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Working Party on Customs Questions
affecting Transport

Informal Ad hoc Expert Group on Conceptual and
Technical Aspects of the Computerization of the TIR Convention
(14-15 November 2002,
agenda item 2 (b) (ii))

**INFORMAL AD HOC EXPERT GROUP ON
CONCEPTUAL AND TECHNICAL ASPECTS OF THE
COMPUTERIZATION OF THE TIR PROCEDURE**

Activities of the informal ad hoc group

Flow charts

Note by the secretariat

A. BACKGROUND

1. At its first meeting the Expert Group discussed document ExG/COMP/2002/2, containing a presentation of the lifecycle of a TIR Carnet in a flow chart. The Expert Group endorsed the document, but requested the secretariat to amend the flow chart with information on the various persons who, in the course of a TIR transport, insert data, attributed to the holder, in the TIR Carnet. The Expert Group decided that the discharge procedure and the SafeTIR procedure should not be included in the existing flow chart, but requested the secretariat to present them separately (TRANS/WP.30/2002/11, para. 24).

B. INTRODUCTION

2. The underlying document presents the flow charts requested by the Expert Group but does not yet take into consideration the aspects of the discussion by the Working Party on Customs Questions affecting Transport at its hundred-and-first session on the discharge procedure in case of multiple loading and unloading places as reflected in document TRANS/WP.30/2002/17. The result of this discussion by the Working Party will have important implication on the flow charts presented in this document.

3. A state of play based on the discussion by the Working Party as well as additional explanations on the subject are presented in Annex 3 to this document. Once the outcome of the discussion is known, the flow charts will be amended accordingly.

C. FLOW CHARTS

(a) Life cycle of the TIR carnet

4. In line with the request of the Expert Group, the secretariat has amended the flow chart, as reproduced in the underlying document. In addition, the flow chart had to be slightly changed in order to take account of the provisions of Article 18 of the TIR Convention, which stipulates that a "TIR Carnet may only be presented to Customs offices of destination if all Customs offices of departure have accepted the TIR Carnet".

5. The amended flow chart is presented in Annex 1 and should be understood as follow:

- the various actors are listed in the columns;
- the boxes represent the TIR Carnet;
- the text in the boxes describes the action taken by the actor involved;
- the arrows show the movements of the TIR Carnet and
- the numbers in the ovals refer to the various alternatives, explained on page 5.

(b) Discharge procedure

6. At the request of the Expert Group, the flow charts of the discharge procedures are presented separately in Annex 2. Because the discharge procedure is managed nationally, the TIR secretariat has tried to present all options available for the countries. The discharge procedure can be achieved either at a centralized Customs office (Flow chart 2.1), at the Customs office where the TIR operation starts (Flow chart 2.2) or at the Customs office, where the TIR

operation is terminated (Flow chart 2.3).

7. Annex 2 should be understood as follow:

- the various actors are listed in the columns;
- the text in the boxes describes the action taken by the actor involved;
- the bold arrows show the movements of the TIR Carnet within one Customs office;
- the bold arrows with the symbol ○ show the movements of the TIR Carnet and indicate a change of Customs office;
- the regular arrows show the movements of some parts of the TIR Carnet or the information it contains. If such arrow jumps from one column to another, this means that the information or the part of the TIR carnet is sent to another actor;
- the symbol □ represents a detachable part (voucher) of the TIR Carnet or the information contained in it;
- the numbers in the ovals refer to the various alternatives (explanations on page 9).

(c) Other flows of information

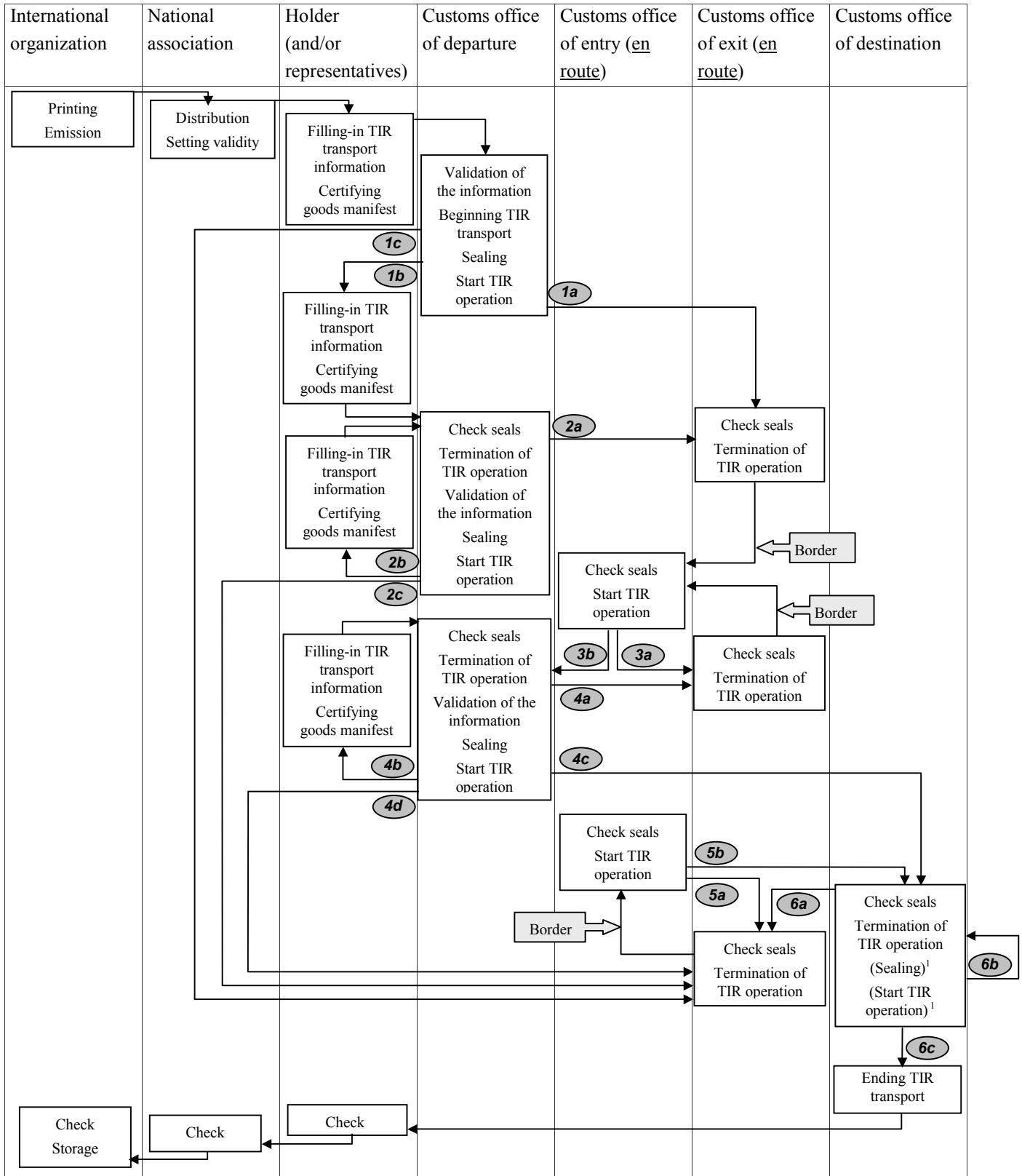
8. At this moment it does not seem necessary to create a separate flow chart for the SafeTIR procedure because of the straightforwardness of this flow of information. In line with the instructions in the Recommendation of 20 October 1995, the office of final destination should send information regarding the termination of the TIR transport to the national guaranteeing association or directly to the international organization.

D. FURTHER CONSIDERATIONS

9. The Expert Group is invited to take note of the various options concerning the management of the TIR operations and discharge procedure, pending a decision by the Working Party based on the information, presented in Annex 3 and to consider and endorse the flow charts of the life cycle of the TIR Carnet as contained in Annex 1 as well as those of the discharge procedure contained in Annex 2.

Annex 1

Flow chart 1: TIR Carnet life cycle ("consecutive"¹ TIR operations)



¹ If not final destination

¹ Detailed explanations in Annex 3

Explanation of the numbers in the ovals in flow chart 1

1. After the first Customs office of departure the transport operator can:
 - 1a** Continue to the border and go to a Customs office of exit in the same country (*if this loading place was not the last one*);
 - 1b** Go to another loading point and thus another Customs office of departure in the same country, or
 - 1c** Continue to the border and go to a Customs office of exit in the same country (*if this loading place was the last one*).

 2. After a Customs office of departure (*if not the first one*) the transport operator can:
 - 2a** Continue to the border and go to a Customs office of exit in the same country;
 - 2b** Go to another loading point and thus another Customs office of departure in the same country (*if the number of Customs offices of departure already used is less than or equal to 2*), or
 - 2c** Continue to the border and go to a Customs office of exit in the same country (*if this loading place was the last one*).

 3. After a Customs office of entry (*en route*) the transport operator can:
 - 3a** Continue to the border and go to a Customs office of exit in the same country (Transit), or
 - 3b** Go to another loading point and thus another Customs office of departure (*if the number of Customs offices of departure already used is less than or equal to 2*).

 4. After a Customs office of departure (*if not the first one and not in the first country of departure*) the transport operator can:
 - 4a** Continue to the border and go to a Customs office of exit in the same country;
 - 4b** Go to another loading point and thus another Customs office of departure in the same country (*if the number of Customs offices of departure already used is less than or equal to 2*);
 - 4c** Go to an unloading point and thus present himself to a first Customs office of destination in the same country, or
 - 4d** Continue to the border and go to a Customs office of exit in the same country (*if this loading place was the last one*).

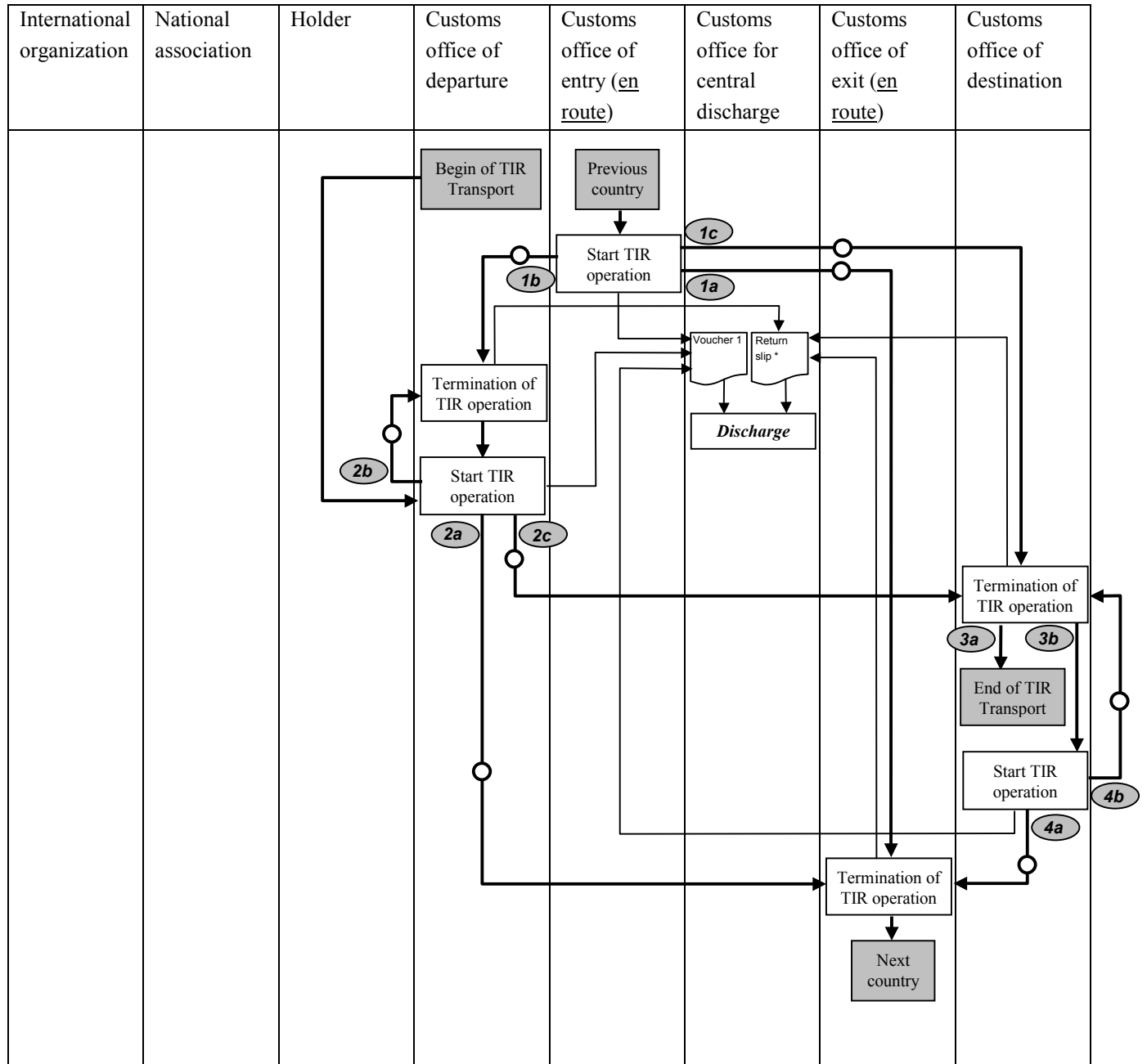
 5. After a Customs office of entry (*en route*) (*during the unloading phase of the transport*) the transport operator can:
 - 5a** Continue to the border and go to a Customs office of exit in the same country (Transit), or
 - 5b** Go to an unloading point and thus a Customs office of destination (*if the total number of Customs offices of departure and destination already used is less than or equal to 3*).

 6. At a Customs office of destination the transport operator can:
 - 6a** Continue to the border and go to a Customs office of exit in the same country;
 - 6b** Go to another unloading point and thus another Customs office of destination in the same country (*if the total number of Customs offices of departure and destination already used is less than or equal to 3*), or
 - 6c** Terminate the TIR Transport.
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Annex 2

Discharge procedure flow charts

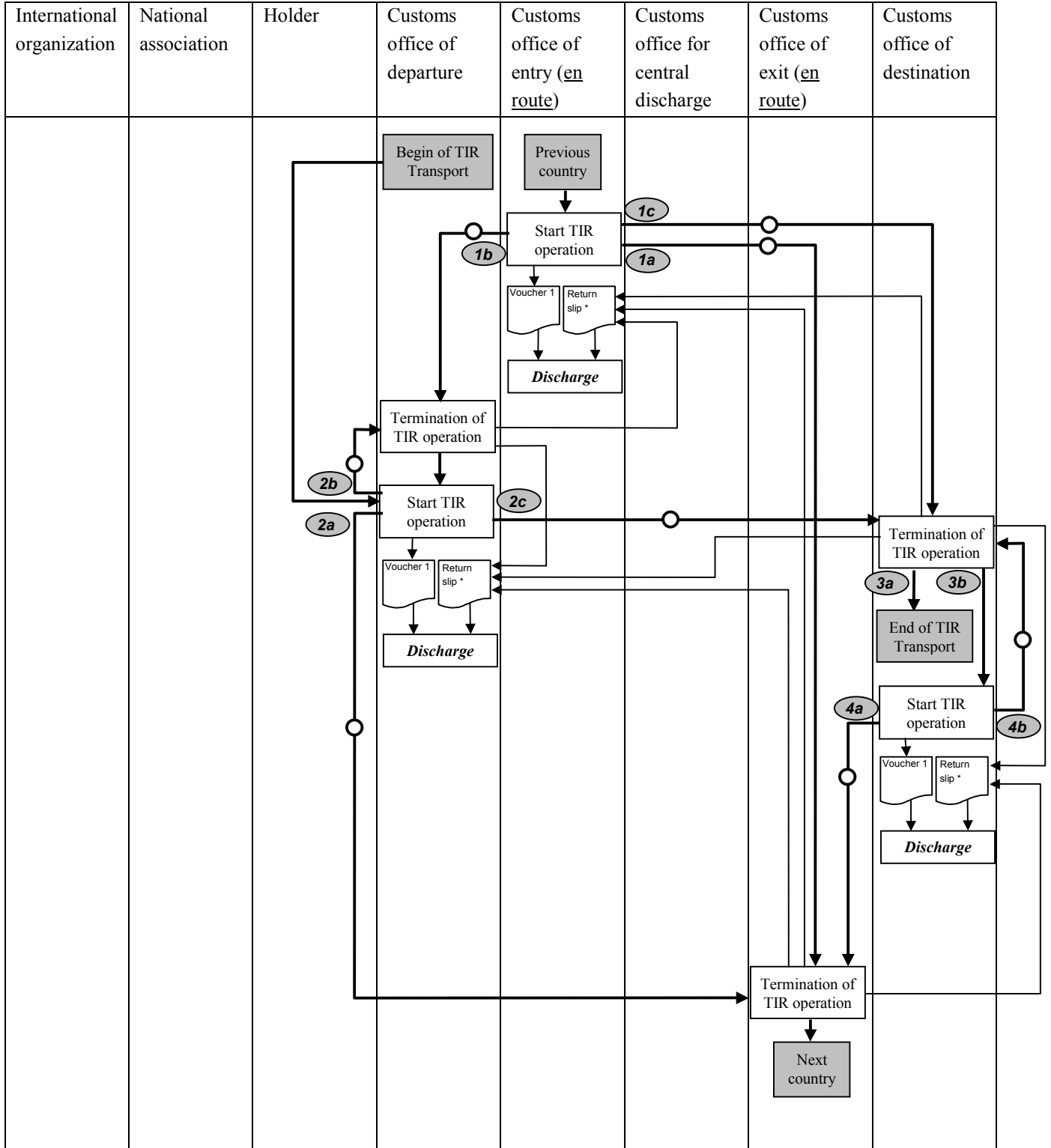
Flow chart 2.1: Centralized discharge of "consecutive"¹ TIR operations



* or voucher No. 2

¹ Detailed explanations in Annex 3

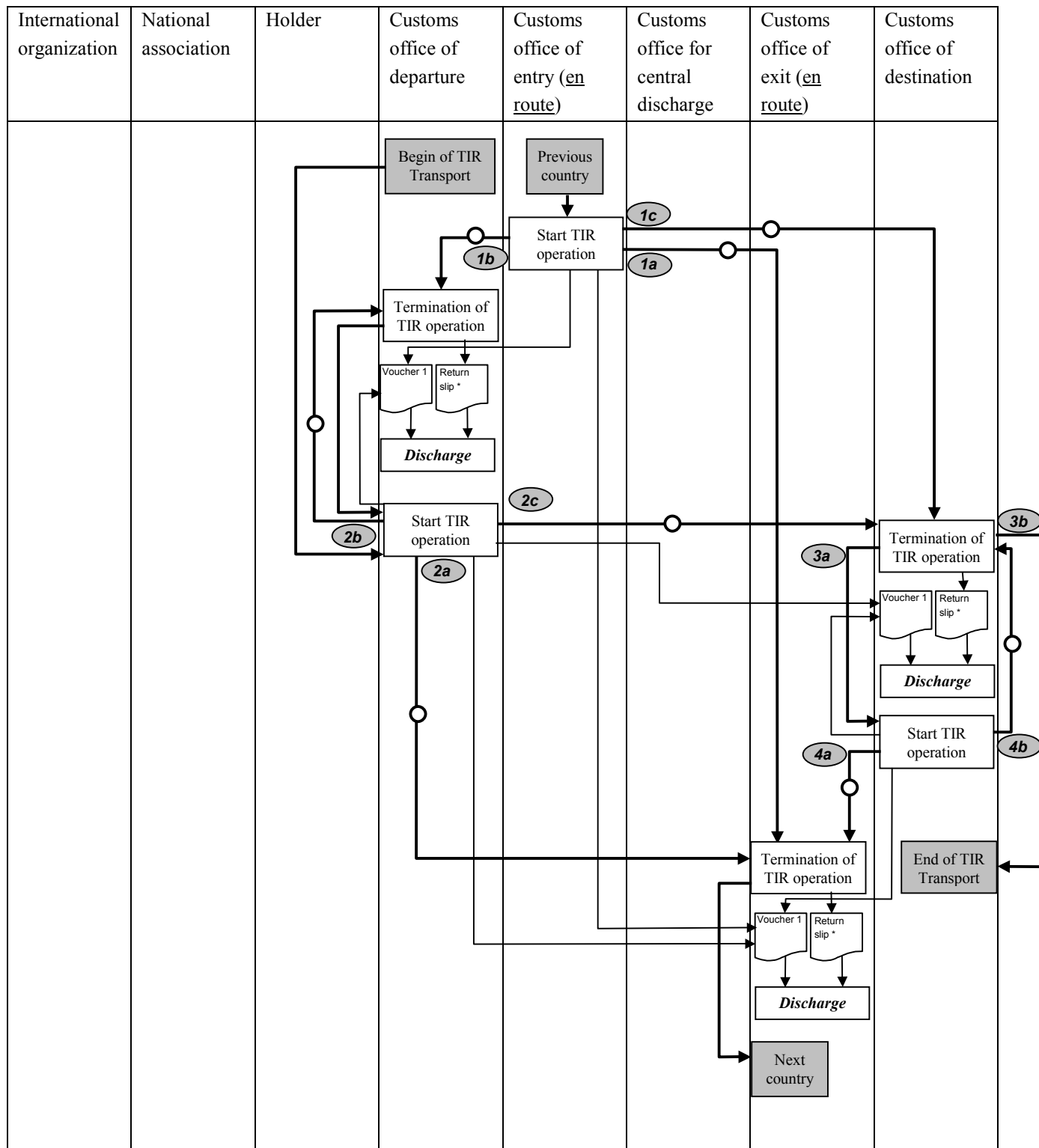
Flow chart 2.2: "Consecutive"¹ TIR operations discharged at the Customs office starting the TIR operation



* or voucher No. 2

¹ Detailed explanations in Annex 3

Flow chart 2.3: "Consecutive"¹ TIR operations discharged at the Customs office terminating the TIR operation



* or voucher No. 2

¹ Detailed explanations in Annex 3

Explanation of the numbers in the ovals in flow charts 2.1, 2.2 and 2.3

1. After the Customs office of entry the transport operator can:
 - 1a Continue to the border and go to a Customs office of exit in the same country;
 - 1b Go to another loading point and thus another Customs office of departure in the same country (*if the number of Customs offices of departure already used is less than or equal to 2*), or
 - 1c Go to an unloading point and thus present himself to a first Customs office of destination in the same country.

 2. After a Customs office of departure the transport operator can:
 - 2a Continue to the border and go to a Customs office of exit in the same country;
 - 2b Go to another loading point and thus another Customs office of departure in the same country (*if the number of Customs offices of departure already used is less than or equal to 2*), or
 - 2c Go to an unloading point and thus present himself to a first Customs office of destination in the same country (*only to unload goods loaded in a previous country*).

 3. After having terminated a TIR operation at a Customs office of destination the transport operator can:
 - 3a End the TIR transport (if it is the final destination), or
 - 3b Start a new TIR operation at the same Customs office.

 4. After having started a TIR operation at a Customs office of destination the transport operator can:
 - 4a Continue to the border and go to a Customs office of exit in the same country, or
 - 4b Go to another unloading point and thus another Customs office of destination in the same country (*if the total number of Customs offices of departure and destination already used is less than or equal to 3*).
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Annex 3

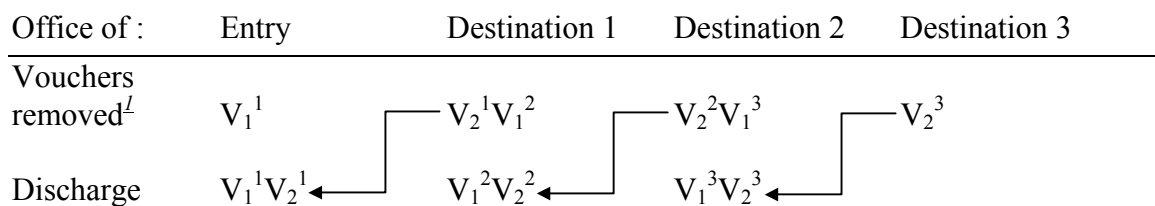
TIR operations and discharge procedure management

1. The Working Party on Customs Questions affecting Transport at its hundred-and-first session has discussed two major approaches for the management of TIR operations and the discharge procedure.

(a) "Consecutive" TIR operations and discharge procedures :

this is the most traditional way to manage multiple TIR operations and discharges in the same country. All TIR operations are carried out consecutively, and, therefore, two consecutive Customs offices involved in the TIR operation compare vouchers number 1 and 2 either in the first, the second or in a centralized Customs office. For every TIR operation a pair of vouchers is used.

Example 1: Consecutive – three Customs offices of destination (first office in charge of the discharge)

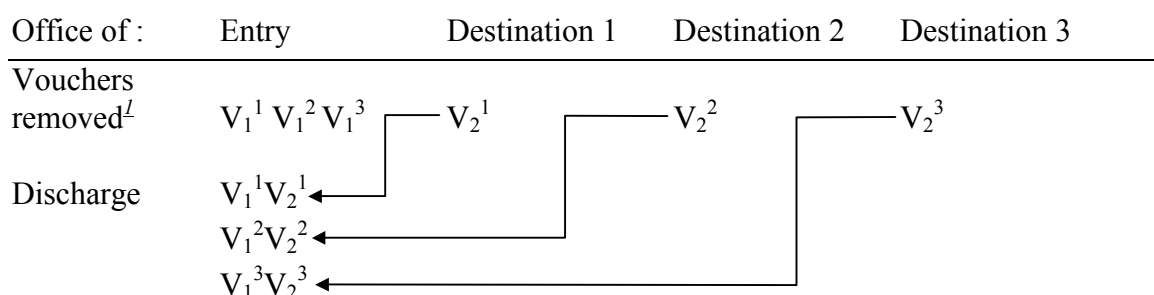


(b) "Simultaneous" TIR operations and discharge procedures :

this alternative approach, used in fewer cases than the "consecutive" one, has found a solid basis in a study of Article 1 b) of the TIR Convention, as entered into force on 12 may 2002. The idea of the Article is that every TIR operation should start at a Customs office of departure or entry (en route) and terminate at a Customs office of destination or exit (en route). Customs offices of entry and/or departure shall start all TIR operations.

¹ The notation V_i^j represents the voucher i of the pair of vouchers j ; $i \in [1,2]$; $j \in [1..10]$

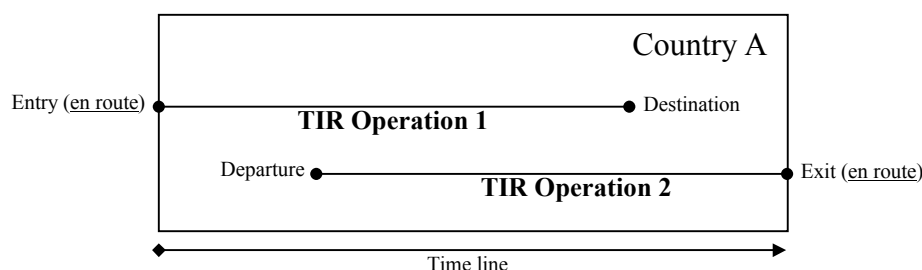
Example 2: Simultaneous - three Customs offices of destination (office of entry in charge of the discharge)



2. The TIR Convention does not stipulate that a pair of vouchers should be used for each TIR operation. However, in practice and according to the way vouchers have been designed (including the return slip on voucher number 2 specifically foreseen for the discharge of the TIR operation), a pair of vouchers is generally used for each TIR operation. Rule No. 6 regarding the use of the TIR carnet also states that every additional office of departure or destination implies the use of an additional pair of vouchers. This rule is not fully in line with Article 1 b) and the simultaneous approach can, in particular cases, lead to complex discharge procedures.

3. To illustrate this complexity, the following example describes the situation where, in line with Article 18, in a certain country, first goods, destined for another country, are loaded and then all goods, loaded in a preceding country, are unloaded. According to Article 1 b), two operations are taking place in that country: one from the Customs office of entry (en route) to the Customs office of destination and the other one from the Customs office of departure to the Customs office of exit (en route).

Example 3: Simultaneous approach (one office of departure and one office of destination in the same country, no goods transiting the country)

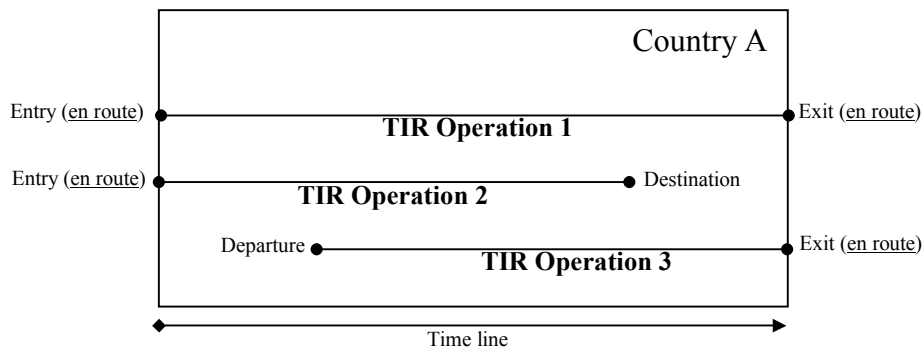


¹ The notation V_i^j represents the voucher i of the pair of vouchers j ; $i \in [1,2]$; $j \in [1..10]$

In a country of transit one pair of vouchers should be used. In the underlying example two additional Customs offices are involved in the TIR transport. According to Rule No. 6 regarding the use of the TIR Carnet, two additional pairs of vouchers should be used for a total of three pairs of vouchers in this country. In such a situation, the number of pairs of vouchers is higher than the number of TIR operations.

4. In case only part of the goods that have entered the country, are unloaded, the part of the goods, that transit the country, can be considered as a TIR transit operation. Therefore, the number of operations would be three, in line with the rules regarding the use of the TIR Carnet.

Example 4: Simultaneous approach (one office of departure and one office of destination in the same country, plus goods transiting the country)



5. Article 1 b) may be interpreted in such a way that the use of the traditional approach remains possible. To that end it should be considered that the Customs offices of departure and destination (partial loading and partial unloading) can play double roles. A Customs office of destination (partial unloading) could be considered as an office of departure for the rest of the load and could therefore start the following TIR operation by removing the following voucher number one. Following the same logic, a Customs office of loading (not the first one) can be considered as an office of destination for the goods loaded previously and can terminate the operation started at the previous office and remove voucher No. 2. In order to be in line with the provisions of the TIR Convention (e.g.: Article 18), the Customs offices should remain offices of destination or departure (depending on their role during the TIR transport) but should be authorised to perform other tasks, such as starting or terminating a TIR operation.

6. The traditional use of the vouchers including the interpretation of the double role of the Customs offices of partial loading or unloading leads to the use of three pairs of vouchers for both cases shown earlier (examples 3 and 4).

Example 5: Consecutive approach (one office of departure and one office of destination in the same country, with or without goods transiting the country)

