idea behind the TIR Convention and its transit regime has formed the basis for many regional transit systems and has thus, directly and indirectly, contributed to the facilitation of international transport, especially international road transport, not only in Europe and the Middle East, but also in other parts of the world, such as Africa and Latin America.

Anyone who has ever travelled on European roads will recognize the familiar blue and white TIR plate borne by thousands of lorries and semi-trailers using the TIR Customs transit system. For the driver, the transport operator and the shipper, this plate stands for fast and efficient international transportation by road.

Work on the TIR transit system started soon after the Second World War under the auspices of the United Nations Economic Commission for Europe (UNECE). The first TIR Agreement was concluded in 1949 between a small number of European countries. The success of this limited scheme led to the negotiation of a TIR Convention which was adopted in 1959 by the UNECE Inland Transport Committee and entered into force in 1960. This first TIR Convention was revised in 1975 to take account of practical experience in operating the system and to give effect to technical advances and changing Customs and transportation requirements.

The experience gained in the first 10 to 15 years of operating the system was thus used to make the TIR system more efficient, less complex and at the same time more Customs secure. Another reason why the original TIR system had to be modified was that in the early 1960's a new transport technique emerged: the maritime container. That was followed a little later by the inland container used by the European railways and by the swap-body introduced for improving the efficiency of road/rail transport.

These new combined or multimodal transport techniques necessitated the acceptance of the container, under certain conditions, as a Customs secure loading unit. It meant also that the TIR regime no longer only covered road transport, but was extended to rail, inland waterways and even maritime transport, although at least one part of the total transport operation still has to be made by road.

Upon its entry into force, the new Convention terminated and replaced the old Convention of 1959. However, the former Convention is still in force for various reasons, one of which is that one of the Contracting Parties to the old Convention (Japan) has not yet acceded to the TIR Convention of 1975.

### **1.1.2 GEOGRAPHICAL COVERAGE**

The TIR Convention has proved to be one of the most effective international instruments prepared under the auspices of the United Nations Economic Commission for Europe (UNECE). To date, it has 68 Contracting Parties, including the European Union. It covers the whole of Europe and reaches out to North Africa and the Near and Middle East. Countries in Asia have been informed about the facilities of this global Customs transit system and their interest has shown that they may well join the TIR Convention in the not too distant future. Already today, the United States of America and Canada are Contracting Parties as well as Chile and Uruguay in South America (see Chapter 3 of the TIR Handbook).

The success of the TIR system may also be attested by the number of TIR Carnets distributed and issued every year. Whilst in 1952 only a little over 3,000 TIR Carnets were issued, this number increased steadily reaching 100,000 in 1960, then 800,000 in 1970. During the seventies and eighties the demand for TIR Carnets floated between around 500,000 and 900,000. This can be explained by the enlargement of the European Union which utilizes its own Community Transit System within its territory. Thus, TIR Carnets are not used for Customs transit operations within its member countries.

As a result of the expanding East-West European trade, particularly since 1989, and the corresponding tremendous increase in international road transport, the number of TIR Carnets issued, exceeded one million in 1992 and now exceeds 3 million<sup>1</sup> (2012), which represents the start of nearly 10,000 TIR transports every day in 57 countries and well over 50,000 TIR border crossing procedures daily. The number of transport companies authorized by national Customs authorities to utilize TIR Carnets amounts to more than 3,000 (2012) (for details see Chapter 1.8 of the TIR Handbook).

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<sup>1</sup> The number of TIR Carnets issued in 2012 was 3,158,300

It should be noted that the EU enlargement in 2004 with ten countries and in 2007 with two more has not substantially affected the number of TIR transport operations in this part of Europe.

The financial and economic crisis which became apparent in the last quarter of 2008 and which deeply affected the road transport industry, led to a severe decrease in road transport activity. As a result and after decades of growth, the number of TIR Carnets distributed by the International Road Transport Union (IRU) over 2009 dropped by 30 percent. However, modest improvement and signs of recovery were already evident by the end of 2010 with an overall increase of twenty per cent compared to 2009 and further increase in 2011-2012.

The continued success of the TIR Customs transit system can be explained by the special features of the TIR regime which offer transport operators and Customs authorities a simple, flexible, cost-effective and secure Customs regime for the international transport of goods across frontiers.

### **1.1.3 DEVELOPMENT OF THE TIR CONVENTION**

Since 1975 the TIR Convention has been amended thirty one times. In 1995 the UNECE Working Party on Customs Questions affecting Transport (WP.30), supported by several ad hoc expert groups, began work on a major overhaul of the TIR system.

Phase I of the TIR revision process was successfully concluded in 1997 and its amendment came into force in all Contracting States to the TIR Convention on 17 February 1999. It included controlled access to the TIR system for transport operators, national TIR Carnet issuing and guaranteeing associations as well as for the international organization responsible for the centralized printing and distribution of TIR Carnets. Phase I also provided for transparency in the functioning of the international guarantee system and established an inter-governmental supervisory organ, the TIR Executive Board (TIRExB).

A second package of amendments to the TIR Convention (Phase II) came into force on 12 May 2002. It clearly and unequivocally stipulates the legal and administrative responsibilities of Customs authorities, transport operators and the international organization which, since that date, has also become responsible for the effective organization and functioning of the international guarantee system.

In the year 2000 work started on Phase III of the TIR revision process with a view to allowing, inter alia, for the use of modern electronic data processing mechanisms in the TIR system without changing its basic philosophy nor its recently modernized legal and administrative structure.

One such amendment, which came into force on 12 August 2006, established an international control system for TIR Carnets to hold data, transmitted by Customs authorities and accessible by the associations and Customs administrations, about the termination of TIR operations at offices of destination. The objective of the international control system is to provide the transport industry and the international guarantee chain with an important tool in the application of risk management in the commercial operation of the TIR system and to facilitate the inquiry procedures by Customs following the termination of national TIR.

With the conclusion of the TIR revision process, the TIR regime will be well positioned to cope with the future requirements of efficient international transport and trade as well as Customs procedures. At the same time, the revised TIR Convention will provide Governmental control, security and, if necessary, intervention in order to ensure an efficient Customs transit procedure indispensable for modern transport and trade.

#### **1.1.4 OBJECTIVE AND ADVANTAGES**

Customs transit systems are devised to facilitate to the greatest possible extent the movement of goods under Customs seals in international trade and to provide the required Customs security and guarantees. For such a system to function satisfactorily, it is essential that any formalities involved are neither too burdensome for the Customs officials nor too complex for the transport operators and their agents. Therefore, a balance needs to be struck between the requirements of the Customs authorities on the one hand and those of the transport operators on the other.

Traditionally when goods crossed the territory of one or more States in the course of an international transport of goods by road, the Customs authorities in each State applied national controls and procedures. These varied from State to State, but frequently involved the inspection of the load at each national frontier and the imposition of national security requirements (guarantee, bond, deposit of duty, etc.) to cover the potential duties and taxes at risk while the goods were in transit through each territory. These measures, applied in each country of transit, led to considerable expenses, delays and interferences with international transport.

The TIR system was devised in order to reduce these difficulties experienced by transport operators and, at the same time, to offer Customs administrations an international system of control replacing traditional national procedures, whilst effectively protecting the revenue of each State through which goods were carried.

**(a) Advantages for Customs administrations**

As regards Customs control measures at frontiers, the TIR system undoubtedly has advantages for Customs administrations, as it reduces the normal requirements of national transit procedures. At the same time the system avoids the need - expensive in manpower and facilities - for physical inspection in countries of transit other than checking seals and the external conditions of the load compartment or container. It also dispenses with the need to operate national guarantees and national systems of documentation.

In addition, advantages arise from the fact that the international transit operation is covered by a single transit document, the TIR Carnet, which reduces the risk of presenting inaccurate information to Customs administrations.

In cases where irregularities are suspected, Customs authorities have the right to inspect the goods under Customs seal at any time and, if necessary, to interrupt the TIR transport and/or to take adequate measures in accordance with national legislation. In view of the strict provisions of the TIR Convention and the interest of all Customs authorities and transport operators to apply these provisions, such interventions should remain exceptional. Customs authorities can therefore reduce routine administrative Customs procedures to a minimum and devote their limited resources to specific control measures based on risk assessment and intelligence.

The TIR Executive Board (TIRExB), as an inter-governmental organ, ensures that each of the actors in the TIR procedure adequately applies the provisions of the Convention. In case of difficulties in the application of the TIR Convention at the international level, Customs authorities may wish to address the TIRExB for guidance and support. The TIRExB is also at the disposal of all Contracting Parties to coordinate and foster the exchange of intelligence and other information.

### **(b) Advantages for the transport industry**

The advantages of the TIR Convention for commerce and for transport interests are also obvious. Goods may travel across national frontiers with minimum interference from Customs administrations. By removing traditional impediments to the international movement of goods, the TIR system encourages the development of international trade. By reducing delays in transit, it enables significant savings to be made in transport costs.

The TIR Convention also provides, through its international guarantee chain, relatively simple access to the required guarantees which are a sine qua non for the transport and trade industry to benefit from the facilities of Customs transit systems.

Finally, reducing the impediments to international traffic by road caused by Customs controls enables exporters and importers to select more easily the mode of transport that is most suitable for their needs.

## **1.2 PRINCIPLES**

A short description of the principles of the TIR Customs transit regime as stipulated in the TIR Convention of 1975 is given below. It demonstrates why the simplicity and effectiveness of the system is attractive to transport operators and Customs authorities.

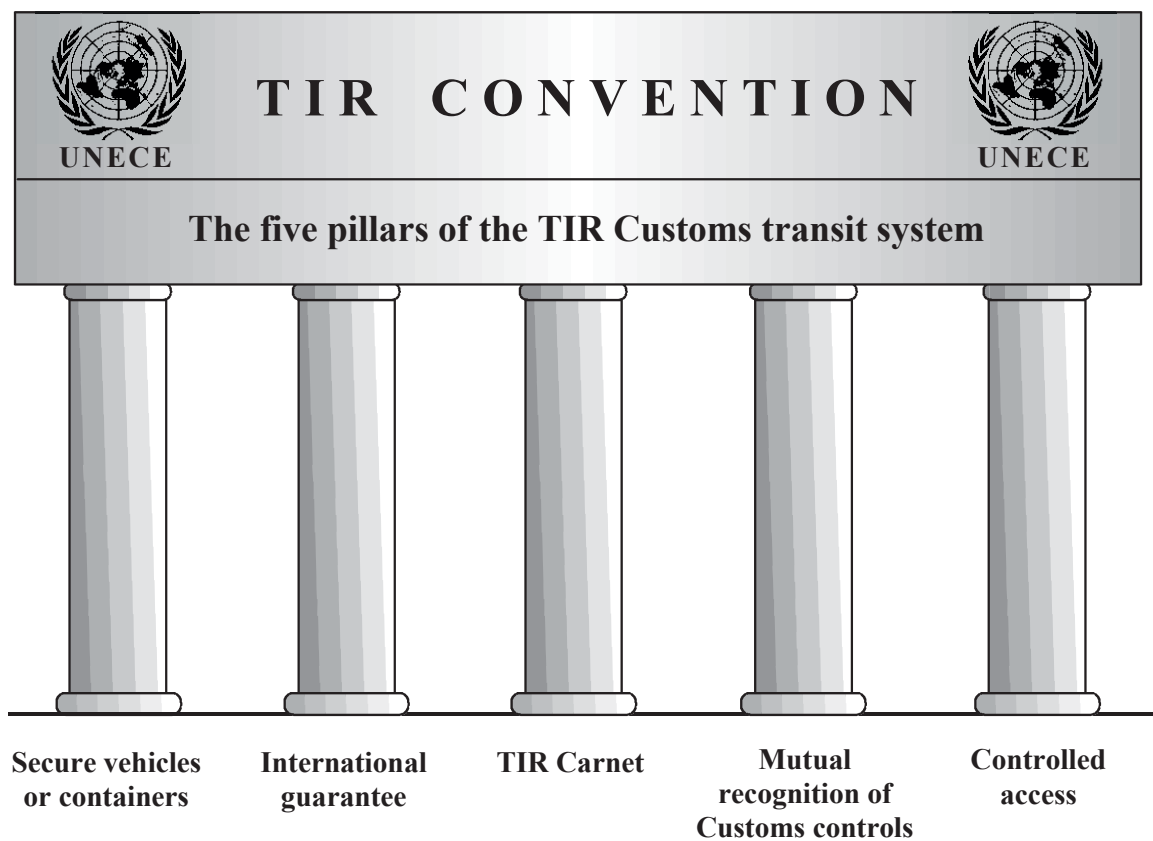
In order to ensure that goods may travel with a minimum interference "en route" and yet offer maximum safeguards to Customs administrations, the TIR regime contains five basic requirements – the five pillars of the TIR Customs transit system (see Figure 1):

- (1) Goods should travel in Customs secure vehicles or containers;
- (2) Throughout the journey, duties and taxes at risk should be covered by an internationally valid guarantee;
- (3) Goods should be accompanied by an internationally accepted Customs document (TIR Carnet), opened in the country of departure and serving as a Customs control document in the countries of departure, transit and destination;
- (4) Customs control measures taken in the country of departure should be accepted by all countries of transit and destination;
- (5) Access to the TIR procedure for
  - national associations to issue TIR Carnets and to act as guarantor;

- natural and legal persons to utilize TIR Carnets; and
- international organizations to take on the responsibility for the effective organization and functioning of an international guarantee system

shall be authorised by competent national authorities or the TIR Administrative Committee.

Figure 1: Principles of the TIR System



### 1.2.1 APPROVAL OF ROAD VEHICLES AND CONTAINERS

Concerning the requirement of security, the TIR Convention stipulates that goods shall be carried in containers or road vehicles the load compartments of which are so constructed that there shall be no access to the interior when secured by a Customs seal and that any tampering will be clearly visible.



Towards this aim, the Convention sets out standards of construction and approval procedures, and goods may only be carried under cover of a TIR Carnet if the load compartment of the road vehicle or the container is approved in accordance with such requirements. If a container or a load compartment fulfils the requirements of the Convention, relevant national approval or inspection authorities issue so-called approval certificates for road vehicles or containers. In principle, these certificates shall be recognized in all Contracting Parties to the TIR Convention.

If national approval or inspection authorities are in doubt as to whether new constructions proposed by manufacturers are in line with the technical provisions of the TIR Convention, they may address their query through their respective governmental authorities to the TIR Executive Board and the TIR secretariat, to the TIR Administrative Committee or to the UNECE Working Party on Customs Questions affecting Transport (WP.30) for an opinion on this matter. The UNECE Working Party and the TIR Administrative Committee may issue a comment or, if it is a major and generally applicable new construction not yet covered by the TIR Convention, prepare, if necessary, an amendment proposal for modification of the Convention.

## **1.2.2 INTERNATIONAL GUARANTEE SYSTEM**

The second basic element of the TIR transit regime is its international guarantee system. This system was designed to ensure that Customs duties and taxes at risk during transit operations are covered at any moment by a national guaranteeing association, if the TIR transport operator cannot be held responsible.

The operation of the TIR guarantee system is straightforward. Every national association representing the interests of the transport sector in a particular country and authorized by the Customs administration of that country, guarantees payment within that country of any duties and taxes which may become due in the event of any irregularity occurring in the course of the TIR transport operation. This national guaranteeing association thus guarantees the payment of duties and taxes of national and foreign carriers under TIR Carnets which have been issued by this national guaranteeing association itself or by an association in some other country.

Every country therefore has the benefit, for all TIR transport operations within its territory, of a guarantee provided in its territory. There is, so to speak, always a national partner from which the Customs authorities can seek payment in cases of irregularity, irrespective of whether this irregularity was caused by a national or foreign transport operator. The TIR transit system may therefore be considered as a succession of national transit movements relying on international rather than national guarantees. However, the arrangements governing the establishment of the guarantee are based on national law and are usually contained in an agreement between the national Customs authorities and the national associations (an example agreement is contained in Chapter 6 of the TIR Handbook).

All national guaranteeing associations constitute a guarantee chain linking all TIR countries. Today the only existing and well-functioning guarantee chain is administered by the International Road Transport Union (IRU) in Geneva (Switzerland), a non-governmental organization representing the interests of road transport operators world-wide. The guarantee chain is supported by several large international insurance companies and is supervised by the TIR Executive Board (TIRExB).

In the event of any irregularity, before approaching the guaranteeing association, the Customs authorities should, where possible, seek payment from the person(s) directly liable. If the guarantee has to be applied (for instance because of the bankruptcy of the person(s) directly liable), it is always the guaranteeing association of the country where the irregularity has been found which is called upon by the Customs authorities of that country, so that the matter can be settled within the country on the basis of national law. This guaranteeing association will however apply, through the international guarantee chain, for reimbursement of their expenses.

The monetary limits to the guarantee are determined for each country separately. The maximum recommended amount to be claimed from each national association is at present limited to \$US 50,000 or Euro 60.000 for each TIR Carnet depending on the country.

### **1.2.3 THE TIR CARNET**

The TIR Carnet is an international Customs document and constitutes the administrative backbone of the TIR system. It also provides proof of the existence of an international guarantee for the goods transported under the TIR system.

Under the supervision of the TIR Executive Board (TIRExB), the IRU is, at present, the only international organization authorized to centrally print and distribute TIR Carnets to its national guaranteeing associations under conditions set out in the Convention. Each national association in turn issues the TIR Carnets to transport operators in its country in accordance with the conditions set out in the declaration of commitment concluded between each transport operator and the association.

The cover page of the TIR Carnet and the series of vouchers and counterfoils, in sets of two inside, represent the essential function of the TIR Carnet as regards the controls to be carried out by Customs authorities and for the operation of the guarantee system. A set of two vouchers and two counterfoils is used in each country where a TIR operation is carried out.

The presentation of a valid TIR Carnet bearing the names, stamps and signatures of the international organization and those of the issuing association and duly filled-in by the transport operator is in itself proof of the existence and validity of the guarantee. The TIR Carnet remains valid until the completion of the TIR transport at the Customs

office of final destination, provided it has been brought into operation at the Customs office of departure within the time limit prescribed by the issuing association.

#### **1.2.4 INTERNATIONAL RECOGNITION OF CUSTOMS CONTROL MEASURES**

The fourth constituent element of the TIR transit system is the principle that Customs control measures taken in the country of departure should be accepted by the countries of transit and destination.

Pursuant to this principle, goods carried under the TIR procedure in sealed load compartments of road vehicles or in containers will not, as a general rule, be examined at Customs offices en route, and that is where the main advantages of the TIR system for the transport operator come into play. This does not exclude the right of Customs offices to carry out spot checks in cases where they suspect irregularities, but it is understood and even stipulated in the Convention, that such checks should be exceptional.

This procedure, which is very attractive for the transport operator, essentially means that the checks performed by the Customs office of departure are acceptable to all other Customs offices during the TIR transit operation. As a consequence, and in order to have trust in the effective functioning of the TIR system by all Customs authorities involved, the Customs office of departure plays a crucial role.

It is therefore pivotal that the Customs inspection at the office of departure should be stringent and complete, since the functioning of the whole TIR procedure depends on it. The Customs office of departure must also, before affixing seals, check the condition of the load compartment of the road vehicle or the container and, in the case of sheeted load compartment or containers, the condition of the sheets and sheet fastenings, as this equipment is not included in the certificate of approval.

#### **1.2.5 CONTROLLED ACCESS TO THE TIR SYSTEM**

In 1999, Phase I of the on-going TIR revision process, brought a number of modifications to the TIR Convention establishing further requirements and obligations for the transport industry to utilize the TIR system. These measures have been introduced to safeguard the system against fraudulent activities, committed in particular by internationally organized crime.

Annex 9 to the Convention stipulates conditions and requirements for the authorization by national competent authorities (usually Customs authorities) of national associations to issue TIR Carnets and to act as guarantor (details of such authorization can be provided by the conclusion of a written contract or by a State

Decree). In addition to commercial requirements which may be imposed by the international organization (i.e. the IRU), the revised Convention specifies that national associations are only allowed to be authorized if they have been in existence for at least one year, are financially sound and have not committed any serious or repeated offences against Customs or tax legislation. Furthermore, these associations must establish a written agreement with the competent authorities of the country in which they are established and must inter alia provide proof of guarantee coverage for all of their possible liabilities vis-à-vis national Customs authorities (an example authorization and agreement are contained in Chapter 6 of the TIR Handbook).

Annex 9 to the Convention also stipulates conditions and requirements for transport operators to obtain access to the TIR system. These include sound financial standing, absence of serious or repeated offences against Customs or tax legislation and the deposit of a written declaration with the national association issuing TIR Carnets specifying the responsibilities of the transport operator.

In February 2012, the Administrative Committee of the TIR Convention adopted amendments to Article 6 and introduced a new Part III in Annex 9 to the TIR Convention, establishing the conditions and requirements to be complied with by an international organisation which is authorised to take on the responsibility for the effective organisation and functioning of an international guarantee system and to print and distribute TIR Carnets. These amendments establish the definition of the international organisation and clearly outline its authorisation process. These amendments entered into force on 10 October 2013.

Information on all transport operators authorized to use TIR Carnets is centrally stored in the International TIR Data Bank (ITDB) by the TIR Executive Board (TIRExB) in Geneva using a unique identification (ID) code system. Any withdrawal of authorization by Customs authorities as well as exclusion from the system under Article 38 of the Convention is also recorded.

### **1.3 ADMINISTRATIVE STRUCTURE**

The TIR Convention, 1975, is one of the most modern and up-to-date international Customs Conventions. It is working efficiently with only a limited number of incidences of litigation, resulting mainly from unclear and vague provisions and differing interpretations.

The smooth functioning of the Convention can be attributed to several reasons, one of which is the interest of all parties concerned, be it transport operators or Customs authorities, to keep the system in operation as it saves time and money for all concerned.

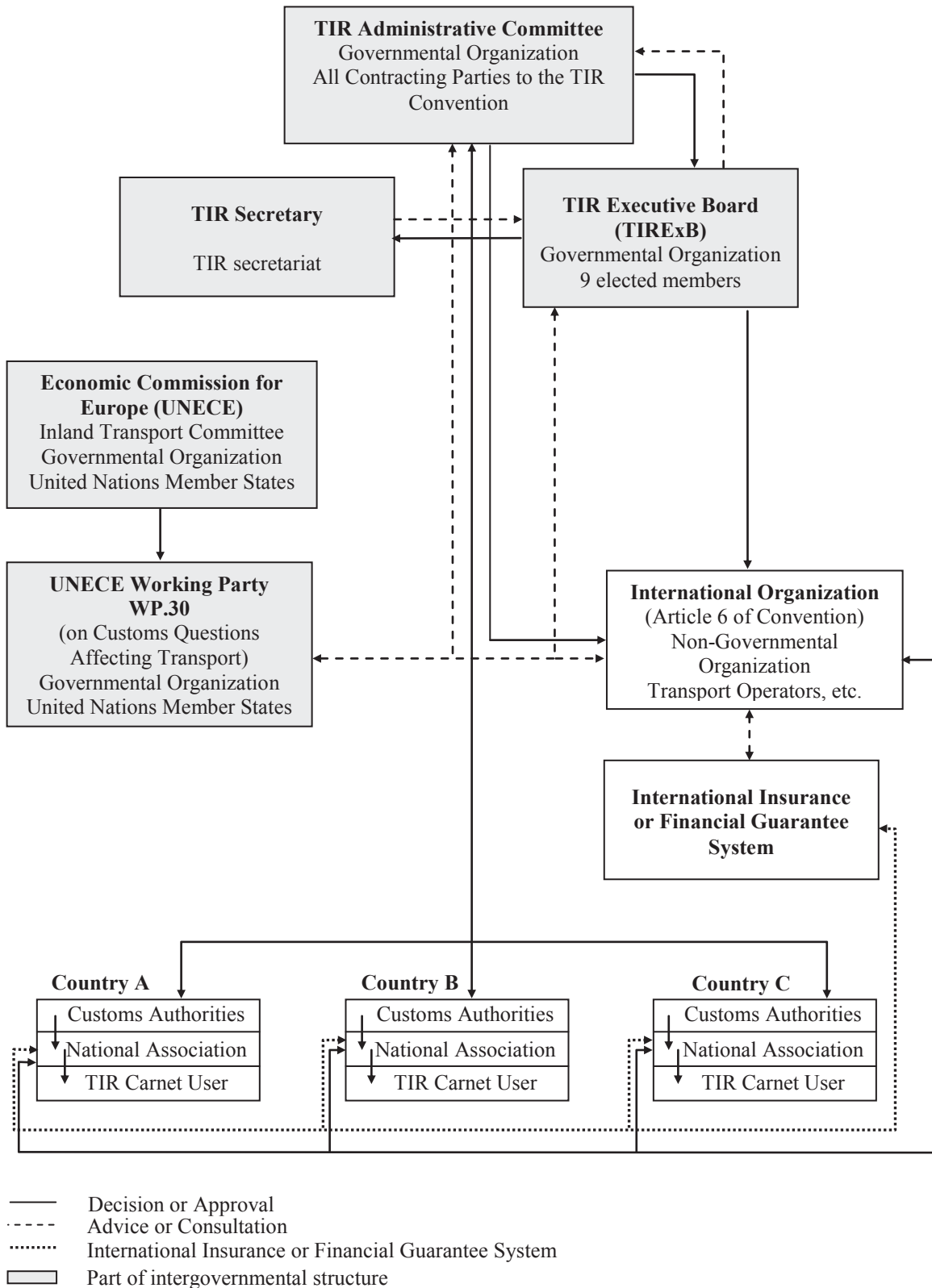
Another reason lies in the fact that the authors of the TIR Convention have already provided some interpretation of the legal text through the introduction of Explanatory Notes into the Convention. These Explanatory Notes, contained in Annex 6 of the Convention, form an integral part of the Convention. They interpret certain provisions of the Convention and its Annexes and describe recommended practices for the everyday functioning of the TIR system. These Explanatory Notes do not modify the provisions of the Convention, but make their contents, meaning and scope more precise.

Technological changes occur very rapidly today, and what was "state of the art" in 1975 when the Convention was created, is not necessarily valid today. This affects not only Customs techniques, but also vehicle and container manufacturing and smuggling techniques. In addition, as smuggled goods - particularly drugs - become more and more expensive, profits for smugglers soar, resulting in the evolution of more elaborate smuggling techniques. In view of these developments, the TIR system and the TIR Convention as its legal base, have to be constantly kept up-to-date. This task has been entrusted to the TIR Administrative Committee, the TIR Executive Board (TIRExB) and to the United Nations Economic Commission for Europe (UNECE) in Geneva.

An overview of the administrative structure of the TIR Convention is provided in [Figure 2](#) below.

An overview of the roles and responsibilities of the different parties involved in the TIR system is given in Chapter 1.9 of the Handbook.

Figure 2: Administrative Structure of the TIR System



### **1.3.1 THE TIR ADMINISTRATIVE COMMITTEE**

The Administrative Committee, composed of all Contracting Parties to the Convention, is the highest organ under the Convention. It usually meets twice a year in spring and autumn under the auspices of the UNECE in Geneva to approve amendments to the Convention and to give all countries, competent authorities and concerned international organizations an opportunity to exchange views on the functioning of the system. Until today thirty one amendments to the TIR Convention have been adopted and numerous resolutions, recommendations and comments have been approved by the Committee.

### **1.3.2 TIR EXECUTIVE BOARD (TIREXB)**

The TIR Executive Board (TIRExB) was established by the Contracting Parties to the Convention in 1999. Its objective is to enhance international cooperation among Customs authorities in the application of the TIR Convention and to supervise and to provide support in the application of the TIR system and the international guarantee system. The TIRExB is composed of 9 members who are elected in their personal capacity by the Governments which are Contracting Parties to the Convention for two year terms of office.

The TIRExB is inter alia mandated to supervise the centralized printing and distribution of TIR Carnets, to oversee the operation of the international guarantee and insurance system and to coordinate and foster exchange of intelligence among Customs and other Governmental authorities.

The decisions of the TIRExB are executed by the TIR Secretary who is assisted by the TIR secretariat. The TIR Secretary is a member of the UNECE secretariat.

The operation of the TIRExB is financed, for the time being, through an amount on each TIR Carnet issued.

### **1.3.3 THE UNECE WORKING PARTY ON CUSTOMS QUESTIONS AFFECTING TRANSPORT (WP.30)**

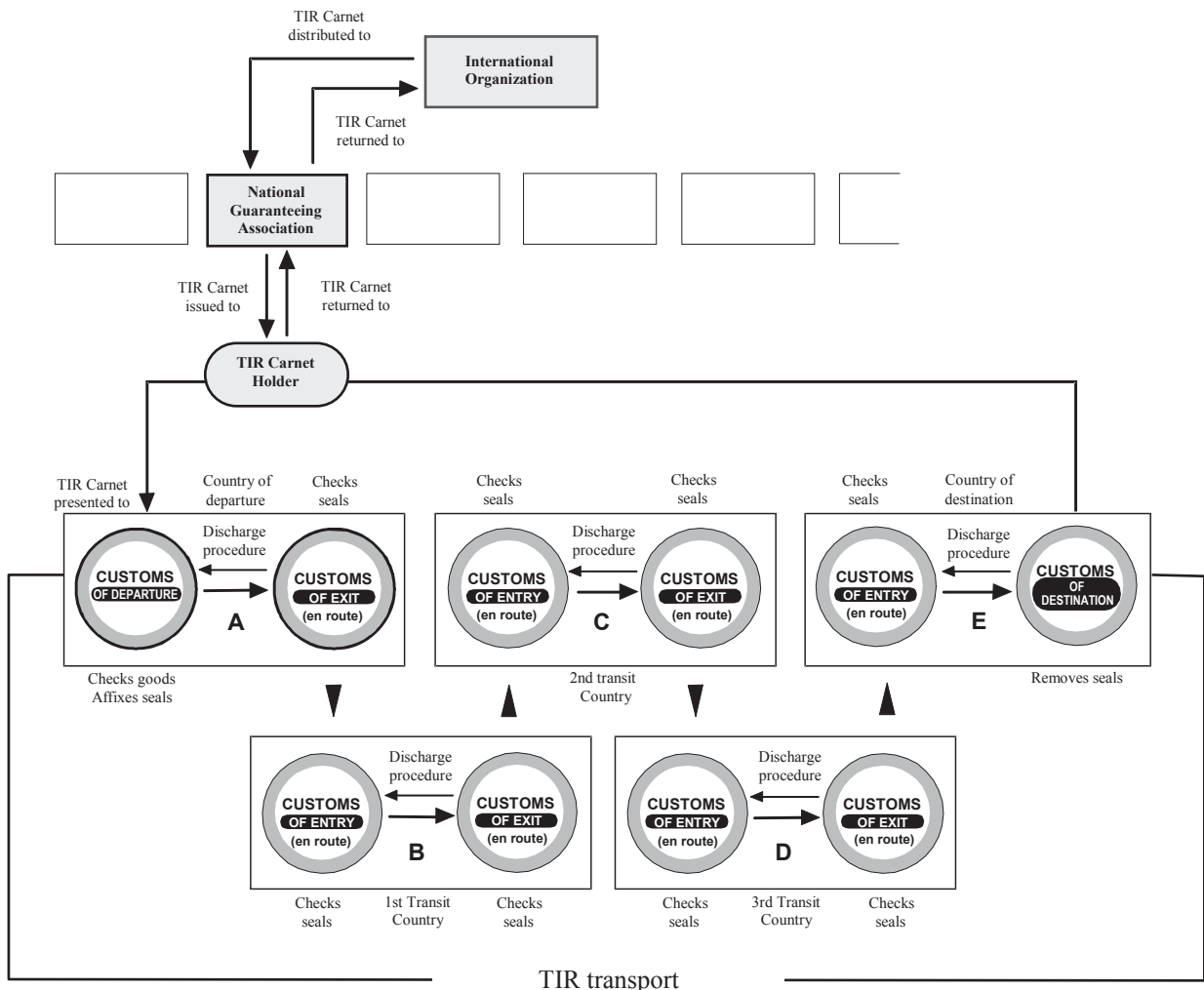
The work of the TIR Administrative Committee is supported by the UNECE Working Party on Customs Questions affecting Transport (WP.30) which holds between two and three sessions a year in Geneva, usually in conjunction with the sessions of the TIR Administrative Committee. Participation in the Working Party is open to all member States of the United Nations and to interested international organizations.

The Working Party also regularly adopts comments on certain provisions of the Convention. These comments are not legally binding for the Contracting Parties to the Convention, such as are the Articles and the Explanatory Notes of the Convention. However, they are important for the interpretation, harmonization and application of the TIR Convention because they reflect a consensus opinion of the Working Party in which the majority of the Contracting Parties and the major users of the TIR system are represented (comments adopted by the Working Party are usually transmitted to the TIR Administrative Committee for consideration and endorsement).

### 1.4 THE TIR SYSTEM IN OPERATION

The procedures described below show in a schematic way the operation of the TIR system in practice, with particular reference to the Customs control procedures (see Figure 3 below).

Figure 3: The TIR System in Operation





At the Customs office of departure, which usually is the one where export formalities are performed, the Customs authorities check the load on the basis of information contained in the TIR Carnet (goods manifest) completed by the transport operator. Customs authorities seal the load compartment, report it in the TIR Carnet, keep one sheet (white voucher) and fill-in the corresponding counterfoil. The TIR Carnet is handed back to the transport operator, who starts the transport operation. When crossing the outgoing border of that country, Customs authorities check the seals, detach a second sheet (green voucher) from the TIR Carnet and fill-in the corresponding counterfoil. The vehicle may leave the country. The filled-in counterfoils by Customs provide evidence to the transport operator that the TIR operation in that country has been terminated.

Customs authorities will then proceed with the discharge of the TIR operation; i.e. the recognition by Customs that the TIR operation has been terminated correctly according to the required procedure as described below (although other procedures, including the use of electronic means or central offices, may also be applied): the outgoing Customs office (i.e. that at the border) sends the detached sheet (green voucher) to the office of departure. The latter compares the received sheet with the one it initially retained. If there are no objections and no reservations by the outgoing office, the TIR operation can be discharged by the Customs authorities.

If the sheet, detached by the outgoing office, contains reservations, if it does not reach the Customs office of departure or if Customs authorities have any other reason to question the proper application of the TIR operation, an internal inquiry will be launched. Also the transport operator and the national guaranteeing association concerned will be informed that the termination of the TIR operation has been certified with reservations, or has not taken place at all or that other reasons have led to doubts about the proper application of the TIR operation and that they are requested to provide explanations. If these explanations do not satisfy the Customs authorities, they apply the provisions of the TIR Convention and national legislation to determine the taxes and duties due to Customs. If it appears impossible to collect these from the person(s) directly liable, Customs authorities advise the guaranteeing association that it will have to pay the claimed amount in accordance with the deadlines stipulated in the Convention.

In every traversed country, the system is similar to the one implemented in the country of departure. The incoming Customs office of transit checks the seals and withdraws one sheet from the TIR Carnet, and the outgoing office proceeds likewise. Both sheets are compared for a final control and the TIR operation can be discharged or, in the case of irregularities, submitted to the procedure outlined above. In the country of destination, if the incoming border office also is the office of destination, it fills-in the TIR Carnet, retains two sheets and becomes responsible for the goods to be transferred to another Customs procedure (warehousing, import clearance, etc.). If the load has to be carried to another Customs office in the same country, the incoming office acts like

an incoming border office, and the next office inside the country becomes that of final destination.

The system normally is implemented as explained above, but the national administrative procedures and control prerogatives of every Customs office involved remain unaffected. If an office suspects fraud, finds seals faulty or has reason to believe the TIR Carnet has been tampered with, it will check the goods and it may, if appropriate, interrupt the TIR operation.

To provide more efficient controls, Customs may prescribe a transport route along which vehicles are easily spotted with the TIR plate they must bear. The journey should also be performed within a reasonable time limit. Transport operators who cannot abide by travel times or routes for any reason (flood, snow, breakdown of the vehicle, etc.) should be able to justify such derogations or delays. In more serious cases (broken seals, need for the transshipment of goods onto another vehicle, total or partial destruction of the load, etc.) the transport operator should obtain an official statement from any available local authority utilising the Certified Report contained in the TIR Carnet. On the basis of such a report, Customs authorities may start any inquiry needed.

Examples of best practices for the termination, discharge and inquiry procedure are contained in Chapter 5 of the TIR Handbook.

## **1.5 FUTURE DEVELOPMENT OF THE TIR SYSTEM**

### **1.5.1 WORLD-WIDE APPLICATION OF THE TIR SYSTEM**

The TIR system is promoted under the auspices of the United Nations to make it as widely available as possible for all countries wishing to make use of it. In 1984, the Economic and Social Council of the United Nations (ECOSOC) adopted a Resolution (1984/79) which recommends that countries world-wide examine the possibility of acceding to the Convention and introducing the TIR system. Furthermore, it recommends that international, intergovernmental and non-governmental organizations, and in particular the Regional Commissions of the United Nations, promote the introduction of the TIR system as a universal Customs transit system.

In accordance with this ECOSOC Resolution, activities have been undertaken to promote the application of the TIR Convention beyond the present 68 Contracting Parties. Several regional and sub-regional seminars and workshops are regularly organized in Europe, Asia and the Middle East to familiarize Governments, trade and the transport industry with the facilities of the Convention.

Work is continuously under way to extend the scope of the TIR system to more countries in Asia, North Africa or the Middle East. This work is undertaken in particular by the secretariats of the UNECE and the United Nations Economic and Social Commissions for Asia and the Pacific (UNESCAP) and Western Asia (ESCWA) which promote the TIR system as one of the cornerstones for efficient international land transport in Asia and the Middle East. These efforts are supported by various international bodies and financial institutions, such as the European Commission, the World Bank, the Asian Development Bank or the Economic Cooperation Organization which see the TIR system as an important element in facilitating road transport in their areas of interest.

### **1.5.2 THE TIR SYSTEM AND ELECTRONIC DATA PROCESSING**

World-wide, the replacement of paper documents by electronic data processing is an on-going process of great importance both for Customs administrations and transport operators. This trend towards computerization is increasingly affecting Customs procedures and the documents used by Customs authorities.

Customs administrations are confronted with an enormous dilemma. On the one hand they are governed by laws which oblige them to collect and account for revenues in an effective and efficient manner and to prevent fraud and smuggling of contraband. On the other hand they are increasingly criticized by trading parties (importers, exporters, transport operators, freight forwarders) for not facilitating the speedy throughput of cargo.

Taking into account the limitations of Customs manpower and the increasingly sophisticated methods of Customs fraud and smuggling, there seems to be no other way than to increase productivity and Customs control by adapting national and international administrative procedures, making use of the latest technologies and electronic data processing.

The Contracting Parties to the TIR Convention have included the computerization of the TIR procedure into Phase III of the TIR revision process. They recognize that computerization of the TIR procedure is inevitable in the light of:

- today's extremely rapid technological developments, based on Internet and Smart Card technologies, particularly affecting international transport and trade;
- the ever increasing need for improved efficiency of Customs procedures and trade practices; and
- the fight against fraudulent activities which must be conducted with the most appropriate and effective means.

Given the large number and the diversified administrative structure of the 68 Contracting Parties to the TIR Convention, any computerized system must be able to function in a very decentralized and flexible manner on the basis of only a few internationally accepted standard features, such as the establishment of an international centralized database under Customs control and the management by Customs of data on guarantees. This is a difficult, but challenging task which will have to be realized with an appropriate level of connectivity with the existing TIR related IT systems. But undoubtedly the TIR system must be kept in line with the latest developments in electronic data processing techniques which have already and increasingly will change all related Customs, transport and trade activities. If not, the TIR system, particularly the paper-based TIR Carnet, will become an obstacle to efficient international transport and trade and will jeopardize effective national Customs procedures and controls.

Under the supervision of the Working Party on Customs Questions affecting Transport (WP.30), Contracting Parties launched in 2003 the "eTIR Project". The aim of the eTIR Project, and in particular the eTIR international system, is to ensure the secure exchange of data between national Customs systems for the international transit of goods, vehicles or containers according to the provisions of the TIR Convention and to allow Customs to manage the data on guarantees, issued by guarantee chains to authorized users of the TIR system. The eTIR system will offer benefits to all actors involved in the TIR system. First, it will bring additional security and risk management opportunities, thus reducing the risk of fraud. Second, advanced international cooperation will allow all actors to significantly reduce their administrative burden and to maximize the benefits of integrated supply chain management. Finally, the provision

of advance cargo information and the exchange of information in real time will speed up the TIR procedure.

## 1.6 CONCLUSION

The TIR system, created 60 years ago and the TIR Convention, have proved to be a very effective international Customs transit system and have played an important role in facilitating international trade and transport, primarily within Europe, but more recently also between Europe and neighbouring areas.

With the rapid increase of East-West European traffic, the TIR system is today faced with new and, to this extent, unprecedented challenges. At the same time Customs authorities are faced with cases of Customs fraud and smuggling as a result of changing political, economic and social situations in many countries in the region and due to often heavily increasing Customs duties and taxes. Furthermore, the management and the control of the TIR system pose problems for national Customs authorities which, sometimes still have to acquire the necessary experience and often do not have sufficient and adequately trained personnel.

To counter some of these unwanted developments, Governments and other actors in the TIR system sometimes impose unilateral measures, such as the requirement of additional guarantees for TIR transit operations or the exclusion of certain categories of goods which are not in line with the provisions and the spirit of the TIR Convention.

While such measures may provide some temporary relief, they will induce in the long run not only other countries to introduce similar measures, but they will also make international trade and transport more expensive and, eventually, may lead to a total collapse of the TIR transit system - with no viable alternative in sight.

The TIR Convention itself provides already a number of measures to safeguard the legitimate interests of Customs authorities, such as the requirement for escort services, prescription of transit routes and reduced transit times. Other measures may be prepared at the request of Contracting Parties to the TIR Convention.

Stable and long-term solutions can only be found in the TIR Administrative Committee by all concerned Contracting Parties to the TIR Convention. The TIR Executive Board (TIRExB) as well as the UNECE and its Working Party on Customs Questions affecting Transport (WP.30) provide a forum for such cooperation and coordination. Experience has shown that solutions to many recently emerged problems in the application of the TIR Convention have been found within the organs and bodies established in the framework of the TIR Convention and the UNECE.

It is the aim of the UNECE and the TIR secretariat to continue to work in this direction and to provide a well-functioning international machinery to further improve cooperation and coordination among Contracting Parties to the TIR Convention and the transport industry. It is essential to continuously improve the legal framework within which the TIR transit system operates and to streamline its operation so that the TIR transit system is always in line with the requirements of the transport industry and of the Customs authorities.

The United Nations, as a universal organization, is the depositary of the TIR Convention and provides the framework and the services to administer and, where necessary, adapt the TIR Convention to changing requirements. Past experience has shown that the TIR Convention, as part of the transport facilitation work undertaken within the UNECE, has served the interests of all concerned, Customs authorities and transport operators alike, and there is every reason to believe that it will continue to do so in the future.

## 1.7 INFORMATION ABOUT THE TIR SYSTEM

Apart from the present TIR Handbook which exists in hard copy and electronic version in numerous languages, several other sources of information about the TIR Convention and its application in its Contracting Parties exist.

The most complete and permanently updated source of information is the UNECE TIR web site, jointly administered by the UNECE and TIR secretariat (<http://tir.unece.org>). This web site provides, in addition to the numerous language versions of the TIR Handbook, up-to-date information on the administration and application of the TIR Convention in all Contracting Parties. It contains the latest information on legal interpretations of the TIR Convention, on depositary notifications and on national and international control measures introduced by Customs authorities and the TIR Administrative Committee. The TIR web site also contains all documents and reports issued in connection with the sessions of the TIR Administrative Committee, the TIRExB and the UNECE Working Party (WP.30) and its ad hoc expert groups (in English, French and Russian).

Furthermore, the UNECE secretariat maintains an international directory of national TIR Focal Points in all countries applying the TIR system. These experts from national Customs authorities and national associations may be contacted on the application of the Convention at the national level. Information on TIR Focal Points is also available on UNECE's Border Crossing Facilitation web site (<http://www.unece.org/trans/bcf/welcome.html>). The UNECE and TIR secretariat also maintains an international register of Customs sealing devices and Customs stamps used under the TIR Convention which is available on-line for restricted use by concerned Customs authorities.

The UNECE secretariat, the TIR Executive Board (TIRExB) and the TIR secretariat can be reached as follows:

TIR secretariat, Office 401-3,  
Palais des Nations  
CH-1210 Geneva, Switzerland  
Fax: + 41-22-917-0039 or +41-22-917-0614,  
E-mail: [tirexb@unece.org](mailto:tirexb@unece.org).

### 1.8 TIR CARNETS DISTRIBUTED BY THE IRU TO NATIONAL ASSOCIATIONS

Countries	2004	2005	2006	2007	2008	2009	2010	2011	2012
Albania	400	800	800	800	950	950	500	500	600
Armenia	200	300	550	300	500	350	800	2000	3,800
Austria	19,850	21,700	14,150	9,850	11,150	8,550	7,500	8,400	6,650
Azerbaijan	3,950	5,000	5,500	9,000	9,500	7,600	7,800	9,100	11,400
Belarus	187,000	182,200	197,500	194,300	213,600	161,400	158,100	173,200	215,000
Belgium	1,200	800	500	300	500	500	550	350	250
Bosnia and Herzegovina (1)	0	0	0	0	0	0	600	900	900
Bulgaria	313,000	349,000	394,500	140,000	148,200	124,200	137,600	150,000	131,000
Croatia	9,700	9,500	9,300	6,300	5,300	2,900	4,250	6,250	6,8000
Cyprus	1,000	450	750	400	-	-	-	-	0
Czech Republic	39,700	37,850	42,500	17,800	22,200	14,250	15,000	23,250	23,850
Denmark	2,600	300	1,000	1,000	800	300	600	600	850
Estonia	56,000	43,000	47,000	51,000	39,000	24,500	40,000	38,500	52,200
Finland	16,300	17,200	13,300	20,100	17,600	10,700	11,600	14,350	11,400
France	12,300	10,000	8,200	5'000	4,700	2,700	3,650	3,700	2,300
Georgia	1,050	3,600	4,300	4,100	4,000	4,000	4,200	7,000	8,200
Germany	42,050	35,200	32,300	40,450	31,400	7,650	18,950	24,900	16,450
Greece	40,500	33,200	30,700	19,800	21,900	9,550	16,000	16,600	5,000
Hungary	44,900	34,300	35,800	16,000	26,100	14,500	17,800	19,400	28,500
Iran (Islamic Republic of)	33,000	33,000	48,000	52,000	48,000	58,000	54,000	78,000	85,000
Israel	-	-	-	-	-	-	-	-	-
Italy	37,000	25,000	19,500	0	3,550	4,050	4,000	2,550	2000
Jordan	0	100	50	0	50	50	500	300	50
Kazakhstan	17,000	19,600	32,650	39,050	32,150	31,000	30,050	24,500	19,000
Kuwait	50	300	0	50	0	0	0	0	0
Kyrgyzstan	4,900	6,250	11,450	18,100	17,050	15,050	14,050	20,700	17,100
Latvia	91,000	90,000	105,500	90,600	108,900	57,000	86,200	100,100	97,800
Lebanon	0	0	50	100	0	50	0	50	50
Lithuania	148,700	151,600	165,000	174,500	218,500	111,500	157,500	185,200	191,600
Mongolia	150	0	0	50	0	0	0	50	100
Montenegro (1)	-	-	-	0	150	150	50	100	300
Morocco	100	0	100	0	100	100	150	200	100
Netherlands	22,200	15,600	21,000	7,250	8,200	8,700	9,600	5,900	9,650
Norway	0	100	100	50	200	500	150	0	50



<b>Countries</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Poland	273,500	188,000	291,500	185,100	286,050	205,100	283,100	310,050	296,000
Portugal	700	3,000	1,300	150	0	50	0	0	0
Republic of Moldova	46,900	58,500	61,050	77,100	77,850	65,950	68,000	79,100	81,550
Romania	486,300	514,700	397,200	17,800	27,300	25,900	43,500	62,000	53,300
Russian Federation	375,650	424,000	499,900	660,900	696,600	404,800	521,500	568,200	598,000
Serbia (1)	-	-	8,800	12,100	15,300	12,400	20,000	21,100	27,900
Serbia and Montenegro	5,350	5,000	-	-	-	-	-	-	-
Slovakia	18,450	20,900	23,050	22,550	21,850	12,550	17,400	19,900	20,100
Slovenia	22,000	6,550	16,400	12,000	14,350	5,750	10,100	10,400	12,650
Spain	3,000	2,000	3,000	3,100	3,000	3,500	2,500	2,700	4,300
Sweden	1,500	1,550	1,200	850	900	300	800	400	650
Switzerland	1,600	1,450	1,600	550	550	800	600	600	400
Syrian Arab Republic	900	1,500	800	2,150	2,400	2,400	5,050	4,650	1,150
Tajikistan	0	50	300	500	400	900	700	1500	2,950
The former Yugoslav Republic of Macedonia	27,400	27,700	31,550	20,300	23,900	18,200	23,500	21,800	25,400
Tunisia	0	0	0	0	0	0	0	0	0
Turkey	544,000	589,000	689,000	788,500	765,000	490,000	701,500	672,000	685,000
Turkmenistan	200	400	1,000	1,000	1,000	2,000	3,200	4,700	6,000
Ukraine	251,000	266,000	324,000	345,000	317,000	292,000	309,500	363,600	376,800
United Kingdom	4,400	2,600	1,650	1,350	1,100	550	500	1,050	700
Uzbekistan	2,400	1,800	4,500	7,000	5,000	6,500	9,000	14,100	17,500
Yugoslavia	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>3,211,050</b>	<b>3,240,650</b>	<b>3,599,850</b>	<b>3,076,250</b>	<b>3,253,800</b>	<b>2,230,400</b>	<b>2,822,200</b>	<b>3,074,500</b>	<b>3,158,300</b>

Note (1) Serbia and Montenegro was one country until 2006. As from 2006 figures for Montenegro and Serbia are separated The IRU started issuing TIR Carnets to Serbia in 2006 and to Montenegro in 2008. Issuance of TIR Carnets to Bosnia and Herzegovina started in 2010.

## **1.9 ROLES AND RESPONSIBILITIES OF DIFFERENT PARTIES INVOLVED IN THE TIR SYSTEM**

The TIR system is a well-balanced mechanism based on cooperation among the Contracting Parties and the transport industry. With a view to ensuring its smooth functioning, it is essential that all parties involved - Governments, the TIR Executive Board, national guaranteeing associations, transport operators, international organizations – meet their obligations in accordance with the provisions of the TIR Convention. An overview of the roles and responsibilities of the main players in the TIR system is given below.

### **1.9.1 RESPONSIBILITY OF THE GOVERNMENT (NON-EXHAUSTIVE LIST)**

- Acceptance of the TIR Convention in accordance with national law (i.e. publication in the national public law journal);
- Deposit of an instrument of accession at the Legal Office of the United Nations in New York (depository) (Article 52);
- Authorization of (a) national guaranteeing organization(s) (Article 6 and Annex 9, Part I);
- Authorization of persons to utilize TIR Carnets (Article 6, Annex 9, Part II);
- Publication of a list of Customs offices approved for accomplishing TIR operations (Article 45);
- Training of Customs officials in the operation of TIR Customs procedures;
- Establishment or designation of an authority responsible for the approval of road vehicles and containers (Article 12);
- Transmission to an international organization or to the national guaranteeing associations of information about the termination of TIR operations at Customs offices of destination in their country (Article 42 ter and Annex 10, para. 1)
- Deposit of the following documentation and information with the TIR Executive Board (TIRExB):

#### International guarantee system

- A certified copy of the written agreement or any other legal document between the competent authorities (Customs) and the national guaranteeing

association as well as any modifications thereto (Annex 9, Part I, para. 1 (d));

- A certified copy of the insurance or financial guarantee contract as well as any modifications thereto (Annex 9, Part I, para. 3 (v));
- A copy of the (to be renewed annually) insurance certificate (Annex 9, Part I, para. 3 (v)).

#### Controlled access to the TIR procedure

- The particulars of each person authorized by the competent authorities to use TIR Carnets or whose authorization has been withdrawn (Annex 9, Part II, para. 4);
- Yearly a complete and updated list of all persons authorized by the competent authorities to use TIR Carnets or whose authorization has been withdrawn (Annex 9, Part II, para. 5);
- The particulars of each person excluded from the operation of the Convention in accordance with Article 38.

#### National control measures

- The details of any national control measures that competent national authorities intend to introduce in accordance with Article 42 bis.

#### Customs sealing devices and Customs stamps

- The particulars of Customs sealing devices and stamps approved and used in the TIR Customs transit procedure (TRANS/WP.30/157, para. 93).

### **1.9.2 ROLES AND RESPONSIBILITIES OF THE NATIONAL GUARANTEEING ASSOCIATION (NON-EXHAUSTIVE LIST)**

- Undertake to pay up to the maximum of the guaranteed amount of the import and export duties and taxes, together with any default interest, due under the Customs laws and regulations of the Contracting Party in which an irregularity leading up to a claim against the guaranteeing association has been established in connection with a TIR operation. The association is liable, jointly and severally with the persons from whom the sums mentioned above are due, for payment of such sums (Article 8, para. 1);
- Conclude a written agreement on the functioning of the international guarantee system with an international organization (at present the International Road Transport Union (IRU) is managing the only existing international guarantee system) (Explanatory Note 0.6.2 bis);
- Act as guarantor (Article 6, paragraph 1). This guarantee should also cover the liabilities incurred in connection with operations under cover of TIR Carnets issued by foreign associations affiliated to the same international organization as that to which it is itself affiliated (Article 6, para. 2);
- Issue TIR Carnets only to persons who fulfil the minimum conditions and requirements (Article 6, paragraph 4 and Annex 9, part II) and whose access to the TIR Procedure has not been refused by the competent authorities of Contracting Parties in which the person is resident or established (Article 6, para. 3);
- Cover its liabilities to the satisfaction of the competent authorities of the Contracting Parties in which it is established with an insurance company, pool of insurers or financial institution. The insurance or financial guarantee contract(s) shall cover the totality of its liabilities in connection with operations under cover of TIR Carnets issued by itself and by foreign associations affiliated to the same international organization as that to which it is itself affiliated. (Annex 9, Part I, para. 3 (v));
- Conclude a declaration of commitment with the transport operator requesting TIR Carnets (Annex 9, Part II, para. 1(e));
- Issue TIR Carnets on the basis of a risk management approach (Annex 9, Part I, para. 3 (iii));
- Take, in close cooperation with the competent authorities, all necessary measures to ensure the proper use of TIR Carnets (Article 42 bis);

- Train its staff and TIR carnet holders for the proper implementation of TIR transports;
- Provide the TIR Executive Board, annually, before 1 March, with the price of each of TIR carnets it issues (Annex 9, Part I, para. 3 (vi)).
- Transmit to the competent national authority the following documentation and information:

International guarantee system

- A certified copy of the insurance or financial guarantee contract as well as any modifications thereto (Annex 9, Part I, para. 3 (v));
- A copy of the (annually to be renewed) insurance certificate (Annex 9, Part I, para. 3 (v)).

Controlled access to the TIR procedure

- Yearly, a complete and updated list of all persons authorized by the competent authorities to use TIR Carnets or whose authorization has been withdrawn (Annex 9, Part II, para. 5).

### **1.9.3 RESPONSIBILITY OF THE TRANSPORT OPERATOR (NON-EXHAUSTIVE LIST)**

- Conclusion of a declaration of commitment with the national guaranteeing association stipulating the conditions for use of TIR Carnets (Annex 9, Part II, para. 1 (e));
- Presentation of the road vehicle, the combination of vehicles or the container together with the load and the TIR Carnet relating thereto at the Customs office of departure, the Customs office en route and the Customs office of destination. He shall also be responsible for due observance of the other relevant provisions of the Convention (Article 1 (o));
- Payment of the sums due, mentioned in Article 8, paragraphs 1 and 2 of the Convention, if requested to do so by the competent authorities in line with Article 11, para. 2 (Annex 9, Part II, para. 1 (e) (ii));
- Placement of the TIR plate on road vehicles (Article 16);
- Training of its staff, in particular drivers, for the proper implementation of TIR transports.

### **1.9.4 ROLES AND RESPONSIBILITIES OF THE INTERNATIONAL ORGANIZATION (AT PRESENT: IRU) (NON-EXHAUSTIVE LIST)**

- Obtain the authorization to take on responsibility for the effective organization and functioning of an international guarantee system, granted by the TIR Administrative Committee (Article 6, paragraph 2bis and Annex 9, Part III, para.2);
- Conclude written agreements on the functioning of the international guarantee system with national guaranteeing associations (Explanatory Note 0.6.2 bis-1);
- Possibly obtain the authorization to print and distribute TIR Carnets, granted by the TIR Administrative Committee (Annex 8, Article 10 (b));
- Conclude a written Agreement with UNECE, reflecting the authorizations granted in accordance with Article 6.2 bis and/or Annex 8, Article 10 (b) and stipulating that the international organization shall fulfil the relevant provisions of the Convention, shall respect the competences of the Contracting Parties to the Convention and shall comply with the decisions of the Administrative Committee and the requests of the TIRExB. By signing the Agreement, the international organization confirms that it accepts the responsibilities imposed by the authorization (Explanatory Notes 0.6.2 bis-2 and 8.10 (b)).

- Pursuant to the authorization in accordance with Annex 9, Part III, para. 2, the international organization shall:
  - provide the Contracting Parties of the TIR Convention via the national associations affiliated to the international organization with certified copies of the global guarantee contract and proof of guarantee coverage;
  - provide the competent bodies of the TIR Convention with information on the rules and procedures set out for the issue of TIR Carnets by national associations;
  - provide the competent bodies of the TIR Convention, on a yearly basis, with data on claims lodged, pending, paid or settled without payment;
  - provide the competent bodies of the TIR Convention with full and complete information on the functioning of the TIR system, in particular, but not limited to, timely and well founded information on trends in the number of non-terminated TIR operations, claims lodged, pending, paid or settled without payment that might give rise to concerns with regard to the proper functioning of the TIR system or that could lead to difficulties for the continued operation of its international guarantee system;
  - provide the competent bodies of the TIR Convention with statistical data on the number of TIR Carnets distributed to each Contracting Party, broken down by type;
  - provide the TIR Executive Board with details of the distribution price by the international organization of each type of TIR Carnet;
  - take all possible steps to reduce the risk of counterfeiting TIR Carnets;
  - take the appropriate corrective action in cases where faults or deficiencies with the TIR Carnet have been detected and report these to the TIR Executive Board;
  - fully participate in cases where the TIR Executive Board is called upon to facilitate the settlement of disputes;
  - ensure that any problem involving fraudulent activities or other difficulties with regard to the application of the TIR Convention is immediately brought to the attention of the TIR Executive Board;

- manage the control system for TIR Carnets, provided for in Annex 10 of the Convention, together with national guaranteeing associations affiliated to the international organization and the Customs authorities and inform the Contracting Parties and the competent bodies of the Convention of problems encountered in the system;
- provide the competent bodies of the TIR Convention with statistics and data on the performance of Contracting Parties with regard to the control system provided for in Annex 10;
- conclude, not less than two months before the provisional date of entry into force or renewal of the authorization granted in accordance with Article 6.2bis of the Convention, a written agreement with the United Nations Economic Commission for Europe secretariat, mandated by and acting on behalf of the Administrative Committee, which shall include the acceptance by the international organization of its duties set out in Annex 9, Part III, para.2;
- Attend as observer the sessions of the TIR Administrative Committee (Annex 8, Article 1 (ii)), TIRExB (Annex 8, Article 11, para. 5), UNECE Working Party on Customs Questions affecting Transport (WP.30).



### **1.9.5 ROLES AND RESPONSIBILITIES OF THE TIR EXECUTIVE BOARD AND TIR SECRETARY (NON-EXHAUSTIVE LIST)**

- supervise the application of the Convention, including the operation of the guarantee system, and fulfil the functions entrusted to it by the Administrative Committee; (Annex 8, Article 10 (a));
- supervise the centralized printing and distribution to the associations of TIR Carnets which may be performed by an agreed international organization as referred to in Article 6; (Annex 8, Article 10 (b));
- coordinate and foster the exchange of intelligence and other information among competent authorities of Contracting Parties; (Annex 8, Article 10 (c));
- coordinate and foster the exchange of information between competent authorities of Contracting Parties, associations and international organizations; (Article 10 (d) Annex 8);
- facilitate the settlement of disputes between Contracting Parties, associations, insurance companies and international organizations without prejudice to Article 57 on the settlement of disputes; (Annex 8, Article 10 (e));
- support the training of personnel of Customs authorities and other interested parties concerned with the TIR procedure; (Annex Article 10 (f));
- maintain a central record for the dissemination to Contracting Parties of information to be provided by the international organizations as referred to in Article 6, on all rules and procedures prescribed for the issue of TIR Carnets by associations, as far as they relate to the minimum conditions and requirements laid down in Annex 9; (annex 8, Article 10 (g));
- monitor the price of TIR Carnets. (Annex 8, Article 10 (h)).





## 2. THE TIR CONVENTION, 1975

This Chapter contains the complete text of the TIR Convention, 1975, as of 10 October 2013. The lay-out of this Chapter follows the structure of the TIR Convention, 1975.

**Explanatory Notes** contained in Annex 6 and Annex 7, Part III of the Convention have been placed, however, with the provisions in the Convention to which they relate (with the exception of the sketches contained in Annex 6). In accordance with Article 43 of the Convention, the Explanatory Notes interpret certain provisions of the Convention and of its Annexes. They also describe certain recommended practices.

The Explanatory Notes do not modify the provisions of this Convention or of its Annexes but merely make their contents, meaning and scope more precise. In particular, having regard to the provisions of Article 12 of this Convention and of Annex 2 relating to the technical conditions for the approval of road vehicles for transport under Customs seal, the Explanatory Notes specify, where appropriate, the construction techniques to be accepted by the Contracting Parties as complying with those provisions. The Explanatory Notes also specify, where appropriate, which construction techniques do not comply with those provisions.

Thus, the Explanatory Notes provide a means of applying the provisions of this Convention and of its Annexes so as to take into account the development of technology and economic requirements.

**Comments** are also placed with the provisions of the Convention to which they refer. The comments contained in the TIR Handbook are not legally binding for Contracting Parties of the TIR Convention, 1975. They are, however, important for the interpretation, harmonization and application of the Convention as they reflect the opinion of the Administrative Committee for the TIR Convention, 1975 and of the Working Party on Customs Questions affecting Transport of the United Nations Economic Commission for Europe (UNECE), as is indicated in connection with each comment.

{TRANS/GE.30/55, paragraph 40}



**2.1 BODY OF THE TIR CONVENTION, 1975  
(INCLUDING EXPLANATORY NOTES  
AND COMMENTS THERETO)**

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

**THE CONTRACTING PARTIES,**

**DESIRING to facilitate the international carriage of goods by road vehicle,**

**CONSIDERING that the improvement of the conditions of transport constitutes one of the factors essential to the development of co-operation among them,**

**DECLARING themselves in favour of a simplification and a harmonization of administrative formalities in the field of international transport, in particular at frontiers,**

**HAVE AGREED as follows:**

**Chapter I**

**GENERAL**

**(a) DEFINITIONS**

**Article 1**

**For the purposes of this Convention:**

- (a) The term "TIR transport" shall mean the transport of goods from a Customs office of departure to a Customs office of destination under the procedure, called the TIR procedure, laid down in this Convention;  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

- (b) **the term “TIR operation” shall mean the part of a 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);**  
**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

Explanatory Note to Article 1 (b)

- 0.1 (b) Article 1 (b) implies that, where several Customs offices of departure or destination are located in one or several countries, there may be more than one TIR operation in a Contracting Party. Under these circumstances the national leg of a TIR transport carried out between two successive Customs offices, regardless of whether they are offices of departure, destination or en route, can be considered as a TIR operation.  
{ECE/TRANS/17/Amend.25; entered into force on 1 October 2005}
- (c) **the term “start of a TIR operation” shall mean that the road vehicle, the combination of vehicles or the container have been presented for purposes of control to the Customs office of departure or entry (en route) together with the load and the TIR Carnet relating thereto and that the TIR Carnet has been accepted by the Customs office;**  
**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**
- (d) **the term “termination of a TIR operation” shall mean that the road vehicle, the combination of vehicles or the container have been presented for purposes of control to the Customs office of destination or of exit (en route) together with the load and the TIR Carnet relating thereto;**  
**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**
- (e) **the term “discharge of a TIR operation” shall mean the recognition by Customs authorities that the TIR operation has been terminated correctly in a Contracting Party. This is established by the Customs authorities on the basis of a comparison of the data or information available at the Customs office of destination or exit (en route) and that available at the Customs office of departure or entry (en route);**  
**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

- (f) the term "import or export duties and taxes" shall mean Customs duties and all other duties, taxes, fees and other charges which are collected on, or in connection with, the import or export of goods, but not including fees and charges limited in amount to the approximate cost of services rendered;**

Explanatory Note to Article 1 (f)

- 0.1 (f) The fees and charges excepted in Article 1, subparagraph (f) mean all sums, other than import or export duties and taxes, levied by Contracting Parties on or in connection with importation or exportation. These sums shall be limited in amount to the approximate cost of the services rendered and shall not represent an indirect protection to domestic products or a tax on imports or exports for fiscal purposes. Such fees and charges include inter alia payments relating to:

- certificates of origin if they are required for transit,
- analyses carried out by Customs laboratories for control purposes,
- Customs inspections and other clearance operations carried out outside normal working hours or away from Customs offices,
- inspections for sanitary, veterinary or phytopathological reasons.  
{ECE/TRANS/17/Amend.21, entered into force on 12 May 2002}

- (g) the term "road vehicle" shall mean not only any power-driven road vehicle but also any trailer or semi-trailer designed to be coupled thereto;**
- (h) the term "combination of vehicles" shall mean coupled vehicles which travel on the road as a unit;**
- (j) the term "container" shall mean an article of transport equipment (lift-van, movable tank or other similar structure):**
- (i) fully or partially enclosed to constitute a compartment intended for containing goods,**
  - (ii) of a permanent character and accordingly strong enough to be suitable for repeated use,**



- (iii) **specially designed to facilitate the transport of goods by one or more modes of transport without intermediate reloading,**
- (iv) **designed for ready handling, particularly when being transferred from one mode of transport to another,**
- (v) **designed to be easy to fill and to empty, and**
- (vi) **having an internal volume of one cubic metre or more,**

**"demountable bodies" are to be treated as containers;**

Explanatory Note to Article 1 (j)

- 0.1 (j) The term "demountable body" means a load compartment which has no means of locomotion and which is designed in particular to be transported upon a road vehicle, the chassis of which, together with the under-framing of the body, is especially adapted for this purpose. It covers also a swap-body which is a load compartment designed especially for combined road and rail transport. {ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}

Explanatory Note to Article 1 (j) (i)

- 0.1 (j) (i) The term "partially enclosed", as applied to equipment in Article 1, subparagraph (j) (i), relates to equipment generally consisting of a floor and a superstructure marking off a loading space equivalent to that of a closed container. The superstructure is generally made up of metal members forming the frame of a container. Containers of this type may also comprise one or more lateral or frontal walls. In some cases there is only a roof attached to the floor by uprights. This type of container is used in particular for the transport of bulky goods (motor cars, for example). {ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}

- (k) **the term "Customs office of departure" shall mean any Customs office of a Contracting Party where the TIR transport of a load or part load of goods begins;**  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}

- (l) the term "Customs office of destination" shall mean any Customs office of a Contracting Party where the TIR transport of a load or part load of goods ends;  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}
- (m) the term "Customs office en route" shall mean any Customs office of a Contracting Party through which a road vehicle, combination of vehicles or container enters or leaves this Contracting Party in the course of a TIR transport;  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}
- (n) the term "person" shall mean both natural and legal persons;
- (o) the term "holder" of a TIR Carnet shall mean the person to whom a TIR Carnet has been issued in accordance with the relevant provisions of the Convention and on whose behalf a Customs declaration has been made in the form of a TIR Carnet indicating a wish to place goods under the TIR procedure at the Customs office of departure. He shall be responsible for presentation of the road vehicle, the combination of vehicles or the container together with the load and the TIR Carnet relating thereto at the Customs office of departure, the Customs office en route and the Customs office of destination and for due observance of the other relevant provisions of the Convention;  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}
- (p) the term "heavy or bulky goods" shall mean any heavy or bulky object which because of its weight, size or nature is not normally carried in a closed road vehicle or closed container;
- (q) the term "guaranteeing association" shall mean an association authorized by the Customs authorities of a Contracting Party to act as guarantor for persons using the TIR procedure.  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}
- (r) the term "international organization" shall mean an organization authorized by the Administrative Committee to take on responsibility for the effective organization and functioning of an international guarantee system.  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

**(b) SCOPE****Article 2**

**This Convention shall apply to 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.**

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

**Explanatory Notes to Article 2**

0.2-1 Article 2 provides that a transport operation under cover of a TIR Carnet may begin and end in the same country on condition that part of the journey is performed in foreign territory. In such cases there is nothing to prevent the Customs authorities of the country of departure from requiring, in addition to the TIR Carnet, a national document, intended to ensure duty-free reimportation of the goods. It is nevertheless recommended that Customs authorities should not insist on the use of such a document but accept instead an appropriate endorsement on the TIR Carnet.

0.2-2 The provisions of this Article allow goods to be carried under cover of a TIR Carnet when only part of the journey is made by road. They do not specify what part of the journey has to be made by road and it is sufficient that this should occur at some point between the beginning and the end of the TIR transport. However, it may happen that, for unforeseen reasons of a commercial or accidental nature, no part of the journey can be made by road, despite the intentions of the sender at the start of the journey. In these exceptional cases the Contracting Parties shall nevertheless accept the TIR Carnet and the liability of the guaranteeing associations shall remain in force.

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

Comments to Article 2

*Use of TIR Carnets*

*On some occasions TIR Carnets have been used for journeys entirely within a country (for instance from an office in the interior of the country to the frontier exit office, without presentation of the Carnet on entry to the following country) for the purpose of obtaining Customs seals for fraudulent purposes.*

*IRU undertakes to inform the national Customs authorities of such cases.*

*{TRANS/GE.30/AC.2/12, paragraph 34; TRANS/GE.30/35, paragraphs 64 and 65}*

*Use of the TIR procedure in case a part of the journey is not made by road*

*According to Article 2 of the Convention, as long as some portion of the journey between the beginning and the end of a TIR transport is made by road, other modes of transport (railways, inland waterways, etc.) can be used. During a non-road leg, the holder of a TIR Carnet may either:*

- *ask the Customs authorities to suspend the TIR transport in accordance with the provisions of Article 26, paragraph 2 of the Convention. In order to resume the suspended TIR transport, Customs treatment and Customs control should be available at the end of the non-road leg. If the whole part of the journey in the country of departure is not made by road, the TIR operation may start and be immediately certified as terminated at the Customs office of departure by tearing off both vouchers No. 1 and No. 2 of the TIR Carnet. Under these circumstances, no TIR guarantee is provided for the remainder of the journey inside this country. However, the TIR transport could be easily resumed at the Customs office situated at the end of the non-road leg in another Contracting Party in accordance with the provisions of Article 26 of the Convention; or*

- *use the TIR procedure. However, in this case the holder should take into account that a TIR operation in a given country may apply only in case the national Customs authorities are in a position to ensure the proper treatment of the TIR Carnet at the following points (as applicable): entry (en route), exit (en route) and destination.*  
*{TRANS/WP.30.AC.2/67, paragraph 64 and Annex 4}*

### Article 3

**For the provisions of this Convention to become applicable:**

- (a) the transport operation must be performed**
  - (i) by means of road vehicles, combinations of vehicles or containers previously approved under the conditions set forth in Chapter III (a), or**
  - (ii) by means of other road vehicles, other combinations of vehicles or other containers under the conditions set forth in Chapter III (c), or**
  - (iii) by road vehicles or special vehicles such as buses, cranes, sweepers, concrete-laying machines, etc. exported and therefore themselves considered as goods travelling by their own means from a Customs office of departure to a Customs office of destination under the conditions set forth in Chapter III (c). In case such vehicles are carrying other goods, the conditions as referred to under (i) or (ii) above shall apply accordingly;**

Explanatory note to Article 3 (a)

- 0.3 (a) (iii) The provisions of Article 3(a) (iii) do not cover passenger cars (HS-code 8703) travelling by their own means. However, passenger cars may be carried under the TIR procedure if transported by means of other vehicles as referred to in subparagraphs (a) (i) and (a) (ii) of Article 3. {ECE/TRANS/17/Amend.28bis; entered into force on 1 October 2009}
- (b) the transport operations must be guaranteed by associations approved in accordance with the provisions of Article 6 and must be performed under cover of a TIR Carnet, which shall conform to the model reproduced in Annex 1 to this Convention.**  
{ECE/TRANS/17/Amend.22; entered into force on 12 May 2002}

Comments to Article 3

*Road vehicles considered as heavy or bulky goods*

*If road vehicles or special vehicles regarded themselves as heavy or bulky goods are carrying other heavy or bulky goods so that both vehicle and goods at the same time fulfil the conditions set forth in Chapter III (c) of the Convention, only one TIR Carnet is needed bearing at the cover and all vouchers of the TIR Carnet the endorsement set forth in Article 32 of the Convention. If such vehicles are carrying normal goods in the load compartment or in containers, the vehicle or the containers must be previously approved under the conditions set forth in Chapter III (a) and the load compartment or the containers have to be sealed.*

*The provisions of Article 3 (a) (iii) of the Convention apply in the case of road vehicles or special vehicles being exported from the country where the Customs office of departure is located and being imported into another country where the Customs office of destination is located. In this case, the provisions of Article 15 of the Convention referring to the temporary importation of a road vehicle are not applicable. Thus, the Customs documents in respect of temporary importation of such vehicles are not required.*

*{TRANS/WP.30/AC.2/65, paragraphs 39 and 40 and Annex 2;  
TRANS/WP.30/AC.2/59, paragraphs 61 and 62 and Annex 6;  
TRANS/WP.30/200, paragraph 72}*

#### *TIR procedure and postal items*

*According to Chapter 2 of Specific Annex J to the International Convention on the Simplification and Harmonization of Customs procedures (Revised Kyoto Convention), postal items are not subject to Customs formalities whilst they are being conveyed in transit. Therefore, the TIR procedure should not apply to postal items which are defined as letter-post and parcels, as described in the Acts of the Universal Postal Union currently in force, when carried by or for postal services.*

*{ECE/TRANS/WP.30/AC.2/2008/3, paragraph 17;  
ECE/TRANS/WP.30/AC.2/95, paragraph 28;  
ECE/TRANS/WP.30/AC.2/95/ Corr. 2}*

### **(c) PRINCIPLES**

#### **Article 4**

**Goods carried under the TIR procedure shall not be subjected to the payment or deposit of import or export duties and taxes at Customs offices en route.**

#### *Comments to Article 4*

*Please refer to the comments to Explanatory Note 0.8.3 (Duties and taxes at risk) and to Article 23 (Escort of road vehicles).*

*Relief from the payment or additional security of import or export duties and taxes.*

*The basic principle of Customs transit is relief from the payment of import or export duties and taxes for goods in transit, provided that any security required has been furnished. As the goods carried under the TIR procedure are at any moment covered by the guarantee, as referred to in Article 3 (b), in the course of a TIR transport neither payment of import or export duties and taxes nor security in any other form shall be required in any Contracting Party involved in the TIR transport. (ECE/TRANS/WP.30/240, paragraph 28; ECE/TRANS/WP.30/AC.2/97, paragraph 28)*

### **Article 5**

- 1. Goods carried under the TIR procedure in sealed road vehicles, combinations of vehicles or containers shall not as a general rule be subjected to examination at Customs offices en route.**
- 2. However, to prevent abuses, Customs authorities may in exceptional cases, and particularly when irregularity is suspected, carry out an examination of the goods at such offices.**

#### **Explanatory Note to Article 5**

- 0.5 This Article does not exclude the right to carry out spot checks on the goods but stresses that these checks should be very limited in number. The international TIR Carnet procedure, in fact, provides protection greater than that given by national procedures. Firstly the particulars on the TIR Carnet relating to the goods must agree with the particulars given on the Customs documents which may be required in the country of departure. In addition the countries of transit and destination are given protection by the controls which are carried out at departure and which are certified by the Customs authorities at the office of departure (see Explanatory Note to Article 19).



Comment to Article 5, paragraph 2

*Examinations at Customs offices en route or spot checks at the request of transport operators*

*The exceptional cases, mentioned in Article 5, paragraph 2 include those where Customs authorities carry out examinations either at Customs offices en route or in the course of the journey on particular request from transport operators, who have suspicion that any irregularity has occurred in the course of the TIR transport. In such a situation Customs authorities should not refuse to carry out the examination unless they deem the request not to be justified.*

*In cases where the Customs authorities carry out an examination on request by the transport operator, the charges involved will be borne by the latter, in accordance with the provisions of Article 46, paragraph 1 and its comment, together with all other costs that may arise as a consequence of the examination.*

*{TRANS/WP.30/196, paragraphs 66 and 67 and Annex 3; TRANS/WP.30/AC.2/63, paragraph 63 and Annex 3}*

## **Chapter II**

### **ISSUE OF TIR CARNETS**

#### **LIABILITY OF GUARANTEEING ASSOCIATIONS**

##### **Article 6**

**1. Each Contracting Party may authorize associations to issue TIR Carnets, either directly or through corresponding associations, and to act as guarantors, as long as the minimum conditions and requirements, as laid down in Annex 9, Part I, are complied with. The authorization shall be revoked if the minimum conditions and requirements contained in Annex 9, Part I are no longer fulfilled.**  
**{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}**

**2. An association shall not be approved in any country unless its guarantee also covers the liabilities incurred in that country in connection with operations under cover of TIR Carnets issued by foreign associations affiliated to the same international organization as that to which it is itself affiliated.**

Explanatory Note to Article 6, paragraph 2

- 0.6.2 Under the provisions of this paragraph, the Customs authorities of a country may approve more than one association, each of which may incur liability arising from the operations undertaken under cover of the Carnets issued by it or by its corresponding associations.

**2 bis An international organization shall be authorized by the Administrative Committee to take on responsibility for the effective organization and functioning of an international guarantee system. The authorization shall be granted as long as the organization fulfils the conditions and requirements laid down in Annex 9, Part III. The Administrative Committee may revoke the authorization if these conditions and requirements are no longer fulfilled.**

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002;  
ECE/TRANS/17/Amend.31; entered into force on 10 October 2013}**

Explanatory Notes to Article 6, paragraph 2 bis

- 0.6.2 bis-1 The relationship between an international organization and its member associations shall be defined in written agreements on the functioning of the international guarantee system.  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}
- 0.6.2 bis-2 The authorization granted in accordance with Article 6.2 bis shall be reflected in a written agreement between the UNECE and the international organization. The agreement shall stipulate that the international organization shall fulfil the relevant provisions of the Convention, shall respect the competences of the Contracting Parties to the Convention and shall comply with the decisions of the Administrative Committee and the requests of the TIR Executive Board. By signing the agreement, the international organization confirms that it accepts the responsibilities imposed by the authorization. The agreement shall also apply to the responsibilities of the international organization set out in Annex 8, Article 10 (b), in case the centralized printing and distribution of TIR Carnets is performed by the above-mentioned international organization. The agreement shall be adopted by the Administrative Committee.  
{ECE/TRANS/17/Amend.27; entered into force on 12 August 2006}

**3. An association shall issue TIR Carnets only to persons, whose access to the TIR procedure has not been refused by the competent authorities of Contracting Parties in which the person is resident or established.**

**{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}**

4. Authorization for access to the TIR procedure shall be granted only to persons who fulfil the minimum conditions and requirements laid down in Annex 9, Part II to this Convention. Without prejudice to Article 38, the authorization shall be revoked if the fulfilment of these criteria is no longer ensured.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

5. Authorization for access to the TIR procedure shall be granted according to the procedure laid down in Annex 9, Part II to this Convention.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

#### Article 7

TIR Carnet forms sent to the guaranteeing associations by the corresponding foreign associations or by international organizations shall not be liable to import and export duties and taxes and shall be free of import and export prohibitions and restrictions.

#### Article 8

1. The guaranteeing association shall undertake to pay up to the maximum of the guaranteed amount of the import and export duties and taxes together with any default interest due under the Customs laws and regulations of the Contracting Party in which an irregularity leading up to a claim against the guaranteeing association has been established in connection with a TIR operation. It shall be liable, jointly and severally with the persons from whom the sums mentioned above are due, for payment of such sums. {ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

#### *Comments to Article 8, paragraph 1*

##### *Administrative fines*

*The liability of the guaranteeing associations as provided for in Article 8, paragraph 1 does not include administrative fines or other pecuniary sanctions.*

*{TRANS/WP.30/137, paragraphs 68-70; TRANS/WP.30/AC.2/29, Annex 3}*

##### *Collection of additional sums*

*Article 8, paragraphs 1 and 2 allow Customs authorities to collect additional sums such as liquidated damages or other penalties from the holder of the Carnet should they deem that to be necessary.*

*{TRANS/WP.30/135, paragraphs 52-55; TRANS/WP.30/137, paragraph 69}*

**2. In cases where the laws and regulations of a Contracting Party do not provide for payment of import or export duties and taxes as provided for in paragraph 1 above, the guaranteeing association shall undertake to pay, under the same conditions, a sum equal to the amount of the import or export duties and taxes and any default interest.**

Explanatory Note to Article 8, paragraph 2

0.8.2 The provisions of this paragraph shall be applicable where, in case of irregularities of the type covered in Article 8, paragraph 1, the laws and regulations of a Contracting Party provide for the payment of sums other than import or export duties and taxes, such as administrative fines or other pecuniary sanctions. However, the sum to be paid shall not exceed the amount of import or export duties and taxes which would have been due if the goods had been imported or exported in accordance with the relevant Customs provisions, this amount being increased by any default interests.  
{ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}

**3. Each Contracting Party shall determine the maximum sum per TIR Carnet, which may be claimed from the guaranteeing association on the basis of the provisions of paragraphs 1 and 2 above.**

Explanatory Note to Article 8, paragraph 3

0.8.3 Contracting Parties are recommended to limit to a sum equal to \$US 50,000 per TIR Carnet the maximum amount which may be claimed from the guaranteeing association. In the case of transport of alcohol and tobacco, details of which are given below, and which exceed the threshold levels provided further below, Customs authorities are recommended to increase the maximum amount which may be claimed from the guaranteeing associations to a sum equal to \$US 200,000:

- (1) Undenatured ethyl alcohol of an alcoholic strength by volume of 80% vol or higher (HS code: 22.07.10)
- (2) Undenatured ethyl alcohol of an alcoholic strength by volume of less than 80% vol; spirits, liqueurs and other spirituous beverages; compound alcoholic preparations of a kind used for the manufacture of beverages (HS code 22.08)

- (3) Cigars, cheroots and cigarillos, containing tobacco (HS code 24.02.10)
- (4) Cigarettes containing tobacco (HS code: 24.02.20)
- (5) Smoking tobacco, whether or not containing tobacco substitutes in any proportion (HS code: 24.03.10).

The maximum amount which may be claimed from guaranteeing associations is recommended to be limited to a sum equal to \$US 50,000, if the following quantities are not exceeded for the above tobacco and alcohol categories:

- (1) 300 litres
- (2) 500 litres
- (3) 40,000 pieces
- (4) 70,000 pieces
- (5) 100 kilograms.

The exact quantities (litres, pieces, kilograms) of the above categories of tobacco and alcohol must be inscribed into the goods manifest of the TIR Carnet.

{ECE/TRANS/17/Amend.17; entered into force on 1 October 1994;  
ECE/TRANS/17/Amend.18; entered into force on 1 August 1995;  
ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

*Comment to Explanatory Note 0.8.3*

*Duties and taxes at risk*

*In accordance with Article 4 of the Convention, goods carried under the TIR procedure shall not be subjected to the payment or deposit of any import or export duties and taxes whatsoever, even if the duties and taxes at risk exceed the amount of \$US 50,000 for consignments transported under the normal TIR Carnet and \$US 200,000 for consignments transported under the "Tobacco/ Alcohol" TIR Carnet or a similar sum fixed by the national Customs authorities. {TRANS/GE.30/59, paragraphs 34 and 35; TRANS/WP.30/137, paragraphs 75 and 76; TRANS/WP.30/159, paragraph 25; ECE/TRANS/WP.30/AC.2/2010/3/Rev.1, Annex 2; ECE/TRANS/WP.30/AC.2/105, paragraph 31}*

**4. The liability of the guaranteeing association to the authorities of the country where the Customs office of departure is situated shall commence at the time when the TIR Carnet is accepted by the Customs office. In the succeeding countries through which goods are transported under the TIR procedure, this liability shall commence at the time when the goods enter these countries or, where the TIR transport has been suspended under Article 26, paragraphs 1 and 2, at the time when the TIR Carnet is accepted by the Customs office where the TIR transport is resumed.**

{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}

**5. The liability of the guaranteeing association shall cover not only the goods which are enumerated in the TIR Carnet but also any goods which, though not enumerated therein, may be contained in the sealed section of the road vehicle or in the sealed container. It shall not extend to any other goods.**

Explanatory Note to Article 8, paragraph 5

0.8.5 If a payment request is made against the guaranteeing association for goods not listed in the TIR Carnet, the administration concerned should indicate the facts on which it based its opinion that the goods were contained in the sealed section of the road vehicle or the sealed container.

{ECE/TRANS/17/Amend.6; entered into force on 1 August 1985,  
ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

**6. For the purpose of determining the duties and taxes mentioned in paragraphs 1 and 2 of this Article, the particulars of the goods as entered in the TIR Carnet shall, in the absence of evidence to the contrary, be assumed to be correct.**

Explanatory Note to Article 8, paragraph 6

0.8.6 1. In the absence in the TIR Carnet of particulars detailed enough to enable charges on the goods to be determined, the parties concerned may produce evidence of their precise nature.

2. If no evidence is furnished, duties and taxes will be charged, not at a flat rate unrelated to the nature of the goods, but at the highest rate applicable to the kind of goods covered by the particulars in the TIR Carnet.

**Article 8, paragraph 7 has been deleted.**

**{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

Explanatory note to Article 8, paragraph 7

0.8.7 Explanatory note has been deleted.

**{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

**Article 9**

**1. The guaranteeing association shall fix the period of validity of the TIR Carnet by specifying a final date of validity after which the Carnet may not be presented for acceptance at the Customs office of departure.**

**2. Provided that it has been accepted by the Customs office of departure on or before the final date of validity, as provided for in paragraph 1 of this Article, the Carnet shall remain valid until the termination of the TIR operation at the Customs office of destination.**

**Article 10**

**1. Discharge of a TIR operation has to take place without delay.**

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

**2. When the Customs authorities of a Contracting Party have discharged a TIR operation they can no longer claim from the guaranteeing association payment of the sums mentioned in Article 8, paragraphs 1 and 2, unless the certificate of termination of the TIR operation was obtained in an improper or fraudulent manner or no termination has taken place.**

**{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

Explanatory Notes to Article 10

0.10-1 The certificate of termination of the TIR operation shall be regarded as having been obtained in an improper or fraudulent manner when the TIR operation has been carried out by means of load compartments or containers adapted for fraudulent purposes, or when such malpractice as the use of false or inaccurate documents, the substitution of goods, tampering with Customs seals, etc., have been discovered, or when the certificate has been obtained by other illicit means.  
**{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

0.10-2 The phrase “or no termination has taken place” includes those situations where the certificate of termination has been falsified.

**{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

**Article 11**

**1. Where a TIR operation has not been discharged, the competent authorities shall:**

**(a) notify the TIR Carnet holder at his address indicated in the TIR Carnet of the non-discharge;**

**(b) notify the guaranteeing association of the non-discharge.**

**The competent authorities shall notify the guaranteeing association with a maximum period of one year from the date of acceptance of the TIR Carnet by those authorities or two years when the certificate of termination of the TIR operation was falsified or obtained in an improper or fraudulent manner.**

**{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

Explanatory Note to Article 11, paragraph 1

0.11-1

The method of notification in writing is left to national legislation.  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

Comments to Article 11, paragraph 1

Comment to Article 11, paragraph 1 "Payment of duties and taxes" has been deleted.

{ECE/TRANS/WP.30/AC.2/2010/3/Rev.1, Annex 2;  
ECE/TRANS/WP.30/AC.2/105, para.31}

*Time limit for notifications*

*As regards the time limit for the notification to the national guaranteeing association of the non-discharge of TIR Carnets the date of receipt but not the date of dispatch is the decisive one. However, the method of proof of notification is left to the Customs administration concerned (registered mail, for example being one example of proof of reception). If the time limit is exceeded the national guaranteeing association is not liable any more.*

*{TRANS/GE.30/AC.2/12, paragraph 28; TRANS/GE.30/35, paragraphs 47 and 48; TRANS/GE.30/GRCC/11, paragraphs 14 and 15}*



*Notification to (a) guaranteeing association(s)*

*Customs authorities should notify their respective national guaranteeing association(s) as soon as possible of cases covered by Article 11, paragraph 1, that is when a TIR operation has not been discharged.*  
{TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}

*Notification to the TIR Carnet holder*

*The requirement of notification to the TIR Carnet holder referred to in Explanatory Notes 0.11-1 and 0.11-2 could be fulfilled by transmission of a registered letter.*  
{TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}

**2. Where the payment of the sums mentioned in Article 8, paragraphs 1 and 2 becomes due, the competent authorities shall, so far as possible, require payment from the person or persons directly liable for such payment before making a claim against the guaranteeing association.**

{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

Explanatory Note to Article 11, paragraph 2

0.11-2 The efforts to be made by the competent authorities to require payment from the person or persons liable shall include, at least, the sending of the claim for payment to the TIR Carnet holder, at his address indicated in the TIR Carnet, or the person or persons liable, if different, established in accordance with national legislation. The claim for payment to the TIR Carnet holder may be combined with the notification referred to in paragraph 1 (a) of this Article.

{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

**3. The claim for payment of the sums referred to in Article 8, paragraphs 1 and 2 shall be made against the guaranteeing association at the earliest three months after the date on which the association was notified that the operation had not been discharged or that the certificate of termination of the TIR operation had been falsified or obtained in an improper or fraudulent manner and not more than two years after that date. However, in cases of TIR operations which, during the above-mentioned period of two years, become the subject of administrative or legal proceedings concerning the payment obligation of the person or persons referred to in paragraph 2 of this Article, any claim for payment shall be made within one year of the date on which the decision of the court becomes enforceable.**  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

Explanatory Notes to Article 11, paragraph 3

0.11-3-1 In deciding whether or not to release the goods or vehicle, competent authorities should not, when they have other means in law of protecting the interests for which they are responsible, be influenced by the fact that the guaranteeing association is liable for the payment of duties, taxes and default interest payable by the holder of the Carnet.  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

0.11-3-2 The competent authorities may inform the guaranteeing association that administrative or legal proceedings concerning the payment obligation were initiated. In any event, the competent authorities shall inform the guaranteeing association of such proceedings that may be terminated after the two year time limit before that time limit has expired.  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

Comment to Article 11, paragraph 3

*Claim of payment of duties and taxes*

*The claim for payment should be supported by copies of the relevant documentation. In cases where part of the goods has been subject to an irregularity, the competent authorities should apportion the claim for payment of the evaded duties and taxes referred to in Article 8, paragraphs 1 and 2 accordingly. Without prejudice to any national provisions concerning the right of appeal, should the guaranteeing association obtain alternative proof of the termination of the TIR operation, it should submit the proof to the competent authorities who notified the non-discharge of the TIR operation.*  
{ECE/TRANS/WP.30/AC.2/2010/3/Rev.1, Annex2}

**4. The guaranteeing association shall pay the amounts claimed within a period of three months from the date when a claim for payment is made against it. {ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

Explanatory Note to Article 11, paragraph 4

0.11.4 If a guaranteeing association is asked, in accordance with the procedure set out in this article, to pay the sums referred to in Article 8, paragraphs 1 and 2, and fails to do so within the time-limit of three months prescribed by the Convention, the competent authorities may rely on national regulations in requiring payment of the sums in question because what is involved in such cases is a failure to carry out a contract of guarantee entered into by the guaranteeing association under national law. The time limit also applies in the event that the guaranteeing association, on receipt of the claim, consults the international organization referred to in Article 6, paragraph 2 over its position concerning the claim.  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

**5. The sums paid shall be reimbursed to the guaranteeing association if, within a two year period following the date on which the claim for payment was made against it, it has been established to the satisfaction of the competent authorities that no irregularity was committed in connection with the TIR operation in question. The two year time limit may be extended in accordance with national legislation. {ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

## **Chapter III**

### **TRANSPORT OF GOODS UNDER TIR CARNET**

#### **(a) APPROVAL OF VEHICLES AND CONTAINERS**

##### **Article 12**

**In order to fall within the provisions of sections (a) and (b) of this Chapter, every road vehicle must as regards its construction and equipment fulfil the conditions set out in Annex 2 to this Convention and must have been approved according to the procedure laid down in Annex 3 to this Convention. The Certificate of Approval shall conform to the specimen reproduced in Annex 4.**

##### *Comments to Article 12*

###### *Approval Certificate*

*To conform to the model in Annex 4, the Approval Certificate should be of format A3, folded in two.*

*{TRANS/GE.30/10, paragraph 33; TRANS/WP.30/157, paragraphs 27-30; TRANS/WP.30/AC.2/35, Annex 6}*

###### *Provision of Approval Certificate and Approval Plate*

*A certificate of approval, as provided for in Annex 4 of the Convention, is required to be kept on the vehicle only for the load compartment of a road vehicle as described in Annex 2, Article 1 of the Convention. In case of transport of a demountable body, as defined in Annex 6, Explanatory note 0.1(j), or a container, an approval plate, as provided for in Annex 7, Part II of the Convention, is required to be affixed to the approved demountable body or the approved container. {TRANS/WP.30/168, paragraph 38; TRANS/WP.30/AC.2/39, paragraph 17}*

**Article 13**

1. To fall within the provisions of sections (a) and (b) of this Chapter, containers must be constructed in conformity with the conditions laid down in Part I of Annex 7 and must have been approved according to the procedure laid down in Part II of that Annex.
2. Containers approved for the transport of goods under Customs seal in accordance with the Customs Convention on Containers, 1956, the agreements arising there from concluded under the auspices of the United Nations, the Customs Convention on Containers, 1972 or any international instruments that may supersede or modify the latter Convention, shall be considered as complying with the provisions of paragraph 1 above and must be accepted for transport under the TIR procedure without further approval.

**Article 14**

1. Each Contracting Party reserves the right to refuse to recognize the validity of the approval of road vehicles or containers which do not meet the conditions set forth in Articles 12 and 13 above. Nevertheless, Contracting Parties shall avoid delaying traffic when the defects found are of minor importance and do not involve any risk of smuggling.
2. Before it is used again for the transport of goods under Customs seal, any road vehicle or container which no longer meets the conditions which justified its approval, shall be either restored to its original state, or presented for re-approval.

**(b) PROCEDURE FOR TRANSPORT UNDER COVER OF A TIR CARNET****Article 15**

1. No special Customs documents shall be required in respect of the temporary importation of a road vehicle, combination of vehicles or container carrying goods under cover of the TIR procedure. No guarantee shall be required for the road vehicle or combination of vehicles or container.

**2. The provisions of paragraph 1 of this Article shall not prevent a Contracting Party from requiring the fulfilment at the Customs office of destination of the formalities laid down by its national regulations to ensure that, once the TIR operation has been completed, the road vehicle, the combination of vehicles or the container will be re-exported.**

Explanatory Note to Article 15

0.15 Certain difficulties may arise in the case of vehicles not subject to registration, such as in some countries trailers or semi-trailers, when Customs documents are not required for temporary admission. In that case, the provisions of Article 15 may be observed, while assuring adequate protection for the Customs authorities, by recording particulars of these vehicles (make and numbers) on vouchers No. 1 and No. 2 of the TIR Carnet used by the countries concerned and on the corresponding counterfoils.

Comments to Article 15

*Customs documents*

*Since no document or guarantee is required for the vehicle, the vouchers detached at the point of entry and point of departure are used for checking. Should destruction of the vehicle occur, it raises no problem, in the light of Article 41 of the Convention. If the vehicle should simply disappear, proceedings should be taken under the national law to claim compensation from the carrier whose address is given on the TIR Carnet.*

*{TRANS/GE.30/10, paragraphs 26 and 27}*

*Customs procedures*

*European Economic Community (EEC) Regulation 4151/88 of 21 November 1988 (O.J. L 367, 31.12.1988, page 1) on the conduct of Customs procedures for goods imported in the territory of the Community and EEC Regulation 1855/89 of 14 June 1989 (O.J. L 186, 30.06.1989, page 8) on the temporary importation of means of transport, do not alter Customs procedures as stipulated under the TIR Convention, 1975 and do not conflict with Article 15 of the TIR Convention, 1975.*

*{TRANS/WP.30/131, paragraphs 37 and 38}*

*Customs treatment of tractor units carrying out TIR transports*

*With a view to avoiding separate treatment for temporary admission of a foreign registered tractor unit, the holder of a TIR Carnet should indicate the tractor unit registration numbers on the cover page and vouchers of the TIR Carnet. Without prejudice to the application of other provisions of the TIR Convention, when the tractor unit is replaced in the course of a TIR transport, the holder should make the proper corrections in the TIR Carnet and, within the deadlines and according to the procedures established by national regulations, have them endorsed by Customs authorities. The replaced tractor unit which no longer carries out a TIR transport should be treated according to national legislation.*

*{ECE/TRANS/WP.30/AC.2/2007/6, paragraph 12;  
ECE/TRANS/WP.30/AC.2/91, paragraph 25}*

**Article 16**

**When a road vehicle or combination of vehicles is carrying out a TIR transport, one rectangular plate bearing the inscription "TIR" and conforming to the specifications given in Annex 5 to this Convention, shall be affixed to the front and another to the rear of the road vehicle or combination of vehicles. These plates shall be so placed as to be clearly visible. They shall be removable or be fitted or designed in such a way that these plates can be reversed, covered, folded or indicate in any other manner that a TIR transport is not carried out.**

**{ECE/TRANS/17/Amend.16; entered into force on 24 June 1994;  
ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

*Comment to Article 16*

*Technical characteristics of TIR plates*

*TIR plates must be solid plates conforming to the technical requirements of Article 16 and Annex 5 to the Convention. Self-adhesive stickers are not acceptable for use as TIR plates. {TRANS/WP.30/157, paragraph 61}*

**Article 17**

**1. A single TIR Carnet shall be made out in respect of each road vehicle or container. However, a single TIR Carnet may be made out in respect of a combination of vehicles or for several containers loaded on to a single road vehicle or on to a combination of vehicles. In that case the TIR manifest of the goods covered by the TIR Carnet shall list separately the contents of each vehicle in the combination of vehicles or of each container.**

Explanatory Note to Article 17, paragraph 1

0.17-1 The provision that the manifest of the goods covered by the TIR Carnet shall show separately the contents of each vehicle or a combination of vehicles, or of each container, is only intended to simplify Customs inspection of the contents of each vehicle or container. This provision shall not therefore be interpreted so rigidly that each variation between the actual contents of a vehicle or container and the contents of that vehicle or container as shown on the manifest is considered a breach of the provisions of the Convention.

If the carrier can satisfy the relevant authorities that, notwithstanding such a variation, all the goods shown on the manifest agree with the total of goods loaded in the combination of vehicles or in all the containers covered by the TIR Carnet, this shall not normally be considered a breach of Customs requirements.

**2. The TIR Carnet shall be valid for one journey only. It shall contain at least the number of detachable vouchers which are necessary for the TIR transport in question.**

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

Explanatory Note to Article 17, paragraph 2

0.17-2 In the case of household removals, the procedure laid down in paragraph 10 (c) of the Rules for the use of the TIR Carnet can be applied, the list of articles concerned being reasonably condensed.



Comments to Article 17

*Issuance of TIR Carnets for road trains and tractor semi-trailer combinations*

*At the Customs office of departure it is left to the discretion of the Customs authorities whether a single or several TIR Carnets would need to be made out for a combination of vehicles or for several containers loaded onto a single road vehicle or onto a combination of vehicles as defined in Article 1 (g) and (h) of the Convention. Once the TIR Carnet(s) has (have) been made out, it is not allowed, however, in line with Article 4 of the Convention, to require additional TIR Carnets at Customs offices en route.*

*{TRANS/WP.30/157, paragraph 26}*

*Issuance of TIR Carnets for mixed cargo consisting of normal goods and heavy or bulky goods*

*When taking a decision on the number of TIR Carnets required for the transport of a mixed cargo consisting of both normal goods and heavy or bulky goods, the Customs office of departure shall take into account the specific provisions of Article 32 according to which for the transport of heavy or bulky goods the cover and all vouchers of the TIR Carnet shall bear the endorsement "heavy or bulky goods". Since this endorsement does not apply to normal goods transported under Customs seal, a separate TIR Carnet (or TIR Carnets) shall be required to cover the transport of normal goods.*

*{TRANS/WP.30/AC.2/71, Annex 3; TRANS/WP.30/206, paragraph 57}*

*Simultaneous use of several TIR Carnets*

*Where the Customs office of departure has accepted several TIR Carnets for one TIR transport, this office shall indicate all reference numbers of these TIR Carnets in box "For official use" on all vouchers of each TIR Carnet accepted.*

*{TRANS/WP.30/AC.2/71, Annex 3; TRANS/WP.30/208, paragraph 52}*

### **Article 18**

**A TIR transport may involve several Customs offices of departure and destination, but the total number of Customs offices of departure and destination shall not exceed four. The TIR Carnet may only be presented to Customs offices of destination if all Customs offices of departure have accepted the TIR Carnet.**  
**{ECE/TRANS/17/Amend.10; entered into force on 23 May 1989;  
ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

#### Explanatory Notes to Article 18

- 0.18-1 It is essential for the smooth operation of the TIR procedure that the Customs authorities of one country should refuse to designate a Customs office of exit as a Customs office of destination for a transport operation which is going on to a neighbouring country when that country is also a Contracting Party to this Convention, unless there are some special circumstances to justify the request.
- 0.18-2
1. Goods should be so loaded that the consignment to be unloaded at the first unloading point can be taken out of the vehicle or the container without it being necessary to unload the other consignment or consignments of goods due to be unloaded at the other unloading points.
  2. Where a transport operation involves unloading at more than one office it is necessary that, after a partial unloading, a record of it should be made in box 12 on all the remaining manifests of the TIR Carnet, and at the same time another record should be made on the remaining vouchers and the corresponding counterfoils to the effect that new seals have been affixed.

Comments to Article 18

*Several Customs offices of departure and/or destination*

*A TIR transport may involve more than one Customs office of departure and/or destination in one or in several countries, provided the total number of Customs offices of departure and destination does not exceed four. In accordance with No. 6 of the Rules regarding the use of the TIR Carnet (Annex 1 to the Convention, Model of the TIR Carnet: Version 1 and Version 2, page 3 of the cover), for each additional Customs office of departure or destination two extra vouchers are required. The filling in of the vouchers of the TIR Carnet whenever several Customs offices of departure/destination are involved should be done in such a way that goods loaded/unloaded subsequently at different offices should be added in/crossed out from the goods manifest (boxes 9, 10 and 11) and the offices of departure/destination should endorse the goods loaded/unloaded subsequently under item 16.*

*{TRANS/GE.30/55, paragraph 22; TRANS/WP.30/141, paragraphs 39-41; TRANS/WP.30/AC.2/31, Annex 3; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Possibilities of increasing the total number of loading and unloading points to more than four in exceptional cases*

*According to Article 18 and No.5 of the Rules regarding the use of the TIR Carnet (Annex 1), one TIR transport may not involve more than four points of loading and unloading. In order to increase the total number of loading and unloading points in the course of one transport operation, a road vehicle or a combination of vehicles or containers may perform several TIR transports consecutively or at a time, each under cover of a separate TIR Carnet. To this end, the following options may be used:*

(i) *Consecutive use of two TIR Carnets for one transport operation in accordance with the comment to Article 28 "Possibility of using two TIR Carnets for a single TIR transport". The first TIR Carnet may include up to 4 Customs offices of departure and destination. After its completion and termination at the fourth Customs office, a new TIR Carnet may be opened and used for the remainder of the transport operation. A proper inscription shall be made in both TIR Carnets to reflect this fact. Thus, the last Customs office of destination covered by the first TIR Carnet becomes the office of departure for the second TIR Carnet which may include up to three Customs offices of destination. In the first TIR Carnet, all goods bound for Customs offices of destination of the second TIR Carnet should be indicated as intended for the last Customs office of destination. Such a procedure may cover up to seven Customs offices of departure and destination. To fulfil the conditions laid down in Article 2 of the Convention, it is essential that both TIR transports be carried out across at least one border. Since two TIR Carnets are used one after another, only one TIR guarantee exists at a time;*

(ii) *Simultaneous use of several road vehicles (e.g., a combination of vehicles) or several containers. In line with Article 17, paragraph 1 of the TIR Convention, for each road vehicle or container a separate TIR Carnet may be issued. Each TIR Carnet may cover up to four points of loading and unloading. The Customs office(s) of departure should indicate all reference numbers of these TIR Carnets in box "For official use" on all vouchers of each TIR Carnet accepted.*

*Whatever alternative is used, consignments to be unloaded at different unloading points should be separated from each other, as stipulated in Explanatory Note 0.18-2, paragraph 1.  
{TRANS/WP.30/208, paragraph 28 and Annex; TRANS/WP.30/AC.2/71, paragraph 71 and Annex 3}*

Comment to Explanatory Note 0.18-2

*Unloading of the goods*

*The term "unloading" referred to, in particular, in Explanatory Note 0.18-2 does not necessarily imply physical removal of the goods from the vehicle or container, for example, in cases where a transport operation continues with the same vehicle or container after a TIR transport has ended. However, if a TIR transport has ended for a part-load of the goods and continues for the rest of the load, the former shall be physically removed from the sealed load compartment or container or, in case of heavy or bulky goods, shall be separated from the remaining heavy or bulky goods for which the TIR transport continues. {TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5; TRANS/WP.30/192, paragraph 26}*

**Article 19**

**The goods and the road vehicle, the combination of vehicles or the container shall be produced with the TIR Carnet at the Customs office of departure. The Customs authorities of the country of departure shall take such measures as are necessary for satisfying themselves as to the accuracy of the goods manifest and either for affixing the Customs seals or for checking Customs seals affixed under the responsibility of the said Customs authorities by duly authorized persons.**

Explanatory Note to Article 19

- 0.19        The requirement that the Customs office of departure should check the accuracy of the goods manifest implies the need to verify at least that the particulars in the goods manifest tally with those in the export documents and in the transport or other commercial documents relating to the goods; the Customs office of departure may also have to examine the goods. The Customs office of departure must also, before affixing seals, check the condition of the road vehicle or container and, in the case of sheeted vehicles or containers, the condition of the sheets and sheet fastenings, as this equipment is not included in the Certificate of Approval.

Comments to Article 19

*Inspection at the office of departure*

*For the TIR system to operate smoothly it is essential that the Customs inspection at the office of departure should be stringent and complete, since the functioning of the TIR procedure depends upon it. The following in particular should be prevented:*

- *False declaration of goods allowing for other goods to be substituted during the journey (e.g. cigarettes loaded but wallpaper declared, the cigarettes subsequently being unloaded and the wallpaper loaded); and*
- *Carriage of goods not entered in the TIR Carnet manifest (e.g. cigarettes, alcohol, drugs, weapons).  
{TRANS/GE.30/AC.2/12, paragraph 31; TRANS/GE.30/GRCC/11, paragraphs 19-21}*

*Falsification of the office of departure's acceptance of a TIR Carnet*

*With a view to avoiding strict controls at the Customs office of departure, fraudsters may attempt to falsify the Customs office of departure's acceptance of an otherwise genuine TIR Carnet by using false Customs stamps and seals. Such malpractices are very dangerous as, according to the provisions of the TIR Convention, the Customs authorities of countries in transit and of countries of destination normally rely on checks carried out at the Customs office of departure. Therefore, the Customs office(s) of exit, located in the country(ies) of departure, play(s) a crucial role in revealing such fraudulent activities and should check the authenticity of the seals affixed, the TIR Carnet and other accompanying documents (e.g., goods export declaration, CMR consignment note, etc.) which are usually verified by the Customs office of departure. If necessary, the said Customs office(s) of exit should carry out all other Customs procedures required in connection with a TIR operation in the country(ies) of departure.*

*{TRANS/WP.30/AC.2/2004/2, paragraph 29; TRANS/WP.30/AC.2/75, paragraph 61 and Annex 3 and TRANS/WP.30/AC.2/75/Corr.3}*

*Specifications for Customs seals*

*The TIR Convention does not address the issue of standards and requirements for Customs seals. It only stipulates that, as a general rule, Contracting Parties must accept Customs seals affixed by other Contracting Parties. Thus, the specification of Customs seals is left to the discretion of national Customs authorities. With a view to ensuring the effectiveness of Customs sealing, it is desirable that Customs administrations use seals which conform to the latest international requirements in this field. In this context, the attention of the Customs authorities is drawn to the minimum requirements laid down in Specific Annex E, Chapter I of the International Convention on the Simplification and Harmonisation of Customs procedures (revised Kyoto Convention). In addition, reference could be made to the guidelines to Chapter 6 of the General Annex to the said Convention, as elaborated under the auspices of the World Customs Organisation (WCO).*

*{TRANS/WP.30/216, paragraph 67 and Annex 2 and  
TRANS/WP.30/216/Corr.1; TRANS/WP.30/AC.2/77, paragraph 54 and  
Annex 3}*

**Article 20**

**For journeys in the territory of their country, the Customs authorities may fix a time-limit and require the road vehicle, the combination of vehicles or the container to follow a prescribed route.**

**Explanatory Note to Article 20**

- 0.20 When fixing time-limits for the transport of goods within their territory, Customs authorities must likewise take into account inter alia any special regulations to which carriers are subject, particularly regulations concerning working hours and mandatory rest periods for drivers of road vehicles. It is recommended that these authorities should exercise their right to prescribe a route only when they consider it essential.

Comment to Article 20

*Pecuniary penalties*

*When there is an infringement of the obligations deriving from Articles 20 and 39 and pecuniary penalties are required they may not be sought from the guaranteeing association but only from the TIR Carnet holder or the person responsible for the infringement. {TRANS/GE.30/AC.2/14, paragraph 29; TRANS/GE.30/39, paragraph 30}*

**Article 21**

**At each Customs office en route and at Customs offices of destination, the road vehicle, the combination of vehicles or the container shall be produced for purposes of control to the Customs authorities together with the load and the TIR Carnet relating thereto.**

Explanatory Notes to Article 21

- 0.21-1 The provisions of this Article do not restrict the right of Customs authorities to examine all parts of a vehicle in addition to the sealed load compartment.  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}
- 0.21-2 The Customs office of entry may turn back the carrier to the Customs office of exit of the adjacent country if it finds that no clearance has been given by that office or that clearance has not been given in due form. In such cases the Customs office of entry inserts a note in the TIR Carnet for the Customs office of exit concerned.
- 0.21-3 If in the course of an examination, Customs authorities draw samples of goods, a note recording full particulars of the goods taken must be made by those authorities on the goods manifest of the TIR Carnet.

Comments to Article 21

*Termination of a TIR operation at the Customs office of exit (en route) and at the Customs office of destination*



*Termination en route*

*The road vehicle, the combination of vehicles or the container have been presented for purposes of control to the Customs office of exit (en route) together with the load and the TIR Carnet relating thereto.*

*Partial termination*

*The road vehicle, the combination of vehicles or the container have been presented for purposes of control to the Customs office of destination together with the load and the TIR Carnet relating thereto followed by partial unloading.*

*Final termination*

*The road vehicle, the combination of vehicles or the container have been presented for purposes of control to the last Customs office of destination together with the load or the remaining load in case of previous partial termination(s) and the TIR Carnet relating thereto.  
{TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59,  
paragraph 46 and Annex 5}*

**Article 22**

- 1. As a general rule and except when they examine the goods in accordance with Article 5, paragraph 2, the Customs authorities of the Customs offices en route of each of the Contracting Parties shall accept the Customs seals of other Contracting Parties, provided that they are intact. The said Customs authorities may, however, if control requirements make it necessary, add their own seals.**
- 2. The Customs seals thus accepted by a Contracting Party shall have in the territory of that Contracting Party the benefit of the same legal protection as is accorded to the national seals.**

Comment to Article 22

*Specifications of Customs seals*

*The TIR Convention does not address the issue of standards and requirements for Customs seals. It only stipulates that, as a general rule, Contracting Parties must accept Customs seals affixed by other Contracting Parties. Thus, specification of Customs seals is left at the discretion of national Customs authorities. However, with a view to ensuring high security of Customs sealing, it is essential that Customs administrations use seals which conform to up-to-date international standards and requirements in this field. In this context, the attention of Customs authorities is drawn to the guidelines to Chapter 6 of the General Annex to the International Convention on the Simplification and Harmonization of Customs Procedures (revised Kyoto Convention) as well as to minimum requirements for Customs seals laid down in Specific Annex E, Chapter 1 of the said Convention elaborated under the auspices of the World Customs Organization (WCO).*

*{TRANS/WP.30/216, paragraph 67 and Annex 2 and  
TRANS/WP.30/216/Corr.1; TRANS/WP.30/AC.2/77 paragraph 54 and  
Annex 3}*

Article 23

**The Customs authorities shall not:**

- **require road vehicles, combinations of vehicles or containers to be escorted at the carriers' expense on the territory of their country,**
- **require examination en route of road vehicles, combinations of vehicles or containers and their loads**

**except in special cases.**

Comment to Article 23

*Escort of road vehicles*

*Article 23 implies that escort may be prescribed under exceptional circumstances only when compliance with Customs law cannot be ensured by other means. A decision regarding escort should be based on risk analysis. In particular, Customs authorities should analyze the risk that the transport operator will not present the road vehicle(s) together with the goods to the Customs office of destination or exit (en route) and that the goods may illegally be put into free circulation. When doing so, Customs authorities are recommended to assess, among others, the following factors (in no particular order):*

- *information on Customs infringements committed by the TIR Carnet holder as well as on his previous withdrawals or exclusions from the TIR procedure;*
- *information on the reputation of the transport operator;*
- *the amount of import or export duties and taxes at risk;*
- *the origin of the goods and their itinerary.*

*In the case of escorts and in particular if no other written proof is provided to the carrier, Customs authorities are recommended, at the request of the carrier, to insert into the counterfoil No. 1 of the TIR Carnet under item 5 "Miscellaneous" the word "Escort", followed by a short indication of the reasons which have led to the requirement for the escort.*

*According to Explanatory Note 0.1 (f), escort fees should be limited in amount to the approximate cost of the services rendered and should not represent an indirect protection to domestic products or a tax on imports or exports for fiscal purposes. (ECE/TRANS/WP.30/240, paragraph 26; ECE/TRANS/WP.30/AC.2/97, paragraph 27)*

#### Article 24

If the Customs authorities conduct an examination of the load of a road vehicle, combination of vehicles or the container in the course of the journey or at a Customs office en route, they shall record on the TIR Carnet vouchers used in their 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.

#### Article 25

If the Customs seals are broken en route otherwise than in the circumstances of Articles 24 and 35, or if any goods are destroyed or damaged without breaking of such seals, the procedure laid down in Annex I to this Convention for the use of the TIR Carnet shall, without prejudice to the possible application of the provisions of national law, be followed and the certified report in the TIR Carnet shall be completed.

#### Article 26

1. When transport under cover of a TIR Carnet takes place in part in the territory of a State which is not a Contracting Party to this Convention, the TIR transport shall be suspended during that part of the journey. In that case, the Customs authorities of the Contracting Party on whose territory the journey continues shall accept the TIR Carnet for the resumption of the TIR transport, provided that the Customs seals and/or identifying marks have remained intact. Where the Customs seals have not remained intact, the Customs authorities may accept the TIR Carnet for resumption of the TIR transport under the provisions of Article 25.

{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002;

ECE/TRANS/17/Amend.24 ; entered into force on 19 September 2004}

2. The same shall apply where for a part of the journey the TIR Carnet is not used by the holder of the Carnet in the territory of a Contracting Party because of the existence of simpler Customs transit procedures or when the use of a Customs transit regime is not necessary.

**3. In such cases the Customs offices where the TIR transport is suspended or resumed shall be deemed to be Customs offices of exit en route and Customs offices of entry en route respectively. {ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

Comments to Article 26

*Suspension of a TIR transport in a Contracting Party where no approved guaranteeing association exists*

*Article 26 also applies to Contracting Parties where no approved guaranteeing associations exist and where, thus, the provisions of the Convention are not applicable, in accordance with Article 3, paragraph (b). A list of such Contracting Parties is established by the TIR Administrative Committee and TIR Executive Board (TIRExB) on the basis of documentation deposited with the TIRExB by Contracting Parties pursuant to the provisions of Annex 9, Part I to the Convention. {TRANS/WP.30/AC.2/63, paragraphs 59 and 60 and Annex 3}*

*Use of the TIR procedure in case a part of the journey is not made by road*

*According to Article 2 of the Convention, as long as some portion of the journey between the beginning and the end of a TIR transport is made by road, other modes of transport (railways, inland waterways, etc.) can be used. During a non-road leg, the holder of a TIR Carnet may either:*

- *ask the Customs authorities to suspend the TIR transport in accordance with the provisions of Article 26, paragraph 2 of the Convention. In order to resume the suspended TIR transport, Customs treatment and Customs control should be available at the end of the non-road leg. If the whole part of the journey in the country of departure is not made by road, the TIR operation may start and be immediately certified as terminated at the Customs office of departure by tearing off both vouchers No. 1 and No. 2 of the TIR Carnet. Under these circumstances, no TIR guarantee is provided for the remainder of the journey inside this country. However, the TIR transport could be easily resumed at the Customs office situated at the end of the non-road leg in another Contracting Party in accordance with the provisions of Article 26 of the Convention; or*

- *use the TIR procedure. However, in this case the holder should take into account that a TIR operation in a given country may apply only in case the national Customs authorities are in a position to ensure the proper treatment of the TIR Carnet at the following points (as applicable): entry (en route), exit (en route) and destination. {TRANS/WP.30.AC.2/67, paragraph 64 and Annex 4}*

### **Article 27**

**Subject to the provisions of this Convention and in particular of Article 18, another Customs office of destination may be substituted for a Customs office of destination originally indicated.**

### **Article 28**

**1. Termination of a TIR operation shall be certified by the Customs authorities without delay. Termination of a TIR operation may be certified without or with reservation: where termination is certified with reservation this shall be on account of facts connected with the TIR operation itself. These facts shall be clearly indicated in the TIR Carnet.**

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

**2. In cases where the goods are placed under another Customs procedure or another system of Customs control, all irregularities that may be committed under that other Customs procedure or system of Customs control shall not be attributed to the TIR Carnet holder as such or any person acting on his behalf.**

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

#### Explanatory Notes to Article 28

0.28-1 The use of the TIR Carnet must be restricted to the function which it was intended to cover, namely the transit operation. The TIR Carnet must not, for example, be used to cover the storage of goods under Customs control at destination.

{ECE/TRANS/17/Amend.21, entered into force on 12 May 2002;  
ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

0.28-2 This Article provides that the termination of a TIR operation shall be subjected to the goods being placed under another Customs procedure or another system of Customs control. This includes clearing the goods for home use (either full or conditionally), the transfer across the border to a third party (export), or to a free zone, or the storage of the goods in a

place approved by the Customs authorities while awaiting the declaration for another procedure.

{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}

Comments to Article 28

*Return of TIR Carnets to the holder or any other person acting on his behalf*

*It must be stressed that the immediate return of the TIR Carnet to the holder or any other person acting on his behalf, whether certified as terminated with or without reservation, is an essential duty of the Customs office of destination. This not only facilitates checking by the issuing association and the international organization referred to in Article 6, but also enables these organizations, on return of the Carnet, to issue a new Carnet to the holder, since the number of Carnets in use (in the holder's possession) at any one time may be limited.*

*{TRANS/GE.30/AC.2/12, paragraph 33; TRANS/GE.30/GRCC/11, paragraphs 24 and 25; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Possibility of using two TIR Carnets for a single TIR transport*

*Occasionally, the number of vouchers in the TIR Carnet are not sufficient to carry out a total TIR transport. In these cases the first part of a TIR transport has to be ended in accordance with Articles 27 and 28 of the Convention and a new Carnet has to be accepted by the same Customs office having certified the termination of the previous TIR operation and used for the remainder of the TIR transport. Proper inscription shall be made in both TIR Carnets to reflect this fact.*

*{TRANS/WP.30/AC.2/23, paragraph 21; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Comment "Applicable procedures after termination of a TIR operation" has been deleted. {ECE/TRANS/WP.30/AC.2/105, paragraph 31}}*

### *Termination of a TIR operation*

1. *In cases where a TIR operation has been certified as terminated without reservation, the Customs authorities which declare that the certificate of termination has been obtained in an improper or fraudulent manner should specify in its notification of non-discharge and/or request for payment its reasons for declaring this termination improper or fraudulent.*

2. *The Customs authorities should not certify the termination of TIR operations subject to systematic unspecified reservations, without giving reasons, solely for the purposes of avoiding the requirements of Article 10, paragraph 1 and Article 11, paragraph 1.*  
{TRANS/GE.30/GRCC/11, paragraph 12; TRANS/GE.30/AC.2/12, paragraph 25; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}

### *Indication of reservations*

*Customs authorities should make any reservation about the termination of a TIR operation very clear and should also indicate the existence of a reservation by filling-in box 27 on voucher No. 2 of the TIR Carnet and by placing an "R" under item No. 5 on counterfoil No. 2 of the Carnet as well as by completion of the Certified Report of the TIR Carnet, if appropriate.*

{TRANS/GE.30/8, paragraph 12; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}

### *Alternative forms of evidence for the termination of a TIR operation*

*With a view to establishing alternative evidence for the proper termination of a TIR operation, Customs authorities are recommended to use exceptionally, for example, the following information provided it has been furnished to their satisfaction:*



- *any official certificate or confirmation of the termination of a TIR operation covered by the same TIR transport made out by another Contracting Party following the respective TIR operation or confirmation of the transfer of the goods in question to another Customs procedure or another system of Customs control, e.g. clearance for home use;*
  
- *the duly stamped corresponding counterfoils No. 1 or No. 2 in the TIR Carnet by such a Contracting Party or a copy thereof to be provided by the international organization referred to in Article 6 of the Convention which must confirm that it is a true copy of the original.*  
*{TRANS/WP.30/159, paragraph 38; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Improved procedures in the use of TIR Carnets by transport operators*

*In some Contracting Parties the transport operator does not have direct contacts with the competent Customs officials at the Customs office of destination before the consignee or his agents undertake the necessary Customs formalities for clearance of goods for home use or by any other Customs procedure following the TIR transit operation. With a view to allowing the transport operator or his driver to verify that the TIR procedure is properly terminated by the competent Customs officials, the transport operator or his driver are allowed, if they so wish, to keep the TIR Carnet and to provide the consignee or his agents only with a copy of the yellow voucher No. 1/No. 2 (not for Customs use) in the TIR Carnet, together with any other required documentation. Following the clearance of goods for home use or by any other Customs procedure, the transport operator or his driver should then proceed in person to the competent Customs officials to have his TIR Carnet certified.*  
*{TRANS/WP.30/188, paragraph 54; TRANS/WP.30/AC.2/59, paragraphs 61 and 62 and Annex 6}*

**(c) PROVISIONS CONCERNING TRANSPORT OF HEAVY  
OR BULKY GOODS**

**Article 29**

- 1. The provisions of this section apply only to the transport of heavy or bulky goods as defined in Article 1, subparagraph (p), of this Convention.  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**
- 2. Where the provisions of this section apply, heavy or bulky goods may, if the authorities at the Customs office of departure so decide, be carried by means of non-sealed vehicles or containers.**
- 3. The provisions of this section shall apply only if, in the opinion of the authorities at the Customs office of departure, the heavy or bulky goods carried and any accessories carried with them can be easily identified by reference to the description given, or can be provided with Customs seals and/or identifying marks so as to prevent any substitution, or removal of the goods, without it being obvious.**

**Explanatory Note to Article 29**

- 0.29 No certificate of approval is required for road vehicles or containers transporting heavy or bulky goods. It is, nevertheless, the responsibility of the Customs office of departure to make sure that the other conditions laid down in this Article for this type of transport operation are met. Customs offices of other Contracting Parties shall accept the decision of the Customs office of departure unless in their opinion it is clearly in conflict with the provisions of Article 29.

Comments to Article 29*Road vehicles considered as heavy or bulky goods*

*If road vehicles or special vehicles regarded themselves as heavy or bulky goods are carrying other heavy or bulky goods so that both vehicle and goods at the same time fulfil the conditions set forth in Chapter III (c) of the Convention, only one TIR Carnet is needed bearing at the cover and all vouchers of the TIR Carnet the endorsement set forth in Article 32 of the Convention. If such vehicles are carrying normal goods in the load compartment or in containers, the vehicle or the containers must be previously approved under the conditions set forth in Chapter III (a) and the load compartment or the containers have to be sealed.*

*The provisions of Article 3 (a) (iii) of the Convention apply in the case of road vehicles or special vehicles being exported from the country where the Customs office of departure is located and being imported into another country where the Customs office of destination is located. In this case, the provisions of Article 15 of the Convention referring to the temporary importation of a road vehicle are not applicable. Thus, the Customs documents in respect of temporary importation of such vehicles are not required.*

*{TRANS/WP.30/AC.2/59, paragraphs 61 and 62 and Annex 6;  
TRANS/WP.30/AC.2/65, paragraphs 39 and 40 and Annex 2;  
TRANS/WP.30/200, paragraph 72}*

*Transport of livestock*

*For the transport of livestock the provisions under Article 29 of the Convention concerning the transport of heavy and bulky goods should be applicable.*

*{TRANS/GE.30/AC.2/21, paragraph 30}*

**Article 30**

**All the provisions of this Convention, save those to which the special provisions of this section make an exception, shall apply to the transport of heavy or bulky goods under the TIR procedure.**

### **Article 31**

**The liability of the guaranteeing association shall cover not only the goods enumerated in the TIR Carnet, but also any goods which, though not enumerated in the Carnet, are on the load platform or among the goods enumerated in the TIR Carnet.**

### **Article 32**

**The cover and all vouchers of the TIR Carnet shall bear the endorsement "heavy or bulky goods" in bold letters in English or in French.**

#### **Comment to Article 32**

*Issuance of TIR Carnets for a mixed cargo consisting of normal goods and heavy or bulky goods*

*When taking a decision on the number of TIR Carnets required for the transport of a mixed cargo consisting of both normal goods and heavy or bulky goods, the Customs office of departure shall take into account the specific provisions of Article 32 according to which for the transport of heavy or bulky goods the cover and all vouchers of the TIR Carnet shall bear the endorsement "heavy or bulky goods". Since this endorsement does not apply to normal goods transported under Customs seal, a separate TIR Carnet (or TIR Carnets) shall be required to cover the transport of normal goods.*

*{TRANS/WP.30/AC.2/71, Annex 3; TRANS/WP.30/206, paragraph 57}*

### **Article 33**

**The authorities at the Customs office of departure may require such packing lists, photographs, drawings, etc., as are necessary for the identification of the goods carried to be appended to the TIR Carnet. In this case they shall endorse these documents, one copy of the said documents shall be attached to the inside of the cover page of the TIR Carnet, and all the manifests of the TIR Carnet shall include a reference to such documents.**

### **Article 34**

The authorities at the Customs offices en route of each of the Contracting Parties shall accept the Customs seals and/or identifying marks affixed by the competent authorities of other Contracting Parties. They may, however, affix additional seals and/or identifying marks; they shall record particulars of the new seals and/or identifying marks on the vouchers of the TIR Carnet used in their country, on the corresponding counterfoils and on the vouchers remaining in the TIR Carnet.

### **Article 35**

If Customs authorities conducting an examination of the load at a Customs office en route or in the course of the journey are obliged to break seals and/or remove identifying marks, they shall record the new seals and/or identifying marks on the vouchers of the TIR Carnet used in their country, on the corresponding counterfoils and on the vouchers remaining in the TIR Carnet.

## **Chapter IV**

### **IRREGULARITIES**

#### **Article 36**

Any breach of the provisions of this Convention shall render the offender liable, in the country where the offence was committed, to the penalties prescribed by the law of that country.

#### **Article 37**

When it is not possible to establish in which territory an irregularity was committed, it shall be deemed to have been committed in the territory of the Contracting Party where it is detected.

#### **Article 38**

1. Each of the Contracting Parties shall have the right to exclude temporarily or permanently from the operation of this Convention any person guilty of a serious offence against the Customs laws or regulations applicable to the international transport of goods.

Explanatory Note to Article 38, paragraph 1

0.38.1 Explanatory Note has been deleted.  
{ECE/TRANS/17/Amend.23; entered into force on 7 November 2003}

**2. This exclusion shall be notified within one week to the competent authorities of the Contracting Party on whose territory the person concerned is established or resident, to the association(s) in the country or Customs territory where the offence has been committed and to the TIR Executive Board.**  
{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

Explanatory Note to Article 38, paragraph 2

0.38.2 Explanatory Note has been deleted.  
{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

Comments to Article 38

*Cooperation between competent authorities*

*With regard to the authorization of a person to utilize TIR Carnets in line with Annex 9, Part II of the Convention, the competent authorities of the Contracting Party where the person concerned is resident or established should take into due account any information notified by another Contracting Party in accordance with Article 38, paragraph 2 on serious or repeated offences against Customs legislation committed by that person. Thus, in order to allow for efficient consideration of the case by the Contracting Party where the person concerned is resident or established, such notification should contain as many details as possible.*  
{TRANS/WP.30/196, paragraph 76; TRANS/WP.30/200, paragraph 68; TRANS/WP.30/AC.2/67, paragraph 63 and Annex 3}

*Exclusion of a domestic transport operator from the TIR procedure*

*In order to exclude from the TIR regime a national transport operator guilty of a serious offence against the Customs laws committed in the territory of the country where he is resident or established, the Customs authorities are recommended to use the provisions of Article 6, paragraph 4 and Annex 9, Part II, paragraph 1 (d) rather than the provisions of Article 38, paragraph 1.*  
{TRANS/WP.30/196, paragraph 77; TRANS/WP.30/200, paragraph 68; TRANS/WP.30/AC.2/67, paragraph 63 and Annex 3}

**Article 39**

**When TIR operations are accepted as being otherwise in order:**

- 1. The Contracting Parties shall disregard minor discrepancies in the observance of time-limits or routes prescribed.**
- 2. Likewise, discrepancies between the particulars on the goods manifest of the TIR Carnet and the actual contents of a road vehicle, combination of vehicles or container shall not be considered as infringements of the Convention by the holder of the TIR Carnet when evidence is produced to the satisfaction of the competent authorities that these discrepancies were not due to mistakes committed knowingly or through negligence at the time when the goods were loaded or dispatched or when the manifest was made out.**

Explanatory Note to Article 39

- 0.39           The expression "mistakes committed through negligence" is to be taken to mean acts which, although not committed deliberately and in full knowledge of the facts, are due to a failure to take reasonable and necessary steps to ensure the accuracy of the facts in any particular case.

**Article 40**

**The Customs administrations of the countries of departure and of destination shall not consider the holder of the TIR Carnet responsible for the discrepancies which may be discovered in those countries, when the discrepancies in fact relate to the Customs procedures which preceded or followed a TIR transport and in which the holder was not involved.**

**{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}**

### Article 41

**When it is established to the satisfaction of the Customs authorities that goods specified on the manifest of a TIR Carnet have been destroyed or have been irrecoverably lost by accident or force majeure or that they are short by reason of their nature, payment of the duties and taxes normally due shall be waived.**

### Article 42

**On receipt from a Contracting Party for a request giving the relevant reasons, the competent authorities of the Contracting Parties concerned in a TIR transport shall furnish that Contracting Party with all the available information needed for implementation of the provisions of Articles 39, 40 and 41 above.**  
{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}

#### Comment to Article 42

##### *Co-operation between Customs authorities*

*It is often difficult for Customs authorities, in the case of non-discharge of TIR Carnets, to establish the import or export duties and taxes to be claimed, since the description of the goods in the Carnet is often very vague and its value not indicated. Therefore, the Customs office of departure often needs to be asked for additional information on the goods loaded. In such cases close co-operation and exchange of information between competent authorities of all Contracting Parties is of importance, as only strict compliance with the provisions of Articles 42 and 50 of the Convention can guarantee an effective functioning of the TIR transit regime.*  
{TRANS/WP.30/131, paragraphs 39 and 40}



**Article 42 bis**

The competent authorities, in close cooperation with the associations, shall take all necessary measures to ensure the proper use of TIR Carnets. To this effect they may take appropriate national and international control measures. National control measures taken in this context by the competent authorities shall be communicated immediately to the TIR Executive Board which will examine their conformity with the provisions of the Convention. International control measures shall be adopted by the Administrative Committee.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

**Article 42 ter**

The competent authorities of the Contracting Parties shall, as appropriate, provide authorized associations with information that they require to fulfil the undertaking given in accordance with Annex 9, Part I, para. 3(iii).

Annex 10 sets out the information to be provided in particular cases.

{ECE/TRANS/17/Amend.27; entered into force on 12 August 2006}

**Chapter V****EXPLANATORY NOTES****Article 43**

The Explanatory Notes set out in Annex 6 and Annex 7, Part III, interpret certain provisions of this Convention and its Annexes. They also describe certain recommended practices.

**Chapter VI****MISCELLANEOUS PROVISIONS****Article 44**

Each Contracting Party shall provide the guaranteeing associations concerned with facilities for:

- (a) the transfer of the currency necessary for the sums claimed by the authorities of Contracting Parties by virtue of the provisions of Article 8 of this Convention; and
- (b) the transfer of currency for payment for TIR Carnet forms sent to the guaranteeing associations by the corresponding foreign associations or by the international organizations.

#### Article 45

Each Contracting Party shall cause to be published the list of the Customs offices of departure, Customs offices en route and Customs offices of destination approved by it for accomplishing TIR operations. The Contracting Parties of adjacent territories shall consult each other to agree upon corresponding frontier offices and upon their opening hours.

#### Explanatory Note to Article 45

- 0.45 Contracting Parties are recommended to make the largest possible number of Customs offices, both inland and at the frontier, available for dealing with TIR operations.

#### Article 46

1. No charge shall be made for Customs attendance in connection with the Customs operations mentioned in this Convention, save where it is provided on days or at times or places other than those normally appointed for such operations.
2. Contracting Parties shall arrange to the fullest extent possible for Customs operations concerning perishable goods at Customs offices to be facilitated.

#### Comment to Article 46

*Charges for Customs checks on request from the transport operator*

*Any charges related to Customs attendance on request from the transport operator, as laid down in the comment to Article 5 of the TIR Convention, shall be borne by him.*

*{TRANS/WP.30/196, paragraphs 66 and 67 and Annex 3;  
TRANS/WP.30/AC.2/63, paragraph 63 and Annex 3}*

### Article 47

1. The provisions of this Convention shall preclude neither the application of restrictions and controls imposed under national regulations on grounds of public morality, public security, hygiene or public health, or for veterinary or phytopathological reasons, nor the levy of dues chargeable by virtue of such regulations.
2. The provisions of this Convention shall not preclude the application of other provisions either national or international governing transport.

#### Comments to Article 47

##### *Trade facilitation and Customs controls*

*The TIR Convention is a Customs Convention aimed at the Customs transit regime. The objective of Article 47 is to allow for the application of additional restrictions and controls based on national regulations other than Customs regulations. Therefore it should not be used to justify supplementary Customs requirements.*

*Where Article 47, paragraph 1 becomes applicable, such restrictions and controls will usually lead to delays and extra costs for transport businesses. In recognition of this, such restrictions and controls shall be kept to a minimum and be limited to the cases where the circumstances or the real risks justify them.*

*{TRANS/WP.30/204, paragraph 58; TRANS/WP.30/AC.2/69, Annex 3}*

##### *Accompanying documentation*

*Documentation required under international Conventions (such as the Convention on International Trade in Endangered Species of Wild Fauna and Flora, 1973) should always accompany the goods concerned. In such cases a reference to this documentation on the TIR Carnet could facilitate Customs controls.*

*{TRANS/WP.30/216, paragraph 72 and Annex 2;*

*TRANS/WP.30/AC.2/77, paragraph 54 and Annex 3}*

### Article 48

**Nothing in this Convention shall prevent Contracting Parties which form a Customs or Economic Union from enacting special provisions in respect of transport operations commencing or terminating, or passing through, their**

territories, provided that such provisions do not attenuate the facilities provided for by this Convention.

#### Article 49

This Convention shall not prevent the application of greater facilities which Contracting Parties grant or may wish to grant either by unilateral provisions or by virtue of bilateral or multilateral agreements provided that such facilities do not impede the application of the provisions of this Convention, and in particular, TIR operations.

#### Article 50

The Contracting Parties shall communicate to one another, on request, information necessary for implementing the provisions of this Convention, and particularly information relating to the approval of road vehicles or containers and to the technical characteristics of their design.

#### Article 51

The Annexes to this Convention form an integral part of the Convention.

### Chapter VII

#### FINAL CLAUSES

#### Article 52

##### Signature, ratification, acceptance, approval and accession

1. All States Members of the United Nations or members of any of the specialized agencies or of the International Atomic Energy Agency or Parties to the Statute of the International Court of Justice, and any other State invited by the General Assembly of the United Nations, may become Contracting Parties to this Convention:

(a) by signing it without reservation of ratification, acceptance or approval;

- (b) by depositing an instrument of ratification, acceptance or approval after signing it subject to ratification, acceptance or approval; or
- (c) by depositing an instrument of accession.

2. This Convention shall be open from 1 January 1976 until 1 December 1976 inclusive for signature at the Office of the United Nations at Geneva by the States referred to in paragraph 1 of this Article. Thereafter it shall be open for their accession.

3. Customs or economic unions may, together with all their member States or at any time after all their member States have become Contracting Parties to this Convention, also become Contracting Parties to this Convention in accordance with the provisions of paragraphs 1 and 2 of this Article. However, these unions shall not have the right to vote.

4. The instruments of ratification, acceptance, approval or accession shall be deposited with the Secretary-General of the United Nations.

### Article 53

#### Entry into force

1. This Convention shall enter into force six months after the date on which five States referred to in Article 52, paragraph 1, have signed it without reservation of ratification, acceptance or approval or have deposited their instruments of ratification, acceptance, approval or accession.

2. After five States referred to in Article 52, paragraph 1, have signed it without reservation of ratification, acceptance or approval, or have deposited their instruments of ratification, acceptance, approval or accession, this Convention shall enter into force for further Contracting Parties six months after the date of the deposit of their instruments of ratification, acceptance, approval or accession.

3. Any instrument of ratification, acceptance, approval or accession deposited after the entry into force of an amendment to this Convention shall be deemed to apply to this Convention as amended.

4. Any such instrument deposited after an amendment has been accepted but before it has entered into force shall be deemed to apply to this Convention as amended on the date when the amendment enters into force.

**Article 54**

**Denunciation**

1. Any Contracting Party may denounce this Convention by so notifying the Secretary-General of the United Nations.
2. Denunciation shall take effect fifteen months after the date of receipt by the Secretary-General of the notification of denunciation.
3. The validity of TIR Carnets accepted by the Customs office of departure before the date when the denunciation takes effect shall not be affected thereby and the guarantee of the guaranteeing association shall hold good in accordance with the provisions of this Convention.

**Article 55**

**Termination**

If, after the entry into force of this Convention, the number of States which are Contracting Parties is for any period of twelve consecutive months reduced to less than five, the Convention shall cease to have effect from the end of the twelve-month period.

**Article 56**

**Termination of the operation of the TIR Convention, 1959**

1. Upon its entry into force, this Convention shall terminate and replace, in relations between the Contracting Parties to this Convention, the TIR Convention, 1959.
2. Certificates of approval issued in respect of road vehicles and containers under the conditions of the TIR Convention, 1959, shall be accepted during the period of their validity or any extension thereof for the transport of goods under Customs seal by Contracting Parties to this Convention, provided that such vehicles and containers continue to fulfil the conditions under which they were originally approved.

## Article 57

### Settlement of disputes

1. Any dispute between two or more Contracting Parties concerning the interpretation or application of this Convention shall, so far as possible be settled by negotiation between them or other means of settlement.
2. Any dispute between two or more Contracting Parties concerning the interpretation or application of this Convention which cannot be settled by the means indicated in paragraph 1 of this Article shall, at the request of one of them, be referred to an arbitration tribunal composed as follows: each Party to the dispute shall appoint an arbitrator and these arbitrators shall appoint another arbitrator, who shall be chairman. If, three months after receipt of a request, one of the Parties has failed to appoint an arbitrator or if the arbitrators have failed to elect the chairman, any of the Parties may request the Secretary-General of the United Nations to appoint an arbitrator or the chairman of the arbitration tribunal.
3. The decision of the arbitration tribunal established under the provisions of paragraph 2 shall be binding on the Parties to the dispute.
4. The arbitration tribunal shall determine its own rules of procedure.
5. Decisions of the arbitration tribunal shall be taken by majority vote.
6. Any controversy which may arise between the Parties to the dispute as regards the interpretation and execution of the award may be submitted by any of the Parties for judgment to the arbitration tribunal which made the award.

## Article 58

### Reservations

1. Any State may, at the time of signing, ratifying or acceding to this Convention, declare that it does not consider itself bound by Article 57, paragraphs 2 to 6, of this Convention. Other Contracting Parties shall not be bound by these paragraphs in respect of any Contracting Party which has entered such a reservation.
2. Any Contracting Party having entered a reservation as provided for in paragraph 1 of this Article may at any time withdraw such reservation by notifying the Secretary-General of the United Nations.

3. Apart from the reservations provided for in paragraph 1 of this Article, no reservation to this Convention shall be permitted.

**Article 58 bis**

**Administrative Committee**

An Administrative Committee composed of all the Contracting Parties shall be established. Its composition, functions and rules of procedure are set out in Annex 8.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

**Article 58 ter**

**TIR Executive Board**

The Administrative Committee shall establish a TIR Executive Board as a subsidiary body which will, on its behalf, fulfil the tasks entrusted to it by the Convention and by the Committee. Its composition, functions and rules of procedure are set out in Annex 8.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

**Article 59**

**Procedure for amending this Convention**

1. This Convention, including its Annexes, may be amended upon the proposal of a Contracting Party by the procedure specified in this Article.

2. Any proposed amendment to this Convention shall be considered by the Administrative Committee composed of all the Contracting Parties in accordance with the rules of procedure set out in Annex 8. Any such amendment considered or prepared during the meeting of the Administrative Committee and adopted by it by a two-thirds majority of the members present and voting shall be communicated by the Secretary-General of the United Nations to the Contracting Parties for their acceptance.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

3. Except as provided for under Article 60, any proposed amendment communicated in accordance with the preceding paragraph shall come into force with respect to all Contracting Parties three months after the expiry of a period of twelve months following the date of communication of the proposed amendment during which period no objection to the proposed amendment has been



communicated to the Secretary-General of the United Nations by a State which is a Contracting Party.

4. If an objection to the proposed amendment has been communicated in accordance with paragraph 3 of this Article, the amendment shall be deemed not to have been accepted and shall have no effect whatsoever.

#### Article 60

##### Special procedure for amending Annexes 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10

1. Any proposed amendment to Annexes 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10 considered in accordance with paragraphs 1 and 2 of Article 59 shall come into force on a date to be determined by the Administrative Committee at the time of its adoption, unless by a prior date determined by the Administrative Committee at the same time, one-fifth or five of the States which are Contracting Parties, whichever number is less, notify the Secretary-General of the United Nations of their objection to the amendment. Determination by the Administrative Committee of dates referred to in this paragraph shall be by a two-thirds majority of those present and voting.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999;  
ECE/TRANS/17/Amend.27; entered into force on 12 August 2006}

2. On entry into force, any amendment adopted in accordance with the procedures set out in paragraph 1 above shall for all Contracting Parties replace and supersede any previous provisions to which the amendment refers.

#### Article 61

##### Requests, communications and objections

The Secretary-General of the United Nations shall inform all Contracting Parties and all States referred to in Article 52, paragraph 1, of this Convention of any request, communication or objection under Articles 59 and 60 above and of the date on which any amendment enters into force.

#### Article 62

##### Review Conference

1. Any State which is a Contracting Party may, by notification to the Secretary-General of the United Nations, request that a conference be convened for the purpose of reviewing this Convention.

2. A review conference to which all Contracting Parties and all States referred to in Article 52, paragraph 1, shall be invited, shall be convened by the Secretary-General of the United Nations if, within a period of six months following the date of notification by the Secretary-General, not less than one-fourth of the States which are Contracting Parties notify him of their concurrence with the request.

3. A review conference to which all Contracting Parties and all States referred to in Article 52, paragraph 1, shall be invited shall also be convened by the Secretary-General of the United Nations upon notification of a request by the Administrative Committee. The Administrative Committee shall make a request if agreed to by a majority of those present and voting in the Committee.

4. If a conference is convened in pursuance of paragraphs 1 or 3 of this Article, the Secretary-General of the United Nations shall so advise all the Contracting Parties and invite them to submit, within a period of three months, the proposals which they wish the conference to consider. The Secretary-General of the United Nations shall circulate to all Contracting Parties the provisional agenda for the conference, together with the texts of such proposals, at least three months before the date on which the conference is to meet.

### Article 63

#### Notifications

In addition to the notifications and communications provided for in Articles 61 and 62, the Secretary-General of the United Nations shall notify all the States referred to in Article 52 of the following:

- (a) signatures, ratifications, acceptances, approvals and accessions under Article 52;
- (b) the dates of entry into force of this Convention in accordance with Article 53;
- (c) denunciations under Article 54;
- (d) the termination of this Convention under Article 55;
- (e) reservations under Article 58.

**Article 64**

**Authentic text**

**After 31 December 1976, the original of this Convention shall be deposited with the Secretary-General of the United Nations, who shall transmit certified true copies to each of the Contracting Parties and to the States referred to in Article 52, paragraph 1, which are not Contracting Parties.**

**IN WITNESS WHEREOF, the undersigned, being duly authorized thereto, have signed this Convention.**

**DONE at Geneva, this fourteenth day of November one thousand nine hundred and seventy-five, in a single copy in the English, French and Russian languages, the three texts being equally authentic.**

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**2.2 ANNEXES TO THE TIR CONVENTION, 1975**

**(INCLUDING EXPLANATORY NOTES  
AND COMMENTS THERETO)**



**Annex 1****MODEL OF THE TIR CARNET****VERSION 1**

1. The TIR Carnet is printed in French except for page 1 of the cover where the items are also printed in English. The "Rules regarding the Use of the TIR Carnet" given in French on page 2 of the cover are also printed in English on page 3 of the cover. The "Certified Report" may also appear, on its reverse side, in a language other than French, as may be appropriate.

{ECE/TRANS/17/Amend.18; entered into force on 1 August 1995}

2. Carnets used for TIR operations within a regional guarantee chain may be printed in any other official language of the United Nations except for page 1 of the cover where the items are also printed in English or French. The "Rules regarding the Use of the TIR Carnet" are printed on page 2 of the cover in the official language of the United Nations used and are also printed in English or French on page 3 of the cover.

**VERSION 2**

3. For the transport of tobacco and alcohol for which an increased guarantee may be claimed from the guaranteeing association, in line with Annex 6, Explanatory Note 0.8.3, Customs authorities shall request TIR Carnets to be clearly marked "TOBACCO/ALCOHOL" and "TABAC/ALCOOL" on the cover and on all vouchers. In addition, these Carnets must provide details, at least in English and French, on the categories of tobacco and alcohol guaranteed, on a separate sheet inserted into the Carnet following page 2 of the cover of the Carnet.

{ECE/TRANS/17/Amend.17; entered into force on 1 October 1994}

Explanatory Note to the model of the TIR Carnet

1.10 (c) Rules regarding the Use of the TIR Carnet

Loading lists annexed to the goods manifest

No. 10 (c) of the Rules regarding the Use of the TIR Carnet permits the use of loading lists as Annex to the TIR Carnet even when there would otherwise be enough space in the manifest to enter all the goods carried. However, this is 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 10 (c) are complied with.  
{ECE/TRANS/17/Amend.2; entered into force on 1 October 1980}

Comments to the model of the TIR Carnet

*Method of affixing additional documents*

*If, in line with No. 10 (c) or No. 11 of the Rules regarding the Use of the TIR Carnet, additional documents need to be attached to the vouchers or the cover of the TIR Carnet, the Customs authorities should attach them to the TIR Carnet by means of staples or other devices and by stamping them in such a way that their removal would leave obvious traces on the Carnet.*

*{TRANS/WP.30/139, paragraph 43; TRANS/WP.30/AC.2/29, Annex 3; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Goods description in the Goods Manifest (boxes 9-11 of the vouchers)*

*Customs administrations and TIR Carnet holders should strictly observe the Rules regarding the Use of the TIR Carnet. If necessary the goods should be described in attached documents which are to be stamped by Customs and reference to which is to be made in box 8 of the vouchers. At least the usual commercial description of goods is necessary allowing for their clear identification without ambiguity for Customs purposes.*

*{TRANS/GE.30/45, paragraphs 12-15; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Declaration of the goods value*

*The fact that there is no declaration of the value of goods on the TIR Carnet gives no ground for detention of the goods by Customs administrations.*

*{TRANS/GE.30/17, paragraph 44}*

### *Termination of a TIR operation*

*In boxes 24 to 28 of voucher No. 2, in addition to the required inscriptions, only one Customs stamp and one signature are necessary and sufficient to certify the termination of a TIR operation. Other authorities than Customs are not entitled to stamp and sign the vouchers, counterfoils and the front cover. The filling-in by the competent authorities of the counterfoil to voucher No. 2, including one Customs stamp, the date and the signature, indicates to the holder of a TIR Carnet and the guaranteeing association that the termination of the TIR operation has been certified, with or without reservation.*

*{TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

### *Customs stamps on the counterfoil*

*Sometimes, Customs authorities in transit countries do not stamp the counterfoils in TIR Carnets as stipulated in the Convention. Such occurrences, though not permissible, do not jeopardize the validity of the TIR transport operation as long as the TIR Carnet is accepted by the next Customs office of entry (en route).*

*{TRANS/WP.30/135, paragraph 57; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

### *Customs stamps on the yellow sheet*

*In some countries Customs authorities have requested the provision of Customs stamps on the yellow sheet in the TIR Carnet which is not intended for Customs use, but has been included into the TIR Carnet to provide an example, in the language of the country of departure, for filling-in of vouchers. It is therefore recommended to insert crosses in the TIR Carnet in boxes 13-15, 17, 23 and 28 as well as in box 6 on the counterfoil of the yellow sheet so as to indicate clearly that Customs stamps and signatures are not necessary on this yellow sheet in the TIR Carnet.*

*{TRANS/WP.30/139, paragraphs 48 and 49}*



*Language versions of the Rules regarding the Use of the TIR Carnet*

*It is recommended that the "Rules regarding the Use of the TIR Carnet" should also appear on the reverse side of the goods manifest (not for Customs use) contained in the TIR Carnet, in any language which might be appropriate to facilitate the proper filling-in and use of the TIR Carnet.*

*{TRANS/WP.30/159, paragraph 45}*

*Alternative forms of evidence for the termination of a TIR operation*

*With a view to establishing alternative evidence for the proper termination of a TIR operation, Customs authorities are recommended to use exceptionally, for example, the following information provided it has been furnished to their satisfaction:*

- *any official certificate or confirmation of the termination of a TIR operation covered by the same TIR transport made out by another Contracting Party following the respective TIR operation or confirmation of the transfer of the goods in question to another Customs procedure or another system of Customs control, e.g. clearance for home use;*
- *the duly stamped corresponding counterfoils No. 1 or No. 2 in the TIR Carnet by such a Contracting Party or a copy thereof to be provided by the international organization referred to in Article 6 of the Convention which must confirm that it is a true copy of the original.*

*{TRANS/WP.30/159, paragraph 38; TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Indication of reservations*

*Customs authorities should make any reservation about the termination of a TIR operation very clear and should also indicate the existence of a reservation by filling-in box 27 on voucher No. 2 of the TIR Carnet and by placing an "R" under item No. 5 on counterfoil No. 2 of the Carnet as well as by completion of the Certified Report of the TIR Carnet, if appropriate.*

*{TRANS/GE.30/8, paragraph 12; TRANS/WP.30/192, paragraph 26 ;  
TRANS/WP.30/AC.2/59, paragraph 46 and Annex 5}*

*Model of the TIR Carnet and TIR Carnet forms actually printed and distributed*

*In order to impede falsification of TIR Carnet forms and to facilitate their distribution and registration, TIR Carnet forms actually printed and distributed may contain additional details and features which do not appear in the model of the TIR Carnet reproduced in Annex 1, such as identification and page numbers, bar-coded as well as other special protective features. Such additional details and features shall be approved by the TIR Administrative Committee.*

*{TRANS/WP.30/192, paragraph 26; TRANS/WP.30/AC.2/59,  
paragraph 46 and Annex 5}*

*Filling-in of a TIR Carnet*

*No. 10 (b) of the Rules regarding the Use of the TIR Carnet does not forbid the filling-in by hand or by any other means, as long as the particulars on all sheets are clearly legible.*

*{TRANS/WP.30/200, paragraph 77; TRANS/WP.30/AC.2/67,  
paragraph 63 and Annex 3}*

*Filling-in of box 26 of voucher No. 2 and item 3 on the counterfoil No. 2 of the TIR Carnet*

*It is recommended that only Customs offices of destination and not Customs offices of exit (en route) fill-in the above mentioned boxes upon unloading.*

*{TRANS/WP.30/AC.2/69, paragraph 61 and Annex 4;  
TRANS/WP.30/AC.2/2003/9, paragraph 11}*

*Use of extra sheets in case of several Customs offices of departure or destination*

*According to No. 6 of the Rules regarding the Use of the TIR Carnet, two extra sheets are required for each additional Customs office of departure or destination. In line with Explanatory Note 0.1 (b), each national leg of a TIR transport carried out between two successive Customs offices, whatever their status, can be considered as a TIR operation. To ensure uninterrupted Customs control, it is recommended to use one set of vouchers No. 1/No. 2 and to apply a separate discharge procedure for each TIR operation. Where there are several Customs offices of departure, the succeeding Customs office(s) of departure not only start(s) a new TIR operation, but also certify(ies) the termination of the previous TIR operation by filling-in the respective voucher No.2 and counterfoil No.2 of the TIR Carnet. Thus, the succeeding Customs office(s) of departure also fulfil(s) the role of the Customs office of destination or exit (en route) for the goods loaded at the previous offices of departure. This also applies, mutatis mutandis, where there are several Customs offices of destination. The preceding office(s) of destination not only certify(ies) termination of the previous TIR operation, but also start(s) a new TIR operation by filling-in the respective voucher No.1 and counterfoil No.1 of the TIR Carnet. Thus, the preceding office(s) of destination also fulfil(s) the role of the Customs office of departure or entry (en route) for the goods bound for the subsequent office(s) of destination.*

*{TRANS/WP.30/AC.2/2003/13, paragraph 25 and Annex;  
TRANS/WP.30/AC.2/71, paragraph 68 and Annex 2}*

*Use of the TIR Carnet in case goods carried under the TIR procedure are refused to enter the territory of a Contracting Party*

*In case, in exceptional circumstances, competent authorities take the decision not to allow goods under the TIR procedure to enter the territory of their country, Customs authorities are strongly recommended to clearly indicate in Box “For official use” of all remaining Vouchers No. 1/2 the precise reason for this decision, including a clear reference to the provision(s) of national or international law on which this decision was based. In addition, Customs authorities should indicate in Box 5 of the concerned counterfoils No. 1 and 2: “Access refused”. {ECE/TRANS/WP.30/AC.2/2011/4 and ECE/TRANS/WP.30/AC.2/105 paragraph35}*



**References for version 1 of the model of the TIR Carnet**

ECE/TRANS/17/Amend.26; entered into force on 1 April 2006  
ECE/TRANS/17/Amend.21; entered into force on 12 May 2002  
ECE/TRANS/17/Amend.10; entered into force on 23 May 1989  
ECE/TRANS/17/Amend.8; entered into force on 1 August 1987  
ECE/TRANS/17/Amend.7 and Corr.1; entered into force on 1 August 1986  
ECE/TRANS/17/Amend.2; entered into force on 1 October 1980

**References for version 2 of the model of the TIR Carnet**

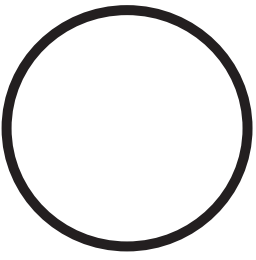
ECE/TRANS/17/Amend.26; entered into force on 1 April 2006  
ECE/TRANS/17/Amend.21; entered into force on 12 May 2002  
ECE/TRANS/17/Amend.17; entered into force on 1 October 1994



**Model of the TIR Carnet: VERSION 1**

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[Annex 1  
page 3]

<div style="border: 1px solid black; padding: 5px; display: inline-block;">(Name of International Organization)</div>	
<h1 style="margin: 0;">CARNET TIR*</h1>	
<h2 style="margin: 0;"><u>.....vouchers</u> <span style="background-color: #cccccc; padding: 2px 5px;">No</span></h2>	
<p>1. Valable pour prise en charge par le bureau de douane de départ jusqu'au _____ inclus <i>Valid for the acceptance of goods by the Customs office of departure up to and including</i></p> <p>2. Délivré par _____ <i>Issued by</i> _____ <small>(nom de l'association émettrice / name of issuing association)</small></p> <p>3. Titulaire _____ <i>Holder</i> _____ <small>(numéro d'identification, nom, adresse, pays / identification number, name, address, country)</small></p> <p>4. Signature du délégué de l'association émettrice et cachet de cette association: <i>Signature of authorized official of the issuing association and stamp of that association:</i></p> <p style="text-align: center;">○</p> <p>5. Signature du secrétaire de l'organisation internationale: <i>Signature of the secretary of the international organization:</i></p>	
(A remplir avant l'utilisation par le titulaire du carnet / To be completed before use by the holder of the carnet)	
<p>6. Pays de départ _____ <i>Country/Countries of departure <sup>(1)</sup></i></p> <p>7. Pays de destination _____ <i>Country/Countries of destination <sup>(1)</sup></i></p> <p>8. No(s) d'immatriculation du (des) véhicule(s) routier(s) <sup>(1)</sup> <i>Registration No(s), of road vehicle(s) <sup>(1)</sup></i></p> <p>9. Certificat(s) d'agrément du (des) véhicule(s) routier(s) (No et date) <sup>(1)</sup> <i>Certificate(s) of approval of road vehicle(s) (No, and date) <sup>(1)</sup></i></p> <p>10. No(s) d'identification du (des) conteneur(s) <sup>(1)</sup> <i>Identification No(s), of container(s) <sup>(1)</sup></i></p>	
<p>11. Observations diverses _____ <i>Remarks</i></p>	
<p>12. Signature du titulaire du carnet: <i>Signature of the carnet holder:</i></p>	
<p><sup>(1)</sup> Biffer la mention inutile <i>Strike out whichever does not apply</i></p>	

\* Voir annexe 1 de la Convention TIR, 1975, élaborée sous les auspices de la Commission économique des Nations Unies pour l'Europe.  
\* See annex 1 of the TIR Convention, 1975, prepared under the auspices of the United Nations Economic Commission for Europe.



## Model of the TIR Carnet: VERSION 1

Page 2 of cover

[Annex 1  
page 4]

### RÈGLES RELATIVES A L'UTILISATION DU CARNET TIR

#### A. Généralités

1. **Emission:** Le carnet TIR sera émis dans le pays de départ ou dans le pays où le titulaire est établi ou domicilié.
2. **Langue:** Le carnet TIR est imprimé en français, à l'exception de la page 1 de la couverture dont les rubriques sont imprimées également en anglais; les «Règles relatives à l'utilisation du carnet TIR» sont reproduites en version anglaise à la page 3 de ladite couverture. Par ailleurs, des feuillets supplémentaires donnant une traduction en d'autres langues du texte imprimé peuvent être ajoutés.  
Les carnets utilisés pour les transports TIR dans le cadre d'une chaîne de garantie régionale peuvent être imprimés dans l'une des langues officielles de l'Organisation des Nations Unies, à l'exception de la page 1 de la couverture, dont les rubriques sont également imprimées en anglais ou en français. Les «règles relatives à l'utilisation du carnet TIR» sont reproduites à la page 2 de la couverture dans la langue officielle de l'Organisation des Nations Unies utilisée, ainsi qu'en anglais ou en français à la page placée après le procès-verbal de constat.
3. **Validité:** Le carnet TIR demeure valable jusqu'à l'achèvement du transport TIR au bureau de douane de destination, pour autant qu'il ait été pris en charge au bureau de douane de départ dans le délai fixé par l'association émettrice (rubrique 1 de la page 1 de la couverture).
4. **Nombre de carnets:** Il pourra être établi un seul carnet TIR pour un ensemble de véhicules (véhicules couplés) ou pour plusieurs conteneurs chargés soit sur un seul véhicule soit sur un ensemble de véhicules (voir également la règle 10d) ci-dessous).
5. **Nombre de bureaux de douane de départ et de destination:** Les transports effectués sous le couvert d'un carnet TIR peuvent comporter plusieurs bureaux de douane de départ et de destination, mais le nombre total des bureaux de douane de départ et de destination ne pourra dépasser quatre. Le carnet TIR ne peut être présenté aux bureaux de douane de destination que si tous les bureaux de douane de départ l'ont pris en charge. (Voir également la règle 10 e) ci-dessous).
6. **Nombre de feuillets:** Si le transport comporte un seul bureau de douane de départ et un seul bureau de douane de destination, le carnet TIR devra comporter au moins 2 feuillets pour le pays de départ, 2 feuillets pour le pays de destination, puis 2 feuillets pour chaque autre pays dont le territoire est emprunté. Pour chaque bureau de douane de départ (ou de destination) supplémentaire, 2 autres feuillets seront nécessaires.
7. **Présentation aux bureaux de douane:** Le carnet TIR sera présenté avec le véhicule routier, l'ensemble de véhicules, le ou les conteneurs à chacun des bureaux de douane de départ, de passage et de destination. Au dernier bureau de douane de départ, la signature de l'agent et le timbre à date du bureau de douane doivent être apposés au bas du manifeste de tous les volets à utiliser pour la suite du transport (rubrique 17).

#### B. Manière de remplir le carnet TIR

8. **Grattage, surcharge:** Le carnet TIR ne comportera ni grattage, ni surcharge. Toute rectification devra être effectuée en bifant les indications erronées et en ajoutant, le cas échéant, les indications voulues. Toute modification devra être approuvée par son auteur et visée par les autorités douanières.
9. **Indication relative à l'immatriculation:** Lorsque les dispositions nationales ne prévoient pas l'immatriculation des remorques et semi-remorques, on indiquera, en lieu et place du No d'immatriculation, le No d'identification ou de fabrication.
10. **Manifeste:**
  - a) Le manifeste sera rempli dans la langue du pays de départ, à moins que les autorités douanières n'autorisent l'usage d'une autre langue. Les autorités douanières des autres pays empruntés se réservent le droit d'en exiger une traduction dans leur langue. En vue d'éviter des retards qui pourraient résulter de cette exigence, il est conseillé au transporteur de se munir des traductions nécessaires.
  - b) **Les indications portées sur le manifeste devraient être dactylographiées ou photocopiées de manière qu'elles soient nettement lisibles sur tous les feuillets. Les feuillets illisibles seront refusés par les autorités douanières.**
  - c) Des feuilles annexes du même modèle que le manifeste ou des documents commerciaux comportant toutes les indications du manifeste peuvent être attachés aux volets. Dans ce cas, tous les volets devront porter les indications suivantes:
    - i) nombre de feuilles annexes (case 8);
    - ii) nombre et nature des colis ou des objets ainsi que le poids brut total des marchandises énumérées sur ces feuilles annexes (cases 9 à 11).
  - d) Lorsque le carnet TIR couvre un ensemble de véhicules ou plusieurs conteneurs, le contenu de chaque véhicule ou de chaque conteneur sera indiqué séparément sur le manifeste. Cette indication devra être précédée du No d'immatriculation du véhicule ou du No d'identification du conteneur (rubrique 9 du manifeste).
  - e) De même, s'il y a plusieurs bureaux de douane de départ ou de destination, les inscriptions relatives aux marchandises prises en charge ou destinées à chaque bureau de douane seront nettement séparées les unes des autres sur le manifeste.
11. **Listes de colisage, photos, plans, etc:** Lorsque, pour l'identification des marchandises pondéreuses ou volumineuses, les autorités douanières exigeront que de tels documents soient annexés au carnet TIR, ces derniers seront visés par les autorités douanières et attachés à la page 2 de la couverture. Au surplus, une mention de ces documents sera faite dans la case 8 de tous les volets.
12. **Signature:** Tous les volets (rubriques 14 et 15) seront datés et signés par le titulaire du carnet TIR ou par son représentant.

#### C. Incidents ou accidents

13. S'il arrive en cours de route, pour une cause fortuite, qu'un scellement douanier soit rompu ou que des marchandises périssent ou soient endommagées, le transporteur s'adressera immédiatement aux autorités douanières s'il s'en trouve à proximité ou, à défaut, à d'autres autorités compétentes du pays où il se trouve. Ces dernières établiront dans le plus bref délai le procès-verbal de constat figurant dans le carnet TIR.
14. En cas d'accident nécessitant le transbordement sur un autre véhicule ou dans un autre conteneur, ce transbordement ne peut s'effectuer qu'en présence de l'une des autorités désignées à la règle 13 ci-dessus. Ladite autorité établira le procès-verbal de constat. A moins que le carnet ne porte la mention «marchandises pondéreuses ou volumineuses», le véhicule ou conteneur de substitution devra être agréé pour le transport de marchandises sous scelléments douaniers. En plus, il sera scellé et le scellement apposé sera indiqué dans le procès-verbal de constat. Toutefois, si aucun véhicule ou conteneur agréé n'est disponible, le transbordement pourra être effectué sur un véhicule ou dans un conteneur non agréé, pour autant qu'il offre des garanties suffisantes. Dans ce dernier cas, les autorités douanières des pays suivants apprécieront si elles peuvent, elles aussi, laisser continuer dans ce véhicule ou conteneur le transport sous le couvert du carnet TIR.
15. En cas de péril imminent nécessitant le déchargement immédiat, partiel ou total, le transporteur peut prendre des mesures de son propre chef sans demander ou sans attendre l'intervention des autorités visées à la règle 13 ci-dessus. Il aura alors à prouver qu'il a dû agir ainsi dans l'intérêt du véhicule ou conteneur ou de son chargement et, aussitôt après avoir pris les mesures préventives de première urgence, avertira une des autorités visées à la règle 13 ci-dessus pour faire constater les faits, vérifier le chargement, sceller le véhicule ou conteneur et établir le procès-verbal de constat.
16. Le procès-verbal de constat restera joint au carnet TIR jusqu'au bureau de douane de destination.
17. Il est recommandé aux associations de fournir aux transporteurs, outre au modèle inséré dans le carnet TIR lui-même, un certain nombre de formules de P.V. de constat rédigées dans la ou les langues des pays à traverser.

**Model of the TIR Carnet: VERSION 1**

[Annex 1  
page 5  
(white)]

<b>VOUCHER N° 1</b> PAGE 1		<b>1. TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. _____ 2. _____ 3. _____		3. Name of the international organization	
For official use		4. Holder of the carnet (identification number, name, address and country)	
		5. Country/Countries of departure	6. Country/Countries of destination
7. Registration No(s). of road vehicle(s)		8. Documents attached to the manifest	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
12. Total number of packages entered on the manifest Destination: 1. Customs office _____ 2. Customs office _____ 3. Customs office _____		13. I declare the information in items 1-12 above to be correct and complete 14. Place and date _____ 15. Signature of holder or agent _____	17. Customs office of departure, Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div>
18. Certificate for goods taken under control (Customs office of departure or of entry en route)			
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit		
21. Registered by the Customs office at _____ under No. _____			
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.)			
23. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div>			
<b>COUNTERFOIL N° 1</b> PAGE 1		<b>of TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>	
1. Accepted by the Customs office at _____			
2. Under No. _____			
3. Seals or identification marks applied _____			
4. <input type="checkbox"/> Seals or identification marks found to be intact			
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) _____ _____			
		6. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div>	

**Model of the TIR Carnet: VERSION 1**

[Annex 1  
page 6  
(green)]

<b>VOUCHER N° 2</b> PAGE 2		<b>1. TIR CARNET</b> <span style="float: right; border: 1px solid black; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. _____ 2. _____ 3. _____		3. Name of the international organization	
For official use		4. Holder of the carnet (identification number, name, address and country)	
		5. Country/Countries of departure	6. Country/Countries of destination
7. Registration No(s). of road vehicle(s)		8. Documents attached to the manifest	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
12. Total number of packages entered on the manifest Destination:		13. I declare the information in items 1-12 above to be correct and complete 14. Place and date 15. Signature of holder or agent	17. Customs office of departure, Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div>
1. Customs office			
2. Customs office			
3. Customs office			
18. Certificate for goods taken under control (Customs office of departure or of entry en route)		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination)	
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit	<input type="checkbox"/> 25. Seals or identification marks found to be intact	
21. Registered by the Customs office at _____ under No. _____		26. Number of packages for which the termination of the TIR operation is certified	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.)		27. Reservations	
23. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div>		28. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div>	
<b>COUNTERFOIL N° 2</b> PAGE 2		<b>of TIR CARNET</b> <span style="float: right; border: 1px solid black; padding: 2px;">No</span>	
1. Arrival certified by the Customs office at _____		6. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div>	
<input type="checkbox"/> 2. Seals or identification marks found to be intact			
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) _____			
4. New seals affixed _____			
5. Reservations _____			
_____			

TIR CARNET  
PAGE 2

**Model of the TIR Carnet: VERSION 1**

[Annex 1  
page 7  
(yellow)]

<b>Certified report</b> <small>Drawn up in accordance with article 25 of the TIR Convention (See also Rules 13 to 17 regarding the use of the TIR carnet)</small>			
1. Customs office(s) of departure	2. <b>TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>		
3. Name of the international organization			
4. Registration No(s), of road vehicle(s) Identification No(s), of container(s)	5. Holder of the carnet (identification number, name, address and country)		
6. The Customs seal(s) is/are	intact <input type="checkbox"/>	not intact <input type="checkbox"/>	8. Remarks
7. The load compartment(s) or container(s) is/are	intact <input type="checkbox"/>	not intact <input type="checkbox"/>	
9. <input type="checkbox"/> No goods appeared to be missing <input type="checkbox"/> The goods indicated in items 10 to 13 are missing (M) or have been destroyed (D) as indicated in column 12			
10. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	11. Number and type of packages or articles; description of goods	12. M or D	13. Remarks (give particulars of quantities missing or destroyed)
14. Date, place and circumstances of the accident			
15. Measures taken to enable the TIR operation to continue <input type="checkbox"/> affixing of new seals: number _____ description _____ <input type="checkbox"/> transfer of load (see item 16 below) <input type="checkbox"/> other			
16. If the goods have been transferred: description of road vehicle(s)/container(s) substituted			
	Registration No.	Approved	No. of certificate of approval
(a) vehicle	_____	Yes <input type="checkbox"/> No <input type="checkbox"/>	_____ / _____
	Identification No.	<input type="checkbox"/> <input type="checkbox"/>	_____ / _____
(b) container	_____	<input type="checkbox"/> <input type="checkbox"/>	_____ / _____
	_____	<input type="checkbox"/> <input type="checkbox"/>	_____ / _____
17. Authority which drew up this certified report		18. Endorsement of next Customs office reached by the TIR transport	
_____	Signature	_____	Signature
Place/Date/Stamp			
<input type="checkbox"/> Mark the appropriate boxes with a cross			

## Model of the TIR Carnet: VERSION 1

Page 3 of cover

[Annex 1  
page 8]

### RULES REGARDING THE USE OF THE TIR CARNET

#### A. General

1. **Issue:** The TIR carnet may be issued either in the country of departure or in the country in which the holder is established or resident.
2. **Language:** The TIR carnet is printed in French, except for page 1 of the cover where the items are also printed in English; this page is a translation of the « Rules regarding the use of the TIR carnet » given in French on page 2 of the cover. Additional sheets giving a translation of the printed text may also be inserted.  
Carnets used for TIR transports within a regional guarantee chain may be printed in any other official language of the United Nations except for page 1 of the cover where items are also printed in English or French. The "Rules regarding the use of the TIR Carnet" are printed on page 2 of the cover in the official language of the United Nations used and are also printed in English or French on page 3 of the cover.
3. **Validity:** The TIR carnet remains valid until the completion of the TIR transport at the Customs office of destination, provided that it has been taken under Customs control at the Customs office of departure within the time-limit set by the issuing association (item 1 of page 1 of the cover).
4. **Number of carnets:** Only one TIR carnet need be required for a combination of vehicles (coupled vehicles) or for several containers loaded either on a single vehicle or on a combination of vehicles (see also rule 10 d) below).
5. **Number of Customs offices of departure and Customs offices of destination:** Transport under cover of a TIR carnet may involve several Customs offices of departure and destination but the total number of Customs offices of departure and destination shall not exceed four. The TIR carnet may only be presented to Customs offices of destination if all Customs offices of departure have accepted the TIR carnet (see also rule 10 e) below).
6. **Number of forms:** Where there is only one Customs office of departure and one Customs office of destination, the TIR carnet must contain at least 2 sheets for the country of departure, 2 sheets for the country of destination and 2 sheets for each country traversed. For each additional Customs office of departure (or destination) 2 extra sheets shall be required.
7. **Presentation at Customs offices:** The TIR carnet shall be presented with the road vehicle, combination of vehicles, or container(s) at each Customs office of departure, Customs office *en route* and Customs office of destination. At the last Customs office of departure, the Customs Officer shall sign and date stamp item 17 below the manifest on all vouchers to be used on the remainder of the journey.

#### B. How to fill in the TIR carnet

8. **Erasures, over-writing:** No erasures or over-writing shall be made on the TIR carnet. Any correction shall be made by crossing out the incorrect particulars and adding, if necessary, the required particulars. Any change shall be initialled by the person making it and endorsed by the Customs authorities.
9. **Information concerning registration:** When national legislation does not provide for registration of trailers and semi-trailers, the identification or manufacturer's no. shall be shown instead of the registration no.
10. **The manifest:**
  - (a) The manifest shall be completed in the language of the country of departure, unless the Customs authorities allow another language to be used. The Customs authorities of the other countries traversed reserve the right to require its translation into their own language. In order to avoid delays which might ensue from this requirement, carriers are advised to supply the driver of the vehicle with the requisite translations.
  - (b) **The information on the manifest should be typed or multicopied in such a way as to be clearly legible on all sheets. Illegible sheets will not be accepted by the Customs authorities.**
  - (c) Separate sheets of the same model as the manifest or commercial documents providing all the information required by the manifest, may be attached to the vouchers. In such cases, all the vouchers must bear the following particulars:
    - (i) the number of sheets attached (box 8);
    - (ii) the number and type of the packages or articles and the total gross weight of the goods listed on the attached sheets (boxes 9 to 11).
  - (d) When the TIR carnet covers a combination of vehicles or several containers, the contents of each vehicle or each container shall be indicated separately on the manifest. This information shall be preceded by the registration no. of the vehicle or the identification no. of the container (item 9 of the manifest).
  - (e) Likewise, if there are several Customs offices of departure or of destination, the entries concerning the goods taken under Customs control at, or intended for, each Customs office shall be clearly separated from each other on the manifest.
11. **Packing lists, photographs, plans, etc:** When such documents are required by the Customs authorities for the identification of heavy or bulky goods, they shall be endorsed by the Customs authorities and attached to page 2 of the cover of the carnet. In addition, a reference shall be made to these documents in box 8 of all vouchers.
12. **Signature:** All vouchers (items 14 and 15) must be dated and signed by the holder of the carnet or his agent.

#### C. Incidents or accidents

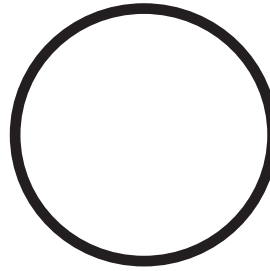
13. In the event of Customs seals being broken or goods being destroyed or damaged by accident *en route* the carrier shall immediately contact the Customs authorities, if there are any near at hand, or, if not, any other competent authorities of the country he is in. The authorities concerned shall draw up with the minimum delay the certified report which is contained in the TIR carnet.
14. In the event of an accident necessitating transfer of the load to another vehicle or another container, this transfer may be carried out only in the presence of one of the authorities mentioned in rule 13 above. The said authority shall draw up the certified report. Unless the carnet carries the words « Heavy or bulky goods », the vehicle or container substituted must be one approved for the transport of goods under Customs seals. Furthermore, it shall be sealed and details of the seal affixed shall be indicated in the certified report. However, if no approved vehicle or container is available, the goods may be transferred to an unapproved vehicle or container, provided it affords adequate safeguards. In the latter event, the Customs authorities of succeeding countries shall judge whether they, too, can allow the transport under cover of the TIR carnet to continue in that vehicle or container.
15. In the event of imminent danger necessitating immediate unloading of the whole or of part of the load, the carrier may take action on his own initiative, without requesting or waiting for action by the authorities mentioned in rule 13 above. It shall then be for him to furnish proof that he was compelled to take such action in the interests of the vehicle or container or of the load and, as soon as he has taken such preventive measures as the emergency may require, he shall notify one of the authorities mentioned in rule 13 above in order that the facts may be verified, the load checked, the vehicle or container sealed and the certified report drawn up.
16. The certified report shall remain attached to the TIR carnet until the Customs office of destination is reached.
17. In addition to the model form inserted in the TIR carnet itself, associations are recommended to furnish carriers with a supply of certified report forms in the language or languages of the countries of transit.

**Model of the TIR Carnet: VERSION 2**

Page 1 of cover

[Annex 1  
page 9]

(Name of International Organization)

**CARNET TIR\*****.....vouchers****No**

1. Valable pour prise en charge par le bureau de douane de départ jusqu'au \_\_\_\_\_ inclus  
*Valid for the acceptance of goods by the Customs office of departure up to and including*
2. Délivré par \_\_\_\_\_  
*Issued by*  
\_\_\_\_\_  
*(nom de l'association émettrice / name of issuing association)*
3. Titulaire \_\_\_\_\_  
*Holder*  
\_\_\_\_\_  
*(numéro d'identification, nom, adresse, pays / identification number, name, address, country)*
4. Signature du délégué de l'association émettrice et cachet de cette association:  
*Signature of authorized official of the issuing association and stamp of that association:*
5. Signature du secrétaire de l'organisation internationale:  
*Signature of the secretary of the international organization:*



(A remplir avant l'utilisation par le titulaire du carnet / To be completed before use by the holder of the carnet)

6. Pays de départ \_\_\_\_\_  
*Country/Countries of departure <sup>(1)</sup>*
7. Pays de destination \_\_\_\_\_  
*Country/Countries of destination <sup>(1)</sup>*
8. No(s) d'immatriculation du (des) véhicule(s) routier(s) <sup>(1)</sup>  
*Registration No(s). of road vehicle(s) <sup>(1)</sup>*
9. Certificat(s) d'agrément du (des) véhicule(s) routier(s) (No et date) <sup>(1)</sup>  
*Certificate(s) of approval of road vehicle(s) (No. and date) <sup>(1)</sup>*
10. No(s) d'identification du (des) conteneur(s) <sup>(1)</sup>  
*Identification No(s). of container(s) <sup>(1)</sup>*

11. Observations diverses \_\_\_\_\_  
*Remarks*

12. Signature du titulaire du carnet:  
*Signature of the carnet holder:*

<sup>(1)</sup> Biffer la mention inutile  
*Strike out whichever does not apply*

\* Voir annexe 1 de la Convention TIR, 1975, élaborée sous les auspices de la Commission économique des Nations Unies pour l'Europe.  
\* See annex 1 of the TIR Convention, 1975, prepared under the auspices of the United Nations Economic Commission for Europe.

## Model of the TIR Carnet: VERSION 2

Page 2 of cover

[Annex 1  
page 10]

### RÈGLES RELATIVES A L'UTILISATION DU CARNET TIR

#### A. Généralités

1. **Emission:** Le carnet TIR sera émis dans le pays de départ ou dans le pays où le titulaire est établi ou domicilié.
2. **Langue:** Le carnet TIR est imprimé en français, à l'exception de la page 1 de la couverture dont les rubriques sont imprimées également en anglais; les «Règles relatives à l'utilisation du carnet TIR» sont reproduites en version anglaise à la page 3 de ladite couverture. Par ailleurs, des feuillets supplémentaires donnant une traduction en d'autres langues du texte imprimé peuvent être ajoutés.  
Les carnets utilisés pour les transports TIR dans le cadre d'une chaîne de garantie régionale peuvent être imprimés dans l'une des langues officielles de l'Organisation des Nations Unies, à l'exception de la page 1 de la couverture, dont les rubriques sont également imprimées en anglais ou en français. Les «règles relatives à l'utilisation du carnet TIR» sont reproduites à la page 2 de la couverture dans la langue officielle de l'Organisation des Nations Unies utilisée, ainsi qu'en anglais ou en français à la page placée après le procès-verbal de constat.
3. **Validité:** Le carnet TIR demeure valable jusqu'à l'achèvement du transport TIR au bureau de douane de destination, pour autant qu'il ait été pris en charge au bureau de douane de départ dans le délai fixé par l'association émettrice (rubrique 1 de la page 1 de la couverture).
4. **Nombre de carnets:** Il pourra être établi un seul carnet TIR pour un ensemble de véhicules (véhicules couplés) ou pour plusieurs conteneurs chargés soit sur un seul véhicule soit sur un ensemble de véhicules (voir également la règle 10d) ci-dessous).
5. **Nombre de bureaux de douane de départ et de destination:** Les transports effectués sous le couvert d'un carnet TIR peuvent comporter plusieurs bureaux de douane de départ et de destination, mais le nombre total des bureaux de douane de départ et de destination ne pourra dépasser quatre. Le carnet TIR ne peut être présenté aux bureaux de douane de destination que si tous les bureaux de douane de départ l'ont pris en charge. (Voir également la règle 10 e) ci-dessous).
6. **Nombre de feuillets:** Si le transport comporte un seul bureau de douane de départ et un seul bureau de douane de destination, le carnet TIR devra comporter au moins 2 feuillets pour le pays de départ, 2 feuillets pour le pays de destination, puis 2 feuillets pour chaque autre pays dont le territoire est emprunté. Pour chaque bureau de douane de départ (ou de destination) supplémentaire, 2 autres feuillets seront nécessaires.
7. **Présentation aux bureaux de douane:** Le carnet TIR sera présenté avec le véhicule routier, l'ensemble de véhicules, le ou les conteneurs à chacun des bureaux de douane de départ, de passage et de destination. Au dernier bureau de douane de départ, la signature de l'agent et le timbre à date du bureau de douane doivent être apposés au bas du manifeste de tous les volets à utiliser pour la suite du transport (rubrique 17).

#### B. Manière de remplir le carnet TIR

8. **Grattage, surcharge:** Le carnet TIR ne comportera ni grattage, ni surcharge. Toute rectification devra être effectuée en bifant les indications erronées et en ajoutant, le cas échéant, les indications voulues. Toute modification devra être approuvée par son auteur et visée par les autorités douanières.
9. **Indication relative à l'immatriculation:** Lorsque les dispositions nationales ne prévoient pas l'immatriculation des remorques et semi-remorques, on indiquera, en lieu et place du No d'immatriculation, le No d'identification ou de fabrication.
10. **Manifeste:**
  - a) Le manifeste sera rempli dans la langue du pays de départ, à moins que les autorités douanières n'autorisent l'usage d'une autre langue. Les autorités douanières des autres pays empruntés se réservent le droit d'en exiger une traduction dans leur langue. En vue d'éviter des retards qui pourraient résulter de cette exigence, il est conseillé au transporteur de se munir des traductions nécessaires.
  - b) **Les indications portées sur le manifeste devraient être dactylographiées ou polycopiées de manière qu'elles soient nettement lisibles sur tous les feuillets. Les feuillets illisibles seront refusés par les autorités douanières.**
  - c) Des feuilles annexes du même modèle que le manifeste ou des documents commerciaux comportant toutes les indications du manifeste peuvent être attachés aux volets. Dans ce cas, tous les volets devront porter les indications suivantes:
    - i) nombre de feuilles annexes (case 8);
    - ii) nombre et nature des colis ou des objets ainsi que le poids brut total des marchandises énumérées sur ces feuilles annexes (cases 9 à 11).
  - d) Lorsque le carnet TIR couvre un ensemble de véhicules ou plusieurs conteneurs, le contenu de chaque véhicule ou de chaque conteneur sera indiqué séparément sur le manifeste. Cette indication devra être précédée du No d'immatriculation du véhicule ou du No d'identification du conteneur (rubrique 9 du manifeste).
  - e) De même, s'il y a plusieurs bureaux de douane de départ ou de destination, les inscriptions relatives aux marchandises prises en charge ou destinées à chaque bureau de douane seront nettement séparées les unes des autres sur le manifeste.
11. **Listes de colisage, photos, plans, etc:** Lorsque, pour l'identification des marchandises pondéreuses ou volumineuses, les autorités douanières exigeront que de tels documents soient annexés au carnet TIR, ces derniers seront visés par les autorités douanières et attachés à la page 2 de la couverture. Au surplus, une mention de ces documents sera faite dans la case 8 de tous les volets.
12. **Signature:** Tous les volets (rubriques 14 et 15) seront datés et signés par le titulaire du carnet TIR ou par son représentant.

#### C. Incidents ou accidents

13. S'il arrive en cours de route, pour une cause fortuite, qu'un scellement douanier soit rompu ou que des marchandises périssent ou soient endommagées, le transporteur s'adressera immédiatement aux autorités douanières s'il s'en trouve à proximité ou, à défaut, à d'autres autorités compétentes du pays où il se trouve. Ces dernières établiront dans le plus bref délai le procès-verbal de constat figurant dans le carnet TIR.
14. En cas d'accident nécessitant le transbordement sur un autre véhicule ou dans un autre conteneur, ce transbordement ne peut s'effectuer qu'en présence de l'une des autorités désignées à la règle 13 ci-dessus. Ladite autorité établira le procès-verbal de constat. A moins que le carnet ne porte la mention «marchandises pondéreuses ou volumineuses», le véhicule ou conteneur de substitution devra être agréé pour le transport de marchandises sous scelléments douaniers. En plus, il sera scellé et le scellement apposé sera indiqué dans le procès-verbal de constat. Toutefois, si aucun véhicule ou conteneur agréé n'est disponible, le transbordement pourra être effectué sur un véhicule ou dans un conteneur non agréé, pour autant qu'il offre des garanties suffisantes. Dans ce dernier cas, les autorités douanières des pays suivants apprécieront si elles peuvent, elles aussi, laisser continuer dans ce véhicule ou conteneur le transport sous le couvert du carnet TIR.
15. En cas de péril imminent nécessitant le déchargement immédiat, partiel ou total, le transporteur peut prendre des mesures de son propre chef sans demander ou sans attendre l'intervention des autorités visées à la règle 13 ci-dessus. Il aura alors à prouver qu'il a dû agir ainsi dans l'intérêt du véhicule ou conteneur ou de son chargement et, aussitôt après avoir pris les mesures préventives de première urgence, avertira une des autorités visées à la règle 13 ci-dessus pour faire constater les faits, vérifier le chargement, sceller le véhicule ou conteneur et établir le procès-verbal de constat.
16. Le procès-verbal de constat restera joint au carnet TIR jusqu'au bureau de douane de destination.
17. Il est recommandé aux associations de fournir aux transporteurs, outre au modèle inséré dans le carnet TIR lui-même, un certain nombre de formules de P.V. de constat rédigées dans la ou les langues des pays à traverser.

**Model of the TIR Carnet: VERSION 2**

[Annex 1  
page 11]

**Liste des marchandises devant être  
impérativement transportées sous le couvert  
de ce carnet TIR tabac/alcool**

- 1) Alcool éthylique non dénaturé d'un titre alcoométrique volumique de 80% vol ou plus (code SH: 22.07.10)
- 2) Alcool éthylique non dénaturé d'un titre alcoométrique volumique de moins de 80%; eaux-de-vie, liqueurs et autres boissons spiritueuses; préparations alcooliques composées des types utilisés pour la fabrication des boissons (code SH: 22.08)
- 3) Cigares (y compris ceux à bout coupé) et cigarillos, contenant du tabac (code SH: 24.02.10)
- 4) Cigarettes contenant du tabac (code SH: 24.02.20)
- 5) Tabac à fumer, même contenant des succédanés de tabac en toute proportion (code SH: 24.03.10)

**List of goods which must be transported  
under cover of this  
tobacco/alcohol TIR carnet**

- (1) Undenatured ethyl alcohol of an alcoholic strength by volume of 80% vol or higher (HS code: 22.07.10)
- (2) Undenatured ethyl alcohol of an alcoholic strength by volume of less than 80% vol; spirits, liqueurs and other spirituous beverages; compound alcoholic preparations of a kind used for the manufacture of beverages (HS code: 22.08)
- (3) Cigars, cheroots and cigarillos, containing tobacco (HS code: 24.02.10)
- (4) Cigarettes containing tobacco (HS code: 24.02.20)
- (5) Smoking tobacco, whether or not containing tobacco substitutes in any proportion (HS code: 24.03.10)

**Перечень грузов, которые должны  
перевозиться с применением  
настоящей книжки МДП  
"Табачные изделия/Алкобольные напитки"**

- 1) Неденатурированный этиловый спирт, содержащий по объему не менее 80% чистого спирта (код СС: 22.07.10)
- 2) Неденатурированный этиловый спирт, содержащий по объему менее 80% чистого спирта; спирты, ликеры и другие спиртные напитки; соединения на спиртовой основе, используемые для изготовления напитков (код СС: 22.08)
- 3) Сигары, манильские сигары и сигары типа "сигарильо", содержащие табак (код СС: 24.02.10)
- 4) Сигареты, содержащие табак (код СС: 24.02.20)
- 5) Курительный табак, содержащий заменители табака в любой пропорции или не содержащий их (код СС: 24.03.10)





**Model of the TIR Carnet: VERSION 2**

[Annex 1  
page 13  
(green)]

<b>VOUCHER N° 2</b> PAGE 2		<b>1. TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. _____ 2. _____ 3. _____		3. Name of the international organization _____	
For official use		4. Holder of the carnet (identification number, name, address and country)	
		5. Country/Countries of departure	6. Country/Countries of destination
7. Registration No(s). of road vehicle(s)		8. Documents attached to the manifest	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
12. Total number of packages entered on the manifest Destination: 1. Customs office _____ 2. Customs office _____ 3. Customs office _____		13. I declare the information in items 1-12 above to be correct and complete 14. Place and date _____ 15. Signature of holder or agent _____	17. Customs office at departure. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; margin: 0 auto;"></div>
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <input type="checkbox"/> 19. Seals or identification marks found to be intact		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination) <input type="checkbox"/> 25. Seals or identification marks found to be intact	
20. Time-limit for transit _____		26. Number of packages for which the termination of the TIR operation is certified _____	
21. Registered by the Customs office at _____ under No. _____		27. Reservations _____	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) _____		28. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; margin: 0 auto;"></div>	
23. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; margin: 0 auto;"></div>			
<b>COUNTERFOIL N° 2</b> PAGE 2 <b>of TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>			
1. Arrival certified by the Customs office at _____ <input type="checkbox"/> Seals or Identification marks found to be intact		6. Customs officer's signature and Customs office date stamp <div style="text-align: center; border: 1px solid black; width: 40px; height: 40px; border-radius: 50%; margin: 0 auto;"></div>	
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) _____ 4. New seals affixed _____ 5. Reservations _____			

TIR CARNET  
PAGE 2  
No

**Model of the TIR Carnet: VERSION 2**

[Annex 1  
page 14  
(yellow)]

<b>Certified report</b> <small>Drawn up in accordance with article 25 of the TIR Convention (See also Rules 13 to 17 regarding the use of the TIR carnet)</small>																																							
1. Customs office(s) of departure	2. <b>TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>																																						
3. Name of the international organization																																							
4. Registration No(s), of road vehicle(s) Identification No(s), of container(s)	5. Holder of the carnet (identification number, name, address and country)																																						
6. The Customs seal(s) is/are	intact <input type="checkbox"/> not intact <input type="checkbox"/>	8. Remarks																																					
7. The load compartment(s) or container(s) is/are	intact <input type="checkbox"/> not intact <input type="checkbox"/>																																						
9. <input type="checkbox"/> No goods appeared to be missing <input type="checkbox"/> The goods indicated in items 10 to 13 are missing (M) or have been destroyed (D) as indicated in column 12																																							
10. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	11. Number and type of packages or articles; description of goods	12. M or D	13. Remarks (give particulars of quantities missing or destroyed)																																				
14. Date, place and circumstances of the accident																																							
15. Measures taken to enable the TIR operation to continue <input type="checkbox"/> affixing of new seals: number _____ description _____ <input type="checkbox"/> transfer of load (see item 16 below) <input type="checkbox"/> other																																							
16. If the goods have been transferred: description of road vehicle(s)/container(s) substituted <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 10%;"></th> <th style="width: 10%; text-align: center;">Approved</th> <th style="width: 10%;"></th> <th style="width: 10%;"></th> <th style="width: 10%;"></th> </tr> <tr> <td></td> <td style="text-align: center;">Registration No.</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">No</td> <td style="text-align: center;">No. of certificate of approval</td> <td style="text-align: center;">Number and particulars of seals affixed</td> </tr> </thead> <tbody> <tr> <td>(a) vehicle</td> <td>_____</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td>_____</td> <td>_____/_____/_____</td> </tr> <tr> <td></td> <td style="text-align: center;">Identification No.</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td>_____</td> <td>_____/_____/_____</td> </tr> <tr> <td>(b) container</td> <td>_____</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td>_____</td> <td>_____/_____/_____</td> </tr> <tr> <td></td> <td>_____</td> <td style="text-align: center;"><input type="checkbox"/></td> <td style="text-align: center;"><input type="checkbox"/></td> <td>_____</td> <td>_____/_____/_____</td> </tr> </tbody> </table>						Approved					Registration No.	Yes	No	No. of certificate of approval	Number and particulars of seals affixed	(a) vehicle	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____		Identification No.	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____	(b) container	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____		_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____
		Approved																																					
	Registration No.	Yes	No	No. of certificate of approval	Number and particulars of seals affixed																																		
(a) vehicle	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____																																		
	Identification No.	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____																																		
(b) container	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____																																		
	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____/_____																																		
17. Authority which drew up this certified report	18. Endorsement of next Customs office reached by the TIR transport																																						
_____ Place/Date/Stamp	_____ Signature	_____ Signature																																					
<input type="checkbox"/> Mark the appropriate boxes with a cross																																							

## Model of the TIR Carnet: VERSION 2

Page 3 of cover

[Annex 1  
page 15]

### RULES REGARDING THE USE OF THE TIR CARNET

#### A. General

1. **Issue:** The TIR carnet may be issued either in the country of departure or in the country in which the holder is established or resident.
2. **Language:** The TIR carnet is printed in French, except for page 1 of the cover where the items are also printed in English; this page is a translation of the « Rules regarding the use of the TIR carnet » given in French on page 2 of the cover. Additional sheets giving a translation of the printed text may also be inserted.  
Carnets used for TIR transports within a regional guarantee chain may be printed in any other official language of the United Nations except for page 1 of the cover where items are also printed in English or French. The "Rules regarding the use of the TIR Carnet" are printed on page 2 of the cover in the official language of the United Nations used and are also printed in English or French on page 3 of the cover.
3. **Validity:** The TIR carnet remains valid until the completion of the TIR transport at the Customs office of destination, provided that it has been taken under Customs control at the Customs office of departure within the time-limit set by the issuing association (item 1 of page 1 of the cover).
4. **Number of carnets:** Only one TIR carnet need be required for a combination of vehicles (coupled vehicles) or for several containers loaded either on a single vehicle or on a combination of vehicles (see also rule 10 d) below).
5. **Number of Customs offices of departure and Customs offices of destination:** Transport under cover of a TIR carnet may involve several Customs offices of departure and destination but the total number of Customs offices of departure and destination shall not exceed four. The TIR carnet may only be presented to Customs offices of destination if all Customs offices of departure have accepted the TIR carnet (see also rule 10 e) below).
6. **Number of forms:** Where there is only one Customs office of departure and one Customs office of destination, the TIR carnet must contain at least 2 sheets for the country of departure, 2 sheets for the country of destination and 2 sheets for each country traversed. For each additional Customs office of departure (or destination) 2 extra sheets shall be required.
7. **Presentation at Customs offices:** The TIR carnet shall be presented with the road vehicle, combination of vehicles, or container(s) at each Customs office of departure, Customs office *en route* and Customs office of destination. At the last Customs office of departure, the Customs Officer shall sign and date stamp item 17 below the manifest on all vouchers to be used on the remainder of the journey.

#### B. How to fill in the TIR carnet

8. **Erasures, over-writing:** No erasures or over-writing shall be made on the TIR carnet. Any correction shall be made by crossing out the incorrect particulars and adding, if necessary, the required particulars. Any change shall be initialed by the person making it and endorsed by the Customs authorities.
9. **Information concerning registration:** When national legislation does not provide for registration of trailers and semi-trailers, the identification or manufacturer's no. shall be shown instead of the registration no.
10. **The manifest:**
  - (a) The manifest shall be completed in the language of the country of departure, unless the Customs authorities allow another language to be used. The Customs authorities of the other countries traversed reserve the right to require its translation into their own language. In order to avoid delays which might ensue from this requirement, carriers are advised to supply the driver of the vehicle with the requisite translations.
  - (b) **The information on the manifest should be typed or multicopied in such a way as to be clearly legible on all sheets. Illegible sheets will not be accepted by the Customs authorities.**
  - (c) Separate sheets of the same model as the manifest or commercial documents providing all the information required by the manifest, may be attached to the vouchers. In such cases, all the vouchers must bear the following particulars:
    - (i) the number of sheets attached (box 8);
    - (ii) the number and type of the packages or articles and the total gross weight of the goods listed on the attached sheets (boxes 9 to 11).
  - (d) When the TIR carnet covers a combination of vehicles or several containers, the contents of each vehicle or each container shall be indicated separately on the manifest. This information shall be preceded by the registration no. of the vehicle or the identification no. of the container (item 9 of the manifest).
  - (e) Likewise, if there are several Customs offices of departure or of destination, the entries concerning the goods taken under Customs control at, or intended for, each Customs office shall be clearly separated from each other on the manifest.
11. **Packing lists, photographs, plans, etc:** When such documents are required by the Customs authorities for the identification of heavy or bulky goods, they shall be endorsed by the Customs authorities and attached to page 2 of the cover of the carnet. In addition, a reference shall be made to these documents in box 8 of all vouchers.
12. **Signature:** All vouchers (items 14 and 15) must be dated and signed by the holder of the carnet or his agent.

#### C. Incidents or accidents

13. In the event of Customs seals being broken or goods being destroyed or damaged by accident *en route* the carrier shall immediately contact the Customs authorities, if there are any near at hand, or, if not, any other competent authorities of the country he is in. The authorities concerned shall draw up with the minimum delay the certified report which is contained in the TIR carnet.
14. In the event of an accident necessitating transfer of the load to another vehicle or another container, this transfer may be carried out only in the presence of one of the authorities mentioned in rule 13 above. The said authority shall draw up the certified report. Unless the carnet carries the words « Heavy or bulky goods », the vehicle or container substituted must be one approved for the transport of goods under Customs seals. Furthermore, it shall be sealed and details of the seal affixed shall be indicated in the certified report. However, if no approved vehicle or container is available, the goods may be transferred to an unapproved vehicle or container, provided it affords adequate safeguards. In the latter event, the Customs authorities of succeeding countries shall judge whether they, too, can allow the transport under cover of the TIR carnet to continue in that vehicle or container.
15. In the event of imminent danger necessitating immediate unloading of the whole or of part of the load, the carrier may take action on his own initiative, without requesting or waiting for action by the authorities mentioned in rule 13 above. It shall then be for him to furnish proof that he was compelled to take such action in the interests of the vehicle or container or of the load and, as soon as he has taken such preventive measures as the emergency may require, he shall notify one of the authorities mentioned in rule 13 above in order that the facts may be verified, the load checked, the vehicle or container sealed and the certified report drawn up.
16. The certified report shall remain attached to the TIR carnet until the Customs office of destination is reached.
17. In addition to the model form inserted in the TIR carnet itself, associations are recommended to furnish carriers with a supply of certified report forms in the language or languages of the countries of transit.



**Annex 2****REGULATIONS ON TECHNICAL CONDITIONS APPLICABLE TO  
ROAD VEHICLES WHICH MAY BE ACCEPTED FOR  
INTERNATIONAL TRANSPORT UNDER CUSTOMS SEAL****Article 1****Basic principles**

Approval for the international transport of goods under Customs seal may be granted only to vehicles, the load compartments of which are constructed and equipped in such a manner that:

- (a) no goods can be removed from or introduced into, the sealed part of the vehicle without leaving obvious traces of tampering or without breaking the Customs seal;
- (b) Customs seals can be simply and effectively affixed to them;
- (c) they contain no concealed spaces where goods may be hidden;
- (d) all spaces capable of holding goods are readily accessible for Customs inspection.

**Comments to Article 1*****Cylindrical tanks of vehicles***

*Optional tanks should not be considered as load compartments as long as they serve for the vehicle's fuel supply. Additional tanks used for the transport of goods other than fuel should also not be considered as load compartments due to technical difficulties concerning their approval and distinction from normal fuel tanks.*

*{TRANS/GE.30/39, paragraphs 51-54}*

*Markings on load compartments*

*Paintings, transfers, bands of reflective material and other similar markings which cannot be torn off the walls or sheets of load compartments are permissible if they do not cover up the structure of the walls or sheets, which should still be clearly visible. Stickers and other similar markings which could hide openings in the load compartments should not, however, be allowed (see also comment to Annex 2, Article 3, paragraph 5).  
{TRANS/WP.30/151, paragraph 39; TRANS/GE.30/57, paragraph 45}*

**Article 2****Structure of load compartments**

- 1. To meet the requirements of Article 1 of these Regulations:**
  - (a) the constituent parts of the load compartment (sides, floor, doors, roof, uprights, frames, cross-pieces, etc.) shall be assembled either by means of devices which cannot be removed and replaced from the outside without leaving obvious traces or by such methods as will produce a structure which cannot be modified without leaving obvious traces. When the sides, floor, doors and roof are made up of various components, these shall meet the same requirements and be of sufficient strength;**

Explanatory Note to Article 2, paragraph 1 (a)

- 2.2.1 (a) Assembly of constituent parts
  - (a) Where joining devices (rivets, screws, bolts and nuts, etc.) are used, a sufficient number of such devices shall be inserted from outside, traverse the assembled constituent parts, protrude inside and there be firmly secured (e.g. riveted, welded, bushed or bolted and swaged or welded on the nut). However, conventional rivets (i.e. rivets whose placing requires handling from both sides of the assembly of constituent parts) may also be inserted from the inside;

Notwithstanding the above, load compartment floors may be secured by means of self-tapping screws, self-drilling rivets or rivets inserted by means of an explosive charge or pins inserted pneumatically, when placed from inside and passing at right-angles through the floor and the metallic cross-pieces underneath, on condition, except in the case of self-tapping screws, that some of their ends be flush with the level of the outside part of the cross-piece or be welded on to it.

{ECE/TRANS/17/Amend.3; entered into force on 1 October 1981}

- (b) The competent authority shall determine what joining devices, and how many of them, must fulfil the requirements of subparagraph (a) of this note; they shall do so by making sure that the constituent parts so assembled cannot be displaced and replaced without leaving obvious traces. The choice and placing of other joining devices are not subject to any restriction;
- (c) Joining devices which can be removed and replaced from one side without leaving obvious traces, i.e. without requiring handling from both sides of the constituent parts to be assembled, shall not be allowed under subparagraph (a) of this note. Examples of such devices are expansion rivets, blind rivets and the like;
- (d) The assembly methods described above shall apply to special vehicles, for example to insulated vehicles, refrigerated vehicles and tank-vehicles in so far as they are not incompatible with the technical requirements which such vehicles must fulfil having regard to their use. Where, due to technical reasons, it is not practicable to secure parts in the manner described in subparagraph (a) of this note, the constituent parts may be joined by means of the devices mentioned in subparagraph (c) of this note provided that the devices used on the inner face of the wall are not accessible from the outside.



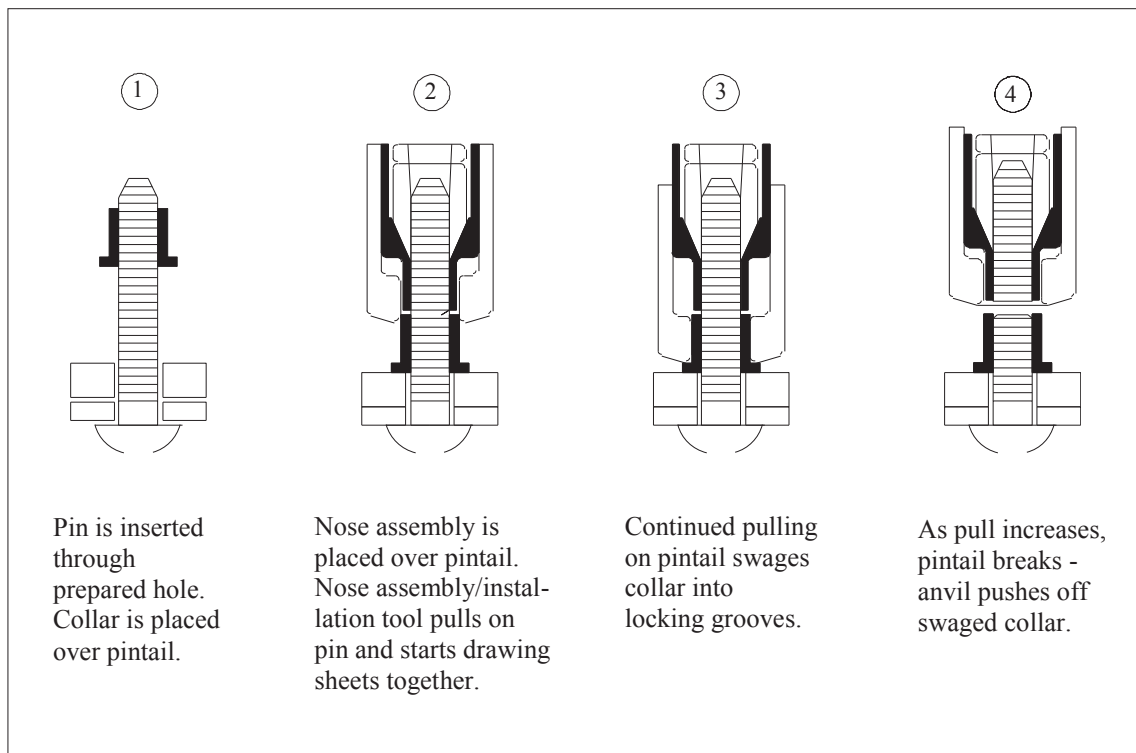
Comments to Explanatory Note 2.2.1 (a)

1. *Joining device*

*The joining device illustrated below is in accordance with Annex 2, Article 2, paragraph 1(a) provided that a sufficient number of such devices are inserted from the outside and firmly secured from the inside as stipulated in Annex 6, Explanatory Note 2.2.1 (a).*

*{TRANS/WP.30/123, paragraphs 34-36; TRANS/WP.30/127, paragraph 45; TRANS/WP.30/AC.2/23, Annex 3}*

Installation sequence

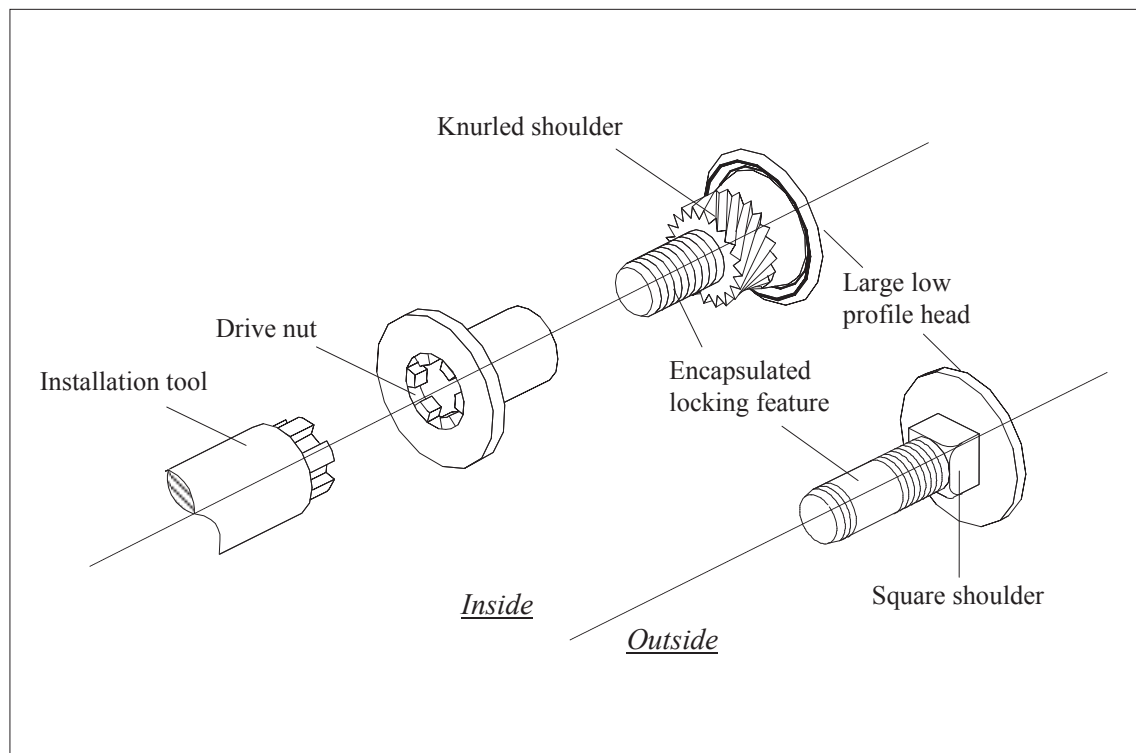


## 2. *Joining device*

*The joining device, examples of which are given below, is in accordance with Annex 6, Explanatory Note 2.2.1 (a). In view of its inherent technical characteristics such as the large low profile head, the knurled or square shoulder on the underside of the large low profile head and the encapsulated (plastic grip) locking feature the device can be firmly secured on the inside of the load compartments without requiring welding, riveting, etc. While the assembly of the joining device requires handling from both sides of the constituent parts to be assembled, the device can only be opened on the drive nut side, e.g. on the inside of the load compartment. The device with the square shoulder is usually applied to fix hinges to load compartments.*

*{TRANS/WP.30/135, paragraphs 43 and 44; TRANS/WP.30/137, paragraphs 59-61; TRANS/WP.30/AC.2/27, Annex 3}*

### Examples of a joining device



*Pneumatically inserted pins for securing load compartment floors*

*In one system of construction, nails with spirally-threaded stems are used which in many respects resemble self-tapping screws, and give greater holding strength when the floor is relatively thin. In this method, the friction produced when the nail is driven in causes the zinc chromate coating of the stem and of the material of the floor cross-piece to melt, thus satisfactorily welding them together.*

*{TRANS/GE.30/33, paragraph 125; TRANS/GE.30/GRCC/10, paragraphs 52-54}*

*Self-tapping, self-drilling screws*

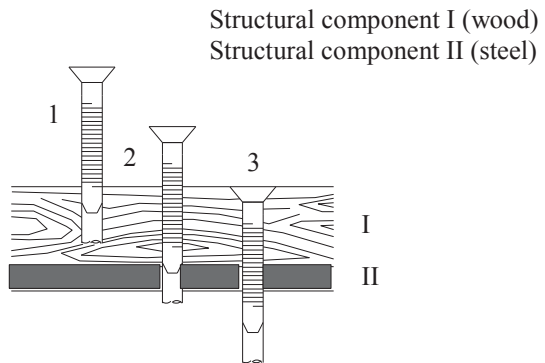
*The self-tapping, self-drilling screw shown in sketch 1 is not regarded as a self-tapping screw in the meaning of Annex 6, Explanatory Note 2.2.1 (a) (a) of the Convention. Such a self-tapping, self-drilling screw shall, in accordance with the provisions of Explanatory Notes 2.2.1 (a) (a) and (b) of Annex 6 be welded on to the metallic cross-pieces underneath. Alternatively, the protruding part of some of these screws could instead be bent to an angle of at least 45° as shown in sketch 2. If, however, used together with a floor construction, examples of which are provided for in sketches 3 and 4, welding or bending of the screws is not considered to be necessary.*

*{TRANS/WP.30/135, paragraphs 48-51; TRANS/WP.30/AC.2/27, Annex 3}*

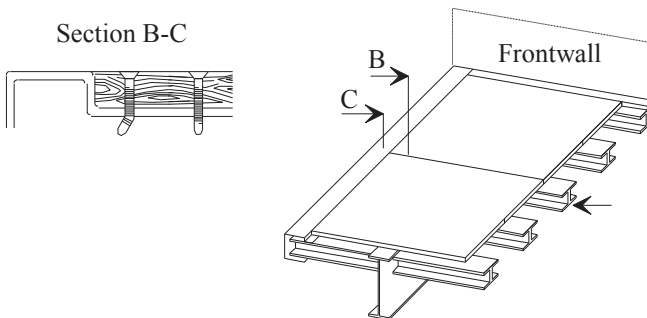
Sketch 1

## Setting procedure

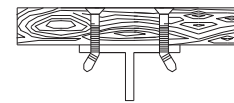
1. Drilling into wood
2. Wood and steel purlin penetrated (the wings break off on contact with the metal)
3. Conclusion of thread formation (structural components I and II fastened together)



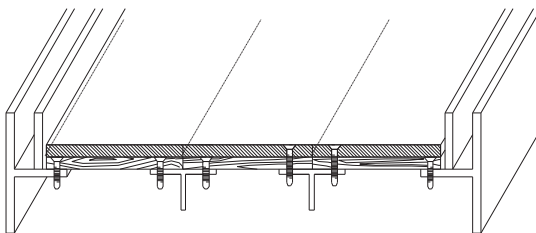
## Section B-C

Sketch 2

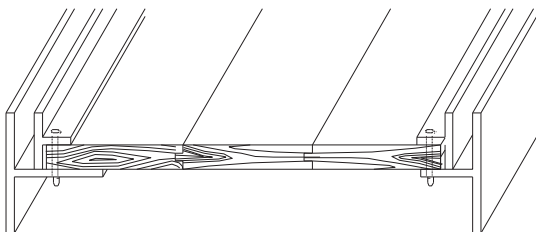
## View A

Sketch 3

Floor and additional hard-wearing floor cover, secured to the chassis underneath by self-drilling self-tapping screws

Sketch 4

Floor, consisting of matched boards secured to the chassis underneath by self-drilling self-tapping screws



Validity of blind rivets

*In general, the use of blind rivets for the assembly of constituent parts of load compartment is not allowed under the Convention as stipulated in Annex 6, Explanatory Note 2.2.1 (a) (c). However, blind rivets can be used on condition that a sufficient number of joining devices as described in Annex 6, Explanatory Note 2.2.1 (a) (a) of the Convention are used to assemble constituent parts.*

*{TRANS/WP.30/137, paragraphs 54-58; TRANS/WP.30/AC.2/29, Annex 3}*

- (b) doors and all other closing systems (including stopcocks, manhole-covers, flanges etc.) shall be fitted with a device on which Customs seals can be fixed. This device must be such that it cannot be removed and replaced from the outside without leaving obvious traces, or the door or fastening be opened without breaking the Customs seals. The latter shall be adequately protected. Opening roofs shall be permitted;**

Explanatory Note to Article 2, paragraph 1 (b)

2.2.1 (b) Doors and other closing systems

- (a) The device on which Customs seals can be fixed must:
- (i) be secured by welding, or by not less than two joining devices conforming to subparagraph (a) of Explanatory Note 2.2.1 (a); or
  - (ii) be so designed that when the load compartment has been closed and sealed the device cannot be removed without leaving obvious traces.

It must also:

- (iii) incorporate holes of not less than 11 mm in diameter or slots of at least 11 mm in length by 3 mm in width, and
  - (iv) afford equal security whatever type of seal is used.
- (b) Butt hinges, strap hinges, hinge-pins and other devices for hanging doors and the like must be secured in conformity with the requirements of subparagraphs (a) (i) and (ii) of this note. Moreover, the various components of such devices (e.g. hinge-plates, pins or swivels), provided that they are necessary to guarantee Customs security of the load compartment, shall be so fitted that they cannot be removed or dismantled when the load compartment is closed and sealed without leaving obvious traces (see sketch No. 1a appended to Annex 6).

However, where such a device is not accessible from outside it will suffice if, when the door or the like has been closed and sealed, it cannot be detached from the hinge or similar device without leaving obvious traces. Where a door or closure-device has more than two hinges, only those two hinges nearest to the extremities of the door need to be fixed in conformity with the requirements of subparagraph (a) (i) and (ii) above.

{ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}

Comments to Explanatory Note 2.2.1 (b) (b)

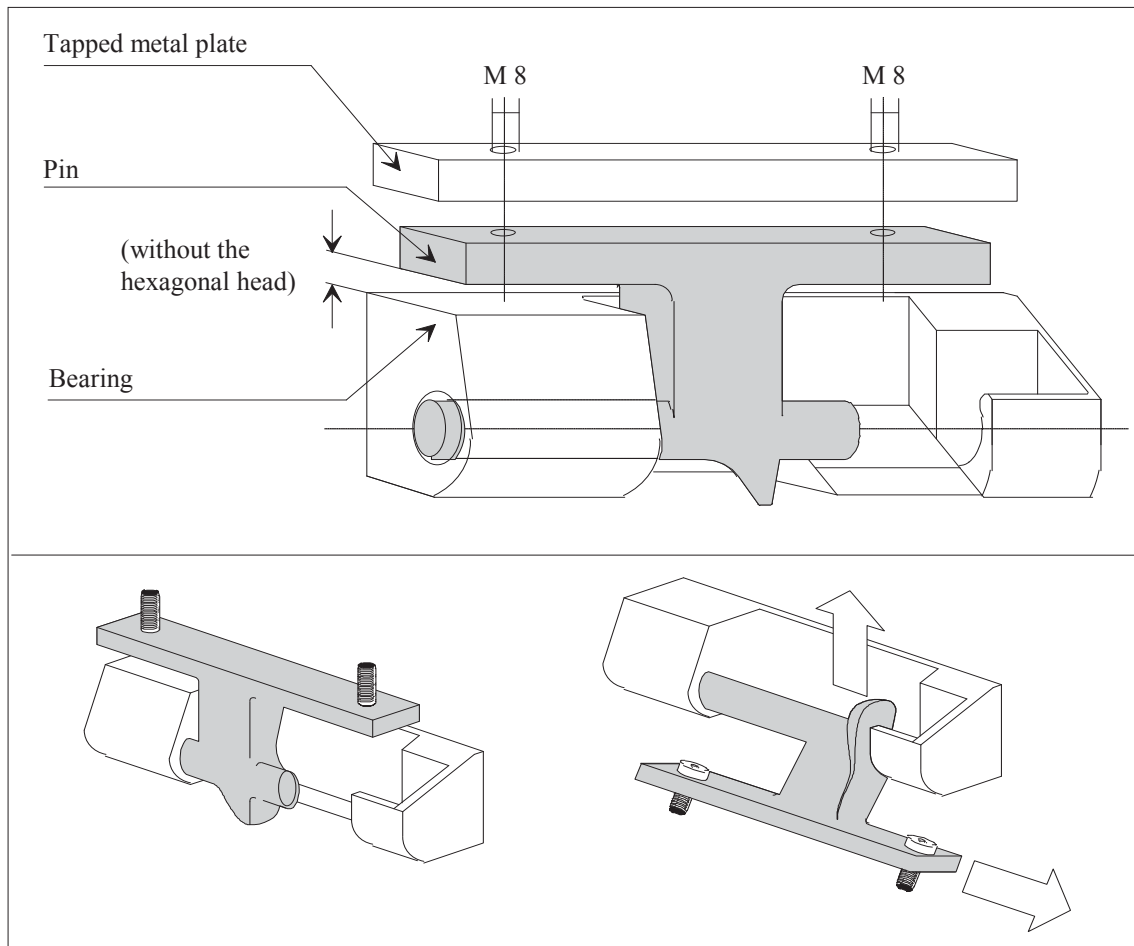
*Door or closure-device having more than two hinges*

*In the case where a door or closure-device has more than two hinges, the competent authorities may require additional hinges to be secured, to fulfil the requirements of Annex 2, Article 1 of the Convention.*

*{TRANS/WP.30/AC.2/35, Annex 6; TRANS/WP.30/155, paragraph 45}*

### *Butt-hinges*

*The device illustrated below meets the requirements of Annex 6, Explanatory Note 2.2.1 (b), subparagraph (b) in conjunction with subparagraph (a) (ii).*



### *Description:*

*The pin and the bearing of this device have a special shape which makes it impossible to dismantle these items when the hinge is closed. A screw with a hexagonal head protruding beyond the pin should be used. The space between the screw head and the bearing, when the hinge is closed, should be so small as to prevent the removal of the screw without leaving obvious traces. In this case it would not be necessary to weld the screws.*

*{TRANS/WP.30/123, paragraphs 46 and 47 and Annex 2;  
TRANS/WP.30/AC.2/23, Annex 3}*

- (c) 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 compartments by means of the following systems:
- (i) Set bolts or set screws which are inserted from the outside but which do not otherwise meet the requirements of Explanatory Note 2.2.1 (a), subparagraph (a) above, on condition that:
- the tails of the set bolts or set screws are fixed into a tapping plate or similar device fitted behind the outer layer or layers of the door structure, and
  - the heads of the 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 appended to Annex 6);
- (ii) A fastening device which is inserted from the inside of the insulated door construction on condition that:
- the fastening pin and securing collar of the device are assembled by pneumatic or hydraulic tooling and fixed behind a plate or similar device fitted between the outer layer of the door structure and the insulation; and
  - the head of the fastening pin is not accessible from the inside of the load compartment; and



- a sufficient number of securing collars and fastening pins are welded together and the devices cannot be removed without leaving visible signs of tampering (see sketch No. 5 appended to Annex 6).

{ECE/TRANS/17/Amend.13; entered into force on 1 August 1991}

The term "insulated load compartment" is to be taken to include refrigerated and isothermic load compartments.

Comment to Explanatory Note 2.2.1 (b) (c) (ii)

*The text of the first indent could be better understood if, after the wording: "assembled by pneumatic or hydraulic tooling" the words: "and fixed" are replaced by: "securing the head of the pin".*  
{TRANS/WP.30/AC.2/29, paragraph 25}

- (d) Vehicles comprising a large number of such closures as valves, stopcocks, manhole covers, flanges and the like must be designed so as to keep the number of Customs seals to a minimum. To this end, neighbouring closures must be interconnected by a common device requiring only one Customs seal, or must be provided with a cover meeting the same purpose;
- (e) Vehicles with opening roofs must be constructed in such a manner as to permit sealing with a minimum number of Customs seals.
- (f) In cases where more than one Customs seal are required for Customs secure sealing, the number of such seals shall be indicated in the Certificate of Approval under point 5 (Annex 4 to the TIR Convention, 1975). A sketch or photographs of the road vehicle shall be attached to the Certificate of Approval showing the exact location of the Customs seals.  
{ECE/TRANS/17/Amend.23; entered into force on 7 November 2003}

Comment to Explanatory Note 2.2.1 (b) (f)

*Implementation period for the inclusion in the Certificate of Approval of the number and place of seals when more than one Customs seal is required*

*The provisions of Explanatory Note 2.2.1 (b) (f), which come into force on 7 August 2003 shall be applicable for road vehicles to be approved for the first time or on the occasion of the biennial inspection and renewal of the approval after entry into force of Explanatory Note 2.2.1 (b)(f) where appropriate. As a consequence, as of 7 August 2005, all road vehicles, requiring more than one seal for Customs secure sealing, shall need to be equipped with a Certificate of Approval in line with Explanatory Note 2.2.1 (b) (f).*

*{TRANS/WP.30/206, paragraph 62 and Annex 2;  
TRANS/WP.30/AC.2/69, paragraph 59 and Annex 2;  
TRANS/WP.30/AC.2/69/Corr.1}*

Comments to Article 2, paragraph 1 (b)

*Securing of doors*

*In the case of doors of vehicles or containers which are not refrigerated nor insulated but have an interior lining, the devices (bolts, rivets, etc.) securing the hinges and the Customs sealing device must pass through the whole thickness of the door (including the lining) and be visibly secured on the inside.*

*{TRANS/GE.30/14, paragraph 101}*

*Number of Customs seals*

*Comment has been deleted*

*{TRANS/WP.30/AC.2/69, Annex 2}*

*Examples of Customs sealing devices*

*In order to achieve Customs secure sealing of load compartments and containers, sealing devices have to fulfil the requirements of Annex 6, Explanatory Note 2.2.1 (b), subparagraph (a) (see Figures 1-4). Furthermore, Customs seals have to be affixed in accordance with the following requirements:*

*The fastening rope is not longer than necessary and is properly tightened;*

*The fastening rope is going through the TIR rings;*

*Customs seals are affixed as tight as possible;*

*The securing of other parts of the closing system, e.g. handles of locking mechanisms, cam engaging devices, locking rod saddles are secured as stipulated in Annex 6, Explanatory Note 2.2.1(a), subparagraph (a) (see Figures 1-4).*

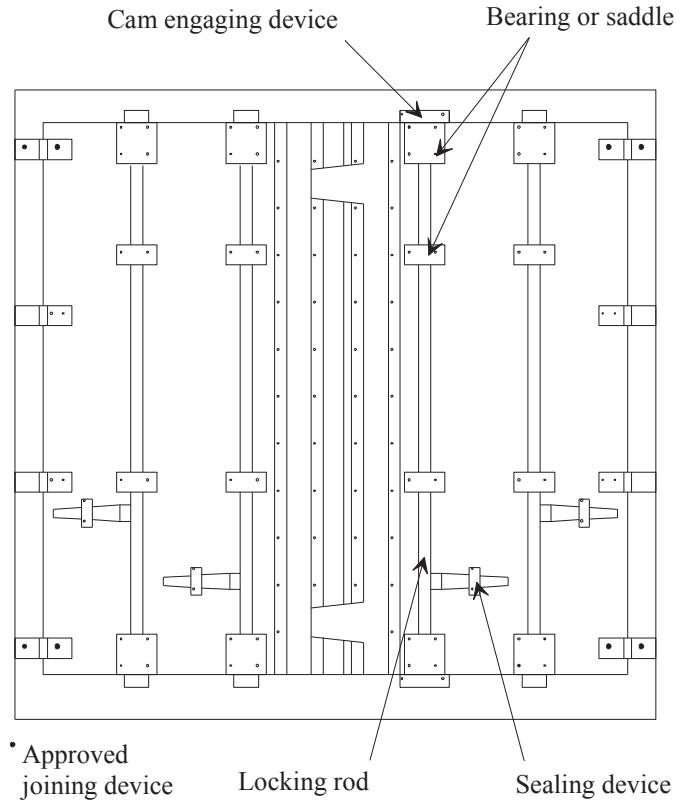
*It should be borne in mind that the effectiveness of any sealing device will be reduced if wear and tear exists in, for instance, locking rods, hinges or cam engaging devices. Appropriate measures should be taken to identify such instances.*

*{TRANS/WP.30/145, paragraph 17; TRANS/WP.30/AC.2/31, Annex 3}*

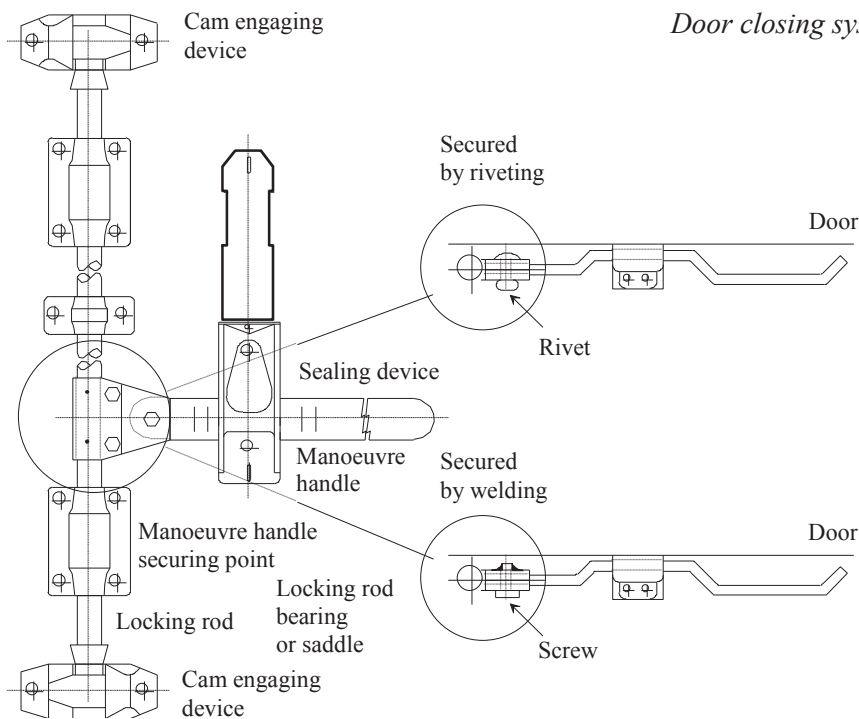
Figure 1

*Example of a rear door load compartment and container showing a Customs secure door closing system*

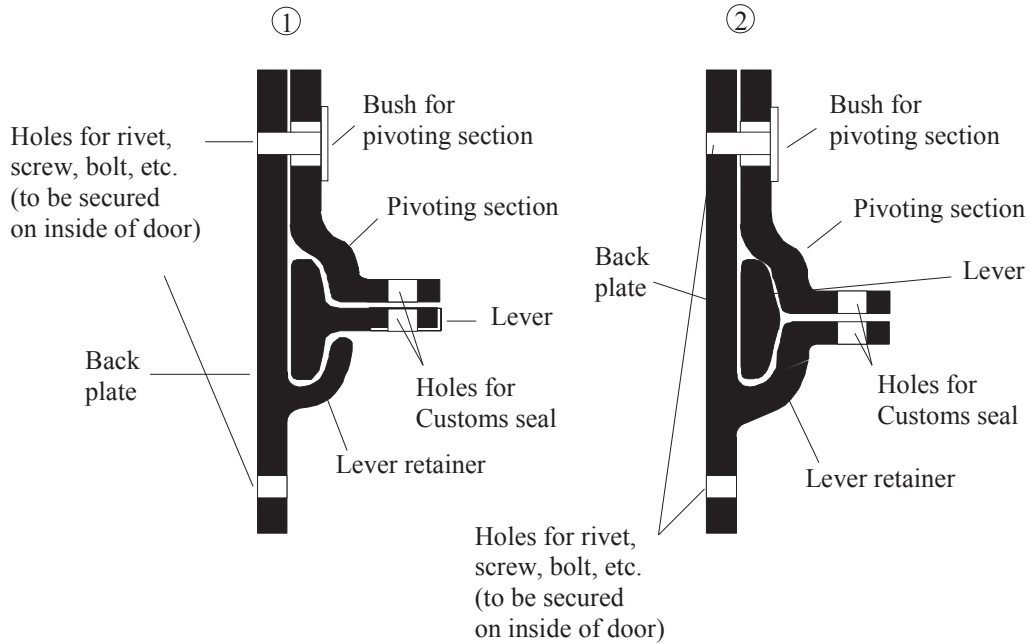
*Rear door*



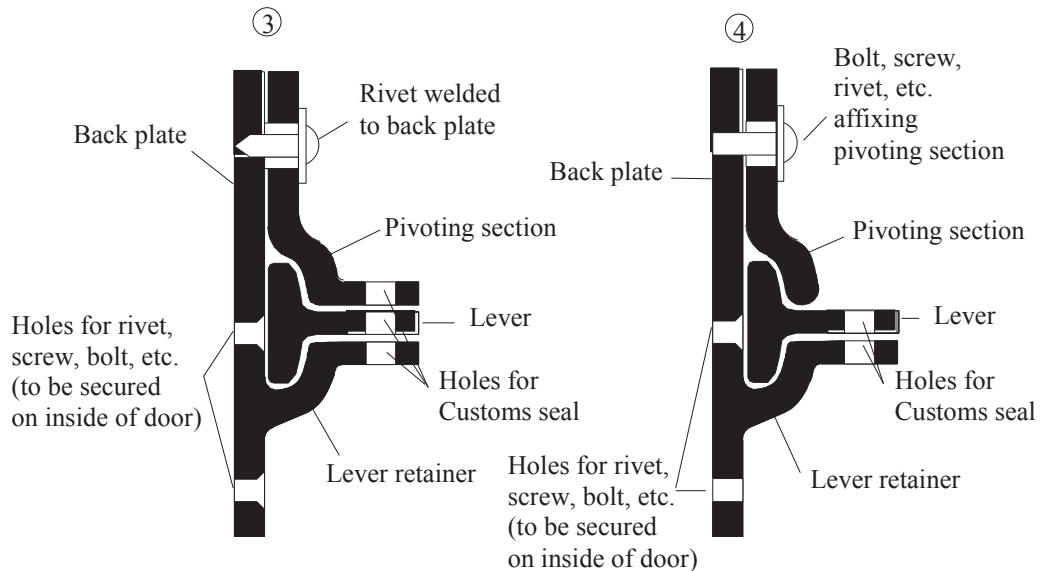
*Door closing system*



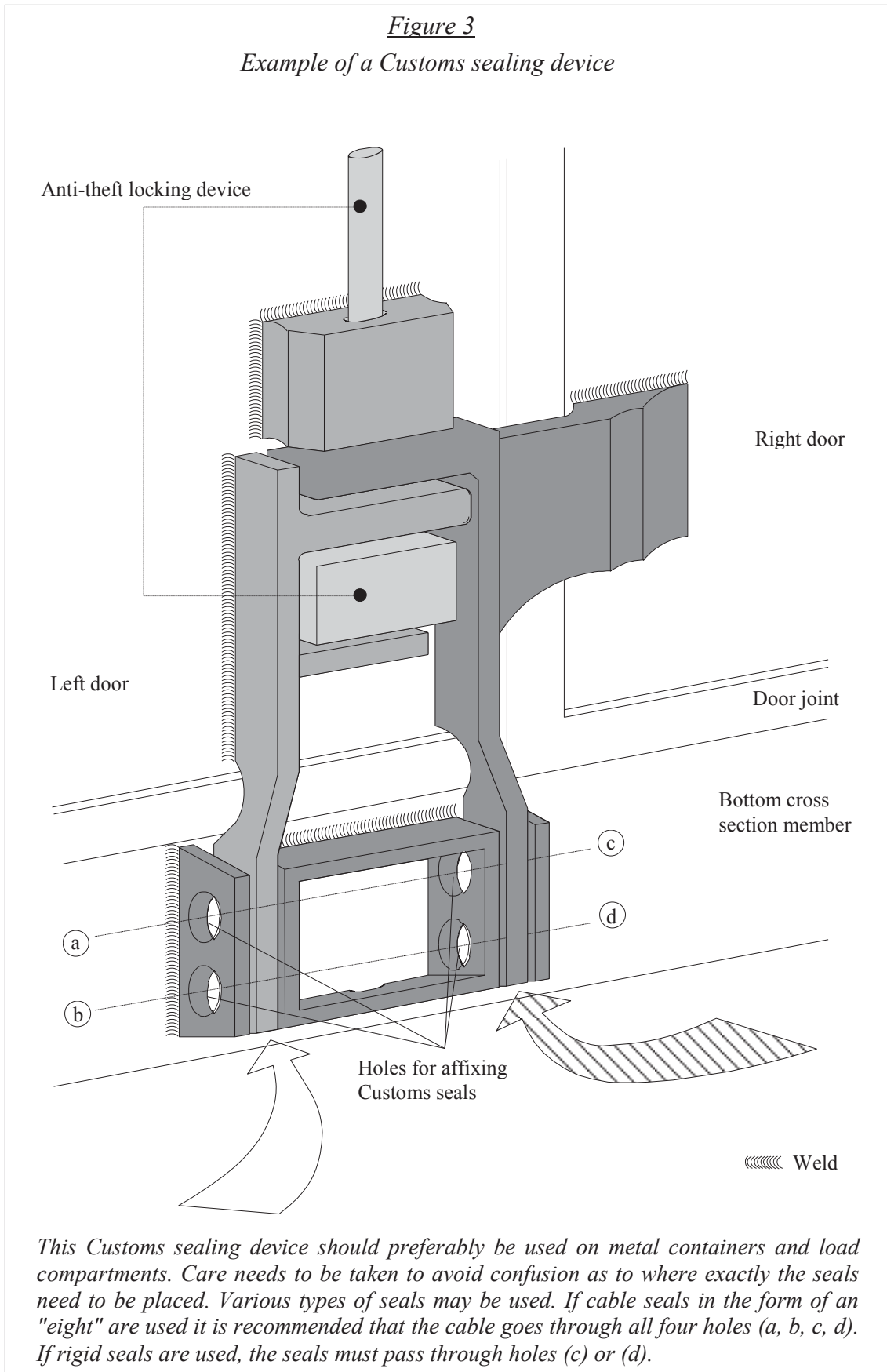
*Figure 2*  
*Example of a Customs sealing device*



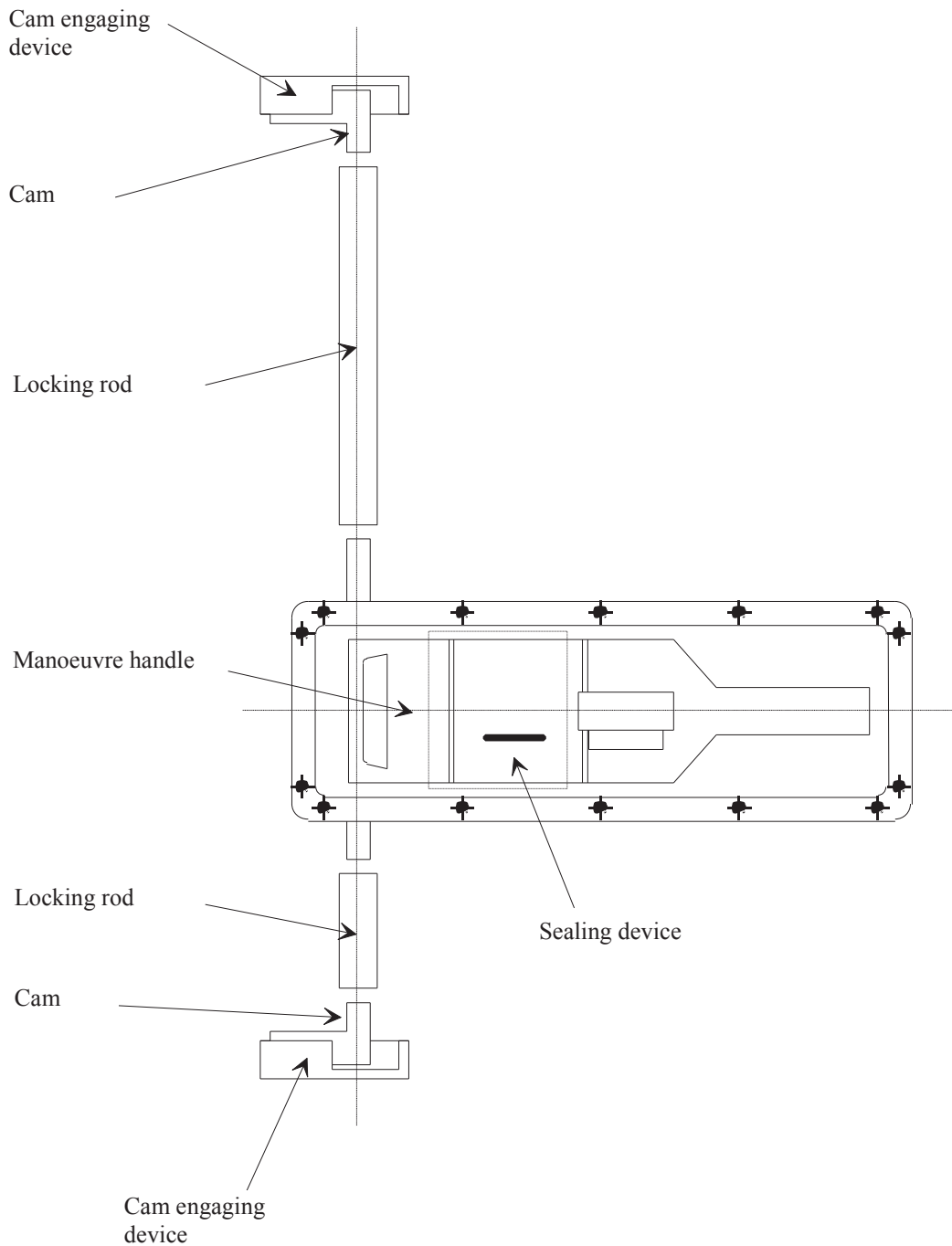
*In particular sealing device No. 1 is prone to tampering if the above-mentioned requirements are not fulfilled. In view of their better protection against manipulation prior to affixing Customs seals, the devices given below should preferably be used.*



*The Customs sealing devices Nos. 3 and 4 may also be used for securing the doors of refrigerated and insulated containers and load compartments. Where so used, the sealing devices may be affixed by means of at least two set bolts or set screws fixed into a metal tapping plate inserted behind the outer layer of the door. In such cases the heads of the set bolts or set screws must be so welded that they are completely deformed (see also sketch No. 1 in Annex 6). {TRANS/GE.30/6, paragraph 35}*



*Figure 4*  
*Example of a Customs sealing device*



*This type of Customs sealing device is used for securing the doors of insulated containers and load compartments. The sealing point of this device may differ from one construction to another depending on whether the hold for affixing seals goes horizontally or vertically. From a Customs point of view the device with the vertical hole provides better security whereas the device having a horizontal hold requires tight sealing in order to be Customs secure.*

**(c) apertures for ventilation and drainage shall be provided with a device preventing access to the interior of the load compartment. This device must be such that it cannot be removed and replaced from the outside without leaving obvious traces.**

Explanatory Note to Article 2, paragraph 1 (c)

2.2.1 (c)-1

Ventilation apertures

- (a) Their greatest dimension must, in principle, not exceed 400 mm.
  - (b) Apertures permitting direct access to the load compartment must be obstructed
    - (i) by means of wire gauze or perforated metal screens (maximum dimension of holes: 3 mm in both cases) and protected by welded metal lattice-work (maximum dimension of holes: 10 mm); or
    - (ii) by means of a single perforated metal screen of sufficient strength (maximum dimension of holes: 3 mm; thickness of the screen: at least 1 mm).
- {ECE/TRANS/17/Amend.12; entered into force on 1 August 1990}

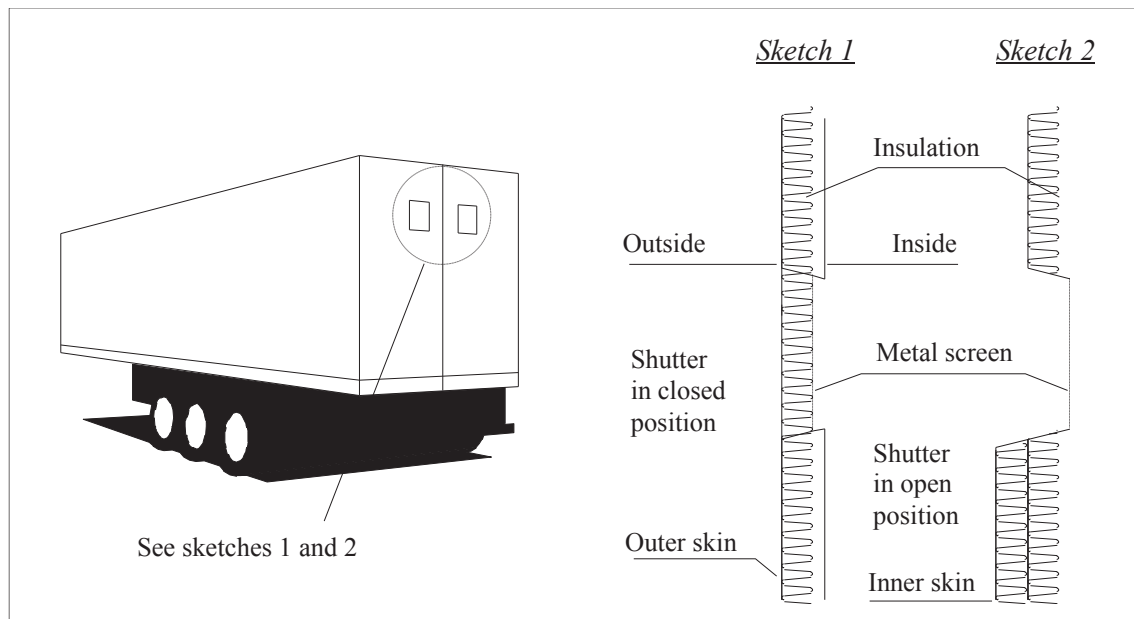


Comment to Explanatory Note 2.2.1 (c)-1

*Ventilation apertures of insulated load compartments*

*Example of a screen fitted between the inner and outer surfaces of insulated load compartments.*

{TRANS/WP.30/127, paragraph 43; TRANS/WP.30/AC.2/25, Annex 3}



- (c) Apertures not permitting direct access to the load compartment (e.g. because of elbow or baffle-plate systems) must be provided with devices referred to in subparagraph (b), in which, however, the dimensions of the holes may be as much as 10 mm (for the wire gauze or metal screen) and 20 mm (for the metal lattice-work).

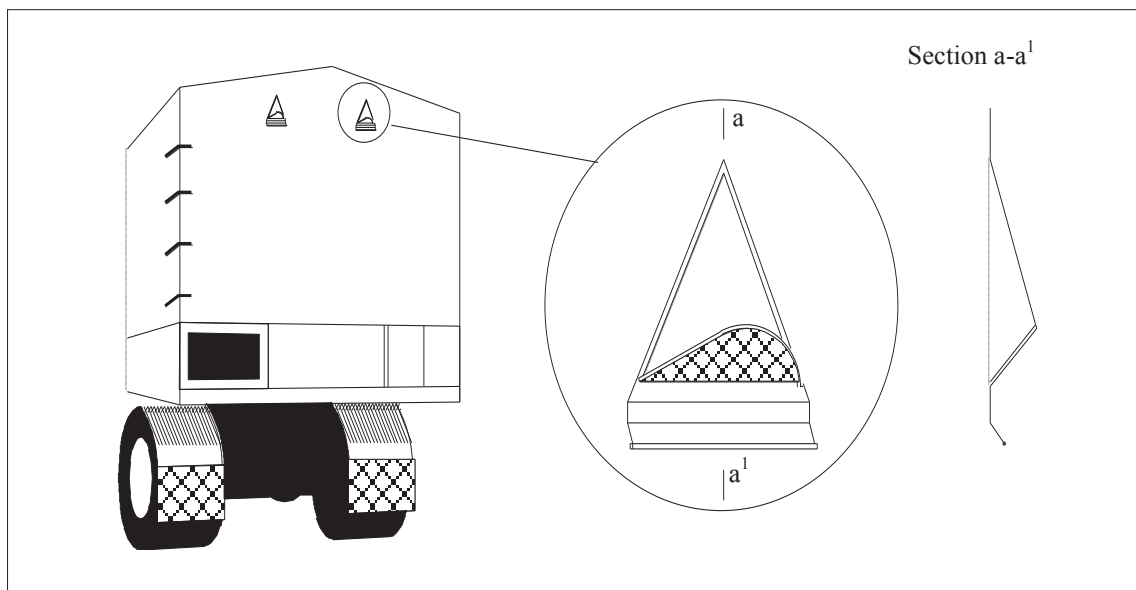
{ECE/TRANS/17/Amend.12; entered into force on 1 August 1990}

- (d) Where openings are made in sheets, the devices referred to in subparagraph (b) of this note must in principle be prescribed. However, blocking devices in the form of a perforated metal screen fitted outside, and wire or other gauze fitted inside, will be allowed.

- (e) Identical non-metal devices may be allowed 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.
- (f) The ventilation aperture may be provided with a protective device. This shall be secured to the sheet in such a way as to permit Customs inspection of the aperture. This protective device shall be secured to the sheet at a distance of not less than 5 cm from the screen of the ventilation aperture.  
{ECE/TRANS/17/Amend.5; entered into force on 1 August 1984}

Comments to Explanatory Note 2.2.1 (c)-1

Example of a protective device



*Ventilation apertures in load compartments*

*Although ventilation apertures should not in principle exceed 400 mm, any competent administration may, provided that all other requirements are complied with, give its approval to an opening greater than 400 mm if such an opening is presented to it.*

*{TRANS/GE.30/14, paragraph 102; TRANS/WP.30/143, paragraphs 36 and 37; TRANS/WP.30/AC.2/31, Annex 3}*

Explanatory Note to Article 2, paragraph 1 (c)

2.2.1 (c)-2 Drainage apertures

- (a) Their greatest dimension must, in principle not exceed 35 mm;
- (b) Apertures permitting direct access to the load compartment must be provided with the devices described in subparagraph (b) of Explanatory Note 2.2.1 (c)-1 for ventilation apertures;
- (c) When drainage apertures do not permit direct access to the load compartment, the devices referred to in subparagraph (b) of this note will not be prescribed, on condition that the apertures are provided with a reliable baffle system readily accessible from inside the load compartment.

**2. Notwithstanding the provisions of Article 1 (c) of these Regulations, constituent parts of the load compartment which, for practical reasons, have to include empty spaces (for example, between the partitions of a double wall) shall be permitted. In order that the said spaces cannot be used to conceal goods:**

- (i) **where it covers the full height from floor to roof, or, in other cases, where the space between it and the outer wall is completely enclosed, the lining inside the load compartment shall be so fitted that it cannot be removed and replaced without leaving obvious traces; and**

- (ii) where a lining is of less than full height and the spaces between the lining and the outer wall are not completely enclosed, and in all other cases where spaces occur in the construction of a load compartment, the number of such spaces shall be kept to a minimum and these spaces shall be readily accessible for Customs inspection.

Comment to Article 2, paragraph 2

*Elimination of hollow beam structural members*

*Structural members of load compartments with enclosed spaces, such as hollow beams, shall be kept to a minimum and shall be eliminated gradually in the design of new load compartments utilizing open profile beams whenever possible. If, for constructional reasons, enclosed spaces in structural members of load compartments are used, the provision of holes intended to facilitate Customs inspection of hollow spaces are admissible. The presence of such inspection holes shall be noted under item 12 in the Certificate of Approval of road vehicles (Annex 4 to the Convention).*

*{TRANS/WP.30/135, paragraphs 63-65; TRANS/WP.30/137, paragraphs 65-67; TRANS/WP.30/AC.2/27, Annex 3; TRANS/WP.30/151, paragraphs 33-36}*

- 3. Windows shall be allowed provided that they are made of materials of sufficient strength and that they cannot be removed and replaced from the outside without leaving obvious traces. Glass may nevertheless be permitted, but if glass other than safety glass is used, the windows shall be fitted with a fixed metal grille which cannot be removed from the outside; the mesh of the grille shall not exceed 10 mm.**

**{ECE/TRANS/17/Amend.7; entered into force on 1 August 1986}**

Explanatory Note to Article 2, paragraph 3

2.2.3 Safety glass

Glass shall be considered as safety glass if there is no risk of it being destroyed as a result of any factor ordinarily occurring in the normal conditions of use of a vehicle. The glass shall bear a mark which characterizes it as safety glass.

{ECE/TRANS/17/Amend.7; entered into force on 1 August 1986}

**4. Openings made in the floor for technical purposes, such as lubrication, maintenance and filling of the sand-box, shall be allowed only on condition that they are fitted with a cover capable of being fixed in such a way as to render the load compartment inaccessible from the outside.**

Comment to Article 2, paragraph 4

*Securing of floor openings for technical purposes*

*Covers of floor openings for technical purposes in road vehicles are sufficiently protected if the arrangements to prevent access to the load compartment from the outside are themselves inside the load compartment.*

{TRANS/GE.30/AC.2/14, paragraphs 35-39}

**Article 3**

**Sheeted vehicles**

**1. Where applicable, the provisions of Articles 1 and 2 of these Regulations shall apply to sheeted vehicles. In addition, these vehicles shall conform to the provisions of this Article.**

**2. The sheet shall be either of strong canvas or of plastic-covered or rubberized cloth, which shall be of sufficient strength and unstretchable. It shall be in good condition and made up in such a way that once the closing device has been secured, it is impossible to gain access to the load compartment without leaving obvious traces.**

**3. If the sheet is made up of several pieces, their edges shall be folded into one another and sewn together with two seams at least 15 mm apart. These seams shall be made as shown in sketch No. 1 appended to these Regulations; however, where in the case of certain parts of the sheet (such as flaps and reinforced corners) it is not possible to assemble the pieces in that way, it shall be sufficient to fold the edge of the top section and make the seams as shown in sketches Nos. 2 or 2(a) appended to these Regulations. One of the seams shall be visible only from the inside and the colour of the thread used for that seam shall be clearly different from the colour of the sheet itself and from the colour of the thread used for the other seam. All seams shall be machine-sewn.**

Explanatory Note to Article 3, paragraph 3

2.3.3 Sheets made up of several pieces

- (a) The several pieces constituting one sheet may be made of different materials conforming to the provisions of Annex 2, Article 3, paragraph 2;
- (b) Any arrangement of the pieces which adequately guarantees security will be allowed in making up the sheet, on condition that the pieces are assembled in conformity with the requirements of Annex 2, Article 3.

**4. If the sheet is of plastic-covered cloth, and is made up of several pieces, the pieces may alternatively be welded together in the manner shown in sketch No. 3 appended to these Regulations. The edges of the pieces shall overlap by at least 15 mm. The pieces shall be fused together over the whole width of the overlap. The edge of the outer sheet shall be covered with a band of plastic material at least 7 mm wide, affixed by the same welding process. The plastic band and the sheet on each side of it for a width of at least 3 mm shall have a clearly-defined uniform relief pattern stamped on them. The pieces shall be welded in such a way that they cannot be separated and rejoined without leaving obvious traces.**

Comments to Article 3, paragraph 4

*Band of plastic material*

*The requirement for the band of plastic material is essential for Customs security purposes. Consequently, it should not be permitted to dispense with it.*

*{TRANS/GE.30/17, paragraph 99}*

*Overlap of the edges of the pieces of the sheet*

*While for Customs security purposes, an overlap of the edges of the pieces of the sheet of at least 15 mm is sufficient, an overlap of 20 mm and more is admitted and may be necessary for technical reasons depending on the material of the sheet and its adhesion.*

*{TRANS/WP.30/162, paragraphs 64 and 65; TRANS/WP.30/AC.2/37, Annex 6}*

*Methods for welding pieces of the sheet*

*Methods for welding pieces of sheets which are recognized as Customs secure if applied in accordance with the provisions of Annex 2 of the Convention include the "fusing method", where pieces of sheets are fused using high temperatures and the "high frequency method", where pieces of sheets are welded using high frequency and pressure.*

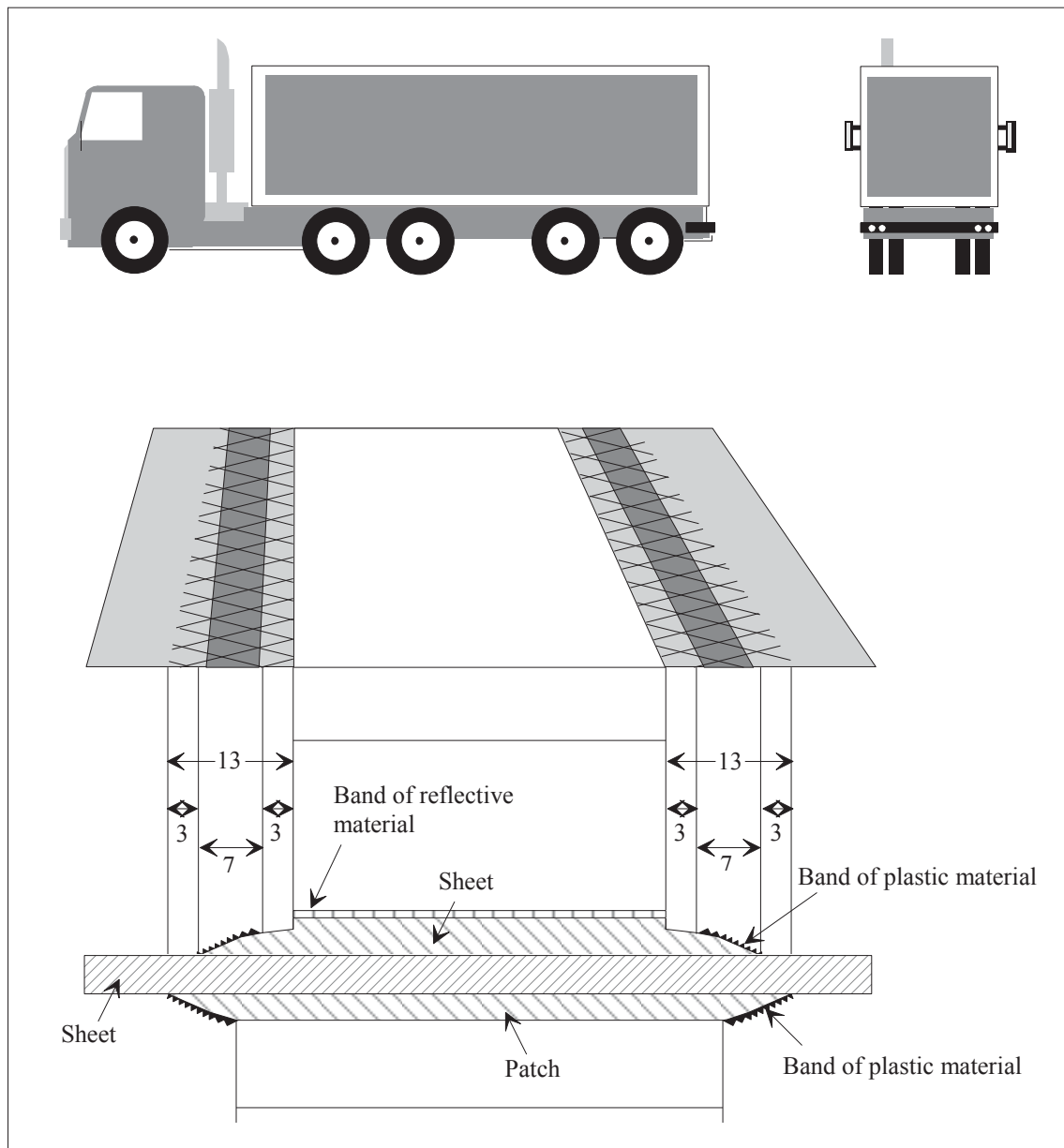
*{TRANS/WP.30/162, paragraphs 64 and 65; TRANS/WP.30/AC.2/37, Annex 6}*

**5. Repairs shall be made in accordance with the method described in sketch No. 4 appended to these Regulations; the edges shall be folded into one another and sewn together with two visible seams at least 15 mm apart; the colour of the thread visible from the inside shall be different from that of the thread visible from the outside and from that of the sheet itself; all seams shall be machine-sewn. When a sheet which has been damaged near the edges is repaired by replacing the damaged part by a patch, the seam can also be made in accordance with the provisions of paragraph 3 of this Article and sketch No. 1 appended to these Regulations. 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.**

Comments to Article 3, paragraph 5

*Bands of reflective material*

*Bands of reflective material which can be torn off and which cover up the structure of the sheets of load compartments are permissible, if they are completely welded to the sheets of plastic-covered cloth and are secured in accordance with the requirements of Annex 2, Article 3, paragraph 5 of the Convention (see sketch below).  
{TRANS/WP.30/151, paragraph 40}*





*Repair of sheets made of plastic covered cloth*

*The following process is permitted for the repair of such sheets: Vinyl liquefied under pressure and heat is used to secure the piece on the sheet by melting. Obviously in such cases a band of plastic material stamped with a relief pattern will be affixed to the edge of the piece on both sides of the sheet.*

*{TRANS/GE.30/6, paragraph 40; TRANS/GE.30/GRCC/4, paragraph 33}*

**6. The sheet shall be fixed to the vehicle in strict compliance with the conditions set forth in Article 1(a) and (b) of these Regulations. The following systems can be used:**

**(a) The sheet can be secured by:**

- (i) metal rings fixed to the vehicles,**
- (ii) eyelets let into the edge of the sheet, and**
- (iii) a fastening passing through the rings above the sheet and visible from the outside for its entire length.**

**The sheet shall overlap solid parts of the vehicle by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the vehicle in itself prevents all access to the load compartment.**

Explanatory Notes to Article 3, paragraph 6 (a)

2.3.6 (a)-1 Vehicle with sliding rings

Metal securing rings sliding on metal bars fixed to the vehicles are acceptable for the purpose of this paragraph (*see sketch No.2 appended to Annex 6*) provided that:

- (a) the bars are affixed to the vehicle at maximum spacings of 60 cm and in such a manner that they cannot be removed and replaced without leaving obvious traces;
- (b) the rings are made with a double hoop or equipped with a central bar and made in one piece without the use of welding; and

- (c) the sheet is fixed to the vehicle in strict compliance with the conditions set forth in Annex 2, Article 1(a) of this Convention.

### 2.3.6 (a)-2 Vehicles with swivel rings

Metal swivel rings, each of which rotates in a metal bracket fixed to the vehicle are acceptable for the purpose of this paragraph (*see sketch No. 2a appended to Annex 6*) provided that:

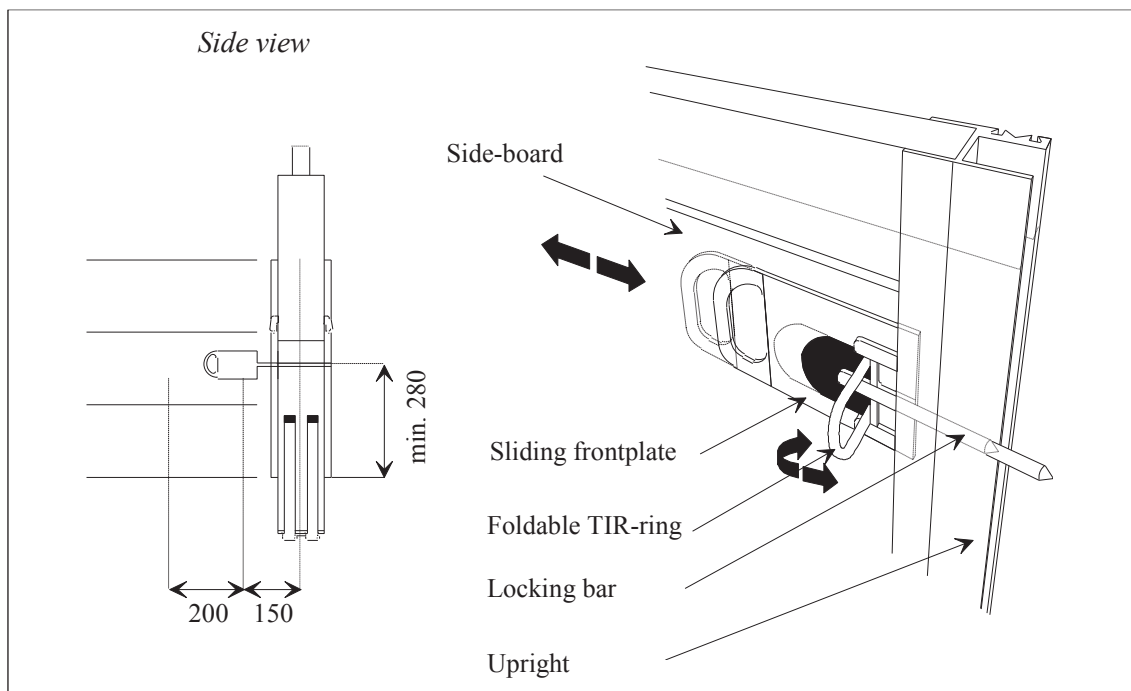
- (a) each bracket is affixed to the vehicle in such a manner that it cannot be removed and replaced without leaving obvious traces; and
- (b) the spring under each bracket is completely enclosed by a bell-shaped metal cover.

{ECE/TRANS/17/Amend.4; entered into force on 1 October 1982}

#### Comments to Article 3, paragraph 6 (a)

##### *Example of a locking bar construction*

*The device illustrated below meets the requirements of Annex 2, Article 1, paragraph (a) and Annex 2, Article 3, paragraphs 6 (a) and 8.*



*Description of above sketch*

*The device will be fitted on the side-board in the same position as a conventional type of TIR-ring and in such a way that the TIR-ring of the device will be located at a maximum distance of 150 mm from the centreline of the upright. The device will be fastened to the side-board with two rivets similar to the fastening of the usual TIR-rings. It consists of three integrated metal parts: base plate, foldable TIR-ring and a sliding front plate including locking bar. When the front plate is slid into locked position, the locking bar goes into a hole in the upright and locks the side-board to the upright. The locking bar shall, however, intrude into the upright by at least 20 mm. At the same time the TIR-ring is automatically folded out. In fold-out position, with the fastening rope passing through the ring above the sheet, the sliding front plate is locked and secured and cannot be slid back in open position.*

*{TRANS/WP.30/125, paragraph 40; TRANS/WP.30/127, paragraphs 46 and 47; TRANS/WP.30/AC.2/23, Annex 3}*

*Shape of eyelets*

*Eyelets in the sheets could be round or oval and the rings should not protrude more than necessary from the relevant parts of the vehicles. In order to ensure that the sheets are properly fixed, Customs authorities should make sure, when sealing the road vehicle, that the fastening rope is properly tightened.*

*{TRANS/GE.30/57, paragraph 35}*

*Example of metal rings for fastening vehicle sheets*

*In the welded metal pillars, which support and contain the locking mechanisms for the side-boards, a folding type of metal TIR-ring is integrated. The TIR-ring can be folded out by hand through a small opening in the outside plate of the pillar. By spring-load the TIR-ring is kept in either "in" or "out" position. The functioning of this special ring is integrated in the side-board locking mechanism as follows:*

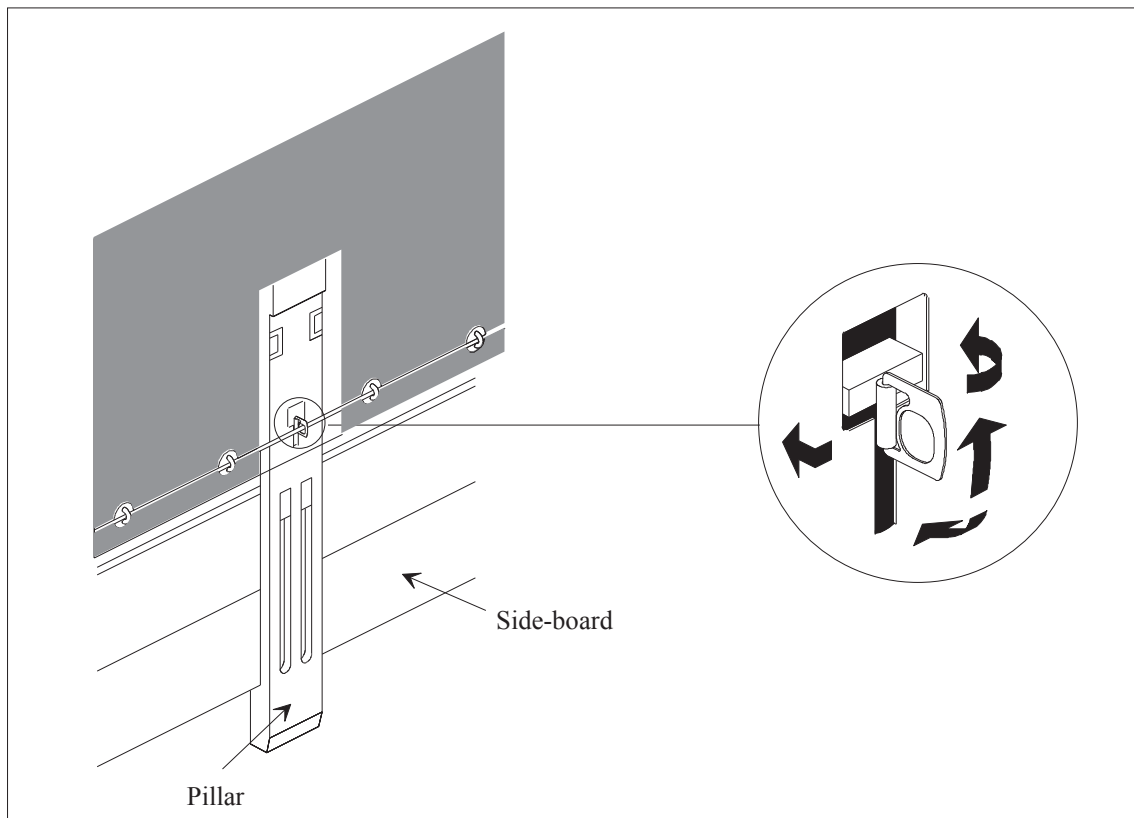
*A piece of metal is welded on to each side-board locking pin so that when the TIR-ring is in folded-out position the vertical movement of the locking pins is restricted and side-boards cannot be released. At the same time, the shape and location of these metal pieces prevent the folding out of the TIR-rings with open side-board locks.*

*This means, that in folded-out position, when secured by the sheet and fastening rope passing through the ring, the TIR-ring will in the first place secure the side-boards to the pillar and in the second place secure the pillar to the floor of the load compartment (side-rave).*

*Furthermore, the upper pillar locking pin, which is welded on to one of the locking pins for the side-boards, will secure the top-roof construction at the same time as the side-boards are secured.*

*As long as the TIR-ring is folded out the pillar must be completely destroyed before the side-board or top-roof construction can be opened. {TRANS/GE.30/AC.2/12, paragraph 15; TRANS/GE.30/35, paragraph 109 and Annex 2; TRANS/GE.30/GRCC/11, paragraphs 27-29; see sketch below}*

*Example of metal rings for fastening vehicle sheets*



**(b) When any edge of a sheet is to be permanently secured to a vehicle, the two surfaces shall be joined together without a break and shall be held in place by strong devices.**

Explanatory Note to Article 3, paragraph 6 (b)

2.3.6 (b) Permanently-secured sheets

Where one or more edges of the sheet are permanently attached to the body of the vehicle, the sheet shall be held in place by one or more strips of metal or other suitable material secured to the body of the vehicle by joining devices meeting the requirements of subparagraph (a) of Explanatory Note 2.2.1(a) of Annex 6.

Comment to Article 3, paragraph 6 (b)

*The device illustrated in sketch No. 4 appended to Annex 6 meets the requirements of Annex 2, Article 3, subparagraphs 6(a) and 6(b).  
{TRANS/GE.30/55, paragraph 41}*

**(c) When a sheet locking system is used it shall in locked position join the sheet tightly to the outside of the load compartment (as an example see sketch No.6).  
{ECE/TRANS/17/Amend.7; entered into force on 1 August 1986}**

**7. The sheet shall be supported by an adequate superstructure (uprights, sides, arches, slats, etc.).**

Comment to Article 3, paragraph 7

*Supports for vehicle sheets*

*The hoops supporting the sheet are sometimes hollow and might be used as a hiding place. It is, however, always possible to inspect them, as is the case for many other vehicle parts. In these conditions, hollow hoops are permissible.*

*{TRANS/GE.30/14, paragraph 90; TRANS/GE.30/12, paragraphs 100 and 101; TRANS/GE.30/6, paragraph 41}*

**8. 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 upright if the construction of the vehicle and the sheet is such as to prevent all access to the load compartment. The eyelets shall be reinforced.**

**{ECE/TRANS/17/Amend.1; entered into force on 1 August 1979}**

Explanatory Note to Article 3, paragraph 8

2.3.8 Spaces exceeding 200 mm but not exceeding 300 mm are acceptable over 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.

**{ECE/TRANS/17/Amend.1; entered into force on 1 August 1979}**

**9. The following fastenings shall be used:**

- (a) steel wire ropes of at least 3 mm diameter; or**
- (b) ropes of hemp or sisal of at least 8 mm diameter encased in a transparent sheath of unstretchable plastic; or**
- (c) ropes consisting of batches of fibre-optic lines inside a spirally wound steel housing encased in a transparent sheath of unstretchable plastic; or**
- (d) ropes comprising a textile cord surrounded by at least four strands consisting solely of steel wire and completely covering the core, under the condition that the ropes (without taking into account the transparent sheath, if any) are not less than 3 mm in diameter.**

**Ropes in accordance with paragraph 9 (a) or (d) of this Article may have a transparent sheath of unstretchable plastic.**

**In cases where the sheet has to be fixed to the frame in a system of construction which otherwise complies with the provisions of paragraph 6 (a) of this Article, a thong can be used as fastening (an example of such a system of construction is given in sketch No.7 appended to this Annex). The thong has to comply with the requirements stipulated in paragraph 11 (a)(iii) with regard to material, dimensions and shape.**

**{ECE/TRANS/17/Amend.11; entered into force on 1 August 1989;**

**ECE/TRANS/17/Amend.17; entered into force on 1 October 1994;**

**ECE/TRANS/17/Amend.25; entered into force on 1 October 2005}**

Explanatory Note to Article 3, paragraph 9

- 2.3.9 Explanatory Note has been deleted.  
{ECE/TRANS/17/Amend.25; entered into force on 1 October 2005}

Comments to Explanatory Note 2.3.9

*Nylon ropes*

*Nylon ropes in plastics sheathing are not permitted, since they do not meet the requirements of Annex 2, Article 3, paragraph 9.  
{TRANS/GE.30/AC.2/12, paragraph 16; TRANS/GE.30/GRCC/11, paragraphs 30-33; ECE/TRANS/WP.30/232, paragraph 34 and Annex; ECE/TRANS/WP.30/AC.2/91, paragraph 24}*

*Fastening rope*

*Where the sheet has to be fixed to the frame in a system of construction which otherwise complies with the provisions of Article 3, paragraph 6 (a), instead of a thong a rope could be used, which could consist of two pieces.  
{TRANS/WP.30/125, paragraph 33}*

**10. Each type of rope shall be in one piece and shall have a hard metal end-piece at each end. Each metal end-piece shall allow the introduction of the thread or strap of the Customs seal. The fastener of each metal end-piece of ropes in accordance with the provisions of paragraph 9 (a), (b) and (d) of this Article shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or strap of the Customs seal. The rope shall remain visible on either side of the hollow rivet so that it is possible to ensure that the rope is in one piece (see sketch No. 5 appended to these Regulations).  
{ECE/TRANS/17/Amend.25; entered into force on 1 October 2005}**

**11. At the openings in the sheet, used for loading and unloading, the two surfaces shall be joined together. The following systems can be used:**

- (a) The two edges of the sheet shall have an adequate overlap. They shall also be fastened by:**
- (i) a flap sewn or welded in accordance with paragraphs 3 and 4 of this Article,**

- (ii) **rings and eyelets meeting the conditions of paragraph 8 of this Article, the rings shall be manufactured of metal, and**
- (iii) **a thong made of appropriate material, in one piece and unstretchable, at least 20 mm wide and 3 mm thick, passing through the rings and holding together the two edges of the sheet and the flap; the thong shall be secured inside the sheet and fitted either with:**

**an eyelet to take the rope mentioned in paragraph 9 of this Article,  
or**

**an eyelet which can be attached to a metal ring mentioned in paragraph 6 of this Article and be secured by the rope mentioned in paragraph 9 of this Article.**

**A flap shall not be required if a special device, such as a baffle plate, is fitted, which prevents access to the load compartment without leaving obvious traces. Neither shall a flap be required for vehicles with sliding sheets.**

**{ECE/TRANS/17/Amend.14; entered into force on 1 August 1992;**

**ECE/TRANS/17/Amend.20 and Add.1; entered into force on 12 June 2001}**

Explanatory Notes to Article 3, paragraph 11(a)

2.3.11 (a)-1 Sheet tension flaps

The sheets of many vehicles are provided on the outside with a horizontal flap pierced by eyelets running along the length of the side of the vehicle. Such flaps, known as tension flaps, are used to tauten the sheet by means of tension cords or similar devices. Such flaps have been used to conceal horizontal slits made in the sheets giving improper access to the goods carried in the vehicle. It is therefore recommended that the use of flaps of this type should not be allowed. The following devices may be used instead:

- (a) tension flaps of similar design fixed on the inside of the sheet; or
- (b) small individual flaps each pierced by one eyelet secured to the outside surface of the sheets and spaced at such distances as will permit an adequate tension of the sheet.

Alternatively, it may be possible in certain cases to avoid the use of tension flaps on sheets.



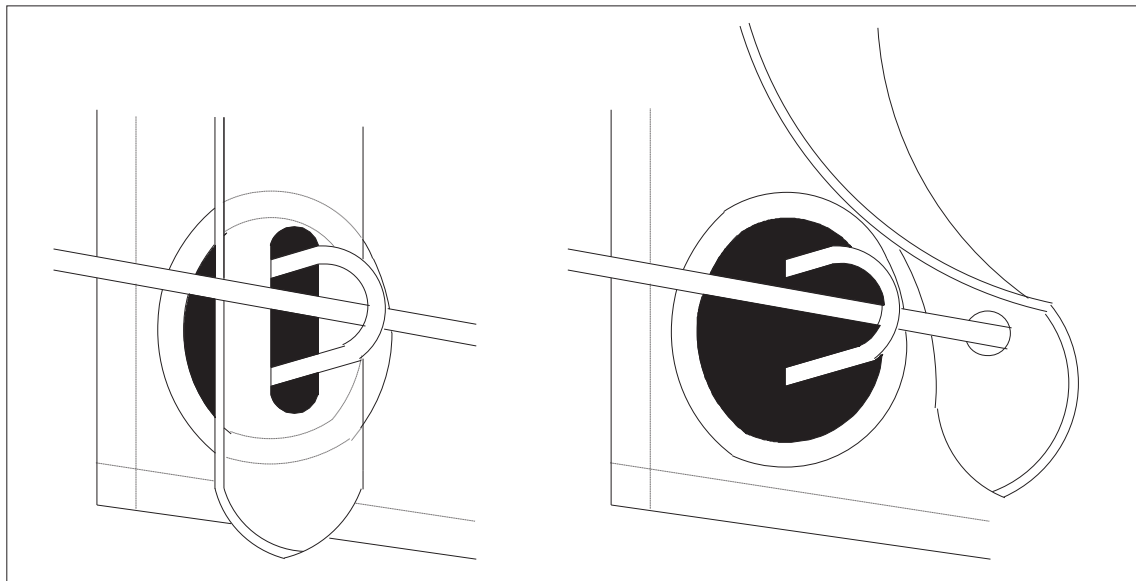
## 2.3.11 (a)-2 Sheet thongs

The following materials are regarded as suitable for making thongs:

- (a) leather;
- (b) non-tensile materials including plastic-covered or rubberized cloth, provided that such materials cannot after severance be welded or reconstituted without leaving obvious traces. Furthermore, the plastic material used to cover thongs shall be transparent and smooth-surfaced.

Comments to Explanatory Note 2.3.11 (a)-2

Example of thongs for fastening vehicle sheets

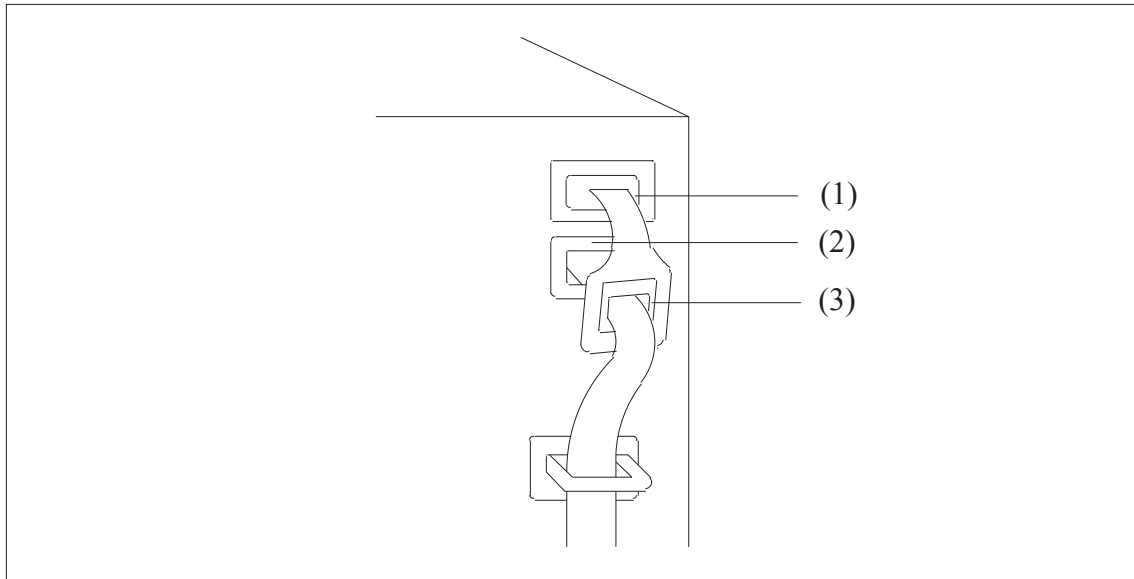


*The Administrative Committee is of the opinion that the eyelets in the thong should be reinforced.*

*{TRANS/GE.30/AC.2/21, paragraph 16}*

### *Securing of thongs*

*The device illustrated below meets the requirements of Annex 2, Article 3, paragraph 11(a) (iii).*



### Description

*The thong has to be passed through the upper eyelet (1) in the opening of the sheet for loading and unloading, comes out of the load compartment through the lower eyelet (2) and is then passed through the reinforced eyelet (3) at the end of the thong.*

*{TRANS/WP.30/123, paragraphs 45-47 and Annex 3;*

*TRANS/WP.30/AC.2/23, Annex 3}*

- 2.3.11 (a)-3 The device shown in *sketch No.3 appended to Annex 6* meets the requirements of the last part of Annex 2, Article 3, paragraph 11 (a). It also meets the requirements of Annex 2, Article 3, paragraphs 6 (a) and 6 (b).

*{ECE/TRANS/17/Amend.15; entered into force on 1 August 1993;*

*ECE/TRANS/17/Amend.17; entered into force on 1 October 1994}*

- (b) A special locking system holding the edges of the sheets tightly locked when the load compartment is closed and sealed. The system shall be provided with an opening through which a metal ring mentioned in paragraph 6 of this Article can pass and be secured by the rope mentioned in paragraph 9 of this Article. Such a system is described in sketch No. 8 appended to this Annex. {ECE/TRANS/17/Amend.14; entered into force on 1 August 1992}

#### Article 4

##### Vehicles with sliding sheets

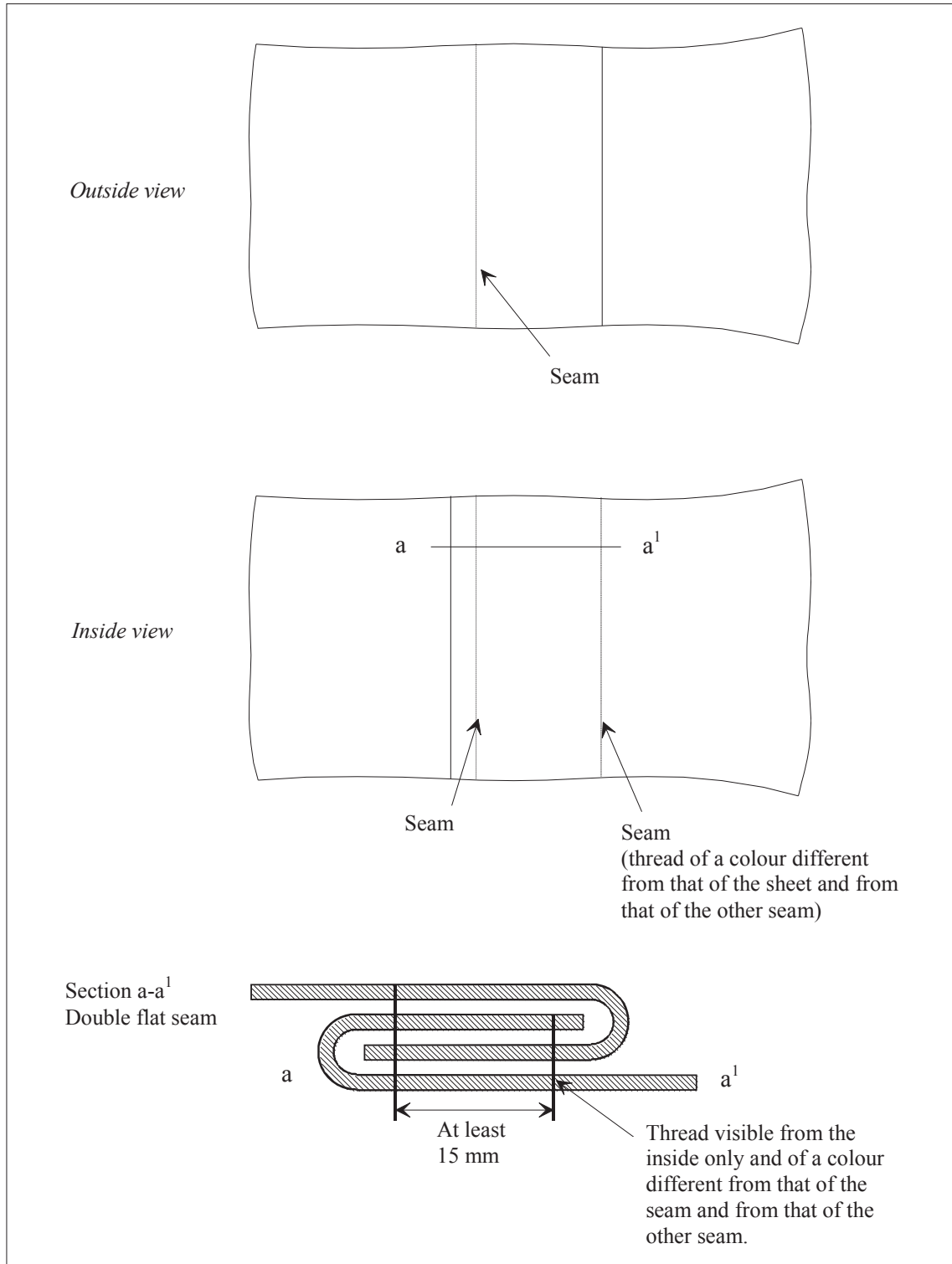
1. Where applicable, the provisions of Articles 1, 2 and 3 of these Regulations shall apply to vehicles with sliding sheets. In addition, these vehicles shall conform to the provisions of this Article.
2. The sliding sheets, floor, doors and all other constituent parts of the load compartment shall fulfil either the requirements in Article 3, paragraphs 6, 8, 9 and 11 of these Regulations or the requirements set out in (i) to (vi) below.
  - (i) The sliding sheets, floor, doors and all other constituent parts of the load compartment shall be assembled in such a way that they cannot be opened or closed without leaving obvious traces.
  - (ii) The sheet shall overlap the solid parts at the top of the vehicle by at least 1/4 of the actual distance between the tensioning straps. The sheet shall overlap the solid parts at the bottom of the vehicle by at least 50 mm. The horizontal opening between the sheet and the solid parts of the load compartment may not exceed 10 mm measured perpendicular to the longitudinal axis of the vehicle at any place when the load compartment is secured and sealed for Customs purposes.

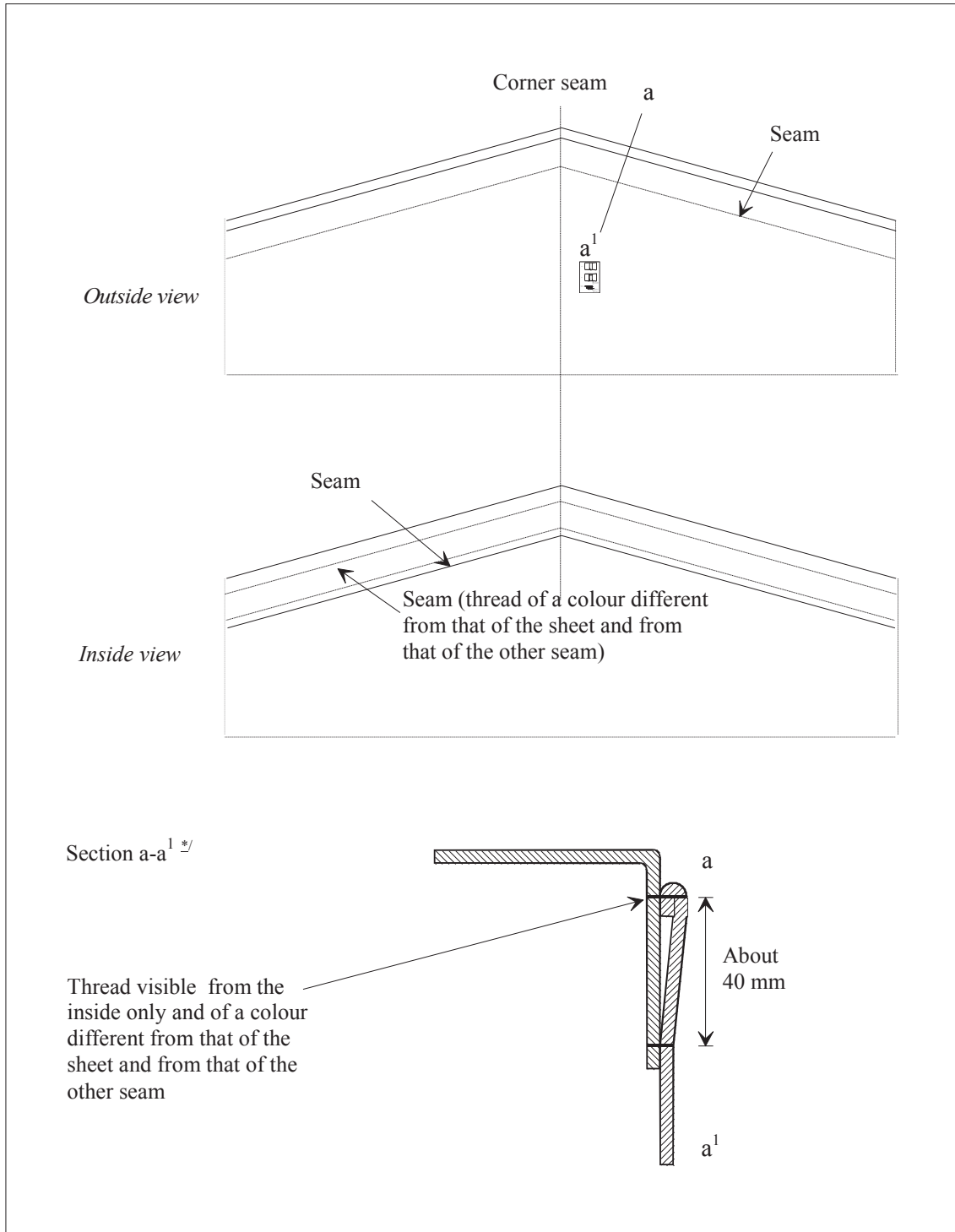
- (iii) The sliding sheet guidance and other movable parts shall be assembled in such a way that closed and Customs sealed doors and other movable parts cannot be opened or closed from the outside without leaving obvious traces. The sliding sheet guidance and other movable parts shall be assembled in such a way that it is impossible to gain access to the load compartment without leaving obvious traces. The system is described in sketch No. 9 appended to these Regulations.**
- (iv) The horizontal distance between the rings, used for Customs purposes, on the solid parts of the vehicle shall not exceed 200 mm. The space may, however, be greater but shall not exceed 300 mm between the rings on either side of the upright if the construction of the vehicle and the sheets is such as preventing all access to the load compartment. In any case, the conditions laid down in (ii) above shall be complied with.**
- (v) The distance between the tensioning straps shall not exceed 600 mm.**
- (vi) The fastenings used to secure the sheets to the solid parts of the vehicle shall fulfil the requirements in Article 3, paragraph 9 of these Regulations.**

**{ECE/TRANS/17/Amend.20; entered into force on 12 June 2001}**

**Sketch No. 1**

**SHEET MADE OF SEVERAL PIECES SEWN TOGETHER**

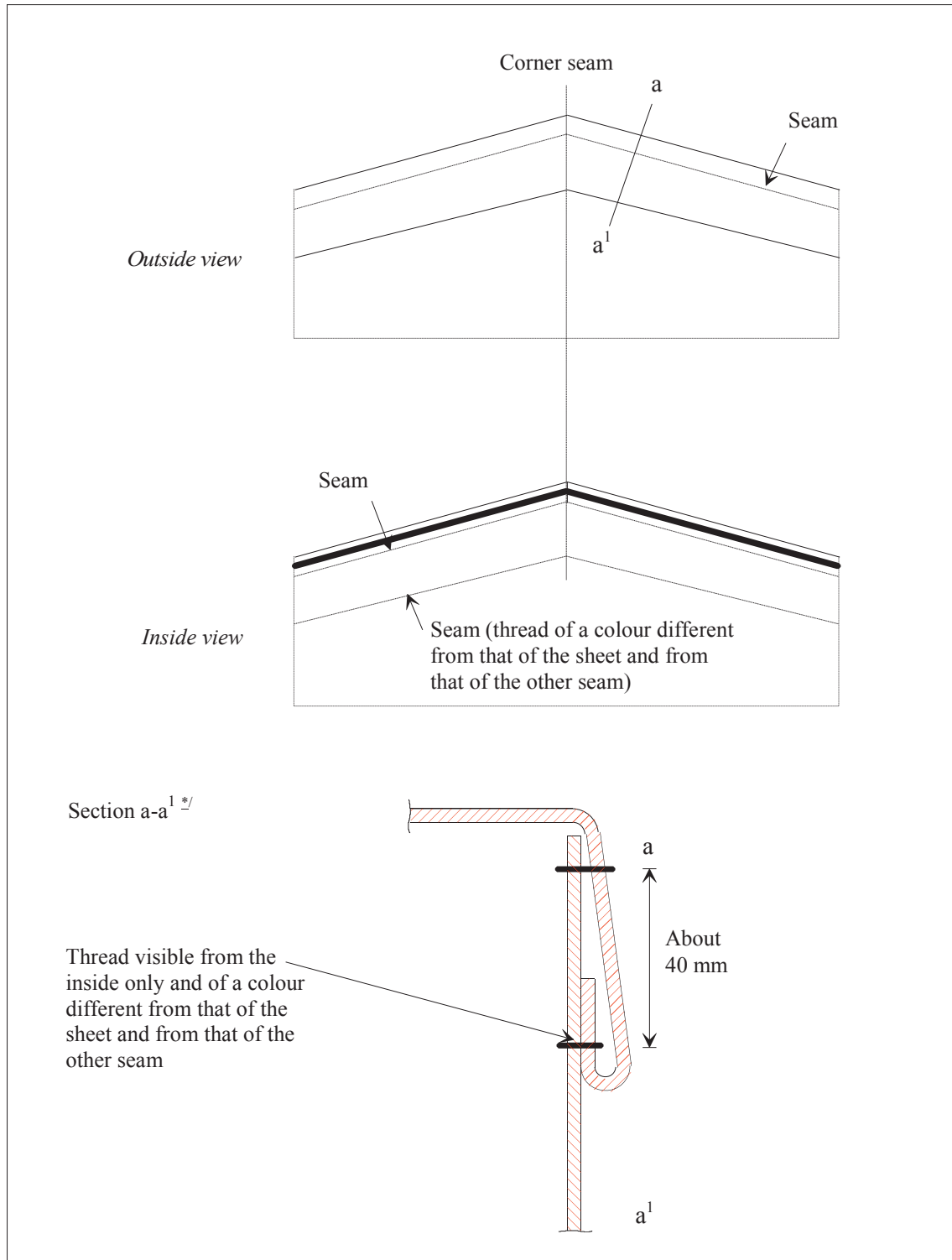


**Sketch No. 2****SHEET MADE OF SEVERAL PIECES SEWN TOGETHER**

<sup>\*/</sup> This sketch shows the top folded section of the sheet according to Annex 2, Article 3, paragraph 3.

**Sketch No. 2 (a)**

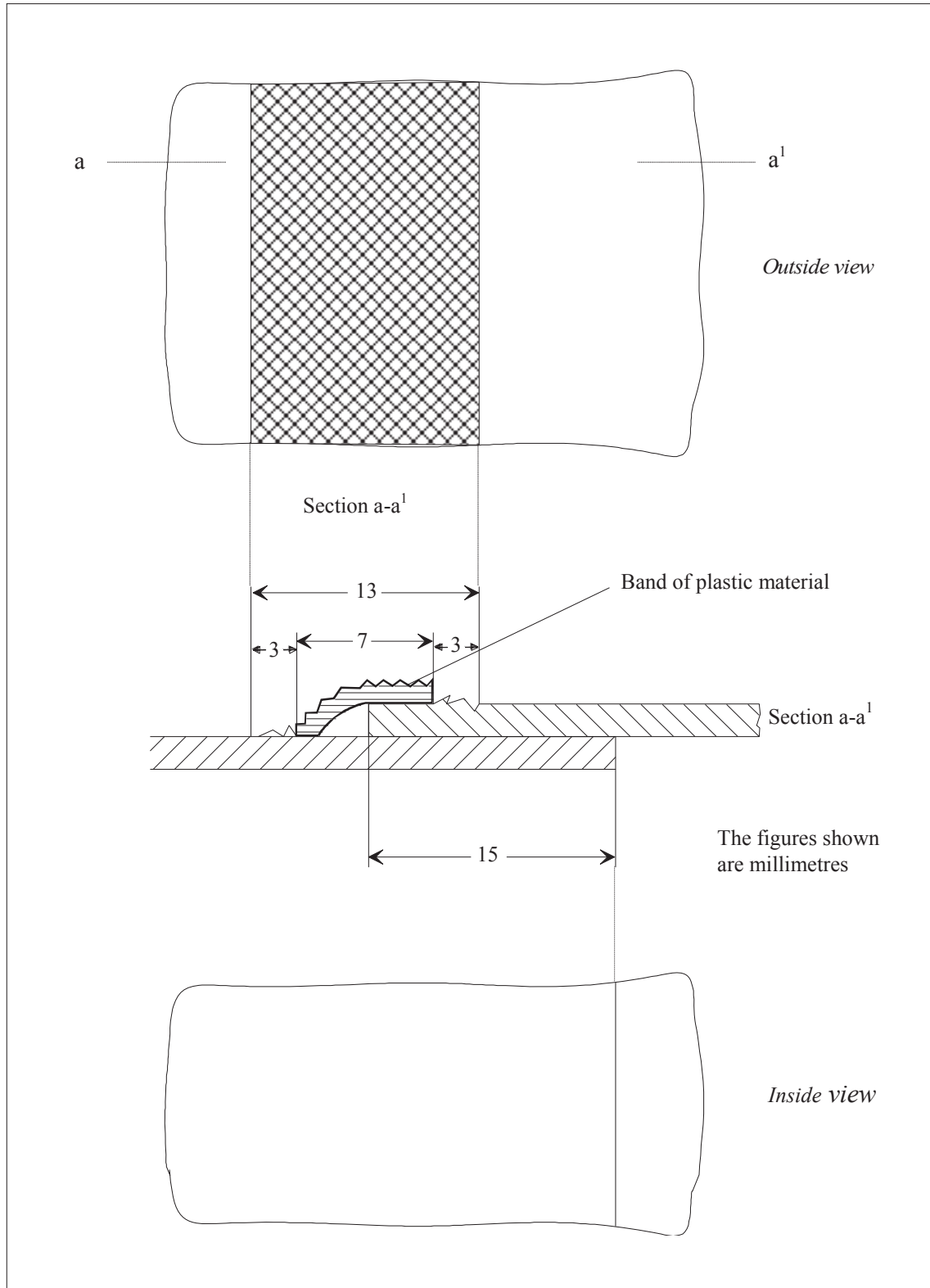
**SHEET MADE OF SEVERAL PIECES SEWN TOGETHER**



<sup>2/</sup> This sketch shows the top folded section of the sheet according to Annex 2, Article 3, paragraph 3.

**Sketch No. 3**

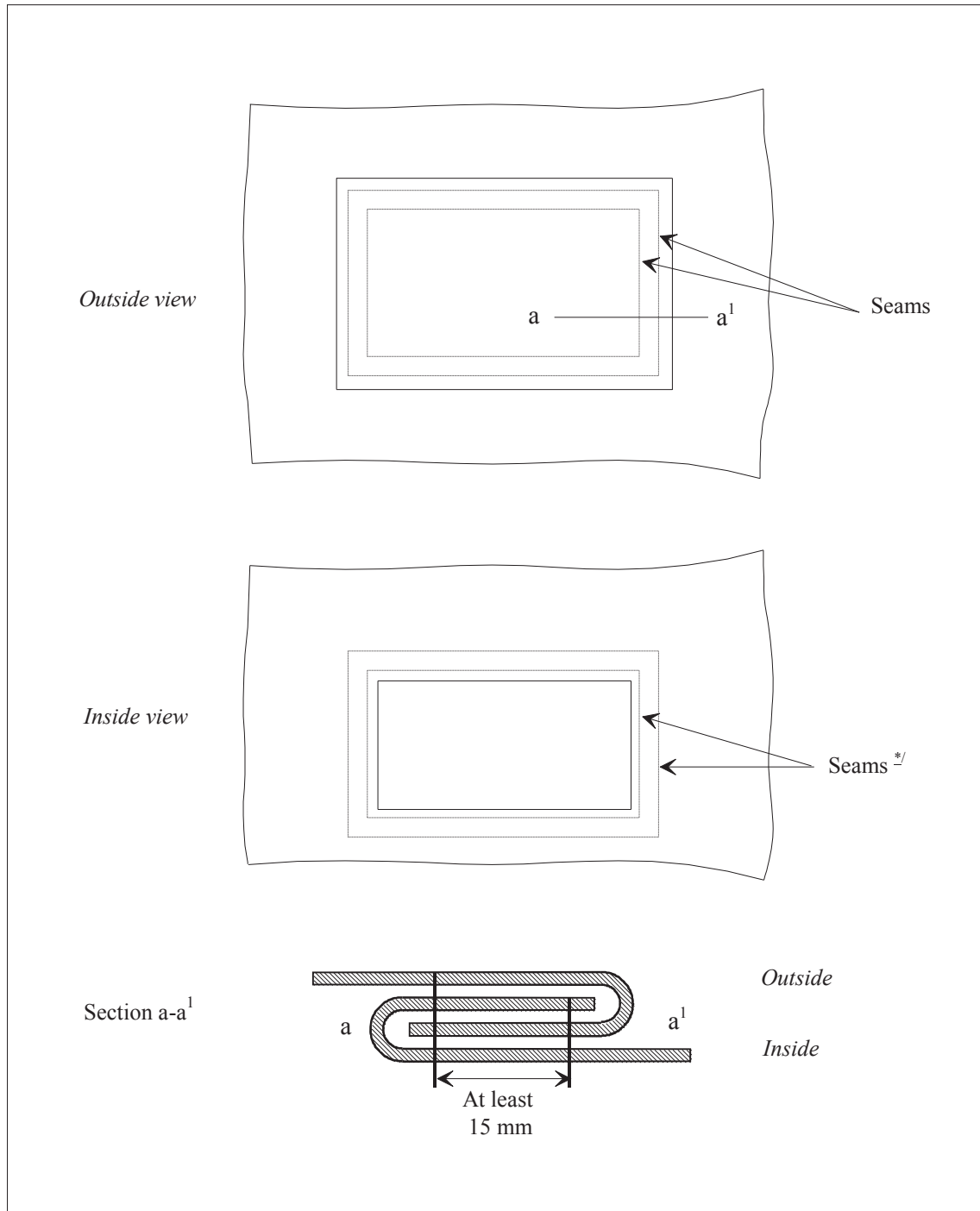
**SHEET MADE OF SEVERAL PIECES WELDED TOGETHER**





**Sketch No. 4**

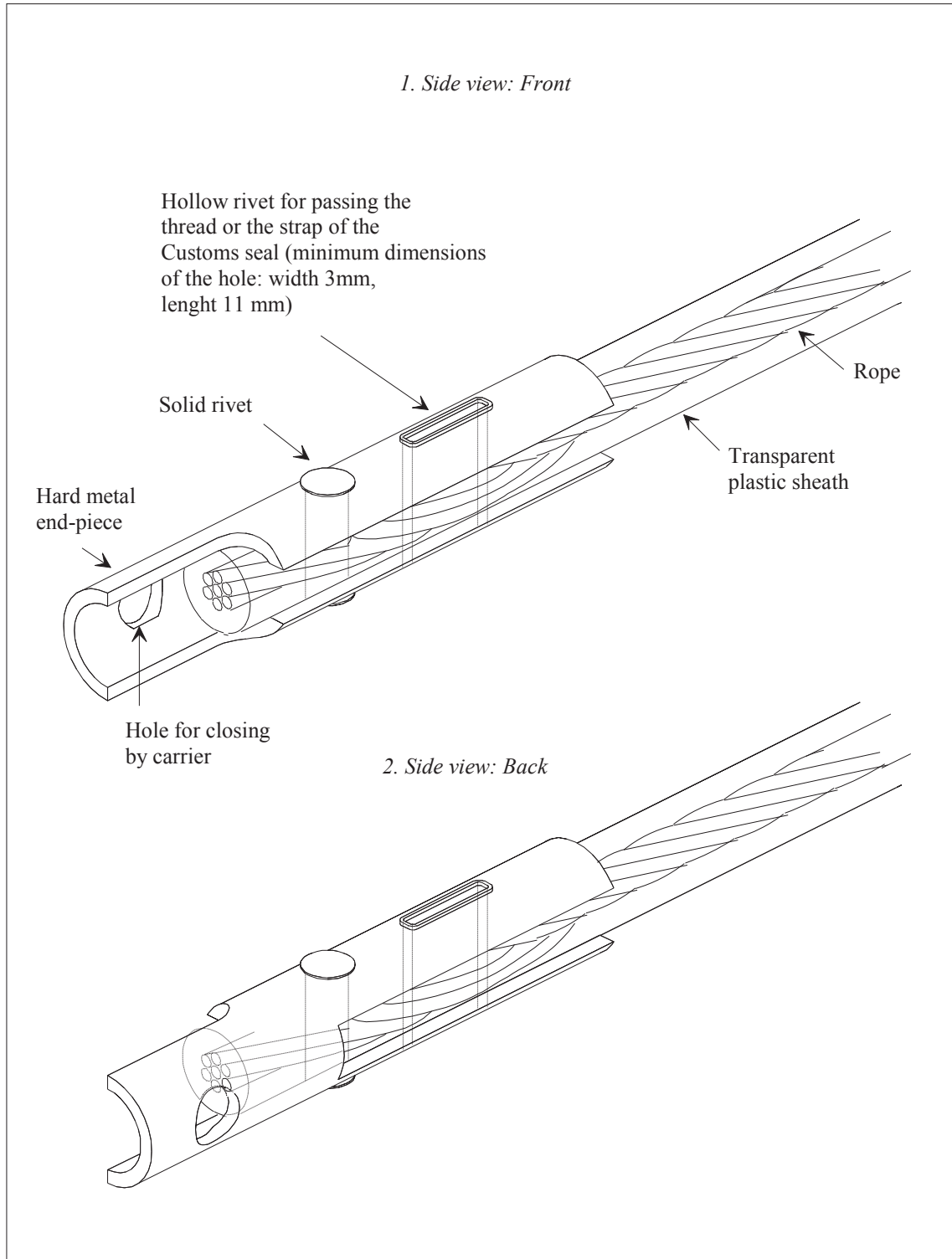
**REPAIR OF THE SHEET**

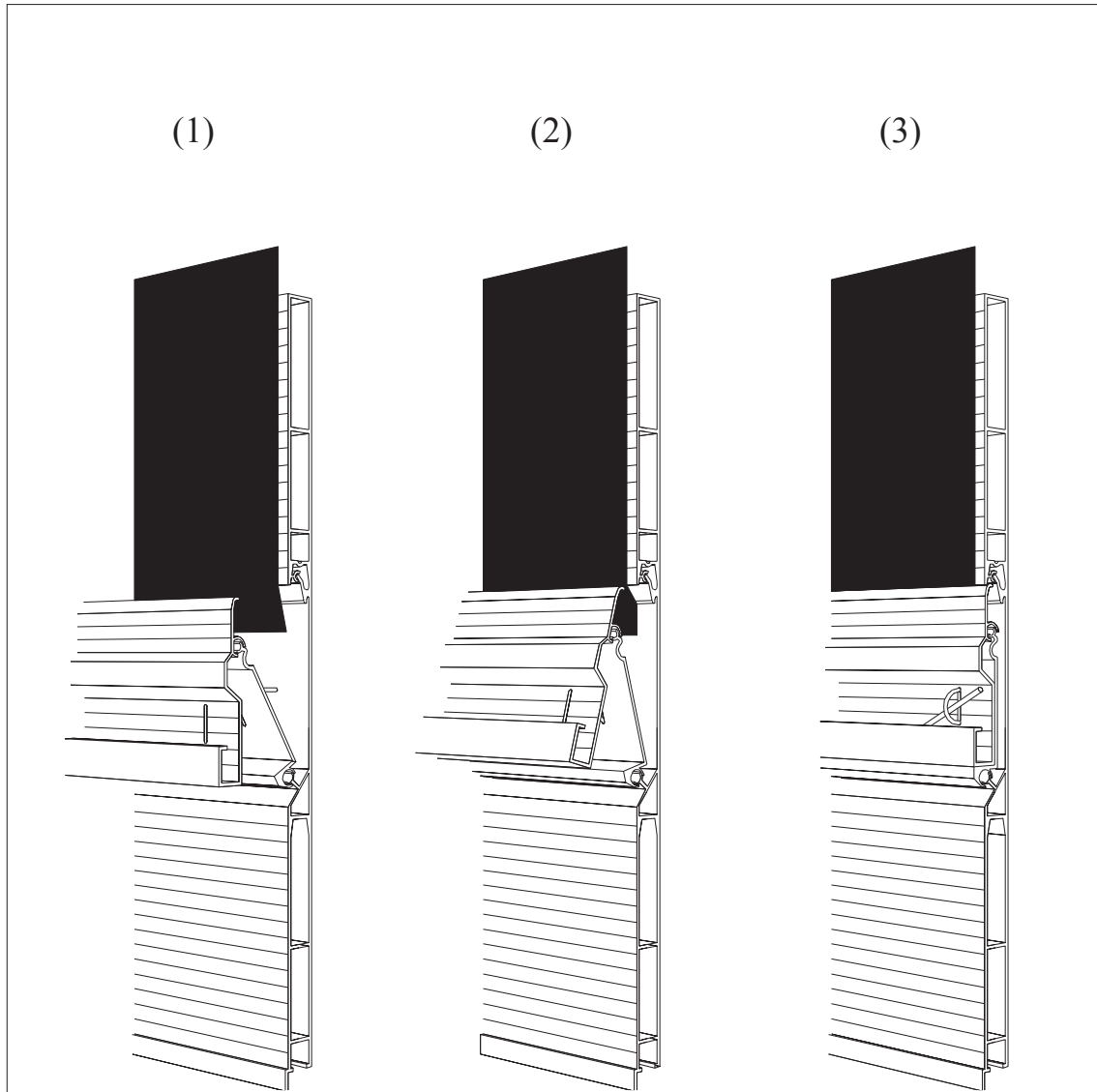


\*/ Threads visible from the inside shall have a colour different from that of the threads visible from the outside and from that of the sheet.

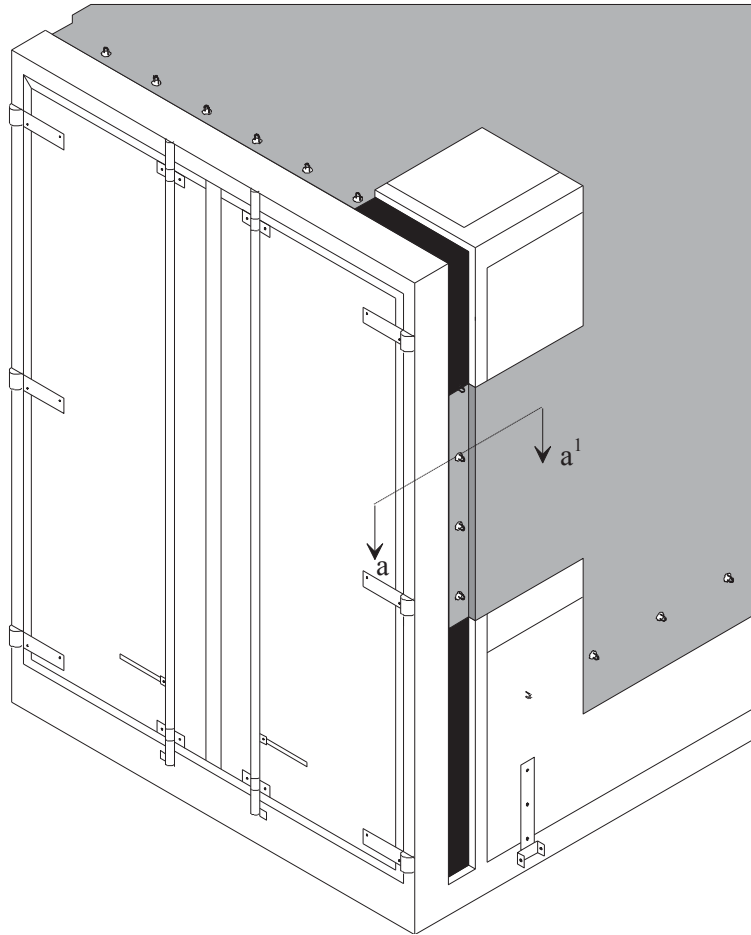
**Sketch No. 5**

**EXAMPLE OF END-PIECE**

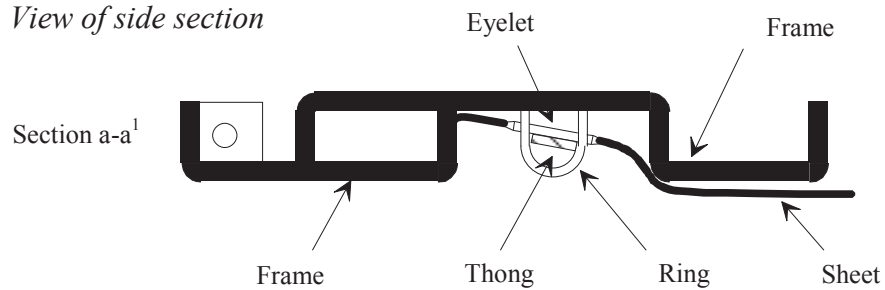


**Sketch No. 6****EXAMPLE OF SHEET LOCKING SYSTEM****Description**

This sheet locking system is acceptable provided that it is fitted with at least one metal ring at each gate end. The openings through which the ring passes are oval and of a size just sufficient to allow the ring to pass through it. The visible part of the metal ring does not protrude more than twice the maximum thickness of the fastening rope when the system is locked.

**Sketch No. 7****EXAMPLE OF SHEETS FIXED TO SPECIAL-SHAPED FRAME**

*View of side section*

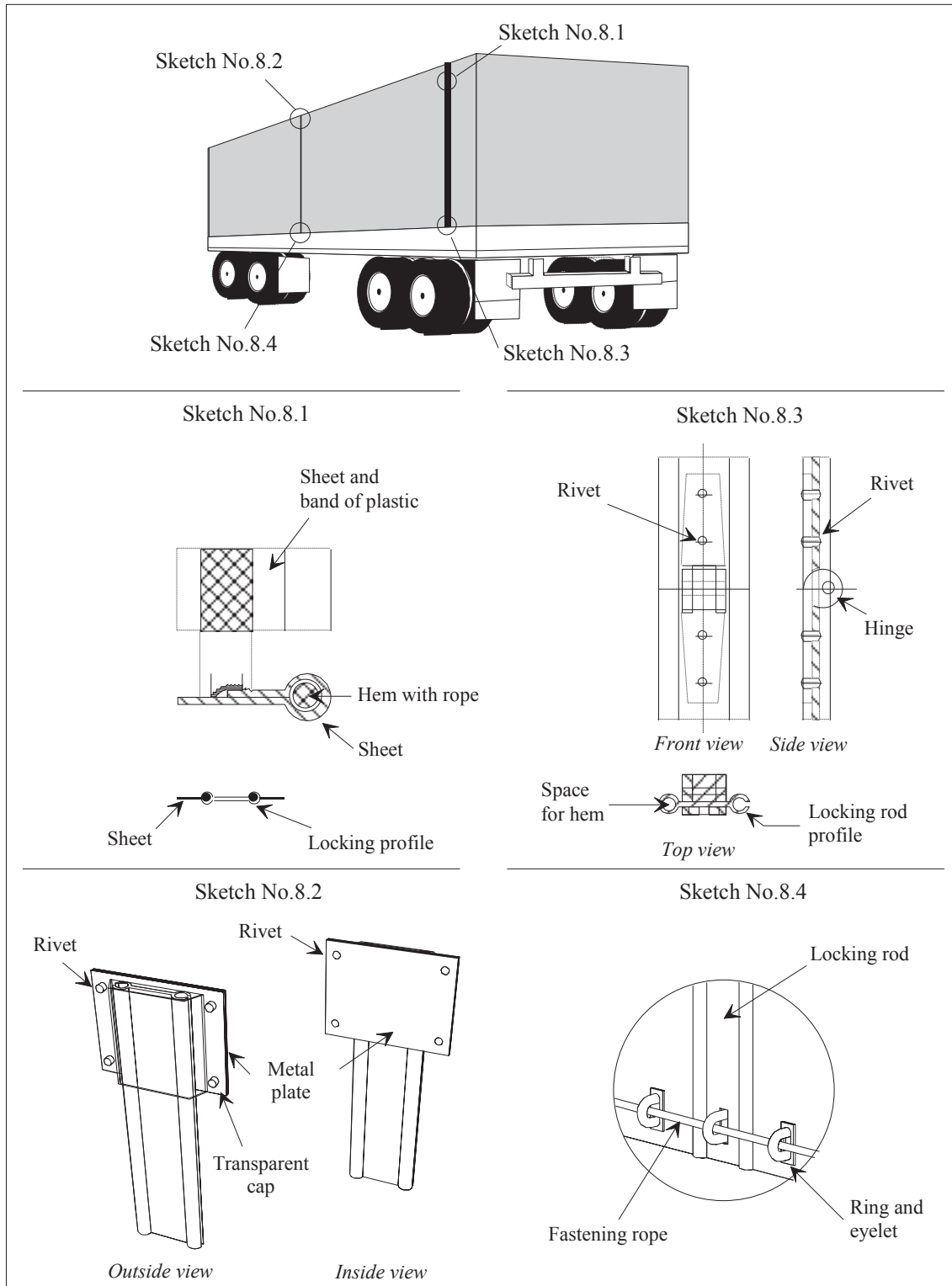
**Description**

The fastening device of the sheet to the vehicle is acceptable provided that the rings are recessed in the profile and do not protrude more than the maximum depth of the profile. The width of the profile shall be as narrow as possible.

**Sketch No. 8**

**SHEET LOCKING SYSTEM AT OPENINGS FOR LOADING AND UNLOADING**

*{Description see next page}*



Description

In this locking system the two edges at the openings in the sheet used for loading and unloading are united by means of an aluminium locking rod. The sheet openings are provided with a hem over its entire length enclosing a rope (see sketch No. 8.1). This makes it impossible to pull the sheet out of the locking rod's profile. The hem shall be on the outside and be welded in accordance with Annex 2, Article 3, paragraph 4 of the Convention.

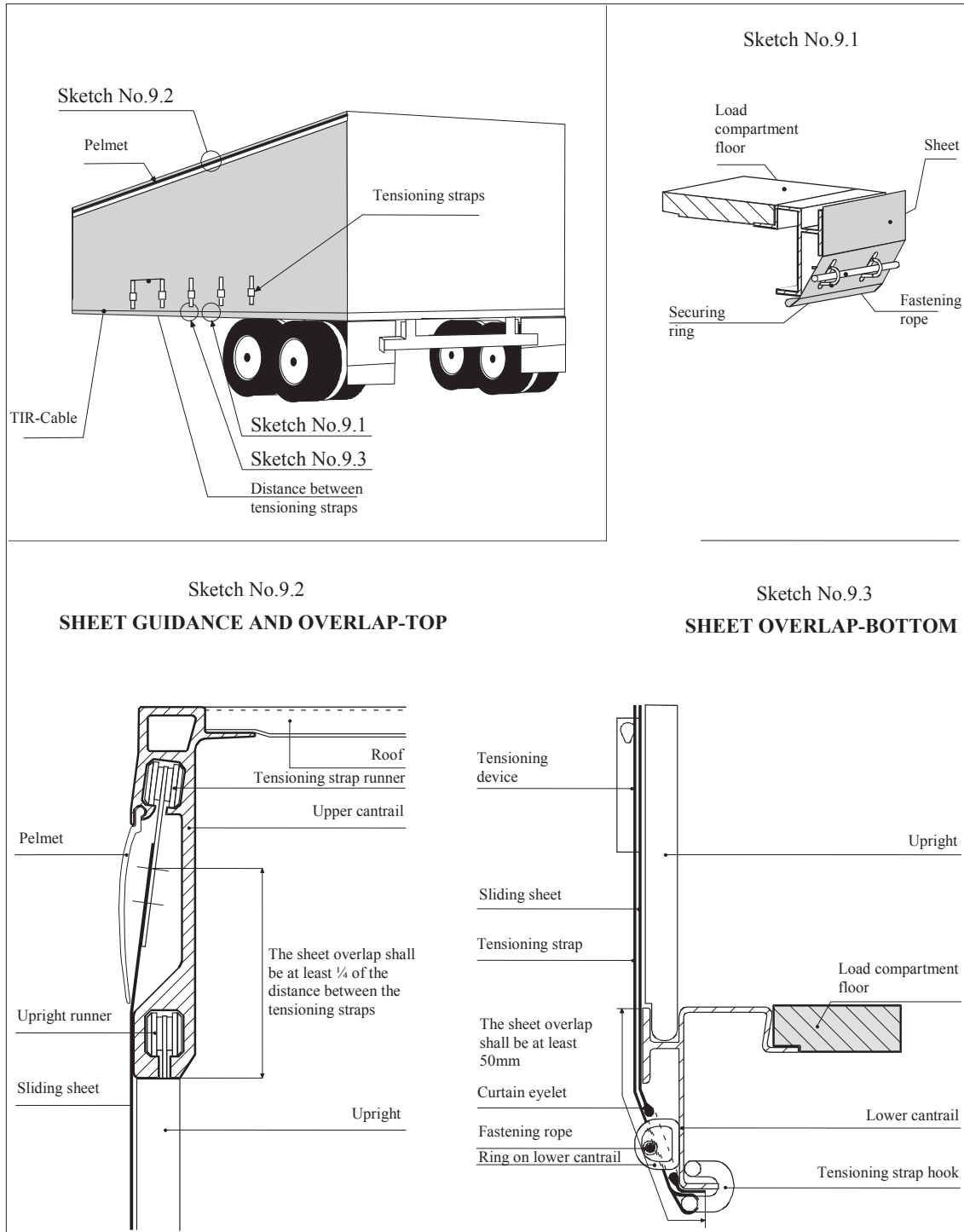
The edges are to be passed into the open profiles on the aluminium locking rod and slid into two parallel longitudinal channels which should be closed at their lower end. When the locking rod is in its upper position the edges of the sheet are united.

At the upper end of the opening the locking rod is stopped by a transparent plastic cap fixed by riveting to the sheet (see sketch No. 8.2). The locking rod consists of two sections, joined by a riveted hinge, to allow folding for easy fitting and removal. This hinge must be designed in such a way so as not to allow the removal of the swivel pin once the system is locked (see sketch No. 8.3).

At the lower part of the locking rod is an opening through which the ring passes. The opening is oval and of a size just sufficient to allow the ring to pass through it (see sketch No. 8.4). The TIR fastening rope will be pulled through this ring to secure the locking rod.

**Sketch No. 9**

**EXAMPLE OF A CONSTRUCTION OF A VEHICLE WITH SLIDING SHEETS**



**Annex 3****PROCEDURE FOR THE APPROVAL OF ROAD VEHICLES COMPLYING  
WITH THE TECHNICAL CONDITIONS SET FORTH IN THE  
REGULATIONS CONTAINED IN ANNEX 2****GENERAL**

1. Road vehicles may be approved by one of the following procedures:
  - (a) individually; or
  - (b) by design type (series of road vehicles).
2. An Approval Certificate conforming to the standard form of Annex 4 shall be issued for approved vehicles. This Certificate shall be printed in the language of the country of issue and in French or English. When the authority which has granted the approval deems it necessary, photographs or diagrams authenticated by that authority shall be attached to the Certificate. The number of those documents shall then be inserted by that authority under item No. 6 of the Approval Certificate.

*Comments to paragraph 2**Name of holder on Certificate**In the event of a change of owner, it may be that the name shown in box 8 (holder) will not be that of the new owner. This should not give rise to any dispute.**{TRANS/GE.30/12, paragraph 37}*



*Name on vehicles*

*In the same circumstances it may be that a name other than that actually shown on the vehicle appears on the photograph attached to the Certificate. The vehicle should not in such a case be refused entry, since the sole purpose of the photograph is to indicate the general appearance of the vehicle.*

*{TRANS/GE.30/12, paragraphs 38 and 39}*

*Insufficient space in box 5 of the Certificate*

*If there is insufficient space in box 5 (Other particulars) the indications may be given in a note on the back of the Certificate.*

*{TRANS/GE.30/12, paragraphs 40 and 41}*

**3. The Approval Certificate shall be kept on the road vehicle.**

*Comment to paragraph 3*

*This must be the original of the Certificate, not, however, a photocopy.*

*{TRANS/GE.30/33, paragraph 52}*

**4. Road vehicles shall be produced every two years, for the purposes of inspection and of renewal of approval where appropriate, to the competent authorities of the country in which the vehicle is registered or, in the case of unregistered vehicles, of the country in which the owner or user is resident.**

**5. If a road vehicle no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under cover of TIR Carnets, be restored to the condition which had justified its approval so as to comply again with the said technical conditions.**

**6. If the essential characteristics of a road vehicle are changed, the vehicle shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under cover of TIR Carnets.**

7. The competent authorities of the country of registration of the vehicle, or, in the case of vehicles for which registration is not required, the competent authorities of the country where the owner or user of the vehicle is established may, as the case may be, withdraw or renew the Approval Certificate or issue a new Approval Certificate in the circumstances set out in Article 14 of this Convention and in paragraphs 4, 5 and 6 of this Annex.

#### **PROCEDURE FOR INDIVIDUAL APPROVAL**

8. The owner, the operator or the representative of either shall apply to the competent authority for individual approval. The competent authority shall inspect the road vehicle produced in accordance with the general rules laid down in paragraphs 1 to 7 above and shall satisfy itself that the vehicle complies with the technical conditions prescribed in Annex 2, and after approval shall issue a certificate conforming to the model in Annex 4.

#### **PROCEDURE FOR APPROVAL BY DESIGN TYPE (SERIES OF ROAD VEHICLES)**

9. Where road vehicles are manufactured by type series, the manufacturer may apply to the competent authority of the country of manufacture for approval by design-type.

10. The manufacturer shall state in his application the identification numbers or letters which he assigns to the type of road vehicle to which his application for approval relates.

11. The application shall be accompanied by drawings and a detailed design specification of the type of road vehicle to be approved.

12. The manufacturer shall give an undertaking in writing that he will:

- (a) produce to the competent authority such vehicles of the type concerned as that authority may wish to examine;
- (b) permit the competent authority to examine further units at any time during the production of the type series concerned;

- (c) **advise the competent authority of any change, however small, in the design or specification before proceeding with such change;**
- (d) **mark the road vehicles in a visible place with the identification numbers of letters of the design-type and the serial number of the vehicle in the type series (manufacturer's number);**
- (e) **keep a record of vehicles manufactured to the approved design-type.**

**13. The competent authority shall state what changes, if any, must be made to the proposed design-type in order that approval may be granted.**

**14. No approval by design-type shall be granted unless the competent authority has satisfied itself by examination of one or more vehicles manufactured to the design-type concerned that vehicles of that type comply with the technical condition prescribed in Annex 2.**

**15. The competent authority shall notify the manufacturer in writing of its decision to grant approval by design-type. This decision shall be dated and numbered. The authority which took the decision shall be clearly designated.**

**16. The competent authority shall take the necessary steps to issue an Approval Certificate, which it has duly signed, in respect of every vehicle built in conformity with an approved design-type.**

**17. The holder of the Approval Certificate shall, before using the vehicle for the carriage of goods under the cover of a TIR Carnet, fill in, as may be required, on the Approval Certificate:**

- **the registration number given to the vehicle (item No.1); or**
- **in the case of a vehicle not subject to registration, particulars of his name and business address (item No. 8).**

Explanatory Note to paragraph 17

3.0.17 Approval procedure

1. Annex 3 provides that the competent authorities of a Contracting Party may issue a Certificate of Approval in respect of a vehicle constructed within its territory and that no additional approval procedures shall be applied in respect of such a vehicle in the country where it is registered or, as the case may be, where the owner is resident.

2. These provisions are not intended to restrict the right of the competent authorities of the Contracting Party where the vehicle is registered or where the owner is resident to require the production of such a Certificate of Approval either at importation or subsequently for purposes connected with the registration or control of the vehicle or with similar legal requirements.

**18. When a vehicle which has been approved by design-type is exported to another country which is a Contracting Party to this Convention, no further approval procedure shall be required in that country on account of its importation.**

**PROCEDURE FOR ENDORSEMENT OF  
THE CERTIFICATE OF APPROVAL**

**19. When an approved vehicle, carrying goods under cover of a TIR Carnet, is found to have major defects, the competent authorities of Contracting Parties may either refuse to allow the vehicle to continue its journey under a TIR Carnet, or allow the vehicle to continue its journey under a TIR Carnet on its territory while taking the necessary security precautions. The approved vehicle must be restored to a satisfactory state as rapidly as possible, and in any case before it is again used for the transport of goods under cover of a TIR Carnet.**

**20. In each of these cases the Customs authorities shall make an appropriate endorsement in item No. 10 of the Certificate of Approval of the vehicle. When the vehicle has been restored to a condition which justifies approval, it shall be presented to the competent authorities of a Contracting Party who shall revalidate the Certificate by adding an endorsement to item No. 11 cancelling the earlier observations. No vehicle, the Certificate of which has been endorsed at item No. 10 under the provisions of the preceding paragraph, may again be used for the transport of goods under a TIR Carnet until it has been restored to a satisfactory condition and until the endorsement in item No. 10 has been cancelled as stated above.**

Explanatory Note to paragraph 20

3.0.20 Procedure for endorsement of the Certificate of Approval

When an endorsement concerning defects is to be cancelled after the vehicle has been restored to a satisfactory state, it is sufficient to state, under item No. 11 provided for the purpose, "Defects rectified" followed by the name, signature and stamp of the competent authority concerned.

Comment to paragraph 20

*Any defects noted in the sheets or their system of securing may be entered in box No. 10 of the Approval Certificate.  
{TRANS/GE.30/33, paragraphs 46-49}*

**21. Each endorsement made on the Certificate shall be dated and authenticated by the competent authorities.**

**22. When a vehicle is found to have defects which the Customs authorities consider to be of minor importance and not involving the risk of smuggling, the continued use of the vehicle for the transport of goods under cover of a TIR Carnet can be authorized. The holder of the Approval Certificate shall be notified of the defects and shall restore his vehicle to a satisfactory state within a reasonable time.**

**Annex 4****MODEL CERTIFICATE OF APPROVAL OF A ROAD VEHICLE***Comments**Approval Certificate*

*The Certificate of Approval should be of format A 3, folded in two. See sample hereafter.*

*{TRANS/GE.30/10, paragraph 33; TRANS/WP.30/157, paragraphs 27-29; TRANS/WP.30/AC.2/35, Annex 6}*

*Photographs or diagrams to be attached*

*Whenever photographs or diagrams need to be attached to the Approval Certificate in accordance with Annex 4 to the Convention, they have to reflect accurately and in an updated manner the actual vehicle.*

*{TRANS/WP.30/157, paragraph 31}*

*Approval of demountable bodies*

*As stipulated in Article 1 (j) of the Convention, demountable bodies are to be treated as containers. Therefore Certificates of Approval as provided for in Annex 4 to the Convention are not required for demountable bodies as defined in Annex 6, Explanatory Note 0.1 (j). Approval plates in line with the provisions of Annex 7, Part II of the Convention are however required.*

*{TRANS/WP.30/157, paragraph 59}*

*Place and number of Customs seals*

*In cases where more than one Customs seal are required for Customs secure sealing, the number of such seals shall be indicated in the Certificate of Approval under point 5 (Annex 4 to the TIR Convention, 1975). A sketch or photographs of the road vehicle shall be attached to the Certificate of Approval showing the exact location of the Customs seals. This provision, which comes into force on 7 August 2003, shall be applicable for road vehicles to be approved for the first time or on the occasion of the biennial inspection and renewal of the approval after entry into force of Explanatory Note 2.2.1 (b)(f) where appropriate. As a consequence, as of 7 August 2005, all road vehicles, requiring more than one seal for Customs secure sealing, shall need to be equipped with a Certificate of Approval in line with Explanatory Note 2.2.1 (b) (f).*  
{TRANS/WP.30/206, paragraph 62; TRANS/WP.30/AC.2/69, Annex 2; TRANS/WP.30/AC.2/69/Corr.1}

*Transition period for the introduction of the new model certificate*

*The new format of the model certificate of approval of a road vehicle, which came into force on 1 August 1995 (TRANS/WP.30/AC.2/35, Annex 4) shall be required for road vehicles to be approved for the first time or on the occasion of the biennial inspection and renewal of the approval where appropriate of other road vehicles. As a consequence, as of 1 August 1997, all road vehicles would need to be equipped with the new format of the model certificate.*  
{TRANS/WP.30/R.164, paragraphs 46-48; TRANS/WP.30/R.158; TRANS/WP.30/AC.2/37, paragraph 42 and Annex 6}

**Model Certificate of Approval of a Road Vehicle \*/**

**APPROVAL CERTIFICATE**

of a road vehicle for the transport of goods  
under Customs seal

Certificate No .....

**TIR Convention of 14 November 1975**

Issued by: .....  
(Competent Authority)

[page 1]

\*/ {ECE/TRANS/17/Amend.18; entered into force on 1 August 1995}



**Model Certificate of Approval of a Road Vehicle (cont'd)**

<b>IDENTIFICATION</b>		Certificate No
1. Registration No ..... 2. Type of vehicle ..... 3. Chassis No ..... 4. Trade mark (or name of manufacturer) ..... 5. Other particulars ..... 6. Number of annexes .....		
<b>7. APPROVAL</b>		Valid until
<input type="checkbox"/> individual approval <sup>2/</sup> <input type="checkbox"/> approval by design type <sup>2/</sup>		Stamp
Authorization No (if applicable) .....		
Place .....		
Date .....		
Signature .....		
<b>8. HOLDER, (manufacturer, owner or operator)</b> (for unregistered vehicles only)		
Name and address .....		
.....		
<b>9. RENEWALS</b>		
Valid until		
Place		
Date		
Signature		
Stamp		

<sup>2/</sup> mark applicable alternative with an "x".

Please see the "Important Notice" on page 4.  
[page 2]

**Model Certificate of Approval of a Road Vehicle (cont'd)**

<b>REMARKS</b> (reserved for the use of Competent Authorities)		Certificate No	
10. Defects noted		11. Rectification of defects	
Authority	Stamp	Authority	Stamp
Signature		Signature	
10. Defects noted		11. Rectification of defects	
Authority	Stamp	Authority	Stamp
Signature		Signature	
10. Defects noted		11. Rectification of defects	
Authority	Stamp	Authority	Stamp
Signature		Signature	
12. Other remarks			
Please see "Important Notice" on page 4. [page 3]			

**Model Certificate of Approval of a Road Vehicle (cont'd)****IMPORTANT NOTICE**

1. When the authority which has granted the approval deems it necessary, photographs or diagrams authenticated by the authority shall be attached to the approval certificate. The number of those documents shall then be inserted by the competent authority, under item No. 6 of the certificate.
2. The certificate shall be kept on the road vehicle. This must be the original of the certificate, not, however, a photocopy.
3. Road vehicles shall be produced every two years, for the purposes of inspection and of renewal of approval where appropriate, to the competent authorities of the country in which the vehicle is registered or, in the case of unregistered vehicles, of the country in which the owner or user is resident.
4. If a road vehicle no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under cover of TIR Carnets, be restored to the condition which had justified its approval so as to comply again with the said technical conditions.
5. If the essential characteristics of a road vehicle are changed, the vehicle shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under cover of TIR Carnets.

**Annex 5****TIR PLATES**

- 1. The dimensions of the plates shall be 250 mm by 400 mm.**
- 2. The letters TIR in capital Latin characters shall be 200 mm high and their strokes at least 20 mm wide. The letters shall be white on a blue ground.**

*Comment*

*The model of a TIR plate in conformity with Annex 5 is shown below.  
White capital letters on blue ground (RAL 5017)*

*(Characters: 200 mm high; stroke width: at least 20 mm)*

*An electronic file (encapsulated postscript format – EPS) containing the TIR plate in conformity with Annex 5, as shown above, is available on the TIR web site (<http://tir.unece.org>) or can be obtained by contacting the TIR Secretary.*



*{TRANS/WP.30/204, paragraph 62; TRANS/WP.30/AC.2/69, Annex 3}*



**Annex 6****EXPLANATORY NOTES****Introduction to Explanatory Notes**

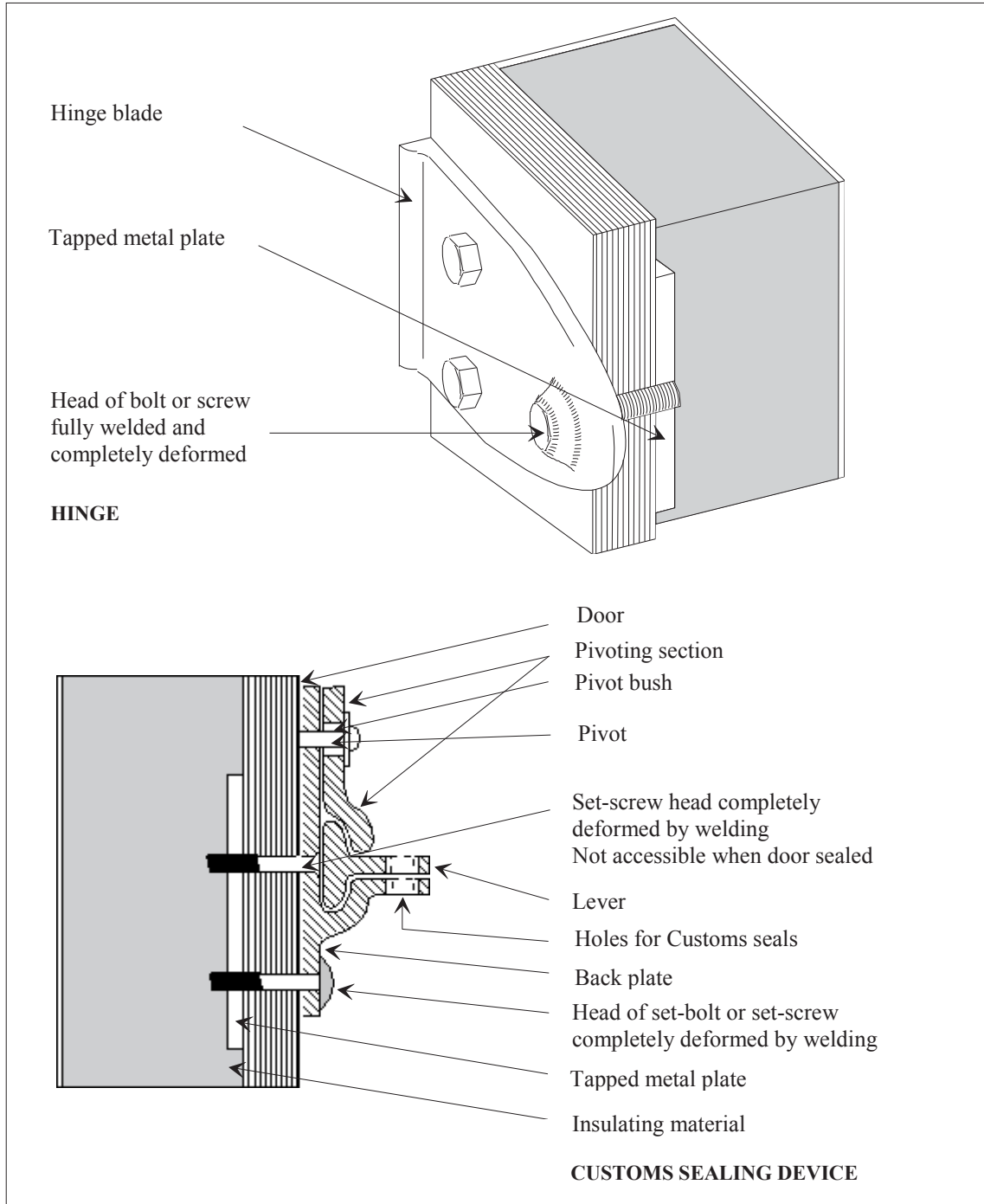
- (i) In accordance with the provisions of Article 43 of this Convention, the Explanatory Notes interpret certain provisions of this Convention and of its Annexes. They also describe certain recommended practices,
- (ii) The Explanatory Notes do not modify the provisions of this Convention or of its Annexes but merely make their contents, meaning and scope more precise,
- (iii) In particular, having regard to the provisions of Article 12 of this Convention and of Annex 2 relating to the technical conditions for the approval of road vehicles for transport under Customs seal, the Explanatory Notes specify, where appropriate, the construction techniques to be accepted by the Contracting Parties as complying with those provisions. The Explanatory Notes also specify, where appropriate, which construction techniques do not comply with those provisions,
- (iv) The Explanatory Notes provide a means of applying the provisions of this Convention and of its Annexes so as to take into account the development of technology and economic requirements.

**Note:**

*{Explanatory Notes appearing in Annex 6 have been placed with the provisions of the Convention to which they are related. Sketches related to the Explanatory Notes are included in this Annex}*

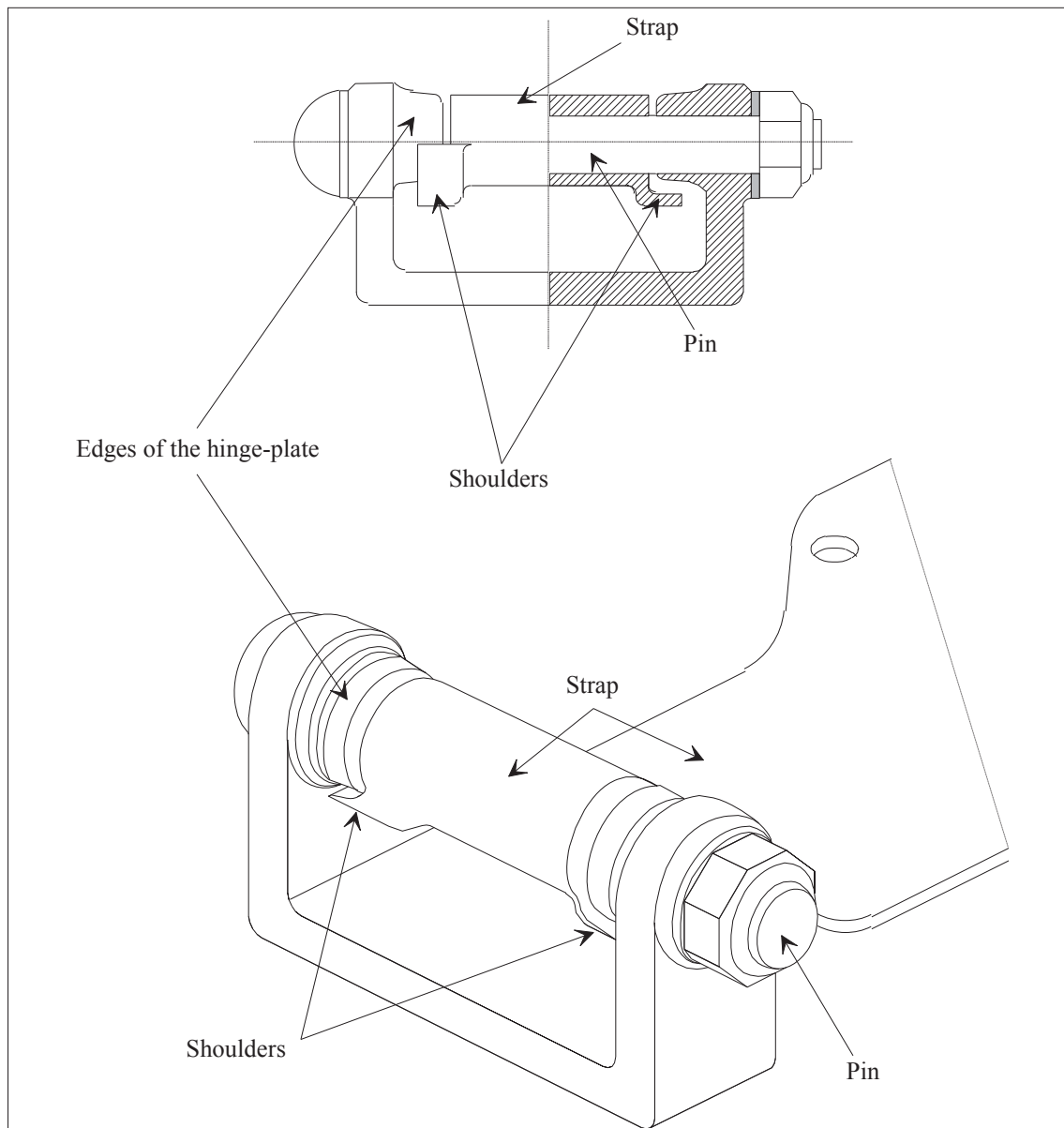
**Sketch No. 1**

**EXAMPLE OF A HINGE AND CUSTOMS SEALING DEVICE ON DOORS OF VEHICLES HAVING INSULATED LOAD COMPARTMENTS**



**Sketch No. 1a****EXAMPLE OF A HINGE NOT REQUIRING SPECIAL PROTECTION  
FOR THE HINGE-PIN**

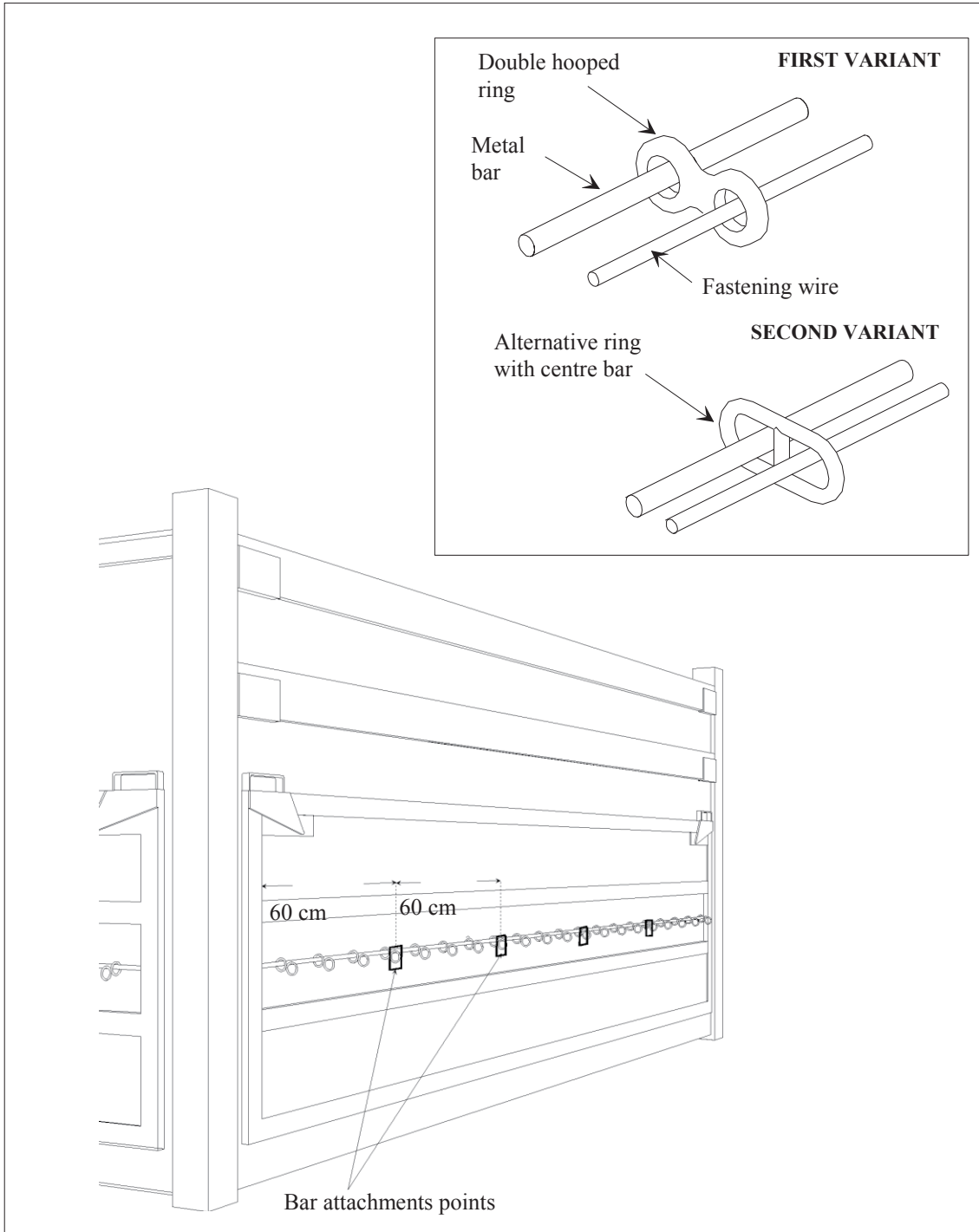
The hinge illustrated below complies with the requirements of Explanatory Note 2.2.1(b), paragraph (b), second sentence. The design of the strap and the hinge-plate make any special protection of the pin unnecessary, since the shoulders of the strap extend behind the edges of the hinge-plate. These shoulders therefore prevent the Customs-sealed door from being opened at the hinged side without leaving obvious traces, even if the unprotected pin has been removed.





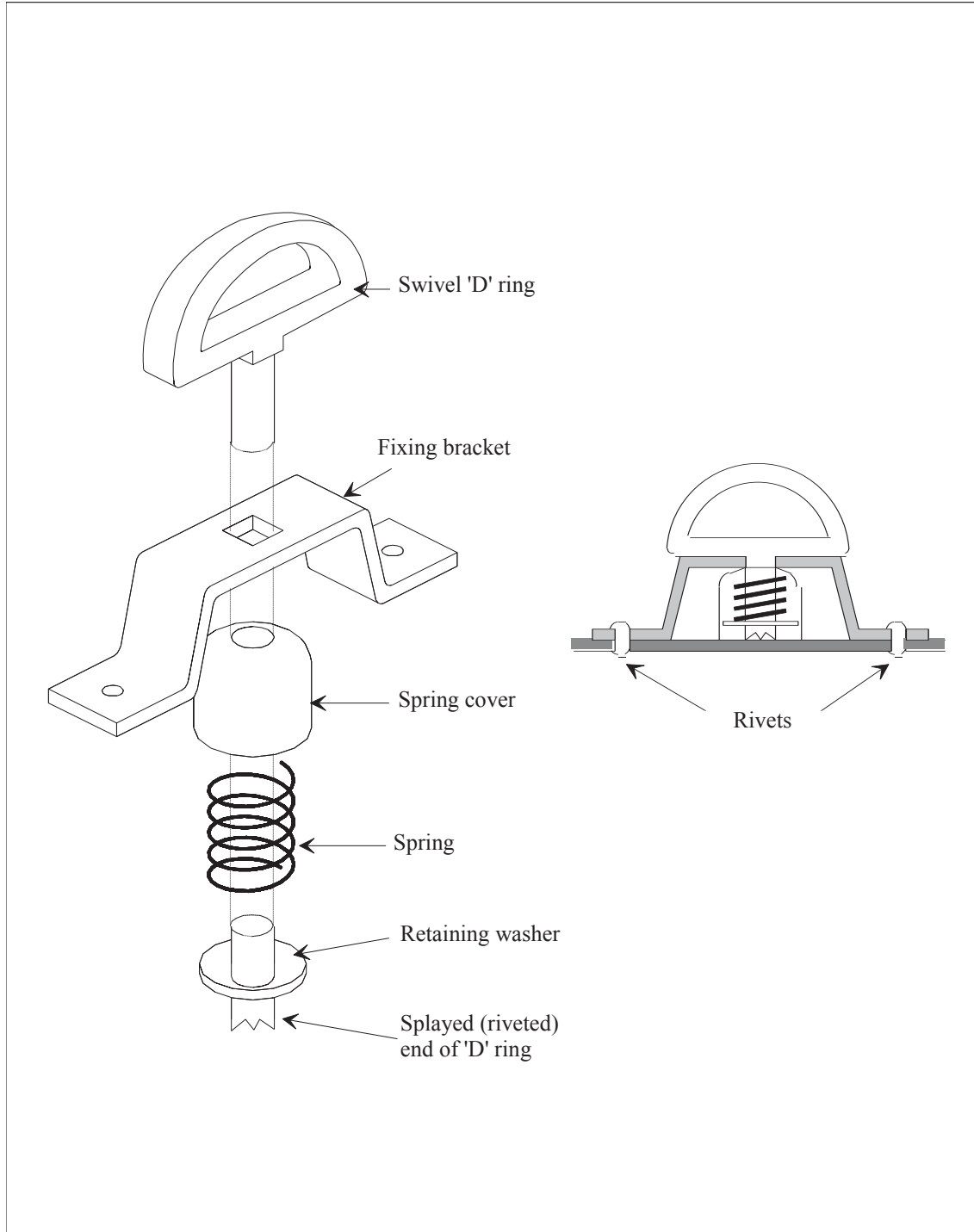
**Sketch No. 2**

**SHEETED VEHICLE WITH SLIDING RINGS**



**Sketch No. 2a**

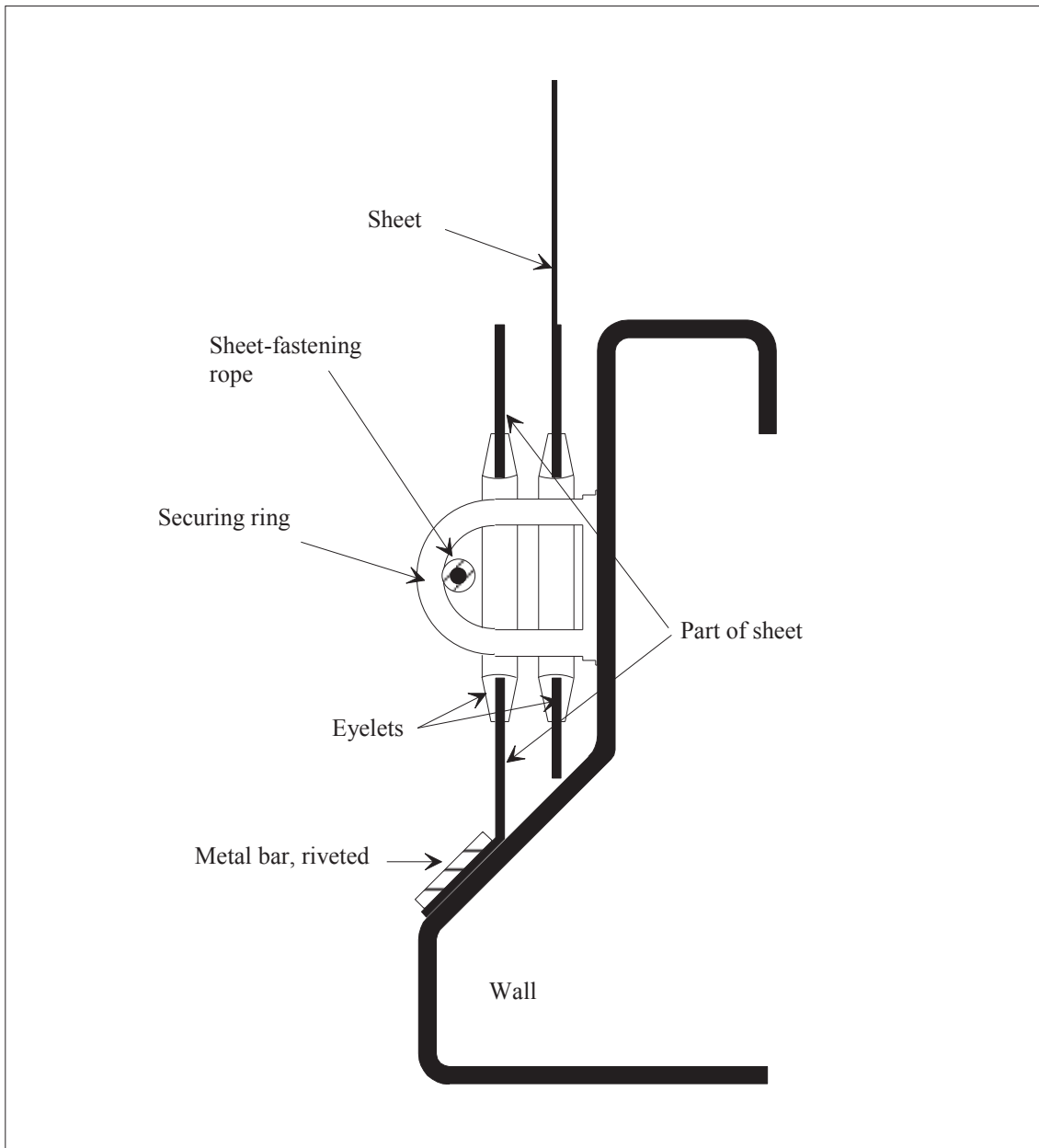
**EXAMPLE OF A SWIVEL RING ("D" RING)**



**Sketch No. 3****EXAMPLE OF A DEVICE FOR FASTENING VEHICLE SHEETS**

The device illustrated below meets the requirements of the last part of paragraph 11 (a) of Annex 2, Article 3. It also meets the requirements of Annex 2, Article 3, paragraphs (a) and 6 (b).

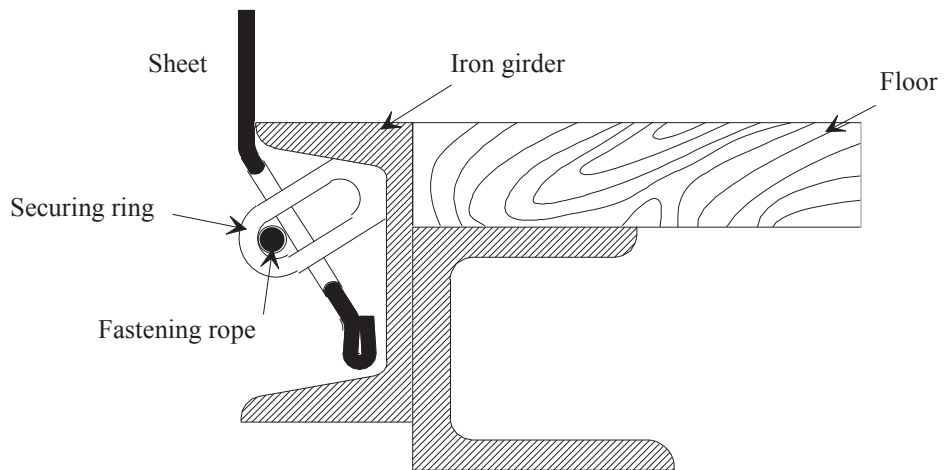
{ECE/TRANS/17/Amend.17; entered into force on 1 October 1994}



**Sketch No. 4**

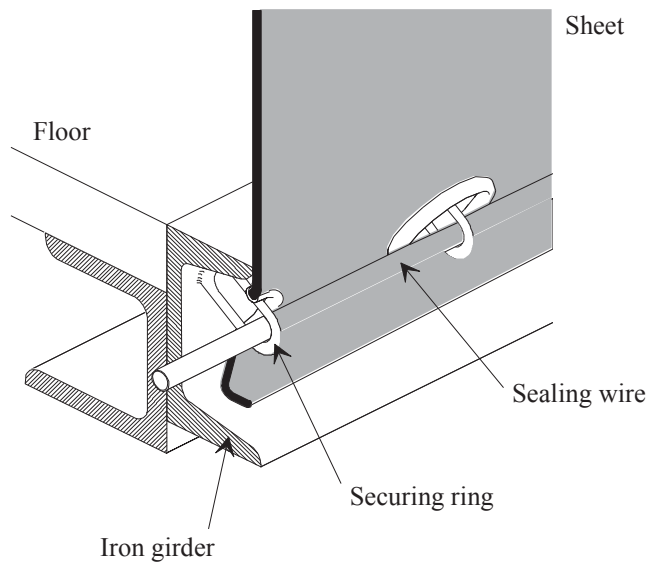
**DEVICE FOR FASTENING SHEETS**

The device illustrated below meets the requirements of Annex 2, Article 3, subparagraphs 6 (a) and 6 (b).



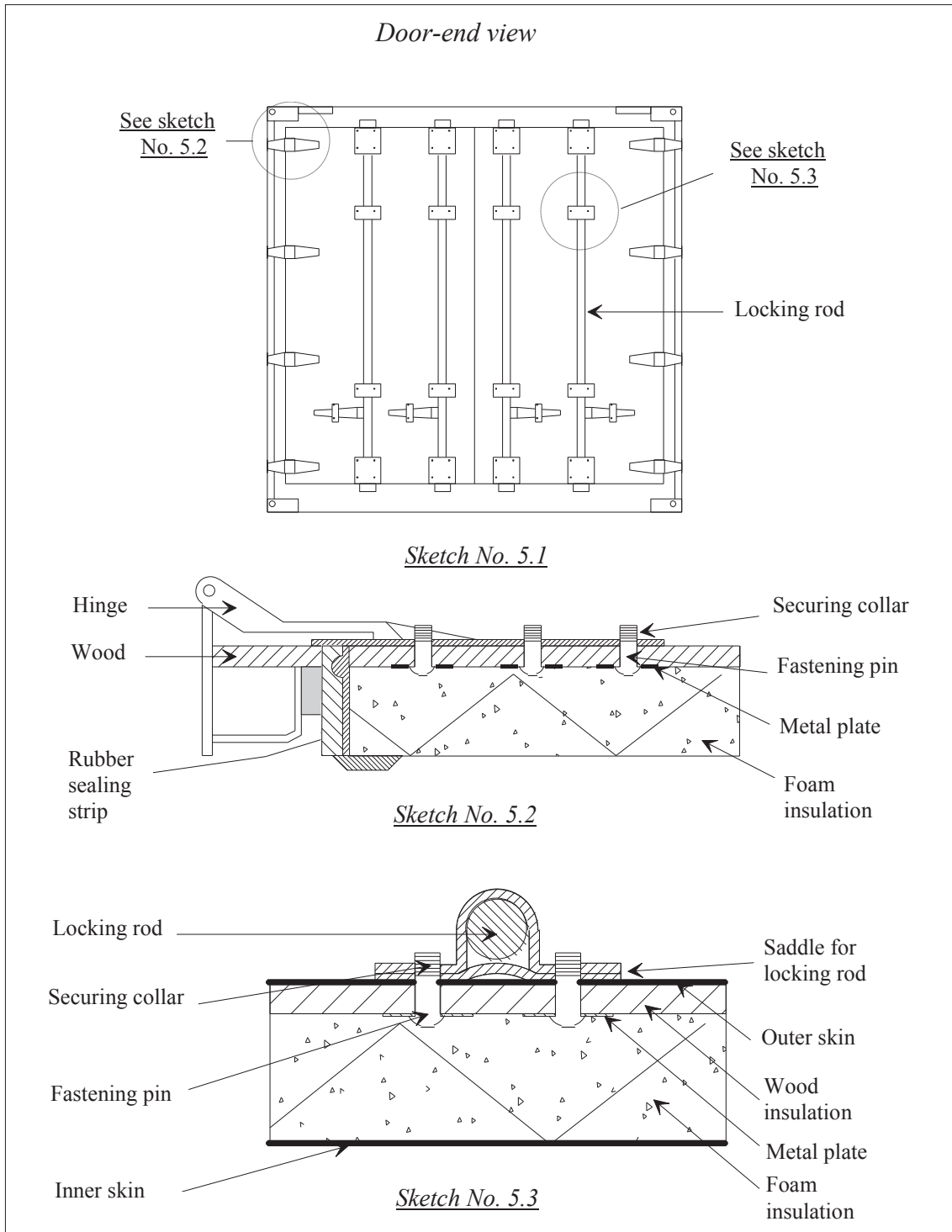
*Comment*

*The sketch below is an example of a device for fastening vehicle sheets in accordance with Annex 2, Article 3, paragraphs 6 (a) and 6 (b).  
{TRANS/WP.30/147, paragraph 32}*



**Sketch No. 5**

**EXAMPLE OF A FASTENING DEVICE INSERTED FROM THE INSIDE OF INSULATED DOOR CONSTRUCTION**



**Annex 7****REGARDING APPROVAL OF CONTAINERS****Part I****REGULATIONS ON TECHNICAL CONDITIONS APPLICABLE TO  
CONTAINERS WHICH MAY BE ACCEPTED  
FOR INTERNATIONAL TRANSPORT UNDER CUSTOMS SEAL****Explanatory Notes**

The Explanatory Notes to Annex 2 set out in Annex 6 of this Convention apply *mutatis mutandis* to containers approved for transport under Customs seal for the application of this Convention.

**Article 1****Basic principles**

**Approval for the international transport of goods under Customs seal may be granted only to containers constructed and equipped in such a manner that:**

- (a) no goods can be removed from, or introduced into, the sealed part of the container without leaving visible traces of tampering or without breaking the Customs seal;**
- (b) Customs seals can be simply and effectively affixed to them;**
- (c) they contain no concealed spaces where goods may be hidden;**
- (d) all spaces capable of holding goods are readily accessible for Customs inspection.**

Comment to Article 1

*Markings on containers*

*Paintings, transfers and other similar markings which cannot be torn off the walls or sheets of containers are permissible if they do not cover up the structure of the wall or sheet which should still be clearly visible. Stickers and other similar markings which could hide openings in the containers should, however, not be allowed.*

*{TRANS/GE.30/57, paragraph 45; TRANS/WP.30/141, paragraph 35; TRANS/WP.30/AC.2/31, Annex 3}*

**Article 2**

**Structure of containers**

- 1. To meet the requirements of Article 1 of these Regulations:**
  - (a) the constituent parts of the container (sides, floor, doors, roof, uprights, frames, cross-pieces, etc.) shall be assembled either by means of devices which cannot be removed and replaced from the outside without leaving visible traces or by such methods as will produce a structure which cannot be modified without leaving visible traces. When the sides, floor, doors and roof are made up of various components, these shall meet the same requirements and be of sufficient strength;**
  - (b) doors and all other closing systems (including stopcocks, manhole-covers, flanges, etc.) shall be fitted with a device on which Customs seals can be fixed. This device must be such that it cannot be removed and replaced from outside the container without leaving visible traces, or the door or fastening be opened without breaking the Customs seals. The latter shall be adequately protected. Opening roofs shall be permitted;**

Comment to Article 2, paragraph 1 (b)

*Protection of Customs seals on containers*

*As the Convention does not make any specific requirement as to the means for protection of the seal, there is a choice either to protect the seal by covering it with a special device, or to construct the door in such a way that there can be no danger that the seal may be damaged by impact.*

*{TRANS/GE.30/17, paragraph 93}*

- (c) apertures for ventilation and drainage shall be provided with a device preventing access to the interior of the container. This device must be such that it cannot be removed and replaced from outside the container without leaving visible traces.**

Comment to Article 2, paragraph 1 (c)

*Ventilation apertures in containers*

*Although ventilation apertures should not in principle exceed 400 mm, any competent administration may, provided that all other requirements are complied with, give its approval to an opening greater than 400 mm, if such an opening is presented to it.*

*{TRANS/GE.30/14, paragraph 102; TRANS/WP.30/143, paragraphs 36 and 37}*

**2. Notwithstanding the provisions of Article 1 (c) of these Regulations, constituent parts of the container which, for practical reasons, have to include empty spaces (for example, between the partitions of a double wall) shall be permitted. In order that the said spaces cannot be used to conceal goods:**

- (i) where it covers the full height from floor to roof, or, in other cases, where the space between it and the outer wall is completely enclosed, the lining inside the container shall be so fitted that it cannot be removed and replaced without leaving obvious traces, and**



- (ii) where a lining is of less than full height and the spaces between the lining and the outer wall are not completely enclosed, and in all other cases where spaces occur in the construction of a container, the number of such spaces shall be kept to a minimum and these spaces shall be readily accessible for Customs inspection.

{ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}

*Comment to Article 2, paragraph 2*

*Elimination of hollow beam structural members*

*Structural members of containers with enclosed spaces, such as hollow beams shall be kept to a minimum and shall be eliminated gradually in the design of new containers utilizing open profile beams whenever possible. If, for constructional reasons, enclosed spaces in structural members of containers are used, the provision of holes intended to facilitate Customs inspection of hollow spaces are admissible. The presence of such inspection holes shall be noted under item 9 in Model II or item 7 in Model III in the Certificate of Approval of containers (Annex 7, Part II of the Convention).*

*{TRANS/WP.30/151, paragraphs 33-37; TRANS/WP.30/AC.2/33, Annex 7}*

**3. Windows shall be allowed in demountable bodies as defined in Annex 6, Explanatory Note 0.1 (j) of the Convention, provided that they are made of materials of sufficient strength and that they cannot be removed and replaced from the outside without leaving obvious traces. Glass may nevertheless be permitted, but if glass other than safety glass is used, the windows shall be fitted with a fixed metal grille which cannot be removed from the outside; the mesh of the grille shall not exceed 10 mm. Windows shall not be allowed in containers as defined in Article 1 (j) of the Convention other than in demountable bodies as defined in Annex 6, Explanatory Note 0.1(j) of the Convention.**

**{ECE/TRANS/17/Amend.17; entered into force on 1 October 1994}**

### **Article 3**

#### **Containers capable of being folded or dismantled**

Containers capable of being folded or dismantled shall be subject to the provisions of Articles 1 and 2 of these Regulations; in addition, they shall be fitted with a bolting system which locks the various parts together once the container has been erected. This bolting system must be capable of being sealed by the Customs if it is on the outside of the container when the latter has been erected.

### **Article 4**

#### **Sheeted containers**

1. Where applicable, the provisions of Articles 1, 2 and 3 of these Regulations shall apply to sheeted containers. In addition, these containers shall conform to the provisions of this Article.
2. The sheet shall be either of strong canvas or of plastic-covered or rubberized cloth, which shall be of sufficient strength and unstretchable. It shall be in good condition and made up in such a way that once the closing device has been secured, it is impossible to gain access to the load without leaving visible traces.
3. If the sheet is made up of several pieces, their edges shall be folded into one another and sewn together with two seams at least 15 mm apart. These seams shall be made as shown in sketch No. 1 appended to these Regulations; however, where in the case of certain parts of the sheet (such as flaps and reinforced corners) it is not possible to assemble the pieces in that way, it shall be sufficient to fold the edge of the top section and make the seams as shown in sketch No. 2 appended to these Regulations. One of the seams shall be visible only from the inside and the colour of the thread used for that seam shall be clearly different from the colour of the sheet itself and from the colour of the thread used for the other seam. All seams shall be machine-sewn.

**4. If the sheet is of plastic-covered cloth, and is made up of several pieces, the pieces may alternatively be welded together in the manner shown in sketch No. 3 appended to these Regulations. The edges of the pieces shall overlap by at least 15 mm. The pieces shall be fused together over the whole width of the overlap. The edge of the outer sheet shall be covered with a band of plastic material at least 7 mm wide, affixed by the same welding process. The plastic band and a width of at least 3 mm on each side shall have a well-marked uniform relief stamped on it. The pieces shall be welded in such a way that they cannot be separated and rejoined without leaving visible traces.**

*Comments to Article 4, paragraph 4*

*Band of plastic material*

*The requirement for the band of plastic material is essential for Customs security purposes. Consequently, it should not be permitted to dispense with it.*

*{TRANS/GE.30/17, paragraph 99; TRANS/WP.30/141, paragraph 35; TRANS/WP.30/AC.2/31, Annex 3}*

*Overlap of the edges of the pieces of the sheet*

*While for Customs security purposes, an overlap of the edges of the pieces of the sheet of at least 15 mm is sufficient, an overlap of 20 mm and more is admitted and may be necessary for technical reasons depending on the material of the sheet and its adhesion.*

*{TRANS/WP.30/162, paragraphs 64 and 65; TRANS/WP.30/AC.2/37, Annex 6}*

*Methods for welding pieces of the sheet*

*Methods for welding pieces of sheets which are recognized as Customs secure if applied in accordance with the provisions of Annex 2 to the Convention include the "fusing method", where pieces of sheets are fused using high temperatures and the "high frequency method", where pieces of sheets are welded using high frequency and pressure.*

*{TRANS/WP.30/162, paragraphs 64 and 65; TRANS/WP.30/AC.2/37, Annex 6}*

**5. Repairs shall be made in accordance with the method described in sketch No. 4 appended to these Regulations; the edges shall be folded into one another and sewn together with two visible seams at least 15 mm apart; the colour of the thread visible from the inside shall be different from that of the thread visible from the outside and from that of the sheet itself; all seams shall be machine-sewn. When a sheet which has been damaged near the edges is repaired by replacing the damaged part by a patch, the seam can also be made in accordance with the provisions of paragraph 3 of this Article and sketch No. 1 appended to these Regulations. 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.**

**{ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}**

*Comments to Article 4, paragraph 5*

*Repair of sheets made of plastic covered cloth*

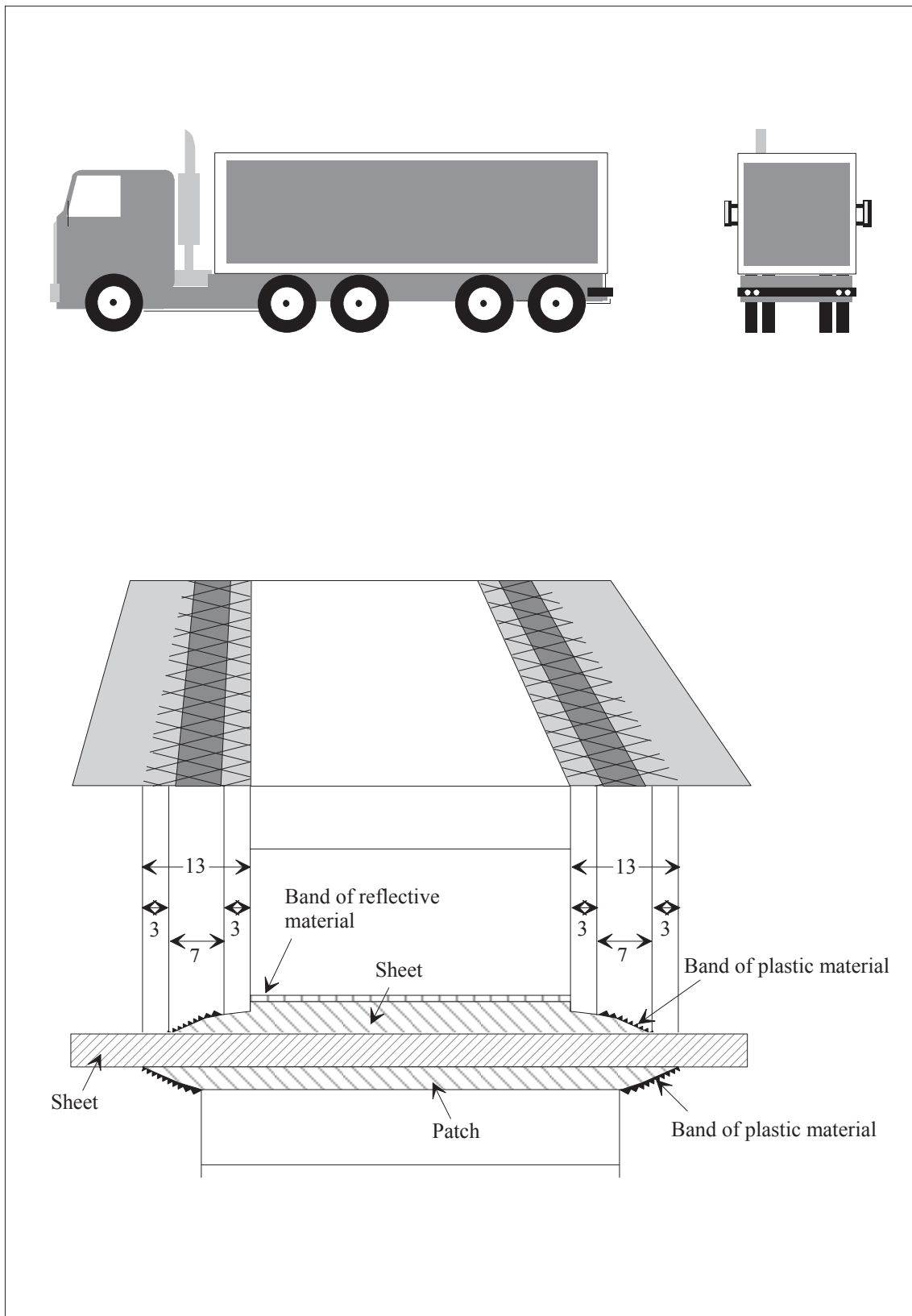
*The following process is permitted for the repair of such sheets: Vinyl liquefied under pressure and heat is used to secure the piece on the sheet by melting. Obviously in such cases a band of plastic material stamped with a relief pattern will be affixed to the edge of the piece on both sides of the sheet.*

*{TRANS/GE.30/6, paragraph 40; TRANS/GE.30/GRCC/4, paragraph 33; TRANS/WP.30/141, paragraph 35; TRANS/WP.30/AC.2/31, Annex 3}*

*Bands of reflective material*

*Bands of reflective material which can be torn off and which cover up the structure of the sheets of containers are permissible, however, if they are completely welded to the sheets of plastic-covered cloth and are secured in accordance with the requirements of Annex 2, Article 3, paragraph 5 of the Convention (see sketch below).*

*{TRANS/WP.30/151, paragraph 40}*



**6. The sheet shall be fixed to the container in strict compliance with the conditions set forth in Article 1 (a) and (b) of these Regulations. The following systems can be used:**

**(a) The sheet can be secured by**

- (i) metal rings fixed to the containers,**
- (ii) eyelets let into the edge of the sheet, and**
- (iii) a fastening passing through the rings above the sheet and visible from the outside for its entire length.**

**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.**

Explanatory Note to Article 4, paragraph 6 (a)

Example of a system of affixing sheets around containers' corner-castings, acceptable from Customs point of view, is given in the sketch appended to Annex 7, Part III.

**(b) When any edge of a sheet is to be permanently secured to a container, the two surfaces shall be joined together without a break and shall be held in place by strong devices.**

**(c) When a sheet locking system is used, it shall in locked position join the sheet tightly to the outside of the container (as an example, see sketch No. 6 appended to these Regulations).  
{ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}**

**7. The sheet shall be supported by an adequate superstructure (uprights, sides, arches, slats, etc.).  
{ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}**

Comment to Article 4, paragraph 7

*Supports for sheets*

*The hoops supporting the sheet are sometimes hollow and might be used as a hiding place. It is, however, always possible to inspect them, as is the case for many other container parts. Under these conditions, hollow hoops are permissible.*

*{TRANS/GE.30/14, paragraph 90; TRANS/GE.30/12, paragraphs 100 and 101; TRANS/GE.30/6, paragraph 41; TRANS/WP.30/141, paragraph 35; TRANS/WP.30/AC.2/31, Annex 3}*

**8. 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 upright if the construction of the container and the sheet is such as to prevent all access to the interior of the container. The eyelets shall be reinforced.**

**{ECE/TRANS/17/Amend.8; entered into force on 1 August 1987}**

**9. The following fastenings shall be used:**

- (a) steel wire ropes of at least 3 mm diameter; or**
- (b) ropes of hemp or sisal of at least 8 mm diameter encased in a transparent sheath of unstretchable plastic; or**
- (c) ropes consisting of batches of fibre-optic lines inside a spirally wound steel housing encased in a transparent sheath of unstretchable plastic; or**
- (d) ropes comprising a textile cord surrounded by at least four strands consisting solely of steel wire and completely covering the core, under the condition that the ropes (without taking into account the transparent sheath, if any) are not less than 3 mm in diameter.**

**Ropes in accordance with paragraph 9 (a) or (d) of this Article may have a transparent sheath of unstretchable plastic.**

In cases where the sheet has to be fixed to the frame in a system of construction which otherwise complies with the provisions of paragraph 6 (a) of this Article, a thong can be used as fastening (an example of such a system of construction is given in sketch No. 7 appended to this Annex). The thong has to comply with the requirements stipulated in paragraph 11 (a) (iii) with regard to material, dimensions and shape.

{ECE/TRANS/17/Amend.11; entered into force on 1 August 1989;  
ECE/TRANS/17/Amend.17; entered into force on 1 October 1994;  
ECE/TRANS/17/Amend.25; entered into force on 1 October 2005}

Comment to Article 4, paragraph 9

*Fastening rope*

*In the latter system of construction instead of a thong a rope could be used, which could consist of two pieces.*

*{TRANS/WP.30/125, paragraph 33; ECE/TRANS/WP.30/232, paragraph 34 and Annex; ECE/TRANS/WP.30/AC.2/91, paragraph 24}*

**10. Each type of rope shall be in one piece and shall have a hard metal end-piece at each end. Each metal end-piece shall allow the introduction of the thread or strap of the Customs seal. The fastener of each metal end-piece of ropes in accordance with the provisions of paragraph 9 (a), (b) and (d) of this Article shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or strap of the Customs seal. The rope shall remain visible on either side of the hollow rivet so that it is possible to ensure that the rope is in one piece (see sketch No. 5 appended to these Regulations).**

{ECE/TRANS/17/Amend.25; entered into force on 1 October 2005}

**11. At the openings in the sheet, used for loading and unloading, the two surfaces shall be joined together. The following systems can be used:**

- (a) The two edges of the sheet shall have an adequate overlap. They shall also be fastened by:**
  - (i) a flap sewn or welded in accordance with paragraphs 3 and 4 of this Article,**
  - (ii) rings and eyelets meeting the conditions of paragraph 8 of this Article, the rings shall be manufactured of metal, and**



- (iii) a thong made of appropriate material, in one piece and unstretchable, at least 20 mm wide and 3 mm thick, passing through the rings and holding together the two edges of the sheet and the flap; the thong shall be secured inside the sheet and fitted either with:

an eyelet to take the rope mentioned in paragraph 9 of this Article;  
or

an eyelet which can be attached to a metal ring mentioned in paragraph 6 of this Article and be secured by the rope mentioned in paragraph 9 of this Article.

A flap shall not be required if a special device, such as a baffle plate, is fitted, which prevents access to the container without leaving obvious traces. Neither shall a flap be required for containers with sliding sheets.  
{ECE/TRANS/17/Amend.14; entered into force on 1 August 1992;  
ECE/TRANS/17/Amend.20; entered into force on 12 June 2001}

- (b) A special locking system holding the edges of the sheet tightly locked when the container is closed and sealed. The system shall be provided with an opening through which a metal ring mentioned in paragraph 6 of this Article can pass and be secured by the rope mentioned in paragraph 9 of this Article. Such a system is described in sketch No. 8 appended to this Annex.  
{ECE/TRANS/17/Amend.14; entered into force on 1 August 1992}

12. The identification marks, which must appear on the container, and the approval plate provided for in Part II of this Annex, shall in no circumstances be covered by the sheet.

## Article 5

### Containers with sliding sheets

1. Where applicable, the provisions of Articles 1, 2, 3 and 4 of these Regulations shall apply to containers with sliding sheets. In addition, these containers shall conform to the provisions of this Article.

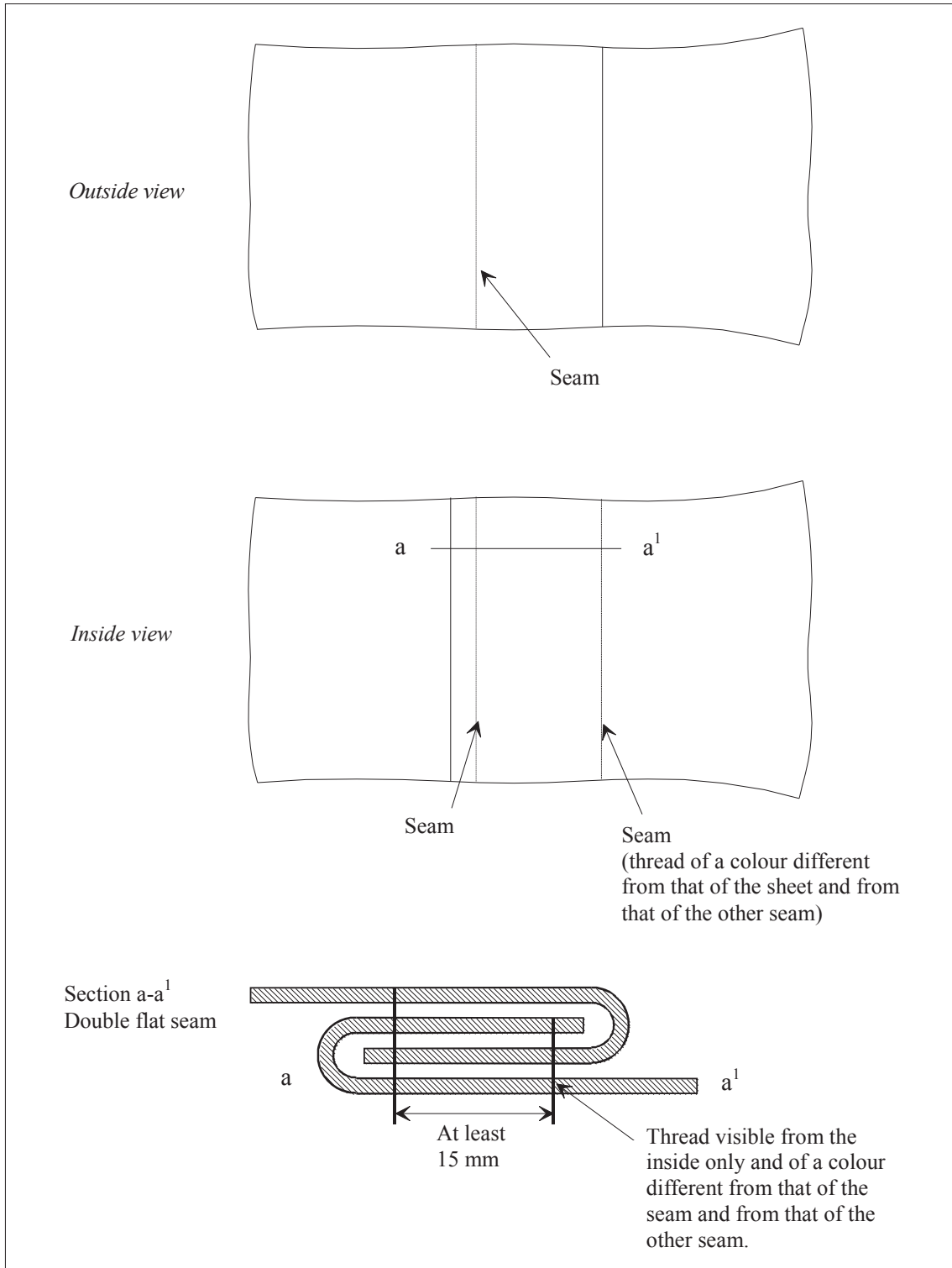
**2. The sliding sheets, floor, doors and all other constituent parts of the container shall fulfil either the requirements in Article 4, paragraphs 6, 8, 9 and 11 of these Regulations or the requirements set out in (i) to (vi) below.**

- (i) The sliding sheets, floor, doors and all other constituent parts of the container shall be assembled in such a way that they cannot be opened or closed without leaving obvious traces.**
- (ii) The sheet shall overlap the solid parts at the top of the container by at least 1/4 of the actual distance between the tensioning straps. The sheet shall overlap the solid parts at the bottom of the container by at least 50 mm. The horizontal opening between the sheet and the solid parts of the container may not exceed 10 mm measured perpendicular to the longitudinal axis of the container at any place when the container is secured and sealed for Customs purposes.**
- (iii) The sliding sheet guidance and other movable parts shall be assembled in such a way that closed and Customs sealed doors and other movable parts cannot be opened or closed from the outside without leaving obvious traces. The sliding sheet guidance and other movable parts shall be assembled in such a way that it is impossible to gain access to the container without leaving obvious traces. The system is described in sketch No. 9 appended to these Regulations.**
- (iv) The horizontal distance between the rings, used for Customs purposes, on the solid parts of the container shall not exceed 200 mm. The space may, however, be greater but shall not exceed 300 mm between the rings on either side of the upright if the construction of the container and the sheets is such as preventing all access to the container. In any case, the conditions laid down in (ii) above shall be complied with.**
- (v) The distance between the tensioning straps shall not exceed 600 mm.**
- (vi) The fastenings used to secure the sheets to the solid parts of the container shall fulfil the requirements in Article 4, paragraph 9 of these Regulations.**

**{ECE/TRANS/17/Amend.20; entered into force on 12 June 2001}**

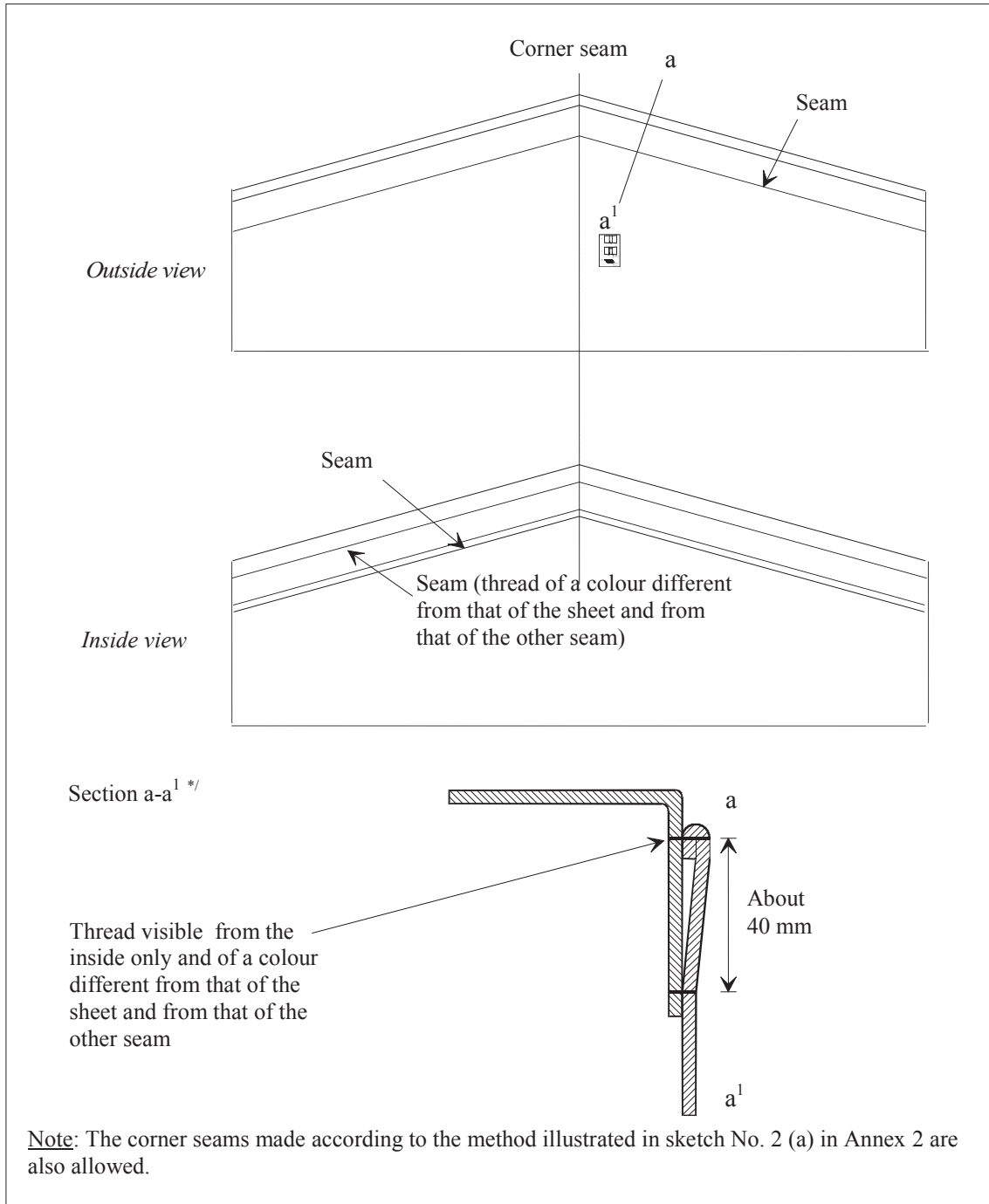
**Sketch No. 1**

**SHEETS MADE OF SEVERAL PIECES**



**Sketch No. 2**

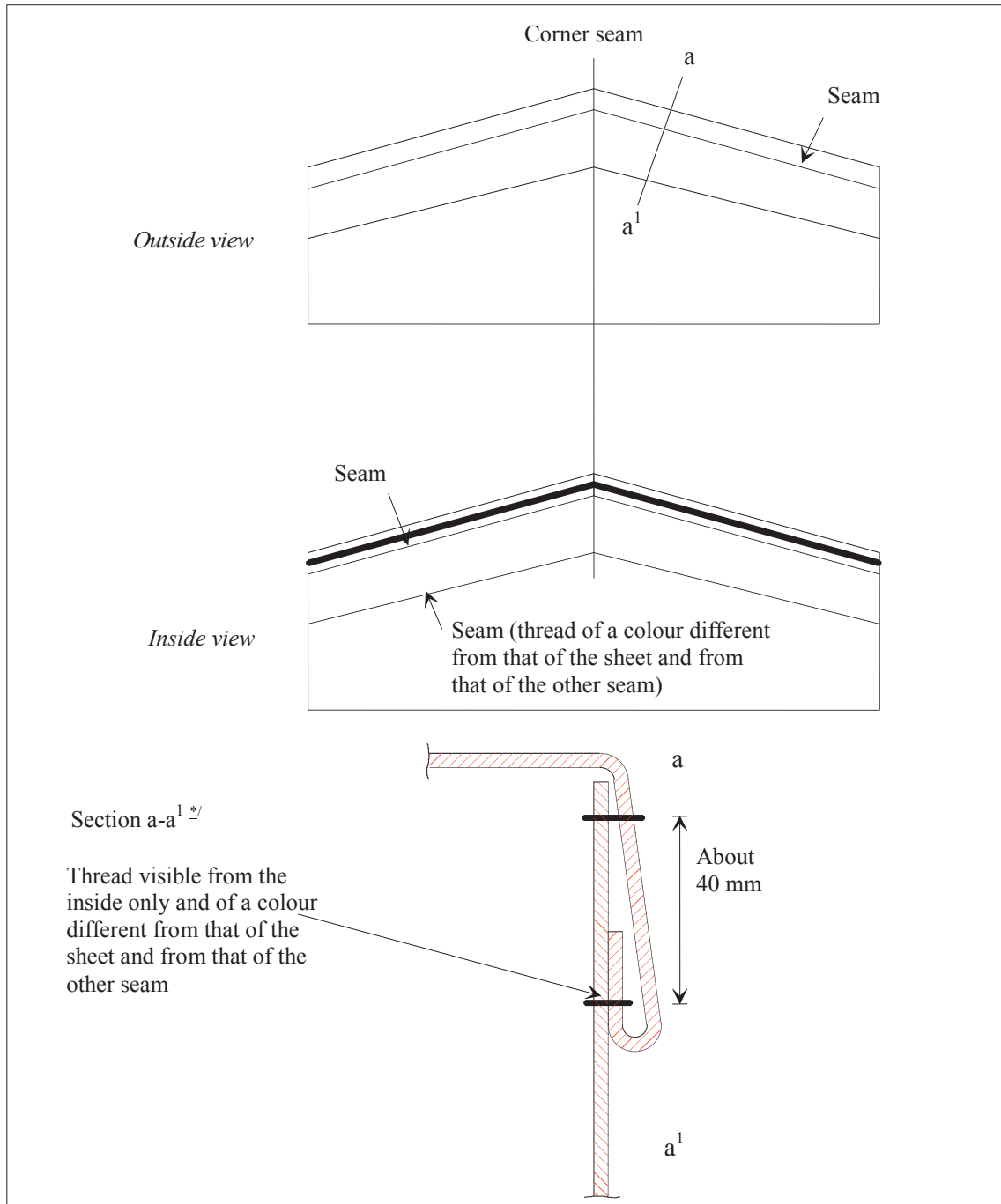
**SHEETS MADE OF SEVERAL PIECES**



<sup>\*/</sup> This sketch shows the top folded section of the sheet according to Annex 2, Article 3, paragraph 3.

Comment

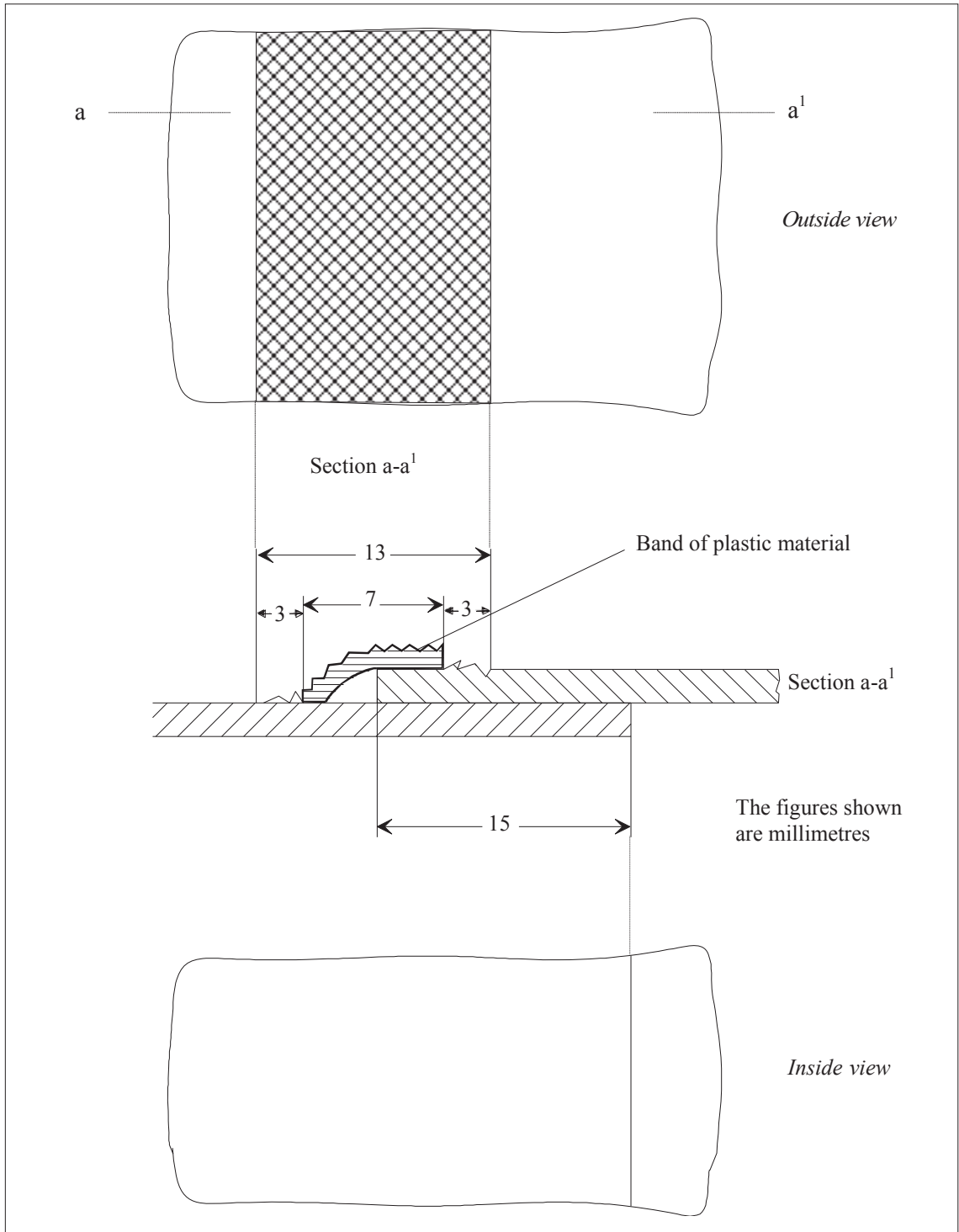
*Sketch No. 2(a) to Annex 2 "SHEETS MADE OF SEVERAL PIECES SEWN TOGETHER" is reproduced here in Annex 7 as an example of an approved method of sewing corner seams according to the above Note. {TRANS/WP.30/147, paragraph 32}*



<sup>\*/</sup> This sketch shows the top folded section of the sheet according to Annex 2, Article 3, paragraph 3.

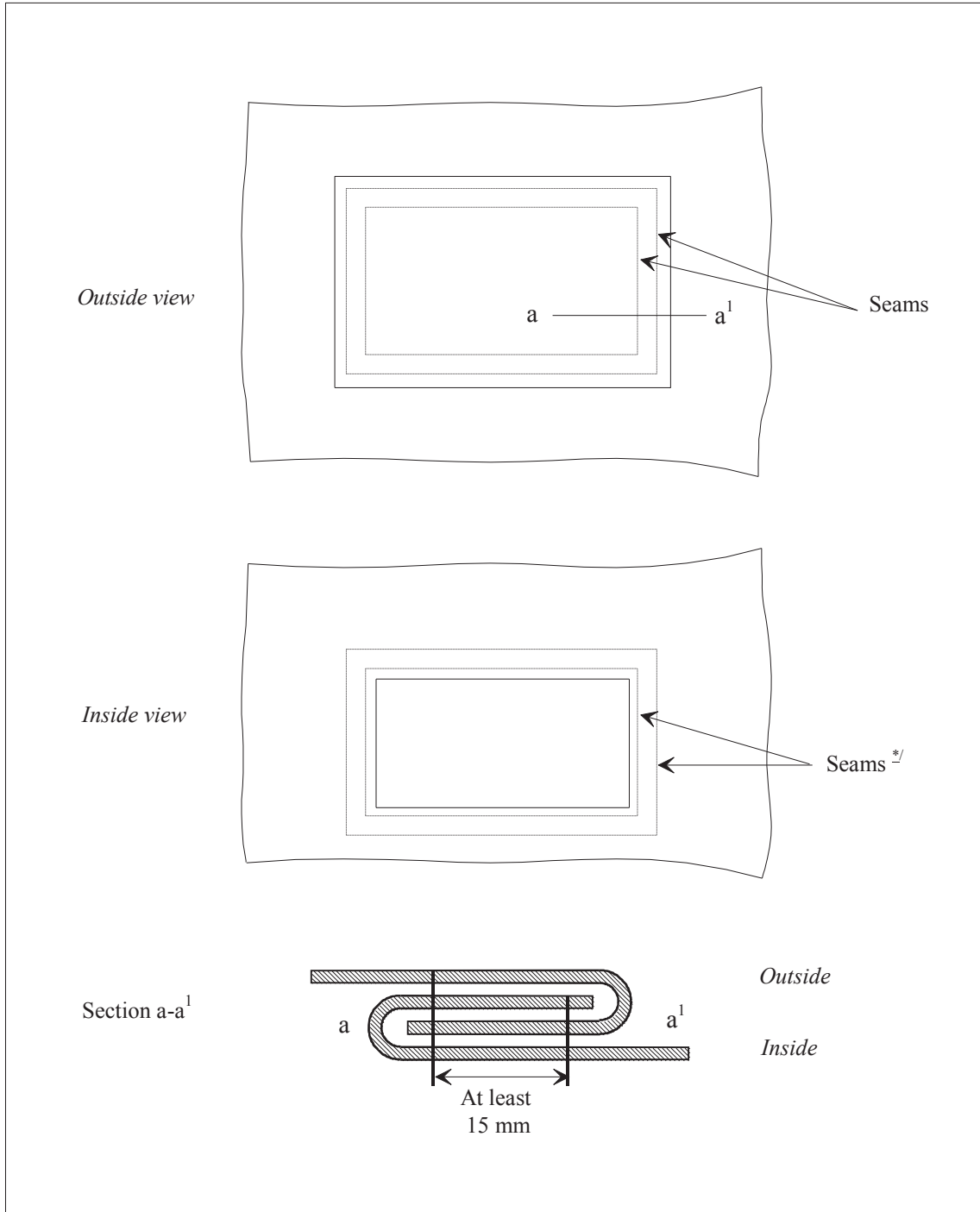
**Sketch No. 3**

**SHEETS MADE OF SEVERAL PIECES**



**Sketch No. 4**

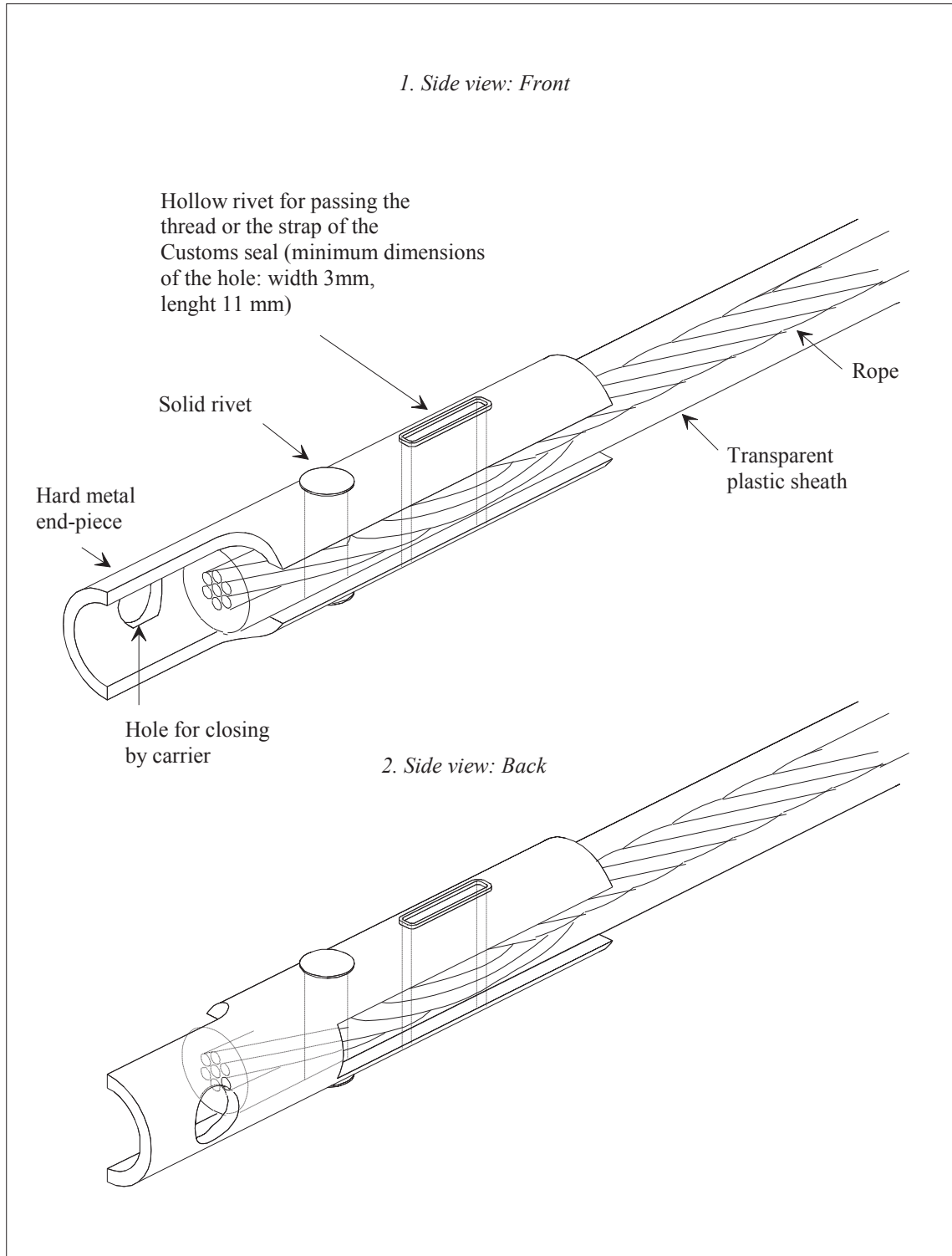
**REPAIR OF THE SHEET**



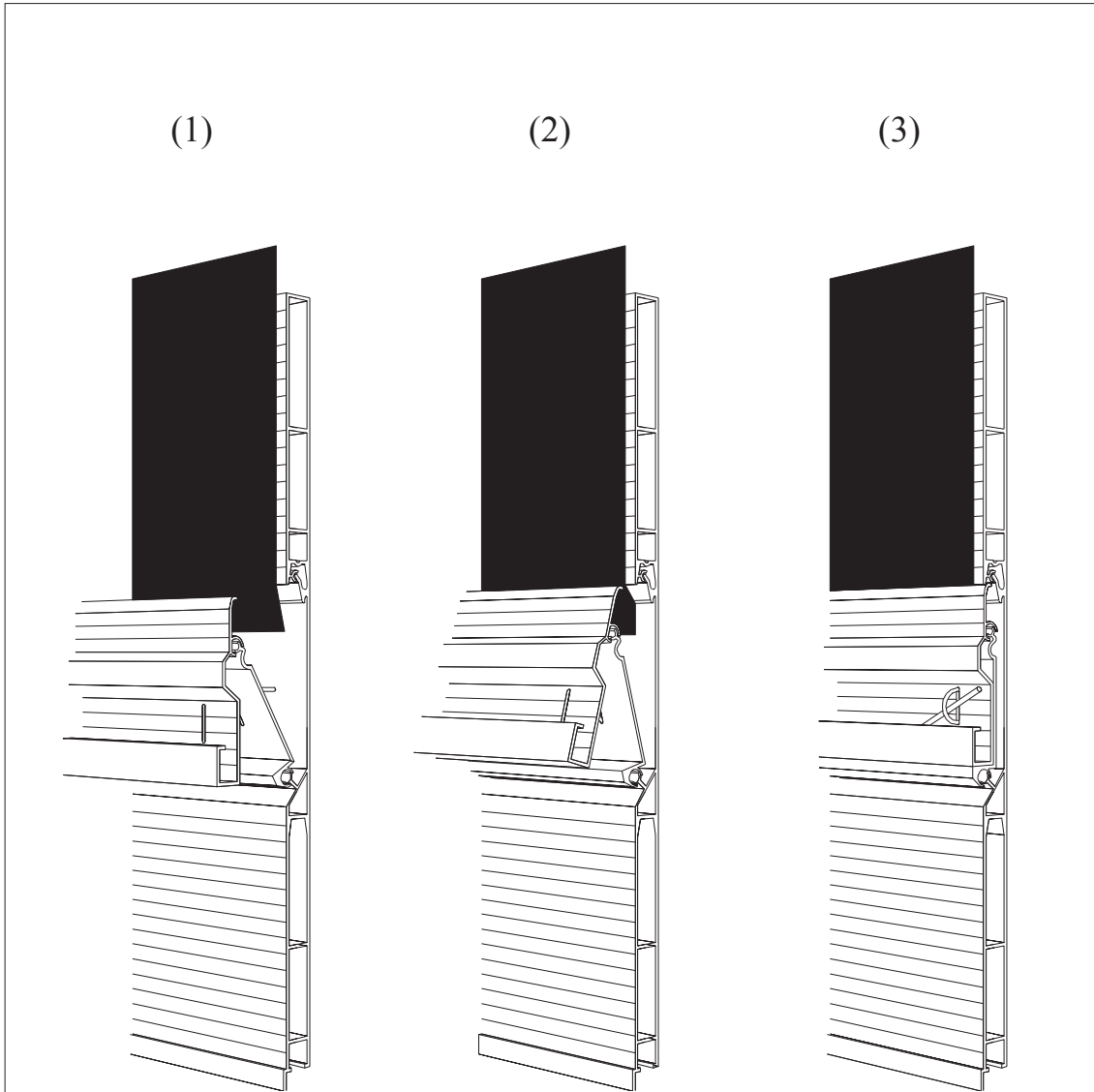
<sup>\*¹</sup> Threads visible from the inside shall have a colour different from that of the threads visible from the outside and from that of the sheet.

**Sketch No. 5**

**SPECIMEN OF END-PIECE**



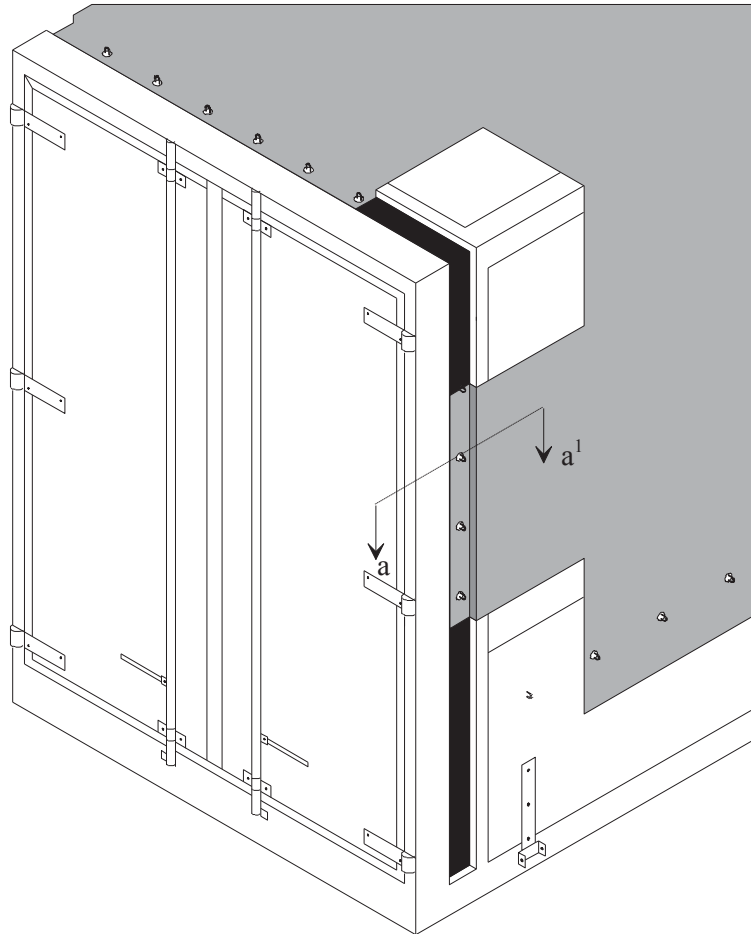


**Sketch No. 6****EXAMPLE OF SHEET LOCKING SYSTEM****Description**

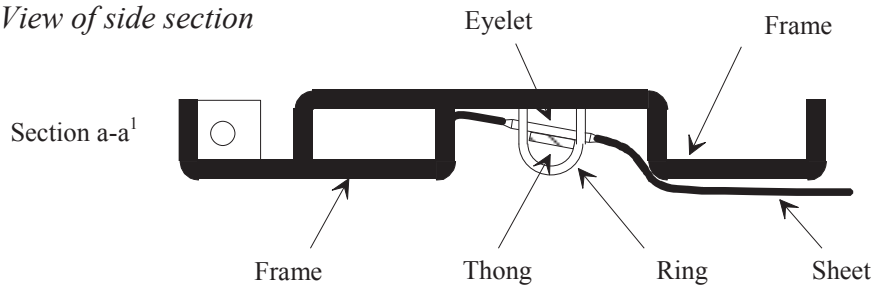
This sheet locking system is acceptable provided that it is fitted with at least one metal ring at each gate end. The openings through which the ring passes are oval and of a size just sufficient to allow the ring to pass through it. The visible part of the metal ring does not protrude more than twice the maximum thickness of the fastening rope when the system is locked.

**Sketch No. 7**

**EXAMPLE OF SHEETS FIXED TO SPECIAL-SHAPED FRAMES**



*View of side section*



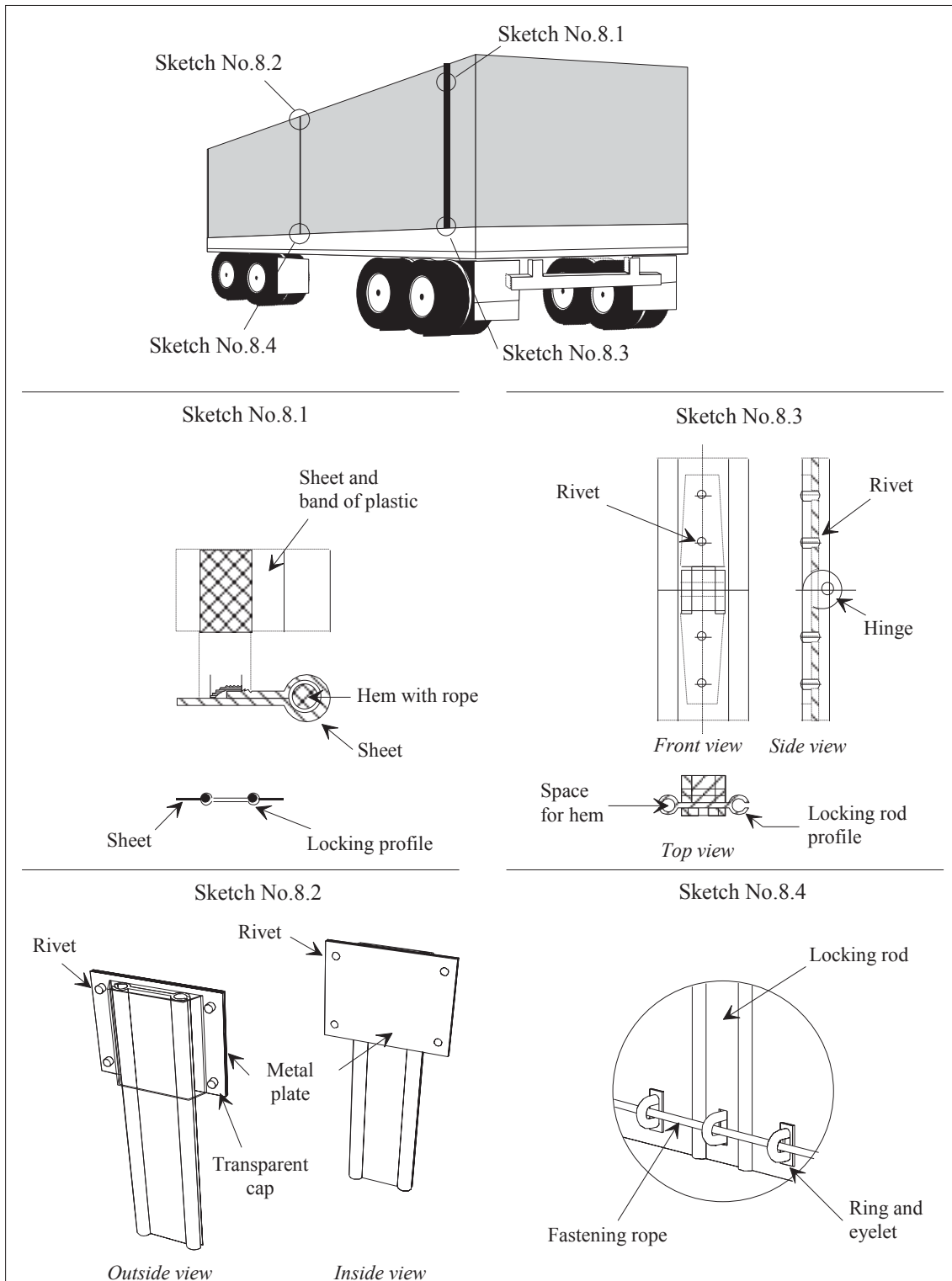
**Description**

The fastening device of the sheet to the vehicle is acceptable provided that the rings are recessed in the profile and do not protrude more than the maximum depth of the profile. The width of the profile shall be as narrow as possible.

**Sketch No. 8**

**SHEET LOCKING SYSTEM AT OPENINGS FOR LOADING AND UNLOADING**

{Description see next page}



Description

In this locking system the two edges at the openings in the sheet used for loading and unloading are united by means of an aluminium locking rod. The sheet openings are provided with a hem over its entire length enclosing a rope (see sketch No. 8.1). This makes it impossible to pull the sheet out of the locking rod's profile. The hem shall be on the outside and be welded in accordance with Annex 2, Article 3, paragraph 4 of the Convention.

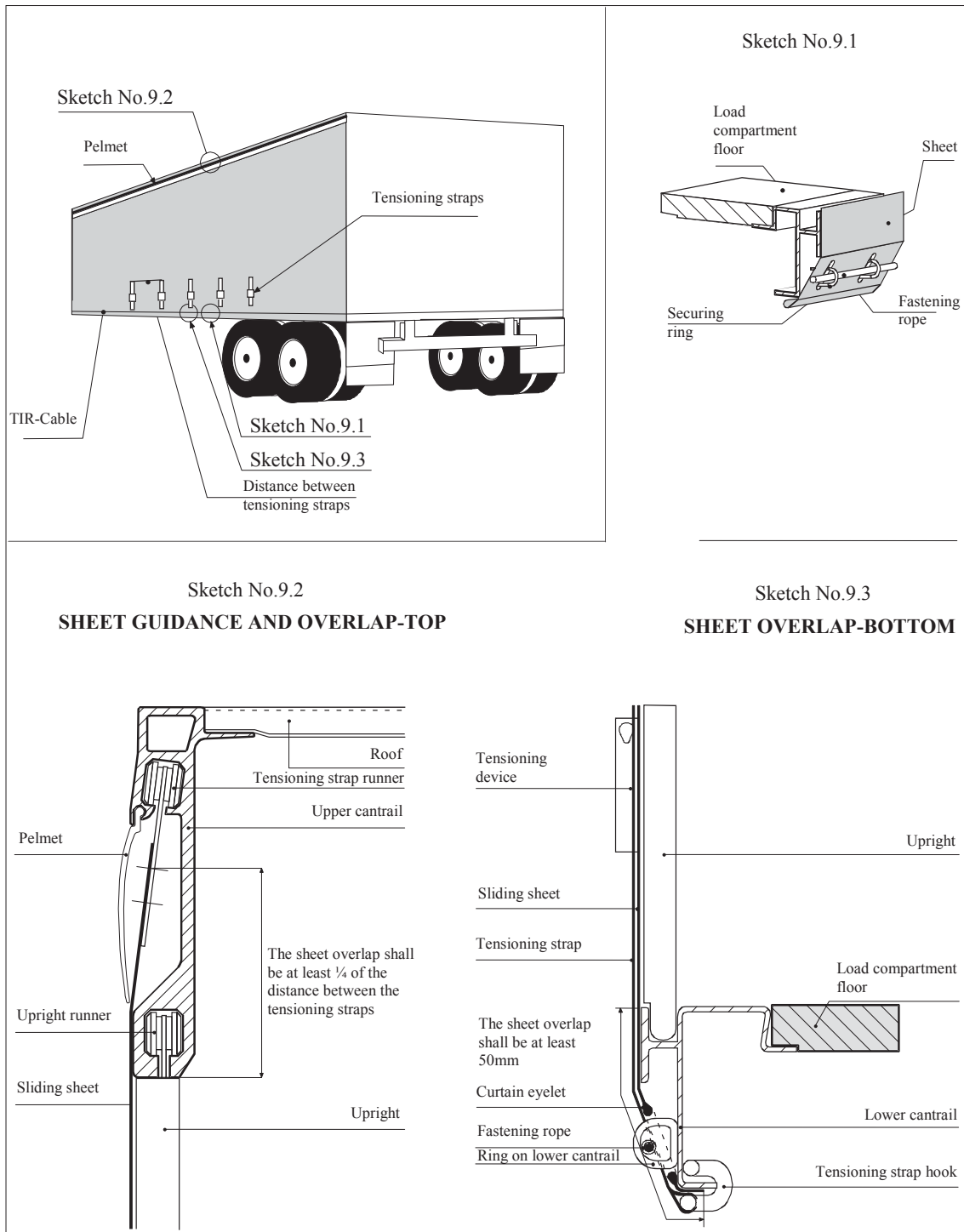
The edges are to be passed into the open profiles on the aluminium locking rod and slid into two parallel longitudinal channels which should be closed at their lower end. When the locking rod is in its upper position the edges of the sheet are united.

At the upper end of the opening the locking rod is stopped by a transparent plastic cap fixed by riveting to the sheet (see sketch No. 8.2). The locking rod consists of two sections, joined by a riveted hinge, to allow folding for easy fitting and removal. This hinge must be designed in such a way so as not to allow the removal of the swivel pin once the system is locked (see sketch No. 8.3).

At the lower part of the locking rod is an opening through which the ring passes. The opening is oval and of a size just sufficient to allow the ring to pass through it (see sketch No. 8.4). The TIR fastening rope will be pulled through this ring to secure the locking rod.

**Sketch No. 9**

**EXAMPLE OF A CONSTRUCTION OF A CONTAINER WITH SLIDING SHEETS**



**Part II****PROCEDURES FOR THE APPROVAL OF CONTAINERS COMPLYING  
WITH THE TECHNICAL CONDITIONS PRESCRIBED IN PART I****General**

1. Containers may be approved for the transport of goods under Customs seal either:
  - (a) at the manufacturing stage, by design type (procedure for approval at the manufacturing stage); or
  - (b) at a stage subsequent to manufacture, either individually or in respect of a specified number of containers of the same type (procedure for approval at a stage subsequent to manufacture).

**Provisions common to both approval procedures**

2. The competent authority responsible for granting approval shall issue to the applicant, after approval, a Certificate of Approval valid, as the case may be, either for an unlimited series of containers of the approved type or for a specified number of containers.
3. The beneficiary of approval shall affix an approval plate to the approved container or containers before their use for the transport of goods under Customs seal.
4. The approval plate shall be affixed permanently and in a clearly visible place adjacent to any other approval plate issued for official purposes.

Comments to paragraph 4

*Fixing of approval plates*

*The use of strong glue to affix approval plates to containers made of plastic satisfies the requirements of the Convention provided that the approval plates are affixed in such a way as to preclude their easy removal and as long as the requirements of Annex 7, part II of the Convention are complied with.*

*{TRANS/GE.30/10, paragraphs 35 and 36}*

*Grouped data plate*

*The use of a base plate affixed permanently and in a clearly visible place to the approved container on which the required approval plates can be grouped together and are mounted in such a way as to preclude their easy removal, is admissible as long as the requirements of Annex 7, Part II of the Convention are complied with.*

*The use of decals next to and in addition to approval plates on containers allowing for an easy identification of approval plates by transport operators is admissible, but shall, under no circumstance, be taken to substitute for the approval plates as described.*

*{TRANS/WP.30/133, paragraphs 18-24; TRANS/WP.30/135, paragraphs 15-19; TRANS/WP.30/AC.2/27, Annex 3}*

**5. The approval plate, conforming to model No. I reproduced in Appendix 1 to this Part, shall take the form of a metal plate measuring not less than 20 cm by 10 cm. The following particulars shall be stamped into or embossed on the plate or indicated on its surface in any other permanent and legible way, in at least the English or the French language:**

- (a) the words "Approved for transport under Customs seal";**
- (b) an indication of the country in which approval was granted either by name or by means of the distinguishing sign used to indicate the country of registration of motor vehicles in international road traffic, and the number (figures, letters, etc.) of the Certificate of Approval and the year (e.g. "NL/26/73" means "Netherlands, Certificate of Approval No. 26, issued in 1973");**
- (c) the serial number assigned to the container by the manufacturer (manufacturer's number);**

- (d) if the container has been approved by type, the identification numbers of letters of the type of container.**

Explanatory Note to paragraph 5 (d)

If two sheeted containers, approved for transport under Customs seals have been joined together in such a way that they form one container, covered by a single sheet and fulfilling the conditions for transport under Customs seal, a separate Certificate of Approval, or approval plate, shall not be required for the combination.

**6. If a container no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under Customs seal, be restored to the condition which had justified its approval, so as to comply again with the said technical conditions.**

**7. If the essential characteristics of a container are changed, the container shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under Customs seal.**

**Special provisions for approval by design type at the manufacturing stage**

**8. Where the containers are manufactured by type series, the manufacturer may apply to the competent authority of the country of manufacture for approval by design type.**

Comment to paragraph 8

*Approval of containers in a country other than the country of manufacture*

*While the wording of Annex 7, Part II, paragraph 8 does not allow further interpretation, the problems related to the approval of containers in a country other than the country of manufacture could be solved by applying in a practical sense the provisions of Annex 7, Part II, paragraphs 15 - 17 allowing for the approval of containers at a stage subsequent to manufacture.*

*{TRANS/GE.30/43, paragraph 27}*



9. The manufacturer shall state in his application the identification numbers or letters which he assigns to the type of container to which his application for approval relates.
10. The application shall be accompanied by drawings and a detailed design specification of the container type to be approved.
11. The manufacturer shall give an undertaking in writing that he will:
- (a) produce to the competent authority such containers of the type concerned as that authority may wish to examine;
  - (b) permit the competent authority to examine further units at any time during the production of the type series concerned;
  - (c) advise the competent authorities of any change, of whatever magnitude, in the design or specification before proceeding with such change;
  - (d) mark the containers in a visible place with, in addition to the markings required on the approval plate, the identification numbers or letters of the design type and the serial number of the container in the type series (manufacturer's number);
  - (e) keep a record of containers manufactured to the approved design type.
12. The competent authority shall state what changes, if any, must be made to the proposed design type so that approval may be granted.
13. No type-approval by design type shall be granted unless the competent authority has satisfied itself by examination of one or more containers manufactured to the design type concerned that containers of that type comply with the technical conditions prescribed in Part I.
14. When a container type is approved there shall be issued to the applicant a single Certificate of Approval conforming to model No. II reproduced in appendix 2 to this Part and valid for all containers manufactured in conformity with the specifications of the type so approved. Such Certificate shall entitle the manufacturer to affix to every container of the type series an approval plate in the form prescribed in paragraph 5 of this Part.

**Special provisions for approval at a stage subsequent to manufacture**

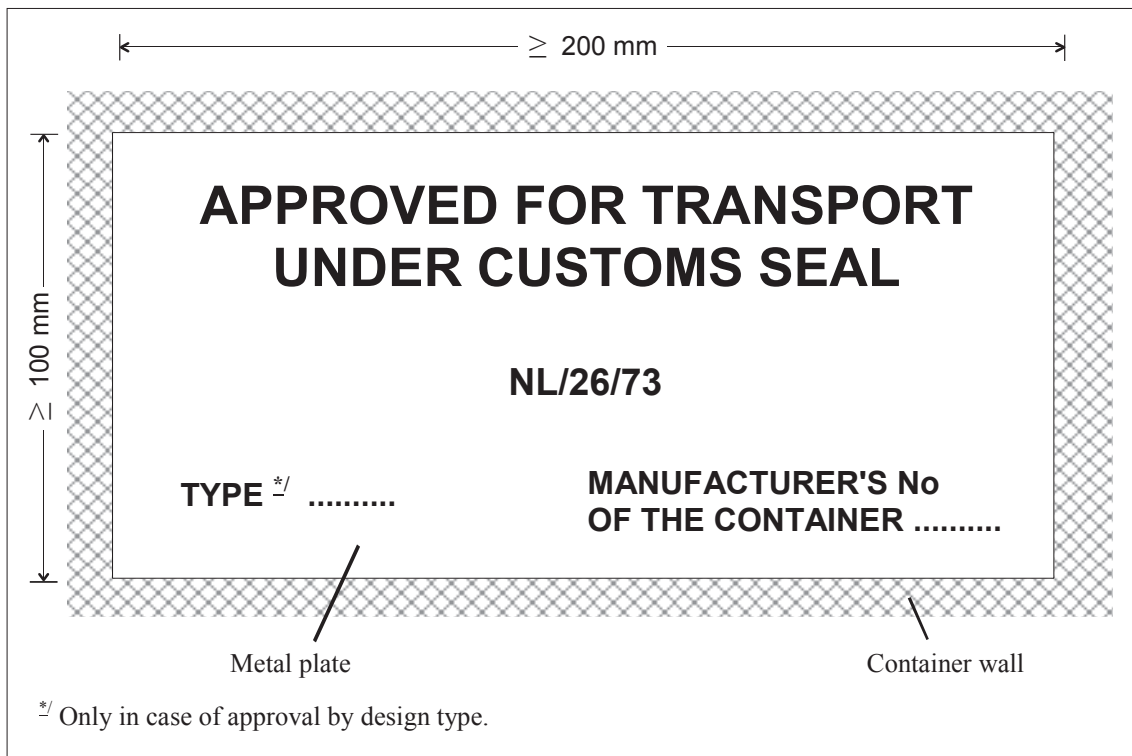
**15. If approval has not been applied for at the manufacturing stage, the owner, the operator, or the representative of either, may apply for approval to the competent authority to which he is able to produce the container or containers and for which he seeks approval.**

**16. An application for approval submitted under paragraph 15 of this Part shall state the serial number (manufacturer's number) placed on each container by the manufacturer.**

**17. When the competent authority has ascertained that the container or containers comply with the technical conditions prescribed in Part I, by examination of as many containers as it considers necessary, it shall issue a Certificate of Approval conforming to model No. III reproduced in Appendix 3 to this Part and valid solely for the number of containers approved. Such Certificate, which shall bear the manufacturer's serial number or numbers assigned to the container or containers to which it relates, shall entitle the applicant to affix to each container so approved the approval plate prescribed in paragraph 5 of this Part.**

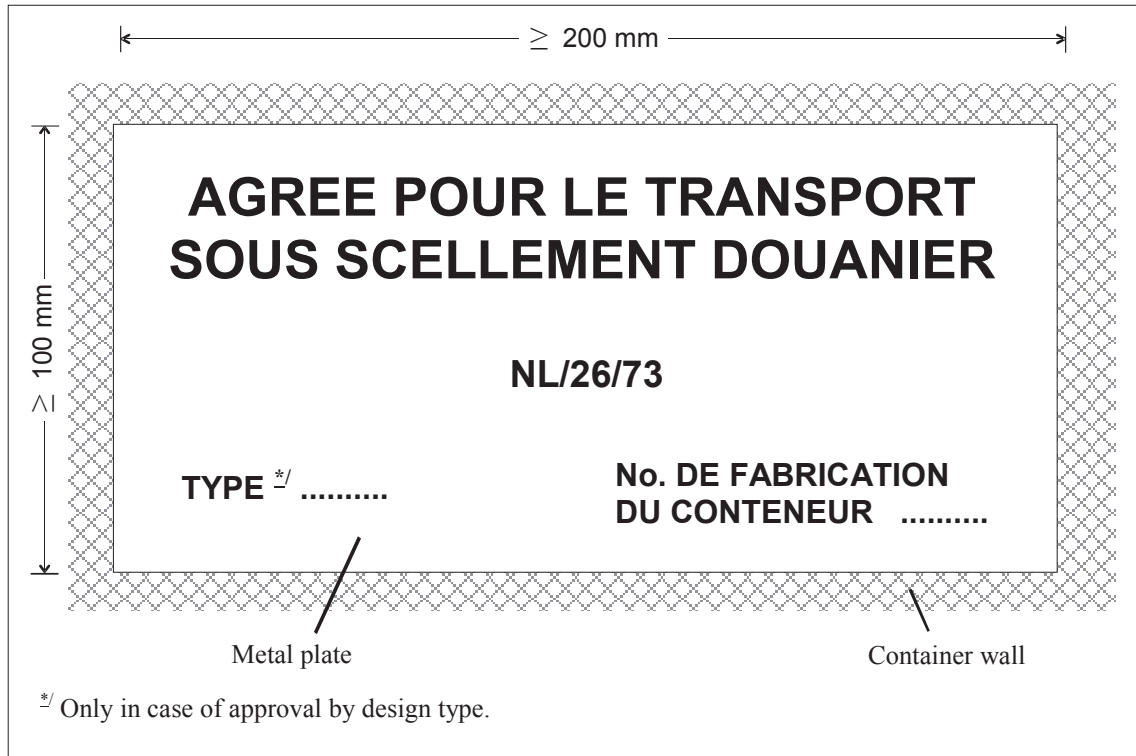
**Appendix 1**

**Model No. I**  
**Approval plate**  
**(English version)**



**Appendix 1**

**Model No. I**  
**Approval plate**  
**(French version)**



**Appendix 2****Model No. II****Customs Convention on the International Transport of Goods****under cover of TIR Carnets (1975)****Certificate of approval by design type**

1. Certificate No.<sup>\*/</sup> .....
2. This is to certify that the container design type described below has been approved and that containers manufactured to this type can be accepted for the transport of goods under Customs seal.
3. Kind of container .....
4. Identification number of letters of the design type .....
5. Identification number of the working drawings .....
6. Identification number of the design specifications .....
7. Tare weight .....
8. External dimensions in cm .....
9. Essential characteristics of structure (nature of material, kind of construction, etc.)  
.....
10. This certificate is valid for all containers manufactured in conformity with the drawings and specifications referred to above.
11. Issued to .....  
(manufacturer's name and address)  
who is authorized to affix an approval plate to each container of the approved design type manufactured by him,  
at ..... on ..... 20 .....  
(place) (date)  
by .....  
(signature and stamp of issuing service or organization)

<sup>\*/</sup> Insert the letters and figures, which are to be marked on the approval plate (see Annex 7, Part II, paragraph 5 (b) to the Customs Convention on the International Transport of Goods Under Cover of TIR Carnets, 1975)

**{Important notice overleaf}**

**IMPORTANT NOTICE****(Annex 7, Part II, paragraphs 6 and 7 to the Customs Convention  
on the International Transport of Goods under cover of TIR Carnets, 1975)**

**6. If a container no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under Customs seal, be restored to the condition which had justified its approval, so as to comply again with the said technical conditions.**

**7. If the essential characteristics of a container are changed the container shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under Customs seal.**

**Appendix 3****Model No. III****Customs Convention on the International Transport of Goods  
under cover of TIR Carnets (1975)****Certificate of Approval**

granted at a stage subsequent to manufacture

1. Certificate No.<sup>\*/</sup> .....
2. This is to certify that the container (containers) specified below has (have) been approved for the transport of goods under Customs seal.
3. Kind of container(s) .....
4. Serial number(s) assigned to the container(s) by the manufacturer  
.....
5. Tare weight .....
6. External dimensions in cm .....
7. Essential characteristics of structure (nature of material, kind of construction, etc.)  
.....
8. Issued to .....  
(applicants name and address)  
who is authorized to affix an approval plate to each container of the approved design type  
manufactured by him,  
at ..... on ..... 20.....  
(place) (date)  
by .....  
(signature and stamp of issuing service or organization)

<sup>\*/</sup> Insert the letters and figures, which are to be marked on the approval plate (see Annex 7, Part II, paragraph 5 (b) to the Customs Convention on the International Transport of Goods under cover of TIR Carnets, 1975)

**{Important notice overleaf}**

**IMPORTANT NOTICE**

**(Annex 7, Part II, paragraphs 6 and 7, to the Customs Convention  
on the International Transport of Goods under cover of TIR Carnets, 1975)**

**6. If a container no longer complies with the technical conditions prescribed for its approval, it shall, before it can be used for the transport of goods under Customs seal, be restored to the condition which had justified its approval, so as to comply again with the said technical conditions.**

**7. If the essential characteristics of a container are changed the container shall cease to be covered by the approval and shall be re-approved by the competent authority before it can be used for the transport of goods under Customs seal.**





**Part III****Explanatory Notes**Explanatory Notes

The Explanatory Notes to Annex 2 set out in Annex 6 to this Convention apply mutatis mutandis to containers approved for transport under Customs seal for the application of this Convention.

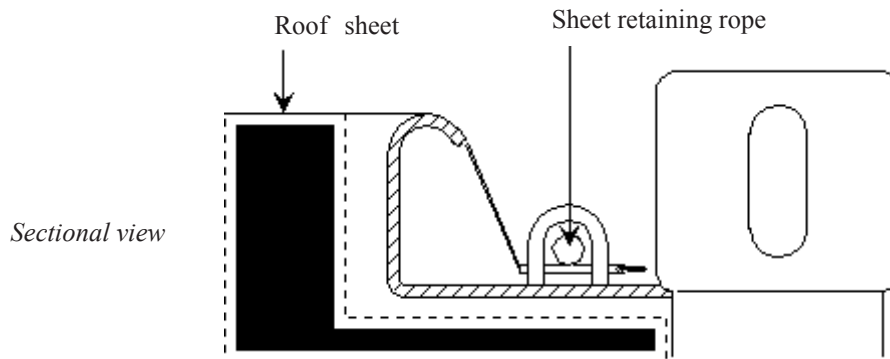
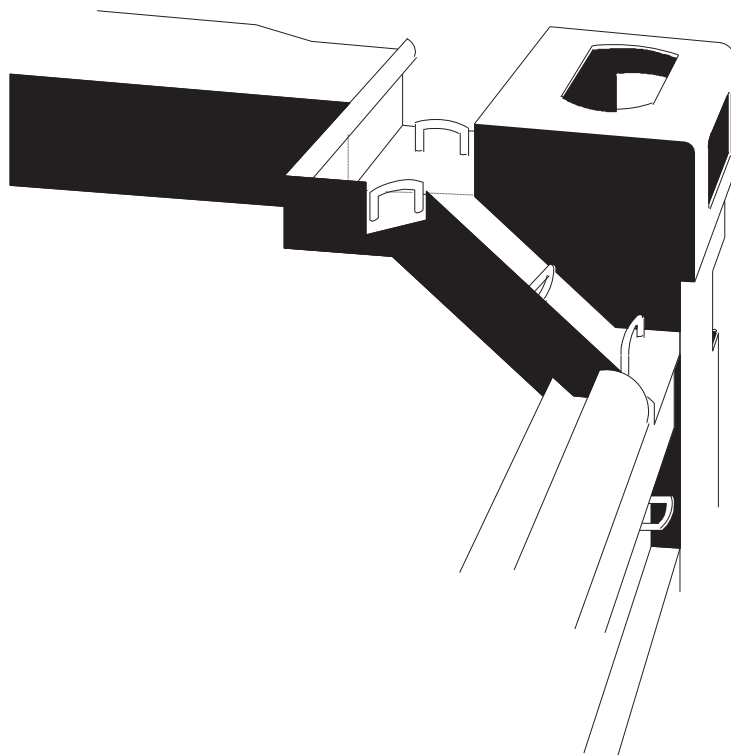
**Note:**

*{Explanatory Notes appearing in Part III have been placed with the provisions to which they are related. Sketches related to the Explanatory Notes are included in Part III}*

**DEVICE FOR AFFIXING SHEETS AROUND  
CONTAINERS' CORNER CASTINGS**

The device illustrated below meets the requirements of  
Part I, Article 4, paragraph 6, subparagraph (a)

*Application at corner post*



## Annex 8

### COMPOSITION, FUNCTIONS AND RULES OF PROCEDURE OF THE ADMINISTRATIVE COMMITTEE AND THE TIR EXECUTIVE BOARD \*/

#### Article 1

- (i) The Contracting Parties shall be members of the Administrative Committee.
- (ii) The Committee may decide that the competent administrations of States referred to in Article 52, paragraph 1 of this Convention which are not Contracting Parties or representatives of international organizations may, for questions which interest them, attend the sessions of the Committee as observers.

#### Article 1 bis <sup>\*/</sup>

1. The Committee shall consider any proposed amendment to the Convention in accordance with Article 59, paragraphs 1 and 2.
2. The Committee shall monitor the application of the Convention and shall examine any measure taken by Contracting Parties, associations and international organizations under the Convention and their conformity therewith.
3. The Committee, through the TIR Executive Board, shall supervise and provide support in the application of the Convention at the national and international levels.

#### Article 2

The Secretary-General of the United Nations shall provide the Committee with secretariat services.

#### Article 3

The Committee shall, at its first session each year, elect a chairman and a vice-chairman.

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<sup>\*/</sup> {ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

**Article 4**

The Secretary-General of the United Nations shall convene under the auspices of the Economic Commission for Europe the Committee annually and also at the request of the competent administrations of at least five States which are Contracting Parties.

**Article 5**

Proposals shall be put to the vote. Each State which is a Contracting Party represented at the session shall have one vote. Proposals other than amendments to this Convention shall be adopted by the Committee by a majority of those present and voting. Amendments to this Convention and the decisions referred to in Articles 59 and 60 of this Convention shall be adopted by a two-thirds majority of those present and voting.

**Article 6**

A quorum consisting of not less than one third of the States which are Contracting Parties is required for the purposes of taking decisions.  
{ECE/TRANS/17/Amend.16; entered into force on 24 June 1994}

**Article 7**

Before the closure of its session, the Committee shall adopt its report.

**Article 8**

In the absence of relevant provisions in this Annex, the Rules of Procedure of the Economic Commission for Europe shall be applicable unless the Committee decides otherwise.

**COMPOSITION, FUNCTIONS AND RULES OF PROCEDURE**  
**OF THE TIR EXECUTIVE BOARD\*/**

**Article 9** <sup>\*/</sup>

1. The TIR Executive Board established by the Administrative Committee in accordance with Article 58 ter, shall be composed of nine members, each from different Contracting Parties to the Convention. The TIR Secretary will attend the sessions of the Board.

2. The members of the TIR Executive Board shall be elected by the Administrative Committee by a majority of those present and voting. The term of office of each member of the TIR Executive Board shall be two years. The members of the TIR Executive Board may be re-elected. The Terms of Reference for the TIR Executive Board shall be established by the Administrative Committee.

**Article 10** <sup>\*/</sup>

The TIR Executive Board shall:

- (a) supervise the application of the Convention, including the operation of the guarantee system, and fulfil the functions entrusted to it by the Administrative Committee;
- (b) supervise the centralized printing and distribution to the associations of TIR Carnets which may be performed by an agreed international organization as referred to in Article 6;

Explanatory Note to Article 10 (b)

8.10 (b) The agreement mentioned in the Explanatory Note to Article 6.2 bis shall also apply to the responsibilities of the international organization set out in (b) of this article, in case the centralized printing and distribution of TIR Carnets is performed by the above-mentioned international organization.

{ECE/TRANS/17/Amend.27; entered into force on 12 August 2006}

- (c) coordinate and foster the exchange of intelligence and other information among competent authorities of Contracting Parties;

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<sup>\*/</sup>{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

- (d) **coordinate and foster the exchange of information between competent authorities of Contracting Parties, associations and international organizations;**
- (e) **facilitate the settlement of disputes between Contracting Parties, associations, insurance companies and international organizations without prejudice to Article 57 on the settlement of disputes;**
- (f) **support the training of personnel of Customs authorities and other interested parties concerned with the TIR procedure;**
- (g) **maintain a central record for the dissemination to Contracting Parties of information to be provided by the international organizations as referred to in Article 6, on all rules and procedures prescribed for the issue of TIR Carnets by associations, as far as they relate to the minimum conditions and requirements laid down in Annex 9;**
- (h) **monitor the price of TIR Carnets.**

#### Article 11 <sup>\*/</sup>

1. **A session of the Board shall be convened by the TIR Secretary at the request of the Administrative Committee or by at least three members of the Board.**
2. **The Board shall strive to take decisions by consensus. If no consensus can be reached, decisions shall be put to vote and shall be taken by a majority of those present and voting. A quorum of five members is required for the purposes of taking decisions. The TIR Secretary shall have no vote.**
3. **The Board shall elect a Chairman and shall adopt any additional rules of procedure.**
4. **The Board shall report on its activities, including the submission of audited accounts, to the Administrative Committee at least once a year or at the request of the Administrative Committee. The Board will be represented in the Administrative Committee by its Chairman.**

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<sup>\*/</sup> {ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

**5. The Board shall consider any information and queries transmitted to it by the Administrative Committee, Contracting Parties, the TIR Secretary, national associations and international organizations referred to in Article 6 of the Convention. These international organizations shall have the right to attend the sessions of the TIR Executive Board as observers unless its Chairman decides otherwise. If necessary, any other organization may attend the sessions of the Board as observer at the invitation of the Chairman.**

**Article 12** <sup>\*/</sup>

**The TIR Secretary shall be a member of the secretariat of the United Nations Economic Commission for Europe and shall execute the decisions of the TIR Executive Board within the Terms of Reference of the Board. The TIR Secretary will be assisted by a TIR secretariat, the size of which shall be determined by the Administrative Committee.**

**Article 13** <sup>\*/</sup>

**1. The operation of the TIR Executive Board and the TIR secretariat shall be financed, until such time as alternative sources of funding are obtained, through an amount per TIR Carnet distributed by the international organization as referred to in Article 6. This amount shall be approved by the Administrative Committee.**

**{ECE/TRANS/17/Amend.28, entered into force on 1 January 2009}**

Explanatory Notes to Article 13, paragraph 1 <sup>\*/</sup>

8.13.1-1 Financial arrangements

Following an initial period of two years, the Contracting Parties to the Convention envisage the operation of the TIR Executive Board and the TIR secretariat to be financed through the Regular Budget of the United Nations. This does not preclude a prolongation of the initial financing arrangement should financing from the United Nations or alternative sources not be forthcoming.

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<sup>\*/</sup> {ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}



8.13.1-2 Operation of the TIR Executive Board

The work of the members of the TIR Executive Board will be financed by their respective Governments.

8.13.1-3 Amount

The amount referred to in paragraph 1 shall be based on (a) the budget and cost plan of the TIR Executive Board and TIR secretariat as approved by the Administrative Committee and (b) the forecast of the number of TIR Carnets to be distributed as established by the international organization

{ECE/TRANS/17/Amend.28, entered into force on 1 January 2009}

**2. The procedure to implement the financing of the operation of the TIR Executive Board and the TIR secretariat shall be approved by the Administrative Committee.\*/**

**{ECE/TRANS/17/Amend.28, entered into force on 1 January 2009}**

Explanatory Note to Article 13, paragraph 2

8.13.2 Following consultations with the international organization as referred to in Article 6, the procedure referred to in paragraph 2 shall be reflected in the agreement between UNECE, as mandated by and acting on behalf of the Contracting Parties, and the international organization as referred to in Article 6. The agreement shall be approved by the Administrative Committee.

{ECE/TRANS/17/Amend.28, entered into force on 1 January 2009}

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\*/ For details of the procedure, please refer to ECE/TRANS/WP.30/AC.2/89, paragraph 38 and Annex II

**Annex 9 \*/****ACCESS TO THE TIR PROCEDURE****Part I****AUTHORIZATION FOR ASSOCIATIONS TO ISSUE TIR CARNETS AND TO ACT AS A GUARANTOR****Conditions and requirements**

**1. The conditions and requirements to be complied with by associations in order to be authorized by Contracting Parties to issue TIR Carnets and act as guarantor in accordance with Article 6 of the Convention are:**

**(a) Proven existence for at least one year as an association established in the Contracting Party where the authorization is issued.**

9.I.1 (a) Explanatory note has been deleted.  
{ECE/TRANS/17/Amend.29; entered into force on 1 January 2012}

**(b) Proof of sound financial standing and organizational capabilities enabling the association to fulfil its obligations under the Convention.**

**(c) Absence of serious or repeated offences against Customs or tax legislation.**

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\*/ {ECE/TRANS/17/Amend.19; entered into force on 17 February 1999; ECE/TRANS/17/Amend.29; entered into force on 1 January 2012}

**(d) Establishment of a written agreement or any other legal instrument between the association and the competent authorities of the Contracting Party in which it is established, including the acceptance by the association of its duties as set out in paragraph 3.**

**2. A certified copy of the written agreement or any other legal instrument referred to under paragraph 1(d) together, if necessary, with a certified translation into English, French or Russian, shall be deposited with the TIR Executive Board. Any changes shall be immediately brought to the attention of the TIR Executive Board.**

**3. The duties of the association are to:**

- (i) comply with the obligations laid down in Article 8 of the Convention;**
- (ii) accept the maximum sum per TIR Carnet determined by the Contracting Party which may be claimed from the association in accordance with Article 8, paragraph 3 of the Convention;**
- (iii) verify continuously and, in particular, before requesting authorization for access of persons to the TIR procedure, the fulfilment of the minimum conditions and requirements by such persons as laid down in Part II of this annex;**
- (iv) provide its guarantees for all liabilities incurred in the country in which it is established in connection with operations under cover of TIR Carnets issued by itself and by foreign associations affiliated to the same international organization as that to which it is itself affiliated;**
- (v) cover its liabilities to the satisfaction of the competent authorities of the Contracting Party in which it is established with an insurance company, pool of insurers or financial institution. The insurance or financial guarantee contract(s) shall cover the totality of its liabilities in connection with operations under cover of TIR Carnets issued by itself and by foreign associations affiliated to the same international organization as that to which it is itself affiliated.**

**The time to give notice for the termination of the insurance or financial guarantee contract(s) shall be not less than the time to give notice for the termination of the written agreement or any other legal instrument as referred to in paragraph 1(d). A certified copy of the insurance or financial guarantee contract(s) as well as all subsequent modifications thereto shall be deposited with the TIR Executive Board, including a certified translation, if necessary, into English, French or Russian;**

*Comment to former paragraph 1(f) (v) has been deleted.*  
*{ECE/TRANS/W.30/2010/3/Rev.1*  
*ECE/TRANS/WP.30/AC.2/2010/4/Rev.1 and*  
*ECE/TRANS/WP.30/AC.2/105 paragraph32}*

- (vi) **provide the TIR Executive Board, annually, as per 1 March, with the price of each type of TIR Carnets it issues;**
- (vii) **allow the competent authorities to verify all records and accounts kept relating to the administration of the TIR procedure;**
- (viii) **accept a procedure for settling efficiently disputes arising from the improper or fraudulent use of TIR Carnets, whenever possible without recourse to courts;**
- (ix) **comply strictly with the decisions of the competent authorities of the Contracting Party in which it is established concerning the revocation or withdrawal of the authorization in line with Article 6 of the Convention and Part II of this Annex or the exclusion of persons in line with Article 38 of the Convention;**
- (x) **agree to implement faithfully all decisions adopted by the Administrative Committee and the TIR Executive Board in as much as the competent authorities of the Contracting Party in which the association is established have accepted them.**

**4. When a guaranteeing association is asked, in accordance with the procedure set out in Article 11, to pay the sums referred to in Article 8, paragraphs 1 and 2, it shall, in accordance with the written agreement referred to in Explanatory Note 0.6.2 bis-1 to Article 6, paragraph 2 bis, inform the international organization of the reception of the claim.**

**5. The Contracting Party in which the association is established shall revoke the authorization to issue TIR Carnets and to act as guarantor in case of non-compliance with these conditions and requirements. Should a Contracting Party decide to revoke the authorization, the decision shall become effective at the earliest three (3) months after the date of revocation.**

**6. The authorization of an association under the terms set out above shall be without prejudice to that association's responsibilities and liabilities under the Convention.**

**7. The conditions and requirements laid down above are without prejudice to additional conditions and requirements Contracting Parties may wish to prescribe.**

**Part II****AUTHORIZATION FOR NATURAL AND LEGAL PERSONS  
TO UTILIZE TIR CARNETS****Minimum conditions and requirements**

**1. The minimum conditions and requirements to be complied with by persons wishing to have access to the TIR procedure are:**

**(a) Proven experience or, at least, capability to engage in regular international transport (holder of a licence for carrying out international transport, etc.).**

**(b) Sound financial standing.**

**(c) Proven knowledge in the application of the TIR Convention.**

**(d) Absence of serious or repeated offences against Customs or tax legislation.**

**(e) An undertaking in a written declaration of commitment to the association that the person:**

**(i) will comply with all Customs formalities required under the Convention at the Customs offices of departure, en route and of destination;**

**(ii) will pay the sums due, mentioned in Article 8, paragraphs 1 and 2 of the Convention, if requested to do so by the competent authorities in line with Article 11, paragraph 2 of the Convention  
{ECE/TRANS/17/Amend.30; entered into force on 13 September 2012}**

**(iii) will, as far as national legislation permits, allow associations to verify information on the above minimum conditions and requirements.**

**2. Additional and more restrictive conditions and requirements for access to the TIR procedure may be introduced by the competent authorities of Contracting Parties and by the associations themselves unless the competent authorities decide otherwise.**

### **Procedure**

**3. Contracting Parties will decide, in line with national legislation, the procedures to be followed for access to the TIR procedure on the basis of the minimum conditions and requirements set forth in paragraphs 1 and 2.**

#### **Explanatory Note to paragraph 3**

##### **9.II.3 Authorization Committee**

It is recommended to establish national authorization committees comprising representatives of the competent authorities, national associations and other organizations concerned.

{ECE/TRANS/17/Amend.19; entered into force on 17 February 1999}

**4. The competent authorities shall transmit within one week from the date of authorization or withdrawal of authorization to use TIR Carnets, the particulars of each person to the TIR Executive Board in conformity with the specimen authorization attached (MAF).**

**5. The association shall transmit annually an updated list as per 31 December of all authorized persons as well as of persons whose authorization has been withdrawn. This list shall be transmitted one week following the 31 December to the competent authorities. The competent authorities shall forward a copy thereof to the TIR Executive Board.**

**6. The authorization for access to the TIR procedure does not constitute in itself a right to obtain TIR Carnets from the associations.**

**7. Authorization of a person to utilize TIR Carnets under the minimum conditions and requirements set out above, shall be without prejudice to that person's responsibilities and liabilities under the Convention.**

Comments to Part II, Procedure

*Cooperation between competent authorities*

*With regard to the authorization of a person to utilize TIR Carnets in line with Annex 9, Part II of the Convention, the competent authorities of the Contracting Party where the person concerned is resident or established should take into due account any information notified by another Contracting Party in accordance with Article 38, paragraph 2 on serious or repeated offences against Customs legislation committed by that person. Thus, in order to allow for efficient consideration of the case by the Contracting Party where the person concerned is resident or established, such notification should contain as many details as possible.*

*{TRANS/WP.30/196, paragraph 76; TRANS/WP.30/200, paragraph 68; TRANS/WP.30/AC.2/67, paragraph 63 and Annex 3}*

*Exclusion of a domestic transport operator from the TIR procedure*

*In order to exclude from the TIR regime a national transport operator guilty of a serious offence against the Customs laws committed in the territory of the country where he is resident or established, the Customs authorities are recommended to use the provisions of Article 6, paragraph 4 and Annex 9, Part II, paragraph 1 (d) rather than the provisions of Article 38, paragraph 1.*

*{TRANS/WP.30/196, paragraph 77; TRANS/WP.30/200, paragraph 68; TRANS/WP.30/AC.2/67, paragraph 63 and Annex 3}*



**MODEL AUTHORIZATION FORM (MAF)**

Country: .....

Name of association: .....

Competent authority: .....

To be completed by national associations and/or competent authorities								
ID-number	Name of person(s)/ enterprise	Business address	Contact point and access number (Tel, fax and e-mail number)	Business registration or licence number, etc. <sup>*/</sup>	Earlier withdrawal of authorization <sup>**/</sup>	Date of authorization <sup>**/</sup>	Date of withdrawal of authorization <sup>**/</sup>	Stamp/ signature
...								
...								
...								

\*/ if available.

\*\*/ if appropriate.

**For each person for which a request for authorization is transmitted by the approved association, the following information shall, at least, be provided to the competent authorities:**

- **Individual and unique identification (ID) number assigned to the person by the guaranteeing association (in cooperation with the international organization to which it is affiliated) in accordance with a harmonized format. The format of an ID-number shall be determined by the Administrative Committee.**  
{ECE/TRANS/17/Amend.26; entered into force on 1 April 2006}
- **Name(s) and address(es) of the person(s) or enterprise (in case of a business association, also the names of responsible managers).**
- **Contact point (natural person authorized to provide information on the TIR operation to Customs authorities and associations) with complete telephone, fax and e-mail numbers).**
- **Commercial registration No. or international transport licence No. or other (if available).**

- **(if applicable) Earlier withdrawal of authorization, including dates, length and nature of withdrawal of authorization.**

*Comment to Model Authorization Form (MAF)*

*Format of an individual and unique identification (ID) number*

*The Administrative Committee has established the following format of an ID number for TIR Carnet holders being persons who have been authorized to utilize TIR Carnets in accordance with Annex 9, Part II of the TIR Convention:*

*“AAA/BBB/XX...X”,*

*whereby “AAA” represents a 3-letter code of the country where the person utilizing TIR Carnets has been authorized, in line with the classification system of the International Organization for Standardization (ISO). A full list of country codes of the Contracting Parties to the TIR Convention is regularly published as an annex to the agendas and official reports of the Administrative Committee,*

*whereby “BBB” represents a 3-digit code of the national association through which the holder of the TIR Carnet has been authorized, in accordance with the classification system established by the relevant international organization to which the association is affiliated, allowing for unequivocal identification of each national association. A full list of country codes of the national associations is regularly published as an annex to the agendas and official reports of the Administrative Committee,*

*whereby “XX...X” represents consecutive numbers (maximum 10 digits), identifying the person authorized to utilize TIR Carnets in accordance with Annex 9, Part II of the TIR Convention. Once an ID-number has been assigned, it cannot be used again, even if the person to whom it has been given has ceased to be a TIR Carnet holder.*

*{TRANS/WP.30/218, paragraph 36 and Annex 2;*

*TRANS/WP.30/AC.2/77, paragraph 51 and Annex 3}*



**Part III****AUTHORIZATION OF AN INTERNATIONAL ORGANIZATION, AS REFERRED TO IN ARTICLE 6, TO TAKE ON THE RESPONSIBILITY FOR THE EFFECTIVE ORGANIZATION AND FUNCTIONING OF AN INTERNATIONAL GUARANTEE SYSTEM AND TO PRINT AND DISTRIBUTE TIR CARNETS****Conditions and requirements**

1. The conditions and requirements to be complied with by an international organization in order to be authorized, in accordance with Article 6.2 bis of the Convention, by the Administrative Committee to take on the responsibility for the effective organization and functioning of an international guarantee system and to print and distribute TIR Carnets are:

- (a) Proof of sound professional competence and financial standing for the effective organization and functioning of an international guarantee system and the organizational capabilities to fulfil its obligations under the Convention by means of annual submissions of consolidated financial statements duly audited by internationally recognized independent auditors;
- (b) Absence of serious or repeated offences against Customs or tax legislation.

2. Pursuant to the authorization, the international organization shall:

- (a) provide the Contracting Parties of the TIR Convention via the national associations affiliated to the international organization with certified copies of the global guarantee contract and proof of guarantee coverage;
- (b) provide the competent bodies of the TIR Convention with information on the rules and procedures set out for the issue of TIR Carnets by national associations;
- (c) provide the competent bodies of the TIR Convention, on a yearly basis, with data on claims lodged, pending, paid or settled without payment;
- (d) provide the competent bodies of the TIR Convention with full and complete information on the functioning of the TIR system, in particular, but not limited to, timely and well founded information on trends in the number of non-terminated TIR operations, claims lodged, pending, paid or settled without payment that might give rise to concerns with regard to the proper

**functioning of the TIR system or that could lead to difficulties for the continued operation of its international guarantee system;**

- (e) provide the competent bodies of the TIR Convention with statistical data on the number of TIR Carnets distributed to each Contracting Party, broken down by type;**
- (f) provide the TIR Executive Board with details of the distribution price by the international organization of each type of TIR Carnet;**
- (g) take all possible steps to reduce the risk of counterfeiting TIR Carnets;**
- (h) take the appropriate corrective action in cases where faults or deficiencies with the TIR Carnet have been detected and report these to the TIR Executive Board;**
- (j) fully participate in cases where the TIR Executive Board is called upon to facilitate the settlement of disputes;**
- (k) ensure that any problem involving fraudulent activities or other difficulties with regard to the application of the TIR Convention is immediately brought to the attention of the TIR Executive Board;**
- (l) manage the control system for TIR Carnets, provided for in Annex 10 of the Convention, together with national guaranteeing associations affiliated to the international organization and the Customs authorities and inform the Contracting Parties and the competent bodies of the Convention of problems encountered in the system;**
- (m) provide the competent bodies of the TIR Convention with statistics and data on the performance of Contracting Parties with regard to the control system provided for in Annex 10;**
- (n) conclude, not less than two months before the provisional date of entry into force or renewal of the authorization granted in accordance with Article 6.2bis of the Convention, a written agreement with the United Nations Economic Commission for Europe secretariat, mandated by and acting on behalf of the Administrative Committee, which shall include the acceptance by the international organization of its duties set out in this paragraph.**

**3. When the international organization is informed by a guaranteeing association of a claim for payment, it shall, within a period of three (3) months inform the guaranteeing association of its position concerning the claim.**

**4. All information acquired, directly or indirectly, by the international organization under the Convention, which is by nature confidential or which is provided on a confidential basis, shall be covered by the obligation of professional secrecy and shall not be used or processed neither for any commercial purpose nor for any other purpose than for which it has been provided or disclosed to any third party without the express permission of the person or authority that provided it. Such information may, however, be disclosed without permission to competent authorities of Contracting Parties to this Convention, where there is an authorization or obligation to do so pursuant to provisions of national or international law or in connection with legal proceedings. The disclosure or communication of information shall take place in full compliance with data-protection provisions in force.**

**5. The Administrative Committee shall have the right to revoke the authorization granted in accordance with Article 6.2 bis in case of non-compliance with the above conditions and requirements. Should the Administrative Committee decide to revoke the authorization, the decision will become effective at the earliest six (6) months after the date of revocation.**

**6. The authorization of an international organization under the terms set out above shall be without prejudice to that organization's responsibilities and liabilities under the Convention.**

**{ECE/TRANS/17/Amend.31; entered into force on 10 October 2013}**



**Annex 10** <sup>\*/</sup>**INFORMATION TO BE PROVIDED BY CONTRACTING PARTIES TO  
AUTHORIZED ASSOCIATIONS (UNDER ARTICLE 42TER) AND AN  
INTERNATIONAL ORGANIZATION (UNDER ARTICLE 6.2BIS)**

By virtue of Article 6, paragraph 1 and Annex 9, Part I, paragraph 3 (iii) of this Convention, authorized associations are required to give an undertaking that they shall verify continuously that persons authorized to have access to the TIR procedure fulfil the minimum conditions and requirements as laid down in Annex 9, Part II of the Convention.

On behalf of its member associations and in fulfilment of its responsibilities as an international organization authorized under Article 6, paragraph 2 bis, an international organization shall establish a control system for TIR Carnets to hold data, transmitted by Customs authorities and accessible by the associations and Customs administrations, about the termination of TIR operations at offices of destination. To enable the associations to fulfil their undertaking effectively, Contracting Parties shall provide information to the control system in accordance with the following procedure:

- (1) Customs authorities shall transmit to an international organization or to the national guaranteeing associations, if possible via central or regional offices, by the fastest available means of communication (fax, electronic mail, etc.) and if possible on a daily basis, at least the following information in a standard format in respect of all TIR Carnets presented at Customs offices of destination, as defined in Article 1 (l) of the Convention:
  - (a) TIR Carnet reference number;
  - (b) Date and record number in the Customs ledger;
  - (c) Name or number of Customs office of destination;
  - (d) Date and reference number indicated in the certificate of termination of the TIR operation (boxes 24-28 of voucher No. 2) at the Customs office of destination (if different from (b));

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<sup>\*/</sup> {ECE/TRANS/17/Amend.27; entered into force on 12 August 2006}



- (e) **Partial or final termination;**
  - (f) **Termination of the TIR operation certified with or without reservation at the Customs office of destination without prejudice to Articles 8 and 11 of the Convention;**
  - (g) **Other information or documents (optional);**
  - (h) **Page number.**
- (2) **The Model Reconciliation Form (MRF) contained in the Appendix may be addressed to Customs authorities by national associations or by an international organization:**
- (a) **in case of discrepancies between the data transmitted and those on the counterfoils in the used TIR Carnet; or**
  - (b) **in case no data have been transmitted whereas the used TIR Carnet has been returned to the national association.**

**Customs authorities shall reply to the reconciliation requests if possible by returning the duly filled-in MRF as soon as possible.**

- (3) **Customs authorities and national guaranteeing associations shall conclude an agreement, in line with national law, covering the above data exchange.**
- (4) **An international organization shall give Customs authorities access to the database of terminated TIR Carnets and to the database of invalidated TIR Carnets.**

**Appendix**

<b>To be filled-in by the initiator of the request for reconciliation</b>							
Destination:							
Regional Customs office (optional):				Customs office of destination:			
Name:				Name:			
Received on:				Received on:			
Date:				Date:			
Stamp				Stamp			
<b>Data to be confirmed</b>							
Data source:				<input type="checkbox"/> TIR Carnet		<input type="checkbox"/> Control system data	
TIR Carnet Reference Number	Name or number of Customs office of destination <sup>*/</sup>	Reference number indicated in the certificate of termination of the TIR operation (boxes 24-28 of voucher No. 2) at the Customs office of destination <sup>*/</sup>	Date indicated in the certificate of termination of the TIR operation at the Customs office of destination <sup>*/</sup>	Page number	Partial / final termination	Termination of the TIR operation certified with or without reservation at the Customs office of destination	Number of packages (optional)
Attachments:				<input type="checkbox"/> Copy of TIR Carnet counterfoils		Other: _____	
<b>Response from Customs office of destination</b>							
<input type="checkbox"/> Confirmation		<input type="checkbox"/> Correction (please insert the corrections below)		<input type="checkbox"/> No reference found on the termination of the TIR operation			
TIR Carnet Reference Number	Name or number of Customs office of destination <sup>*/</sup>	Reference number indicated in the certificate of termination of the TIR operation (boxes 24-28 of voucher No. 2) at the Customs office of destination <sup>*/</sup>	Date indicated in the certificate of termination of the TIR operation at the Customs office of destination <sup>*/</sup>	Page number	Partial / final termination	Termination of the TIR operation certified with or without reservation at the Customs office of destination	Number of packages (optional)
Comments:							
Date:				Stamp and signature of Customs office of destination:			
<b>Central Customs office (optional)</b>							
Comments:							
Date:				Stamp and/or signature			

<sup>\*/</sup> Please note that these data refer to the Customs office of destination where the TIR movement terminated.



### 3 CONTRACTING PARTIES TO THE TIR CONVENTION, 1975

#### Contracting Parties

Afghanistan  
Albania  
Algeria  
Armenia  
Austria  
Azerbaijan  
Belarus  
Belgium  
Bosnia and Herzegovina  
Bulgaria  
Canada  
Chile  
Croatia  
Cyprus  
Czech Republic  
Denmark  
Estonia  
Finland  
France  
Georgia  
Germany  
Greece  
Hungary  
Indonesia  
Iran (Islamic Republic of)  
Ireland  
Israel  
Italy  
Jordan  
Kazakhstan  
Kuwait  
Kyrgyzstan  
Latvia  
Lebanon  
Liberia  
Lithuania

#### Countries with which a TIR transit operation can be established: (as of 31 December 2013) <sup>\*/</sup>

Afghanistan  
Albania  
-  
Armenia  
Austria  
Azerbaijan  
Belarus  
Belgium  
Bosnia and Herzegovina  
Bulgaria  
-  
-  
Croatia  
Cyprus  
Czech Republic  
Denmark  
Estonia  
Finland  
France  
Georgia  
Germany  
Greece  
Hungary  
-  
Iran (Islamic Republic of)  
Ireland  
Israel  
Italy  
Jordan  
Kazakhstan  
Kuwait  
Kyrgyzstan  
Latvia  
Lebanon  
-  
Lithuania

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<sup>\*/</sup> Based on information provided by the IRU.

**Contracting Parties**

Luxembourg  
 Malta  
 Moldova  
 Mongolia  
 Montenegro  
 Morocco  
 Netherlands  
 Norway  
 Poland  
 Portugal  
 Republic of Korea  
 Romania  
 Russian Federation  
 Serbia  
 Slovakia  
 Slovenia  
 Spain  
 Sweden  
 Switzerland  
 Syrian Arab Republic  
 Tajikistan  
 The Former Yugoslav Republic  
 of Macedonia  
 Tunisia  
 Turkey  
 Turkmenistan  
 Ukraine  
 United Arab Emirates  
 United Kingdom  
 United States of America  
 Uruguay  
 Uzbekistan  
 European Union

**Countries with which a TIR transit  
 operation can be established:**  
 (as of 31 December 2013) <sup>\*/</sup>

Luxembourg  
 Malta  
 Moldova  
 Mongolia  
 Montenegro  
 Morocco  
 Netherlands  
 Norway  
 Poland  
 Portugal  
 -  
 Romania  
 Russian Federation  
 Serbia  
 Slovakia  
 Slovenia  
 Spain  
 Sweden  
 Switzerland  
 Syrian Arab Republic  
 Tajikistan  
 The Former Yugoslav Republic  
 of Macedonia  
 Tunisia  
 Turkey  
 Turkmenistan  
 Ukraine  
 -  
 United Kingdom  
 -  
 -  
 Uzbekistan

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<sup>\*/</sup> Based on information provided by the IRU.

## **4 RESOLUTIONS AND RECOMMENDATIONS RELATED TO THE TIR CONVENTION, 1975**

### **RESOLUTION No. 49**

#### **SHORT-TERM MEASURES TO ENSURE THE SECURITY AND THE EFFICIENT FUNCTIONING OF THE TIR TRANSIT REGIME**

##### **adopted on 3 March 1995 by the UNECE Working Party on Customs Questions affecting Transport**

The Working Party on Customs Questions affecting Transport,

Emphasizing the importance of the smooth and efficient functioning of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) to facilitate international transport and trade,

Concerned about the amount of Customs fraud and smuggling in the framework of the TIR transit system which may endanger the facilitation measures provided for in the TIR Convention, 1975,

Determined to safeguard the TIR transit system which facilitates the development of trade, in particular the international movement of goods,

Convinced that the TIR transit system can only be safeguarded through joint and concerted action by all Parties of the TIR transit system (Customs authorities, national guaranteeing and Carnet issuing associations and the IRU, and insurance companies), whereby an open exchange of information on all aspect of the system is considered to be essential,

Whilst awaiting the revision of the TIR Convention, 1975, decides unanimously on the following short-term measures to be implemented as soon as possible by the competent authorities of Contracting Parties to the TIR Convention, 1975:

1. In order to facilitate the detection of fraudulently discharged TIR Carnets and to accelerate the discharge procedure, Contracting Parties may wish to create, as far as possible and in line with national requirements, centralized offices or procedures for the administration of TIR Carnets;
2. Contracting Parties should institute accelerated discharge and search procedures for the transport of sensitive goods;
3. Contracting Parties and the IRU shall take all necessary steps to ensure the early re-introduction of the "Tobacco/Alcohol" TIR Carnets together with guarantees in a fixed sum which reflects the potential charges at risk;
4. Contracting Parties ensure, through appropriate national regulations, that Customs offices of destination or exit return TIR Carnet vouchers No.2 to centralized offices or Customs offices of departure or entry as soon as possible and no later than five working days following the completion of the TIR operation;
5. In order to facilitate Customs control for tobacco and alcohol consignments, Contracting Parties may wish to limit, in line with national administrative practices, the number of Customs offices authorized to accept "Tobacco/Alcohol" TIR Carnets;
6. Contracting Parties ensure that for the transport of tobacco and alcohol as well as for other sensitive goods as determined by the competent authorities, advance information on the transport of such goods under Customs seal is forwarded immediately by the Customs office of departure or entry to the Customs office of destination or exit;
7. In accordance with Article 20 of the TIR Convention, 1975, Contracting Parties prescribe time-limits and, to the extent possible, routes to be followed for road vehicles and containers in case of transport under Customs seal of tobacco and alcohol as well as of other sensitive goods as determined by the competent authorities. Contracting Parties are urged to apply sanctions, in line with national law, in case of non-respect of such prescriptions;

8. Contracting Parties ensure that the provisions of Article 38 of the TIR Convention, 1975 should be applied, which provide the possibility to exclude temporarily or permanently from the operation of the TIR Convention, 1975 any person guilty of a serious offence against national Customs laws or the regulations applicable to the international transport of goods;
9. Contracting Parties take all necessary measures to avoid the theft and misuse of Customs stamps and may provide for the use of new technologies, such as special security ink, to impede the falsification of Customs stamps;
10. Contracting Parties request that IRU and national guaranteeing associations apply strictly agreed criteria and administrative controls when issuing TIR Carnets, with a view to ensuring, as far as possible, the reliability and integrity of transport operators;
11. Contracting Parties of the TIR transit regime intensify the exchange of information and intelligence concerning the TIR transit system amongst themselves, in accordance with national legislation. For that purpose they establish focal points for the combat of fraud within the competent authorities. Addresses, including telephone and telefax numbers of such focal points will be transmitted, as soon as possible, to the UNECE secretariat for the setting up of an international directory.

Invites Contracting Parties to study carefully the IRU proposals on the introduction of electronic data interchange systems for the administration of TIR Carnets which will be transmitted to them by the UNECE secretariat with a view to their possible introduction;

Requests the Contracting Parties to the TIR Convention, 1975 to notify the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by 1 June 1995, whether they accept the present resolution;

Requests the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) to inform all Contracting Parties to the TIR Convention, 1975 about the acceptance of this resolution.



Resolution No. 49 has been accepted by:

Austria	Belarus
Belgium	Bulgaria
Croatia	Czech Republic
Denmark	Estonia
Finland	France
Germany	Greece
Hungary	Iran (Islamic Republic of)
Ireland	Italy
Jordan	Latvia
Lithuania	Luxembourg
Netherlands	Norway
Poland	Portugal
Romania	Russian Federation
Slovakia	Slovenia
Spain	Sweden
Switzerland	Turkey
United Kingdom	European Union

## RECOMMENDATION

### INTRODUCTION OF THE HS CODE OF GOODS IN THE TIR CARNET

#### Recommendation adopted by the Administrative Committee for the TIR Convention, 1975, on 31 January 2008 <sup>\*/</sup>

The Administrative Committee,

Stressing the need for the application of effective risk management and risk assessment measures with regard to goods in transit;

Bearing in mind that a TIR transport is often preceded by an exportation declaration containing the commodity code of the goods made in accordance with the International Convention on the Harmonized Commodity Description and Coding System (the so-called HS code);

Recognizing the importance of the twin objective of identifying those goods that may pose a security risk and of facilitating the movement of other goods;

Convinced that, where access to the HS code is possible, its use in the TIR Carnet in addition to a plain language description of the goods could contribute to this objective;

Considering also that the inclusion of the HS code in the TIR Carnet would also facilitate electronic data processing;

Recognizing that relevant amendments to the TIR Convention being prepared under Phase III of the TIR revision process may take some time to enter into force;

1. Decides to recommend that TIR Carnet holders or any other persons filling-in the TIR Carnet on their behalf are to indicate the HS code of the goods under box 10 of the goods manifest on the voucher not for Customs use (yellow page) of the TIR Carnet, in addition to a plain language description of the goods;

2. Urges the Customs authorities at the Customs office of departure to check, where applicable, whether the HS code shown on the goods manifest tallies with the HS code shown on the export Customs declaration and/or other commercial or transport documents.

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<sup>\*/</sup> {ECE/TRANS/WP.30/AC.2/93, paragraphs 27-28 and annex II}

If the TIR Carnet has been accepted by the Customs office of departure without indication of the HS code, the HS code should not be required either by subsequent Customs offices en route or by Customs offices of destination.

The absence of the HS code of the goods in the TIR Carnet shall not lead to delays during a TIR transport and shall not be an obstacle to the acceptance of TIR Carnets. The absence of the HS code shall not be considered as an infringement of the Convention and shall not lead to any liabilities of the TIR Carnet holder.

The same shall apply in those cases where the Customs authorities suspect that the HS code may be incorrect or where there are inconsistencies between the plain language description of the goods and the HS code.

Without prejudice to Article 8 paragraph 6 of the TIR Convention, the plain language description of the goods will be deemed to be correct in cases where there is an inconsistency between the plain language description and the description indicated by the HS code.

The practical application of this Recommendation shall be reviewed 12 months following the date of entry into force with a view to ensuring that it meets its objectives.

The present Recommendation will come into effect on 1 May 2008.

## **5 EXAMPLES OF BEST PRACTICES <sup>\*/</sup>**

### **5.1 INTRODUCTION**

The examples of best practices prepared by the UNECE Working Party on Customs Questions affecting Transport (WP.30) and endorsed by the TIR Administrative Committee should not be confused with comments or other recommended practices adopted by the Working Party or the Administrative Committee (TRANS/WP.30/AC.2/59, paragraph 47). These examples of best practices are included into the TIR Handbook to facilitate the application of the Convention in countries that have newly acceded to the Convention and/or in which TIR operations can be newly undertaken.

### **5.2 PROCEDURE FOR THE TERMINATION OF A TIR OPERATION**

1. The goods and the TIR Carnet relating thereto shall be produced to the Customs office of destination or exit (en route) during the days and hours appointed for opening. However, the said office may, at the request and expense of the party concerned, allow the documents to be produced outside the appointed days and hours.
2. The office of destination or exit (en route) shall:
  - carry out controls of the documents, the load compartments and the goods contained therein, as appropriate;
  - register the TIR Carnet;
  - provide a certificate of termination by completion of boxes 24 to 28 of voucher No. 2 of the TIR Carnet;
  - complete the counterfoil and remove voucher No. 2 from the TIR Carnet; return the TIR Carnet to the person presenting it;

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<sup>\*/</sup> It should be noted that Contracting Parties are under no legal obligation to comply with the recommendations set out in Chapter 5 of the TIR Handbook {ECE/TRANS/WP.30/AC.2/2007/4, paragraph 9}.

- create a record concerning the termination of the TIR operation in an authorized international control system, such as the SafeTIR system operated by the IRU, in accordance with Annex 10 of the Convention and in line with article 42 ter of the Convention.

3. Besides voucher No. 2 and counterfoil No. 2 of the TIR Carnet, the Customs office of destination or exit (en route) may issue additional documents to the person presenting the TIR Carnet (e.g. a receipt on request to be completed in advance by the person concerned) and may use complementary means of identification to facilitate disclosure of false Customs stamps in TIR Carnets. In order to detect irregularities as soon as possible the Customs authorities may verify the legality of counterfoil No. 2 of the TIR Carnet and of other additional documents during the return trip of a vehicle and/or upon exit from a country. These verifications should be carried out as soon as possible.

**Remark:**

Operators often have difficulty in resolving inquiries sent to them by Customs authorities about the non-discharge of TIR operations. Additional documents mentioned in paragraph 3 are not acceptable as proof of termination, but they may be useful in helping to resolve inquiries. Under the TIR procedure, the TIR Carnet is given back to the operator, but he then sends it to the national association and may therefore have no documentation that he can produce in the event of inquiries being made. Records about termination of TIR operations found in an authorized international control system, such as the SafeTIR system operated by the IRU, in accordance with Annex 10 of the Convention and in line with article 42 ter of the Convention may also be considered valid evidence of the termination of TIR operations.

### **5.3 PROCEDURE FOR THE DISCHARGE OF A TIR OPERATION**

1. Customs offices processing TIR Carnets shall keep separate registers in their Customs ledgers for TIR Carnets.
2. The Customs office of departure or entry (en route) shall retain voucher No. 1 of the TIR Carnet. With a view to assisting in the return of voucher No. 2 it may enter in the box "For official use" of voucher No. 2 the following text: "To be returned to ...." followed by the name and full address of the Customs office to which voucher No. 2 must be returned (where applicable, via or to a centralized office). This text should, as far as possible, be inserted by means of a stamp and must be clearly legible.
3. The Customs office of departure or entry (en route) shall ensure that box 22 in voucher No. 1 contains the name of the Customs office of destination or exit (en route) with a view to facilitating inquiry procedures.

4. The Customs office of departure or entry (en route) may inform preliminarily the Customs office of destination or exit (en route) on the dispatch of the goods transported within the TIR procedure, in order to hinder the improper or fraudulent discharge of a TIR operation.
5. The Customs office of destination or exit (en route) shall detach and send without delay (within 5 working days) following the termination of the TIR operation, the part of voucher No. 2 relating to boxes 18 to 28 to the Customs office designated in the box «For official use», where applicable, via or to a central office.
6. The Customs office of destination shall make available, without delay following the termination of the TIR operation, all information concerning the termination of the TIR operation in an authorized international control system, such as the SafeTIR system operated by the IRU, in accordance with Annex 10 of the Convention and in line with article 42 ter of the Convention.
7. A special e-mail or teletype message containing data from voucher No. 2 of the TIR Carnet may be used as a confirmation of termination, instead of sending by mail voucher No. 2 (or a return slip) from the Customs office of destination or exit (en route) to the Customs office of departure or entry (en route).
8. Upon receipt of the voucher No. 2 referred to in paragraph 5 above or upon receipt of the e-mail or teletype message referred to in paragraph 7 above, the Customs office of departure or entry (en route) shall without delay compare the information contained therein with the same contained in the retained voucher No. 1 of the TIR Carnet referred to in paragraph 2 above.
9. In case of several Customs offices of departure or destination, the above procedure shall apply *mutatis mutandis*.
10. In cases where the Customs office of destination or exit (en route) is different from that mentioned in voucher No. 2 of the TIR Carnet, that office shall inform the office mentioned in voucher No. 2 without delay.
11. With a view to detecting and preventing fraud, the office of departure or entry (en route) (where applicable, the centralized office), apart from cases of doubt, shall verify *à posteriori* a random proportion of 1 per thousand with a minimum of 6 documents per month of all returned vouchers No. 2.
12. The Customs authorities shall take necessary measures to protect their telecommunications, ledgers, files, etc. from unauthorized access and to prevent the possibility of sending falsified confirmations of discharge.

#### 5.4 INQUIRY AND RECOVERY PROCEDURE\*/

1. The tables below succinctly show the recommended inquiry and recovery procedures to be undertaken by the Customs offices of departure or entry (en route), destination or exit (en route) or the central Customs office.
2. Table 1a outlines the inquiry and recovery procedure applicable in the European Union if the respective electronic message is not returned by the Customs office of destination or exit (en route). Table 1b is applicable in cases where the fallback procedure is used, i.e. where the data processing technique is not available and only the paper TIR carnet is used for transit.
3. Table 2 describes the inquiry and recovery procedure applicable in the Russian Federation if the Customs office of departure or entry (en route) has not received an electronic confirmation of the termination of a TIR operation from the Customs office of destination or exit (en route).

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\*/ {ECE/TRANS/WP.30/AC.2/2012/4 and ECE/TRANS/WP.30/AC.2/111, paragraph 40}

**Table 1a (European Union)**

<i>Actions by customs office of departure or entry (en route)</i>	<i>Conditions</i>	<i>Time-limit</i>
(1) Send request for information (“Status request” message (IE904) to office of destination or exit ( <u>en route</u> ) (Pre-inquiry action)	Before initiating the Inquiry procedure	After the expiry of the time limit for presentation of the goods at the office of destination if the “Arrival Advice” message (IE006) has not been received or 6 days after the received “Arrival Advice” message if the “Control Results” message (IE018) has not been received
(2) Verify the existence of a record concerning the termination of the transport operation in an authorized international control system operated by the International Organization, in accordance with Annex 10 of the TIR Convention	Same as above (1) and in addition to obtain information needed to address the possible Customs office of destination or exit ( <u>en route</u> )	Same time as above (1)
(3) Initiate the Inquiry procedure - send the “Inquiry Request” message (IE142) to the office of destination or exit ( <u>en route</u> )	In the case of negative answer to (1)	At the latest, 7 days after the expiry of the time limits referred to in (1). The office of destination or exit ( <u>en route</u> ) shall reply within 28 days
(4) Send the “Request on non-arrived Movement” message (IE140) or a notification letter to the TIR carnet holder and inform the guaranteeing association to furnish proof that the TIR operation has been terminated (pre-notification)	In the case of lack of response or insufficient response (message) from the office of destination or exit ( <u>en route</u> )	At the latest 28 days after (3)
(5) Notify the guaranteeing association and the TIR Carnet holder of the non-discharge of the TIR		After the period for response to (4) (28 days which may be extended for a further 28 days at the request of the holder) has



<i>Actions by customs office of departure or entry (en route)</i>	<i>Conditions</i>	<i>Time-limit</i>
operation.		expired
6) Determine person(s) directly liable and/or the competent Customs authorities to collect the Customs debt	In case the Customs debt has been incurred	After (5)
7) Request payment, as far as possible, from person(s) directly liable	In case the Customs debt has been incurred	After (6)
8) Send request for payment to the guaranteeing association	In case the debtor/debtors have not paid after a period of one month.	3 months after (5)

**Table 1b**  
**(European Union) – The fallback procedure**

<i>Actions by customs office of departure or entry (en route)</i>	<i>Conditions</i>	<i>Time-limit</i>
(1) Verify the existence of a record concerning the termination of the transport operation in an authorized international control system operated by the International Organization, in accordance with Annex 10 of the TIR Convention	Before initiating the inquiry procedure	Appropriate part of the Voucher No. 2 not received within 8 days after the time limit for presentation at the Customs office of destination or exit (en route) has expired.
(2) Send the “TIR Carnet – inquiry notice” to the Customs office of destination or exit (en route)	The TIR operation has not been terminated	Appropriate part of the Voucher No. 2 not returned after 2 months (may be started immediately after (1) by decision). The Customs office of destination or exit (en route) shall respond within 28 days.
(3) Inform the holder and the guaranteeing association of possible non-termination and inform them to furnish proof (pre-notification)	The TIR operation has not been terminated	After period for response to (2) has expired
(4) Notify the guaranteeing association and the TIR carnet holder of the non discharge of the TIR operation.		After the period for response to (3) (28 days which may be extended for a further 28 days at the request of the holder ) has expired
(5) Determine person(s) directly liable and/or the competent Customs authorities to collect the Customs debt	In case the Customs debt has been incurred	After (4)

<i>Actions by customs office of departure or entry (en route)</i>	<i>Conditions</i>	<i>Time-limit</i>
(6) Request payment, as far as possible, from person(s) directly liable	In case the Customs debt has been incurred	After (5)
(7) Send request for payment to the guaranteeing association	In case the debtor/debtors have not paid after a period of one month.	3 months after (4)

### **Remarks applicable to both tables**

The office-in-charge of the inquiry should inform the TIR Carnet holder and the guaranteeing association within 3 months whether it has accepted the produced alternative proof as an evidence of the discharge of the TIR procedure and also communicate to the holder any evidence supporting the discharge which has been discovered during the procedure.

Where during the inquiry procedure it is established that the TIR operation was terminated correctly, the office in charge of the inquiry shall immediately inform the TIR Carnet holder and the guaranteeing association and, where appropriate, any Customs authorities that may have initiated a recovery procedure.

**Table 2**  
**Russian Federation**

<i>Action by Customs authorities</i>	<i>Conditions for application</i>	<i>Responsible Customs authority</i>
(1) Send an inquiry about the termination of the TIR operation to the Customs office of destination or exit (en route)	Non-receiving of an electronic confirmation of the termination of the TIR operation from the Customs office of destination or exit (en route) within 5 working days after the set deadline for Customs transit	Customs office of departure or entry (en route)
(2) Inform the holder of the TIR Carnet about the absence of information on delivery of the goods and the beginning of the verification of the facts	Non-receiving of an electronic confirmation of the termination of the TIR operation from the Customs office of destination or exit (en route) within 5 working days after the set deadline for Customs transit	Customs office of departure or entry (en route)
(3) Check the existence of information concerning the termination of the TIR operation in an authorized international control system, such as the SafeTIR system operated by the IRU, in accordance with Annex 10 of the TIR Convention	Receiving a notification (electronic, written) on non-delivery of the goods from the Customs office of destination or exit (en route)	Customs office of departure, of entry (en route) or central Customs office
(4) Start an investigation procedure on the Customs infringement	Immediately after receiving a notification (electronic, written) on non-delivery of the goods from the Customs office of destination or exit (en route)	Customs office of departure or entry (en route)

<i>Action by Customs authorities</i>	<i>Conditions for application</i>	<i>Responsible Customs authority</i>
(5) Give particular attention to documents which may be presented as proof of the proper discharge of the TIR operation	Persons concerned have presented such documents	Customs office of departure or entry (en route) together with Customs office of destination or exit (en route)
(6) If possible, hand over a request for payment to an authorized representative of the TIR Carnet holder or send this request by mail	Not later than 10 working days from the date of detection of non-payment or partial payment of Customs duties	Customs office of departure or entry (en route)
(7) Send the payment request and other relevant documents to a central body that monitors the application of the TIR procedure in a given country	A payment request is not honoured by the TIR Carnet holder within 20 calendar days from the date of receipt of the request	Customs office of departure or entry (en route)
(8) Notify the national guaranteeing association of the non-termination or conditional termination and then lodge a claim in accordance with the provisions of the TIR Convention	A payment request is not honoured by the TIR Carnet holder	Central Customs body
(9) Withdraw the notification or the claim, if the latter has been sent already	The central body has received, to its satisfaction, proof of proper discharge	Central Customs body

### **Remark**

The office in charge of the inquiry should inform the TIR Carnet holder or the guaranteeing association whether it has accepted the alternative evidence of the termination of the TIR operation as well as in cases where, in the meantime, the office could discharge the operation by its own means (the certificate of termination has been found, etc.).

4. A possible specimen inquiry notice form as well as a reminder letter to be recommended for use by Customs authorities are contained below.

**Specimen inquiry notice**

**TIR Carnet - Inquiry notice**

I. To be completed by the Customs office of departure/office of entry (en route)								
A. TIR Carnet No. Copy of voucher No. 1 attached	B. Customs office of destination/exit ( <u>en route</u> )							
C. Customs office of departure/entry ( <u>en route</u> ) (name and full address)	D. Vehicle registration number or name of vessel, if known							
E. According to information available to this Customs office, the consignment was								
<input type="checkbox"/> 1. Produced to ..... on <table style="display: inline-table; border-collapse: collapse;"><tr><td style="border: 1px solid black; width: 20px; height: 15px;"></td><td style="border: 1px solid black; width: 20px; height: 15px;"></td><td style="border: 1px solid black; width: 20px; height: 15px;"></td></tr><tr><td style="text-align: center; font-size: 8px;">DD</td><td style="text-align: center; font-size: 8px;">MM</td><td style="text-align: center; font-size: 8px;">YY</td></tr></table>						DD	MM	YY
DD	MM	YY						
<input type="checkbox"/> 2. Delivered to ..... on <table style="display: inline-table; border-collapse: collapse;"><tr><td style="border: 1px solid black; width: 20px; height: 15px;"></td><td style="border: 1px solid black; width: 20px; height: 15px;"></td><td style="border: 1px solid black; width: 20px; height: 15px;"></td></tr><tr><td style="text-align: center; font-size: 8px;">DD</td><td style="text-align: center; font-size: 8px;">MM</td><td style="text-align: center; font-size: 8px;">YY</td></tr></table> (name and address of person or firm)						DD	MM	YY
DD	MM	YY						
<input type="checkbox"/> 3. The TIR Carnet holder is unable to give any information about the whereabouts of the goods								
Place and date:	Signature:	Stamp:						
II. To be completed by the Customs office of destination/exit (en route) Request for additional information								
In order to carry out inquiries the Customs office of departure/entry ( <u>en route</u> ) is requested to send:								
<input type="checkbox"/> 1. a precise description of the goods								
<input type="checkbox"/> 2. a copy of the CMR consignment note								
<input type="checkbox"/> 3. the following documents or information:								
Place and date:	Signature:	Stamp:						
III. To be completed by the Customs office of departure/entry (en route) Reply to the request for additional information								
<input type="checkbox"/> 1. The information, copies or documents requested are annexed <span style="float: right; margin-right: 50px;">1   2   3</span>								
<input type="checkbox"/> 2. The information, copies or documents referred to under numbers are not available <span style="float: right; margin-right: 50px;">     </span>								
Place and date:	Signature:	Stamp:						
IV. To be completed by the Customs office of destination/exit (en route)								
<input type="checkbox"/> 1. Voucher No. 1 was returned on <table style="display: inline-table; border-collapse: collapse;"><tr><td style="border: 1px solid black; width: 20px; height: 15px;"></td><td style="border: 1px solid black; width: 20px; height: 15px;"></td><td style="border: 1px solid black; width: 20px; height: 15px;"></td></tr><tr><td style="text-align: center; font-size: 8px;">DD</td><td style="text-align: center; font-size: 8px;">MM</td><td style="text-align: center; font-size: 8px;">YY</td></tr></table> ; the duly endorsed copy of voucher No. 1 is attached						DD	MM	YY
DD	MM	YY						
<input type="checkbox"/> 2. The duly endorsed voucher No. 2 is attached to this inquiry notice								
<input type="checkbox"/> 3. Inquiries are being made and voucher No. 2 or a copy of voucher No. 1 will be returned as soon as possible								
<input type="checkbox"/> 4. The consignment was produced here without the relative document								
<input type="checkbox"/> 5. Neither the consignment nor the TIR Carnet were produced here and no information about these can be obtained								
Place and date:	Signature:	Stamp:						

**Specimen reminder letter****TIR Carnet - Reminder letter**

I. Customs office of departure/entry (en route) (name and address)	II. Authority to which addressed (name and address)
III. Reference/No.	
IV. TIR Carnet (No. and date)	
V. Inquiry notice (No. and date)	
VI. Any details concerning the Customs office of destinations/exit (en route)	
VII. Any other information  <p style="text-align: right;">- Continued overleaf -</p>	
VIII. I have not yet received any answer to the above-mentioned inquiry notice Would you please inform me on the present position of inquiries carried out	
IX. Reply to the authority addressed  <p style="text-align: right;">- Continued overleaf -</p>	
At ....., .....	
Signature	Stamp

Annexes: A copy of voucher No. 1 of the TIR Carnet  
A copy of the inquiry notice

## **5.5 LIST OF DOCUMENTS TO SUBSTANTIATE CLAIMS FOR NON-DISCHARGE**

1. Basic documentation is necessary to substantiate the request for payment. In general, such documentation should cover two main issues:

- (a) Reasons establishing the liability of the national guaranteeing association;
- (b) Amount of import or export duties and taxes to be paid by the national guaranteeing association.

2. In order to establish the reasons for the transmission of claims the following documents seem to be appropriate:

- a copy of voucher No. 1 duly filled-in and stamped by the Customs authorities - as evidence for having commenced liability of the national guaranteeing association in accordance with Article 8, paragraph 4 of the Convention;
- some documents confirming that the Customs authorities have implemented provisions of Article 11, paragraph 2 of the Convention, for instance, a copy of the registered letter sent to the TIR Carnet holder and containing the request for payment;
- a written statement (letter) by the Customs authorities outlining main points of the infringement committed and including reasons why evidences of the proper termination of the TIR operation, presented by persons concerned, if any, are recognized to be insufficient.

3. In order to substantiate 1 (b) the detailed calculation of Customs duties and taxes seems to be adequate, including determination of the Customs value of the goods and applicable tariff rates.



## **5.6 INFORMATION AND DOCUMENTATION, OTHER THAN THE TIR CARNET, THAT MAY BE REQUIRED BY CUSTOMS OFFICES EN ROUTE IN CONNECTION WITH A TIR TRANSPORT**

For purposes of control, the Customs offices en route are recommended to use mainly the TIR Carnet, being a Customs transit declaration. Where the Customs offices en route require additional documentation in connection with a TIR transport, this should not be required to contain more than the information necessary to identify the goods and the road vehicles. The Customs authorities should base their requirements on those set out in the relevant international transport agreements, such as, for instance, the Convention on the Contract for the International Carriage of Goods by Road (CMR) of 19 May 1956 and should limit their information requirements to those available in carriers' normal documentation (CMR consignment note, packing list, if any, etc.) (TRANS/WP.30/212/paragraph 21 and Annex 2).

## **5.7 RECOMMENDATIONS FOR IMPROVEMENT OF COMMUNICATION BETWEEN NATIONAL COMPETENT AUTHORITIES AND NATIONAL GUARANTEEING ASSOCIATIONS**

1. It is the competence of Contracting Parties to establish, in line with the provisions of national legislation and established procedures, the content of the communications, which are addressed to the national guaranteeing association in the course of a claim procedure. However, in order to avoid any misunderstanding on nature, amount and justification of any alleged irregularity, the competent authorities and national guaranteeing associations of Contracting Parties are invited to review and update their various communications to the extent that they refer at least to the stages recognized by the TIR Convention and/or described in its best practices and contain, as far as possible, the following minimum information (see tables below).
2. The stages recognized by the TIR Convention are:
  - (a) Notification: Within a period of one year from the date of acceptance of the TIR Carnet, the competent authorities of the Contracting Party, in which the TIR Carnet has not been discharged, have to notify the association in writing of the non-discharge (Article 11, paragraph 1 (b) of the Convention);
  - (b) Claim for payment: Competent authorities dispose of a period between three months and two years after the date on which the association has been informed that the TIR operation has not been discharged (or that the certificate of termination of the TIR operation has been obtained in an improper or fraudulent manner), within which to submit a claim for payment to the association (Article 11, paragraph 3 of the Convention).

3. Preceding these legal obligations, various Contracting Parties have introduced as a best practice pre-notifications. Although not a legal requirement, they have become a standing procedure in various Contracting Parties to inform the guaranteeing association at the earliest possible stage of the fact that Voucher No. 2 has not been returned to the Customs office of departure or entry en route, inviting it to furnish proof that the TIR operation has been terminated. This communication, which has become known as “pre-notification” is sent without prejudice to the notification to be made in accordance with Article 11, paragraph 1 of the Convention. However, as not all Contracting Parties apply this concept in the same way and/or at the same time, the degree of compliance with the recommended elements may vary considerably from country to country. Contracting Parties and national associations are recommended to bear this in mind when applying the best practices of Chapter 5.7.

4. It should be noted that Contracting Parties are under no legal obligation to comply with the recommendations set out in Chapter 5.7. Only the provisions of the TIR Convention and national legislation decide on the legality of any communication between the competent authorities of Contracting Parties and the national guaranteeing associations.

5. In general, Customs authorities and national guaranteeing associations of Contracting Parties are recommended:

- to limit any communication to one single TIR Carnet only;
- to make use at all times, but in particular before making enquiries, to the extent possible, of any information available in an authorized international control system, such as the SafeTIR system operated by the IRU, in accordance with Annex 10 of the Convention.

**Table I****Recommended elements for effective communication by competent authorities to national guaranteeing associations**

	Data to be included, in as far as available at moment of issuance of communication	Pre-notification of non- discharge to the guaranteeing association (Best practice)	Notification of non- discharge to the guaranteeing association (Article 11.1(b))	Claim for payment to guaranteeing association (Article 11.3)
1	Clear and legible date and reference	√ <sup>2/</sup>	√	√
2	Name, address and unique ID number (as far as available in the TIR Carnet) of the TIR Carnet holder	√	√	√
3	TIR Carnet Number (2 letters and 8 digits)	√	√	√
4	Date when the TIR Carnet was accepted by Customs	√	√	√
5	Main points of infringement and legal references (justification)	√	√	√
6	Return /reply address and recommended deadline for reaction (if appropriate)	√	√	√
7	Copy of voucher No. 1	√	√	√
8	List of possible/recommended documents to be provided by national associations, as mentioned under point 5 of Table II, including, if possible, documentation with regard to other person(s) directly liable	√	√	-
9	Reaction to documents submitted i.e. acceptance, closure or refusal, if any <sup>3/</sup>	-	√	-
10	Reference to and/or copy of the notification to the TIR Carnet holder (Expl. Notes 0.11.1 and 0.11-2)	-	√	√
11	Reference to and/or copy of the request for payment from the person(s) directly liable (Article 11.2) if available	-	√	√
12	Reference to and/or copy of the pre-notification to the guaranteeing association if available	-	√	-
13	Reference to and/or copy of the notification to the guaranteeing association	-	-	√
14	Reference to existing guarantee agreement or any other type of legal instrument	-	-	√
15	Reference to indicative amount of the potential claim	-	√	-
16	Detailed calculation of Customs duties and taxes, including determination of the Customs value of the goods, tariff rates applied and applicable default interest rates	-	-	√
17	Time limits for payment (Article 11.4)	-	-	√
18	Payment particulars	-	-	√
19	Information on possible appeal procedures	-	-	√

<sup>2/</sup> √ = Recommended element;

<sup>3/</sup> acceptance = confirmation that authorities have accepted the information provided by the association at an earlier stage; closure = information that authorities have decided not to pursue the alleged irregularity and have closed the file; refusal = information that the information provided by the association at an earlier stage has not been accepted by the authorities, including the reasons for refusal.

**Table II**

**Recommended elements for effective communication by national guaranteeing associations to competent authorities**

	Data to be included, in as far as available at moment of issuance of communication	Reaction to Pre-notification of non-discharge to the guaranteeing association <i>(Best practice)</i>	Reaction to Notification of non-discharge to the guaranteeing association <i>(Article 11.1(b))</i>	Reaction to Claim for payment to guaranteeing association <i>(Article 11.3)</i>
1	Clear and legible date and reference	√	√	√
2	Name, address and unique ID number (as far as available in the TIR Carnet) of the TIR Carnet holder	√	√	√
3	TIR Carnet Number (2 letters and 8 digits)	√	√	√
4	Return address	√	√	√
5	Documents indicating the regular termination of the concerned TIR operation, such as: <ul style="list-style-type: none"> <li>any official certificate or confirmation of the termination of a TIR operation covered by the same transport made out by another Contracting Party following the respective TIR operation or confirmation of the transfer of the goods in question to another Customs procedure or another system of Customs control, e.g clearance for home use;</li> <li>the duly stamped corresponding counterfoils No. 1 or No. 2 in the TIR Carnet by that Contracting Party or a copy thereof provided by the international organization;</li> <li>records about the termination of the TIR operation, as found in the so-called "IRU SafeTIR system", in accordance with Annex 10 of the Convention;</li> <li>any additional document, issued by the Customs office of destination or exit (<u>en route</u>) to the person presenting the TIR Carnet (e.g. receipt on request to be completed in advance by the person concerned);</li> <li>any document allowing the identification of possible person(s) directly liable<sup>4/</sup>.</li> </ul>	√	√	√
6	Reference to the pre-notification to the guaranteeing association if available	√	-	-
7	Reference to the notification to the guaranteeing association	-	√	-
8	Reference to the claim for payment to the association	-	-	√
9	Reaction to claim for payment (acceptance or refusal)	-	-	√
10	Reference to specific provisions in the existing guarantee agreement or any other type of legal instrument	-	-	√

<sup>4/</sup> Submission of documents under point 5 is not limited to any of the three identified stages, but can take place at any time, as soon as available.

**Table III\*/**

**Specimen pre-notification letter**

*Information letter to be sent to the TIR guaranteeing association and the TIR Carnet holder*

.....

(Full name of the Customs office/administration concerned) (Place and date)

**Subject: Information concerning TIR Carnet No.....**

**addressed to.....**

(full name, address and ID number of the TIR Carnet holder)

.....

(full name of the guaranteeing association)

Dear Madam/Sir,

A TIR operation carried out under cover of TIR Carnet No.....has been registered by the Customs office of.....(Copy of Voucher No. 1 attached) as entering the territory of.....(name of Contracting Party).

We kindly inform you that our Customs administration has not received confirmation of the proper termination in the territory of ..... (name of Contracting Party) of the TIR operation carried out under cover of TIR Carnet No.....

In addition, we have checked the status of this TIR Carnet in the control system for TIR Carnets and:

- (1) there is no information confirming the termination of this TIR operation in the territory of .....(name of Contracting Party),
- (2) there is a record concerning this TIR operation. We have already contacted the office of destination in.....(place, name of Contracting Party)

\*/ {ECE/TRANS/WP.30/AC.2/2012/15 and ECE/TRANS/WP.30/AC.2/111, paragraph 43}

in order to confirm the information available in the control system for TIR Carnets but have not yet received any confirmation.

Therefore, without prejudice to the notification to be made in accordance with Article 11, paragraph 1(b) of the TIR Convention, we invite you to provide us with the appropriate documents demonstrating that this TIR operation has been correctly terminated in the territory of .....(name of Contracting Party) within 28 days of the date of this letter.

The proof should be furnished in the form of one of the following documents, identifying the goods:

- a document certified by the Customs authorities of the Customs office of destination or exit (en route) of another Contracting Party establishing that the goods have been presented at this Customs office, or
- a Customs document, issued in another Contracting Party confirming that the goods have entered its Customs territory for a Customs approved treatment or use, or
- a document, issued in another Contracting Party, endorsed by the Customs authorities of that Contracting Party and certifying that the goods are considered to be in free circulation in that Contracting Party.
- a copy or photocopy of abovementioned documents, certified as being true copies by the body which endorsed the original documents, by the authorities of the Contracting Party concerned or by the authority of another Contracting Party to the TIR Convention, 1975.

Any of the above documents should be sent to

.....  
(stamp of the Customs office/signature of the person responsible)

Annex: Copy of Voucher No. 1 of the TIR Carnet

## **5.8 EXAMPLE OF BEST PRACTICE WITH REGARD TO THE APPLICATION OF ARTICLE 38\*/**

### **A. INTRODUCTORY REMARKS**

1. Chapter IV "Irregularities" of the TIR Convention contains references to national legislation of the Contracting Parties. In particular, in accordance with Article 36, *"any breach of the provisions of this Convention shall render the offender liable, in the country where the offence was committed, to the penalties prescribed by the law of that country"*. Article 38 constitutes in itself a framework provision which also relies on national legislation for practical implementation. For example, national law determines:

- gravity of an infringement ("serious offence against Customs laws or regulations applicable to the international transport of goods");
- date when the exclusion according to Article 38 comes into force;
- appeal procedures and possible suspension of the exclusion in the course of appeal.

2. In general, Article 38 should be considered as a tool to protect and prevent the TIR procedure from abuses, rather than as an automatic mechanism of sanction in any circumstances. The application of Article 38 should be justified according to the gravity of the infringement.

3. Article 38 is closely linked to the provisions of Article 6 and of Annex 9, part II which govern the procedure of access of physical and legal persons to the TIR procedure. This relation is highlighted by two comments to Article 38 "Cooperation between competent authorities" and "Exclusion of a domestic transport operator from the TIR procedure".

4. Apart from the person being excluded, the following actors are mentioned in Article 38:

- the competent authorities of the Contracting Party where the offence has been committed and where Article 38.1 is implemented;

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<sup>\*/</sup> { ECE/TRANS/WP.30/AC.2/93, paragraphs 28-30 and annex III; ECE/TRANS/WP.30/AC.2/2012/14 and ECE/TRANS/WP.30/AC.2/111, paragraph 42 }

- the competent authorities of the Contracting Party on whose territory the excluded person is established or resident;
- the association(s) in the country where the offence has been committed;
- the TIR Executive Board.

In addition, the national association of the Contracting Party where the excluded person is established or resident is involved in the implementation of Article 38, although not mentioned explicitly in the text.

5. The application of Article 38 is limited to the exclusion of TIR Carnet holders.

6. Because of the involvement of various actors, the close cooperation between them is indispensable for the smooth application of Article 38. Such cooperation should be based on two major elements:

- due fulfilment by the actors involved of their respective functions;
- a fast and transparent exchange of information.

An example of best practices in this respect is given below.<sup>5/</sup>

## **B. EXAMPLE OF BEST PRACTICE<sup>6</sup>**

7. The competent authorities of the Contracting Party where an infringement against the Customs laws or regulations applicable to the international transport of goods (including but not limited to the TIR Convention) was committed, should consider, in line with national legislation, whether this infringement constitutes "a serious offence against Customs laws or regulations applicable to the international transport of goods" and whether the TIR Carnet holder should be excluded from the TIR procedure according to Article 38.1.

8. If a decision is taken to implement Article 38.1, the person being excluded should be informed without delay. Such information should preferably be made in any of the three official languages of the TIR Convention (English, French or Russian) and should contain at least the following particulars:<sup>7/</sup>

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<sup>5/</sup> According to the comment "Exclusion of a domestic transport operator from the TIR procedure", the Customs authorities are recommended to use the provisions of Article 38.1 against foreign transport operators guilty of a serious offence of the Customs laws. The proposed example of best practice addresses such a situation.

<sup>6</sup> {ECE/TRANS/WP.30/AC.2/2012/14 and ECE/TRANS/WP.30/AC.2/111, paragraph 42}

<sup>7/</sup> A specimen of information is given in the appendix to the present document. If a language other than the three official languages of the Convention is used to fill-in the form, at least the titles of the boxes should also be given in English, French or Russian.



- Date and place of issuance of the document;
- Name and official address of the competent authority;
- Name, address, country and ID-number of the person being excluded;
- TIR Carnet reference number (if applicable);
- Registration No(s) of road vehicle(s) (if applicable);
- Identification No(s) of container(s) (if applicable);
- Description of the goods (according to the goods manifest) (if applicable);
- Date and place of the infringement;
- Detailed description of the infringement;
- Reasons for the application of Article 38.1;
- Type of the exclusion (temporary or permanent) and the date of its entry into force;
- Duration of the exclusion (for temporary exclusions only);
- Information on possible appeal procedures (deadline, appeal bodies, possible suspension of the exclusion in case of appeal, etc.).

Where applicable, a copy of the TIR Carnet should be attached.

9. The information should be transmitted to the excluded person by the fastest available means of communication (fax, electronic mail, etc.). Within one week, where provided for in national legislation, this information should also be forwarded by registered mail to the person being excluded or should be handed over to his legal representative against signature on receipt.

10. Within one week, the same information should also be transmitted by the fastest available means of communication (fax, electronic mail, etc.) to the competent authorities of the Contracting Party on whose territory the person concerned is established or resident, to the association(s) in the country or Customs territory where the offence has been committed, to the TIR Executive Board and, as far as possible, to the association of the Contracting Party where the excluded person is established or resident (issuing association).

11. In case of any changes in the status of the original exclusion (e.g., cancellation or suspension, etc.), the competent authorities, which have excluded the person, should keep the addressees mentioned in paras. 9 and 10 above informed of these changes.

12. The competent authorities of the Contracting Party on whose territory the excluded person is established or resident should consider whether the committed infringement can affect the minimum conditions and criteria set out in Annex 9, part II, that persons have to meet in order to have access to the TIR procedure. If the person concerned no longer fulfils these requirements, his authorization should be withdrawn. Such a withdrawal should be reported within one week to the TIR Executive Board. It is also recommended to inform the competent authorities which have issued the exclusion.

13. Irrespective of the possible decision on withdrawal of authorization by the competent authorities of the Contracting Party on whose territory the person concerned is established or resident, the issuing association should assess the reliability of the holder and may impose on him some restrictions or sanctions in compliance with the association's internal rules, for example, suspend the issuance of TIR Carnets.

## APPENDIX

**INFORMATION OF EXCLUSION FROM THE TIR PROCEDURE****(in accordance with Article 38, para.1 of the TIR Convention)**

To:

(name, address, country and ID-number of the person being excluded)

This is to notify that you have been excluded from the TIR procedure on the territory of

\_\_\_\_\_ *(name of the country)*This exclusion comes into force on \_\_\_\_\_ *(date)*and is  permanent  temporary until \_\_\_\_\_ *(date)*

Appeal against the exclusion can be launched with

\_\_\_\_\_ *(name of appeal body)*Within \_\_\_\_\_ *(deadline for appeal in accordance with national legislation).*

The exclusion has been a result of the infringement whose details are given below:

TIR Carnet reference number (if applicable)

Registration No(s) of road vehicle(s) (if applicable)

Identification No(s) of container(s) (if applicable)

Description of goods (according to the goods manifest) (if applicable)

Date and place of the infringement

Description of the infringement:

Reasons for the application of Article 38.1:

Attachments (if any)

Name and official address of the competent authority:

Date and place

Signature

Stamp (if applicable)

## **5.9 EXAMPLE OF BEST PRACTICE WITH REGARD TO THE APPLICATION OF ARTICLES 39 AND 40\*/**

1. At departure, when the holder of the TIR Carnet signs off boxes 13-15 of vouchers No. 1 and No. 2 of the TIR Carnet, he takes on the responsibility for the correctness of data on the goods manifest. In addition, in line with Article 19 and the Explanatory Note thereto, the Customs office of departure has to apply strict controls with a view to ensuring the accuracy of the goods manifest. This idea is stressed in the comment to Article 19 "Inspection at the office of departure: "... *for the TIR system to operate smoothly it is essential that the Customs inspection at the office of departure should be stringent and complete, since the functioning of the TIR procedure depends upon it*."

2. Nevertheless, the Customs authorities en route and at destination might reveal discrepancies between the particulars on the goods manifest of the TIR Carnet and the actual content of the load compartment. In such situations, before considering those facts as infringements committed by the holder of the TIR Carnet, the Customs authorities should take into due account the provisions of Articles 39 and 40 of the TIR Convention:

### **"Article 39**

#### **When TIR operations are accepted as being otherwise in order:**

1. ...

2. **Likewise, discrepancies between the particulars on the goods manifest of the TIR Carnet and the actual contents of a road vehicle, combination of vehicles or container shall not be considered as infringements of the Convention by the holder of the TIR Carnet when evidence is produced to the satisfaction of the competent authorities that these discrepancies were not due to mistakes committed knowingly or through negligence at the time when the goods were loaded or dispatched or when the manifest was made out."**

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<sup>\*/</sup> {ECE/TRANS/WP.30/AC.2/2009/2, paragraph 15; ECE/TRANS/WP.30/AC.2/97, paragraph 29}

Explanatory Note to Article 39

- 0.39 The expression "mistakes committed through negligence" is to be taken to mean acts which, although not committed deliberately and in full knowledge of the facts, are due to a failure to take reasonable and necessary steps to ensure the accuracy of the facts in any particular case.

**“Article 40**

**The Customs administrations of the countries of departure and of destination shall not consider the holder of the TIR Carnet responsible for the discrepancies which may be discovered in those countries, when the discrepancies in fact relate to the Customs procedures which preceded or followed a TIR transport and in which the holder was not involved.”**

3. Therefore, when deciding on the possible responsibility of the TIR Carnet holder in such situations, the Customs authorities are first to investigate the following issues:

- May the TIR transport be accepted as being otherwise in order (preamble to Article 39)? In particular, have the Customs seals remained intact?
- Have these discrepancies been due to mistakes committed by the holder knowingly or through negligence (Article 39, paragraph 2)?
- Do these discrepancies relate to the Customs procedures which preceded or followed the TIR transport and in which the holder was not involved (Article 40)?

4. As underlined in Article 39, paragraph 2 and Explanatory Note 0.39, when filling-in the TIR Carnet, the holder is supposed to take reasonable and necessary steps to ensure the accuracy of the facts in any particular case. As regards his contractual responsibility, the holder is likely to avail himself of the provisions of the CMR Convention<sup>§/</sup> to which most TIR countries are also Contracting Parties. According to Article 8, paragraph 1 of the CMR Convention,

**"1. On taking over the goods, the carrier shall check:**

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<sup>§/</sup> Convention on the Contract for the International Carriage of Goods by Road (CMR), of 19 May 1956

**(a) The accuracy of the statements in the consignment note as to the number of packages and their marks and numbers, and**

**(b) The apparent condition of the goods and their packaging."**

5. However, there may be situations where the holder is not in a position to make effective checks. For example, if the holder takes over a sealed non-TIR container at a seaport and starts a TIR transport, he is probably not able to check the goods and has to rely on accompanying documents (bill of lading, packing list, etc.) only. Under those circumstances, the holder is strongly advised to make a reservation on the CMR consignment note, as provided for in Article 8, paragraph 2 of the CMR Convention:

**"2. Where the carrier has no reasonable means of checking the accuracy of the statements referred to in paragraph 1 (a) of this article, he shall enter his reservations in the consignment note together with the grounds on which they are based...such reservations shall not bind the sender unless he has expressly agreed to be bound by them in the consignment note."**

6. Article 11 of the CMR Convention further specifies that for the purpose of the Customs or other formalities, the sender shall attach the necessary documents to the consignment note or place them at the disposal of the carrier. Moreover, this article clearly states that:

**"2. The carrier shall not be under any duty to inquire either the accuracy or the adequacy of such documents or information. The sender shall be liable to the carrier for any damage caused by the absence, inadequacy or irregularity of such document and information, except in the case of some wrongful act or neglect on the part of the carrier."**

7. The effect of Articles 8 and 11 of the CMR Convention on the contractual relationship between sender and carrier is one of the factors which Customs should take into account.

8. According to Article 39, paragraph 2 of the TIR Convention, in case of discrepancies, the holder has to prove to the competent authorities that these discrepancies were not due to mistakes committed knowingly or through negligence at the time when the manifest was made out. In other words, the holder should prove that he was not in a position to verify the particulars on the goods manifest. According to Article 39, paragraph 2, it is up to the Customs authorities to accept or decline the holder's explanations or evidence. In case of prohibited goods, it should also be borne in mind that specific provisions of national legislation may become applicable, as mentioned in Article 47.

9. In many situations, the TIR procedure is preceded by export formalities where an export cargo declaration is made out. Therefore, the particulars of the goods, as they appear on the TIR Carnet, should correspond to the data from the export cargo declaration. If in doubt about the particulars on the goods manifest of the TIR Carnet, a Customs office en route and the Customs office of destination may send an enquiry to the Customs office of departure or to the exporter. In line with Article 42 of the TIR Convention, on receipt of such a request, the Customs office of departure must furnish the inquirer with all the available information regarding the TIR transport in question, in particular, a copy of the export goods declaration.

10. In the case of discrepancies, the responsibilities of the TIR Carnet holder could be two-fold:

- liability for payment of Customs duties and taxes for the missing goods, if any. If the holder or any other person directly liable fails to pay the sums due, the Customs have the right to request payment from the national guaranteeing association;
- responsibility in terms of administrative/penal law, in particular, fines and/or other pecuniary sanctions. It should be noted that the guarantee of the national guaranteeing association does not cover this component of the holder's responsibilities.

11. Discrepancies between the particulars on the goods manifest of the TIR Carnet and the actual content of the load compartment do not necessarily imply that some goods have been taken out from or added to the sealed load compartment illegally, put into circulation and that the Customs duties and taxes are due. It may well happen that the transport operator has fulfilled his responsibilities and delivered all the goods with the Customs seals intact, but that a mistake was made in the goods manifest of the TIR Carnet before the beginning of the TIR transport. Therefore, the Customs authorities concerned have to prove that these goods have indeed been illegally withdrawn from Customs control on the territory of their country.

12. The applicability of Articles 39 and 40 is highlighted in five practical situations below. For each example, the Customs seals have remained intact, the road vehicle contains no places of concealment and no evidences of smuggling have been found.

Situation 1 (Article 39)

A TIR truck (a tractor unit and a semi-trailer) arrived at the Customs office of destination with no traces of tampering with the Customs seals. The load was packed in carton boxes and correctly described on the goods manifest, but there were fewer boxes in the load compartment than indicated: 95 instead of 100. The driver argued that he had picked up the already sealed semi-trailer at a port where it had arrived by ferry. For this reason, the driver was not in a position to check the accuracy of the goods manifest and made a corresponding reservation on the CMR consignment note. The Customs office of destination certified the termination of the TIR operation with reservation, started an inquiry procedure and got in touch with the sender of the goods who confirmed in writing that the missing packages were not loaded at departure by his fault. On this basis, the Customs office came to the conclusion that the inaccuracy in the goods manifest could not be considered as a holder's "mistake committed knowingly or through negligence". In line with Article 39, paragraph 2, the holder of the TIR Carnet was released from responsibility.

Situation 2 (Article 39)

A TIR truck arrived at the Customs office of destination with no traces of tampering with Customs seals. The load was packed in carton boxes and correctly described on the goods manifest, but there were fewer boxes in the load compartment than indicated: 98 instead of 100. According to the driver, he had overlooked this fact. The Customs office of destination believed that he should have monitored the stuffing of his vehicle and should have counted the boxes and considered this case as "a mistake committed through negligence" and imposed a fine on the transport operator for non-authentic declaring. However, as the Customs authorities accepted that only 98 boxes had been loaded, no claim for Customs duties and taxes was raised.



### Situation 3 (Articles 39 and 40)

A TIR truck arrived at the Customs office of destination with intact Customs seals. The load, including the number of boxes, was correctly described on the goods manifest. However, behind the boxes, next to the front wall of the semi-trailer, the Customs authorities discovered some pieces of furniture which were mentioned neither on the TIR Carnet nor on the CMR consignment note. The driver (vehicle's owner, at the same time) explained that he had bought this furniture for private purposes in the country of departure, and that the consignor was not aware of this fact. The driver felt that the furniture was personal, rather than commercial cargo, and that, therefore, there was no need to indicate the furniture in the goods manifest which should correspond to the CMR consignment note and to the export goods declaration lodged by the consignor. The Customs office of destination did not share this view, fined the driver for non-authentic declaring and instructed him to declare the furniture for importation on his own behalf. In the above situation, neither the exemptions of Article 39 nor of Article 40 apply to the holder of the TIR Carnet.

### Situation 4 (Article 40)

The goods under cover of a TIR Carnet were delivered to the Customs office of destination. According to the goods manifest on the TIR Carnet, the load (shoes) was packed in 100 carton boxes. The Customs seals were intact. The Customs office took off the seals and terminated the operation without reservation, although it did not carry out a Customs inspection. The goods were unloaded and placed under temporary storage in a warehouse. Following that, the importer lodged an import declaration for the same quantity of the goods as described on the manifest of the TIR Carnet. But during physical examination of the consignment, the Customs office discovered not 100, but 150 boxes with shoes. The importer explained that he had based his import declaration on the goods manifest of the TIR Carnet and, therefore, not he, but the holder was responsible for this infringement. However, in this case the holder fulfilled his obligations and presented the sealed goods, TIR Carnet and vehicle at the office of destination, and the operation had been terminated. The goods were kept for some period of time in the warehouse, after termination of the TIR procedure, and the holder does not bear any responsibility for what could have happened with the consignment during storage. It is the responsibility of the importer to check the goods before lodging the import declaration. Therefore, according to Article 40, the holder of the TIR Carnet was not considered liable.

Situation 5 (Article 40)

In the country of departure, there existed restrictions (tariff and non-tariff) for the exportation of raw materials, including copper. At the same time, no such restrictions were imposed on articles made of copper. At the Customs office of departure, the exporter lodged an export cargo declaration where the goods were declared as "copper bushings". Following export formalities, the goods were sealed and placed under the TIR procedure. In both the TIR Carnet and CMR consignment note, the goods description coincided with the one from the export declaration. The TIR truck arrived at the Customs office of exit (en route) with intact Customs seals. Nevertheless, the Customs office of exit decided to make a physical inspection of the goods suspecting that the goods description was deliberately falsified in order to avoid the applicable export restrictions. Technical expertise proved that the articles could not be used as bushings and were actually foundry products (copper billets). Thus, the goods should have been declared as "raw copper". The exporter faced charges of non-authentic declaration, evasion of Customs payments and breaching export regulations. As the underlying infringement was essentially linked to the preceding export procedure, the holder of the TIR Carnet was not considered responsible, in line with Article 40.

## **5.10 EXAMPLE OF BEST PRACTICE WITH REGARD TO THE APPLICATION OF ANNEX 9, PART II\*/**

1. Controlled access to the TIR procedure for natural and legal persons is one of the five pillars of the TIR Convention which distinguishes the TIR procedure from many other systems of Customs transit. Controlled access was introduced into the TIR Convention in 1999 with a view to safeguarding the system against fraudulent activities by means of the careful selection of transport operators on the basis of a set of minimum conditions and requirements laid down in Annex 9, Part II of the Convention. The practical application of these criteria is based on national legislation.

2. There are two major players involved in the authorization procedure: the competent authorities (Customs, Ministry of Transport, etc.) and the national TIR issuing association. Their close cooperation is indispensable and could be organized, for example, through the establishment of a national authorization committee, as recommended by Explanatory Note 9.II.3 of the Convention. According to Annex 9, Part I of the Convention, the association shall verify continuously and, in particular, before requesting authorization for access of persons to the TIR procedure, the fulfilment of the minimum conditions and requirements by such persons as laid down in Part II of this annex.

3. However, only the competent authorities representing the Government can validate any finding by the association in this respect and take a legal decision concerning the access to the TIR procedure. In addition, information that is indispensable for the purposes of authorization can only be available within the competent authorities. Thus, the competent authorities should not outsource their official functions and responsibilities to the association.

### **I. VERIFYING MINIMUM CONDITIONS AND REQUIREMENTS**

4. The table below shows the distribution of labour between the competent authorities and the association when checking the minimum conditions and requirements to be fulfilled by persons applying for access to the TIR procedure. With regard to natural persons, this table should apply as far as applicable in accordance with national legislation.

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\*/ {ECE/TRANS/WP.30/AC.2/91, paragraph 28}

<b>Documents/information to be provided</b>	<b>Actions by association</b>	<b>Actions by competent authorities</b>
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***1.1 Proven experience or, at least, capability to engage in regular international transport***

Official registration	Collect documents, analyze information and pass on to the competent authorities	Verify, analyze and assess
Licence for carrying out international transport		
Plate numbers and approval certificates of road vehicles		
Certificates of Professional Competence (CPC) of the senior management		
Proof of past business operations, CMR, orders and other documents		

***1.2 Sound financial standing***

Proof of financial viability, e.g. bank reference, credit rating, etc.	As far as national legislation permits, collect documents, analyze information and pass on to the competent authorities	Verify, analyze and assess
Financial status as reported by the national tax authorities, commercial registers		
Annual accountancy reports, balance sheets		

***1.3 Proven knowledge in the application of the TIR Convention***

Knowledge of the transport operator	Verify CPC's and/or certificates issued by Customs, interview	Verify, analyze and assess
Training for the management and staff	Provide, if required	Co-operate
Changes in the management and staff	Monitor and check	Be informed
<b>Documents/information to be provided</b>	<b>Actions by association</b>	<b>Actions by competent authorities</b>

<b>Documents/information to be provided</b>	<b>Actions by association</b>	<b>Actions by competent authorities</b>
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#### ***1.4 Absence of serious or repeated offences against Customs or tax legislation***

Absence of serious or repeated Customs offences	<p>1. Monitor, as far as national legislation permits, and transmit relevant information to competent authorities.</p> <p>2. Monitor the performance of transport operators via SafeTIR.</p>	<p>1. Collect and consider relevant information from local Customs offices, establish a database.</p> <p>2. If necessary, verify relevant information from the national association.</p> <p>3. Take into due accounts any information on Customs offences committed abroad.</p>
Absence of serious or repeated tax offences	Monitor, as far as national legislation permits, and transmit relevant information to competent authorities	Request and consider, both on a case-by-case and regular basis, information from tax and other authorities. If necessary, verify relevant information from the national association
Absence of previous offences against Customs and tax legislation by the management and shareholders – obtain positive evidence of a "clean record"		
Active research for reputation	Collect and monitor	Be informed

#### ***1.5 Undertakings in a written declaration of commitment of the Association***

Insertion of the appropriate undertakings (Annex 9, part II, para. 1 (e)) into a written declaration (Deed of Engagement)	Make the transport operator sign the declaration	Verify, if necessary
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5. Additional and more restrictive conditions and requirements for access to the TIR procedure may be introduced by the competent authorities of Contracting Parties and by the associations themselves unless the competent authorities decide otherwise. The competent authorities, in cooperation with the national association, have to publish all additional conditions and requirements at national level.

6. The authorization for access to the TIR procedure does not constitute in itself a right to obtain TIR Carnets from the associations. For this reason, any authorized person must follow the regulations established by the national association and/or international organization to which it is affiliated.

7. The fulfilment of the above conditions and requirements must be insured not only before requesting authorization for access to the TIR procedure, but also continuously after such authorization has been granted. These *à posteriori* checks should be done on a regular basis and not only if there is information on some problems (infringements, insolvency, etc.). It is up to the competent authorities to arrange a procedure for regular checks.

## **II. PROCEDURE**

8. The competent authorities, together with the national association, should determine, in line with national legislation, the procedures to be followed for access to the TIR procedure on the basis of the above conditions and requirements. These procedures should in particular specify a deadline for consideration of applications for access to the TIR procedure, following which the applicant should be informed in writing of the decision taken. In case of refusal, the applicant should also be informed of possible appeal procedures.

## **5.11. RECOMMENDED PRACTICE ON THE APPLICATION OF THE ELECTRONIC DATA INTERCHANGE CONTROL SYSTEM FOR TIR CARNETS, REFERRED TO IN ANNEX 10 OF THE CONVENTION<sup>9</sup>**

### **I. INTRODUCTION**

1. On 20 October 1995, the TIR Administrative Committee adopted a recommendation on the introduction of a control system for TIR Carnets. The purpose of the recommendation was to furnish the international organization rapidly with data on the termination of all TIR Carnets at the Customs offices of destination, thus allowing it to apply timely risk management within the guarantee chain. The recommendation, in an amended form, was later codified and, since 12 August 2006, constitutes Annex 10 to the TIR Convention. According to the introductory text “an international organization shall establish a control system for TIR Carnets to hold data, transmitted by Customs authorities and accessible by the associations and Customs administrations, about the termination of TIR operations at offices of destination.” To enable the associations to fulfil this mandate effectively, Customs authorities shall transmit in a standard format a fixed set of data to the guarantee chain (international organization or national association).

### **II. SCOPE**

2. The aim of this recommended practice is to provide national Customs and other competent authorities with guidelines how to best organize a speedy (or, ultimately, real time) transmission of required data to the international organization’s control system for TIR Carnets. The final objective of this recommended practice is to have the electronic data transmitted to the international organization’s system immediately following termination at Customs offices of destination, once the Customs authorities have stamped counterfoil No. 2 of Voucher No. 2 of the TIR Carnet.

### **III. ESTABLISHMENT OF AN ELECTRONIC TRANSMISSION SYSTEM AT NATIONAL LEVEL**

3. The recommended practice on the transmission of Annex 10 data from a Customs office of destination to the control system of the international organization is based on the precondition that national Customs authorities operate a computerized system, covering the start, termination and, possibly, the discharge of TIR operations at the national level, or that such data are captured through appropriate software, which enables the formatting and sending of the required data to the international organization.

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<sup>9</sup>{ECE/TRANS/WP.30/AC.2/2010/6 and ECE/TRANS/WP.30/AC.2/101, paragraph 29 }

#### **IV. PROCEDURE**

4. In order to launch the transmission procedure:
  - (a) The Customs authorities of the Customs office of destination report the termination of a TIR operation to their local or regional server, including those data required under application of Annex 10;
  - (b) Within a given time frame, the data sets are sent from the local or regional server to the central national server;
  - (c) The selected data will be converted into either:
    - (i) The designated EDI standard and create a record file;
      - a. The file name will be changed, in accordance with the given standard;
      - b. At various intervals and, if possible, on a daily basis, a connection will be established between the Virtual Private Network (VPN) and the server of the international organization;
      - c. The file will be sent;
      - d. Checks will be made to ensure that the file has reached the intended addressee;
      - e. The VPN connection will be closed;
      - f. A procedure report will be saved and stored in the log-file for control and consultation purposes; or
    - (ii) An XML message corresponding to the data to be sent in accordance with the provisions of Annex 10 (see below). For the Contracting Parties using (or willing to use) the international organization's web services, the message is then sent to the international organization via the agreed web services through a VPN connection.

#### **V. DATA TO BE SENT**

5. In accordance with the provisions of Annex 10, Customs authorities shall transmit, at least, the following information in a standard format in respect of all



TIR Carnets presented at Customs offices of destination, as defined in Article 1 (l) of the Convention:

- (a) TIR Carnet reference number;
- (b) Date and record number in the Customs ledger;
- (c) Name or number of Customs office of destination;
- (d) Date and reference number indicated in the certificate of termination of the TIR operation (boxes 24-28 of voucher No. 2) at the Customs office of destination (if different from (b));
- (e) Partial or final termination;
- (f) Termination of the TIR operation certified with or without reservation at the Customs office of destination without prejudice to Articles 8 and 11 of the Convention;
- (g) Other information or documents (optional);
- (h) Page number.

## **VI. ALTERNATIVE TRANSMISSION PROCEDURES**

6. The above recommended practice, established by the international organization in close cooperation with a number of their member associations and interested national Customs administrations, should be considered without prejudice to the right of national Customs administrations to develop their own transmission procedure, as long as the following criteria, set by Annex 10, are met:

- (a) Information shall be sent to the international organization or to the national association;
- (b) If possible via central or regional offices;

- (c) By the fastest available means of communication (fax, electronic mail, etc);
- (d) If possible on a daily basis;
- (e) In a standard format;
- (f) At least containing the data, mentioned in Part V. of this recommended practice;
- (g) Customs authorities and national guaranteeing associations shall conclude an agreement, in line with national law, covering the data exchange.

#### **VII. FALL-BACK SCENARIO**

7. In case of persistent failures in the electronic transmission of data, Customs authorities should resort to the best possible alternative solution to transmit the data, thus ensuring that the requirements of Annex 10 of the Convention, as listed in Part VI. of this recommended practice, are met.

#### **VIII. FURTHER INFORMATION**

8. Contracting Parties wishing to benefit from the available web services for the purpose of the implementation of Annex 10, are invited to contact the UNECE secretariat or the international organization.

## **5.12 PROCEDURE PRIOR TO SUSPENSION OF THE GUARANTEE COVERAGE IN THE TERRITORY OF A CONTRACTING PARTY\*/**

1. In accordance with the provisions of Article 6 of the Convention, each Contracting Party may authorize national associations to issue TIR Carnets and act as guarantors, as long as the conditions and requirements, as laid down in Annex 9, Part I, are complied with. Pursuant to Annex 9, Part I, para. 1 (d), the establishment of a written agreement or any other legal instrument between the association and the competent authorities of the Contracting Party in which it is established constitutes one of these conditions and requirements. The guarantee coverage in this country can only be suspended by either party to the above written agreement by means of termination of the agreement or through revocation of the authorization.

2. In case the national association wishes or finds itself compelled (e.g. due to the large number of claims or undischarged TIR operations) to suspend its guarantee in that given country, it can do so by means of a written notification to the competent authorities informing of its intention to terminate the written agreement, in accordance with Annex 9, Part I, para. 3 (v).

3. Competent authorities can either terminate the agreement, in accordance with Annex 9, Part I, para. 3 (v) or revoke the authorization, in accordance with Annex 9, Part I, para. 1 (b), in case they decide that the national association can no longer fulfil its obligations under the Convention.

4. The time to give notice for the termination of the agreement shall be longer than the time to give notice for the termination of the insurance or financial guarantee contract as referred to Annex 9, Part I, para. 3 (v). However, in order to limit the financial exposure of the national association (and the international organization, referred to in Article 6 of the Convention), the time to give notice for the termination of the written agreement should be short, and should preferably, in accordance with national law, not exceed a period of three months;

5. The time to give notice for the revocation of the authorization is determined by provisions of national law.

6. Prior to entering into the formalities leading up to the termination of the agreement or the revocation of the authorization, it is recommended to apply the following procedure:

- Whenever in a Contracting Party the number of undischarged TIR operations has increased to a level where, according to the national association, there is a potential

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\*/ {ECE/TRANS/WP.30/AC.2/2012/16 and ECE/TRANS/WP.30/AC.2/111, paragraph 44}

threat that the association would be no longer in a position, if so required, to provide its guarantees, the association (possibly upon initiative or with the support of the international organization) shall immediately send an official letter to the national competent authorities, highlighting the data of all relevant cases and substantiating how they might jeopardize its obligation to provide guarantee. Further to the regular enquiry procedures conducted by them, national competent authorities have to meticulously follow each individual case reported by the national association. In parallel, the national association shall inform the Administrative Committee (AC.2) and TIRExB;

- TIRExB shall study each and every potential emerging crisis situation without delay (possibly by means of questionnaires, information from national associations, national competent authorities, the international guarantee chain or others) and report its findings to AC.2; in parallel, AC.2 shall monitor the information submitted to it by the national association.

- If despite examinations by Customs authorities and TIRExB, the national association still feels compelled to initiate the termination of the agreement, it shall inform the international organization of this intention, in order to allow the latter to take appropriate actions to maintain, in accordance with Article 6.2 bis, the effective organization and functioning of the guarantee system at the national and international level. Pending termination of the agreement or revocation of the authorization, the international organization, in close cooperation with the Customs authorities concerned, shall undertake all efforts to find a new national guaranteeing association which meets all established criteria, in order to ensure uninterrupted guarantee coverage in that Contracting Party. AC.2 shall closely monitor the situation and take all measures to ensure continuation of the authorization granted to the international organization to take on responsibility for the effective organization and functioning of an international guarantee system, pursuant to Article 6.2 bis of the Convention;

- The above procedure is without prejudice to the right of Contracting Parties to apply, at any time, the provision of Article 38 or Article 6, paragraph 4 as well as Annex 9, Part II, para. 1 (d), with the aim to maintain the sustainability of the TIR procedure on their territory.



## **6 EXAMPLE AUTHORIZATION OF ASSOCIATIONS TO ISSUE TIR CARNETS AND TO ACT AS GUARANTOR AND EXAMPLE AGREEMENT\*/**

### **6.1 EXAMPLE AUTHORIZATION OF ASSOCIATIONS TO ISSUE TIR CARNETS AND TO ACT AS GUARANTOR**

1. In accordance with Article 6, paragraph 1 of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) done at Geneva on 14 November 1975 as later amended (hereafter referred to as TIR Convention), the .... (name of competent authorities) .... of .... (name of country/Customs or Economic Union) .... hereby authorize the .... (name of association) .... to issue TIR Carnets covered by the TIR Convention and to act as guarantor in .... (name of country/Customs or Economic Union) .... as long as the minimum conditions and requirements as stipulated in Annex 9, Part I of the TIR Convention are fully complied with.

2. In particular, the .... (name of association) .... has:

- (a) proved existence for at least one year as an established association in the Contracting Party where the authorization is issued;
- (b) provided proof of sound financial standing and organizational capabilities enabling it to fulfil its obligations under the TIR Convention;
- (c) absence of serious or repeated offences against Customs or tax legislation;
- (d) established a written agreement/legal instrument with the .... (name of competent authorities) .... of .... (name of country/Customs or Economic Union) .... and an undertaking herein in conformity with the provisions of Annex 9, Part I, paragraph 3 (v) of the TIR Convention (enclosed);
- (e) accepted the following additional conditions and requirements (if any):....

3. In the event of any serious or repeated non-compliance with the minimum conditions and requirements stated in Annex 9, Part I of the TIR Convention, this

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<sup>\*/</sup> Example has been updated to reflect the changes to Annex 9, Part I, as introduced by Amendment 31, which entered into force on 10 October 2013.

authorization shall be revoked by the .... (name of competent authorities) .... of .... (name of country/Customs or Economic Union).

4. Authorization under the terms set out above shall be without prejudice to the responsibilities and liabilities of the .... (name of association) .... under the TIR Convention. This means that revocation of the authorization to issue TIR Carnets and to act as guarantor shall not affect the liabilities incurred by the .... (name of association) .... in .... (name of country/Customs or Economic Union) .... in connection with operations under cover of TIR Carnets accepted by the.... (name of competent authorities) .... before the date of revocation of this authorization and issued by itself and by foreign associations affiliated to the same international organization as that to which it is itself affiliated.

5. This authorization comes into force at the date when the written agreement/legal instrument referred to in paragraph 2 (e) above comes into effect.

## 6.2 EXAMPLE AGREEMENT <sup>10\*/</sup>

In accordance with Annex 9, Part I, paragraph 1 (d) of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) done at Geneva on 14 November 1975, as later amended (hereafter referred to as TIR Convention) the .... (name of competent authorities) .... of .... (name of country/Customs or Economic Union) .... and the .... (name of association) .... hereby agree as follows:

### A. UNDERTAKING

1. By accepting this agreement in the appropriate form, in accordance with national legislation and administrative practice, the .... (name of association) .... undertakes, in accordance with Annex 9, Part I of the TIR Convention, to:

- (a) comply with the obligations laid down in Article 8 of the TIR Convention, particularly those contained in Section B below;
- (b) accept the maximum sum per TIR Carnet determined by .... (name of country/Customs or Economic Union) .... which may be claimed from .... (name of association) .... in accordance with Article 8, paragraph 3 of the TIR Convention, as indicated in detail in Section C below;
- (c) verify continuously and, in particular, before requesting authorization for access of persons to the TIR procedure, the fulfilment of the minimum conditions and requirements by such persons as laid down in Part II of Annex 9 of the TIR Convention;
- (d) provide its guarantee for all liabilities incurred in .... (name of country/Customs or Economic Union) .... In which it is established in connection with operations under cover of TIR Carnets issued by itself and by foreign associations affiliated to the same international organization as that to which it is itself affiliated;

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<sup>\*/</sup> Or any other legal instrument in accordance with Annex 9, Part I, paragraph 1 (d)



- (e) cover its liabilities to the satisfaction of the competent authorities of .... (name of country/Customs or Economic Union) .... In which it is established with an insurance company, pool of insurers or financial institution. The insurance or financial guarantee contract(s) shall cover the totality of its liabilities in connection with operations under cover of TIR Carnets issued by itself and by foreign associations affiliated to the same international organization as that to which it is itself affiliated;
- (f) allow the competent authorities to verify all records and accounts kept relating to the administration of the TIR procedure;
- (g) accept a procedure for settling efficiently disputes arising from the improper or fraudulent use of TIR Carnets<sup>\*/</sup>;
- (h) agree that any serious or repeated non-compliance with the present minimum conditions and requirements shall lead to the authorization to issue TIR Carnets being revoked (as stipulated in paragraph 3 of the example authorization);
- (j) comply strictly with the decisions of the competent authorities of .... (name of country/Customs or Economic Union) .... in which it is established concerning the exclusion of persons in line with Article 38 and Annex 9, Part II of the TIR Convention;
- (k) agree to implement faithfully all decisions adopted by the TIR Administrative Committee and the TIR Executive Board (TIRExB) in as much as the competent authorities of .... (name of country/Customs or Economic Union) .... in which the association is established have accepted them.

**B. LIABILITY**  
(see Section A, paragraph 1 (a))

2. The .... (name of association) .... undertakes to pay import /or export duties and taxes, together with any default interest, due under the Customs laws and regulations of .... (name of country/Customs or Economic Union) ... if an irregularity has been noted in connection with a TIR operation. It shall be liable, jointly and severally with the persons from whom the sums mentioned above are due, for payment of such sums.

3. The liability of the association follows from the provisions of the TIR Convention. In particular, the liability of the association shall commence at the times specified in Article 8, paragraph 4 of the TIR Convention.

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<sup>\*/</sup> May be annexed to the agreement

**C. MAXIMUM GUARANTEE PER TIR CARNET  
(see Section A, paragraph 1 (b))**

4. The maximum amount that may be claimed by the competent authorities of .... (name of country/Customs or Economic Union) ..... from .... (name of association) .... shall be limited to a sum equal to \$US 50,000 - (fifty-thousand) per TIR Carnet.<sup>\*/</sup>

5. In the case of transport of alcohol and tobacco, details of which are given in Annex 6, Explanatory Note 0.8.3 of the TIR Convention and which exceeds the threshold levels mentioned therein, the maximum amount that may be claimed by the competent authorities of .... (name of country/Customs or Economic Union) ..... from .... (name of association) .... shall be limited to a sum equal to \$US 200,000.- (two-hundred-thousand) per "Alcohol/Tobacco" TIR Carnet.

6. The value of the above amounts in national currency shall be determined .... (daily/monthly/annually) .... on the basis of .... (conversion rate) .... .

**D. ENTRY INTO FORCE**

7. This agreement shall enter into force on .... (date) .... (month) .... (year) ..... on condition that documentary evidence for coverage of all liabilities incurred in .... (name of country/Customs or Economic Union) ..... by .... (name of association) .... as referred to in Part A.1 (e) above is produced. In case documentary evidence is not provided by this date, the agreement shall enter into force on the date at which such documentary evidence is provided.

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<sup>\*/</sup> In accordance with Explanatory Note 0.8.3

**E. TERMINATION**

8. The termination of this agreement shall be without prejudice to the responsibilities and liabilities of the ..... (name of association) ..... under the TIR Convention. This means that termination of the agreement shall not affect the liabilities incurred by the .... (name of association) .... in .... (name of country/Customs or Economic Union) .... in connection with operations under cover of TIR Carnets accepted by the.... (name of competent authorities) .... before the date of termination of this agreement and issued by itself and by foreign associations affiliated to the same international organization as that to which it is itself affiliated.

9. Date and signature of competent authorities and association.

## **7 TIR CARNET**

### **7.1 EXAMPLE OF A TIR CARNET DULY FILLED-IN**

1. The TIR Executive Board (TIRExB), in cooperation with the Customs authorities of Germany, Italy, Switzerland and Turkey as well as with the IRU, prepared in 2002-2003 an example of a TIR Carnet duly filled-in, which could serve as a model for transport operators and Customs authorities for the correct filling-in of the TIR Carnet. The example takes into account the modifications to the layout of the TIR Carnet (Annex 1 to the Convention) which came into force in 2002 (ECE/TRANS/Amend.21; entered into force on 12 May 2002).

2. It is common knowledge that some of the major complications in the procedures of Customs clearance are a result of situations which rarely occur in practice. As far as the TIR procedure is concerned, such non-standard situations refer to TIR transports covering several Customs offices of departure and/or destination (Article 18 of the Convention) or including a suspension of the TIR procedure in line with Article 26 of the Convention. To address all such issues, the TIRExB has developed a complex example, which combines such features as:

- (a) it represents a typical transport operation;
- (b) it covers the maximum permissible number of Customs offices of departure and destination, i.e. four.
- (c) two Customs office of departure are situated in the same country;
- (d) two Customs offices of destination are located in different countries;
- (e) it includes a suspension of the TIR procedure during a non-road leg of the TIR transport.

Details of the itinerary are given in the table below:

<b>Customs office, country</b>	<b>Status</b>	<b>Comment</b>
Trabzon, Turkey	Office of departure (1)	
Erenköy, Turkey	Office of departure (2)	
Haydarpaşa, Turkey	Office of exit	TIR transport is suspended
The goods are transported by sea from Turkey to Italy under suspension of the TIR procedure.		
Porto of Trieste, Italy	Office of entry	TIR transport is resumed
Porte, Chiasso, Italy	Office of exit	
Chiasso-Strada, Switzerland	Office of entry	
Bern, Switzerland	Office of destination (1)	Partial termination. <sup>*/</sup> In accordance with Annex 10 of the Convention, the Customs office should transmit to an international control system for TIR Carnets the required data on the partial termination of the TIR operation. For details, please refer to Chapter 5 of the TIR Handbook.
Basel, Switzerland	Office of exit	
Weil Am Rhein, Germany	Office of entry	
Freiburg, Germany	Office of destination (2)	Final termination. <sup>*/</sup> In accordance with Annex 10 of the Convention, the Customs office should transmit to an international control system for TIR Carnets the required data on the final termination of the TIR operation. For details, please refer to Chapter 5 of the TIR Handbook.

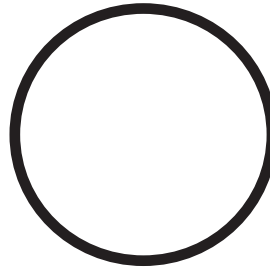
3. The example of a TIR Carnet duly filled-in is given below.

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<sup>\*/</sup> For definitions, please refer to the comment to Article 21 "Termination of a TIR operation at the Customs office of exit (en route) and at the Customs office of destination"

**IRU - Union Internationale  
des Transports Routiers**

# CARNET TIR\*



**14 vouchers** No

1. Valable pour prise en charge par le bureau de douane de départ jusqu'au 01.07.2003 inclus  
*Valid for the acceptance of goods by the Customs office of departure up to and including*

2. Délivré par Union of Chambers of Commerce, Industry, Maritime Commerce  
*Issued by*  
and Commodity Exchanges of Turkey (UCCIMCCE)  
*(nom de l'association émettrice / name of issuing association)*

3. Titulaire TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş.  
*Holder*  
Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8  
*(numéro d'identification, nom, adresse, pays / identification number, name, address, country)*

4. Signature du délégué de l'association émettrice et cachet de cette association:  
*Signature of authorized official of the issuing association and stamp of that association:*

5. Signature du secrétaire de l'organisation internationale:  
*Signature of the secretary of the international organization:*

**Signature of Secretary-General of IRU**

**Stamp and signature of UCCIMCCE**

(A remplir avant l'utilisation par le titulaire du carnet / To be completed before use by the holder of the carnet)

6. Pays de départ Turkey  
*Country/Countries of departure <sup>(1)</sup>*

7. Pays de destination Switzerland, Germany  
*Country/Countries of destination <sup>(1)</sup>*

8. No(s) d'immatriculation du (des) véhicule(s) routier(s) 34 ZH 6945  
*Registration No(s). of road vehicle(s) <sup>(1)</sup>*

9. Certificat(s) d'agrément du (des) véhicule(s) routier(s) (No et date) No. 118932.2645 of 02.10.2002  
*Certificate(s) of approval of road vehicle(s) (No. and date) <sup>(1)</sup>*

10. No(s) d'identification du (des) conteneur(s)   
*Identification No(s). of container(s) <sup>(1)</sup>*





11. Observations diverses   
*Remarks*

12. Signature du titulaire du carnet:  
*Signature of the carnet holder:*

**Signature of the TIR Carnet holder**

<sup>(1)</sup> Biffer la mention inutile  
*Strike out whichever does not apply*

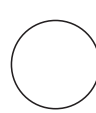
\* Voir annexe 1 de la Convention TIR, 1975, élaborée sous les auspices de la Commission économique des Nations Unies pour l'Europe.  
\* See annex 1 of the TIR Convention, 1975, prepared under the auspices of the United Nations Economic Commission for Europe.

<b>VOUCHER N° 1</b> PAGE 1		1. <b>TIR CARNET</b> <b>No</b>	
2. Customs office(s) of departure 1. <b>Trabzon</b> 2. <b>Erenköy</b> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
7. Registration No(s) of road vehicle(s) <b>34 ZH 6945</b>		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
<b>GOODS MANIFEST</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003</b>	
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles  <b>AB 1 - 800</b>  <b>CD 1 - 500</b>	10. Number and type of packages or articles; description of goods  <b>Trabzon Customs office</b>  <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>  <b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>	11. Gross weight in kg  <b>5600</b>  <b>4300</b>	16. Seals or identification marks applied, (number, identification)  <b>One seal No. 11</b>
12. Total number of packages entered on the manifest Destination:	Number <b>1300</b>	13. I declare the information in items 1-12 above to be correct and complete 14. Place and date 15. Signature of holder or agent <b>Trabzon, 28.05.2003</b> <b>Signature</b>	17. Customs office of departure. Customs officer's signature and Customs office date stamp  <b>28.05.2003</b> <b>Stamp and signature (Trabzon)</b>
1. Customs office <b>Bern</b>	<b>800</b>		
2. Customs office <b>Freiburg</b>	<b>500</b>		
3. Customs office			
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Trabzon</b>			
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>31.05.2003</b>		
21. Registered by the Customs office at <b>Trabzon</b>	under No. <b>006494</b>		
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Erenköy</b>			
23. Customs officer's signature and Customs office date stamp <b>28.05.2003</b> <b>Stamp and signature (Trabzon)</b>			
			
<b>COUNTERFOIL N° 1</b> PAGE 1		<b>of TIR CARNET</b> <b>No</b>	
1. Accepted by the Customs office at <b>Trabzon</b>		6. Customs officer's signature and Customs office date stamp	
2. Under No. <b>006494</b>			
3. Seals or identification marks applied <b>One seal No. 11</b>			
4. <input type="checkbox"/> Seals or identification marks found to be intact			
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) <b>Erenköy</b>		<b>28.05.2003</b> <b>Stamp and signature (Trabzon)</b>	
			

<b>VOUCHER N° 2</b> PAGE 2		<b>1. TIR CARNET</b> <span style="float: right; border: 1px solid black; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. <b>Trabzon</b> 2. <b>Erenköy</b> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbaçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s) of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003</b> <b>CMR 0754 of 28.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles  <b>AB 1 - 800</b>  <b>CD 1 - 500</b>	10. Number and type of packages or articles; description of goods  <b>Trabzon Customs office</b>  <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>  <b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>	11. Gross weight in kg  <b>5600</b>  <b>4300</b>	16. Seals or identification marks applied, (number, identification)  <b>One seal No. 11</b>
12. Total number of packages entered on the manifest Destination:		Number	13. I declare the information in items 1-12 above to be correct and complete
1. Customs office <b>Bern</b>		<b>800</b>	14. Place and date
2. Customs office <b>Freiburg</b>		<b>500</b>	15. Signature of holder or agent
3. Customs office _____			<b>Trabzon, 28.05.2003</b>
			Signature _____
			17. Customs office of departure. Customs officer's signature and Customs office date stamp <b>28.05.2003</b> Stamp and signature (Trabzon)
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Trabzon</b>		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination) <b>Erenköy</b>	
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>31.05.2003</b>	<input checked="" type="checkbox"/> 25. Seals or identification marks found to be intact	
21. Registered by the Customs office at <b>Trabzon</b>	under No. <b>006494</b>	26. Number of packages for which the termination of the TIR operation is certified	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Erenköy</b>		27. Reservations	
23. Customs officer's signature and Customs office date stamp <b>28.05.2003</b> Stamp and signature (Trabzon)		28. Customs officer's signature and Customs office date stamp <b>30.05.2003</b> Stamp and signature (Erenköy)	
<b>COUNTERFOIL N° 2</b> PAGE 2 of TIR CARNET <span style="float: right; border: 1px solid black; padding: 2px;">No</span>			
1. Arrival certified by the Customs office at <b>Erenköy</b>		6. Customs officer's signature and Customs office date stamp	
2. <input checked="" type="checkbox"/> Seals or identification marks found to be intact		 <b>30.05.2003</b> Stamp and signature (Erenköy)	
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) _____			
4. New seals affixed _____			
5. Reservations _____			
_____			



<b>VOUCHER N° 1</b> PAGE 3		1. <b>TIR CARNET</b> <b>No</b>	
2. Customs office(s) of departure 1. <b>Trabzon</b> 2. <b>Erenköy</b> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
7. Registration No(s). of road vehicle(s) <b>34 ZH 6945</b>		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
<b>GOODS MANIFEST</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
<b>AB 001 - 800</b>	<b>Trabzon Customs office</b> <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>	<b>5600</b>	<b>One seal No. 693</b>
<b>CD 001 - 500</b>	<b>For Freiburg:</b> <b>Linen, collies, 500 packages</b> <b>Erenköy Customs office</b>	<b>4300</b>	
<b>EF 001 - 1000</b>	<b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	<b>3600</b>	
12. Total number of packages entered on the manifest Destination:	Number	13. I declare the information in items 1-12 above to be correct and complete	17. Customs office of departure. Customs officer's signature and Customs office date stamp
1. Customs office <b>Bern</b>	<b>800</b>	14. Place and date <b>Trabzon, 28.05.2003</b>	<b>30.05.2003</b> <b>Stamp and signature</b> <b>(Erenköy)</b>
2. Customs office <b>Freiburg</b>	<b>1500</b>	15. Signature of holder or agent <b>Signature</b>	
3. Customs office			
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Erenköy</b>			
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>01.06.2003</b>		
21. Registered by the Customs office at <b>Erenköy</b>	under No. <b>072564</b>		
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Haydarpaşa</b>			
23. Customs officer's signature and Customs office date stamp <b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>			
<b>COUNTERFOIL N° 1</b> PAGE 3		<b>of TIR CARNET</b> <b>No</b>	
1. Accepted by the Customs office at <b>Erenköy</b>		6. Customs officer's signature and Customs office date stamp	
2. Under No. <b>072564</b>		<b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>	
3. Seals or identification marks applied <b>One seal No. 693</b>			
4. <input type="checkbox"/> Seals or identification marks found to be intact			
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) <b>Haydarpaşa</b>			

<b>VOUCHER N° 2</b> PAGE 4		1. <b>TIR CARNET</b> <span style="border: 1px solid black; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. <u>Trabzon</u> 2. <u>Erenköy</u> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s), of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles  <b>AB 1 - 800</b>  <b>CD 1 - 500</b>  <b>EF 001 - 1000</b>	10. Number and type of packages or articles; description of goods  <b>Trabzon Customs office</b>  <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>  <b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>  <b>Erenköy Customs office</b>  <b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	11. Gross weight in kg  <b>5600</b>  <b>4300</b>  <b>3600</b>	16. Seals or identification marks applied, (number, identification)  <b>One seal No. 693</b>
12. Total number of packages entered on the manifest Destination: 1. Customs office <b>Bern</b> <b>800</b> 2. Customs office <b>Freiburg</b> <b>1500</b> 3. Customs office _____		13. I declare the information in items 1-12 above to be correct and complete 14. Place and date 15. Signature of holder or agent <b>Trabzon, 28.05.2003</b> <b>Signature</b>	17. Customs office of departure. Customs officer's signature and Customs office date stamp <b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Erenköy</b>		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination) <b>Haydarpaşa</b>	
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>01.06.2003</b>	<input checked="" type="checkbox"/> 25. Seals or identification marks found to be intact	
21. Registered by the Customs office at <b>Erenköy</b> under No. <b>072564</b>		26. Number of packages for which the termination of the TIR operation is certified	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Haydarpaşa</b>			
23. Customs officer's signature and Customs office date stamp <b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>		28. Customs officer's signature and Customs office date stamp <b>31.05.2003</b> <b>Stamp and signature (Haydarpaşa)</b>	
<b>TIR CARNET N° 2</b> PAGE 4			
<b>COUNTERFOIL N° 2</b> PAGE 4		<b>of TIR CARNET</b> <span style="border: 1px solid black; padding: 2px;">No</span>	
1. Arrival certified by the Customs office at <b>Haydarpaşa</b>		6. Customs officer's signature and Customs office date stamp	
2. <input checked="" type="checkbox"/> Seals or Identification marks found to be intact			
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) _____			
4. New seals affixed _____		<b>31.05.2003 Stamp and signature (Haydarpaşa)</b>	
5. Reservations _____			
<b>The TIR transport is suspended for the sea leg and is to be resumed in Italy.</b>			

<b>VOUCHER N° 1</b> PAGE 5		1. <b>TIR CARNET</b> <b>No</b>	
2. Customs office(s) of departure 1. <b>Trabzon</b> 2. <b>Erenköy</b> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s) of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
<b>AB 001 - 800</b>	<b>Trabzon Customs office</b> <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>	<b>5600</b>	<b>One seal No. 693</b>
<b>CD 001 - 500</b>	<b>For Freiburg:</b> <b>Linen, collies, 500 packages</b> <b>Erenköy Customs office</b>	<b>4300</b>	
<b>EF 001 - 1000</b>	<b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	<b>3600</b>	
12. Total number of packages entered on the manifest Destination:	Number	13. I declare the information in items 1-12 above to be correct and complete	17. Customs office of departure. Customs officer's signature and Customs office date stamp
1. Customs office <b>Bern</b>	<b>800</b>	14. Place and date <b>Trabzon, 28.05.2003</b>	<b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>
2. Customs office <b>Freiburg</b>	<b>1500</b>	15. Signature of holder or agent <b>Signature</b>	
3. Customs office			
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Porto of Trieste, 121109</b>			
<input checked="" type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>10 hours as from 16.00</b>		
21. Registered by the Customs office at <b>Porto of Trieste</b>	under No. <b>A/5 n.7</b>		
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Ponte Chiasso</b>			
23. Customs officer's signature and Customs office date stamp <b>02.06.2003</b> <b>Stamp and signature (Trieste)</b>			
<b>COUNTERFOIL N° 1</b> PAGE 5 <b>of TIR CARNET</b> <b>No</b>			
1. Accepted by the Customs office at <b>Porto of Trieste</b>		6. Customs officer's signature and Customs office date stamp	
2. Under No. <b>A/5 n.7</b>		<b>02.06.2003</b> <b>Stamp and signature (Trieste)</b>	
3. Seals or identification marks applied			
<input checked="" type="checkbox"/> 4. Seals or identification marks found to be intact			
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) <b>Ponte Chiasso</b>			

<b>VOUCHER N° 2</b> PAGE 6		1. <b>TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. <b>Trabzon</b> 2. <b>Erenköy</b> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbağçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s). of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
<b>AB 1 - 800</b>	<u><b>Trabzon Customs office</b></u> <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>	<b>5600</b>	<b>One seal No. 693</b>
<b>CD 1 - 500</b>	<b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>	<b>4300</b>	
<b>EF 001 - 1000</b>	<u><b>Erenköy Customs office</b></u> <b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	<b>3600</b>	
12. Total number of packages entered on the manifest Destination:		Number	13. I declare the information in items 1-12 above to be correct and complete
1. Customs office <b>Bern</b>		<b>800</b>	14. Place and date
2. Customs office <b>Freiburg</b>		<b>1500</b>	15. Signature of holder or agent
3. Customs office _____			<b>Trabzon, 28.05.2003</b>
			Signature _____
			17. Customs office of departure. Customs officer's signature and Customs office date stamp
			<b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Porto of Trieste, 121109</b>		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination) <b>Ponte Chiasso, 075140</b>	
<input checked="" type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>10 hours as from 16.00</b>	<input checked="" type="checkbox"/> 25. Seals or identification marks found to be intact	
21. Registered by the Customs office at <b>Porto of Trieste</b> under No. <b>A/5 n.7</b>		26. Number of packages for which the termination of the TIR operation is certified	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Ponte Chiasso</b>		27. Reservations	
23. Customs officer's signature and Customs office date stamp <b>02.06.2003</b> <b>Stamp and signature (Trieste)</b>		28. Customs officer's signature and Customs office date stamp <b>03.06.2003</b> <b>Stamp and signature (Ponte Chiasso)</b>	
<b>COUNTERFOIL N° 2</b> PAGE 6 of <b>TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>			
1. Arrival certified by the Customs office at <b>Ponte Chiasso</b>		6. Customs officer's signature and Customs office date stamp	
2. <input checked="" type="checkbox"/> Seals or Identification marks found to be intact		<b>03.06.2003 Stamp and signature (Ponte Chiasso)</b>	
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) _____			
4. New seals affixed _____			
5. Reservations _____			

<b>VOUCHER N° 1</b> PAGE 7		<b>1. TIR CARNET</b> <b>No</b>	
2. Customs office(s) of departure 1. <b>Trabzon</b> 2. <b>Erenköy</b> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
7. Registration No(s). of road vehicle(s) <b>34 ZH 6945</b>		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
<b>GOODS MANIFEST</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
<b>AB 001 - 800</b>	<b>Trabzon Customs office</b> <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>	<b>5600</b>	<b>One seal No. 693</b>
<b>CD 001 - 500</b>	<b>For Freiburg:</b> <b>Linen, collies, 500 packages</b> <b>Erenköy Customs office</b>	<b>4300</b>	
<b>EF 001 - 1000</b>	<b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	<b>3600</b>	
12. Total number of packages entered on the manifest Destination:	Number	13. I declare the information in items 1-12 above to be correct and complete	17. Customs office of departure. Customs officer's signature and Customs office date stamp
1. Customs office <b>Bern</b>	<b>800</b>	14. Place and date <b>Trabzon, 28.05.2003</b>	<b>30.05.2003</b> <b>Stamp and signature</b> <b>(Erenköy)</b>
2. Customs office <b>Freiburg</b>	<b>1500</b>	15. Signature of holder or agent <b>Signature</b>	
3. Customs office			
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Chiasso-Strada, 418</b>			
<input checked="" type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit		
21. Registered by the Customs office at <b>Chiasso-Strada</b>	under No.		
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Bern</b>			
23. Customs officer's signature and Customs office date stamp <b>03.06.2003</b> <b>Stamp and signature (Chiasso-Strada)</b>			
<b>COUNTERFOIL N° 1</b> PAGE 7		<b>of TIR CARNET</b> <b>No</b>	
1. Accepted by the Customs office at <b>Chiasso-Strada</b>		6. Customs officer's signature and Customs office date stamp	
2. Under No. _____		<b>03.06.2003 Stamp and signature (Chiasso-Strada)</b>	
3. Seals or identification marks applied _____			
4. <input checked="" type="checkbox"/> Seals or identification marks found to be intact			
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) <b>Bern</b>			

<b>VOUCHER N° 2</b> PAGE 8		<b>1. TIR CARNET</b> <span style="float: right; border: 1px solid black; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. <u>Trabzon</u> 2. <u>Erenköy</u> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş.                  Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna                  Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s), of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003                  CMR 0754 of 28.05.2003                  CMR 1584 of 29.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles  <b>AB 1 - 800</b>  <b>CD 1 - 500</b>  <b>EF 001 - 1000</b>	10. Number and type of packages or articles; description of goods <b>Trabzon Customs office</b>  <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>  <b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>  <b>Erenköy Customs office</b>  <b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	11. Gross weight in kg  <b>5600</b>  <b>4300</b>  <b>3600</b>	16. Seals or identification marks applied, (number, identification)  <b>One seal No. 693</b>
12. Total number of packages entered on the manifest Destination: 1. Customs office <b>Bern</b> Number <b>800</b> 2. Customs office <b>Freiburg</b> Number <b>1500</b> 3. Customs office _____		13. I declare the information in items 1-12 above to be correct and complete 14. Place and date <b>Trabzon, 28.05.2003</b> 15. Signature _____	
		17. Customs office of departure, Customs officer's signature and Customs office date stamp <b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>	
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Chiasso-Strada, 418</b>		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination) <b>Bern, 166</b>	
<input checked="" type="checkbox"/> 19. Seals or identification marks found to be intact		<input checked="" type="checkbox"/> 25. Seals or identification marks found to be intact	
21. Registered by the Customs office at <b>Chiasso-Strada</b> under No. _____		26. Number of packages for which the termination of the TIR operation is certified <b>800</b>	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Bern</b>		27. Reservations _____	
23. Customs officer's signature and Customs office date stamp <b>03.06.2003</b> <b>Stamp and signature (Chiasso-Strada)</b>		28. Customs officer's signature and Customs office date stamp <b>04.06.2003</b> <b>Stamp and signature (Bern)</b>	
<b>COUNTERFOIL N° 2</b> PAGE 8 <b>of TIR CARNET</b> <span style="float: right; border: 1px solid black; padding: 2px;">No</span>			
1. Arrival certified by the Customs office at <u>Bern</u>		6. Customs officer's signature and Customs office date stamp   <b>04.06.2003</b> <b>Stamp and signature (Bern)</b>	
2. <input checked="" type="checkbox"/> Seals or Identification marks found to be intact			
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) <u>800</u>			
4. New seals affixed _____			
5. Reservations _____			

<b>VOUCHER N° 1</b> PAGE 9		<b>1. TIR CARNET</b> <span style="float:right; border: 1px solid black; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. <u>Trabzon</u> 2. <u>Erenköy</u> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbağçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s). of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
<b>AB-001-800</b>	<u>Trabzon Customs office</u> <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>	<b>5600</b>	<b>One seal No. 693</b> <b>One seal No. I/27F</b> <div style="border: 1px solid black; padding: 2px; text-align:center;">04.06.2003 Stamp and signature (Bern)</div>
<b>CD 001 - 500</b>	<b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>	<b>4300</b>	
<b>EF 001 - 1000</b>	<u>Erenköy Customs office</u> <b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	<b>3600</b>	
12. Total number of packages entered on the manifest Destination:		13. I declare the information in items 1-12 above to be correct and complete	17. Customs office of departure. Customs officer's signature and Customs office date stamp <div style="text-align:center;"><b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b></div>
1. Customs office <b>Bern</b>	Number <b>2300</b>	14. Place and date <b>Trabzon, 28.05.2003</b>	
2. Customs office <b>Freiburg</b>	Number <b>800</b>	15. Signature of holder or agent <b>Signature</b>	
3. Customs office _____	Number <b>1500</b>	_____	
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Bern, 166</b>			
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>04.06.2003</b>		
21. Registered by the Customs office at <b>Bern</b>		under No. _____	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Basel/Weil am Rhein-Autobahn</b>			
23. Customs officer's signature and Customs office date stamp <b>04.06.2003</b> <b>Stamp and signature (Bern)</b>			
<b>COUNTERFOIL N° 1</b> PAGE 9		<b>of TIR CARNET</b> <span style="float:right; border: 1px solid black; padding: 2px;">No</span>	
1. Accepted by the Customs office at <b>Bern</b>		6. Customs officer's signature and Customs office date stamp <div style="text-align:center;"> <b>04.06.2003 Stamp and signature (Bern)</b></div>	
2. Under No. _____			
3. Seals or identification marks applied <b>One seal No. I/27F</b>			
4. <input type="checkbox"/> Seals or identification marks found to be intact			
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) <b>Basel/Weil am Rhein-Autobahn</b>			

<b>VOUCHER N° 2</b> PAGE 10		1. <b>TIR CARNET</b> <span style="background-color: #cccccc; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. <u>Trabzon</u> 2. <u>Erenköy</u> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s). of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles  <b>AB-1-800</b>  <b>CD 1-500</b>  <b>EF 001-1000</b>	10. Number and type of packages or articles; description of goods <b>Trabzon Customs office</b>  <b>For Bern:</b> <b>Towels, boxes, 800 packages</b> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin: 5px;">04.06.2003 Stamp and signature (Bern)</div> <b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>  <b>Erenköy Customs office</b>  <b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	11. Gross weight in kg  <b>5600</b>  <b>4300</b>  <b>3600</b>	16. Seals or identification marks applied, (number, identification)  <b>One seal No. 693</b>  <b>One seal No. I/27F</b> <div style="border: 1px solid black; padding: 2px; display: inline-block; margin: 5px;">04.06.2003 Stamp and signature (Bern)</div>
12. Total number of packages entered on the manifest Destination:		13. I declare the information in items 1-12 above to be correct and complete	17. Customs office of departure. Customs officer's signature and Customs office date stamp  <b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b>
1. Customs office <b>Bern</b>	Number <b>2300</b>	14. Place and date	
2. Customs office <b>Freiburg</b>	Number <b>800</b>	15. Signature of holder or agent	
3. Customs office _____	Number <b>1500</b>	Signature _____	
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Bern, 166</b>		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination) <b>Basel, 180</b>	
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>04.06.2003</b>	<input checked="" type="checkbox"/> 25. Seals or identification marks found to be intact	
21. Registered by the Customs office at <b>Bern</b> under No. _____		26. Number of packages for which the termination of the TIR operation is certified	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Basel/Weil am Rhein-Autobahn</b>		27. Reservations	
23. Customs officer's signature and Customs office date stamp <b>04.06.2003</b> <b>Stamp and signature (Bern)</b>		28. Customs officer's signature and Customs office date stamp <b>04.06.2003</b> <b>Stamp and signature (Basel)</b>	
<b>COUNTERFOIL N° 2</b> PAGE 10 <b>of TIR</b> <span style="background-color: #cccccc; padding: 2px;">No</span>			
1. Arrival certified by the Customs office at <b>Basel/Weil am Rhein-Autobahn, 180</b>		6. Customs officer's signature and Customs office date stamp  <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto;"></div> <b>04.06.2003</b> <b>Stamp and signature (Basel)</b>	
2. <input checked="" type="checkbox"/> Seals or Identification marks found to be intact			
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) _____			
4. New seals affixed _____			
5. Reservations _____			
_____			



VOUCHER N° 1 PAGE 11		1. TIR CARNET <b>No</b>	
2. Customs office(s) of departure 1. <u>Trabzon</u> 2. <u>Erenköy</u> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
7. Registration No(s), of road vehicle(s) <b>34 ZH 6945</b>		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
<b>GOODS MANIFEST</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
<b>AB-001-800</b>	<u>Trabzon Customs office</u> <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>	<b>5600</b>	<b>One seal No.-693</b>
<b>CD 001 - 500</b>	<b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>	<b>4300</b>	<b>One seal No. I/27F</b>
<b>EF 001 - 1000</b>	<u>Erenköy Customs office</u> <b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	<b>3600</b>	<b>04.06.2003 Stamp and signature (Bern)</b>
12. Total number of packages entered on the manifest Destination:	Number	13. I declare the information in items 1-12 above to be correct and complete Place and date 14. Signature of holder or agent	17. Customs office of departure. Customs officer's signature and Customs office date stamp
1. Customs office <b>Bern</b>	<b>800</b>	<b>Trabzon, 28.05.2003</b>	<b>30.05.2003</b>
2. Customs office <b>Freiburg</b>	<b>1500</b>	<b>Signature</b>	<b>Stamp and signature (Erenköy)</b>
3. Customs office			
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Weil Am Rhein-Autobahn</b>			
<input checked="" type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>06.06.2003</b>		
21. Registered by the Customs office at <b>Weil Am Rhein-Autobahn</b>	under No. <b>0639</b>		
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Freiburg</b>			
23. Customs officer's signature and Customs office date stamp <b>04.06.2003</b> <b>Stamp and signature (Weil Am Rhein)</b>			
<b>COUNTERFOIL N° 1 PAGE 11</b>		<b>of TIR CARNET <b>No</b></b>	
1. Accepted by the Customs office at <u>Weil Am Rhein - Autobahn</u>		6. Customs officer's signature and Customs office date stamp	
2. Under No. <u>0639</u>		<b>04.06.2003 Stamp and signature (Weil Am Rhein)</b>	
3. Seals or identification marks applied _____			
4. <input checked="" type="checkbox"/> Seals or identification marks found to be intact			
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.) <b>Freiburg</b>			

<b>VOUCHER N° 2</b> PAGE 12		1. <b>TIR CARNET</b> <span style="border: 1px solid black; padding: 2px;">No</span>	
2. Customs office(s) of departure 1. <u>Trabzon</u> 2. <u>Erenköy</u> 3. _____		3. Name of the international organization <b>IRU - International Road Transport Union</b>	
For official use		4. Holder of the carnet (identification number, name, address and country) <b>TÜRKSPED MEHMET PİR Milletlerarası Nakliyat A.Ş. Merkez Mah. Değirmenbahçe Sok. No:19 Yenibosna Bakırköy İSTANBUL TUR/042/8</b>	
		5. Country/Countries of departure <b>Turkey</b>	6. Country/Countries of destination <b>Switzerland, Germany</b>
7. Registration No(s). of road vehicle(s) <b>34 ZH 6945</b>		8. Documents attached to the manifest <b>CMR 0658 of 28.05.2003 CMR 0754 of 28.05.2003 CMR 1584 of 29.05.2003</b>	
<b>GOODS MANIFEST</b>			
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)
<b>AB 1 - 800</b>	<b>Trabzon Customs office</b> <b>For Bern:</b> <b>Towels, boxes, 800 packages</b>	<b>5600</b>	<b>One seal No. 693</b> <b>One seal No. I/27F</b> <div style="border: 1px solid black; padding: 2px; text-align: center;">04.06.2003 Stamp and signature (Bern)</div>
<b>CD 1 - 500</b>	<b>For Freiburg:</b> <b>Linen, collies, 500 packages</b>	<b>4300</b>	
<b>EF 001 - 1000</b>	<b>Erenköy Customs office</b> <b>For Freiburg:</b> <b>T-Shirt, boxes, 1000 packages</b>	<b>3600</b>	
12. Total number of packages entered on the manifest Destination:	Number	13. I declare the information in items 1-12 above to be correct and complete	17. Customs office of departure. Customs officer's signature and Customs office date stamp
1. Customs office <b>Bern</b>	<b>800</b>	14. Place and date <b>Trabzon, 28.05.2003</b>	<b>30.05.2003</b> <b>Stamp and signature (Erenköy)</b> 
2. Customs office <b>Freiburg</b>	<b>1500</b>	15. Signature of holder or agent <b>Signature</b>	
3. Customs office			
18. Certificate for goods taken under control (Customs office of departure or of entry en route) <b>Weil Am Rhein/Autobahn</b>		24. Certificate of termination of the TIR operation (Customs office of exit en route or of destination) <b>Freiburg</b>	
<input type="checkbox"/> 19. Seals or identification marks found to be intact	20. Time-limit for transit <b>06.06.2003</b>	<input checked="" type="checkbox"/> 25. Seals or identification marks found to be intact	
21. Registered by the Customs office at <b>Weil Am Rhein</b>	under No. <b>0639</b>	26. Number of packages for which the termination of the TIR operation is certified <b>1500</b>	
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.) <b>Freiburg</b>		27. Reservations	
23. Customs officer's signature and Customs office date stamp <b>04.06.2003</b> <b>Stamp and signature (Weil Am Rhein)</b>		28. Customs officer's signature and Customs office date stamp <b>05.06.2003</b> <b>Stamp and signature (Freiburg)</b>	
<b>COUNTERFOIL N° 2</b> PAGE 12 of TIR CARNET <span style="border: 1px solid black; padding: 2px;">No</span>			
1. Arrival certified by the Customs office at <b>Freiburg</b>		6. Customs officer's signature and Customs office date stamp	
2. <input checked="" type="checkbox"/> Seals or identification marks found to be intact		 <b>05.06.2003 Stamp and signature (Freiburg)</b>	
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest) <b>1500</b>			
4. New seals affixed _____			
5. Reservations _____			
_____			



## **7.2 BEST PRACTICES WITH REGARD TO THE USE OF THE TIR CARNET\*/**

### **I. GENERAL RULES REGARDING THE USE OF THE TIR CARNET (ANNEX 1 TO THE TIR CONVENTION)**

1. Issue: The TIR Carnet may be issued either in the country in which the holder is established or resident or in the country of departure.

2. Language: The TIR Carnet is printed in French, except for page 1 of the cover where the items are also printed in English; the TIR Carnet contains the «Rules regarding the use of the TIR Carnet» in French on page 2 of the cover and in English on page 3 of the cover. Additional sheets giving a translation of the printed text may also be inserted.

Carnets used for TIR transports within a regional guarantee chain may be printed in any other official language of the United Nations except for page 1 of the cover where items are also printed in English or French. The "Rules regarding the use of the TIR Carnet" are printed on page 2 of the cover in the official language of the United Nations used and are also printed in English or French on page 3 of the cover.

3. Validity: The TIR Carnet remains valid until the completion of the TIR transport at the Customs office of destination, provided that it has been taken under Customs control at the Customs office of departure within the time-limit set by the issuing association (item 1 of page 1 of the cover).

4. Number of Carnets: Only one TIR Carnet need be required for a combination of vehicles (coupled vehicles) or for several containers loaded either on a single vehicle or on a combination of vehicles (see also rule 10 d) below).

5. Number of Customs offices of departure and Customs offices of destination: Transport under cover of a TIR Carnet may involve several Customs offices of departure and destination but the total number of Customs offices of departure and destination shall not exceed four. The TIR Carnet may only be presented to Customs offices of destination if all Customs offices of departure have accepted the TIR Carnet (see also rule 10 e) below).

6. Number of forms: Where there is only one Customs office of departure and one Customs office of destination, the TIR Carnet must contain at least 2 sheets for the country of departure, 2 sheets for the country of destination and 2 sheets for each country traversed. For each additional Customs office of departure (or destination) 2 extra sheets shall be required.

7. Presentation at Customs offices: The TIR Carnet shall be presented with the road vehicle, combination of vehicles, or container(s) at each Customs office of departure, Customs office en route and Customs office of destination. At the last Customs office of departure, the Customs Officer shall sign and date stamp item 17 below the manifest on all vouchers to be used on the remainder of the journey.

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\*/ {ECE/TRANS/WP.30/AC.2/97, paragraph 30}

## II. HOW TO FILL-IN THE TIR CARNET

8. Erasures, over-writing: No erasures or over-writing shall be made on the TIR Carnet. Any correction shall be made by crossing out the incorrect particulars and adding, if necessary, the required particulars. Any change shall be initialled by the person making it and endorsed by the Customs authorities.

9. Information concerning registration: When national legislation does not provide for registration of trailers and semi-trailers, the identification or manufacturer's No. shall be shown instead of the registration No

10. The manifest:

(a) The manifest shall be completed in the language of the country of departure, unless the Customs authorities allow another language to be used. The Customs authorities of the other countries traversed reserve the right to require its translation into their own language. In order to avoid delays which might ensue from this requirement, carriers are advised to supply the driver of the vehicle with the requisite translations.

(b) The information on the manifest should be typed or multicopied in such a way as to be clearly legible on all sheets. Illegible sheets will not be accepted by the Customs authorities.

(c) Separate sheets of the same model as the manifest or commercial documents providing all the information required by the manifest, may be attached to the vouchers. In such cases, all the vouchers must bear the following particulars:

(i) The number of sheets attached (box 8);

(ii) The number and type of the packages or articles and the total gross weight of the goods listed on the attached sheets (boxes 9 to 11).

(d) When the TIR Carnet covers a combination of vehicles or several containers, the contents of each vehicle or each container shall be indicated separately on the manifest. This information shall be preceded by the registration no. of the vehicle or the identification no. of the container (item 9 of the manifest).

(e) Likewise, if there are several Customs offices of departure or of destination, the entries concerning the goods taken under Customs control at, or intended for, each Customs office shall be clearly separated from each other on the manifest.

11. Packing lists, photographs, plans, etc: When such documents are required by the Customs authorities for the identification of heavy or bulky goods, they shall be endorsed by the Customs authorities and attached to page 2 of the cover of the Carnet. In addition, a reference shall be made to these documents in box 8 of all vouchers.

12. Signature: All vouchers (items 14 and 15) must be dated and signed by the holder of the Carnet or his agent.

13. Instructions how to fill-in individual boxes of the TIR Carnet are given in Annex 1.

### **III. HANDLING THE VOUCHERS OF THE TIR CARNET BY VARIOUS CUSTOMS OFFICES IN THE COURSE OF A TIR TRANSPORT**

#### **A. Yellow sheet not for Customs use**

14. The yellow sheet has no legal value, as it is not part of the TIR Convention. It is included into the TIR Carnet for two reasons: (i) to provide a translation of the names of boxes on vouchers No.1/ No.2 and counterfoils No.1/No.2 into the language of the country of departure and (ii) to keep record of data from the goods manifest of the TIR Carnet after all vouchers of the TIR Carnet have been taken off in the course of a TIR transport. The yellow sheet is filled-in by the holder of the TIR Carnet in the same way as he fills in the vouchers. The Customs authorities are not supposed to fill-in and/or stamp the yellow sheet, except for situations where the holder of the TIR Carnet requests endorsement of changes that have been made. The yellow sheet may not be detached.

#### **B. Vouchers No.1/ No.2 and counterfoils No.1/No.2**

15. Below, the use of the vouchers of the TIR Carnet is illustrated for the following simplest example: a TIR transport starts at the Customs office of departure in country A, goes to the Customs office of exit (en route), enters country B through the Customs office of entry (en route) and ends at the Customs office of destination in country B. Later, the use of the vouchers is explained for more complicated situations.

##### **(a) Customs office of departure in country A <sup>1/</sup>**

The Customs office of departure completes the following boxes on voucher No. 1 (page 1 of the TIR Carnet) and on voucher No. 2 (page 2): "For official use" (where applicable <sup>2/</sup>), 18, 20 to 23. It also fills-in boxes 16 and 17 on all pages of the TIR Carnet and completes boxes 1-3 and 5, 6 on counterfoil No.1 (page 1). Then the office of departure removes voucher No. 1 (page 1) and returns the TIR Carnet to the holder to begin the TIR transport.

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<sup>1/</sup> The descriptions below focus on the filling-in and handling of the vouchers of a TIR Carnet, rather than on controls performed by various Customs offices. For details of Customs controls, please refer to the Articles of the TIR Convention as well as Explanatory Notes and comments. For example, controls to be performed by the Customs office of departure are listed in Article 19.

<sup>2/</sup> Here and below, to see if these boxes should be filled-in in a particular situation, please refer to the descriptions in Table 1.

(b) Customs office of exit (en route) from country A

The Customs office of exit completes the following boxes on voucher No. 2 (page 2 of the TIR Carnet): 24, 25 (where applicable), 27 (where applicable), 28. It also fills-in boxes 1, 2 (where applicable), 4 (where applicable), 5 (where applicable) and 6 on counterfoil No. 2 (page 2). Then the office of exit removes voucher No. 2 (page 2) and returns the TIR Carnet to the holder to continue the TIR transport. Following this, the office of exit should proceed with the discharge of the TIR operation (please refer to the example of best practice in Chapter 5.3 of the TIR Handbook).

(c) Customs office of entry (en route) in country B

The Customs office of entry completes the following boxes on voucher No. 1 (page 3 of the TIR Carnet) and on voucher No. 2 (page 4): "For official use" (where applicable), 18, 19 (where applicable) and 20 to 23. It also fills-in boxes 1, 2, 3 (where applicable), 4 (where applicable), 5 and 6 on counterfoil No.1 (page 3). Then the office of entry removes voucher No. 1 (page 3) and returns the TIR Carnet to the holder to continue the TIR transport.

(d) Customs office of destination in country B

The Customs office of destination completes the following boxes on voucher No. 2 (page 4 of the TIR Carnet): 24, 25 (where applicable), 26, 27 (where applicable), 28. It also fills-in boxes 1, 2 (where applicable), 3, 4 (where applicable), 5 (where applicable) and 6 on counterfoil No.2 (page 4). Then the office of destination removes voucher No.2 (page 4) and returns the TIR Carnet to the holder. Following this, the office of destination should proceed with the discharge of the TIR operation (please refer to the example of best practice in Chapter 5.3 of the TIR Handbook).

(e) Several transit countries

In the case of several transit countries, each Customs office of exit or entry (en route) acts according to the procedures from, respectively, paras. (b) and (c) above. For each transit country, an additional pair of pages (voucher No. 1/counterfoil No. 1 and voucher No. 2/counterfoil No. 2) is used.

(f) Several Customs offices of departure

In the case of several Customs offices of departure, the procedure contained in para. (a) above should be adjusted as follows. Only the last Customs office of departure fills-in boxes 16 and 17 on all remaining pages of the TIR Carnet, while the preceding Customs office(s) of departure complete(s) these boxes only on the respective pair of vouchers No.1/No.2. Except for the first Customs office of departure, any subsequent office of departure first acts as a Customs office of exit (en route) in line with para. (b) and only then as Customs office of departure as such, in line with para (a) above. For each additional office of departure, an extra pair of pages (voucher No. 1/counterfoil No. 1 and voucher No. 2/counterfoil No. 2) is required.

(g) Several Customs offices of destination

In the case of several Customs offices of destination, only the last Customs office of destination follows the procedure from para. (d) above. Any preceding office of destination first acts as Customs office of destination, according to the procedure from para. (d), and only then as Customs office of entry (en route) in line with para. (b) above. The unloaded goods

and removed Customs seals should be struck through on the remaining vouchers in the TIR Carnet, and the new Customs seals affixed should be inserted. For each additional office of destination, an extra pair of pages (voucher No. 1/counterfoil No. 1 and voucher No. 2/counterfoil No. 2) is required.

**C. Unused vouchers of the TIR Carnet**

16. If, following the end of the TIR transport at the (last) Customs office of destination, some unused vouchers remain in the TIR Carnet, the Customs authorities should visibly invalidate them (cross out, punch, etc.), with a view to avoiding their possible use for fraudulent purposes.



#### **IV. USE OF THE TIR CARNET IN NON-STANDARD SITUATIONS**

##### **A. Incidents or accidents, certified report**

17. In the event of Customs seals being broken or goods being destroyed or damaged by accident en route, the carrier shall immediately contact the Customs authorities, if there are any near at hand, or, if not, any other competent authorities of the country he is in. The authorities concerned shall draw up with the minimum delay the certified report (last page of the TIR Carnet). If authorities other than Customs have drawn up the certified report, on the first occasion the holder must inform Customs about the incident or accident, as only Customs can decide whether the road vehicle is suitable for further transport under Customs seal and affix such seals for the remainder of the journey. In addition, only Customs can ensure the proper control over the transported goods.

18. In the event of an accident necessitating transfer of the load to another vehicle or another container, this transfer may be carried out only in the presence of one of the authorities mentioned in para. 17 above. The said authority shall draw up the certified report. Unless the TIR Carnet carries the words « Heavy or bulky goods », the vehicle or container substituted must be one approved for the transport of goods under Customs seals. Furthermore, it shall be sealed and details of the seals affixed shall be indicated in the certified report. However, if no approved vehicle or container is available, the goods may be transferred to an unapproved vehicle or container, provided it affords adequate safeguards. In the latter event, the Customs authorities of succeeding countries shall judge whether they, too, can allow the transport under cover of the TIR Carnet to continue in that vehicle or container.

19. In the event of imminent danger necessitating immediate unloading of the whole or of part of the load, the carrier may take action on his own initiative, without requesting or waiting for action by the authorities mentioned in rule 17 above. It shall then be for him to furnish proof that he was compelled to take such action in the interests of the vehicle or container or of the load and, as soon as he has taken such preventive measures as the emergency may require, he shall notify one of the authorities mentioned in rule 17 above in order that the facts may be verified, the load checked, the vehicle or container sealed and the certified report drawn up.

20. The certified report shall remain attached to the TIR Carnet. If necessary, the Customs offices of succeeding countries can make copies of the certified report for their own files.

21. In addition to the model form inserted in the TIR Carnet itself, associations are recommended to furnish carriers with a supply of certified report forms in the language or languages of the countries of transit.

22. The filling-in of the certified report of the TIR Carnet is shown in Annex 2.

**B. Seizure of the TIR Carnet**

23. Exceptionally, the competent authorities may seize a TIR Carnet, for example, if it is invalid or for purposes of investigation. In such situations, the numbered corner (slip) on the back cover of the TIR Carnet, which is easily detachable, shall be returned to the holder. The slip shall be stamped and signed by the authority who has seized the TIR Carnet. In addition, particulars of the authority, place and date should be indicated. At the first opportunity, the TIR Carnet should be returned to the national association of the country where it has been seized.

**C. Heavy or bulky goods**

24. In the case of heavy or bulky goods, the cover and all vouchers of the TIR Carnet shall bear the endorsement "heavy or bulky goods" in bold letters in English or in French.

**D. Consecutive use of two TIR Carnets**

25. A transport operator may consecutively use two TIR Carnets for one transport operation in exceptional cases, for example, if the number of vouchers in one TIR Carnet is not sufficient to carry out a total transport or with a view to increasing the maximum allowed number of loading and unloading places. In these cases the first TIR Carnet may be terminated at a Customs office and a new Carnet may be accepted by the same office and used for the remainder of the journey. Thus, this Customs office becomes the office of destination for the first TIR Carnet and the office of departure for the second one. Cross-references shall be made in both TIR Carnets to reflect this fact. To fulfil the conditions laid down in Article 2 of the Convention, it is essential that both TIR Carnets are used across at least one border.

**E. Simultaneous use of several TIR Carnets**

26. In line with Article 17, paragraph 1 of the TIR Convention, a separate TIR Carnet may be issued for each road vehicle or container, even if they travel together as a combination of vehicles or as several containers loaded on to a single road vehicle. In such cases, the Customs office(s) of departure should indicate all reference numbers of these TIR Carnets in box "For official use" on all vouchers of each TIR Carnet accepted. For the transport of a mixed cargo consisting of both normal goods and heavy or bulky goods, a separate TIR Carnet is required to cover the transport of normal goods (see also para. 24 above). The same rule should apply if a road vehicle, which is exported and therefore itself considered as goods, travels on its own wheels and also carry other normal goods.

**F. Suspension of a TIR transport**

27. If a TIR transport is suspended in line with the provisions of Article 26 of the TIR Convention, the last Customs office before the suspension should make a proper inscription about it in box 5 on the respective counterfoil No. 2 of the TIR Carnet.

**G. Simultaneous use of a pair of vouchers No.1 and No.2 by one Customs office**

28. In exceptional circumstances, the holder of a TIR Carnet may not be in a position to continue a TIR transport, for example, if he enters a country of destination where he has been previously excluded according to Article 38. Despite the fact that a TIR operation cannot be started in the country of destination, in such a situation the office of entry should act as the last office of destination and should ensure the proper end of the whole TIR transport. To do so, the Customs office of entry should start and immediately terminate a TIR operation by simultaneous treatment of vouchers No. 1 and No. 2, in line with sections III B. (a) and (d) above. Also the required termination data should be reported to the international control system, as foreseen by Annex 10 to the Convention.

**H. Physical examination en route**

29. If, in line with Article 24, the Customs authorities conduct an examination of the load of a road vehicle, combination of vehicles or the container in the course of the journey or at a Customs office en route, they shall record on the vouchers and the corresponding counterfoils used in their country, and on the vouchers remaining in the TIR Carnet, particulars of the new seals affixed and of the controls carried out.

**I. Escorts**

30. If road vehicles are escorted at the carrier's expense in line with Article 23, Customs authorities are recommended, at the request of the carrier, to insert into counterfoil No.1 of the TIR Carnet under item 5 "Miscellaneous" the word "Escort", followed by a short indication of the reasons which led to the requirement for such escort.

**J. Treatment of TIR carnet in case TIR Carnet is refused entry<sup>3</sup>**

31. It may occur that for reasons not related to the application of the provisions of the TIR Convention, the competent authorities of a country decide not to allow a TIR transport to enter the territory of their country. In case this occurs, Customs authorities of the Customs office of entry en route are strongly recommended to apply the following procedure:

- (a) Fill-in, stamp and tear off Voucher No.1 and 2, certifying the start and termination of the TIR operation for their country;
- (b) Indicate in Box "For official use" of all remaining Vouchers No. 1/2, the precise reason for the decision to refuse entry to the TIR transport. A reference to the decision leading to the refusal should be indicated as well as to the provisions of national or international law on which this decision is based;
- (c) Indicate in Box 5 of the concerned counterfoils No. 1 and 2 "Access refused".
- (d) Upon return at the Customs office of exit en route, Customs authorities should endorse the changes made to Box 6 (Country/countries of destination) in the

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<sup>3</sup> {ECE/TRANS/WP.30/AC.2/2011/4 and ECE/TRANS/WP.30/AC.2/105, paragraph 35}

remaining Vouchers No. 1/2 and proceed to open the TIR Carnet for a TIR operation in the territory of their country.

32. TIR Carnet holders are advised that they can use the remaining pages of the TIR Carnet to pursue the TIR transport. In case the number of remaining pages is not enough to carry out the total TIR transport, a second TIR Carnet can be used. In line with the text of the relevant comment to Article 28 of the Convention, the first part of the TIR transport has to be ended in accordance with Article 27 and 28 of the Convention and a new TIR Carnet has to be accepted by the same Customs office having certified the termination of the previous TIR operation and used for the remainder of the TIR transport. Proper inscription shall be made in both TIR Carnets to reflect this fact.

**V. Recommendation for TIR carnet holders to select the proper type of a TIR Carnet<sup>4,5</sup>**

33. TIR Carnet holders (or their representatives) are recommended to carefully select the type of TIR Carnet (4, 6, 14 or 20 pages), which best corresponds with the requirements of the specific TIR transport for which the TIR Carnet will be opened;

34. TIR Carnet holders (or their representatives) are recommended to fill-in as many vouchers as possible, if not all, of the TIR Carnet and date and sign boxes 14 and 15, in accordance with Rule 12 of the “Rules regarding the use of the TIR Carnet”;

35. At the last Customs office of departure, Customs should sign and date stamp box 17 on all vouchers which have previously been filled-in by the holder (or his representative), in accordance with Rule 7 of the “Rules regarding the use of the TIR Carnet”;

36. Any remaining voucher in the TIR Carnet which has not previously been filled-in by the holder (or his representative), should be cancelled by Customs<sup>6</sup>, at the risk of the TIR Carnet holder for not having a sufficient number of filled-in, signed and date-stamped vouchers available in the TIR Carnet to complete the specific TIR transport for which it had been opened.

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<sup>4</sup> In case of consecutive use of two TIR Carnets, please refer to paragraph 25 of this Chapter.

<sup>5</sup> {ECE/TRANS/WP.30/AC.2/2011/5 and ECE/TRANS/WP.30/AC.2/105, paragraph 37}

<sup>6</sup> Please refer to paragraph 16 above.

**ANNEX I**  
**FILLING-IN OF BOXES OF THE TIR CARNETS**

Box number and description	Filled-in by	Data/information to be indicated
<b>Page 1 of the cover</b>		
1. Valid for the acceptance of goods by the Customs office of departure up to and including	Association	A final date of validity (in accordance with the format dd/mm/yyyy) after which the TIR Carnet may not be presented for acceptance at the Customs office of departure. Provided that it has been accepted by the Customs office of departure on or before the final date of validity, the TIR Carnet remains valid until the termination of the TIR operation at the Customs office of destination. [Remark: no corrections in this box are allowed]
2. Issued by	International organization or association	Name of the national issuing association
3. Holder	Association	Identification (ID) number, name, address and country of the TIR Carnet holder. An individual and unique identification (ID) number is assigned to the holder by the guaranteeing association (in cooperation with the international organization to which it is affiliated) in accordance with the following harmonized format: "AAA/BBB/XX...X",  whereby "AAA" represents a 3-letter code of the country where the person utilizing TIR Carnets has been authorized, in line with the classification system of the International Organization for Standardization (ISO). A full list of country codes of the Contracting Parties to the TIR Convention is regularly published as an annex to the agendas and official reports of the Administrative Committee,

Box number and description	Filled-in by	Data/information to be indicated
		<p>whereby “BBB” represents a 3-digit code of the national association through which the holder of the TIR Carnet has been authorized, in accordance with the classification system established by the relevant international organization to which the association is affiliated, allowing for unequivocal identification of each national association. A full list of country codes of the national associations is regularly published as an annex to the agendas and official reports of the Administrative Committee,</p> <p>whereby “XX...X” represents consecutive numbers (maximum 10 digits), identifying the person authorized to utilize TIR Carnets in accordance with Annex 9, Part II of the TIR Convention. Once an ID-number has been assigned, it cannot be used again, even if the person to whom it has been given has ceased to be a TIR Carnet holder.</p>
4. Signature of authorized official of the issuing association and stamp of that association	Association	Stamp and signature of the issuing association
5. Signature of the secretary of the international organization	International organization	Signature (stamped) of the secretary of the international organization
6. Country/Countries of departure	Holder	Country (countries) (name or code) where the TIR transport of a load or part load of goods begins
7. Country/Countries of destination	Holder	Country (countries) (name or code) where the TIR transport of a load or part load of goods ends
8. Registration No(s). of road vehicle(s)	Holder	Registration number or numbers of the road vehicle(s), not only that of a motor-driven vehicle (e.g. tractor unit), but also the registration number of a trailer or semi-trailer towed by such a vehicle. When national legislation does not provide for registration of trailers and semi-trailers, the identification or manufacturer’s No. shall be shown instead of the registration No.

<b>Box number and description</b>	<b>Filled-in by</b>	<b>Data/information to be indicated</b>
9. Certificate(s) of approval of road vehicle(s) (No. and date)	Holder	Number and date of issuance (in accordance with the format dd/mm/yyyy) of the TIR approval certificate(s)
10. Identification No(s). of container(s)	Holder	Number(s) of the container(s), if applicable
11. Remarks	Association or holder	Various observations, e.g. the endorsement "Heavy or bulky goods"
12. Signature of the Carnet holder	Holder	Signature of the TIR Carnet holder or his/her representative, certifying that the information in boxes 6-11 on page 1 of the cover is correct

***Voucher No. 1 (white)***

1. TIR Carnet No.	International organization	TIR Carnet reference number
2. Customs office(s) of departure	Holder	Name and, if appropriate, location of the office(s) where the TIR transport of a load or part load of goods begins. The number of offices of departure can vary from 1 to 3 depending on the number of offices of destination (item 12 below). The total number of Customs offices of departure or destination must not exceed four
3. Name of the international organization	International organization	Name and/or logo of the international organization
For official use	Any Customs authority	Any information to facilitate Customs control, e.g. the number of the previous Customs document, the name and full address of the Customs office to which voucher No. 2 must be returned, etc.
4. Holder of the Carnet (identification number, name, address and country)	Holder	Identification (ID) number, name, address and country of the TIR Carnet holder. For details, please refer to box 3 of page 1 of the cover
5. Country/Countries of departure	Holder	Country (countries) (name or code) where the TIR transport of a load or part load of goods begins

<b>Box number and description</b>	<b>Filled-in by</b>	<b>Data/information to be indicated</b>
6. Country/Countries of destination	Holder	Country (countries) (name or code) where the TIR transport of a load or part load of goods ends
7. Registration No(s). of road vehicle(s)	Holder	Registration number or numbers of the road vehicle(s), not only that of a motor-driven vehicle, but also the registration number of a trailer or semi-trailer towed by such a vehicle. When national legislation does not provide for registration of trailers and semi-trailers, the identification or manufacturer's No. shall be shown instead of the registration No.
8. Documents attached to the manifest	Holder	In line with No. 10 (c) or No. 11 of the Rules regarding the Use of the TIR Carnet, additional documents may be attached to the TIR Carnet. In this case, the Customs office of departure should attach them to the TIR Carnet by means of staples or other devices and by stamping them in such a way that their removal would leave obvious traces on the TIR Carnet. To avoid the documents being replaced, the office of departure should stamp each page of the attached documents. The documents should be attached to the cover (or yellow sheet) <u>and</u> to every voucher of the TIR Carnet. Particulars of these documents are to be indicated in box 8
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	Holder	a) Identification number(s) of the load compartment(s) or container(s) (where applicable) b) Identification marks or numbers of packages or articles
10. Number and type of packages or articles; description of goods	Holder	Number and type of packages or articles, description of goods. The goods' description should include their trade name (televisions, videos, CD players, etc.) and must enable their clear identification for Customs purposes. Generic indications, such as electronics, household appliances, clothes, interior supplies, shall not be accepted as goods description. In addition, the number of packages related to each description of goods must be shown in the goods manifest. In respect to bulky goods, the quantity of the goods must be declared. The same applies to liquids.



Box number and description	Filled-in by	Data/information to be indicated
11. Gross weight in kg	Holder	<p>Gross weight in kg.</p> <p><i>General remark concerning boxes 9-11 of the Goods Manifest:</i></p> <p>When the TIR Carnet covers a combination of vehicles or several containers, the contents of each vehicle or each container shall be indicated separately on the manifest. This information shall be preceded by the registration No. of the vehicle or the identification No. of the container (item 9 of the manifest). Likewise, if there are several Customs offices of departure or of destination, the entries concerning the goods taken under Customs control at, or intended for, each Customs office shall be clearly separated from each other on the manifest.</p>
12. Total number of packages entered on the manifest. Number. Destination: Customs office(s)	Holder	<p>Numbers of packages intended for delivery at each Customs office of destinations, the total number of packages and names and, if appropriate, locations of the said offices. The number of offices of destination can vary from 1 to 3 depending on the number of offices of departure (item 2 above). The total number of Customs offices of departure and destination must not exceed four.</p>
13. I declare the information in items 1-12 above to be correct and complete 14. Place and date 15. Signature of holder or agent	Holder	<p>Place and date (in accordance with the format dd/mm/yyyy) as well as the signature of the TIR Carnet holder or his agent. By filling-in this box the TIR Carnet holder assumes the responsibility for the authenticity of the information filled-in on the TIR Carnet. These entries should be made on all vouchers of the TIR Carnet.</p>
16. Seals or identification marks applied (number, identification)	Customs office of departure	<p>Number and identification particulars of the seals or identification marks applied. The last Customs office of departure shall indicate this information on all remaining vouchers</p>
17. Customs office of departure Customs officer's signature and Customs office date stamp	Customs office of departure	<p>Date (in accordance with the format dd/mm/yyyy), stamp and signature of a competent official at the Customs office of departure.</p> <p>At the last Customs office of departure, the Customs officer shall sign and date stamp item 17 below the manifest on all remaining vouchers</p>

<b>Box number and description</b>	<b>Filled-in by</b>	<b>Data/information to be indicated</b>
18. Certificate for goods taken under control (Customs office of departure or of entry <u>en route</u> )	Customs office of departure or of entry <u>en route</u>	Name and, if appropriate, location of the Customs office of departure or of entry <u>en route</u>
19. Seals or identification marks found to be intact	Customs office of departure or of entry <u>en route</u>	An "X" should be entered in the appropriate box if seals or other identification marks are found to be intact at the start of a TIR operation. The first Customs office of departure does not fill in this box
20. Time-limit for transit	Customs office of departure or of entry <u>en route</u>	Where applicable, a time-limit for transit (deadline - date according to the format dd/mm/yyyy and time, if appropriate) within which the TIR Carnet together with the road vehicle, the combination of vehicles or the container must be presented at the Customs office of exit <u>en route</u> or destination
21. Registered by the Customs office at _____ under No. _____	Customs office of departure or of entry <u>en route</u>	Identification particulars of the Customs office of departure or of entry <u>en route</u> , followed by the registration No. assigned to the TIR operation in the Customs ledger
22. Miscellaneous (itinerary stipulated, Customs office at which the load must be produced, etc.)	Customs office of departure or of entry <u>en route</u>	Miscellaneous, e.g. the name and, if appropriate, the location of the office <u>en route</u> or office of destination at which the goods must be presented. When necessary, the prescribed route may be indicated here, in line with national regulations
23. Customs officer's signature and Customs office date stamp	Customs office of departure or of entry <u>en route</u>	Date (in accordance with the format dd/mm/yyyy), stamp and signature of a competent official of the Customs office of departure or of entry <u>en route</u>

Box number and description	Filled-in by	Data/information to be indicated
<i>Counterfoil No.1</i>		
1. Accepted by the Customs office at	Customs office of departure or of entry <u>en route</u>	Identification particulars of the Customs office of departure or of entry <u>en route</u>
2. Under No.	Customs office of departure or of entry <u>en route</u>	Registration number assigned to the TIR operation in the Customs ledger
3. Seals or identification marks applied	Customs office of departure or of entry <u>en route</u>	Where applicable, number and identification particulars of the seals or identification marks applied
4. Seals or identification marks found to be intact	Customs office of departure or of entry <u>en route</u>	An "X" should be entered in the appropriate box if seals or other identification marks are found to be intact at the start of a TIR operation. The first Customs office of departure does not fill in this box
5. Miscellaneous (route prescribed, Customs office at which the load must be produced, etc.)	Customs office of departure or of entry <u>en route</u>	Miscellaneous, e.g. the name and, if appropriate, the location of the office <u>en route</u> or office of destination at which the goods must be presented. When necessary, the prescribed route may be indicated here
6. Customs officer's signature and Customs office date stamp	Customs office of departure or of entry <u>en route</u>	Date (in accordance with the format dd/mm/yyyy), stamp and signature of a competent official of the Customs office of departure or of entry <u>en route</u>

Box number and description	Filled-in by	Data/information to be indicated
<i>Voucher No.2 (green)</i>		
		Filling-in of boxes 1-23 of voucher No.2 is similar to the filling-in of the corresponding boxes of voucher No.1. As a general rule, the particulars in boxes 1-23 of voucher No.2 should coincide with the respective particulars on the preceding voucher No.1 (for details, please refer to Section II)
24. Certificate of termination of the TIR operation (Customs office of exit <u>en route</u> or of destination)	Customs office of exit <u>en route</u> or of destination	Identification particulars of the Customs office of destination or of exit <u>en route</u>
25. Seals or identification marks found to be intact	Customs office of exit <u>en route</u> or of destination	An "X" should be entered in the appropriate box if seals or other identification marks are found to be intact
26. Number of packages for which the termination of the TIR operation is certified	Customs office of destination	Number of unloaded packages <sup>1/</sup> . Filled-in only by Customs offices of destination and not by the offices of exit <u>en route</u> <sup>2/</sup>
27. Reservations	Customs office of exit <u>en route</u> or of destination	This box should be filled-in only in cases where irregularities, accidents or incidents have been detected in connection with the TIR transport. In those situations, an "R" should be inserted, followed by a clear description of any reservation. The Customs authorities should not certify the termination of TIR operations subject to systematic unspecified reservations, without giving reasons
28. Customs officer's signature and Customs office date stamp	Customs office of exit <u>en route</u> or of destination	Date (in accordance with the format dd/mm/yyyy), stamp and signature of a competent official of the Customs office of destination or of exit <u>en route</u>

<sup>1/</sup> Reference is made to the comment "Unloading of the goods" to Explanatory Note 0.18.2.

<sup>2/</sup> Reference is made to the comment "Filling-in of box 26 of voucher No.2 and item 3 on the counterfoil No.2 of the TIR Carnet" to Annex 1.

Box number and description	Filled-in by	Data/information to be indicated
1. Arrival certified by the Customs office at	Customs office of exit <u>en route</u> or of destination	Identification particulars of the Customs office of destination or of exit <u>en route</u>
2. Seals or identification marks found to be intact	Customs office of exit <u>en route</u> or of destination	An "X" should be entered in the appropriate box if seals or other identification marks are found to be intact
3. Number of packages for which the termination of the TIR operation is certified (as specified in the manifest)	Customs office of destination	Number of unloaded packages. <sup>1/</sup> Filled-in only by Customs offices of destination and not by the offices of exit <u>en route</u> <sup>2/</sup>
4. New seals affixed	Customs office of exit <u>en route</u> or of destination	Where applicable, number and identification particulars of the new seals or new identification marks applied
5. Reservations	Customs office of exit <u>en route</u> or of destination	As item 27 of voucher No.2, this box should be filled-in only in cases where irregularities, accidents or incidents have been detected in connection with the TIR transport. In those situations, an "R" should be inserted, followed by a clear description of any reservation. The Customs authorities should not certify the termination of TIR operations subject to systematic unspecified reservations, without giving reasons
6. Customs officer's signature and Customs office date stamp	Customs office of exit <u>en route</u> or of destination	Date (in accordance with the format dd/mm/yyyy), stamp and signature of a competent official of the Customs office of destination or of exit <u>en route</u>

**Annex II**  
**FILLING-IN OF THE CERTIFIED REPORT OF THE TIR CARNET**

<b>Box number and description</b>	<b>Data/information to be indicated</b>
1. Customs office(s) of departure	Name and, if appropriate, location of the Customs office(s) of departure, as appear in box 2 of vouchers No.1 and No.2
2. TIR Carnet No.	TIR Carnet reference number
3. Name of the international organization	Name and/or logo of the international organization
4. Registration No(s). of road vehicle(s), identification No(s). of container(s)	Registration No(s). of road vehicle(s). Where applicable, identification No(s). of container(s)
5. Holder of the carnet (identification number, name, address and country)	Identification (ID) number, name, address and country of the TIR Carnet holder. For details, please refer to box 3 of page 1 of the cover
6. The Customs seal(s) is/are intact not intact	Condition of the Customs seals. An "X" should be entered in the appropriate box: in the left box, if the seals are intact; in the right box, if the seals are not intact
7. The load compartment(s) or container(s) is/are intact not intact	Condition of the load compartment (s) or container(s). An "X" should be entered in the appropriate box: in the left box if the load compartment (container) is intact; in the right box if the load compartment (container) is not intact
8. Remarks	Observations/findings, if any
9. No goods appeared to be missing The goods indicated in items 10 to 13 are missing (M) or have been destroyed (D) as indicated in column 12	The box must be completed by entering an "X" in the left box, if no goods are missing, or in the right box, if goods are missing. In the latter case, boxes 10 to 13 must also be completed showing which goods are missing or destroyed
10. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	a) Identification number(s) of the load compartment(s) or container(s) (where applicable) b) Identification marks or numbers of packages or articles

Box number and description	Data/information to be indicated
11. Number and type of packages or articles; description of goods	Particulars as appear in box 10 of vouchers No.1 and No.2
12. M or D	M – missing, D - destroyed
13. Remarks (give particulars of quantities missing or destroyed)	Remarks, particulars of quantities missing or destroyed
14. Date, place and circumstances of the accident	Date(in accordance with the format dd/mm/yyyy), place and description of the circumstances of the accident
15. Measures taken to enable the TIR operation to continue affixing of new seals: number description transfer of load (see item 16 below) other	An "X" should be entered in the appropriate box, and where appropriate, other items should be completed
16. If the goods have been transferred: description of road vehicle(s)/container(s) substituted  (a) vehicle Registration No., Approved (Yes, No) No. of certificate of approval, number and particulars of seals affixed  (b) container Identification No.	a) Vehicle registration number. If the vehicle has been approved for TIR transport, an "X" should be entered in the left box, if not, an "X" should be entered in the right box. Where applicable, the number of the certificate of approval and the number and particulars of the seals affixed should be inserted.  b) Identification number(s) of the container(s). If the container(s) has(have) been approved for TIR transport, an "X" should be entered in the left box, if not, an "X" should be entered in the right box. Where applicable, the number and particulars of the seals affixed should be inserted.

<b>Box number and description</b>	<b>Data/information to be indicated</b>
17. Authority which drew up this certified report Place/Date/Stamp/Signature	Name/title and particulars of the authority who has completed the certified report; place, date (in accordance with the format dd/mm/yyyy), stamp and signature
18. Endorsement of next Customs office reached by the TIR transport Signature	Date (in accordance with the format dd/mm/yyyy), stamp and signature of the next Customs office reached by the TIR transport





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