

## **INCREASE IN THE NUMBER OF LOADING AND UNLOADING PLACES**

Transmitted by the International Road Transport Union

### **A Introduction**

Further to the initiative and proposal of the Government of Turkey (*ECE/TRANS/WP.30/2010/11*), the IRU and its Member Associations analysed the impact on the guarantee chain of the proposed increase in the number of Customs offices of departure-destination from four to eight.

As already stated at the 127<sup>th</sup> session of the WP.30 held from 1 to 4 February 2011, and as mentioned in *Informal Document WP.30 No. 5 (2010)* dated 8 September 2010 and presented at the occasion of WP.30's 126<sup>th</sup> session, the IRU and its Member Associations support this proposal, for several reasons:

#### *Facilitation of TIR transport*

Various actors of the transport industry are reporting that, for economical and logistical reasons, transport operators are required to load and unload in an increasing number of locations, thus rendering the TIR Convention's limited maximum number of 4 (four) places insufficient.

#### *Anticipation of the improvements to the TIR procedure foreseen by the computerisation of TIR*

The number of TIR Customs offices of departure-destination should not be limited by physical practicalities. According to discussions held in the frame of the eTIR project, computerised procedures will run in parallel with the paper system during a transition period until all Contracting Parties have fully implemented eTIR's applications and functions. During this period, TIR procedures, under both the computerised and the paper systems, should remain as similar as possible, in order not to create two separate systems.

Increasing the number of Customs offices within the paper system, as well as the number of possible eTIR Customs offices would therefore be an essential step in this context.

Therefore, increasing the number of Customs offices of departure-destination by amending the current TIR Convention could and should be done rapidly, i.e. before the full deployment of eTIR, for obvious practical reasons.

#### *Lack of negative impacts*

The IRU does not foresee any negative impacts from such an increase on either transport operators or customs, as the TIR guarantee will be fully provided by the IRU and the international insurers of the TIR System to the customs authorities in the event of any irregularities for such transports.

**B Statistical information concerning the practical need to increase the number of Customs offices**

During the 128<sup>th</sup> session of the WP.30, the Turkish delegation provided various statistics demonstrating such a need for Turkish TIR carnet holders. These statistics were well received by the Working Party which requested some more time for further analysis.

In order to facilitate the decision-making process, the IRU also initiated its survey, in the course of Summer 2011, among all of its TIR Carnet Issuing Associations, which led to the following clear conclusions:

**65% of the transport operators who replied are in favour of an increase in the number of Customs Offices of departure-destination from four to eight.**

**In total, 2709 TIR carnet holders from 33 countries (and from associations representing 94% of TIR carnets issued worldwide) responded to the survey.**

**C Proposed blueprint by the IRU**

Once the increase in the number of customs offices is approved by the Contracting Parties, some procedural steps would need to be considered and/or adopted. At its previous session, the WP.30 requested the IRU to prepare a blueprint for discussion at the 129<sup>th</sup> session. This blueprint list of procedural, technical and logistical steps is provided below.

**1. Adoption of the principle of the amendment to the TIR Convention**

The decision to increase the number of Customs offices is a decision for the Contracting Parties which will first need to decide on the relevant changes to the TIR Convention.

**2. Layout of the TIR carnet**

- Fields 2 and 12 should be expanded to contain space for 7 Customs offices instead of the current 3.

In its *Informal document n°5 (2010)*, the IRU demonstrated, through a PowerPoint presentation, that by making a few minor adjustments to the layout of the TIR Carnet's internal pages, these two fields can be expanded without reducing fields 9, 10 and 11.

- Fields 5 and 6 may also be expanded as the number of Customs offices of departure and arrival could be as many as seven.
- Fields 16 and 17 should also be re-organised, as there could potentially be seven Customs offices of departure. Indeed, even with three Customs offices today, the overlapping of stamps, numbers and signatures may sometimes render the content of these fields illegible.

It should be noted that, in the framework of the adjustments proposed by the IRU in *Informal document n°5 (2010)*, these fields could already be expanded slightly.

- Fields 9, 10, 11 should also be expanded to take into account up to eight groups of goods.

The IRU has already provided a layout proposal for the attention of the WP.30 which is enclosed with this document again.

### **3. Logistics and distribution of a new TIR carnet layout**

As soon as the increase enters into force, revised TIR Carnets would be available. The logistical implications of this for the IRU are the following:

- Printer: introduction of the new layout, testing and implementation.
- IRU: issuance of carnets with the new layout and the building up of sufficient stock of the new revised carnets for all Associations.
- Associations: creating a stock of new revised carnets for all transport operators.
- It is recommended that both the TIR carnets with the new layout and those with the previous layout should remain valid during a transitional period of two years, in order to ensure the complete replacement of the TIR carnets in circulation by IRU and its member Associations.

\* \* \* \* \*

**Annex**

VOLET N° 1		1. CARNET TIR	
2. Bureau(x) de douane de départ		3. Nom de l'organisation internationale <b>IRU</b> Union Internationale des Transports Routiers	
1. _____	2. _____	4. Titulaire du carnet (numero d'identification, nom, adresse et pays)	
3. _____	4. _____	Pour usage officiel ←	
5. _____	6. _____		
7. _____		7. No(s) d'immatriculation du (des) vehicule(s) routier(s)	
5. Pays de départ	6. Pays de destination		
8. Documents joints au manifeste			
9. a) Compartiment(s) de chargement ou conteneur(s) b) Marques et Nos des colis ou objets	10. Nombre et nature des colis ou objets; designation des marchandises	11. Poids brut en kg	16. Scelllements ou marques d'identification apposees (nombre, identification)
12. Total des colis figurant sur le manifeste		13. Je certifie que les indications sous rubriques 1 à 12 ci-dessus sont exactes et completes	
Destination:		14. Lieu et date	
1. Bureau de douane		15. Signature du titulaire ou de son représentant	
2. Bureau de douane			
3. Bureau de douane			
4. Bureau de douane			
5. Bureau de douane			
6. Bureau de douane			
7. Bureau de douane			
18. Certificat de prise en charge (bureau de douane de départ ou de passage d'entrée)			
<input type="checkbox"/> 19. Scelllements ou marques d'identification reconnus intacts	20. Delai de transit		
21. Enregistre par le bureau de douane de		sous le No	
22. Divers (itineraire fixe, bureau où le transport doit être présente, etc.)			
23. Signature de l'agent et timbre à date du bureau de douane			

1. Field 3: size is reduced

2. Pour usage officiel and Field 7: fields sizes are reduced and pushed to the right side of the page

5. Fields 5, 6 and 8: are pushed to the left side of the page.

4. The inscription **GOODS MANIFEST** (under former field 7): is put "en diagonale et en surimpression" in fields 12, 11 and 16.

3. Fields 13, 14, 15, and 17: are automatically enlarged.