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COMITÉ DES TRANSPORTS INTÉRIEURS

Groupe de travail des problèmes douaniers
intéressant les transports

Cent vingtième session
Genève, 7-10 octobre 2008
Point 10 de l'ordre du jour provisoire

RÉSOLUTIONS ET RECOMMANDATIONS

**Résolutions du Groupe d'experts (GE.30) et du Groupe de travail (WP.30)
des problèmes douaniers intéressant les transports**

1. À sa cent dix-huitième session, le Groupe de travail a décidé que, dans le cadre de son programme de travail pour 2008-2012, il procéderait périodiquement à un examen des résolutions et recommandations qu'il aurait adoptées en vue de confirmer leur utilité et leur application, et d'adopter le cas échéant les modifications éventuellement nécessaires (ECE/TRANS/WP.30/236, annexe).
2. Conformément à cette décision, le secrétariat a établi le document ECE/TRANS/WP.30/2008/16, qui contient en annexe le texte intégral (en anglais seulement) et la cote des 49 résolutions adoptées par le GE.1 et le WP.30 depuis 1956 ainsi que le nombre de Parties contractantes qui les ont acceptées. Considérant que le document a principalement pour vocation d'offrir une rétrospective chronologique, le Groupe de travail souhaitera peut-être en prendre note et y revenir à l'avenir, le cas échéant.

Annexe^{1/}Resolutionsof the Group of Experts (GE.30) and
the Working Party (WP.30) on Customs Questions affecting Transport

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| 1 | 13.1.1956 | <p><u>Temporary Importation of the Contents of Tourist Caravans Without Payment of Import Duties and Import Taxes</u></p> <p>DESIRING to promote the development of international touring and, for that purpose, to simplify Customs formalities for caravans used by tourists,</p> <p>NOTING that under article 2 of the “Convention concerning Customs Facilities for Touring”, signed in New York on 4 June 1954, camping equipment imported by a tourist for his own personal use is admitted temporarily free of import duties and import taxes, without guarantee or deposit of such duties and taxes, provided that it accompanies the tourist, that there is no reason to fear abuse and that it is re-exported by the tourist on leaving the country of temporary importation,</p> <p>NOTING that under article 1 (b), article 2 and article 9, paragraph 3, of the “Customs Convention on the Temporary Importation of Private Road Vehicles” signed in New York on 4 June 1954, normal accessories and equipment when imported with vehicles or trailers need not be specially mentioned in Customs documents and that, under article 9, paragraph 4, of the same Convention, accessories not considered as constituting the normal equipment of the vehicle shall, if the Customs authorities so require, be declared on Customs documents,</p> <p>CONSIDERING, therefore, that it is unnecessary to draw up and submit to the Customs authorities, at the time of temporary importation of the vehicle, a separate, complete and detailed inventory of the contents of tourist caravans,</p> <p>RECOMMENDS governments</p> <p>(a) not to require a separate, complete and detailed inventory of the contents of tourist caravans, but only a declaration of valuable accessories and equipment (refrigerators, non-portable wireless sets, furniture and carpets other than the usual type, etc.) under the heading “Other Particulars” in the Customs document;</p> |

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| | | <p>(b) to grant such facilities to tourists as from 24 March 1956;</p> <p>REQUESTS governments to inform the Executive Secretary, by 15 February 1956, whether they are prepared to apply this recommendation and, in the affirmative, to state the date on which they will start applying it to traffic entering their country,</p> <p>DESIRING to consider, on completion of a trial period, in what ways the TRIPTYCH FOR A SINGLE JOURNEY, and the procedure for its issue, control and, where appropriate, regularization, could be simplified,</p> <p>RECOMMENDS that governments communicate their views to the Executive Secretary, before 1 December 1956, on any changes they consider desirable in the document, the above-mentioned procedure and the period of validity.</p> <p>(TRANS/WP.30/51)</p> <p>No information on acceptance of Resolution No. 1 available.</p> |
| 2 | 13.1.1956 | <p><u>Triptych for a single journey</u></p> <p>DESIRING to promote the development of international touring by road vehicles;</p> <p>CONSIDERING that it would be desirable for that purpose to put at the disposal of persons using such vehicles, whether members of a guaranteeing association or not, a temporary importation document of a standard type</p> <ul style="list-style-type: none"> (a) obtainable at short notice from a large number of issuing offices and, as far as possible, even outside normal office hours and working days, (b) valid for a single journey in any country, and (c) inexpensive, <p>NOTING that the World Touring and Automobile Association (OTA) whose members include all the associations at present empowered to issue temporary importation papers for road vehicles, has, on behalf of these associations, submitted proposals for the issue of such a document on the desired conditions,</p> <p>RECOMMENDS that governments accept, from 24 March 1956 onwards, the temporary importation document entitled “TRIPTYCH FOR A SINGLE JOURNEY” on the understanding that</p> <ul style="list-style-type: none"> (a) the document shall be valid for three months from the day of issue, |

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| | | <p>(b) it shall be issued in accordance with the provisions of the “Customs Convention on the Temporary Importation of Private Road Vehicles (New York, 1954) or of the “Draft International Customs Convention on Commercial Road Vehicles (Geneva, 1949), as the case may be, name and the address of the normal residence of the person concerned, are inserted on all vouchers and counterfoils used in connexion with the journeys of the person taking the vehicle on hire, and to regard this person as the holder of the temporary importation papers. On triptychs, the words “ON HIRE TO”, followed by the necessary date, would be made on both volets and on the holder’s copy, before the triptych is registered by the Customs Authority concerned.</p> <p>(TRANS/WP.30/51)</p> <p>No information on acceptance of Resolution No. 2 available.</p> |
| 3 | 21.4.1956 | <p><u>Temporary importation Without Payment of Import Duties and Import Taxes of Vehicles Hired for Private Use</u></p> <p>DESIRING to promote the development of international tourism and, for that purpose, to simplify Customs formalities for tourist using road vehicles hired for their private use,</p> <p>CONSIDERING the provisions of the Customs Convention on Temporary Importation of Private Road Vehicles, done at New York on 4 June 1954,</p> <p>CONSIDERING that in some cases it takes time to issue temporary importation papers, so that journeys by tourist in hired vehicles may be delayed,</p> <p>CONSIDERING that the Final Act of the United Nations Conference on Customs Formalities for the Temporary Importation of Private Road Motor Vehicles and for Tourism states that the terms of the Agreements signed at the end of the Conference “set out minimum facilities which are less than those allowed by many of the Contracting States” and that “the Contracting States will endeavour to increase the facilities which they now grant”.</p> <p>RECOMMENDS Governments, without prejudice to the application of the provisions of their national laws on transport, to accept, in the case of vehicles hired with or without driver and imported for private use, temporary importation papers made out in the name of the person letting out the vehicle on hire, provided that, if the Customs Authorities of the country of</p> |

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| | | <p>temporary importation so require, the words “ON HIRE TO ...” (in the language in which the papers are printed), followed by the same and the address of the normal residence of the person concerned, are inserted on all vouchers and counterfoils used in connexion with the journeys of the person taking the vehicle on hire, and to regard this person as the holder of the temporary importation papers. On triptychs, the words “ON HIRE TO”, followed by the necessary data, would be made on both volets and on the holder’s copy, before the triptych is registered by the Customs Authority concerned.</p> <p>(TRANS/WP.30/54)</p> <p>No information on acceptance of Resolution No. 3 available.</p> |
| 4 | 3.11.1956 | <p><u>Carnets de passage en douane for aircraft</u></p> <p>HAVING REGARD TO the provisions of the Geneva Customs Convention of 18 May 1956 on the Temporary Importation for Private Use of Aircraft and Pleasure Boats and, in particular, article 6 and 7 and Annex 1,</p> <p>CONSIDERING it impossible to foresee on what date the Convention will enter into force,</p> <p>BEARING IN MIND that <u>carnets de passage en douane</u> take several months to print,</p> <p>RECOMMENDS that governments accept until 31 December 1958 <u>carnets de passage en douane</u> for aircraft differing from the model prescribed in Annex 2 to the Geneva Draft International Customs Convention on Touring of 16 June 1949 only by absence of the <u>volets de contrôle</u>, and</p> <p>REQUESTS governments accepting this recommendation to notify the Executive Secretary of the fact at the time of becoming Contracting Parties to the Convention.</p> <p>(TRANS/WP.30/58)</p> <p>No information on acceptance of Resolution No. 4 available.</p> |
| 5 | 8.3.1957 | <p><u>Carnet de Passage en Douane for Aircraft</u></p> <p>HAVING REGARD TO its resolution No. 4,</p> <p>CONSIDERING it desirable to make possible the use, from 1 January 1958, of the model <u>carnet de passage en douane</u> for aircraft annexed to the Geneva Customs Convention of 18 May 1956 on the Temporary Importation for Private Use of Aircraft and Pleasure Boats,</p> |

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| | | <p>RECOMMENDS the governments concerned to accept the aforesaid carnet from 1 January 1958, an</p> <p>REQUESTS governments accepting this recommendation to notify the Executive Secretary of the fact by 30 June 1957.</p> <p>(TRANS/WP.30/61)</p> <p>No information on acceptance of Resolution No. 5 available.</p> |
| 6 | 22.11.1957 | <p><u>Standardization of ordinary triptych models</u></p> <p>CONSIDERING that triptych models should be standardized in the countries where these documents are used for the temporary importation of motor vehicles, motor cycles and bicycles with auxiliary engines,</p> <p>RECOMMENDS the governments concerned to apply the provisions attached thereto,</p> <p>REQUESTS governments to inform the Executive Secretary not later than 31 January 1958 whether they are prepared to apply these provisions and, if so, to state the date as from which triptychs of the standardized model will be accepted in their country; and</p> <p>RECOMMENDS to the associations concerned that the period of validity of the triptychs be one year, unless there are cogent reasons for adopting a shorter period in the traveller's own interest.</p> <p>(TRANS/WP.30/65)</p> <p>No information on acceptance of Resolution No. 6 available.</p> |
| 7 | 22.11.1957 | <p><u>Simplification of the Temporary Importation System for Road Motor Vehicles for Private Use</u></p> <p>HAVING REGARD TO the studies it has been conducting for three years in collaboration with the World Touring and Automobile Association on the possibility of simplifying formalities for the temporary importation of motor vehicles for private use (private cars, motorcycles, bicycles with auxiliary engines),</p> <p>CONSIDERING that these studies have led to the introduction of the triptych for a single journey and will enable the ordinary triptychs to be standardized,</p> <ul style="list-style-type: none"> - the decision taken in 1956 by the Government of the Federal Republic of Germany no longer to require a guaranteed Customs document for motor vehicles for private use, |

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| | | <ul style="list-style-type: none"> - the decisions by the Austrian and Swedish Governments not to require any Customs document, guaranteed or not guaranteed, for such vehicles, as from 1 August 1957 and 1 January 1958 respectively, <p>CONSIDERING the announcement at the Group's eleventh session that the Government of the Federal Republic of Germany and Switzerland will probably not require any Customs document for such vehicles from the beginning of 1958,</p> <p>CONSIDERING that Denmark, Norway and Sweden have already abolished Customs documents for vehicles registered in one of these three countries of Finland travelling in their territories,</p> <ul style="list-style-type: none"> - that the same has been the case for vehicles registered in Belgium, Luxembourg or the Netherlands travelling in the territories of the Netherlands and the Belgo-Luxembourg Economic Union, and - that these measures of liberalization have proved possible despite differences in taxation and registration systems for vehicles in the various countries concerned <p>CONSIDERING the recommendations by other international organizations regarding the simplification of formalities for the temporary importation of road motor vehicles for private use,</p> <p>WELCOMES the results already attained, and</p> <p>NOTING that, although the diptych system permits bilateral arrangements whereby a check of a vehicle's re-importation into its country of origin can be substituted for a check of its re-exportation from the country of temporary importation, the general introduction of this system in Europe on a multilateral basis has proved impossible,</p> <p>REQUESTS governments which decide to abolish Customs documents for the temporary importation of road motor vehicles for private use to undertake all efforts to achieve maximum uniformity, in particular with regard to the categories of beneficiaries in all countries which would decide on such abolition. To that end, the Executive Secretary is requested to convene, if necessary, meetings between officials of interested countries.</p> <p>(TRANS/WP.30/65)</p> <p>No information on acceptance of Resolution No. 7 available.</p> |

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| 8 | 23.5.1958 | <p><u>Introduction of a new model international Customs declaration form (TIF Model)</u></p> <p>CONSIDERING the usefulness for international rail transport of a practical form of international Customs declaration that can be used for</p> <ul style="list-style-type: none"> - consignments in transit proper, - consignments sent from a frontier station to an inland Customs station or vice versa and, where appropriate, - other Customs operations <p>BELIEVING that in the light of experience the present TIF forms annexed to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Luggage carried by Rail, of 10 January 1952, and the International Convention to Facilitate the Crossing of Frontiers for Goods carried by Rail, of 10 January 1952, does not entirely meet the requirements of the Customs and railway services of certain countries,</p> <p>DECIDES to put forward the new model international Customs declaration form, TIF model, consisting of a four-page form and an appendix of two pages;</p> <p>NOTES that the Italian representative has stated his intention of proposing to his Government that it send to the Secretary-General of the United Nations in due time, under the provisions in the final clauses of the two above-mentioned Conventions, a proposed amendment to the international Customs declaration form, TIF model, replacing the present model by the new form of declaration with appendix;</p> <p>RECOMMENDS the governments of countries Parties to the two Conventions to accept the proposed amendment to be submitted by Italy; and</p> <p>NOTING the advisability of using the new model declaration form and its appendix as soon as possible and the need for transitional measures,</p> <p>RECOMMENDS governments</p> <ul style="list-style-type: none"> (a) to accept these new Customs documents along with the present ones from 1 December 1958 and to take all necessary steps to ensure that, with due regard for the provisions of article 16 of each of the two aforesaid Conventions, as from 1 January 1960 only the new Customs document shall be used; |

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| | | <p>(b) to accept the present documents until 31 December 1959; and</p> <p>REQUESTS governments accepting this resolution to notify the Executive Secretary of the Economic Commission for Europe to that effect by 15 August 1958.</p> <p>(TRANS/WP.30/71)</p> <p>No information on acceptance of Resolution No. 8 available.</p> |
| 9 | 12.12.1958 | <p><u>Putting the revised Annexes into effect before the entry into force of the new Convention</u></p> <p>HAVING REGARD to the draft Customs Convention on the International Transport of Goods by Road, brought into effect by the Agreement of 16 June 1949 providing for the Provisional Application of the Draft Customs Convention on Touring, on Commercial Road Vehicles and the International Transport of Goods by Road;</p> <p>HAVING REGARD to the Additional Protocol amending certain provisions of that Agreement and, in particular, adding to Article 1 of that Agreement a paragraph 4 relating to the amendment procedure for the annexes to the Draft Customs Convention on the International Transport of Goods by Road;</p> <p>HAVING REGARD to the new draft TIR Convention of which all the technical clauses were definitively established at the Group of Experts' fourteenth session;</p> <p>NOTES that the competent administrations of the governments parties, with respect to the Draft Customs Convention on the International Transport of Goods by Road, to the Agreement of 16 June 1949, are agreed that as from 1 July 1959 the annexes of the Draft Customs Convention on the International Transport of Goods by Road brought into effect by the Agreement of 16 June 1949 shall be replaced by Annexes 1 – 9 of the new Draft TIR Convention, on the understanding that Annexes 3 and 4 of the new draft TIR Convention shall represent Annex 2 of the draft Convention brought into force by the Agreement of 1949, that Annexes 5 and 8 shall represent Annex 3, that Annexes 6 and 7 shall represent Annex 2 bis and that Annex 9 shall represent Annex 4 of the said draft Convention, and on the understanding also that:</p> <p>(a) TIR <u>carnets</u> conforming to the model at present in force may be used up to 31 December 1959, and</p> |

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| | | <p>(b) Certificates of approval issued before 1 July 1959 for vehicles or containers shall be recognized until the expiry of their period of validity;</p> <p>ADDRESSES to the governments of the countries which apply the Draft Customs Convention on the International Transport of Goods by Road, without being parties to the Provisional Agreement of 16 June 1949 bringing that Draft Convention into effect, a request that they also apply the annexes of the new draft TIR Convention as from 1 July 1959, and under the same conditions as the Contracting Parties to the Agreement.</p> <p>(TRANS/WP.30/74)</p> <p>No information on acceptance of Resolution No. 9 available.</p> |
| 10 | 29.5.1959 | <p><u>Temporary Importation Without Payment of Import Duties and Taxes of Road Trailers Entering a Country by Rail</u></p> <p>DESIRING to facilitate the extension to international traffic of combined transport of goods by road trailers loaded on railway wagons for part of the journey,</p> <p>RECOMMENDS governments, without prejudice to the general facilities they grant or intend to grant to commercial road vehicles, to permit, in combined transport of goods by road trailers loaded on railway wagons, the temporary importation by rail of such trailers without payment of import duties and taxes and without requiring the production of a triptych, carnet de passages en douane or any other bonded Customs document or the putting-up, in one form or another, of a bond in respect of the payment of import duties and taxes, provided that such trailers are to be re-exported by rail and that the railway administration of the country of temporary importation declares</p> <p>NOTING, however, that such combined transport is likely to develop only on certain international routes, so that all governments are not equally interested in the problem,</p> <p>NOTING further that no problem arises or will arise in the countries of temporary importation which have dispensed, or intend to dispense, completely with the obligation to reproduce Customs documents for commercial road vehicles,</p> <p>REQUESTS governments of countries where the problem arises to apply the above recommendation when the railway administrations of their countries so request them and in that case to inform the Secretariat of the measures they have taken.</p> |

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| | | (TRANS/WP.30/77) No information on acceptance of Resolution No. 10 available. |
| 11 | 15.1.1960 | <p><u>Standardization of Triptych Models for Pleasure Boats</u></p> <p>CONSIDERING that models of triptychs for the temporary importation of pleasure boats should be standardized in the countries where such documents are required.</p> <p>RECOMMENDS the governments concerned to apply the following provision,</p> <p>REQUESTS the said governments to inform the Executive Secretary not later than 15 April 1960 whether they are prepared to apply these provisions and, if so, to state the date as from which triptychs of the standardized model will be accepted in their country,</p> <p>RECOMMENDS to the associations concerned that the period of validity of the triptychs be one year, unless there are cogent reasons for adopting a shorter period in the holder's own interest.</p> <p>PROVISIONS RELATING TO TRIPTYCH MODELS FOR PLEASURE BOATS</p> <ol style="list-style-type: none"> 1. Triptychs shall conform to the model attached hereto. 2. Triptychs shall be printed in French on white paper. 3. The name of the country for which the triptych is valid shall be entered in light red, in the language of the country of temporary importation, under item 2 one each voucher. 4. For countries not affixing temporary exit and re-entry visas, the boxes provided for that purpose on the model shall be cancelled with a light red cross. <p>(TRANS/WP.30/80)</p> <p>No information on acceptance of Resolution No. 11 available.</p> |
| 12 | 15.1.1960 | <p><u>Standardization of ordinary triptych models</u></p> <p>BEARING IN MIND its resolution No. 6 of 22 November 1957</p> <p>AMENDS as follows the text of paragraphs 2 and 3 of the "PROVISIONS RELATING TO ORDINARY TRIPTYCH MODELS" contained therein:</p> <p>"2. Triptychs shall be printed in French on light yellow paper.</p> <p>"3. The name of the country for which the triptych is valid shall be printed in light red, in the language of the country of temporary importation, under item 2 on each voucher."</p> |

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| | | (TRANS/WP.30/80) No information on acceptance of Resolution No. 12 available. |
| 13 | 3.3.1961 | <p><u>Reduction of Waiting Times at Frontiers in International Goods Transport by Rail</u> ^{2/}</p> <p>NOTING the extent to which international transport can be speeded up by a reduction of wagon waiting times and shunting operations at frontier stations,</p> <p>NOTING the substantial saving in transport costs which such a reduction would afford to the community through the improvement of wagon turnround and through operating economies at frontier stations,</p> <p>CONSIDERING that the Customs services might be associated with this effort to bring about a generally advantageous reduction in costs.</p> <p>DESIROUS of putting forward in a single document, and of amplifying in certain respects, the various recommendations already made on this subject, ^{3/}</p> <p>RECOMMENDS governments to apply the following measures where they are not already being applied:</p> <p>a) <u>Customs inspections at frontiers</u></p> <p>(i) To address to the railways and users a request that they should, as often as possible, carry out expert Customs formalities at inland Customs offices, and that, where the said formalities have been so performed, they should confine their action at the frontier to the recognition of the Customs seals, if intact, unless an irregularity or abuse is suspected;</p> <p>(ii) To encourage the Customs clearance of imported goods at their inland Customs Offices, and to that end to adopt such measures as may be necessary to avoid delay in the performance of the Customs operations at the said offices;</p> |

^{2/} See also resolutions No. 8 and 17, revised of the Group of Experts on Customs Questions affecting Transport.

^{3/} See, in particular, the Convention of 10 January 1952 to facilitate the crossing of frontiers for goods carried by rail, the recommendations made by the Group of Experts (previously a Working Party) on the Transport of Perishable Foodstuffs at its third (special) session (E/ECE/TRANS/225, paragraphs 9 to 13) and the exchanges of views which took place at the Meeting on the Simplification of Frontier Formalities for Goods (E/ECE/TRANS/SC2/76, paragraphs 2, 6 and 8).

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| | | <p>(b) <u>Performance of Customs Inspection on the Tracks</u> For the purposes of Customs operations at frontier stations, to reduce as far as possible, especially for bulk transport operations and for perishable foodstuffs traffic, ^{4/}</p> <p>(c) <u>Frontier Stations With Adjoining Customs Inspection Services</u> Not to refuse, when it appears to be of advantage and to be achievable by agreement with the railway, the juxtaposition of Customs operations at the frontier, either at one station or at several stations each dealing exclusively with traffic in one direction or of one kind: and, in order to take the fullest advantage of such juxtaposition, to seek in such cases some degree of standardization of methods of inspection, so that the Customs formalities may be performed simultaneously by the two Customs administrations;</p> <p>(d) <u>Affixing and recording of Customs seals</u> To draw the attention of railway administration to the advantages which might be afforded, for the speedy terminal-to-terminal movement of wagons, by the affixing of Customs seals to the wagons by the country of departure, and by the entering of the number and features of such seals of all TIF-model printed forms accompanying the wagons, even if no such entry is required for the purposes of export; and to require the Customs service of the country of departure to meet requests to this effect submitted by the railway.</p> <p>DRAWS the attention of governments to the delays which may occur where the working hours of Customs offices are not fully adjusted to traffic requirements, and to the desirability of extending the working hours of Customs offices for transit traffic or traffic akin to transit traffic and for bulk transport operations, since this would not be too difficult to arrange in view of the fact that the Customs operations involved do not require the services of so highly qualified a staff as Customs operations for export and import movement.</p> <p>(TRANS/WP.30/86)</p> <p>No information on acceptance of Resolution No. 13 available.</p> |

^{4/} All frozen or deep-frozen products and the following goods in particular, when transported in a fresh condition, shall be deemed to be perishable goods for the purposes of the application of the present resolution; fruit and vegetables, fish, crustaceans, molluscs, milk, butter, cheese, eggs, meat, dead poultry, dead game, beer, yeast and flowers.

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| 14 | 26.6.1964 | <p><u>Temporary Importation of Tourist Aircraft</u></p> <p>DESIRING to facilitate international travel by tourist aircraft;</p> <p>NOTING that many countries have already abolished the requirement of Customs documents and of the guarantee of import duties and taxes for the temporary importation of tourist aircraft;</p> <p>RECOMMENDS governments to require no Customs document or guarantee of import duties and import taxes in connexion with the temporary importation of tourist aircraft, it being understood that the other provisions of national laws and regulations regarding temporary importation, including the measures provided for in cases where abuses are suspected, shall remain fully effective.</p> <p>REQUESTS governments to inform the Secretariat by 1 July 1965 of the extent to which they will be able to apply this recommendation.</p> <p>(TRANS/WP.30/95)</p> <p>No information on acceptance of Resolution No. 14 available.</p> |
| 15 | 26.6.1964 | <p><u>Concept of Normal Residence</u></p> <p>HAVING REGARD to the Customs Convention on the Temporary Importation of Private Road Vehicles (New York, 1954);</p> <p>HAVING REGARD to the Customs Convention on the Temporary Importation for Private Use of Aircraft and Pleasure Boats (Geneva, 1956);</p> <p>DESIRING to avoid the double taxation of persons in possession of a vehicle (private road motor vehicle, pleasure boat or tourist aircraft) in the course of international travel;</p> <p>RECOMMENDS to governments, when it is a question of determining in certain cases mentioned below whether the normal residence of a person temporarily importing a vehicle is outside their territory, that they should not proceed in any less liberal manner than would result from the application of the following principles:</p> <p>(a) any owner or user of a vehicle who has a residence in a number of countries and has his family abode in one of these countries shall be deemed to have his normal residence in that country, provided that he returns there at least once a month (by "family abode" is meant, for example, in the case of married persons, the place where</p> |

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| | | <p>the family lives together and, in the case of other persons, the place where they live together with the ascendants or descendants);</p> <p>(b) in the particular case in which the owner or user of a vehicle has come to live in a country for the purpose of carrying out a specific mission (whether official or private) or attending an educational establishment (university, school, etc.), he shall not be deemed to have his normal residence in that country, provided that the duration of his mission or studies does not exceed two years;</p> <p>REQUEST governments to inform the Secretariat, by 1 July 1965, of the extent to which they will be able to apply these recommendations.</p> <p>(TRANS/WP.30/95)</p> <p>No information on acceptance of Resolution No. 15 available.</p> |
| 16 | 8.11.1966 | <p><u>Intercontinental Transport by Container</u> ^{5/}</p> <p>DESIRING to facilitate international transport by container and, more particularly, intercontinental transport by this means,</p> <p>BEARING IN MIND the provisions of the Customs Convention on the Temporary Importation of Commercial Road Vehicles done at Geneva on 18 May 1956,</p> <p>RECOMMENDS governments to apply the principles of the provisions of the aforesaid Convention with regard to the temporary importation of devices or removable equipment, such as axles with wheels and bogie-undercarriages, which, when mounted on containers enable the latter to be hauled like road vehicles;</p> <p>REQUESTS governments which have decided to apply this recommendation to inform the Secretariat to that effect by 31 January 1967, indicating, where appropriate, the special provisions which they have laid down in connection with the application of the principles of the aforesaid Convention.</p> <p>(TRANS/WP.30/101)</p> <p>Resolution No. 16 has been accepted by Austria, Czechoslovakia, Federal Republic of Germany, Hungary, Ireland, Netherlands, Poland, Romania, Sweden, Switzerland, Yugoslavia (11).</p> |

^{5/} See also resolutions Nos. 190 and 211 of the ITC; and resolutions Nos. 20, 21 and 22-27 of the Group of Experts on Customs Questions affecting Transport.

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| 17 revised | 11.12.1970 | <p><u>Abolition of Customs Documents for Goods under Customs Control Carried by Rail</u></p> <p>CONSIDERING the importance to the economy in general of speeding up rail transport and reducing halts at frontiers to a minimum,</p> <p>BEARING IN MIND the progress made in this direction in certain countries as a result of agreements between the Customs and Railway Administrations based on undertakings by the latter regarding, in particular, the exportation or the re-exportation of goods or their presentation to Customs, the proofs to be furnished in this connexion and the application of measures designed to ensure regularity of operation,</p> <p>CONSIDERING that the procedures developed by certain countries have to a large extent made it possible in those countries to waive the requirement of an international Customs declaration (TIF form) or the use of another customs document for goods which are covered by an international consignment note,</p> <p>RECOMMENDS that governments should:</p> <ol style="list-style-type: none"> 1. Take such steps as will permit comparable simplifications to be achieved for goods carried by rail under cover of an international consignment note drawn up abroad, particularly in the following cases: <ol style="list-style-type: none"> (a) direct transit, with exit from the country by rail; (b) consignment to Customs offices located either inland or in maritime ports. 2. apply, as far as possible, the principle that dispatch by rail under an international consignment note constitutes material proof of the exportation provided that the country of destination of the consignment is not changed without prior notification thereof to the Customs authorities or the country of departure by the responsible railway administration; <p>POINTS OUT that the necessary measures could be applied in stages to the three types of transport operations mentioned and, if necessary, separately for full wagon-loads and for small consignments;</p> <p>REQUESTS governments to inform the Executive Secretary before 1 May 1971 whether they are able to accept this resolution in respect of all or some of the transport operations concerned and, if so, to state what measures they have adopted and the date on which they will enter into force, it being</p> |

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| | | <p>understood that governments having already informed the Executive Secretary concerning item 1 above need refer in their communications only to such measures as they may have adopted concerning item 2.</p> <p>(TRANS/WP.30/101 and 116)</p> <p>Resolution No. 17 (revised) has been accepted by Austria, Belgium, Bulgaria, Denmark, Federal Republic of Germany, Finland, Hungary, Italy, Luxembourg, Netherlands, Sweden, Switzerland (12).</p> |
| 18 | 8.11.1966 | <p><u>International Tourist Year</u></p> <p>NOTING Economic and Social Council resolutions 1108 (XL), of 7 March 1966, and 1130 (XLI), of 26 July 1966, and Economic Commission for Europe resolution 5 (XXI) of 29 April 1966</p> <p>NOTING General Assembly resolution 21/48 (XXI), of 4 November 1966, designating the year 1967 as “International Tourist Year”.</p> <p>BEARING IN MIND the substantial progress already achieved in many countries in the matter of Customs measures designed to facilitate international tourism,</p> <p>DESIRING to continue its contribution to the development of tourism,</p> <p>RECOMMENDS Governments to consider, on the occasion of International Tourist Year, the possibility of augmenting the facilities granted by Customs administrations to tourists residing either abroad or in their own countries;</p> <p>REQUESTS Governments to take all appropriate measures to ensure the widest and most effective publicity for the facilities and allowances granted by Customs administrations.</p> <p>(TRANS/WP.30/101)</p> <p>No information on acceptance of Resolution No. 18 available.</p> |
| 19 | 25.5.1967 | <p><u>Spare Parts used for Repairing Pooled Flat Wagons (Pool Wagons)</u> ^{6/}</p> <p>NOTING:</p> <ul style="list-style-type: none"> - that eight railway administrations of countries which are Parties to the Customs Conventions concerning Spare Parts used for repairing EUROP Wagons, dated 15 January 1958, have signed a Convention concerning the Pooling of Flat Wagons (known as the “POOL Convention”), |

^{6/} See also resolution No.147 of the ITC.

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| | | <p>- that the Pool Convention applies, <u>mutatis mutandis</u>, the provisions of the Convention concerning the Pooling of Goods Wagons (known as the “EUROP Convention”),</p> <p>RECOMMENDS THE GOVERNMENTS CONCERNED ^{7/} to authorize, from 1 January 1968, the railway administrations having signed the POOL Convention, to apply the provisions of the above-mentioned Customs Convention of 15 January 1958 to spare parts used for repairing POOL wagons,</p> <p>REQUESTS those governments to notify the Secretariat, by 15 September 1967, whether this resolution is acceptable to them;</p> <p>INSTRUCTS the Secretariat to circulate without delay the notifications received from governments.</p> <p>(TRANS/WP.30/104)</p> <p>Resolution No. 19 has been accepted by Belgium, Denmark, Federal Republic of Germany, France, Italy, Luxembourg, Netherlands, Switzerland (8)</p> |
| 20 | 25.5.1967 | <p><u>Use of a Single TIR Carnet for several Containers loaded on a Single Vehicle</u> ^{8/}</p> <p>DESIRING to simplify the formalities for the international transport under cover of a TIR carnet of several containers loaded on a single vehicle,</p> <p>NOTING that Article 7 of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention), dated 15 January 1959, requires that a TIR carnet shall be made out in respect of each container,</p> <p>RECOMMENDS governments of Contracting Parties to the TIR Convention to authorize, pending the consideration of the desirability of amending Article 7 of the TIR Convention, and with effect from 1 December 1967, the use of a single TIR carnet for several containers, provided that</p> <ul style="list-style-type: none"> (a) the containers are loaded on a single vehicle; (b) the restrictions laid down in Article 8 of the TIR Convention are maintained; (c) each container has been approved for transport under cover of a TIR carnet and is accompanied by its certificate of approval: |

^{7/} Belgium; Denmark; France; Germany, Federal Republic of ; Italy; Luxembourg; the Netherlands; Switzerland.

^{8/} See also resolutions Nos. 190 and 211 of the ITC and resolutions Nos. 16, 21 and 22-27 of the Group of Experts on Customs Questions affecting Transport.

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| | | <p>(d) the goods manifest of the TIR carnet clearly distinguishes the contents of each container, in accordance with the rules adopted for partial loading and unloading.</p> <p>REQUESTS the Governments concerned which agree to apply this recommendation, to notify the Secretariat to that effect by 1 October 1967;</p> <p>INSTRUCTS the Secretariat to circulate without delay the notifications received from Governments.</p> <p>(TRANS/WP.30/104)</p> <p>Resolution No. 20 has been accepted by Austria, Belgium, Czechoslovakia, Denmark, Federal Republic of Germany, Finland, France, Greece, Hungary, Iran, Ireland, Italy, Japan, Luxembourg, Netherlands, Norway, Poland, Portugal, Spain, Sweden, Switzerland, Turkey, United Kingdom, Yugoslavia (24).</p> |
| 21 | 15.12.1967 | Cancelled by resolution No. 31. |
| 22 | 15.12.1967 | Cancelled by resolution No. 31. |
| 23 | 15.12.1967 | <p><u>Contents and Use of Container Manifests</u>^{9/}</p> <p>CONSIDERING the rapid and continuing development of international transport by container;</p> <p>CONSIDERING that the movement, in international transport, of loaded containers requires, under present national and international regulations, the successive or simultaneous preparation of numerous Customs and commercial documents all of which relate to the goods in the containers and reproduce, in whole or in part, the same particulars;</p> <p>CONCERNED to avoid onerous and unnecessary work, as a source of additional expense, and desirous of facilitating the use of commercial documents, wherever possible, in place of or in support of the Customs documentation, required under existing procedures;</p> <p>PENDING the completion of current work on the preparation of a Customs convention on international transport by container;</p> <p>RECOMMENDS that governments</p> <ol style="list-style-type: none"> 1. promote, in concert with commercial interests, the provision of a document which could be used as a manifest for each loaded container for Customs purposes (container manifest) |

^{9/} See also resolutions Nos. 190 and 211 of the ITC; and resolutions Nos. 16, 20, 21, 22 and 24-27 of the Group of Experts on Customs Questions affecting Transport.

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| | | <p>provided it gives the following minimum information;</p> <ul style="list-style-type: none"> (a) identification of the container; (b) the countries, where the goods are loaded into, and are to be discharged from the container, as known at the time of the drawing up of the container manifest; (c) name of the person, to whom the container is consigned, as known at the time of the drawing up of the container manifest; (d) marks and numbers of packages or pieces; (e) number and type of packages or pieces; (f) description of goods; (g) gross weight of goods. <p>2. accept, whenever possible, the use of such a container manifest, or copies thereof, for the following Customs purposes:</p> <ul style="list-style-type: none"> (a) in connexion with transport by road, rail or inland waterway in the countries of consignment, transit and destination, as a substitute for either the whole, or a description |
| | | <ul style="list-style-type: none"> (b) in connexion with sea and air transport, as a descriptive part of the national or international forms, such as cargo declaration, required for goods carried on ships and aircraft; <p>REQUESTS governments to inform the Executive Secretary, by 1 July 1968, whether they accept these recommendation stating the extent to which they will apply the provisions of operative paragraph 2 of this Resolution;</p> <p>REQUESTS the Executive Secretary to circulate without delay the information received from Governments.</p> <p>(TRANS/WP.30/107)</p> <p>Resolution No. 23 has been accepted by Bulgaria, Denmark, Finland, France, Hungary, Italy, Malta, Norway, Spain, Sweden, Switzerland, United Kingdom (12).</p> |
| 24 | 23.5.1968 | Cancelled by resolution No. 31. |

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| 25 | 23.5.1968 | Cancelled by resolution No. 31. |
| 26 | 23.5.1968 | <p><u>Approval of Containers by Design Type</u> <u>(Customs Convention on the International Transport of Goods under cover of TIR Carnets (TIR Convention, 1959))</u> ^{10/}</p> <p>HAVING REGARD to the provisions of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1959) concerning the approval of containers for use in international traffic under Customs seal,</p> <p>CONSIDERING the substantial increase in the number of containers brought into service for use in international traffic,</p> <p>CONSIDERING the burden which this development will impose on national authorities responsible for the approval of containers for the purposes of the said Convention, and the delay and inconvenience which might be caused to manufacturers and users by individual approvals,</p> <p>RECOGNIZING that, increasingly, containers are being manufactured in type series to standard designs and specifications; that, within each type series, containers all have identical characteristics, and that approval of individual containers may, therefore, be satisfactorily effected through approval of the design type,</p> <p>BEARING IN MIND that Annex 7 of the said Convention does not preclude the approval of containers by design type,</p> <p>PENDING consideration of the desirability of amending Annexes 6 and 7 to that Convention.</p> <p>1. RECOMMENDS that governments shall accept the following procedure with effect from 1 January 1969 at the latest:</p> <ul style="list-style-type: none"> (a) the approval of containers by design type at the manufacturing stage; (b) the procedure for such approval set out in annex 1 to this resolution; ^{11/} (c) the use of certificates of approval by design type as described in annex 2 and indication of approval on each container by a metal plate conforming to the specifications given in Annex 3; |

^{10/} See also resolutions Nos. 190 and 211 of the ITC; and in resolutions Nos. 16, 20, 21, 22, 23, 24, 25 and 27 of the Group of Experts on Customs Questions affecting Transport.

^{11/} See TRANS/WP30/110, annex 3 which reproduces the annexes referred to in this resolution.

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| | | <p>(d) the discontinuance of reapprovals every two years as prescribed in Annex 7, paragraph 1 (e) of the TIR Convention (1959) with regard to containers, approved by design type under the procedure set out in annex 1 to this resolution;</p> <p>2. REQUESTS governments to notify the Executive Secretary by 1 October 1968 whether they agree to apply the provisions of this resolution and in that event to inform him of the date on which such application will take effect;</p> <p>3. REQUESTS the Executive Secretary to circulate without delay the replies received from governments. (TRANS/WP.30/110)</p> <p>No information on acceptance of Resolution No. 26 available.</p> |
| 27 | 23.5.1968 | Cancelled by Resolution No. 31. |
| 28 | 28.11.1968 | <p><u>Entry into Force of a New International Customs Declaration (TIR Form)</u></p> <p>IN VIEW of the usefulness for international rail transport of a practical international Customs declaration adapted both to the Economic Commission for Europe layout key and to the new international consignment note of the CIM which is due to come into force on 1 January 1969 and providing consignors with the possibility of filling in the declaration at the same time as the consignment note,</p> <p>CONSIDERING that the present TIF form attached to the International Convention to Facilitate the Crossing of Frontiers for Goods Carried by Rail (1952) and to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage Carried by Rail (1952) should be modified accordingly;</p> <p>DECIDES to establish the new international Customs declaration, TIF form, attached to this resolution; this form consists solely of two pages without any attached sheets, to which would be added, when appropriate, one or more additional numbered lists drawn up by the consignor, who would attach them to the TIF form;</p> <p>NOTING that the representative of Italy stated that he will ask his Government to transmit, in due time, to the Secretary-General of the United Nations, in accordance with the provisions contained in the final clauses of the two above-mentioned Conventions, an amendment proposal for the replacement of the international Customs declaration, present TIF form, by the new form,</p> |

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| | | <p>RECOMMENDS Governments of countries Parties to the two Conventions to accept the amendment to be proposed by the Government of Italy; and</p> <p>RECOGNIZING the desirability of introducing the new declaration as soon as possible and the need for transitional arrangements,</p> <p>RECOMMENDS Government to accept, with effect from 1 April 1969, the new aforesaid Customs document in the same manner as those at present in force and to take all necessary steps to ensure that this new document is the only TIF form employed from 1 January 1970 onwards; and</p> <p>REQUESTS Governments which accept this resolution to notify the Executive Secretary of the Economic Commission for Europe accordingly before 31 March 1969, if possible.</p> <p>(TRANS/WP.30/112)</p> <p>Resolution No. 28 has been accepted by Austria, Belgium, Czechoslovakia, Federal Republic of Germany, France, Hungary, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Switzerland (13).</p> |
| 29 | 12.12.1969 | <p><u>End Pieces of Hemp, Sisal or Steel Wire Ropes to be used for the Closure of Sheeted Vehicles</u></p> <p>HAVING REGARD to the need to adopt appropriate measures to prevent irregularities from being committed through the use, for the closure of sheeted vehicles and containers, of hems, sisal or steel wire ropes which have been tampered with,</p> <p>CONSIDERING that the present provisions of the TIR Convention of 15 January 1959 are not always fully satisfactory in that respect,</p> <p>RECOMMENDS GOVERNMENTS to encourage henceforth the use of end pieces made of hard metal not malleable when cold (steel, etc.) conforming to the sketch appended to this resolution, so that, as far as possible, only end pieces conforming thereto shall be in use after 1 January 1971;</p> <p>REQUEST GOVERNMENTS which accept this resolution to inform the Executive Secretary of the Economic Commission for Europe accordingly not later than 1 July 1970.</p> <p>(TRANS/WP.30/114)</p> <p>Resolution No. 29 has been accepted by Belgium, Bulgaria, Czechoslovakia, Denmark, Federal Republic of Germany, Finland, France, German Democratic Republic, Greece,</p> |

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| | | Hungary, Iran, Ireland, Italy, Japan, Luxembourg, Netherlands, Poland, Portugal, Spain, Sweden, Switzerland, Turkey, United Kingdom, United States of America (24). |
| 30 | 11.12.1970 | <p data-bbox="488 443 1286 479"><u>The Transport of Motor Vehicles under Cover of TIR Carnets</u></p> <p data-bbox="488 497 1318 712">CONSIDERING that motor vehicles are frequently transported uncovered on special vehicles and that it would be useful for carriers to be able to apply for this purpose the procedures provided for in chapter IV of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) (Geneva, 15 January 1959),</p> <p data-bbox="488 730 1350 878">CONSIDERING that, in most cases, these motor vehicles do not correspond to the definition of “heavy or bulky goods” given in article 1, sub-paragraph (h), of the TIR Convention, but that they are always readily identifiable,</p> <p data-bbox="488 896 1350 1111">HAVING REGARD to the provisions of paragraph 1 of the Protocol of Signature of the TIR Convention which allows the Contracting Parties to agree amongst themselves to consider goods which do not strictly conform to the definition in article 1, sub-paragraph (h) as coming under the conditions laid down in chapter IV of the Convention,</p> <p data-bbox="488 1128 1334 1312">RECOMMENDS TO GOVERNMENTS that they permit the application of the provisions of chapter IV of the TIR Convention to the transport of motor vehicles uncovered, even the latter do not entirely conform to the definition in article 1, sub-paragraph (h);</p> <p data-bbox="488 1330 1350 1514">REQUESTS Governments to notify the Executive Secretary of the Economic Commission for Europe, before 1 May 1971, whether they are able to accept the present resolution and, if they are, to indicate the date from which it would be implemented.</p> <p data-bbox="488 1523 775 1559">(TRANS/WP.30/116)</p> <p data-bbox="488 1576 1302 1751">Resolution No. 30 has been accepted by Austria, Belgium, Bulgaria, Czechoslovakia, Denmark, Federal Republic of Germany, Finland, Hungary, Iran, Japan, Luxembourg, Netherlands, Poland, Portugal, Sweden, Switzerland, Spain, United Kingdom (18)</p> |

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| 31 | 11.12.1970 | <p><u>Customs Provisions Applicable to Containers used in International Transport</u> ^{12/}</p> <p>BEARING IN MIND the rapid development of carriage by container,</p> <p>IN VIEW OF the urgent need to bring rules suited to present-day methods of container construction and use into force internationally,</p> <p>BEARING ALSO IN MIND the provisions of its resolutions:</p> <ul style="list-style-type: none"> - No. 21, dated December 1967, on the institution of a uniform procedure for the temporary importation of containers, - No. 22, dated December 1967, on the marking of containers, - No. 24, dated May 1968, on the use of foreign containers in internal traffic, - No. 25, dated May 1968, on the approval of containers by design type, - No. 27, dated May 1968, on the use of sheeted containers for the international transport of goods under Customs seal, and |
| | | <p>Considering the favourable results obtained by application of the provisions of those resolutions,</p> <p>DESIROUS OF supplementing those provisions in the light of recent developments in international carriage by container,</p> <p>CONSIDERING that with a view to simplification it is desirable to combine them into a single text,</p> <p>PENDING the revision of the Customs Convention on Containers, (1956)</p> <p>RECOMMENDS Governments to apply in the matter of Customs regulations governing the use of containers in international transport the provisions of the text appended to this resolution and of its annexes 1 – 6; ^{13/}</p> <p>RECOMMENDS Governments also to accept containers approved for transport under Customs seal by virtues of the provisions of this resolution, for any system of international transport involving such sealing, in particular for carriage of goods under the system for the international transport by road (TIR Convention, 1959),</p> |

^{12/} This resolution cancels and supersedes resolutions Nos. 21, 22, 24, 25 and 27.

^{13/} Text not included, but introducing Explanatory Notes into the text of the TIR Convention, 1959.

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| | | <p>REQUESTS Governments to notify the Executive Secretary before 1 May 1971 whether they agree to apply the provisions of this resolution and, if they do so agree, to inform him of the conditions under which and the date on which application will take effect; and</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/WP.30/116)</p> <p>Resolution No. 31 has been accepted by Algeria, Australia, Belgium, Bulgaria, Canada, Cuba, Cyprus, Czechoslovakia, Denmark, Federal Republic of Germany, Finland, France, Greece, Hungary, Ireland, Italy, Japan, Luxembourg, Malawi, Malta, Netherlands, Poland, Portugal, Spain, Sweden, Switzerland, Turkey, United Kingdom (28)</p> |
| 32 | 12.11.1971 | <p><u>Extension of the Validity of Certificates of Approval Issued for Containers under the TIR Convention, 1959</u></p> <p>BEARING IN MIND the rapid development of carriage by container,</p> <p>BEARING IN MIND its resolution No. 31, which provides, in annex 5, paragraph 20, for the tacit extension for three years of the validity of certificates of approval issued under the Customs Convention on Containers (1959),</p> <p>PENDING the revision of the TIR Convention (1959),</p> <p>RECOMMENDS Governments to consider as valid for three years after the date of expiry, containers certificates of approval issued under the TIR Convention (1959), provided the containers still satisfy the technical conditions on the fulfilment of which their approval was based and even in cases where containers have changed ownership;</p> <p>REQUESTS Governments to inform the Executive Secretary of the Economic Commission for Europe by 1 March 1972, whether they are able to accept this resolution and, if so, to state the date as from which it will apply;</p> <p>REQUESTS the Executive Secretary to distribute the replies received from Governments.</p> <p>(TRANS/WP.30/118)</p> <p>Resolution No. 32 has been accepted by Austria, Belgium, Czechoslovakia, Denmark, Federal Republic of Germany, Finland, France, Greece, Hungary, Iran, Ireland, Japan, Luxembourg, Netherlands, Norway, Poland, Romania, Spain,</p> |

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| | | Sweden, Switzerland, Turkey, United Kingdom, United States of America (23). |
| 33 | 27.10.1972 | <p><u>Customs Provisions Applicable to Containers used in International Transport</u> ^{14/}</p> <p>BEARING IN MIND the provisions of resolution No. 31 ^{15/} annex 4, article 4, paragraph 6 (a), last sentence,</p> <p>CONSIDERING the principles hitherto applied that the sheet must overlap solid parts of the container by at least 300 mm (measured from the lower edge of the sheet),</p> <p>CONSIDERING that under these principles this distance between the securing rings and the upper edge of the solid parts of the container is generally not less than 250 mm,</p> <p>CONSIDERING that this distance is adequate to meet the requirements of Customs security;</p> <p>CONSIDERING THAT, in order to avoid difficulties of interpretation, it is desirable that the sheet overlap be measured from the centre of the securing rings,</p> <p>RECOMMENDS Governments to apply resolution No. 31 annex 4, article 4, paragraph 6 (a), last sentence, in the manner appropriate to the following wording:</p> <p>“The sheet shall overlap solid parts of the container by at least 250 mm, measured from the centre of the securing rings, unless the system of construction of the container by itself prevents all access to the goods.”;</p> <p>REQUESTS Governments which accept this resolution so to inform the Executive Secretary of the Economic Commission for Europe by 1 April 1973;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/WP.30/120)</p> <p>Resolution No. 33 has been accepted by Belgium, Bulgaria, Cyprus, Denmark, Federal Republic of Germany, Finland, France, Hungary, Ireland, Italy, Japan, Luxembourg, Netherlands, Poland, Sweden, Switzerland, Turkey, United Kingdom (18).</p> |

^{14/} Amending the text of Resolution No. 31.

^{15/} Introducing explanatory notes into the text of the TIR Convention, 1959

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| 34 | 26.10.1973 | <p><u>End-Pieces of Hemp, Sisal or Steel Wire Ropes to be used for the Closure of Sheeted Vehicles</u></p> <p>BEARING IN MIND the provisions of the TIR Convention (1959) annex 3, article 5, paragraph 9, last two sentences,</p> <p>CONSIDERING that in some countries metal straps are used instead of threads for a self-locking type of Customs seal,</p> <p>CONSIDERING that, in order to permit the use of those strap the hollow rivet included in the metal end-piece of each rope to allow the introduction of the strap should be of a slot type,</p> <p>CONSIDERING that the insertion of slot-type rivets in metal end-pieces has become technically possible,</p> <p>BEARING IN MIND that the use of this kind of end-piece is already provided for in annex 4, article 4, paragraph and sketch No. 5 of the Customs Convention on Containers (1972),</p> <p>PENDING the revision of the TIR Convention,</p> <p>RECOMMENDS Governments to apply the TIR Convention, annex 3, article 5, paragraph 9 in the following manner:</p> <ul style="list-style-type: none"> (i) To delete the existing second sentence of paragraph 9 and to substitute the following words “The fastener of each metal en-piece shall include a hollow rivet passing through the rope so as to allow the introduction of the thread or strap of the Customs seal.”; (ii) To replace the sketch No. 5 appended to the TIR Convention (1959) by the sketch attached to this Resolution: and (iii) To add the following footnote to paragraph 9: “Until 1 January 1977 end-pieces shall be allowed which conform to sketch No. 5 to these Regulation even if they include hollow rivets of a type previously accepted with holes of dimensions less than those given in the sketch.”; <p>REQUESTS Governments which accept this Resolution so to inform the Executive Secretary of the Economic Commission for Europe by 1 April 1974;</p> <p>(TRANS/WP.30/122)</p> <p>Resolution No. 34 has been accepted by Bulgaria, Canada, Denmark, Federal Republic of Germany, France, Hungary, Iran, Japan, Luxembourg, Netherlands, Norway, Poland, Portugal, Spain, Sweden, Switzerland, United Kingdom, United States of America (18)</p> |

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| 35 | 26.10.1973 | <p><u>The Use of Metal End-Pieces for the Closure of Sheeted Containers</u></p> <p>CONSIDERING that in some countries metal straps are used instead of threads for a self-locking type of Customs seal,</p> <p>CONSIDERING that, in order to permit the use of those straps, the hollow rivet included in the metal end-piece of each rope to allow the introduction of the strap should be of a slot type,</p> <p>CONSIDERING that the insertion of slot-type rivets in metal end-pieces have become technically possible,</p> <p>BEARING IN MIND that the use of this kind of end-piece is already provided for in annex 4, article 4, paragraph 9 and sketch No. 5 of the Customs Convention on Containers (1972),</p> <p>PENDING the entry into force of the said Convention,</p> <p>RECOMMENDS Governments which have accepted either Resolution No. 31 or Resolution No. 27 or both:</p> <ul style="list-style-type: none"> (i) To accept metal end-pieces which conform to the sketch attached to this resolution; (ii) No longer to authorize the use, after 1 January 1977 of end-pieces not having longitudinal rivets, <p>REQUESTS Governments which accept this Resolution so to inform the Executive Secretary of the Economic Commission for Europe by 1 April 1974.</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/WP.30/122)</p> <p>Resolution No. 35 has been accepted by Australia, Belgium, Canada, Denmark, Federal Republic of Germany, Finland, France, Hungary, Iran, Japan, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Spain, Sweden, Switzerland, United Kingdom, United States of America (23)</p> |
| 36 | 25.10.1974 | <p><u>Consolidated resolution relating to the Customs Convention on Containers (1956) and the relevant resolutions</u></p> <p>BEARING IN MIND the provisions of the Customs Convention on Containers, 1956 and the relevant resolutions subsequently adopted for its application, resolution No. 31 in particular,</p> <p>RECOMMENDS Governments to continue to accept containers approved under the provisions of the Customs Convention on Containers (1956) or under resolution No. 31, provided that</p> |

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| | | <p>they continue to comply with the relevant conditions under which they were originally approved;</p> <p>RECOMMENDS ALSO that certificates of approval of containers issued under the provisions of the Customs Convention on Containers (1956) should be replaced by an approval plate and that the plate, complying to the requirements of annex 5 both to resolution No. 31 and to the Customs Convention on Containers, 1972 should indicate the country in which the original approval was granted, the number of the original certificate of approval and the year of approval;</p> <p>FURTHER RECOMMENDS Governments to amend the requirements of annex 6 to resolution No. 31, explanatory notes to annex 4, article 4, paragraph 10 (c), relating to the use of thongs for closing the openings in the sheets of containers, by amending subparagraph (b) of those explanatory notes to read as follows:</p> <p>”non-tensile textile materials including plastic coated or rubberized cloth, provided that such materials cannot after severance be welded or reconstituted without leaving visible traces. In particular the plastic material used to cover thongs shall be transparent and smooth-surfaced”;</p> <p>FURTHER RECOMMENDS that Governments amend the requirements relating to the affixing of hinges and Customs sealing devices on the doors of containers set out in annex 6 to resolution No. 31, explanatory notes to annex 4, article 2, subparagraph 1 (b), by inserting the following subparagraph after subparagraph (b) of those explanatory notes:</p> <p>”(b) (bis) Exceptionally, in the case of insulated containers only, the Customs sealing device, the hinges and any fittings, the removal of which would give access to the interior of the containers or to spaces in which goods could be concealed, may be fixed to the doors of such containers by means of set bolts or set screws which are inserted from the outside but which do not otherwise meet the requirements of subparagraph (a) of the explanatory note to annex 3, article 2, paragraph 1 (a) on condition that:</p> <ul style="list-style-type: none"> (i) the tails of the set bolts or set screws are fixed into a tapping plate or similar device fitted behind the outer layer of the door structure; and (ii) the heads of an appropriate number of set bolts or set screws are so welded to the Customs sealing device, hinges, etc., that they are completely deformed and that the set bolts or set screws cannot be removed without |

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| | | <p>leaving visible signs of tampering (see sketch No. 1 attached to this resolution).</p> <p>The term “insulated container” is to be taken to include refrigerated and isothermic containers.”;</p> <p>FURTHER RECOMMENDS Governments to allow, as an alternative method of that set out in resolution No. 31, annex 6, Explanatory Note to the provisions of annex 4, article 2, paragraph 1 (c), subparagraph (b), non-metal devices for the protection of ventilation apertures, provided that the holes are of the requisite dimensions and the material used is strong enough to prevent the holes from being substantially enlarged without visible damage. In addition, it must be impossible to replace the ventilation device by working from one side of the sheet only;</p> <p>FINALLY RECOMMENDS Governments to accept the method of joining sheets, illustrated in sketch No. 2 attached as an alternative to the method set out in annex 4, article 4, paragraph 3 and sketch No. 2 of resolution No. 31;</p> <p>REQUESTS GOVERNMENTS to notify the Executive Secretary before <u>1 April 1975</u> whether they agree to the above recommendations, and, if so, to inform him of the date from which they will be applied;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/GE.30/4)</p> <p>Resolution No. 36 was accepted by Belgium, Canada, Denmark, Federal Republic of Germany, Finland, France, Hungary, Ireland, Japan, Luxembourg, Netherlands, Norway, Poland, Portugal, Sweden, Turkey, United Kingdom (17)</p> |
| 37 | 25.10.1974 | <p><u>Consolidated resolution relating to the TIR Convention (1959) and relevant resolution</u></p> <p>BEARING IN MIND the provisions of the TIR Convention, 1959 and of the relevant resolutions subsequently adopted for their application,</p> <p>RECOMMENDS Governments to continue to accept containers approved under the provisions of the TIR Convention (1959) or of the relevant resolutions subsequently adopted, provided that they continue to comply with the relevant conditions under which they were originally approved;</p> |

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| | | <p>RECOMMENDS ALSO that certificates or approval of containers issued under the provisions of the TIR Convention (1959) or of the relevant resolutions subsequently adopted should be replaced by an approval plate and that the plate, complying to the requirements of annex 5 to resolution No. 31 should indicate the country in which the original approval was granted, the number of the original certificate of approval and the year of approval;</p> <p>FURTHER RECOMMENDS Governments to apply the provisions of the TIR Convention (1959), relating to the use of thongs for securing the openings in the sheets of such vehicles, in such a way that the words, “non-tensile rubberized cloth” in the third sentence or paragraph 12 of annex 3, article 5, are replaced by the following:</p> <p>”non-tensile textile materials, including plastic-coated or rubberized cloth, provided that such material cannot after severance be welded or reconstituted without leaving visible traces. In particular, the plastic material used to cover thongs shall be transparent and smooth-surfaced”;</p> |
| | | <p>FURTHER RECOMMENDS Governments to apply the provisions relating to the affixing of hinges and Customs sealing devices on the doors of vehicles, of the TIR Convention, Geneva, 1959, in such a way that the following paragraphs appear after paragraph 2, article 3 of annex 3 and that the sketch No. 1 appears as sketch No. 7 to that annex:</p> <p>”2 (bis) Exceptionally, in the case of vehicles having insulated load compartments, the Customs sealing device, the hinges and any fittings, the removal of which would give access to the interior of the load compartment or to spaces in which goods could be concealed, may be fixed to the doors of such load compartment by means of set bolts or set screws which are inserted from the outside but which do not otherwise meet the requirements of paragraph 2, on condition that:</p> <ul style="list-style-type: none"> (i) the tails of the set bolts or set screws are fixed into a tapping plate or similar device fitted behind the outer layer of the door structure; and (ii) the heads of an appropriate number of set bolts or set screws are so welded to the Customs sealing device, hinges etc., that they are completely deformed and that the set bolts or set screws cannot be removed without leaving visible signs of tampering. <p>The term “insulated load compartment” is to be taken to include refrigerated and isothermic load compartments.”;</p> |

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| | | <p>FURTHER RECOMMENDS Governments to allow as an alternative method to that set out in annex 3, article 2, paragraph 3 of the TIR Convention (1959), non-metal devices for the protection of ventilation apertures provided that the holes are of the requisite dimensions and the material used is strong enough to prevent the holes from being substantially enlarged without visible damage. In addition, it must be impossible to replace the ventilation device by working from one side of the sheet only;</p> <p>FINALLY RECOMMENDS Governments to accept the method of joining sheets, illustrated in sketch No. 2 as an alternative to the method set out in annex 3, sketch No. 2, of the TIR Convention (1959);</p> <p>REQUESTS Governments to notify the Executive Secretary before <u>1 April 1975</u> whether they agree to the above recommendations, and, if so, to inform him of the date from which they will be applied;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/GE.30/4)</p> <p>Resolution No. 37 was accepted by Canada, France, Hungary, Italy, Portugal (5)</p> |
| 38 | 24.3.1976 | <p><u>Defects in the repair of sheets on containers and vehicles</u></p> <p>NOTING the unsatisfactory state of repair of many vehicle and container sheets used in the international transport of goods under Customs seal,</p> <p>CONSIDERING that one common and effective standard of repair should be adopted for such sheets</p> <p>BEARING IN MIND the similar standards for the repair of plastic-covered sheets set out in the Customs Convention on Containers, 1972, and in the TIR Convention, 1975,</p> <p>BEARING IN MIND the provisions of the TIR Convention 1975, which differ from those of the TIR Convention, 1959, with regard to the repair of plastic-covered sheets,</p> <p>BEARING IN MIND the provisions of the Customs Convention on Containers, 1972, which differ from those of resolution No. 31, with regard to the repair of plastic-covered sheets,</p> <p>RECOMMENDS Governments to apply, in the following manner, the TIR Convention, 1959, annex 3, article 5, last sentence of</p> |

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| | | <p>paragraph 5, in conformity with the relevant provisions of the TIR Convention 1975;</p> <p>“Sheets of plastic-covered cloth may alternatively be repaired in accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet, the patch being fitted on the inside of the sheet.”;</p> <p>RECOMMENDS Governments to amend, in the same manner, the requirements of resolution No. 31, annex 4, article 4, paragraph 5, by deleting the last sentence of paragraph 5 and substituting:</p> <p>”Sheets of plastic-covered cloth may alternatively be repaired in accordance with the method described in paragraph 4 of this article, but in that case the plastic band must be affixed to both sides of the sheet, the patch being fitted on the inside of the sheet.”;</p> <p>RECOMMENDS Governments to check the condition of these sheets at the Customs office of departure and to cease to accept, after 1 January 1977, for use in the international transport of goods under Customs seal, plastic-covered sheets which have not been repaired in accordance with the above recommendations;</p> <p>RECOMMENDS Governments not to accept canvas sheets which have not been repaired in accordance with the provisions of all the above-mentioned Conventions;</p> <p>REQUESTS Governments to notify the Executive Secretary before 1 October 1976 whether they agree to the above recommendations and, if so, to inform him of the date from which they will be applied;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/GE.30/6)</p> <p>Resolution No. 38 was accepted by Afghanistan, Belgium, Bulgaria, Canada, Denmark, Federal Republic of Germany, Finland, France, German Democratic Republic, Hungary, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Portugal, Spain, Sweden, Switzerland, Trinidad and Tobago, Turkey, United Kingdom (23).</p> |
| 39 | 20.10.1978 | <p><u>Intervals between Rings and Eyelets on Sheeted Vehicles</u></p> <p>BEARING IN MIND the provisions of the TIR Convention, 1959, annex 3, article 5, paragraph 6, concerning a maximum interval</p> |

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| | | <p>of 200 mm between the securing rings and between the eyelets in the sheet,</p> <p>BEARING IN MIND the provision applied in most countries involved in TIR operations that the over-all width of a road vehicle may not exceed 250 cm,</p> <p>BEARING IN MIND that the standard dimensions of European pallets are 80 X 120 cm and that the inner width of a road vehicle need to be about 242 cm in order to be able to contain as many such pallets as possible,</p> <p>CONSIDERING that it is necessary to recess the securing rings in the side boards and that under these conditions it is often necessary to have no rings fixed on the uprights if the outer width of a vehicle is not to exceed 250 cm and its inner width is to be at least 242 cm, and that it is hardly possible to thread the sealing wire through the recessed rings on either side of the uprights of such a vehicle if these rings are affixed at a distance of 200 mm or less (taking into account the fact that the upright has to be relatively broad),</p> <p>DESIRING to meet reasonable wishes of the carriers concerning the construction of vehicles so far as this is possible without waiving the requirements as to the security of the load compartments from the Customs point of view,</p> <p>BEARING IN MIND the corresponding amendments of annexes 2 and 6 to the TIR Convention, 1975,</p> <p>RECOMMENDS Governments of the States which are Contracting Parties to the TIR Convention, 1959, without being Contracting Parties to the TIR Convention, 1975, to apply provisions of the TIR Convention, 1959, in such a way that the last sentence of paragraph 6 of annex 3, article 5, is replaced by the following two sentences:</p> <p>“The spaces between the rings and the spaces between the eyelets shall not exceed 200 mm. The spaces may however be greater but shall not exceed 300 mm between rings and eyelets on either side of the uprights if the rings are recessed in the side boards and the eyelets are oval and so small that they can just pass over the rings”;</p> <p>REQUESTS Governments which accept this Resolution to inform the Executive Secretary by 1 August 1979;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/GE.30/14)</p> |

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| | | Resolution No. 39 was accepted by Belgium, Canada, Federal Republic of Germany, Hungary, Ireland, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Switzerland, Turkey, Union of Soviet Socialist Republics, United Kingdom (15) |
| 40 | 18.10.1979 | <p><u>Use of Loading Lists as Annex to the Goods Manifest</u></p> <p>NOTING No. 4 (b) of the Rules for the Use of the TIR Carnet set forth in the Customs Convention on the International Transport of Goods under Cover of TIR Carnets of 15 January 1959, which provides that separate sheets of the same model as the manifest may be attached to the latter when there is not enough space in the goods manifest to enter all the goods carried,</p> <p>AWARE OF the increasing use made by goods carriers of automated data processing and the one-run method in the preparation of customs and freight documents,</p> <p>CONSIDERING that the form of presentation of the goods manifest is not particularly adapted to automated data processing,</p> <p>RECOMMENDS that the Governments of the Contracting Parties to the TIR Convention, 1959, authorize the use of loading lists as annex to the goods manifest of the TIR Carnet even when there would otherwise be enough space in the goods manifest to enter all the goods carried and the loading lists do not correspond exactly to the model of the goods manifest. However, this is to be permissible only if the loading lists contain all the particulars required by the goods manifest in legible and recognizable form and all other provisions of Rule 4 (b) are complied with;</p> <p>REQUESTS Governments which accept this Resolution to inform the Executive Secretary by 1 April 1980 of its acceptance and of the date of its application;</p> <p>REQUESTS the Executive Secretary to circulate the replies from Governments.</p> <p>(TRANS/GE.30/17)</p> <p>Resolution No. 40 has been accepted by Belgium, Bulgaria, Czechoslovakia, Denmark, Federal Republic of Germany, France, Greece, Hungary, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Romania, Sweden, Switzerland, United Kingdom, United States (19)</p> |

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| 41 | 3.7.1980 | <p><u>Application of Certain Provisions of the Technical Annexes to the TIR Convention (1975) and the Use of the Model of the TIR Carnet thereof, as amended by the Administrative Committee</u></p> <p>BEARING IN MIND the provisions of annexes 1, 2, 3, 4, 5 and 7 of the TIR Convention (1975), as well as the provisions of those of the explanatory notes in annex 6 to the TIR Convention (1975) which relate to the above-mentioned annexes,</p> <p>NOTING the amendments to annex 2, article 3, paragraph 8 and annex 1, rule 10 (c), as well as to annex 6, adopted by the Administrative Committee for the TIR Convention (1975) at its first and second session (TRANS/GE.30/AC.2/2, annex and TRANS/GE.30/AC.2/4, annex),</p> <p>CONSIDERING the need for the uniform application of the technical provisions and use of the new model of the TIR Carnet, both by countries Contracting Parties to the TIR Convention of 1975 and by countries Contracting Parties only to the TIR Convention of 1959 but which accept the Resolution concerning the application of the technical annexes to the TIR Convention (1975) and the use of the model of the TIR Carnet thereof, adopted by the TIR Conference,</p> <p>RECOMMENDS to the Contracting Parties to the TIR Convention (1959) which are not Contracting Parties to the TIR Convention (1975) but which have accepted the Resolution of the TIR Conference to apply the provisions of annex 1, rule 10 (c) and annex 2, article 3, paragraph 8 and the related provisions of annex 6 to the TIR Convention (1975) with the amendments adopted by the Administrative Committee and set out in annexes 1 and 2 of this resolution,</p> <p>REQUESTS these Contracting Parties to notify the Executive Secretary of the Economic Commission for Europe, if possible by 1 January 1981, whether they accept this resolution;</p> <p>REQUEST the Executive Secretary to circulate the replies received from the Governments.</p> <p>(TRANS/GE.30/19)</p> <p>Resolution No. 41 has been accepted by Belgium, Cyprus, Denmark, Federal Republic of Germany, Netherlands, Turkey, United Kingdom (7).</p> |

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| 42 | 3.7.1980 | <p data-bbox="485 322 1315 394"><u>The Possibility of using Customs Documents for the Purpose of Evidence in Transport</u></p> <p data-bbox="485 412 1315 483">DESIRING to promote the facilitation of international trade and transport,</p> <p data-bbox="485 501 1356 797">CONSIDERING that the information contained in the customs documents, <u>inter alia</u> the information concerning the condition of the customs seals, could be helpful and accepted for the purposes of juridical and commercial evidence, and in particular for easier ascertainment of the individual liabilities of the participants in transport, mainly in cases of shortages in deliveries, losses, deterioration or damage suffered by the goods during transport,</p> <p data-bbox="485 815 1347 1030">CONSIDERING that in particular the courts and arbitration tribunals, insurers, average, adjusters, litigating parties and the participants in transport operation could take advantage of evidence furnished by the customs documents, in order to accelerate the proceedings or facilitate the conciliation between the parties concerned,</p> <p data-bbox="485 1048 1353 1232">RECOMMENDS that the Governments authorize their Customs authorities, where possible and within the limits of national law, to make the customs documents available for consultation and for purposes of evidence in transport matters on demand by the person concerned;</p> <p data-bbox="485 1249 1305 1352">REQUESTS Governments to notify the Executive Secretary, if possible by 1 December 1980, whether they accept this resolution;</p> <p data-bbox="485 1370 1257 1442">REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p data-bbox="485 1460 746 1496">(TRANS/GE.30/19)</p> <p data-bbox="485 1514 1251 1617">Resolution No. 42 has been accepted by Denmark, Federal Republic of Germany, Finland, France, Hungary, Malta, Norway, Poland, Sweden, Switzerland, Turkey (11).</p> |
| 43 | 23.10.1981 | <p data-bbox="485 1639 1295 1742"><u>Application of Certain Provisions of the Technical Annexes to the TIR Convention (1975) as amended by the Administrative Committee at its Third Session</u></p> <p data-bbox="485 1760 1337 1908">BEARING IN MIND the provisions of annexes 1, 2, 3, 4, 5 and 7 to the TIR Convention 1975, as well as the provisions of those of the explanatory notes in annex 6 to the TIR Convention (1975) which relate to the above-mentioned annexes,</p> |

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| | | <p>NOTING the amendment to annex 6, adopted by the Administrative Committee for the TIR Convention (1975) at its third session (TRANS/GE.30/AC.2/6, annex 1),</p> <p>CONSIDERING the need for the uniform application of the technical provisions and use of the new model of the TIR Carnet, both by countries Contracting Parties to the TIR Convention of 1975 and by countries Contracting Parties only to the TIR Convention of 1959 but which accept the Resolution concerning the application of the technical annexes to the TIR Convention (1975) and the use of the model of the TIR Carnet thereof, adopted by the TIR Conference,</p> <p>RECOMMENDS to the Contracting Parties to the TIR Convention (1959) which are not Contracting Parties to the TIR Convention (1975) but which have accepted the Resolution of the TIR Conference to apply the provisions of annex 6 to the TIR Convention (1975) with the amendment adopted by the Administrative Committee at its third session and set out in the annex of this resolution;</p> <p>REQUESTS these Contracting Parties to notify the Executive Secretary of the Economic Commission for Europe, if possible by 1 March 1982, whether they accept this resolution;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/GE.30/27)</p> <p>Resolution No. 43 has been accepted by the Federal Republic of Germany, Greece, Italy, Netherlands, Spain, Union of Soviet Socialist Republics, Byelorussian SSR (7).</p> |
| 44 | 28.10.1983 | <p><u>Application of Certain Provisions of the Technical Annexes to the TIR Convention (1975) as amended by the Administrative Committee at its Fourth Session</u></p> <p>BEARING IN MIND the provisions of annexes 1, 2, 3, 4, 5 and 7 to the TIR Convention 1975, as well as the provisions of those of the explanatory notes in annex 6 to the TIR Convention 1975 which relate to the above-mentioned annexes,</p> <p>NOTING the amendment 4 to the TIR Convention 1975 amending annex 6 adopted by the Administrative Committee for the TIR Convention 1975 at its fourth session (TRANS/GE.30/AC.2/8, annex),</p> |

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| | | <p>CONSIDERING the need for the uniform application of the technical provisions and use of the new model of the TIR Carnet, both by countries Contracting Parties to the TIR Convention of 1975 and by countries Contracting Parties only to the TIR Convention of 1959 but which accept the Resolution concerning the application of the technical annexes to the TIR Convention 1975 and the use of the model of the TIR Carnet thereof, adopted by the TIR Conference,</p> <p>REQUESTS these Contracting Parties to notify the Executive Secretary of the Economic Commission for Europe, if possible by 1 March 1984 whether they accept this resolution;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/GE.30/35)</p> <p>No replies recorded.</p> |
| 45 | 16.3.1984 | <p><u>Application of the Customs Convention on the Temporary Importation of Private Roads Vehicles (954) and the Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956)</u></p> <p>BEING CONCERNED with eliminating possible forms of abuse of the customs documents for the temporary importation of private or commercial vehicles,</p> <p>EMPHASIZING the fact that the system established either under the Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) or the Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956) constitutes a whole and must be applied in its totality by those Governments which have acceded to the said Conventions and by those Governments which <u>de facto</u> apply them,</p> <p>INVITES the Executive Secretary of the Economic Commission for Europe, by reason of the global character of the Customs system in question, and by reason of the interest to member countries of the Economic Commission for Europe in the means of facilitating travel that this system offers, to bring the matter to the attention of the other regional economic commissions of the United Nations with the aim of promoting the correct application of the Conventions and the accession to them.</p> <p>No acceptance foreseen. For information only.</p> |

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| 46 | 20.11.1987 | <p><u>Measures to ensure the continued compliance of containers with the standards for transport of goods under Customs seals</u></p> <p>BEARING IN MIND the provisions of article 13 and 14 of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention (1975)) and annex 7 thereto</p> <p>CONSIDERING the need for continued compliance of containers with the standards for transport of goods under Customs seals;</p> <p>RECOMMENDS to the Contracting Parties to the TIR Convention (1975) the following measures to ensure the continued compliance of containers with the standards for transport of goods under Customs seal (articles 13 and 14 and annex 7 of the TIR Convention (1975);</p> <p>(1) When a container has a serious defect and consequently no longer complies with the standards under which it was approved for transport under Customs seal, the Customs should notify the party responsible for the container and afford him the opportunity to restore the container to the condition which had justified its approval if this can be accomplished expeditiously. After the appropriate repairs to the container it can continue its trip under Customs seal. If the container is not properly repaired or if the party concerned prefers to have the container repaired in another country where the approval of the container was given, the Customs should either:</p> <ul style="list-style-type: none"> (a) refuse sealing and transport approval if sealing is considered necessary, or (b) remove the container from circulation and have the contents trans-shipped to another means of transport, or (c) allow the container to go forward under appropriate procedures which do not involve any risk of smuggling or loss or damage to the container's contents, the defect being annotated on transit documents. <p>If deemed necessary in order to ensure that the container will be properly repaired, the Customs should cause the approval plate to be removed.</p> |
| | | <p>(2) When the Customs causes the approval plate to be removed or when a serious defect is discovered in a series of containers which renders them no longer in compliance with the standards under which they were approved for transport under Customs seal, the approval authority or, where appropriate, the Customs administration responsible for the approval should be notified accordingly. The original certifying authority should be invited</p> |

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| | | to participate in the recertification process when it is conducted outside the territory of that Contracting Party. |
| | | <p>NOTE: A Container shall be considered to have a serious defect if:</p> <ul style="list-style-type: none"> (a) goods can be removed from or introduced into, the sealed part of the container without leaving obvious traces of tampering or without breaking the Customs seal; (b) Customs seals cannot be simply and effectively affixed to the container; (c) It contains concealed spaces where goods may be hidden; (d) Spaces capable of holding goods are not readily accessible for Customs inspection. <p>REQUESTS the Contracting Parties to notify the Executive Secretary of the Economic Commission for Europe, if possible by 1 July 1988 whether they accept this resolution;</p> <p>REQUESTS the Executive Secretary to circulate the replies received from Governments.</p> <p>(TRANS/GE.30/59)</p> <p>Resolution No. 46 has been accepted by Belgium, Bulgaria, Canada, Chile, Czechoslovakia, Denmark, Federal Republic of Germany, France, German Democratic Republic, Israel, Jordan, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Sweden, Switzerland, Turkey, Union of Soviet Socialist Republics, United Kingdom, European Community (23).</p> |
| 47 | 2.7.1993 | <p><u>Introduction of an additional TIR Carnet with higher guarantee</u></p> <p>STRESSING the importance of the smooth functioning of the Customs Convention on the International Transport of goods under Cover of TIR Carnets (TIR Convention, 1975) to facilitate the international carriage of goods by road vehicles,</p> <p>CONCERNED about the recent increases in cases of fraud which may endanger the facilitation measures provided for in the TIR Convention, 1975,</p> <p>AWARE of the difficulties faced by the international guaranteeing chain in providing adequate guarantees for high-risk goods from a Customs point of view,</p> <p>CONSIDERING THAT the introduction as soon as possible of a high guarantee TIR Carnet covering tobacco and alcohol could provide a step towards a solution to these problems,</p> <p>BEARING IN MIND the provisions of annex 1 and annex 6, explanatory note 0.8.3 of the TIR Convention, 1975,</p> |

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| | | <p>DECIDES unanimously on the following <u>interim</u> measures taking effect before the relevant amendment to the TIR Convention, 1975 will come into force, possibly during the course of 1994:</p> <p>In the case of transport of alcohol and tobacco, details of which are given below, Customs authorities are recommended to increase the maximum amount which may be claimed from the guaranteeing associations to a sum equal to \$US 200,000:</p> <ol style="list-style-type: none"> (1) Undenatured ethyl alcohol of an alcoholic strength by volume of 80% vol or higher (HS code: 2207.10) (2) Undenatured ethyl alcohol of an alcoholic strength by volume of less than 80% vol; spirits, liqueurs and other spirituous beverages; compound alcoholic preparations of a kind used for the manufacture of beverages (HS code: 22.08) (3) Cigars, cheroots and cigarillos, containing tobacco (HS code: 2402.10) (4) Cigarettes containing tobacco (HS code 2402.10) (5) Smoking tobacco, whether or not containing tobacco substitutes in any proportion (HS code 2403.10). <p>For the transport of alcohol and tobacco given above, Customs authorities shall request TIR Carnets on which are printed in bold characters the words “TOBACCO/ALCOHOL” and “TABAC/ALCOOL” on the cover and all vouchers. In addition, these Carnets must contain an additional sheet providing details on the categories of tobacco and alcohol guaranteed as indicated above;</p> <p>Existing “TABAC” TIR Carnets signed by Mr. A. Westerink are no longer valid;</p> <p>REQUESTS the International Road Transport Union (IRU) national guaranteeing associations and Customs authorities to take all necessary steps in order to provide for the introduction of the “TOBACCO/ALCOHOL” TIR Carnet, as of 1 September 1993;</p> <p>REQUESTS the Contracting Parties to the TIR Convention, 1975 to notify the Executive Secretary of the United Nations Economic Commission for Europe (UN/ECE) by 1 September 1993, whether they can accept the “TOBACCO/ALCOHOL” TIR Carnet;</p> |

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| | | <p>REQUESTS the Executive Secretary of the United Nations Economic Commission for Europe (UN/ECE) to inform all Contracting Parties to the TIR Convention, 1975 about the acceptance of the "TOBACCO/ALCOHOL" TIR Carnet. (TRANS/WP.30/151)</p> <p>Resolution No. 47 has been accepted by Austria, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, Germany, Hungary, Latvia, Lithuania, Morocco, Norway, Poland, Romania, Slovakia, Slovenia, Sweden, Switzerland, Turkey, United Kingdom, United States, Yugoslavia (23).</p> |
| 48 | 2.7.1993 | <p><u>For Contracting Parties to the 1954 Customs Convention on the Temporary Importation of Private Road Vehicles (4 June 1954)</u></p> <p>RECALLING the provisions of Article 7, paragraph 1 of the Customs Convention on the Temporary Importation of Private Road Vehicles (4 June 1954) (hereinafter called the Vehicle Convention, 1954),</p> <p>RECALLING that Annex 1 of this Convention lays down a model for temporary importation papers (carnets de passages en douane) to be used for the temporary importation of private road vehicles, and that this model as well as the conditions for its use are virtually the same as those for the temporary admission papers (carnet CPD) laid down in the Convention on Temporary Admission, Annex A, Appendix II (hereinafter called the Istanbul Convention),</p> <p>NOTING that the carnet issuing and guaranteeing associations operating the Vehicle Convention 1954 are the same as those which will operate under the Istanbul Convention,</p> <p>CONSCIOUS of the importance of ensuring a smooth transfer from the Vehicle Convention 1954 to Annex C to the Istanbul Convention and of avoiding undue hardship to the issuing and guaranteeing associations,</p> <p>APPRECIATING the willingness of the issuing and guaranteeing associations operating under the Vehicle Conventions to render the relevant issuing and guaranteeing chains operational also under Annexes A and C to the Istanbul Convention is so far as road motor vehicles for private use and trailers are concerned, and their commitment to guarantee CPD carnets provided for in the two Conventions,</p> <p>RECOMMENDS that those Contracting Parties to the Vehicle Convention 1954 which accept a carnet for temporary importation of private vehicles, should accept both the carnet</p> |

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| | | <p>model laid down in the carnets de passages en douane of Annex I to the Vehicle Convention 1954 and the temporary admission papers of the CPD Carnet laid down in the Istanbul Convention, Appendix II of Annex A;</p> <p>REQUESTS the Executive of the United Nations Economic Commission for Europe (hereinafter called the Executive Secretary) to notify the Contracting Parties to the Vehicle Convention 1954 of the undertaking by the issuing and guaranteeing associations to guarantee, <u>vis-à-vis</u> the Customs administrations, the carnets provided for in the two Conventions. The Executive Secretary is also requested to append this resolution to such a notification;</p> |
| | | <p>REQUESTS each Contracting Party to the Vehicle Convention 1954 to notify the Executive Secretary whether it accepts or does not accept this resolution. Such notification shall be made within one year following the date on which the Executive Secretary notifies Contracting Parties of the undertaking by the issuing and guaranteeing associations to guarantee the carnets provided for in the two Conventions;</p> <p>In the case of acceptance, the Contracting Parties shall also notify the Executive Secretary of the date from which it will apply the resolution and of the conditions of its application;</p> <p>Failure to notify the Executive Secretary within one year shall mean that the Contracting Party is unable to accept the resolution. However, a Contracting Party may accept this resolution at a later date.</p> <p>The Executive Secretary shall transmit this information to the Customs administrations of the Contracting Parties to the Vehicle Convention 1954. He shall also transmit it to the Secretary-General of the Customs Co-operation Council, to regional economic integration organizations which qualify as Contracting Parties and to the International Touring Alliance and the International Automobile Federation.</p> <p>(TRANS/WP.30/151)</p> <p>Resolution No. 48 has been accepted by Belgium, Bosnia and Herzegovina, Cyprus, France, Germany, Iran (Islamic Republic of), Italy, Slovenia, Spain, Switzerland, Ukraine, United Kingdom, European Community (13).</p> |

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| 49 | 3.3.1995 | <p><u>Short-term measures to ensure the security and the efficient functioning of the TIR transit regime</u></p> <p>EMPHASIZING the importance of the smooth and efficient functioning of the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) to facilitate international transport and trade,</p> <p>CONCERNED about the amount of Customs fraud and smuggling in the framework of the TIR transit system which may endanger the facilitation measure provided for in the TIR Convention, 1975,</p> <p>DETERMINED to safeguard the TIR transit system which facilitates the development of trade, in particular the international movement of goods,</p> <p>CONVINCED that the TIR transit system can only be safeguarded through joint and concerted action by all Parties of the TIR transit system (Customs authorities, national guaranteeing and Carnet issuing associations and the IRU, and insurance companies), whereby an open exchange of information on all aspect of the system is considered to be essential,</p> <p>Whilst awaiting the revision of the TIR Convention, 1975, <u>decides</u> unanimously on the following short-term measures to be implemented as soon as possible by the competent authorities of Contracting Parties to the TIR Convention, 1975:</p> <ol style="list-style-type: none"> 1. In order to facilitate the detection of fraudulently discharged TIR Carnets and to accelerate the discharge procedure, Contracting Parties may wish to create, as far as possible and in line with national requirements, centralized offices or procedures for the administration of TIR Carnets; 2. Contracting Parties should institute accelerated discharge and search procedures for the transport of sensitive goods; 3. Contracting Parties and the IRU shall take all necessary steps to ensure the early re-introduction of the "Tobacco/Alcohol" TIR Carnets together with guarantees in a fixed sum which reflects the potential charges at risk; 4. Contracting Parties ensure, through appropriate national regulations, that Customs offices of destination or exit return TIR Carnet vouchers No.2 to centralized offices or Customs offices of departure or entry as soon as possible and no later than <u>five</u> working days following the completion of the TIR operation; 5. In order to facilitate Customs control for tobacco and alcohol |

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| | | <p>consignments, Contracting Parties may wish to limit, in line with national administrative practices, the number of Customs offices authorized to accept "Tobacco/Alcohol" TIR Carnets;</p> <p>6. Contracting Parties ensure that for the transport of tobacco and alcohol as well as for other sensitive goods as determined by the competent authorities, advance information on the transport of such goods under Customs seal is forwarded immediately by the Customs office of departure or entry to the Customs office of destination or exit;</p> <p>7. In accordance with Article 20 of the TIR Convention, 1975, Contracting Parties prescribe time-limits and, to the extent possible, routes to be followed for road vehicles and containers in case of transport under Customs seal of tobacco and alcohol as well as of other sensitive goods as determined by the competent authorities. Contracting Parties are urged to apply sanctions, in line with national law, in case of non-respect of such prescriptions;</p> <p>8. Contracting Parties ensure that the provisions of Article 38 of the TIR Convention, 1975 should be applied, which provide the possibility to exclude temporarily or permanently from the operation of the TIR Convention, 1975 any person guilty of a serious offence against national Customs laws or the regulations applicable to the international transport of goods;</p> <p>9. Contracting Parties take all necessary measures to avoid the theft and misuse of Customs stamps and may provide for the use of new technologies, such as special security ink, to impede the falsification of Customs stamps;</p> <p>10. Contracting Parties request that IRU and national guaranteeing associations apply strictly agreed criteria and administrative controls when issuing TIR Carnets, with a view to ensuring, as far as possible, the reliability and integrity of transport operators;</p> <p>11. Contracting Parties of the TIR transit regime intensify the exchange of information and intelligence concerning the TIR transit system amongst themselves, in accordance with national legislation. For that purpose they establish focal points for the combat of fraud within the competent authorities. Addresses, including telephone and telefax numbers of such focal points will be transmitted, as soon as possible, to the UNECE secretariat for the setting up of an international directory.</p> <p>INVITES Contracting Parties to study carefully the IRU proposals on the introduction of electronic data interchange systems for the administration of TIR Carnets which will be transmitted to</p> |

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| | | <p>them by the UN/ECE secretariat with a view to their possible introduction;</p> <p>REQUESTS the Contracting Parties to the TIR Convention, 1975 to notify the Executive Secretary of the United Nations Economic Commission for Europe (UNECE) by 1 June 1995, whether they accept the present resolution;</p> <p>REQUESTS the Executive Secretary of the United Nations Economic Commission for Europe (UN/ECE) to inform all Contracting Parties to the TIR Convention, 1975 about the acceptance of this resolution.</p> <p>(TRANS/WP.30/162)</p> <p>Resolution No. 49 has been accepted by 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 (34).</p> |
