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INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions
affecting Transport

(21 to 25 February 2000)

PROVISIONAL AGENDA FOR THE NINETY-FOURTH SESSION

**to be held at the Palais des Nations, Geneva,
starting at 14.30 hours on Monday, 21 February 2000 */**

*/ For reasons of economy, delegates are requested to bring copies of the documents mentioned in this provisional agenda to the meeting. There will be no documentation available in the meeting room. Before the meeting, missing documents may be obtained directly from the ECE Transport Division (Fax: + 41-22-917-0039; E-mail: martin.magold@unece.org). Documents may also be downloaded from the Internet web site of the ECE Transport Division (www.unece.org/trans). During the meeting, missing documents may be obtained from the UNOG Documents Distribution Section (Room C.111, 1st floor, Palais des Nations).

In accordance with the accreditation procedures applicable to all meetings held at the Palais des Nations, delegates are requested to fill-in the attached registration form (also available from the Internet web site of the UN/ECE Transport Division) and to transmit the duly filled-in form at the latest two weeks before the session to the UN/ECE Transport Division, either by fax (+ 41-22-917-0039) or by e-mail (martin.magold@unece.org). In Geneva, prior to the session, delegates are requested to present themselves at the Pass and Identification Unit of the UNOG Security and Safety Section, located at Villa Les Feuillantines, 13 Avenue de la Paix (see attached map), for issuance of an identification badge. In case of difficulties, contact the UN/ECE secretariat (91-72453).

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4. Activities of other organizations of interest to the Working Party
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- (c) Application of the Convention (cont'd)
- (xiv) Other matters
- 8. Prevention of the abuse of Customs transit systems by smugglers
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 - (a) Date of next sessions
 - (b) Restriction on the distribution of documents
- 10. Adoption of the report

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EXPLANATORY NOTES

The secretariat proposes the following schedule of work:

Monday, 21 February 2000 (afternoon) ^{*/} :	WP.30 agenda items 1 to 7
Tuesday, 22 February 2000:	WP.30 agenda item 7
Wednesday, 23 February 2000:	WP.30 agenda items 7 to 9
Thursday, 24 February 2000:	TIR Administrative Committee
Friday, 25 February 2000	(morning): Adoption of the report (WP.30) (afternoon): Adoption of the report (TIR)

^{*/} The IRU has offered to host a reception for all delegations of the Working Party to be held on Monday, 21 February 1999, 18.00 hours at the Palais des Nations

1. ADOPTION OF THE AGENDA

In accordance with the Commission's rules of procedure, the first item to be considered is the adoption of the agenda (TRANS/WP.30/187).

2. ELECTION OF OFFICERS

In accordance with the Commission's rules of procedure and established practice, the Working Party will have to elect a Chairman and possibly a Vice-Chairman for its sessions in 2000.

3. ACTIVITIES OF UN/ECE BODIES AND OTHER UNITED NATIONS ORGANIZATIONS OF INTEREST TO THE WORKING PARTY

The Working Party will be informed about the results of the sixty-second session of the Inland Transport Committee (15-17 February 2000) as well as of relevant sessions of its subsidiary bodies as they relate to matters of interest to the Working Party.

4. ACTIVITIES OF OTHER ORGANIZATIONS OF INTEREST TO THE WORKING PARTY

The Working Party may wish to be informed about recent activities of the World Customs Organization (WCO), the European Commission (DG XXI), the European Conference of Ministers of Transport (ECMT) as well as of other governmental and non-governmental organizations as they relate to matters of interest to the Working Party.

5. CUSTOMS CONVENTIONS ON THE TEMPORARY IMPORTATION OF PRIVATE ROAD VEHICLES (1954) AND COMMERCIAL ROAD VEHICLES (1956)

(a) Amendment to Article 13 of the Convention on Private Road Vehicles (1954)

The Working Party may recall that by virtue of Depositary Notification C.N.913.1999.TREATIES-1 dated 8 October 1999, the Secretary-General has informed all Contracting Parties that the amendment proposal for a new paragraph 4 to Article 13 of the Convention, as had been agreed upon at the eighty-fourth session of the Working Party in June 1996, has come into force on 5 November 1999 (TRANS/WP.30/186, paras. 11 and 12).

The UN/ECE secretariat has issued the complete text of the Convention, including the above amendment, in document ECE/TRANS/107/Rev.1.

The complete and permanently updated text of the Convention may also be accessed through the UN/ECE Internet web site (www.unece.org/trans/welcome.html).

(b) Application of the Conventions

At its ninety-third session, the Working Party took note of an informal document transmitted by the AIT/FIA highlighting a number of specific problems in the application of the Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles. The Working Party decided to revert to this issue at its next session on the basis of a document to be prepared by AIT/FIA (TRANS/WP.30/186, para. 13)

On the basis of a document transmitted by the AIT/FIA, the Working Party may wish to provide an opinion on the application and interpretation of some of the provisions of the Conventions (TRANS/WP.30/2000/8).

6. DRAFT UN/ECE CONVENTION ON INTERNATIONAL CUSTOMS TRANSIT PROCEDURES FOR THE CARRIAGE OF GOODS BY RAIL

Extension of the scope of the draft Convention to cover the SMGS Agreement

At its eighty-second session, the Working Party has completed, in principle, its work on the preparation of a Convention on International Customs Transit Procedures for the Carriage of Goods by Rail with the exception of Article 26, paras. 8 and 10 (TRANS/WP.30/164, paras. 59-61). The text of the draft Convention is contained in document TRANS/WP.30/R.141. A few minor amendments to it are contained in the report of the eighty-second session of the Working Party (TRANS/WP.30/164, para. 60).

Following lengthy considerations on possibilities of extending the scope of the draft Convention also to countries applying the SMGS Agreement, the Inland Transport Committee had stressed in 1997 that work on the draft Convention should be continued under the auspices of the UN/ECE and that two legal options should be considered: (a) the preparation of two similar, but independent United Nations conventions and (b) the preparation of a single convention with two separate annexes, one covering the COTIF member countries, the other covering SMGS member States with a link to be established between the two different Customs transit systems. The secretariat had been requested to prepare a first draft of such a Convention (TRANS/WP.30/184, para. 67; ECE/TRANS/119, paras. 136-139; TRANS/WP.30/174, paras. 47-49).

At its ninety-second session, the Working Party felt that, in due course, practical results on this matter should be achieved. It therefore decided to prepare, as a first step, two similar, but independent United Nations conventions, one providing for the use of the CIM consignment note as a Customs document in those countries applying the COTIF railway regime and another convention, providing for the use of the SMGS consignment note as a Customs document in the countries applying the SMGS regime. The offer of the Organization for Co-operation between Railways (OSZhD) to prepare a revised draft convention covering the SMGS countries was welcomed (TRANS/WP.30/184, paras. 68 and 69).

Following a preliminary discussion on this subject at the ninety-third session (TRANS/WP.30/186, paras. 18-22), the Working Party may wish to consider in detail the proposed draft convention covering SMGS countries only, as prepared by the OSZhD (TRANS/WP.30/1999/13). In particular, competent authorities of countries applying the SMGS regime are requested to voice an opinion on the acceptability of the draft agreement prepared by the OSZhD from a Customs point of view. The Working Party may also wish to review the general

approach providing, in the longer term, for a single Customs transit regime covering rail transport operations in all UN/ECE member countries. In this context, account should be taken of the TIR Convention, which, at present, can only be applied if some portion of the journey is made by road.

Relevant background information is contained in the following documents: ECE/TRANS/119; TRANS/WP.30/174; TRANS/WP.30/168; TRANS/WP.30/166; TRANS/WP.30/164; TRANS/WP.30/162; TRANS/WP.30/R.161; TRANS/WP.30/R.160; TRANS/WP.30/R.159; TRANS/WP.30/R.140/Rev.1 and Corr.1 (Russian only).

7. CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS UNDER COVER OF TIR CARNETS (TIR CONVENTION, 1975)

(a) Status of the Convention

The Working Party will be informed of the situation concerning the scope and the number of Contracting Parties to the TIR Convention, 1975.

The complete text of the latest amendments to the Convention entering into force on 17 February 1999 (Phase I of the TIR revision process) is contained in document ECE/TRANS/17/Amend.19/Rev.1 and is available in English, French, Russian and Spanish.

A complete list of Contracting Parties to the Convention as well as a list of countries in which TIR operations can be undertaken is annexed to the provisional agenda for the twenty-eighth session of the TIR Administrative Committee (TRANS/WP.30/AC.2/56).

(b) Revision of the Convention

(i) Adoption of amendment proposals under Phase II of the TIR revision process

At its ninety-third session, the Working Party reviewed the amendment proposals under Phase II of the TIR revision process which had been prepared by the Working Party on the basis of proposals prepared by its group of experts at four sessions in 1998 and 1999, by several Contracting Parties and by the IRU (TRANS/WP.30/186, paras. 25-41).

The main objective of Phase II of the TIR revision process is to facilitate the application of the Convention at the national level by defining and specifying clearly the roles and responsibilities of the various parties involved in the TIR procedure and to provide guidance on the required national administrative procedures providing for an efficient functioning of the system in general and, if required, for a speedy recovery of Customs duties and taxes at risk in particular.

The following issues have thus been identified necessitating modification of several articles and explanatory notes (annex 6) of the Convention:

- Definition of the holder of TIR Carnets
- Definition of termination and discharge procedures
- Status and functions of the international organization(s).

In addition, several comments have been prepared or modified and recommended procedures have been prepared on the termination and discharge of TIR operations as well as on inquiry procedures.

With a view to concluding work on Phase II of the TIR revision process and to transmitting a comprehensive and consistent package of amendment proposals to the forthcoming session of the TIR Administrative Committee for consideration and possible adoption, the Working Party may wish to consider document TRANS/WP.30/2000/2 - TRANS/WP.30/AC.2/2000/3. This document, prepared by the secretariat, contains, in a consolidated manner, all amendment proposals considered so far by the Working Party under Phase II of the TIR revision process. In addition, the secretariat has prepared a short document on amendments relating to improper or fraudulent discharge of a TIR operation (TRANS/WP.30/2000/9 - TRANS/WP.30/AC.2/2000/7).

The Working Party may also wish to consider and adopt recommended procedures on the termination and discharge of TIR operations as well as on recommended inquiry procedures that have been prepared by the secretariat in line with the mandate given (TRANS/WP.30/1999/10).

For reference, the following documents prepared during Phase II of the TIR revision process contain relevant background information: TRANS/WP.30/186, paras. 25-41; TRANS/WP.30/1999/14; TRANS/WP.30/1999/10; TRANS/WP.30/1999/9; TRANS/WP.30/1999/8; TRANS/WP.30/1999/7 and Add.1; TRANS/WP.30/184, paras. 23-40; TRANS/WP.30/1998/17; TRANS/WP.30/1998/11; TRANS/WP.30/1998/5 and Corr.1.

(ii) Preparation of Phase III of the TIR revision process

The Working Party may wish to recall that, at its twenty-seventh session, it agreed on the following elements for inclusion into phase III of the TIR revision process:

- Revision of the TIR Carnet, including the insertion of additional data elements (ID. number, HS code, value of goods, etc.);
- Use of new technologies in TIR operations also with a view to reducing the delay in notifications of non-discharge;
- Increase in the number of places for loading and unloading under Customs seal (TRANS/WP.30/186, paras. 42 and 43).

This view has been endorsed by the TIR Administrative Committee at its twenty-seventh session (TRANS/WP.30/AC.2/55, paras. 38 and 39).

Since phase III of the TIR revision process should start in the year 2000, following the conclusion of Phase II foreseen at the spring session of the TIR Administrative Committee (24 and 25 February 2000), the Working Party may wish to provide guidance on the approach to be taken in order to arrive at tangible solutions in due course. In particular, the Working Party may wish to have an exchange of views on the possibilities of replacing the present paper based TIR Carnet by an electronic medium facilitating administration and control of the system as well as preventing fraudulent activities, such as falsification.

As a basis for discussion, the UN/ECE secretariat will prepare a short informal document on specific elements to be considered in this regard.

(c) Application of the Convention

(i) Status of resolution No. 49: Replies to a questionnaire

Resolution No. 49: "Short-term measures to ensure the security and the efficient functioning of the TIR transit system" adopted by the Working Party at its eighty-first session (TRANS/WP.30/162, annex 2) has been officially accepted so far by the following Contracting Parties to the Convention: Austria; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Denmark; Estonia; Finland; France; Germany; Greece; Hungary; Iran (Islamic Republic of); Ireland; Italy; Jordan; Latvia; Lithuania; Luxembourg; Netherlands; Norway; Poland; Portugal; Romania; Russian Federation; Slovakia; Slovenia; Spain; Sweden; Switzerland; Turkey; United Kingdom; European Community.

In order to determine the level of implementation of the resolution as well as to obtain from Contracting Parties guidance on the usefulness of its provisions, the Working Party, at its ninety-third session, approved the content of a questionnaire on this subject for transmission to all Contracting Parties (TRANS/WP.30/186, para. 45).

The secretariat has analysed the replies received which may serve as a basis for discussion by the Working Party (TRANS/WP.30/2000/4).

(ii) Draft Recommendation on the validity of multi-user TIR operations

At its ninety-third session, the Working Party took note of a draft Recommendation on the validity of multi-user TIR operations which has been prepared by the TIR and the UN/ECE secretariats in order to provide for the possibility that, under certain conditions, TIR operations could also be undertaken by persons other than the TIR Carnet holder who, however, remained responsible for the proper application of the Convention. The objective of the draft Recommendation was to accommodate different interpretations by Contracting Parties on the validity of multi-user TIR operations and had the objective of providing, as a temporary short-term measure, for transparency in the application of the Convention in all Contracting Parties, realizing that harmonization of relevant national legislation and of different interpretations relating to the responsibility of the TIR Carnet holder to be inserted into the Convention might not be achieved in the foreseeable future. In particular, the draft Recommendation was designed to overcome a number of practical problems for the transport industry which had arisen as a result of the interdiction of multi-user TIR operations.

At the ninety-third session of the Working Party, several delegations felt that the provisions of the draft Recommendations were not in line with the provisions of the Convention. Others pointed out that further analyses had to be carried out to study its consequences on the organization of international transport. Other delegations welcomed the draft as a step in the right direction which would allow the use of modern transport techniques under the Convention (TRANS/WP.30/186, paras. 65-68).

The Administrative Committee, at its twenty-seventh session, also considered briefly the draft Recommendation and requested the Working Party to reconsider this issue at its next session with a view to providing guidance to the Administrative Committee on this subject (TRANS/WP.30/AC.2/55, paras. 9-12).

The Working Party may wish to consider the approach taken as well as the text of the proposed draft Recommendation taking account of the latest developments in this field (TRANS/WP.30/2000/1 - TRANS/WP.30/AC.2/2000/2).

(iii) EDI control system for TIR Carnets: Modification of the Recommendation adopted by the TIR Administrative Committee on 20 October 1995

The Working Party may wish to recall that the basic principle of the present EDI control system for TIR Carnets lies in the confirmation of the termination of TIR operations by EDI to the international organization responsible for the printing and distribution of TIR Carnets. In the so-called "SAFETIR" system operated by the IRU on the basis of the Recommendation, relevant data as stipulated in the Recommendation are transmitted to the IRU in Geneva, following termination of a TIR operation at the Customs office of destination. In case of discrepancy between these data and

the information contained in the relevant counterfoil in the TIR Carnet that has been returned by the transport operator to the issuing association or in case of non-availability of "SAFETIR" data, a request for reconciliation is issued by the IRU to the relevant Customs authority. This reconciliation procedure is necessary to obtain confirmation, correction or invalidation of the provided data. It will thus also assist Customs authorities in obtaining rapid and correct information on a possible non-termination of a TIR operation through the relevant IRU data bank.

At its ninety-third session, the Working Party agreed that there was a need to prepare and approve a harmonized reconciliation procedure. On the basis of a document prepared by the IRU (TRANS/WP.30/1999/11), the Working Party considered such a procedure as well as a standard inquiry format, endorsed in principle these proposals and requested the UN/ECE secretariat to prepare draft amendments in this respect to the relevant Recommendation of the TIR Administrative Committee of 20 October 1995 for consideration by the Working Party and the TIR Administrative Committee at its forthcoming sessions (TRANS/WP.30/186, paras. 46-49).

In accordance with this mandate, the UN/ECE secretariat has prepared a proposal for a modified text of the Recommendation for consideration and approval by the Working Party and the Administrative Committee (TRANS/WP.30/2000/3 - TRANS/WP.30/AC.2/2000/4).

(iv) Settlement of claims for payments

The Working Party may wish to be informed by the IRU on further progress made in the current arbitration procedure, initiated by the IRU, to obtain payment for Customs claims presented to the previous insurers of the international guaranteeing chain which had denounced their contract with the IRU at the end of 1994 (TRANS/WP.30/184, paras. 51 and 52; TRANS/WP.30/182, paras. 37 and 38).

The Working Party may also wish to be informed by Customs authorities and the IRU of the present situation with regard to the settlement of claims for payments made by Customs authorities against national guaranteeing associations (in terms of amounts and reasons given for payment claims).

(v) Re-introduction of the guarantee for sensitive and other excluded goods

The Working Party may wish to be informed of progress made in the re-introduction of guarantee coverage for those goods and TIR Carnets for which the national guaranteeing associations and the international insurers had denounced their insurance contracts. At its ninety-second session, the Working Party had once more urged the international insurers to re-establish full guarantee coverage for these sensitive goods as soon as possible and had invited the TIR Executive Board (TIRExB) to consider all necessary steps that could be taken in order to arrive at guarantee

coverage for all goods to be transported under the TIR regime (TRANS/WP.30/184, paras. 48-50; TRANS/WP.30/178, paras. 80 and 81).

The TIRExB, considering this matter, had differentiated between four separate issues that would need to be resolved:

- (1) Re-establishment of insurance coverage on the territory of the EU for the 3 categories of goods for which the comprehensive guarantee coverage under the Community / Common Transit system had been re-introduced 1.8.1997;
- (2) Re-introduction of insurance coverage for all other excluded goods on the territory of the EU;
- (3) Re-introduction of insurance coverage for small quantities of tobacco and alcohol (TRANS/WP.30/162, paras. 41-43);
- (4) Re-introduction of insurance coverage for the "Tobacco and Alcohol" TIR Carnet (TRANS/WP.30/AC.2/2000/1).

The Working Party may wish to consider once more the necessary steps that could be taken in order to arrive at full guarantee coverage for all goods to be transported under the TIR regime.

(vi) Interpretation of article 3 of the Convention

As decided at its eighty-ninth session, the Working Party may wish to continue its consideration on the validity of article 3 of the Convention and, specifically, on the question as to whether it is acceptable to apply the TIR procedure for the transport of buses and trucks whether unloaded or loaded being driven on their own wheels, implying that these vehicles themselves were regarded as the "goods" transported under the TIR procedure. Taking account of a draft comment on this matter prepared by the secretariat (TRANS/WP.30/R.191), the Working Party had approved in principle the comment contained in annex 1 to its report (TRANS/WP.30/178, paras. 53 and 54).

As no common position has been achieved on this issue during its ninety-second session, the Working Party decided to revert once more to this matter on the basis of a more flexible wording of the proposed comment (for example, stating that road vehicles could be regarded as goods) (TRANS/WP.30/184, para. 54).

The Working Party may wish to reconsider this comment for inclusion into the TIR Handbook and to transmit it to the TIR Administrative Committee for endorsement.

(vii) Improved procedures in the use of TIR Carnets by transport operators

With a view to reducing the possibilities for fraudulent discharge of TIR Carnets at Customs offices of destination, the Working Party, at its eighty-ninth session, had a first exchange of views on the feasibility of recommending or prescribing in the Convention that the holder of a TIR Carnet or his agent (driver) should deal directly with Customs officers in the discharge of TIR Carnets. It had felt that, in principle, the procedure described in secretariat document TRANS/WP.30/R.196 was in line with the provisions and the spirit of the Convention. Since the TIR Carnet was a Customs document providing also proof of a financial guarantee by the transport operator (the holder), the transport operator had the right to insist on dealing directly with Customs officers in the discharge of TIR Carnets (TRANS/WP.30/178, paras. 55-58).

At its ninety-second session, the Working Party felt that, in principle, the procedures and solutions described in secretariat document TRANS/WP.30/R.196 and in the informal IRU document No. 3 (1998) were in line with the provisions and the spirit of the Convention. The secretariat and the IRU were requested to prepare on this basis concrete proposals, including specimen forms of special vouchers for inclusion into the TIR Carnet as well as a draft comment on this matter, for consideration by the Working Party (TRANS/WP.30/184, paras. 55 and 56).

In accordance with this mandate, the secretariat, in cooperation with the IRU, has prepared, as a first step, a draft comment for inclusion into the TIR Handbook (TRANS/WP.30/2000/5). During Phase III of the TIR revision process further measures, such as the introduction of special vouchers into the TIR Carnet, could be envisaged.

(viii) Validity of curtain-sided vehicles

The Working Party may wish to recall that, at earlier sessions, it had considered and not approved the validity of curtain-sided vehicles under the Convention on the basis of a document transmitted by the United Kingdom (TRANS/WP.30/R.166). At that time, some delegations had been of the view that the type of construction as described in the document of the United Kingdom was Customs secure, but that its inspection at Customs offices would be very complicated and time consuming.

Noting that this unresolved question caused concern among transport operators and taking account of a document transmitted by the Czech Republic (TRANS/WP.30/1998/14), the Working Party continued its discussions on this subject at its ninety-second session with a view to providing guidance to transport operators and manufacturers of load compartments. Several delegations agreed with the conclusions made in document TRANS/WP.30/1998/14 that the construction of the curtain-sided vehicle as described therein was Customs secure and in line with the provisions of annex 2 of the Convention.

Before taking a final decision on whether (a) the technical description of curtain-sided vehicles should be included into the technical annexes of the Convention, (b) the Working Party should voice an opinion, possibly in the form of a comment, on the validity of curtain-sided vehicles as long as their construction complied with the provisions of annex 2, article 3, paragraphs 6, 8 and 9 as well as annex 6 of the Convention or (c) it should be left to the discretion of national approval authorities to approve such vehicles as they deem it appropriate, the Working Party decided to request the secretariat to prepare a draft comment on this matter for possible inclusion into the TIR Handbook and to revert to this question at its forthcoming session (TRANS/WP.30/184, paras. 59-61).

At its ninety-third session, the Working Party considered briefly a first draft of a comment on this issue prepared by the secretariat (TRANS/WP.30/1999/15) and felt that a generic comment, in line with the approach proposed by the secretariat, seemed to be acceptable and should be reviewed at the next session (TRANS/WP.30/186, paras 57 and 58).

The Working Party may wish to review this matter taking account of a slightly revised document and draft comment prepared by the secretariat (TRANS/WP.30/2000/6) as well as a document transmitted by Sweden (TRANS/WP.30/2000/10).

(ix) Procedures to be applied in case of suspension of a TIR operation

At its ninety-third session, the Working Party noted that the Hungarian Customs authorities seemed not to accept TIR Carnets following the suspension of the TIR procedure in transit through the Federal Republic of Yugoslavia in accordance with Article 26 of the Convention. The representative of Hungary indicated that he would prepare a short document on this issue for consideration by the Working Party at its forthcoming session (TRANS/WP.30/186, para. 70).

The Working Party may wish to consider this issue on the basis of an information note transmitted by Hungary (TRANS/WP.30/2000/7).

(x) International directory of TIR focal points

In accordance with resolution No. 49, the secretariat has set up and maintains an international directory of TIR focal points that could be addressed in case of inquiries in relation to the TIR procedure. The directory contains names and addresses of persons as well as other useful information on Customs administrations and national associations dealing with the TIR procedure. The distribution of the directory is restricted to Customs authorities, national associations and the TIR Department of the IRU.

A new hard-cover version of the directory (A5 format) will be available at the session and/or may be obtained as of mid-February 2000 from the secretariat. The directory which is permanently updated may be consulted on the Internet web site of the UN/ECE Transport Division (www.unece.org/trans/new_tir/welctir.htm). The required password for access to the relevant web site may be obtained from the secretariat.

(xi) International register on Customs sealing devices

The international register on Customs sealing devices used for the TIR regime, maintained by the secretariat in English, French and Russian, covers at present more than 40 countries utilizing the TIR procedure. The Working Party has stressed that the register must be kept up to date on a permanent basis; otherwise its use could be counterproductive. It therefore requested all Customs authorities to inform the secretariat immediately in case of modifications in the approved sealing devices (TRANS/WP.30/180, para. 46).

If requested, hard copy versions of the register will be available at the session for restricted use by Customs authorities (English, French and Russian). Copies or excerpts of the register may also be obtained directly from the secretariat.

(xii) Example of a TIR Carnet duly filled-in

The Working Party may wish to recall that the Ad Hoc Group of Experts on Phase II of the TIR Revision Process has requested the secretariat to prepare, in cooperation with the Customs authorities of Austria, Hungary, the Russian Federation and Ukraine, a new example of a duly-filled in TIR Carnet for inclusion into the revised version of the TIR Handbook. This new example should serve as a model for transport operators and Customs authorities for the correct filling-in and stamping of the TIR Carnet and its vouchers (TRANS/WP.30/186, para. 61).

The Working Party may wish to review the example of the duly filled-in TIR Carnet reflecting a fictitious TIR transport operation starting in Austria and terminating in the Russian Federation. The secretariat will transmit to all delegations a short document including this Carnet containing all duly filled-in and stamped vouchers as soon as it is returned to the secretariat.

(xiii) TIR Handbook

The Working Party may wish to note that a limited number of copies of the 1999 TIR Handbook are still available for delegations during the session. This TIR Handbook contains the latest amendments to the Convention as well as all relevant comments adopted by the UN/ECE Working Party on Customs Questions affecting Transport (WP.30) and the Administrative Committee. The TIR Handbook is available in English, French Russian and Spanish.

The complete text of the TIR Handbook is also available on the TIR web site of the UN/ECE in Czech, English, French, German, Russian and Spanish (www.unece.org/trans/new_tir/welctir.htm).

(ix) Other matters

The Working Party may wish to consider any other issues and difficulties in the application of the Convention faced by Customs authorities, national associations, the international insurers or the IRU.

8. PREVENTION OF THE ABUSE OF CUSTOMS TRANSIT SYSTEMS BY SMUGGLERS

Having discussed at earlier sessions a number of drug seizures involving TIR vehicles, the Working Party felt that it should be informed of any special devices and facilities used by smugglers abusing the TIR transit system. The Working Party invited all Contracting Parties to the TIR Convention, 1975, and the World Customs Organization (WCO) to transmit all relevant information on such cases so that it could take the necessary steps, falling within its competence and mandate, to prevent such occurrences (TRANS/WP.30/127, paras. 55-57).

As in the past, the Working Party may wish to exchange views and report on experiences on this subject, if any, on a confidential basis.

9. OTHER BUSINESS

(a) Dates of next sessions

The Working Party may wish to decide on the dates for its next sessions.

Pending a final decision of the Inland Transport Committee at its February 2000 session, the secretariat has already scheduled the ninety-fifth session of the Working Party to be held in the week from 19 to 23 June 2000. The ninety-sixth session of the Working Party could be held, in conjunction with the twenty-ninth session of the TIR Administrative Committee and the fourth session of the Administrative Committee for the "Harmonization" Convention, during the week 16 to 20 October 2000.

(b) Restriction on the distribution of documents

The Working Party should decide whether there shall be any restrictions with respect to the distribution of documents issued in connection with its current session.

10. ADOPTION OF THE REPORT

In accordance with established practice, the Working Party will adopt the report on its ninety-fourth session on the basis of a draft prepared by the secretariat. Given the present resource restrictions with regard to translation facilities, parts of the final report may not be available for adoption in all working languages.



UNITED NATIONS OFFICE - GENEVA

CONFERENCE REGISTRATION FORM

Date:

Title of the Conference

UN/ECE Working Party on Customs Questions affecting Transport (WP.30) - 94. session

Delegation/Participant of country, Organization or Agency)

Participant: Name Mr. Mrs. Ms.

First name(s)

Participation Category

- Head of delegation
- Delegation Member
- Observer Country

- Observer (organization)
- NGO
- Other (Please specify below)

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Participation from/until

from 21 February to 25 February 2000

In which language do you prefer to receive documents

English French Russian

Official position (in own country):

Passport No :

Validity until:

Official telephone No:

Telefax N :

E-mail address:

Permanent official address:

Address in Geneva:

Accompanied by spouse

Yes No

Family name (spouse)

First Name (spouse)

On issue of ID Card

Participant signature:

Spouse signature:

Date :

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