Distr.: General 10 October 2019

English only

### **Economic Commission for Europe**

#### Administrative Committee for the TIR Convention, 1975

Seventy-first session Geneva, 16–17 October 2019 Item 8 of the provisional agenda Other business

# Information for the attention of the TIR Executive Board regarding a request for slight changes in TIR carnet forms

#### Submitted by the International Road Transport Union

Due to a request for IRU's readiness to print increased numbers of TIR carnets post BREXIT in the case of a no deal, and indeed to simplify them for the benefit of end users when filling them in, IRU would like to present the following slight changes in TIR carnet forms to TIRExB for consideration:

A. Removing the tape from the lower part of TIR carnet forms (as shown in Annex 1)

(a) The tape in question is not part of Annex 1 to the TIR Convention, so there would be no legal implications associated with its removal;

(b) Affixing the tape is time consuming as it is done manually, and this has an impact on the lead-time of delivering TIR carnets from the printer to IRU, and consequently from IRU to national associations;

(c) The removal of the tape in question would improve production flow;

(d) It would significantly facilitate the legible completion of TIR carnets enabling the use of IT equipment for this purpose.

B. Changing the ink colour of page numbers inside the TIR carnet from red to black (as shown in Annex 2)

(a) Annex 1 to the TIR convention does not specify the colour of ink to be used on the pages of TIR carnets; the inside page numbers of the TIR carnet forms are currently printed in red;

(b) Printing TIR carnets in black only would facilitate both the printing process and the assembly of the TIR carnets, which would speed up the production process. Such a change would have no legal implications.

C. Further information

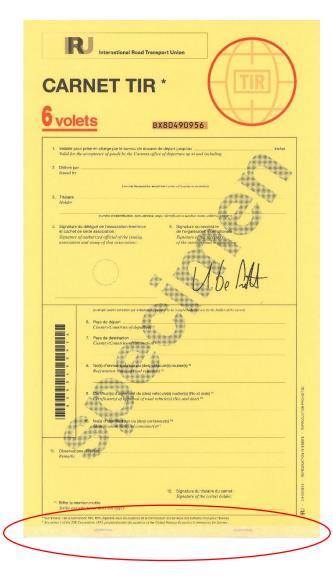
(a) At the TIRExB 68<sup>th</sup> session which took place on 30 May 2016, the Board took note of Informal document No.15 (2016), containing considerations by the secretariat on changes to the size of boxes 4, 5 and 11, as proposed by IRU for the new layout of the TIR carnet, as well as on the signature by the secretary of the international organisation in box 5;

(b) In this context, the Board recalled that "Annex 1 of the TIR Convention describes de model of the TIR carnet and provides the rules regarding its use". However, it does not contain any provisions on issues such as, but not limited to, size of the TIR carnet, exact dimensions of the boxes, colour of the cover page, font or letter type of the text, etc";

(c) The proposals currently presented would fall within the same scope as the others with there being no legal implications, nor would they go against the provisions of Annex 1 of the TIR Convention.

<u>Conclusion</u>: should the above proposal for minor changes be accepted, IRU would improve its ability to deliver TIR carnets in a timely fashion, with no legal implications to the TIR system and with clear advantages for all stakeholders.

## Annex I





## Annex II

