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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting Transport

(One-hundred-and-tenth session, 14-17 June 2005,
agenda item 7 b (ii))

**CUSTOMS CONVENTION ON 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

Transmitted by the International Road Transport Union (IRU)

1. In document TRANS/WP.30/2005/13, the secretariat has presented a draft recommendation for the introduction of the HS-code into the goods manifest of the TIR Carnet. The background for the proposed recommendation is the need to identify those goods that may pose a security risk.
2. As mentioned in previous meetings of WP.30, the WCO has, in a High Level Strategic Group consisting of General Directors of Customs Authorities with the active support of a number of trade and transport associations, drafted the "Framework of Standards to secure and facilitate global trade". The standards have recently been finalized for adoption at the WCO Council in June 2005.

3. Submission of data regarding the goods transported is part of the first core elements of the WCO framework. The standards regarding data elements (Annex 1, point 1.3) are contained in

- An *export declaration* to be submitted by the exporter including “Code specifying a type of goods for Customs, transport, statistical or other regulatory purposes (generic term)” **or** “Plain language description of the nature of a goods item sufficient to identify it for Customs, statistical or transport purposes” (1.3.1 No. 10 of the Standard);
- A *cargo declaration* to be submitted by the carrier including “Plain language description of the cargo of a means of transport, in general terms only”.

4. Among the many issues that led to this proposal in the WCO standards were the problems relating to the use of the HS Code for transports of grouping containing a number of different kinds of goods – a type of transport that is very normal in road transport.

5. In IRU’s opinion it would only create confusion if the WP.30 were to decide on a recommendation for the introduction of the HS-code in the goods manifest of the TIR Carnet, which would deviate from the WCO recommendations.
