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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions

affecting Transport

*(Ninety-eighth session, 19-22 June 2001,  
agenda item 5 (b) (ii))*

**CUSTOMS CONVENTION IN THE INTERNATIONAL TRANSPORT OF GOODS  
UNDER COVER OF TIR CARNETS**

**(TIR CONVENTION 1975)**

**Revision of the Convention**

**Preparation of Phase III of the TIR revision process**

**Assessment of the needs to increase the number of loading and unloading places**

**Transmitted by the International Road Transport Union (IRU)**

1. Further to the request by certain Members to increase the maximum authorised number of Customs offices of departure (acceptance of the goods) plus Customs of destination (termination of TIR operation) from 4 to 6, the IRU has conducted an assessment of the situation (cf. annex) based on a sample of TIR Carnets picked at random among those returned to the IRU after use by a few Issuing Associations.
2. It should be stressed that the findings of this analysis must be considered relative to reflect the size of the sample (2,012 carnets in relation to a total number of carnets used per annum close to 3,000,000) and that, consequently, it is likely that those situations specific to the countries having made the request are not reflected in this assessment.
3. In light of the analysis conducted, it would seem that most (90.11 per cent) TIR operations carried out are restricted to 1 Customs office of departure and 1 office of destination, i.e. two Customs offices in total.
4. Of those operations involving over 2 Customs offices (departure + destination), a majority (9.59 per cent of the total sample) are restricted to 3 or 4 offices (departure + destination), since TIR operations involving over 4 offices (departure + destination) represent 0.3 per cent of all carnets considered.
5. It should be noted that in most cases involving over 2 Customs offices (departure + destination), this is due to multiple offices of destination.
6. Conclusion: 99.7 per cent of TIR operations are carried out within the limit of 4 Customs offices (departure + destination) authorised by the TIR Convention, however 0.3 per cent require an increase of that number to 6 offices.

**STATUS OF THE NO. OF CUSTOMS OFFICES OF DEPARTURE AND DESTINATION WITHIN THE TIR SYSTEM**

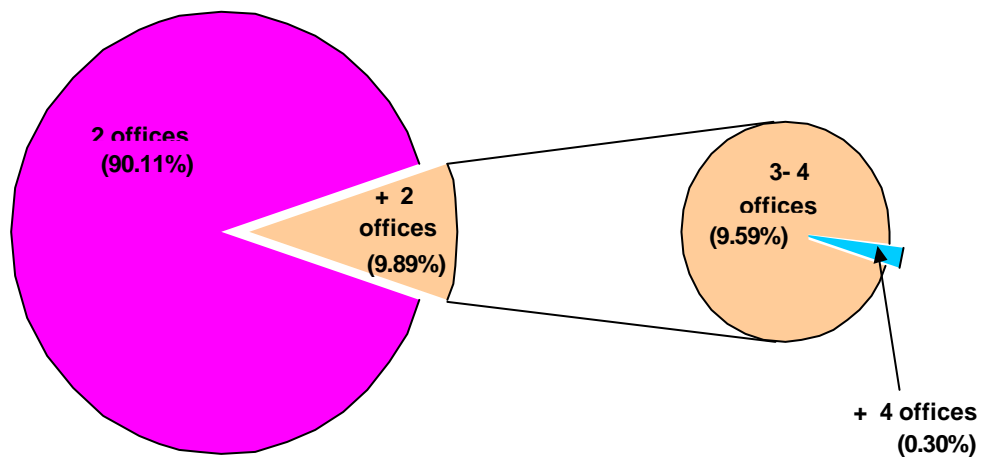
**Results of a sample analysis \***

No. of offices of departure	No. of offices of destination					Total
	1	2	3	+3		
1	1813	93	57	0		1963
2	28	9	0	0		37
3	6	0	6	0		12
+3	0	0	0	0		0
<b>Total</b>	<b>1847</b>	<b>102</b>	<b>63</b>	<b>0</b>		<b>2012</b>

**Breakdown of the number of Customs offices of departure and destination**

	2 offices	3 or 4 offices			+ 4 offices	Total
	1 dép - 1 dest	1 dép / 2-3 dest	2-3 dép / 1 dest	2 dép / 2 dest		
<b>Sample result</b>	1813	150	34	9	6	2012
<b>%</b>	90.11%	7.45%	1.69%	0.45%	0.30%	100.00%
<b>Total %</b>	90.11%	9.59%			0.30%	100.00%

**Breakdown of sample results**



\* Based on a sample of 2012 used TIR Carnets returned to the IRU by BGL, Linava, UCCIMCCE, Intertransport and Cesmad Bohemia, 2001