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**Economic Commission for Europe****Inland Transport Committee****Working Party on Customs Questions affecting Transport****126th session**

Geneva, 28 September – 1 October 2010

Item 9 (c) (v) of the provisional agenda

**Customs Convention on the International Transport of Goods****under Cover of TIR Carnets (TIR Convention, 1975): application of the Convention****Increase in the number of loading and unloading places****Note by the Government of Turkey**

1. The Working Party at its ninety-sixth session, had decided to start work on increasing the number of places for loading and unloading under Customs seal under Phase III of the TIR revision process. At its 109th session, the Working Party considered the document TRANS/WP.30/2005/10 transmitted by International Road Transport Union (IRU) containing a study on the need to increase the total number of Customs offices of departure and destination. At the time, the study of the IRU did not clearly reveal the practical need to increase the number of customs offices of departure or destination. The Working Party decided, on this background, not to revert to this question again unless a concrete request was expressed at one of its future sessions.

2. An alternative solution agreed by the Working Party in the past in order to increase the total number of customs offices of departure and destination has been prescribed under the Comment to Article 18 of the TIR Convention. However, this possibility of using consecutive TIR Carnets has not been found as a practical way both by Competent Authorities and TIR Carnet holders and doubles the cost of the TIR Carnet for the holders.

3. Indeed, this issue was discussed by the Working Party in the past, which concluded at that time that there was no need to add customs offices of departure and destination, but left the possibility to revert to that question if a concrete request was expressed at one of its future sessions.

4. The Turkish delegation would like to revert to this agenda item in order to raise the awareness of the Contracting Parties that in recent years transport patterns have changed. Road transport is no longer merely a mode of transport but has become a vital production, distribution and mobility tool, driving economic, social and environmental progress throughout the world. TIR transports drives trade by interconnecting every business to all world markets, and is thus crucial for economic growth and competitiveness.

5. One of the main problems arising from the use of consecutive TIR Carnets is a result of ignorance of indicating the reference TIR Carnet number properly in the “official use” box in each TIR Carnet used consecutively. Due to the lack of this information, these TIR Carnets may be deemed as undischarged and customs offices spend additional efforts to establish the link between two TIR Carnets and it creates excessive work load. Consequently, such cases give rise to loss of working force and reveals some situations which are not appropriate to the proper implementation of TIR Convention.
6. Volume of partial transport has been increasing for a number of years and current provision of the TIR Convention is restricting the transport operators’ ability to cover today’s demand. Due to the increase in the inventory costs, most of the trade goods transported partially instead of complete and block goods and several loading and unloading places are concerned during each and every TIR operation. Global economic downturn is one of the main trigger effect behind the turn of complete and block goods transport trend into partial goods transport. This new transport trend is one of the impact of the today's globalized economy.
7. For that reason, the Government of Turkey would like to reiterate its previous position to increase the total number of customs offices of departure and destination from four (4) to eight (8) departure and destination points and amend the related provisions of the TIR Convention accordingly.
8. One valid reason behind this proposal is, according to the Article 18 of the TIR Convention a TIR transport may involve several customs offices of departure and destination, but this provision restricts the use of TIR Carnets for the transport operations where total number of customs offices of departure and destination exceed “four” and as a result when such cases occur, remaining goods should be cleared under any other transit system and use of TIR Carnet does not ease the work of holders from the departure up to final destination.
9. Bearing in mind the above, Government of Turkey would like to ask the United Nations Economic Commission for Europe (UNECE) secretariat to prepare for the next session of WP.30 the necessary draft amendments to the TIR Convention so that these can be discussed and hopefully approved by the Working Party. The Government of Turkey would also like to ask the IRU to prepare for the next session a draft layout of the TIR Carnet which would allow the use of up to eight customs offices of departure / destination.

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