



Economic Commission for Europe**Administrative Committee for the TIR Convention, 1975****Seventy-seventh session**

Geneva, 9 and 10 (a.m.) February 2022

Item 5 (a) of the provisional agenda

Revision of the Convention**Amendment proposals to the Convention submitted by the Working Party****Note by the secretariat****I. Mandate and background**

1. Further to the adoption of various amendment proposals to the provisions of the Convention, there are certain (new or updated) comments that have been adopted by the Working Party and, consequently, endorsed by the Committee. These concern: (i) comment to Article 18 “Several customs offices of departure and/or destination”; (ii) comment to Annex 6, Explanatory Note 0.8.3; (iii) comment to Annex 6, Explanatory Note 0.49; and (iv) comment to Annex 9, Part II “Model Authorization Form (MAF)”.

2. At its 158th session (October 2021), the Working Party also reached agreement and, consequently, adopted a new comment to Article 18, entitled: “Possibilities of increasing the total number of loading and unloading places to more than eight in exceptional cases”), the Working Party requested the secretariat to forward this proposal to the Administrative Committee for endorsement at its next session

II. Considerations by the Committee

3. The Committee is invited to endorse the comment, as contained in Annex to this document and decide that it will be applicable only as of the moment that the corresponding amendment proposal to Article 18 to the Convention enters into force, which is foreseen for 25 June 2022. The new comment replaces the existing comment “Possibilities of increasing the total number of loading and unloading places to more than four in exceptional cases”.

Annex

Comment to Article 18

Possibilities of increasing the total number of loading and unloading points to more than eight in exceptional cases

According to Article 18 and No.5 of the Rules regarding the use of the TIR Carnet (Annex 1), one TIR transport may not involve more than eight points of loading and unloading. In order to increase the total number of loading and unloading points in the course of one transport operation, a road vehicle or a combination of vehicles or containers may perform several TIR transports consecutively or at a time, each under cover of a separate TIR Carnet. To this end, the following options may be used:

(i) Consecutive use of two TIR Carnets for one transport operation in accordance with the comment to Article 28 "Possibility of using two TIR Carnets for a single TIR transport". The first TIR Carnet may include up to 8 Customs offices of departure and destination. After its completion and termination at the eighth Customs office, a new TIR Carnet may be opened and used for the remainder of the transport operation. A proper inscription shall be made in both TIR Carnets to reflect this fact. Thus, the last Customs office of destination covered by the first TIR Carnet becomes the office of departure for the second TIR Carnet which may include up to seven Customs offices of destination. In the first TIR Carnet, all goods bound for Customs offices of destination of the second TIR Carnet should be indicated as intended for the last Customs office of destination. Such a procedure may cover up to fifteen Customs offices of departure and destination. To fulfil the conditions laid down in Article 2 of the Convention, it is essential that both TIR transports be carried out across at least one border. Since two TIR Carnets are used one after another, only one TIR guarantee exists at a time;

(ii) Simultaneous use of several road vehicles (e.g., a combination of vehicles) or several containers. In line with Article 17, paragraph 1 of the TIR Convention, for each road vehicle or container a separate TIR Carnet may be issued. Each TIR Carnet may cover up to eight points of loading and unloading. The Customs office(s) of departure should indicate all reference numbers of these TIR Carnets in box "For official use" on all vouchers of each TIR Carnet accepted.

Whatever alternative is used, consignments to be unloaded at different unloading points should be separated from each other, as stipulated in Explanatory Note 0.18-2, paragraph 1.
