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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

Working Party on Customs Questions

affecting Transport

(4-7 February 2003)

**PROVISIONAL AGENDA FOR THE ONE-HUNDRED-AND-THIRD SESSION**

**to be held at the Palais des Nations, Geneva,  
starting at 10.00 hours on Tuesday, 4 February 2003 <sup>\*/</sup>**

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<sup>\*/</sup> 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 UNECE Transport Division (Fax: +41-22-917-0039; e-mail: Poul.Hansen@unece.org). Documents may also be downloaded from the Internet web site of the UNECE Transport Division (<http://border.unece.org>). During the meeting, documents may be obtained from the UNOG Documents Distribution Section (Room C.111, 1st floor, Palais des Nations).

The full text of the Conventions in English, French and Russian as well as complete lists of Contracting Parties to the Conventions referred to in this agenda are available on the UNECE web site: <http://www.unece.org/trans/conventn/legalinst.html#customs>.

In accordance with the accreditation procedures applicable for all meetings held at the Palais des Nations, delegates are requested to fill-in the attached registration form (also available from the web site of the UNECE ([www.unece.org](http://www.unece.org))) and to transmit the duly filled-in form at the latest one week before the session to the UNECE Transport Division, either by fax (+41-22-917-0039) or by e-mail (Poul.Hansen@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, please phone the UNECE secretariat (Int. 72453).

GE.02-24928

**Tuesday 4 February 2003**

1. Adoption of the agenda
2. Election of officers
3. Activities of UNECE bodies and other United Nations organizations of interest to the Working Party
4. Activities of other organizations of interest to the Working Party
5. Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956)
  - (a) Status of the Conventions
  - (b) Application of the Conventions
6. International Convention on the Harmonization of Frontier Controls of Goods, 1982 ("Harmonization Convention")
  - (a) Status of the Convention
  - (b) Preparation of a new Annex on efficient border crossing procedures
7. Draft UNECE Conventions on International Customs Transit Procedures for the Carriage of Goods by Rail
  - (a) Resolution on the Use of the SMGS Consignment Note as a Customs Transit Declaration
  - (b) Draft UNECE Conventions on International Customs Transit Procedures for the Carriage of Goods by Rail
8. Customs Convention on the International Transport of Goods Under Cover of TIR Carnets (TIR Convention, 1975)
  - (a) Status of the Convention
  - (b) Revision of the Convention
    - (i) Implementation of Phase II of the TIR revision process and examples of best practices
    - (ii) Preparation of Phase III of the TIR revision process
    - (iii) Draft amendments on the introduction of a control system for TIR Carnets

**Wednesday 5 February 2003**

- (c) Application of the Convention
  - (i) Functions and roles of the TIRExB, the TIR secretariat and the IRU
  - (ii) Control system for TIR Carnets - IRU SafeTIR
  - (iii) Settlement of claims for payments
  - (iv) Measures to reduce the number of lost, stolen and falsified TIR Carnets
  - (v) Issues relating to technical provisions
  - (vi) National control measures in the Russian Federation
  - (vii) Heavy or bulky goods
  - (viii) Inclusion of place and number of seals in the certificate of approval
  - (ix) The concept of authorized consignee in the TIR Convention
  - (x) TIR Handbook
  - (xi) Other matters
- 9. Prevention of the abuse of Customs transit systems by smugglers
- 10. Other business
  - (a) Dates of the next sessions
  - (b) Restriction on the distribution of documents

**Thursday 6 February 2003**

TIR Administrative Committee, thirty-fourth session

Administrative Committee for the International Convention on the Harmonization of Frontier Controls of Goods, 1982, fifth session

**Friday 7 February 2003**

- 11. Adoption of the report

**1. ADOPTION OF THE AGENDA**

Documentation: TRANS/WP.30/205.

In accordance with the Commission's rules of procedure, the first item to be considered is the adoption of the agenda (TRANS/WP.30/205).

**2. ELECTION OF OFFICERS**

In accordance with the Commission's rules of procedure and established practice, the Working Party should elect a Chairman and possibly a Vice-Chairman for its sessions in 2003.

**3. ACTIVITIES OF UNECE BODIES AND OTHER UNITED NATIONS ORGANIZATIONS OF INTEREST TO THE WORKING PARTY**

The Working Party will be informed about the results of relevant sessions of the Inland Transport Committee and its subsidiary bodies as they relate to matters of interest to the Working Party.

At its one-hundred-and-second session, the Working Party decided to monitor the progress made in the field of transport and security by the World Customs Organization (WCO) (TRANS/WP.30/204, para. 7). The Working Party may wish to be informed of new developments.

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

The Working Party may wish to be informed about recent activities by the World Customs Organization (WCO), the European Conference of Ministers of Transport (ECMT), the European Commission (DG TAXUD) as well as by 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)**

Documentation: ECE/TRANS/107/Rev.1; ECE/TRANS/108; (<http://border.unece.org> - Legal Instruments); TRANS/WP.30/2003/2.

### **(a) Status of the Conventions**

The Working Party will be informed of the situation concerning the scope and the number of Contracting Parties to the Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles.

### **(b) Application of the Conventions**

The Working Party may wish to recall that, on several occasions, it had been requested by the AIT/FIA to consider specific problems related to the application of the Conventions.

The Working Party may wish to be informed by Customs authorities and the AIT/FIA (TRANS/WP.30/2003/2) on the application of the Conventions, in particular, about the management of the system of “Carnet de Passage en Douane” (CPD).

## **6. INTERNATIONAL CONVENTION ON THE HARMONIZATION OF FRONTIER CONTROLS OF GOODS, 1982 (“Harmonization Convention”)**

Documentation: ECE/TRANS/55; (<http://border.unece.org> - Legal Instruments); TRANS/WP.30/196; TRANS/WP.30/AC.3/8; TRANS/WP.30/2002/19; TRANS/WP.30/2001/16; TRANS/WP.30/2000/16; TRANS/WP.30/2000/11, Informal documents No. 19 and 21 (2002).

### **(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 Convention. A complete list of Contracting Parties to the Convention is annexed to the agenda of the fifth session of the Administrative Committee for the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (TRANS/WP.30/AC.3/9, annex 1).

(b) **Preparation of a new Annex on efficient border crossing procedures**

The Working Party may wish to recall that the Administrative Committee for the "Harmonization Convention" at its fourth session had agreed with the general conclusions of the Working Party on the preparation of a new Annex 8 to the Convention with the objective of addressing all elements important for efficient border crossing procedures in international road transport of goods (TRANS/WP.30/AC.3/8, paras. 12-22). The Working Party may wish to take note that the secretariat has prepared a consolidated proposal of a new Annex 8, contained in document TRANS/WP.30/AC.3/2003/1, which has been submitted for discussion at the fifth session of the Administrative Committee, which will take place on 6 and 7 February 2003 (TRANS/WP.30/AC.3/9).

**7. DRAFT UNECE CONVENTIONS ON INTERNATIONAL CUSTOMS TRANSIT PROCEDURES FOR THE CARRIAGE OF GOODS BY RAIL**

Documentation: TRANS/2001/10; TRANS/WP.30/194; TRANS/WP.30/164; TRANS/WP.30/2002/25; TRANS/WP.30/2002/16; TRANS/WP.30/2002/12; TRANS/WP.30/2002/10; TRANS/WP.30/2002/9; TRANS/WP.30/2000/17; TRANS/WP.30/R.141; Informal documents No. 4-5 (2002).

(a) **Resolution on the Use of the SMGS Consignment Note as a Customs Transit Declaration**

The Working Party may wish to recall that, at its one-hundred-and second session, it adopted resolution No. 50 on the use of the SMGS consignment note as a customs transit declaration (TRANS/WP.30/204, annex 1). The Working Party may wish to be informed about the status of acceptance of the resolution.

(b) **Draft UNECE Conventions on International Customs Transit Procedures for the Carriage of Goods by Rail**

The Working Party may wish to recall that, at its ninety-sixth session, it had terminated its activities on the preparation of two draft conventions on international Customs transit procedures for the carriage of goods by rail: one covering the area of the COTIF Convention and one covering the area of the SMGS Agreement. According to its decision (TRANS/WP.30/192, paras. 14-21), the two draft conventions had been transmitted, via diplomatic channels, to the Contracting Parties to the COTIF Convention and to the SMGS Agreement respectively with a view to soliciting their views on the approach taken and on the Customs transit procedures proposed therein (TRANS/WP.30/198, para. 26).

On 11 February 2002, an informal ad hoc Expert Group meeting on Customs Rail Transit based on the SMGS Consignment Note had been organized by the secretariat to consider the responses transmitted by Contracting Parties. The conclusions of the meeting, contained in document TRANS/WP.30/2002/12, indicate that there is a demand by Governments and industry for a harmonization of Customs transit procedures governing rail transport in the SMGS area. However, the amendment proposals to the draft SMGS Customs rail transit Convention transmitted by Contracting Parties to the SMGS Agreement, as contained in document TRANS/WP.30/2002/10, indicated that there exist a great divergence of views on how and to what extent to facilitate Customs rail transit. The amendments proposed by some Contracting Parties to the SMGS Agreement would result in considerably reduced facilitation measures compared to the provisions of the original draft prepared by the Working Party and the provisions in place for the COTIF Convention in the Common and Community transit system.

The Working Party, at its one-hundred-and-second session, stressing that the adopted resolution No. 50 was a preliminary facilitation measure, requested the secretariat to pursue, as soon as possible, the finalization of the draft Convention on international Customs transit procedures for the carriage of goods by rail covering the SMGS area, also taking into consideration the facilitation of transfer of goods in transit between Contracting Parties to the SMGS Agreement and the COTIF Convention (TRANS/WP.30/204, para. 23).

The Working Party may wish to be informed about the status of developing a draft Convention on International Customs Transit Procedures for the Carriage of Goods by Rail.

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

Documentation: ECE/TRANS/17 and Amends.1-22; 2002 TIR Handbook; (<http://tir.unece.org>); TRANS/WP.30/AC.2/66 annex 1; TRANS/WP.30/204; TRANS/WP.30/202; TRANS/WP.30/200; TRANS/WP.30/198.

### **(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.

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 report of the thirty-third session of the TIR Administrative Committee (TRANS/WP.30/AC.2/67, annex 1). Permanently updated information on the scope of the TIR Convention is available on the UNECE TIR web site: (<http://tir.unece.org>).

(b) **Revision of the Convention**

(i) **Implementation of Phase II of the TIR revision process and examples of best practices**

The complete texts of all amendments adopted under Phase II of the TIR revision process have been published by the secretariat in documents ECE/TRANS/17/Amend.21 and ECE/TRANS/17/Amend.22. The Working Party may wish to be informed by the secretariat about the status of implementation at national level of Phases I and II of the revision process.

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

Documentation: TRANS/WP.30/2003/5; TRANS/WP.30/2003/3; TRANS/WP.30/2002/23; TRANS/WP.30/2002/20; TRANS/WP.30/2002/17; TRANS/WP.30/2002/15; TRANS/WP.30/2002/11; TRANS/WP.30/2002/7; TRANS/WP.30/2001/19 and Rev. 1; TRANS/WP.30/2001/18; TRANS/WP.30/2001/15; TRANS/WP.30/2001/13; TRANS/WP.30/2001/12; TRANS/WP.30/2001/11; TRANS/WP.30/2001/6; TRANS/WP.30/2001/5; Informal document No.20 (2002); Informal document No.2 (2002); Informal document No.15 (2001); Informal document No.14 (2001); Informal document No.13 (2001); Informal document No.12 (2001); Informal document No.8 (2000); Informal document No.7 (2000); Informal document No.1 (2000); Informal document No.5 (1997).

The Working Party may wish to recall that, at its ninety-sixth session, it had decided to start work on Phase III of the TIR revision process, which would include a study of the following elements (TRANS/WP.30/192, para. 33):

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



- Revision of the TIR Carnet

The Working Party may wish to recall that, at its ninety-eighth session, it had considered the usefulness of including additional data elements into the TIR Carnet. It had concluded that additional data elements could be useful in relation to the procedures for recovery of debt and facilitating subsequent Customs procedures (TRANS/WP.30/196, paras. 35-40). At its one-hundredth and one-hundred-and-first sessions, it had taken note of the work of the European Commission's sub-group on data requirements (Informal document No. 2 (2002)) that, at the time, in general seemed not to favour requirements for additional data in the Community and Common transit systems (TRANS/WP.30/200, para. 37). It has also considered a survey conducted by the secretariat on documentary requirements for TIR operations showing that a majority of the Customs authorities having replied required information in addition to that contained in the TIR Carnet (TRANS/WP.30/2002/15). As a result, the Working Party requested the secretariat to prepare proposals for best practices concerning documentary requirements for the TIR procedure (TRANS/WP.30/202, para. 36). At its one-hundred-and-second session, the Working Party had considered this issue on the basis of Informal document No. 20 (2002), prepared by the secretariat, and had requested the secretariat to prepare a proposal of an example of best practices in this field for the present session (TRANS/WP.30/204, para. 30).

The Working Party may wish to consider document TRANS/WP.30/2003/3, prepared by the secretariat.

- Increase in the number of loading and unloading places

The Working Party, at its one-hundredth session, continued its consideration of document TRANS/WP.30/2001/19 prepared by the secretariat containing proposals for three alternative solutions to increase the number of loading and unloading places (TRANS/WP.30/200, paras. 41-42). At its one-hundred-and-first session, it considered document TRANS/WP.30/2002/17, prepared by the secretariat, describing a scenario of up to six places of loading and unloading. The Working Party agreed that there exists a demand from the transport industry to increase the number of loading and unloading places permitted in the Convention. The Working Party also agreed that the task of finding a short-term solution should remain with the TIR Executive Board (TIRExB). The Working Party should focus on finding a long-term solution. The Working Party requested the secretariat, to prepare a document describing, in detail, the implications at both national and international level of a scenario of six Customs offices of loading and unloading, including an analysis of the legal consequences (TRANS/WP.30/202, para. 39). The Working Party, at its one-hundred-and-second session, considered a document, prepared by the secretariat, in this respect (TRANS/WP.30/2002/20). The Chairman of the TIRExB informed that it, as a

short term solution, had agreed, in principle, that the use of two consecutive TIR Carnets, in cases where more than four offices of loading and unloading were required, could be in line with the provisions of the Convention if certain conditions were met. The TIRExB had requested the secretariat to prepare a draft Explanatory Note for its next session to be submitted to the Working Party. The Working Party felt that the two proposals for short and long term solutions should be considered concurrently (TRANS/WP.30/204, paras. 31-34).

The Working Party may wish to be informed by the TIRExB about the conclusion of its discussions concerning a short-term solution.

- Use of new technologies

The Working Party may wish to be informed of the outcome of the second session of the informal ad hoc expert group on conceptual and technical aspects of computerization, which took place on 14 and 15 November 2002 in Prague. The expert group, in accordance with its mandate, had considered the data elements required for the operation of a TIR transport on the basis of the current provisions of the TIR Convention, as well as the activities performed by the various actors involved in the TIR procedure, with the aim of being able to identify the messages which need to be developed for the computerization of the TIR procedure.

(iii) **Draft amendments on the introduction of a control system for TIR Carnets**

The Working Party may wish to recall the Recommendation adopted on 20 October 1975 by the TIR Administrative Committee on the introduction of a control system for TIR Carnets (TRANS/WP.30/AC.2/37, annex 4). The recommendation, prepared to safeguard the TIR procedure, contains provisions recommending that Customs authorities provide competent national guaranteeing associations with a minimum number of information in a standard format concerning the presentation of TIR Carnets at Customs offices of destination. On the basis of this Recommendation and with the information provided by Customs authorities, the IRU operates the so-called SafeTIR system, an EDI system that allows the IRU and national associations to manage the risk involved in managing the TIR guarantee system and also allows interested Customs authorities to have access to certain data concerning the issuance and presentation of TIR Carnets.

The TIR Administrative Committee, at its thirty-third session, recognized that the quantity, quality and timeliness of the data provided by many Contracting Parties were apparently not sufficient to allow for an effective risk management by associations and the IRU, invited the Working Party to consider ways and means of providing for improved possibilities of risk management for associations and the IRU, in particular by the possible insertion of relevant provisions into the Convention (TRANS/WP.30/AC.2/67, paras. 53-56).

The Working Party may wish to consider amendment proposals transmitted by Latvia in this respect (TRANS/WP.30/2003/5).

(c) **Application of the Convention**

(i) **Functions and roles of the TIRExB, the TIR secretariat and the IRU**

Documentation: TRANS/WP.30/2002/30; TRANS/WP.30/R.179.

The Working Party, at its one-hundred-and-first session, was informed by the IRU about the possible threat over the sustainability of the TIR procedure (TRANS/WP.30/2002, para. 12). At its one-hundred-and-second session, it considered a proposal by the IRU on guidance on the functions and roles of the TIRExB, the TIR secretariat and the IRU (TRANS/WP.30/2002/30). In this context, the IRU also stressed the importance of further developing the agreement between the IRU and the UNECE to encompass not only the transfer of funds to the UNECE Trust Fund for the funding of the TIRExB, but also the responsibilities of the IRU in managing the TIR system, including the printing, distributing and guarantee for the TIR system, as well as determining carefully the budget for the TIRExB. The Working Party supported a proposal by its Chairman, that he would convene a small group of “friends of the Chairman” to preliminarily explore if and how the issues raised by the IRU could be addressed (TRANS/WP.30/2004, paras. 10-12).

The TIR Administrative Committee, at its thirty-third session, took note of the proposal by the IRU and welcomed the initiative taken by the Chairman of the Working Party (TRANS/WP.30/AC.2/67, para. 47).

The Working Party may wish to be informed of any developments in relation to this question.

(ii) **Control system for TIR Carnets - IRU SafeTIR**

The Working Party may wish to be informed about the activities of the SafeTIR-Taskforce, a joint effort by the TIR secretariat and the IRU, to improve the functioning of the IRU operated SafeTIR based on the Recommendations of the TIR Administrative Committee of 20 October 1995 on the introduction of a control system for TIR Carnets.

**(iii) Settlement of claims for payments**

Documentation: TRANS/WP.30/204.

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.30/202, para. 48).

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 particular, the Working Party may wish to be informed about the status of the questionnaire sent by the TIRExB to all Customs authorities utilizing the TIR procedure requesting information about the status of payment claims in the years 1999 to 2001 (TRANS/WP.30/202, para. 45).

**(iv) Measures to reduce the number of lost, stolen and falsified TIR Carnets**

Documentation: Informal document No. 22 (2002).

The Working Party may wish to recall that, at its ninety-eighth session, it had been informed that the TIRExB had decided to accept changes in the lay-out of the TIR Carnet, as proposed by the IRU, since IRU has been forced to change the supplier of the paper for TIR Carnets as of September 2001. This also included the addition of some security features in order to make falsification more difficult (TRANS/WP.30/196, paras. 68 and 69).

At its one-hundred-and-first session, the Working Party had taken note of Informal document No. 11 (2002), prepared by the secretariat, containing information incorporated in the TIR Carnet as a result of the new terminology introduced into the Convention as a result of the entry into force of Phase II of the TIR revision process (TRANS/WP.30/202, para.53).

At its one-hundred-and second session, the Working Party took note of Informal document No. 22 (2002) containing information about the introduction of yet another new version of the TIR Carnet ("black" TIR Carnet).

The Working Party may wish to exchange information about the experiences concerning the introduction of the new TIR Carnet version and the circulation of several versions of TIR Carnets.

(v) **Amendment proposals relating to technical provisions**

Documentation: TRANS/WP.30/2002/27.

The Working Party may wish to recall that, at its one-hundred-and-second session, it considered information transmitted by a private company on the development of a TIR cable with integrated fibre optic offering increased security against tampering with the TIR cable and unauthorized access to the load compartment (TRANS/WP.30/2002/27). The Working Party decided to invite a representative of the company to give a presentation of the cable at the present session (TRANS/WP.30/204, para. 54).

The Working Party may wish to receive information from the company in question and from Customs authorities that have been able to consider the use of the product within the application of the Convention. The Working Party may also wish to consider the validity of the cable under the provisions of the Convention, Annex 2.

(vi) **National control measures in the Russian Federation**

Documentation: TRANS/WP.30/204; TRANS/WP.30/202; TRANS/WP.30/200;  
TRANS/WP.30/198; (<http://tir.unece.org>).

At its ninety-ninth session, the Working Party was informed by some delegations of problems caused by the introduction of new transit regulations for certain goods in the Russian Federation. It requested the TIRExB to consider if the new regulations were in line with the provisions of the TIR Convention (TRANS/WP.30/198, paras. 101-103). At its one-hundredth session, the Working Party was informed by the Chairman of TIRExB that it had informed the Russian Customs authorities that it was of the view that the special measures taken by the Russian Federation were not in line with the provisions of the Convention (TRANS/WP.30/200, para. 92).

At its one-hundred-and-first session, the Working Party was informed that the State Customs Committee (SCC) of the Russian Federation had informed the TIRExB that measures would remain in place for the time being (TRANS/WP.30/200, paras. 92-93).

The Working Party had also been informed by the Chairman of the TIRExB, that it had considered Decree No. 1132 of the SCC of the Russian Federation providing importers of specific sensitive goods (mainly electronics) with the possibility for a “preliminary” Customs declaration together with an advance payment of Customs duties and taxes before the arrival of these goods under the TIR

procedure at the Russian border. The TIRExB had informed the SCC that it was of the view that this measure taken by the Russian Federation was not in line with the SCC that did not consider the decree to be in line with the provisions of the Convention. The SCC, however, was of the view that the decree did not interfere with the provisions of the Convention as it was in line with the Kyoto Convention (TRANS/WP.30/204, para 57).

The Working Party may wish to be informed about new developments in this field.

**(vii) Heavy or bulky goods**

Documentation: TRANS/WP.30/2002/23 and Rev. 1; TRANS/WP.30/2002/8.

At its one-hundredth session, the Working Party considered document TRANS/WP.30/2002/8 containing a proposal by the secretariat and decided to delete the last two sentences of the comment on the application of Article 3. It also decided to launch a more general discussion on the procedures of transport of heavy and bulky goods at one of its future sessions (TRANS/WP.30/200, paras. 69-73).

At its one-hundred-and-second session, the Working Party considered document TRANS/WP.30/2002/23, prepared by the secretariat, containing a proposal for a comment to Article 17 on the number of TIR Carnets required for the transport of mixed cargo containing heavy and bulky goods. The Working Party decided to modify the proposed comment slightly. However, the Working Party was forced to postpone its adoption of the comment as the French and Russian modified texts were not available for the reading of the report (TRANS/WP.30/204, para. 62).

The Working Party may wish to consider the revised proposal, prepared by the secretariat, contained in document TRANS/WP.30/2002/23/Rev. 1.

**(viii) Inclusion of place and number of seals in the certificate of approval**

Documentation: TRANS/WP.30/2003/4; TRANS/WP.30/2002/24.

The Working Party may wish to recall that, at its ninety-ninth, one-hundredth and one-hundred-and-second sessions, it had considered the question of including information on the exact placement and number of seals on the load compartment in the Model Certificate of Approval of a Road Vehicle, contained in Annex 4 of the Convention (TRANS/WP.30/198, para. 108). The Working Party had noted a comment to Explanatory Note 2.2.1 (b) to Annex 2 of the Convention on the number of Customs seals which recommends that the number of seals should be indicated in the Certificate of Approval under item 5 and that, when appropriate, a sketch should be attached to the Certificate of Approval. The Working Party had considered document TRANS/WP.24/2002/24, prepared by the secretariat at its request (TRANS/WP.30/200, paras. 89-90), containing a proposal for amendment of Explanatory Note 2.2.1

(b) to Annex 2 of the Convention on the mandatory inclusion of information in the Certificate of Approval of a Road Vehicle on the exact placement and number of seals on the load compartment. The Working Party noted that the proposal would also apply to Annex 4 of the Convention and that it would be necessary to include an implementing provision in the Explanatory Note in order to ensure that it would not be necessary to change already issued Certificates of Approval (TRANS/WP.30/204, para. 65).

The Working Party may wish to consider a revised proposal, prepared by the secretariat, as contained in document TRANS/WP.30/2003/4.

(ix) **The concept of authorized consignee in the TIR Convention**

Documentation: TRANS/WP.30/2003/1.

In 1999 and 2000, the TIRExB had started to study the concept of authorized consignor and consignee (TIRExB/1999/2/Rev.2, para.36; TIRExB/REP/2000/5, para.9). This decision was based on provisions of the newly revised Kyoto Convention, the existence of the concept of authorized consignors and consignees in other international legal instruments, in particular the Common Transit Convention and the Community Customs Code, the fact that already at present a number of Contracting Parties to the TIR Convention authorize certain consignees to receive and unload goods directly at their premises under the TIR procedure and the repeated requests from trade for greater facilitation measures under the TIR procedure. In-depth discussions have taken place during the sessions of the TIRExB in 2001 and 2002.

The Working Party may wish to consider document TRANS/WP.30/2003/1, prepared by the TIRExB at its fifteenth meeting, containing a summary of the discussions by the TIRExB on the validity of the concept of authorized consignee within the framework of the Convention.

(x) **TIR Handbook**

Documentation: UNECE document; (<http://tir.unece.org>).

The TIR Handbook contains the latest amendments to the Convention as well as all relevant comments adopted by the UNECE Working Party (WP.30) and the Administrative Committee. The TIR Handbook can be viewed and downloaded from the UNECE TIR web site in various languages (<http://tir.unece.org>). Updated hard-copy versions of the TIR Handbook are available in Chinese, English, French, German and Russian. A limited number of such copies may be obtained free of charge from the secretariat.

**(xi) 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.

At the one-hundred-and-first session of the Working Party, the IRU requested that the UNECE register on Customs Sealing Devices and Customs Stamps used under the TIR Convention could also be made available to the IRU and its guaranteeing associations. In order to be able to take a decision, the Working Party may wish to be informed by the IRU about the background for this request.

**9. PREVENTION OF THE ABUSE OF CUSTOMS TRANSIT SYSTEMS BY SMUGGLERS**

Documentation: TRANS/WP.30/127.

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.

**10. OTHER BUSINESS**

**(a) Dates of the next sessions**

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

The secretariat has already scheduled the one-hundred-and-fourth session of the Working Party to be held in the week from 16 to 20 June 2003.

The one-hundred-and-fifth session of the Working Party is tentatively scheduled to be held during the week of 13 to 17 October 2003. The UNECE secretariat has been made aware that this schedule coincides with the ITU Telecom World exhibition 2003 in Geneva. As a consequence, it will be extremely



difficult for WP.30 and AC.2 delegates to find accommodation during this week. Therefore, the UNECE secretariat is looking at alternative dates for the two sessions. No new dates are yet confirmed, but the most likely dates seem to be during the week of 29 September to 3 October 2003. The exact dates will be published on the UNECE web site as soon as possible.

(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.

**11. ADOPTION OF THE REPORT**

In accordance with established practice, the Working Party will adopt the report on its one-hundred-and-third 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 at the session for adoption in all working languages.

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