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INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions
affecting Transport

**REPORT OF THE WORKING PARTY ON CUSTOMS QUESTIONS
AFFECTING TRANSPORT ON ITS NINETIETH SESSION
(24-27 February 1998)**

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REPORT

ATTENDANCE

1. The Working Party held its ninetieth session from 24 to 27 February 1998.
2. The session was attended by representatives of the following countries: Albania; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Italy; Latvia; Lithuania; Netherlands; Poland; Republic of Moldova; Romania; Russian Federation; Slovakia; Slovenia; Spain; The former Yugoslav Republic of Macedonia; Turkey; Ukraine; United Kingdom. Representatives of the European Community (EC) were also present.
3. The following non-governmental organization was represented: International Road Transport Union (IRU).

ADOPTION OF THE AGENDA

4. The Working Party adopted the provisional agenda prepared by the secretariat (TRANS/WP.30/179) with the addition of the following items:

Agenda item 5 (xi)

- Increase in the recommended maximum sum to be claimed by Customs authorities per TIR Carnet
- Re-introduction of guarantee coverage for sensitive goods in the European Community
- Application of the TIR Convention in the Russian Federation
- Application of article 18 in respect of partial discharge procedures.

5. With regard to the proposal of the IRU to consider a number of practical problems in connection with the TIR Convention arising in the Federal Republic of Yugoslavia, such as the validity of TIR Carnets that might be issued in this country or the possible suspension of the TIR procedure for transit operations through this country, the Working Party invited the IRU to transmit them in writing to the ECE secretariat for consideration by the Working Party at one of its next sessions.

ELECTION OF OFFICERS

6. Mrs. Y. Kasikçi (Turkey) was elected Chairperson and Mr. F. Paroissin (France) was elected Vice-Chairperson of the Working Party for its sessions in 1998.

ACTIVITIES OF ECE BODIES OF INTEREST TO THE WORKING PARTY

(a) ECE Inland Transport Committee

Documentation: ECE/TRANS/125; TRANS/1998/6.

7. The Working Party was informed that the Committee, at its sixtieth session (12-16 January 1998), had decided to keep the permanent status of the Working Party, approved its activities undertaken in 1997 as well as its programme of work for 1998 to 2002 as revised by the Working Party at its eighty-ninth session, endorsed the establishment of an ad hoc group to consider phase II of the TIR revision process and agreed with the schedule of meetings proposed for 1998. It also noted that the Chairman of the ECE Working Party on Rail Transport (SC.2) had felt that work on the facilitation of passenger and goods transport by rail should be recommenced by the Working Party.

8. In accordance with the request of the Committee, the Working Party decided to convene a half-day joint meeting with the ECE Working Party on Road Transport (SC.1) during its October 1998 session with a view to considering possibilities of eliminating obstacles to effective border crossing procedures, particularly between Eastern and Western Europe (ECE/TRANS/125, para. 71).

9. The Working Party was informed that detailed information on the status of United Nations transport facilitation and Customs conventions, prepared under the auspices of the ECE, was contained in document TRANS/1998/6 and on the World Wide Web site of the United Nations (www.un.org - databases - international treaties).

(b) United Nations Regional Commissions

10. The Working Party was informed that the United Nations Regional Commissions (ECE, ESCAP (Economic and Social Commission for Asia and the Pacific, Bangkok) and ESCWA (Economic Commission for Western Asia, Beirut)), in cooperation with financial institutions, such as the Asian Development Bank, and the IRU had intensified their efforts to inform the countries in Asia and the Middle East about the benefits of applying the ECE transport facilitation and Customs conventions, including the TIR Convention.

ACTIVITIES OF OTHER ORGANIZATIONS OF INTEREST TO THE WORKING PARTY

(a) World Customs Organization (WCO)

Documentation: Informal document No. 4 (1998).

11. The Working Party was informed of progress made in the revision of the Kyoto Convention. It noted that the revised Convention would consist of one general annex containing core aspects of all Customs procedures which would become obligatory and a number of specific annexes covering individual Customs procedures, such as transit.

12. As of 18 September 1997, all annexes to the "Istanbul Convention" on temporary admission were in force. The Convention has at present 28 Contracting Parties.

(b) European Commission (EC)

13. Not considered due to lack of time.

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

(a) Status of the Convention

Documentation: TRANS/WP.30/AC.2/49, annex 1.

14. The Working Party noted that, with the inclusion of Liechtenstein, the Convention has at present 62 Contracting Parties. As of 25 May 1998, the Convention will also come into force in Lebanon. A complete list of Contracting Parties as well as of countries in which the TIR procedure is operational is provided in annex 1 to the report of the twenty-fourth session of the TIR Administrative Committee (TRANS/WP.30/AC.2/49).

15. The representatives of the IRU informed the Working Party that guaranteeing associations were expected to become operational soon in Kazakhstan and in Lebanon. A document on difficulties experienced in some countries in establishing national associations would be transmitted to the forthcoming session of the Working Party.

(b) Revision of the Convention

(i) Status of the revision process

Documentation: Depositary Notification C.N-433.1997.TREATIES-1;
TRANS/WP.30/AC.2/47/Corr.1.

16. The Working Party was informed that on 17 November 1997 the Legal Office of the United Nations in New York had issued depositary notification C.N.433.1997.TREATIES-1 containing the amendment proposals adopted by the TIR Administrative Committee on 27 June 1997 under phase I of the TIR revision process. Copies of this depositary notification in English, French and Russian may also be obtained from the ECE secretariat.

17. As the Administrative Committee had decided that the amendment procedure in line with article 59 of the Convention should apply, all amendment proposals would come into force, if no objections were raised, 15 months following the date of communication of the proposed amendments by the Secretary-General of the United Nations through the above-mentioned Depositary Notification, i.e. on 17 February 1999.

18. In this context, the Working Party noted that the secretariat had issued a corrigendum to the report of the TIR Administrative Committee at its twenty-third session (26 and 27 June 1997) containing in annex 2 the adopted amendment proposals (TRANS/WP.30/AC.2/47/Corr.1). This corrigendum, the content of which has not been reflected in the above Depository Notification, rectifies two typing errors in the adopted amendment proposals.

(ii) Implementation of phase I of the TIR revision process

- Implementation of new annex 9, Part I, paragraph 1 (f)(v) of the Convention

Documentation: TRANS/WP.30/AC.2/47, annex 2; TRANS/WP.30/R.195 and Corr.1.

19. The Working Party recalled that it had felt earlier that the proposed new provisions in annex 9, Part I, paragraph 1 (f)(v) of the revised Convention on the required insurance or financial guarantee contracts (TRANS/WP.30/AC.2/47, annex 2) would need to be studied in detail by Customs and insurance experts well before their coming into force (TRANS/WP.30/178, paras. 25, 26 and 101).

20. The Working Party also recalled the views expressed by an expert group convened in April 1997 to study a revised guarantee system. The Customs experts in this group had been of the view that the new provisions of annex 9, Part I, paragraph 1 (f)(v) of the Convention required a modification of the present insurance contract(s) concluded between the IRU and the international insurers, possibly towards individual insurance contracts between national associations and international and/or national insurers (TRANS/WP.30/R.195, paras. 17-22).

21. The Working Party stressed that a harmonized approach by Customs authorities in the application of the new provisions in Annex 9, Part I, paragraph (f)(v) was indispensable in order to ensure a stable and efficient international guarantee system under the TIR regime.

22. Following a discussion of this issue with the representatives of national guaranteeing associations, international insurers and the IRU, the Working Party agreed that the procedure prescribed below would be in line with the provisions of annex 9, Part I, paragraph 1 ((f)(v) of the Convention and should be included in the TIR Handbook once they had come into force:

COMMENT

Insert the following comment in the TIR Handbook:

"Comment to annex 9, Part I, paragraph 1 (f)(v)

(a) In the context of the international insurance system administered by the International Road Transport Union (IRU) for its member associations, as outlined in ECE document TRANS/WP.30/R.195, each association is required to submit to the competent authorities of each Contracting Party a true and certified copy of the full and integral text of the global insurance contract concluded between the international global insurers (layer three) on the one

hand and each of the member associations of the IRU as beneficiaries on the other hand. This contract, to be signed by the representative(s) of the international insurers, the associations and the IRU, shall cover the totality of the liabilities of the associations to the satisfaction of the competent authorities and shall include all insurance conditions, deadlines and possible reasons for resiliation of the insurance contract. This global insurance contract is identical for all national associations participating under the TIR regime.

(b) Certified and approved copies of the global insurance contract mentioned under (a) shall be immediately transmitted to the TIR Executive Board by the competent authorities of each Contracting Party, together with certified copies of the approved written agreement or any other legal instrument concluded between the association and the competent authorities of the Contracting Party, as required in accordance with Annex 9, Part I, paragraph 1 (e) of the Convention.

(c) Any modification in the global contract mentioned under (a) must be brought immediately to the attention of the competent authorities of each Contracting Party and to the TIR Executive Board by the associations and the IRU.

(d) The time to give notice for the termination of the global insurance contract mentioned under (a) shall be ... days."

(The specific time to give notice will be determined by the Working Party at its October 1998 session, on the basis of information to be collected by the secretariat on national practices and legal requirements prevailing in the Contracting Parties to the Convention.)

23. Noting with regret that the IRU was not in a position to make the present global insurance contract available for review, the Working Party invited the IRU and its member associations to transmit the draft of a new global insurance contract, in line with the above draft comment and the provisions of the revised Convention, to the ECE secretariat by 3 April 1998 for consideration by the ECE Ad hoc Group of Experts on phase II of the TIR revision (Geneva, 24-26 June 1998).

(iii) Proposals for amendments to the Convention
phase II of the TIR revision process)

- Revised TIR guarantee system

Documentation: TRANS/WP.30/1998/1; TRANS/WP.30/R.195 and Corr.1;
TRANS/WP.30/R.186.

24. The Working Party recalled that, at its eighty-eighth and eighty-ninth sessions, it had considered the results of a meeting of experts on a revised guarantee system for the TIR procedure (Geneva, 8 and 9 April 1997). The experts had proposed a number of concrete measures to improve the performance

of the TIR guarantee system realizing that a replacement of the present centralized system by a decentralized system seemed to be neither possible nor necessary for the moment.

25. The Working Party considered once more the report of the expert group (TRANS/WP.30/R.195 and Corr.1) as well as concrete proposals of the Russian Federation to define in detail the relationship between national associations and the international organization for the settlement of payment claims (TRANS/WP.30/R.186). The Working Party felt that, with a view to further improving transparency of the international guarantee system, the role and the responsibilities of the international organization, particularly as regards the settlements of payment claims, could be further defined.

26. The representative of the IRU indicated that security of the guarantee system was closely dependent on the capacity of the guarantor to assess the risk. In this context, he referred to WP.30 resolution No. 49, ECMT Resolution No. 97/2 (22 April 1997) and to the report of the Committee of Inquiry of the European Parliament on the Community Transit System. He also stated that the IRU SAFETIR system should be applied, without exception, by all Contracting Parties to the Convention within the deadlines provided for in resolution No. 49 and that the notification periods for Customs claims should be considerably shortened.

27. The ad hoc group of experts on phase II of the TIR revision process was charged to consider these issues on a priority basis.

- Revised TIR Carnet

Documentation: TRANS/WP.30/1998/1; TRANS/WP.30/R.176; Informal document No. 5 (1997) prepared by the secretariat and the IRU.

28. Following preliminary discussions at earlier sessions (TRANS/WP.30/176, paras. 24 and 25; TRANS/WP.30/172, paras. 13 and 14; TRANS/WP.30/166, paras. 65-67), the Working Party continued its consideration on possibilities to revise the TIR Carnet taking account of a first draft prepared jointly by the IRU and the secretariat (Informal document No.5 (1997); TRANS/WP.30/R.176).

29. The Working Party felt that any revised TIR Carnet should, as far as possible, be in line with the UN Lay-out key for trade documents, be of format A 4 and should allow processing in an electronic data interchange environment. Explanatory text could be removed from the vouchers of the TIR Carnet to a separate sheet as has been done in the case of the Single Administrative Document (SAD).

30. The ad hoc group of experts on phase II of the TIR revision process was charged to consider substantive modifications of the TIR Carnet as had already been discussed by the Working Party at previous sessions.

- Discharge procedure and alternative forms of evidence

Documentation: TRANS/WP.30/1997/1.

31. Not considered due to lack of time.

- Other elements for revision under phase II of the TIR revision process

Documentation: TRANS/WP.30/1998/1.

32. Not considered due to lack of time.

(c) Application of the Convention

- (i) Status of resolution No. 49

Documentation: TRANS/WP.30/162, annex 2.

33. Resolution No. 49: "Short-term measures to ensure the security and the efficient functioning of the TIR transit system" adopted by the Working Party at its eighty-first session (TRANS/WP.30/162, annex 2) has been officially accepted so far by the following Contracting Parties to the Convention: 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 Community.

34. Other Contracting Parties to the Convention that have not yet informed the Executive Secretary of the ECE of their acceptance of resolution No. 49 were requested to do so as soon as possible.

- (ii) EDI control system for TIR Carnets: Implementation of the Recommendation adopted on 20 October 1995

Documentation: Informal document No. 1 (1998); TRANS/WP.30/AC.2/37, annex 4.

35. Not considered due to lack of time.

- (iii) Settlement of claims for payments

36. The representative of the IRU informed the Working Party that the French arbitration tribunal, to which the IRU had submitted the affair on the breach of the insurance contract by the previous insurance pool at the end of 1994, has concluded that this breach had been illegal and that the ensuing consequences had to be borne by the insurers. The arbitration tribunal had also determined the criteria for submission of the 5,200 pending payment claims submitted by the IRU and it was hoped that these claims would be satisfied by the previous insurers within the next few months. The

representative of the IRU also stressed that all payment claims that had been made by Customs authorities under the previous insurance pool had been submitted for arbitration.

(iv) Administrative procedures for the control of TIR Carnets in the Russian Federation

Documentation: Informal document No. 2 (1998) transmitted by the Russian Federation.

37. As agreed at the eighty-ninth session of the Working Party, the representative of the Russian Federation made a presentation explaining the administrative procedures for the control of TIR Carnets in the Russian Federation and in the Customs Union between Belarus and the Russian Federation. In 1997 around 710,000 TIR operations were registered on the territory of the Russian Federation, of which 666,000 concerned import traffic for final discharge. Between 1994 and 1997 losses to the State budget as a result of fraudulent activities in the framework of the TIR procedure had reached US\$ 116 million.

38. In view of this situation and aware that in the large majority of fraudulent discharge operations the consignee was involved (around 50,000 Russian firms are engaged in import/export operations), the State Customs Committee of the Russian Federation had to enact a number of specific control measures to combat Customs fraud in the framework of the TIR Convention:

- (a) request for convoys in case duties and taxes exceeded US\$ 100,000 per TIR Carnet;
- (b) determination of the Customs office of discharge based on the information provided in the CMR consignment note (if available);
- (c) prohibition of the use of TIR Carnets by third parties (sub-contractors);
- (d) exclusion of transport operators in case of infringements in line with article 38 of the Convention (at present 35 operators from 9 countries are excluded);
- (e) reduction in the number of Customs offices of discharge in the Moscow area for transport operators who have previously committed a Customs irregularity;
- (f) requirement of a certificate of discharge printed on special paper to combat the use of false Customs stamps on the counterfoils of TIR Carnets (carrying the stamp of the Customs official concerned and the stamp of the Customs office of discharge);
- (g) verification of the legality of the discharge procedure during the return trip of the transport operator and/or upon exit of the Russian Federation.

39. The Working Party welcomed the excellent presentation made by the

representative of the Russian Federation.

(v) Interpretation of article 8, paragraph 7 of the Convention

Documentation: TRANS/WP.30/1998/2; TRANS/WP.30/1998/2.

40. Not considered due to lack of time.

(vi) Interpretation of article 3 of the Convention

Documentation: TRANS/WP.30/R.191.

41. Not considered due to lack of time.

(vii) Improved procedures in the use of TIR Carnets by transport operators

Documentation: Informal document No. 3 (1998) transmitted by the IRU;
TRANS/WP.30/R.196.

42. Not considered due to lack of time.

(viii) International directory of TIR focal points

Documentation: ECE informal document (restricted).

43. The Working Party was informed that, in accordance with resolution No. 49, the ECE secretariat has prepared a first version of an international directory on focal points that could be addressed in case of inquiries in relation to the TIR procedure. The directory contains names and addresses of persons in Customs authorities, national associations and in the TIR Department of the IRU. Distribution of the Directory is restricted to Customs authorities, national associations and the TIR Department of the IRU.

44. Copies of the Directory, available in English and French only, may be obtained from the ECE secretariat (Transport Division).

(ix) International register on Customs sealing devices

Documentation: ECE publication (restricted).

45. The Working Party noted that the international register on Customs sealing devices used for the TIR regime, maintained by the ECE secretariat in English, French and Russian, covers at present more than 40 countries utilizing the TIR procedure.

46. The Working Party stressed that the register must be kept up to date on a permanent basis; otherwise its use could be counterproductive. It therefore requested all Customs authorities to inform the secretariat immediately in case of modifications in the approved sealing devices. Copies or excerpts of the register may be obtained from the ECE secretariat by Customs authorities concerned.

(x) Validity of curtain-sided vehicles

Documentation: Informal document No. 7 (1998) transmitted by the Czech Republic; TRANS/WP.30/R.166.

47. At its eighty-fourth session, the Working Party had considered the validity of curtain-sided vehicles under the Convention on the basis of a document transmitted by the United Kingdom (TRANS/WP.30/R.166). At earlier sessions, the Working Party had already considered this issue and had not approved such load compartments with sliding sheets. At the eighty-fourth session of the Working Party, some delegations were of the view that the type of construction as described in the document of the United Kingdom was Customs secure, but that its inspection at Customs offices would be very complicated and time consuming. The Working Party decided therefore to study this matter further and to consider, if acceptable, appropriate amendments to annex 2, article 3 of the Convention (TRANS/WP.30/168, paras. 39 and 40).

48. Taking account of a presentation made by the representative of the Czech Republic, the Working Party reconsidered this item. It decided to review the validity of curtain sided vehicles at its forthcoming session with a view to allowing delegations to examine the Czech proposal with national experts.

(xi) Other matters

- Increase in the recommended maximum sum to be claimed by Customs authorities per TIR Carnet

49. Upon the proposal of the secretariat to consider a possible increase in the recommended maximum amount that might be claimed by Customs authorities from the guaranteeing associations, possibly in the order of US\$ 100,000 per TIR Carnet, representatives of national associations felt that such a recommended increase might become very costly for transport operators, mainly in terms of insurance premiums and would unnecessarily burden all international transport operators, despite the relatively few cases of duties and taxes exceeding the present sum of US\$ 50,000.

50. Representatives of Customs authorities felt that, in view of the often large increase, particularly of sales and other taxes in the past years, a considerable increase in the recommended maximum sums might seem to be reasonable.

51. The Working Party decided to revert to this issue on the basis of studies to be made by associations, the IRU and Customs authorities addressing an optimum level of such guarantee sums as well as possible repercussions on insurance premiums.

- Re-introduction of guarantee coverage for sensitive goods in the European Community

52. The Working Party, recalling its consideration of this issue at its

eighty-fourth and eighty-ninth sessions, noted that full guarantee coverage, at least for those three categories of sensitive goods for which the

comprehensive guarantee under the Community/Common Transit Systems had been re-introduced as of 1 August 1997, had not been re-established by the international guarantee chain.

53. The Working Party regretted that this unacceptable situation still prevailed in spite of the introduction of numerous additional control measures introduced by the Customs authorities in the European Community (EDI control system, accelerated discharge procedures in line with resolution No. 49, audit procedures, etc.). Noting that the German associations were ready to provide guarantee coverage for the above-mentioned three categories of goods as soon as the international guarantee chain provided the required insurance coverage, the Working Party requested all associations concerned to take immediate action to re-establish such insurance cover.

54. The Working Party decided to review the situation once more at its forthcoming session, also with a view to considering possible repercussions of this situation for the approval of insurance contracts by Customs authorities as required under the revised Convention.

- Application of the TIR Convention in the Russian Federation

Documentation: Informal document No. 6 (1998) transmitted by the Russian Federation.

55. The Working Party noted that the State Customs Committee of the Russian Federation had cancelled Order No. 513 of 22 August 1997 (TRANS/WP.30/178, paras. 63-74), but has enacted a new Order No. 70 dated 4 February 1998 that would exclude, as of 1 April 1998, as a result of the withdrawal of guarantee coverage by the Russian Association of International Road Hauliers (ASMAP), the following four categories of goods from transport under the TIR regime on the territory of the Russian Federation:

- Chocolate and other food products containing cocoa (CIS Commodity Code 1806)
- Television receivers (CIS Commodity Code 8528)
- Motor cars and other motor vehicles (CIS Commodity Code 8703)
- Furniture and parts thereof (CIS Commodity Code 9403).

Such exclusion would not affect transport operators whose national associations would provide direct guarantees to the State Customs Committee of the Russian Federation.

56. The Working Party reiterated its position about the non-compliance of these measures with the provisions of the TIR Convention as had been stressed at its eighty-third and eighty-ninth sessions relating to the exclusion of sensitive goods on the territory of the European Community and to Order No. 513 of the State Customs Committee of the Russian Federation dated 22 August 1997 respectively (TRANS/WP.30/166, paras. 28 and 37;

TRANS/WP.30/178, paras. 63-74).

57. In particular, the Working Party stressed that the provision of a direct and supplementary guarantee to be provided by foreign national associations to the Russian State Customs Committee ran counter to the provisions of the Convention, particularly article 6, paragraph 2 and was in conflict with one of the fundamental principles of the Convention: the provision of Customs transit facilities on a non-discriminatory and reciprocal basis.

58. The representative of the IRU also reiterated his position about the non-compliance of these measures with the provisions of the TIR Convention (TRANS/WP.30/178, paras. 65-72) and stressed that an increase in risk for the four categories of goods to be excluded is not known to the IRU nor has such a development been communicated to the IRU by the State Customs Committee of the Russian Federation.

59. The Working Party was also informed that another regulation 01/17/19538 of the State Customs Committee of the Russian Federation dated 2 November 1996 prescribed that third parties (sub-contractors) were not allowed for TIR operations on the territory of the Russian Federation (see also para.38 above).

60. The Road Haulage Association (RHA) from the United Kingdom informed the Working Party of a forthcoming meeting, along with the IRU, with the State Customs Committee of the Russian Federation whereby proposals would be put forward which, it is hoped, would lead to the withdrawal of Regulation 01/17/19538.

61. Recalling earlier discussions on possible definitions of the holder of TIR Carnets (TRANS/WP.30/166, paras. 50-52; TRANS/WP.30/162, paras. 49 and 50) which had not yet led to tangible results, the Working Party felt that this matter should be dealt with by the ad hoc expert group considering phase II of the TIR revision process.

62. In this context attention was drawn to article 2 of the Convention prohibiting the use of TIR Carnets for internal use on the territory of one country (TRANS/WP.30/159, paras. 59 and 60) and to article 2 in connection with article 1 (c) and annexes 2 and 7, article 1 providing only for the approval of load compartments and containers and not of tractor units (TRANS/WP.30/168, paras. 37 and 38).

- Application of article 18 in respect of partial discharge procedures

63. Not considered due to lack of time.

CUSTOMS CONVENTIONS ON THE TEMPORARY IMPORTATION OF PRIVATE ROAD VEHICLES
(1954) AND COMMERCIAL ROAD VEHICLES (1956)

(a) Status of resolution No. 48

Documentation: TRANS/WP.30/151, annex 4.

64. On 28 April 1994, the Executive Secretary of the UN/ECE had transmitted letters to all Contracting Parties to the 1954 and 1956 Conventions, in accordance with resolution No. 48 on the acceptance of "carnets de passages en douane" and of CPD carnets, adopted by the Working Party on 2 July 1993 (TRANS/WP.30/151, annex 4).

65. As of 20 October 1997 the following Contracting Parties have informed the secretariat of their acceptance of resolution No. 48: Belgium; Bosnia-Herzegovina; Cyprus; Denmark; France; Germany; Iran (Islamic Republic of); Italy; Norway; Spain; Switzerland; United Kingdom; European Community.

(b) Difficulties in the application of the 1954 Convention in Egypt

66. Not considered due to lack of time.

(c) Difficulties in the application of the 1954 Convention in Australia

Documentation: TRANS/WP.30/1998/3; TRANS/WP.30/1997/4.

67. Not considered due to lack of time.

CUSTOMS CONVENTION CONCERNING SPARE PARTS USED FOR REPAIRING
EUROP WAGONS

Revision of the Convention

Documentation: TRANS/WP.30/R.169; TRANS/WP.30/R.129; Informal document No. 4 (1998) prepared by the WCO and the UIC.

68. Not considered due to lack of time.

CONVENTION ON CUSTOMS TREATMENT OF POOL CONTAINERS USED IN INTERNATIONAL
TRANSPORT

Documentation: ECE/TRANS/106.

69. Not considered due to lack of time.

PREVENTION OF THE ABUSE OF CUSTOMS TRANSIT SYSTEMS BY SMUGGLERS

70. Not considered due to lack of time.

OTHER BUSINESS

(a) Dates of next sessions

71. The Working Party decided to hold its next session from 21 to 23 October 1998 (deadline for transmission of documents: 1 August 1998).

72. The Working Party also decided on the following dates for the sessions of the ad hoc group of expert on phase II of the TIR revision process:

First (informal session): 2 and 3 April 1998
(upon invitation only)

Second session: 24 to 26 June 1998
Deadline for transmission of documents: 3 April 1998

Third session 19 and 20 October 1998
Deadline for transmission of documents: 1 August 1998.

(b) Restriction on the distribution of documents

73. The Working Party decided that there shall be no restrictions with respect to the distribution of documents issued in connection with its current session, except for the two international registers on Customs sealing devices and TIR focal points.

ADOPTION OF THE REPORT

74. In accordance with established practice, the Working Party adopted the report on its ninetieth session.
