

No. 696

**AUSTRIA, BELGO-LUXEMBOURG ECONOMIC UNION,
CZECHOSLOVAKIA, DENMARK, FRANCE, etc.**

**Agreement providing for the provisional application of the
Draft International Customs Conventions on Touring, on
Commercial Road Vehicles and on the International Trans-
port of Goods by Road (with Additional Protocol). Signed
at Geneva, on 16 June 1949**

*French and English official texts. The registration ex officio took place on
1 January 1950.*

**AUTRICHE,
UNION ÉCONOMIQUE BELGO-LUXEMBOURGEOISE,
TCHÉCOSLOVAQUIE, DANEMARK, FRANCE, etc.**

**Accord relatif à l'application provisoire des projets de conven-
tions douanières internationales sur le tourisme, sur les
véhicules routiers commerciaux et sur le transport interna-
tional des marchandises par la route (avec Protocole addi-
tionnel). Signé à Genève, le 16 juin 1949**

*Textes officiels français et anglais. L'enregistrement d'office a eu lieu le 1^{er} jan-
vier 1950.*

No. 696. AGREEMENT¹ PROVIDING FOR THE PROVISIONAL APPLICATION OF THE DRAFT INTERNATIONAL CUSTOMS CONVENTIONS ON TOURING, ON COMMERCIAL ROAD VEHICLES AND OF THE INTERNATIONAL TRANSPORT ON GOODS BY ROAD. SIGNED AT GENEVA, ON 16 JUNE 1949

WHEREAS the Economic Commission for Europe has prepared a Draft International Customs Convention on Touring², a Draft International Customs Convention on Commercial Road Vehicles³ and a Draft Customs Convention on the International Transport of Goods by Road⁴ (hereinafter referred to as "the Draft Conventions") the texts of which are annexed to this Agreement and form an integral part thereof,

WHEREAS the United Nations Conference on Road and Motor Transport, which will meet at Geneva on 23 August 1949⁵, will consider the question of the conditions under which world-wide Conventions dealing with the subject matters of these Draft Conventions might be concluded,

WHEREAS the Governments which are parties to the present Agreement desire, pending the coming into force of such world-wide Conventions, to give early effect to the provisions of the Draft Conventions, THE GOVERNMENTS WHICH ARE PARTIES TO THIS AGREEMENT AGREE AS FOLLOWS:

¹ Came into force on 1 January 1950, in accordance with article III.

States parties to the Agreement:

AUSTRIA

Only in respect of the Draft International Customs Convention on Touring and the Draft International Customs Convention on Commercial Road Vehicles.

DENMARK

FRANCE

ITALY

LIECHTENSTEIN

In a notification received by the Secretariat of the United Nations on 6 December 1949, the Federal Political Department of the Swiss Confederation, referring to article II of the Agreement, declared that, as the Principality of Liechtenstein forms part of the Customs territory of the Confederation, the provisions of the draft conventions will also apply to it.

NORWAY

SWITZERLAND

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

Only in respect of the Draft International Customs Convention on Touring and the Draft International Customs Convention on Commercial Road Vehicles.

² See page 163.

³ See page 213.

⁴ See page 237.

⁵ See note page 159.

Article I

The Contracting Governments undertake to apply on a reciprocal basis the provisions of the Draft Conventions. Nevertheless, at the time of signature or accession each Contracting Government shall have the right to declare that such signature or accession applies only to one or two of the Draft Conventions which shall be specified. Any Contracting Government whose signature or accession does not apply to all three of the Draft Conventions may, at any time, by notification addressed to the Secretary-General of the United Nations, declare that such signature or accession covers any other of the Draft Conventions.

Article II

1. Signature of, or accession to, this Agreement, without a declaration to the contrary at the time of signature or accession, shall be regarded as having effect for the metropolitan territory only of the Contracting Government concerned.

2. A Contracting Government may at any time, by notification addressed to the Secretary-General of the United Nations, declare that the present Agreement shall extend to any of the other territories for which it has international responsibility. The Contracting Government concerned shall state whether such extension applies to one or more of the Draft Conventions which shall be specified.

Article III

1. The present Agreement shall enter into force on 1 January 1950.

2. It shall be regarded as terminated if at any time the number of the Contracting Governments is less than two.

3. It will remain in force for a period of three years but, unless the Contracting Governments agree otherwise, it will be regarded, at the end of that period, as having been renewed for a further period of one year, and so on in the future.

Article IV

1. Any Contracting Government may denounce the present Agreement by notice in writing to the Secretary-General of the United Nations at least three months before the expiry of any of the periods mentioned in Article III. Such denunciation may relate to each of the Draft Conventions or only to one or two of them.

2. Any Government which has made a declaration under article II, extending the present Agreement, may at any time thereafter, by notifica-

tion given to the Secretary-General of the United Nations, declare that the Agreement shall cease to extend to any territory named in the notification, and the Agreement shall cease to extend to such territory three months from the date of the receipt of such notification.

Article V

In the event that the world-wide Conventions contemplated in the second paragraph of the Preamble should be concluded and upon their entry into force, any Government party to this Agreement which becomes a party to one or more of those Conventions shall automatically be regarded as having denounced the present Agreement with respect to the Draft Convention or Conventions corresponding to any of those Conventions to which that Government has become a party.

Article VI

The present Agreement shall remain open until 31 December 1949 for signature by the Governments invited to take part in the preparation of the Draft Conventions.¹ After that date, the said Governments may accede to it.

Article VII

The present Agreement shall be deposited with the Secretary-General of the United Nations who shall transmit to all Contracting Governments a certified true copy of the Agreement and also of all accessions, denunciations or notifications addressed to him. The Secretary-General is authorised to register the present Agreement upon its entry into force.

IN FAITH WHEREOF the undersigned, duly authorised by their respective Governments, have signed the present Agreement.

DONE at Geneva in a single copy in the English and French languages, both texts authentic, on the sixteenth day of June, one thousand nine hundred and forty-nine.

¹ The following States were invited to take part in the preparation of the draft conventions:

Albania	Hungary	Roumania
Austria	Iceland	Sweden
Belgium	Iraq	Switzerland
Bulgaria	Ireland	Syria
Byelorussian SSR	Italy	Transjordan
Czechoslovakia	Lebanon	Turkey
Denmark	Luxembourg	Ukrainian SSR
Egypt	Netherlands	Union of Soviet Socialist Republics
Finland	Norway	United Kingdom of Great Britain and Northern Ireland
France	Poland	United States of America
Greece	Portugal	Yugoslavia

ADDITIONAL PROTOCOL

On proceeding to sign the Agreement on the temporary application of the draft International Customs Conventions on Touring, on Commercial Road Vehicles and on the International Transport of Goods by Road, the undersigned, duly authorised by their respective Governments, declare that:

1. Should the conclusion of the world-wide conventions contemplated in the second paragraph of the Preamble¹ not be recommended by the United Nations Conference on Road and Motor Transport, or be delayed, the Contracting Governments would be prepared to leave the present Agreement open to subsequent accession by Governments invited to that Conference which may wish to become parties to the present Agreement.

2. In order to avoid difficulties which might arise as a result of changes made in the present form of the temporary importation papers, the Contracting Governments will continue to consider as valid those documents at present in use until the new forms of documents are generally adopted.

¹ The United Nations Conference on Road and Motor Transport, held at Geneva from 23 August 1949 to 19 September 1949, prepared and opened for signature a Convention on Road Traffic, a Protocol on Road Signs and Signals and a Protocol on the interpretation of chapter VII with respect to the accession to the Convention of countries or territories at present occupied. The Conference among certain other decisions adopted the following resolution:

“ The United Nations Conference on Road and Motor Transport,

“ (a) *Considering* the work that has already been done, is in progress and may be undertaken in future under the auspices of the Economic Commission for Europe and similar bodies

“ *Recommends* that the Transport and Communications Commission review periodically the progress of this work and any other developments concerning international road transport and on the basis of these reviews advise the Economic and Social Council on what further international action is desirable whether by Conference or otherwise, and

“ (b) *Considering* the statement made by the representative of the “Comité général de l'Alliance internationale de tourisme et de la Fédération internationale de l'automobile” about the desirability of securing a wider adherence to the draft International Customs Convention on Touring, prepared under the auspices of the Economic Commission for Europe,

“ *Requests* the Secretary-General to bring to the notice of States the additional Protocol to the Agreement providing for the Provisional Application of the Draft International Customs Conventions on Touring, on Commercial Road Vehicles and on the International Transport of Goods by Road, signed at Geneva on 16 June 1949.”

Pour l'Autriche:

For Austria:

L. KLEINWACHTER

December 27th, 1949

Pour l'Union économique belgo-
luxembourgeoise:

For the Belgo-Luxembourg Economic
Union:

Baron F. DE KERCHOVE

Pour la Tchécoslovaquie:

For Czechoslovakia:

V. OUSRATA

December 28th, 1949

Pour le Danemark:

For Denmark:

William BORBERG

Le 29 décembre 1949

Pour la France:

For France:

C. GIRARD

Pour l'Italie:

For Italy:

A. DI NOLA

Pour les Pays-Bas:

For the Netherlands:

J. OYEVAAR

Pour la Norvège:

For Norway:

John H. PAXAL

Pour la Suisse:

For Switzerland:

G. BORGEAUD

Pour le Royaume-Uni de Grande-
Bretagne et d'Irlande du Nord:For the United Kingdom of Great
Britain and Northern Ireland:A. E. M. WALTER
R. ASHFORD

DRAFT INTERNATIONAL CUSTOMS CONVENTION
ON TOURING

.....
.....

desiring to facilitate the development of international touring, have decided to conclude a Convention for this purpose. They have appointed as their plenipotentiaries:

.....
.....

who, after having communicated their full powers, found in good and due form, have agreed as follows:

CHAPTER I

GENERAL PROVISIONS

Article 1

For the purpose of this Convention:

(a) The term "import duties and import taxes" shall mean not only Customs duties but also all duties and taxes whatever chargeable by reason of importation;

b) The term "vehicles" shall mean all road vehicles, including trailers and cycles with or without engines, or aircraft with or without engines, or pleasure boats or vessels with or without engines;

(c) The term "private use" shall exclude the transport of persons for remuneration, or the industrial or commercial transport of goods with or without remuneration;

(d) The term "temporary importation papers" shall include a Customs receipt showing the deposit of import duties and import taxes;

(e) Unless the context otherwise requires, the term "persons" shall include both natural and legal persons.

Article 2

1. Each of the Contracting States shall grant temporary free admission subject to re-exportation, on the conditions laid down in this Convention,

to vehicles and articles of an everyday kind in actual use, not prohibited, which are imported and utilized for their private use by persons not principally resident in its territory who are the owners of such vehicles and articles, or who have possession or control of them.

2. Such vehicles and articles, except those specified in paragraph 3 of this article, shall be covered by temporary importation papers guaranteeing the payment of import duties and import taxes, and, if the contingency should arise, of any Customs penalties incurred, subject to the special provisions of article 33, paragraph 3, of this Convention.

3. Clothing and other used personal effects, cameras with twelve plates or two rolls of film, miniature cinematograph cameras with one roll of film, personal jewellery, binoculars, portable musical instruments, gramophones, portable wireless receiving sets, portable typewriters, tents and small articles of camping equipment, perambulators, sports equipment (such as sporting firearms, skis and tennis rackets) belonging to residents in the territory of one of the Contracting States making a temporary stay in the territory of another Contracting State shall be admitted temporarily without temporary importation papers, in the absence of suspicion of abuse, on condition that they bear obvious signs of use and correspond to the social position of the persons concerned. The concession in this paragraph is limited for each traveller to one camera, one miniature cinematograph camera, one musical instrument, one gramophone with twenty records, one portable wireless receiving set, one typewriter, and sporting and camping equipment for personal use.

4. The provisions of this Convention shall not prejudice in any way the application of police and other regulations relating to the importation, possession and carrying of firearms and ammunition.

5. The import prohibitions imposed by the Contracting States shall only be applied to vehicles and articles which would otherwise benefit under this Convention when the prohibition was imposed on grounds other than those of an economic character, for example, moral, humanitarian, sanitary, veterinary, phyto-pathological and public security grounds.

Article 3

Provisions for the journey, small quantities of tobacco, cigars and cigarettes, and the fuel contained in the ordinary tanks of vehicles temporarily imported shall be admitted free of import duties and import taxes. Each Contracting State may determine in relation to its territory the conditions under which this concession will be granted.

Article 4

1. The following shall be admitted free of import duties and import taxes:

- (a) Temporary importation or international circulation papers sent to the authorised associations by their corresponding associations or federations or by the Customs authorities of the Contracting States and which are to be used by persons residing in the country of importation for the admission of their vehicles or articles into other countries;
- (b) Printed matter and propaganda posters on paper without restrictions as to quantity (time tables in book or poster form, guides, pamphlets, folders, whether illustrated or not, illustrated posters), the essential purpose of which is to induce the public to visit foreign countries or localities or to attend abroad meetings or events of a touring or sporting character, provided that such documents are to be distributed free of charge, that they do not contain more than 25 per cent of advertising matter, and that they are obviously intended as touring or sporting propaganda.

2. Subject to re-exportation and on such conditions as may be determined by each Contracting State to prevent abuse, temporary free admission shall be granted to touring propaganda material (documentary cinematograph films of a maximum width of 16 mm. and a maximum length of 500 m. imported for free exhibition, printing plates, lantern slides, dioramas, photographs) not prohibited, the essential purpose of which is to induce the public to visit foreign countries or localities or to attend abroad meetings or events of a touring or sporting character.

CHAPTER II

TEMPORARY IMPORTATION PAPERS

Article 5

1. Temporary importation papers may be valid for a single country or for several countries.

2. Each of the Contracting States may obtain from the other Contracting States information as to the form or forms of temporary importation papers valid in its territory other than those contained in the annexes of this Convention.

Article 6

1. Temporary importation papers valid for the territories of all or several of the Contracting States shall be known as "carnets de passages en

douane" and shall conform to the standard forms contained in annexes 1 and 2 for motor vehicles and trailers and, where required, for aircraft, respectively.

2. If a carnet is not to be used in the territory of one or several of the Contracting States, it may be made not valid for that or those territories by the issuing association.

3. Temporary importation papers valid only for the territory of a single Contracting State may conform to the standard form contained in annex 3. Contracting States are free to use other documents if they so desire.

Article 7

The period of validity of temporary importation papers, other than those issued by authorised associations as provided for in article 10, shall be laid down by each Contracting State in accordance with its regulations.

Article 8

1. The vehicles and articles mentioned in the temporary importation papers must be re-exported in the same state within the period of validity of such papers.

2. Evidence of re-exportation shall be provided by the exit visa properly appended to the temporary importation papers by the Customs authorities of the country into which the vehicles or articles were temporarily imported.

3. The Contracting States may, however, make the discharge of temporary importation papers for aircraft, if required, subject to proof of the arrival of the machine in foreign territory.

Article 9

1. Notwithstanding the requirement of re-exportation laid down in article 8, the re-exportation of badly damaged vehicles shall not be required, in the case of duly authenticated accidents, provided that the vehicles are either subjected to the import duties and import taxes to which they are liable, or abandoned free of all expense to the Exchequer of the country into which they were imported temporarily or destroyed at the expense of the parties concerned, as the Customs authorities may require.

2. When a vehicle temporarily admitted cannot be re-exported as the result of a seizure, other than a seizure made at the suit of private persons, the period of validity of the temporary importation papers shall be suspended for the duration of the seizure.

3. The Customs authorities shall notify, so far as possible, to the guaranteeing association, seizures made by or on behalf of these Customs authorities of vehicles admitted under cover of temporary importation papers guaranteed by that association and shall advise it of the measures they intend to take.

CHAPTER III

FACILITIES ACCORDED TO AUTHORISED ASSOCIATIONS

Article 10

1. Subject to such guarantees and conditions as it shall determine, each of the Contracting States may authorise associations, such as those affiliated to an international organisation, to issue directly or through corresponding associations the temporary importation papers covered by this Convention.

2. The period of validity of these papers shall not exceed a year from the day of issue.

CHAPTER IV

CONDITIONS OF APPLICATION OF TEMPORARY ADMISSION

Article 11

The temporary importation facilities laid down in this Convention shall be accorded to persons not principally resident within the country which they visit temporarily. A person shall be considered to be not principally resident within the country of importation if he has resided or will reside in that country for less than six months on an average per year either to tour there or for a professional purpose irrespective of whether or not he is the proprietor or lessee of the house or apartment which he occupies.

Article 12

1. Temporary importation papers issued by the authorised association shall be made out in the name of the persons who own the vehicles temporarily imported or who have the possession or control of them.

2. Vehicles admitted under cover of temporary importation papers may be used by persons duly authorised by the holders and fulfilling the conditions laid down in this Convention. The Customs authorities of the Contracting

States have the right to require evidence that such third persons have been duly authorised by the holders and, if this evidence does not appear sufficient, to refuse importation or use of the vehicle in their country under cover of the papers.

3. The Customs authorities of the Contracting States may permit in special circumstances and under conditions of which they shall be sole judges, a vehicle circulating under cover of a temporary importation document to be driven by a person who is principally resident in the country of importation, in particular when the driver drives the vehicle on behalf of or under instructions from the holder of the temporary importation document.

Article 13

1. The weight to be declared on temporary importation papers is the net weight of the vehicles. It shall be expressed in the metric system. In the case of papers valid for one country only, the Customs authorities of that country may prescribe the use of another system.

2. The value to be declared on temporary importation papers valid for one country only is to be expressed in the currency of that country. The value to be declared on a carnet de passages en douane is to be expressed in the currency of the country where the temporary importation papers are issued.

3. The articles and tool-kit which form the normal equipment of vehicles need not be specially declared on the temporary importation papers.

4. When the Customs authorities so require, spare parts (such as tyres, inner tubes or propellers) and accessories not considered as constituting the normal equipment of vehicles (such as wireless sets, trailers not declared on a separate document, or luggage carriers) shall be declared on the temporary importation papers with the necessary particulars (such as weight or value) and shall be produced on exit from the country visited.

Article 14

Any particulars inserted on temporary importation papers by the issuing association may not be altered unless the alteration is duly approved by the issuing or guaranteeing association. No alteration to the papers may be made after they have been passed by the Customs authorities of the country of importation except with the consent of those authorities.

Article 15

Separate parts imported privately for the repair of vehicles imported temporarily under this Convention into the territory of one of the Contracting States shall be given temporary free admission subject to re-exportation.

Article 16

Replaced parts shall be liable to import duties and import taxes unless re-exported except where the regulations of the country concerned allow payment of such duties or taxes to be waived when the parts are abandoned free of all expense to the Exchequer or destroyed at the expense of the parties concerned.

Article 17

Vehicles imported into the territory of one of the Contracting States under cover of temporary importation papers may not be used even incidentally for transport against payment between points within the frontiers of that territory.

CHAPTER V

EXTENSION OF VALIDITY AND RENEWAL OF TEMPORARY IMPORTATION PAPERS

Article 18

The lack of proof of re-exportation within the time allowed of vehicles temporarily imported shall be disregarded when the vehicles are presented within eight days from the expiry of the papers and satisfactory explanations of the delay are given.

Article 19

1. Requests for extension of validity of temporary importation papers shall be presented to the competent Customs authorities before the expiry of these papers, unless this is rendered impossible by force majeure.

2. Extensions of time necessary for the re-exportation of vehicles and articles imported temporarily shall be granted when the persons concerned can establish to the satisfaction of the Customs authorities concerned that they are prevented by force majeure from re-exporting the said vehicles or articles within the time allowed.

Article 20

The Contracting States shall recognise as valid for their territories extensions of validity to carnets de passages en douane, where these extensions are granted on conditions agreed between their Customs authorities.

Article 21

Each of the Contracting States shall, unless the conditions of temporary admission are no longer satisfied, authorise, subject to whatever measures of control they may consider necessary, the renewal of temporary importation papers issued by the authorised associations and relating to vehicles or articles temporarily imported into its territory. Requests for renewal shall be presented by the guaranteeing association.

CHAPTER VI

VISAS ON TEMPORARY IMPORTATION PAPERS ISSUED BY THE AUTHORISED ASSOCIATIONS

Article 22

Persons entitled to temporary admission facilities may, during the period of validity of temporary importation papers, import the vehicles of articles covered by those papers as often as necessary, on condition that they have each passage (entry and exit) established by a visa of the Customs officers concerned, if the Customs authorities so require. Temporary importation papers may be made valid for a single journey only.

Article 23

When temporary importation papers without detachable vouchers for each passage are used, the visas given by the Customs officers between the first entry and the final exit are provisional. Provisional visas given on exit may, nevertheless, under the conditions determined by each country, be admitted, while the papers are still valid, as proof of the re-exportation of the vehicles or articles temporarily imported.

Article 24

When temporary importation papers with a detachable voucher for each passage are used, each entry and each exit shall be regarded as final.

Article 25

When the Customs authorities of a country have finally and unconditionally discharged temporary importation papers they can no longer claim from the guaranteeing association payment of import duties and import taxes, unless the certificate of discharge was obtained improperly.

Article 26

Visas on temporary importation papers used under the conditions laid down in this Convention shall not be subject to the payment of charges for Customs attendance during the authorised hours for Customs offices and posts.

CHAPTER VII

REGULARIZATION OF TEMPORARY IMPORTATION PAPERS ISSUED BY THE
AUTHORISED ASSOCIATIONS*Article 27*

1. If the Customs authorities so permit, the lack of a certificate of discharge for temporary importation papers which have been destroyed, lost or stolen, may be disregarded provided that a certificate issued either by a consular authority of the country concerned, by a Customs authority, or a police authority, is produced, testifying that the vehicles or articles described on the papers have been presented to them and are outside the country of importation after the date of expiry of the papers.

2. Undischarged papers may likewise be regularized, before or after expiry, if the Customs authorities so permit and on condition that the papers are produced to them, accompanied by a certificate issued by one of the competent authorities mentioned above, or by such other proof as may be required, showing that the vehicles or articles are outside the country of importation. Nevertheless, if the papers in question have not expired, the said certificate or the said proof may only be accepted after the deposit of the said papers with the Customs authorities. If the vehicle is stolen after having been re-exported from the country of temporary importation without the exit being regularly endorsed on the temporary importation papers, the papers may be regularized provided that the guaranteeing association furnishes the papers together with proof of the theft. If the temporary importation papers have not expired, the Customs authorities may require their surrender.

3. A standard form of such certificate is shown in annex 4.

Article 28

Subject to the conditions determined by the Customs authorities of each country, the lack of a certificate of discharge for outdated temporary impor-

tation papers without detachable vouchers may also be disregarded when the last provisional visa on those papers is an exit visa.

Article 29

When an exit visa of a country has been omitted from, or has been irregularly appended to, a carnet de passages en douane, the visas entered thereon by the Customs authorities of countries subsequently visited may be taken into account for the purpose of discharging that carnet.

Article 30

Unless contrary to import prohibitions and restrictions or other measures, the discharge of the undertakings entered into may be authorised exceptionally on payment of the import duties and import taxes applicable to the vehicles or articles temporarily imported.

Article 31

In the cases referred to in articles 27, 28, 29 and 30 of this Convention, each Customs authority shall have the right to charge a regularization fee and interest.

Article 32

Customs authorities shall not have the right to demand from the guaranteeing associations payment of import duties and import taxes on vehicles or articles temporarily imported when the non-discharge of the temporary importation papers has not been notified to the guaranteeing associations within a year of the date of expiry of the validity of those papers.

Article 33

1. The guaranteeing associations shall have a period of one year as from the notification of the non-discharge of temporary importation papers in which to furnish proof of the re-exportation of the vehicles or articles under the conditions laid down in this Convention.

2. If such proof is not furnished within the time allowed, the guaranteeing association shall deposit or pay provisionally the import duties and import taxes payable. This deposit or payment shall become final after a period of one year from the date of the deposit or provisional payment. During the latter period, the guaranteeing associations may still avail themselves of the facilities provided by the first paragraph of this article with a view to repayment of the sums deposited or paid.

3. In the case of the non-discharge of temporary importation papers, the guaranteeing association shall not be required to pay a sum greater than

the total of the import duties and import taxes applicable to the vehicles or articles not exported, together with interest if required.

Article 34

Nothing in this Convention shall prevent the Customs authorities from proceeding to recover from the holders of temporary importation papers the import duties and import taxes and also any penalties to which they have rendered themselves liable in the event of fraud, contravention or abuse. In such a case, the guaranteeing associations shall lend their assistance to the Customs authorities.

CHAPTER VIII

MISCELLANEOUS PROVISIONS

Article 35

For the fulfilment of the formalities laid down in this Convention the Contracting States will endeavour to keep open during the same hours Customs offices and posts next to each other on the same international road.

Article 36

The Contracting States will endeavour not to institute Customs measures which might have the effect of impeding the development of international touring.

Article 37

Any breach of the provisions of this Convention, any substitution, false declaration or act having the effect of causing a person, a vehicle or an article improperly to benefit from the system of importation laid down in this Convention, any use of a vehicle or an article thus imported for a purpose other than laid down therein, or by a person not fulfilling the conditions necessary to benefit from the aforesaid system of importation may render the offender liable to the penalties prescribed by the laws of the country in which the offence was committed.

PROTOCOL OF SIGNATURE

At the time of signing the Convention of this day's date, the undersigned plenipotentiaries make the following declarations:

The terms of this Convention set out minimum facilities. It is not the intention of the Contracting States to restrict the wider facilities which are granted or may be granted by certain of them in regard to international

touring. This Convention shall not preclude the application of the provisions of other conventions and national laws concerning road traffic.

The Contracting States reserve the right to grant the same advantages to persons resident in non-Contracting States.

The Customs authorities of the Contracting States reserve the right to take all appropriate measures of control to prevent frauds, contraventions or abuses which might be committed as a result of the facilities laid down in this Convention.

The Contracting States recognise that the satisfactory operation of this Convention requires the provision of facilities to the authorised associations for:

- (a) The transfer of the currency necessary for the payment of import duties and import taxes claimed by Customs authorities of one of the Contracting States for non-discharge of the temporary importation papers covered by this Convention;
- (b) The transfer of currency when repayment of import duties or import taxes is made in accordance with the arrangements laid down in article 33 of this Convention; and
- (c) The issue of any necessary import or export licences and the transfer of currency for payment for temporary importation or international circulation papers sent to the authorised associations by the corresponding associations or federations.

Ad Article 2, paragraph 1

It is understood that the grant of free admission shall not preclude the levying of small charges in the nature of statistical fees.

Ad Article 22

The Customs authorities of the Contracting States will endeavour to bring into general use, for visas on temporary importation papers, date stamps marking the date of the entry or exit and the name of the Customs office at which the entry or exit was recorded.

Ad Article 33

For countries whose regulations do not provide for the deposit or provisional payment of import duties, the payments made under article 33 will be regarded as final, it being understood that the sums paid may be refunded when the conditions laid down in the said article are fulfilled.

ANNEX 1

"CARNET DE PASSAGES EN DOUANE"

The *carnet* is issued in French.

The dimensions are 22 × 27 cm.

The issuing Association shall insert its name on each voucher and shall include the initials of the international organization to which it belongs.

(Inside front cover)

DESCRIPTION OF VEHICLE	EXTENSION OF VALIDITY
7 Motor vehicle driven by internal combustion, electricity, steam; TRAILER	Delete words not applicable
8 Type (car, bus, lorry, tractor, motor-cycle with or without sidecar, cycle with auxiliary engine)	
9 Registered in under No.	
10 Chassis { Make	
11 { No.	
12 Engine { Make	
13 { No.	
14 { Number of cylinders	
15 { Horse-power	
16 { Type or shape	
17 { Make	
18 Coachwork { Colour	
19 { Upholstery	
20 { Number of seats or carrying capacity	
21 Year of manufacture	
22 Spare tyres	
23 Other particulars	
24	
25	
26	
27 Net weight of vehicle	
(in words and figures)	
28 Value of vehicle	
(in words and figures)	
29 Issued at the 19.....	
30 On condition that the holder re-exports the vehicle within the specified period of validity and complies with the Customs laws and regulations relating to the temporary admission of motor vehicles in the countries visited under the guarantee, in each country where the document is valid, of the authorised Association affiliated to the undersigned International Association. On expiry, the carnet must be returned to the Association which delivered it to the holder.	
31 Holder's signature:	Signature of Secretary of the Central Office of the International Touring Alliance and the International Automobile Federation: Signature of authorised official of (Issuing Association):
Indications required for purposes other than Customs requirements for (1) goods vehicles whose maximum permissible weight exceeds 3,500 kg., and (2) passenger vehicles with more than 8 seats, excluding the driver's seat.	
32 Width of vehicle	
33 Height of vehicle	
34 Maximum permissible weight of vehicle	
35 Maximum permissible weight on heaviest laden axle (weight to be given in words and figures)	

(Pages 3 and 4 of the cover)

THE FOLLOWING INFORMATION IS PROVIDED BY THE
ISSUING ASSOCIATION TO MOTORISTS

ANNEX 2

CARNET DE PASSAGES EN DOUANE POUR AÉRONEFS¹

The *carnet* is issued in French. (See pages 191-198.)

The dimensions are de 40 × 24 cm.






ANNEX 3

TRIPTYCH

The triptych should be printed in the national language of the country of importation and, if desired, also in one other language.

The dimensions are 13 × 29,5 cm.

¹This standard form is shown on pages 192 to 198 of this volume.

1. Importation voucher	2. Exportation voucher	3. Holder's copy
TRAFFIC No. _____	TRAFFIC No. _____	TRAFFIC No. _____
For the temporary importation into of the vehicle described below. _____	For the temporary importation into of the vehicle described below. _____	For the temporary importation into of the vehicle described below. _____
VALID until _____	VALID until _____	VALID until _____
Guaranteed by _____	Guaranteed by _____	Guaranteed by _____
Delivered by _____	Delivered by _____	Delivered by _____
Holder _____	Holder _____	Holder _____
Principal residence _____ (block letters)	Principal residence _____ (block letters)	Principal residence _____ (block letters)
or business address _____	or business address _____	or business address _____
For a MOTOR VEHICLE driven by internal combustion, electricity, steam; TRAILER Type (car, bus, lorry, van, tractor, motor- cycle with or without sidecar, cycle with auxiliary engine) _____ Delete words not applicable	For a MOTOR VEHICLE driven by internal combustion, electricity, steam; TRAILER Type (car, bus, lorry, van, tractor, motor- cycle with or without sidecar, cycle with auxiliary engine) _____ Delete words not applicable	For a MOTOR VEHICLE driven by internal combustion, electricity, steam; TRAILER Type (car, bus, lorry, van, tractor, motor- cycle with or without sidecar, cycle with auxiliary engine) _____ Delete words not applicable
Registered in _____ under No. _____	Registered in _____ under No. _____	Registered in _____ under No. _____
Chassis { Make _____ No. _____	Chassis { Make _____ No. _____	Chassis { Make _____ No. _____
Engine { Make _____ No. _____ Number of cylinders _____ Horse power _____ Type or shape _____	Engine { Make _____ No. _____ Number of cylinders _____ Horse power _____ Type or shape _____	Engine { Make _____ No. _____ Number of cylinders _____ Horse power _____ Type or shape _____
Coachwork { Make _____ Colour _____ Upholstery _____ Number of seats or carrying capacity _____	Coachwork { Make _____ Colour _____ Upholstery _____ Number of seats or carrying capacity _____	Coachwork { Make _____ Colour _____ Upholstery _____ Number of seats or carrying capacity _____
Year of manufacture _____	Year of manufacture _____	Year of manufacture _____
Spare tyres _____	Spare tyres _____	Spare tyres _____
Other particulars _____	Other particulars _____	Other particulars _____
Net weight of vehicle _____ } Value of vehicle _____ } (in words and figures)	Net weight of vehicle _____ } Value of vehicle _____ } (in words and figures)	Net weight of vehicle _____ } Value of vehicle _____ } (in words and figures)
This vehicle is imported subject to the holder's obligation to re-export it by the date specified above and to comply with the Customs laws and regulations relating to the temporary admission of motor vehicles in the countries visited, under the guarantee of _____ (the guaranteeing association) in virtue of an undertaking which the latter association has given to _____ (the Customs authority) _____ 19 _____	The vehicle described above was imported at the Customs Office of _____ on _____ 19 _____ where this voucher has been entered in the Special Register under the No. _____	The vehicle described above was imported at the Customs Office of _____ on _____ 19 _____ where this voucher has been entered in the Special Register under the No. _____
Signature of the Secretary of the guaranteeing association _____	Signature of the holder _____ Customs officer's signature and Customs stamp _____ Do not omit to make a similar entry in the corresponding section of Vouchers Nos. 1 and 3. 	Customs officer's signature and Customs stamp _____ Do not omit to make a similar entry in the corresponding section of Vouchers Nos. 1 and 2. 
Signature of holder _____	The vehicle was finally re-exported from _____ on _____ 19 _____ from the Customs Office of _____	The vehicle was finally re-exported from _____ on _____ 19 _____ from the Customs Office of _____
The vehicle described above was imported at the Customs Office of _____ on _____ 19 _____ where this voucher has been entered in the Special Register under the No. _____	Signature of the holder _____ Customs officer's signature and Customs stamp _____ Do not omit to make a similar entry at the foot of Voucher No. 3. 	Customs officer's signature and Customs stamp _____ Do not omit to make a similar entry at the foot of Voucher No. 2. 
Signature of the holder _____ Customs officer's signature and Customs stamp _____ Do not omit to make a similar entry in the corresponding section of Vouchers Nos. 2 and 3. 	This voucher to be detached and retained at the Customs Office of importation.	This voucher is to be retained by the holder after having been stamped and signed by the Customs authorities (1) on first importation into _____ (2) on final re-exportation from _____ and must subsequently be returned to _____ (Association which delivered the document to the holder).

(On reverse of voucher No. 2)

<i>Temporary exits and re-entries</i>		
<i>Name of the Customs Office</i>	<i>Date</i>	<i>Customs stamp and Customs officer's signature</i>
EXIT		
ENTRY		
EXIT		
ENTRY		
EXIT		
ENTRY		
EXIT		
ENTRY		
EXIT		
ENTRY		
EXIT		
ENTRY		

ANNEX 4

CERTIFICATE FOR THE ADJUSTMENT OF UNDISCHARGED OR LOST TEMPORARY IMPORTATION PAPERS

(This certificate must be completed either by a Consular authority of the country in which the papers should have been discharged, or by a Customs or police authority of the country in which the vehicle is examined.)

.....(name of country)

The undersigned authority

certifies that this day.....19..... (date to be given in full),

a vehicle was produced at(place and country)

by

.....(name, Christian name and address)

which was found on examination to be of the following description:—

Type of vehicle (car, bus, etc.)

Registered in under No.....

Chassis

{ Make
No.

Engine

{ Make
No.
Number of cylinders
Horse power

Body

{ Type or form
Make
Colour
Upholstery
Number of seats or carrying capacity

Year of manufacture

Spare tyres

Various

According to the case

{ 1st formula
2nd formula

{ This examination has been made on production of the following temporary importation papers issued for the above vehicle.....

(carnet or triptych reference number, date and place of issue; name of issuing body)

{ No temporary importation papers were produced.



Signed at

on the

Signature (s)

Official position

DRAFT INTERNATIONAL CUSTOMS CONVENTION
ON COMMERCIAL ROAD VEHICLES

.....
.....

desiring to facilitate international road traffic, have decided to conclude a Convention for this purpose. They have appointed as their plenipotentiaries

.....
.....

who, after having communicated their full powers, found in good and due form, have agreed as follows:

CHAPTER I

GENERAL PROVISIONS

Article 1

For the purpose of this Convention:

(a) The term "import duties and import taxes" shall mean not only Customs duties but also all duties and taxes whatever chargeable by reason of importation;

(b) The term "vehicle" shall mean all road vehicles (including trailers and cycles with or without engines) used for the transport of persons for remuneration and also such vehicles used for the industrial or commercial transport of goods with or without remuneration;

(c) The term "temporary importation papers" shall include a Customs receipt showing the deposit of import duties and import taxes;

(d) Unless the context otherwise requires, the term "persons" shall include both natural and legal persons.

Article 2

1. Each of the Contracting States shall grant temporary free admission subject to re-exportation, on the conditions laid down in this Convention, to vehicles registered in the territories of any of the other Contracting States and imported by undertakings operating from those territories, and used in international road traffic for the commercial conveyance of passengers or goods.

2. The vehicles shall be covered by temporary importation papers guaranteeing the payment of import duties and import taxes on the vehicle and, if the contingency should arise, of any Customs penalties incurred, subject to the special provisions of article 31, paragraph 3, of this Convention.

Article 3

1. Subject to such conditions as the Customs authorities may impose, the driver and other members of the crew of the vehicle shall be allowed to import temporarily a reasonable quantity of personal effects, having regard to the period of stay in the country of importation.

2. Provisions for the journey and small quantities of tobacco, cigars and cigarettes for personal consumption, shall be admitted free of import duties and import taxes.

3. The fuel contained in the ordinary tanks of vehicles temporarily imported shall be admitted free of import duties and import taxes. Each Contracting State may determine in relation to its territory the limits and conditions under which this concession will be granted.

Article 4

Temporary importation or international circulation papers sent to the authorised associations by their corresponding associations or federations or by the Customs authorities of the Contracting States and which are to be used by road transport operators for the admission of their vehicles into other countries shall be admitted free of import duties and import taxes.

CHAPTER II

TEMPORARY IMPORTATION PAPERS

Article 5

1. Temporary importation papers may be valid for a single country or for several countries.

2. Each of the Contracting States may obtain from the other Contracting States information as to the form or forms of temporary importation papers valid in their territory, other than those contained in the annexes of this Convention.

Article 6

1. Temporary importation papers valid for the territories of all or several of the Contracting States shall be known as "carnets de passages en douane" and shall conform to the standard form contained in annex 1.

2. If a carnet is not to be used in the territory of one or several of the Contracting States it may be made not valid for that or those territories by the issuing associations.

3. Temporary importation papers valid only for the territory of a single Contracting State may conform to the standard form contained in annex 2. Contracting States are free to use other documents if they so desire.

Article 7

The period of validity of temporary importation papers other than those issued by authorised associations as provided for in article 10 shall be laid down by each Contracting State in accordance with its regulations.

Article 8

1. The vehicles and articles mentioned in the temporary importation papers must be re-exported in the same state within the period of validity of such papers.

2. Evidence of re-exportation shall be provided by the exit visa properly appended to the temporary importation papers by the Customs authorities of the country into which the vehicles were temporarily imported.

Article 9

1. Notwithstanding the requirement of re-exportation laid down in article 8, the re-exportation of badly damaged vehicles shall not be required in the case of duly authenticated accidents, provided that the vehicles are either subjected to the import duties and import taxes to which they are liable, or abandoned free of all expense to the Exchequer of the country into which they were imported temporarily, or destroyed at the expense of the parties concerned, as the Customs authorities may require.

2. When a vehicle temporarily admitted cannot be re-exported as the result of a seizure, other than a seizure made at the suit of private persons, the period of validity of the temporary importation papers shall be suspended for the duration of the seizure.

3. The Customs authorities shall notify, so far as possible, to the guaranteeing association, seizures made by or on behalf of these Customs authorities of vehicles admitted under cover of temporary importation papers guaranteed by that association and shall advise it of the measures they intend to take.

CHAPTER III

FACILITIES ACCORDED TO AUTHORISED ASSOCIATIONS

Article 10

1. Subject to such guarantees and conditions as it shall determine, each of the Contracting States may authorise associations, such as those affiliated to an international organisation, to issue directly or through corresponding associations the temporary importation papers covered by this Convention.

2. The period of validity of these papers shall not exceed a year from the day of issue.

CHAPTER IV

CONDITIONS OF APPLICATION FOR TEMPORARY ADMISSION

Article 11

1. Temporary importation papers issued by the authorised associations shall be made out in the name of the undertakings operating the vehicles temporarily imported.

2. The vehicles may be driven by persons duly authorised by the holders.

Article 12

1. The weight to be declared on temporary importation papers is the net weight of the vehicles. It shall be expressed in the metric system. In the case of papers valid for one country only, the Customs authorities of that country may prescribe the use of another system.

2. The value to be declared on temporary importation papers valid for one country only is to be expressed in the currency of that country. The value to be declared on a carnet de passages en douane is to be expressed in the currency of the country where the temporary importation papers are issued.

3. The articles and tool-kit which form the normal equipment of vehicles need not be specially declared on the temporary importation papers.

4. When the Customs authorities so require, spare parts (such as tyres or inner tubes) and accessories not considered as constituting the normal equipment of vehicles (such as wireless sets or luggage carriers) shall be declared on the temporary importation papers with the necessary particulars (such as weight or value) and shall be produced on exit from the country visited.

5. Trailers accompanying vehicles shall be declared on separate temporary importation papers.

Article 13

Any particulars inserted on temporary importation papers by the issuing association may not be altered unless the alteration is duly approved by the issuing or guaranteeing association. No alteration to the papers may be made after they have been passed by the Customs authorities of the country of importation except with the consent of those authorities.

Article 14

Separate parts imported privately for the repair of vehicles imported temporarily under this Convention into the territory of one of the Contracting States shall be given temporary free admission, subject to re-exportation.

Article 15

Replaced parts shall be liable to import duties and import taxes unless re-exported, except where the regulations of the country concerned allow payment of such duties or taxes to be waived when the parts are abandoned free of all expense to the Exchequer, or destroyed at the expense of the parties concerned.

CHAPTER V

EXTENSION OF VALIDITY AND RENEWAL OF TEMPORARY IMPORTATION PAPERS

Article 16

The lack of proof of re-exportation within the time allowed of vehicles temporarily imported shall be disregarded when the vehicles are presented within eight days from the expiry of the papers and satisfactory explanations of the delay are given.

Article 17

1. Requests for extension of validity of temporary importation papers shall be presented to the competent Customs authorities before the expiry of these papers, unless this is rendered impossible by force majeure.

2. Extensions of time necessary for the re-exportation of vehicles imported temporarily shall be granted when the persons concerned can establish to the satisfaction of the Customs authorities concerned that they are prevented by force majeure from re-exporting the said vehicles within the time allowed.

Article 18

The Contracting States shall recognise as valid for their territories extensions of validity to carnets de passages en douane, where these extensions are granted on conditions agreed between their Customs authorities.

Article 19

Each of the Contracting States shall, unless the conditions of temporary admission are no longer satisfied, authorise, subject to whatever measures of control they may consider necessary, the renewal of temporary importation papers issued by the authorised associations and relating to vehicles temporarily imported into its territory. Requests for renewal shall be presented by the guaranteeing association.

CHAPTER VI

VISAS ON TEMPORARY IMPORTATION PAPERS ISSUED
BY THE AUTHORISED ASSOCIATIONS*Article 20*

Persons entitled to temporary admission facilities may, during the period of validity of temporary importation papers, import the vehicles covered by those papers as often as necessary, on condition that they have each passage (entry and exit) established by a visa of the Customs officers concerned, if the Customs authorities so require. Temporary importation papers may be made valid for a single journey only.

Article 21

When temporary importation papers without detachable vouchers for each passage are used, the visas given by the Customs officers between the

first entry and the final exit are provisional. Provisional visas given on exit may, nevertheless, under the conditions determined by each country, be admitted, while the papers are still valid, as proof of the re-exportation of the vehicles temporarily imported.

Article 22

When temporary importation papers with a detachable voucher for each passage are used, each entry and each exit shall be regarded as final.

Article 23

When the Customs authorities of a country have finally and unconditionally discharged temporary importation papers they can no longer claim from the guaranteeing association payment of import duties and import taxes on the vehicle unless the certificate of discharge was obtained improperly.

Article 24

Visas on temporary importation papers used under the conditions laid down in this Convention shall not be subject to the payment of charges for Customs attendance during the authorised hours for Customs offices and posts.

CHAPTER VII

REGULARISATION OF TEMPORARY IMPORTATION PAPERS ISSUED
BY THE AUTHORISED ASSOCIATIONS

Article 25

1. If the Customs authorities so permit, the lack of a certificate of discharge for temporary importation papers which have been destroyed, lost or stolen, may be disregarded provided that a certificate issued either by a consular authority of the country concerned, by a Customs authority, or a police authority, is produced, testifying that the vehicles described on the papers have been presented to them and are outside the country of importation after the date of expiry of the papers.

2. Undischarged papers may likewise be regularised, before or after expiry, if the Customs authorities so permit and on condition that the papers are produced to them, accompanied by a certificate issued by one of the competent authorities mentioned above, or by such other proof as may be required, showing that the vehicles are outside the country of importation.

Nevertheless, if the papers in question have not expired, the said certificate or the said proof may only be accepted after the deposit of the said papers with the Customs authorities. If the vehicle is stolen after having been re-exported from the country of temporary importation without the exit being regularly endorsed on the temporary importation papers, the papers may be regularised provided that the guaranteeing association furnishes the papers together with proof of the theft. If the temporary importation papers have not expired, the Customs authorities may require their surrender.

3. A standard form of such certificate is shown in annex 3.

Article 26

Subject to the conditions determined by the Customs authorities of each country, the lack of a certificate of discharge for outdated temporary importation papers without detachable vouchers may also be disregarded when the last provisional visa on those papers is an exit visa.

Article 27

When an exit visa of a country has been omitted from, or has been irregularly appended to, a carnet de passages en douane, the visas entered thereon by the Customs authorities of countries subsequently visited may be taken into account for the purpose of discharging that carnet.

Article 28

Unless contrary to import prohibitions and restrictions or other measures, the discharge of the undertakings entered into may be authorised exceptionally on payment of the import duties and import taxes applicable to the vehicles temporarily imported.

Article 29

In the cases referred to in articles 25, 26, 27 and 28 of this Convention, each Customs authority shall have the right to charge a regularisation fee and interest.

Article 30

Customs authorities shall not have the right to demand from the guaranteeing associations payment of import duties and import taxes on vehicles temporarily imported when the non-discharge of the temporary importation papers has not been notified to the guaranteeing associations within six months of the date of expiry of the validity of those papers.

Article 31

1. The guaranteeing associations shall have a period of six months as from the notification of the non-discharge of temporary importation papers in which to furnish proof of the re-exportation of the vehicles under the conditions laid down in this Convention.

2. If such proof is not furnished within the time allowed, the guaranteeing association shall deposit or pay provisionally the import duties and import taxes payable. This deposit or payment shall become final after a period of six months from the date of the deposit or provisional payment. During the latter period, the guaranteeing associations may still avail themselves of the facilities provided by paragraph 1 of this article with a view to repayment of the sums deposited or paid.

3. In the case of the non-discharge of temporary importation papers, the guaranteeing association shall not be required to pay a sum greater than the total of the import duties and import taxes applicable to the vehicles not exported, together with interest if required.

Article 32

Nothing in this Convention shall prevent the Customs authorities from proceeding to recover from the holders of temporary importation papers the import duties and import taxes and also any penalties to which they have rendered themselves liable in the event of fraud, contravention or abuse. In such a case, the guaranteeing associations shall lend their assistance to the Customs authorities.

CHAPTER VIII

MISCELLANEOUS PROVISIONS

Article 33

For the fulfilment of the formalities laid down in this Convention the Contracting States will endeavour to keep open during the same hours Customs offices and posts next to each other on the same international road.

Article 34

The Contracting States will endeavour not to institute Customs measures which might have the effect of impeding the development of international commercial road traffic.

Article 35

Any breach of the provisions of this Convention, any substitution, false declaration or act having the effect of causing a person, a vehicle or an article improperly to benefit from the system of importation laid down in this Convention, any use of a vehicle or an article thus imported for a purpose other than laid down therein, or by a person not fulfilling the conditions necessary to benefit from the aforesaid system of importation may render the offender liable to the penalties prescribed by the laws of the country in which the offence was committed.

CHAPTER IX

FINAL PROVISION

Article 36

Nothing in this Convention shall be deemed to prejudice the right of each Contracting State to prohibit the use of vehicles accorded temporary importation facilities, even occasionally, for the purpose of picking up passengers or goods at any point within the frontiers of the country into which the vehicle is imported, for conveyance to another point within those frontiers.

PROTOCOL OF SIGNATURE

At the time of signing the Convention of this day's date, the undersigned plenipotentiaries make the following declarations:

The terms of this Convention set out minimum facilities. It is not the intention of the Contracting States to restrict the wider facilities which are granted or may be granted by certain of them in regard to international road traffic. This Convention shall not preclude the application of the provisions of other conventions and national laws concerning road traffic.

The Contracting States reserve the right to grant the same advantages to undertakings in non-Contracting States.

The Customs authorities of the Contracting States reserve the right to take all appropriate measures of control to prevent frauds, contraventions or abuses which might be committed as a result of the facilities laid down in this Convention.

The Contracting States recognise that the satisfactory operation of this Convention requires the provision of facilities to the authorised associations for:

(a) The transfer of the currency necessary for the payment of import duties and import taxes claimed by Customs authorities of one of the Contracting States for non-discharge of the temporary importation papers covered by this Convention;

(b) The transfer of currency when repayment of import duties or import taxes is made in accordance with the arrangements laid down in article 31 of this Convention; and

(c) The issue of any necessary import or export licences and the transfer of currency for payment for temporary importation or international circulation papers sent to the authorised associations by the corresponding associations or federations.

Ad Article 2, paragraph 1

It is understood that the grant of free admission shall not preclude the levying of small charges in the nature of statistical fees.

Ad Article 20

The Customs authorities of the Contracting States will endeavour to bring into general use, for visas on temporary importation papers, date stamps marking the date of the entry or exit and the name of the Customs office at which the entry or exit was recorded.

Ad Article 31

For countries whose regulations do not provide for the deposit or provisional payment of import duties, the payments made under Article 31 will be regarded as final, it being understood that the sums paid may be refunded when the conditions laid down in the said Article are fulfilled.

ANNEX 1

"CARNET DE PASSAGES EN DOUANE"¹

The *carnet* is issued in French.

The dimensions are 22 × 27 cm.

The issuing Association shall insert its name on each voucher and shall include the initials of the international organization to which it belongs.

ANNEX 2

TRIPTYCH²

The triptych should be printed in the national language of the country of importation and, if desired, also in one other language.

The dimensions are 13 × 29,5 cm.

ANNEX 3

CERTIFICATE FOR THE ADJUSTMENT OF UNDISCHARGED
OR LOST TEMPORARY IMPORTATION PAPERS³

¹ This standard form is shown on pages 204 to 207 of this volume.

² This standard form is shown on pages 209 and 210 of this volume.

³ This standard form is shown on page 211 of this volume.

DRAFT CUSTOMS CONVENTION ON THE INTERNATIONAL
TRANSPORT OF GOODS BY ROAD

.....
.....

Desiring to facilitate the international transport of goods by road by reducing Customs requirements at frontiers, have decided to conclude a Convention for this purpose, and have appointed as their plenipotentiaries

.....
.....

who, after having communicated their full powers, found to be in good and due form, have agreed as follows:

CHAPTER I

DEFINITIONS

Article 1

For the purposes of the present Convention:

(a) The term "Customs office of departure" shall be taken to mean the inland or frontier Customs office of the Contracting State where the international transport of goods by road starts;

(b) The term "Customs office of destination" shall be taken to mean the inland or frontier Customs office of the Contracting State where the international transport of goods by road ends;

(c) The term "Customs offices en route" shall be taken to mean the Customs offices at frontiers which vehicles merely cross en route in the course of the international transport;

(d) The term "Carrier" shall be taken to mean the natural or legal person who is responsible for the international transport, vis-à-vis the Customs, and in whose name the T.I.R. carnet is made out;

(e) The term "Vehicle" shall be taken to mean any motor lorry or trailer used for the international transport of goods by road;

(f) The terms "Import or export duties" and "Import or export taxes", shall mean not only Customs duties but also all duties and taxes whatever chargeable by reason of importation or exportation other than any fees which may be chargeable for sanitary inspection and charges in the nature of statistical fees.

CHAPTER II

TERMS AND CONDITIONS OF APPLICATION

Article 2

The provisions of this Convention shall apply to the international transport of goods by road under the terms of this Convention without breaking of bulk across one or more frontiers, between a Customs office of departure of one Contracting State and a Customs office of destination of another Contracting State, or of the same State.

Article 3

Except in the case of suspicion of abuse, and subject to compliance with the conditions and requirements laid down in the following articles, goods transported by road in sealed vehicles or containers shall not be subjected to Customs examination at offices en route and payment or deposit of import or export duties and import or export taxes shall not be required at such offices.

Article 4

The provisions of this Convention shall apply only to carriers who:

- (a) Comply with the Customs laws and regulations of their own countries and of the countries through which the goods are carried;
- (b) Use such vehicles and containers as have been previously approved in accordance with the provisions of chapter III;
- (c) Are guaranteed by a guarantor approved by the Customs authorities of their own country.

Article 5

1. Subject to such guarantees and conditions as it shall determine, each of the Contracting States may authorise associations such as those affiliated to an international organisation to issue directly or through corresponding associations the temporary importation papers covered by this Convention.

2. A condition of the approval of a guarantor shall be that the guarantee which he gives to the Customs authorities of his own State shall cover the liabilities incurred in that State under their undertakings by all carriers who transport goods under the terms of this Convention in the territory of that State.

Article 6

The guarantor, jointly and severally with the carrier, shall undertake to pay on demand the import or export duties and import or export taxes, any interest due thereon and any pecuniary penalties which may be imposed under the Customs laws of the country in which an offence has been committed.

Article 7

1. Goods shall be transported under cover of a special document called "T.I.R. Carnet", conforming to the standard form shown in annex 1 of this Convention and subject to the rules prescribed for its use therein.

2. This document must be made out for each vehicle or container. It shall be valid for one journey only and shall contain detachable pages with Customs control and discharge forms for each country concerned.

Article 8

1. At the Customs office of departure the load shall be produced to the Customs authorities for examination and sealing together with the T.I.R. carnet or carnets.

2. At each Customs office en route and at the Customs office of destination, the vehicle or container shall be produced to the Customs authorities, together with the T.I.R. carnet relating to the consignment, for the purpose of fulfilling the Customs requirements.

Article 9

Unless abuse is suspected, the Customs authorities of the offices en route of each of the Contracting States shall respect the seals affixed by the Customs authorities of the other Contracting States, but reserve the right to affix additional seals of their own.

Article 10

The itinerary to be followed by the vehicle shall be subject to approval for each country concerned by the Customs office of departure or entry en route which will assign a reasonable time-limit for the journey.

Article 11

Each Contracting State may, if it deems fit:

(a) Require the vehicles engaged in international transport of goods by road to be escorted at the carrier's expense over the whole or part of the route lying in its territory;

(b) Require inspections of the vehicles and their loads to be carried out en route. Drivers must comply with instructions given to them in this connexion and produce to the inspecting authorities the T.I.R. carnet, the approval certificate or certificates and all other documents relating to the transport.

Article 12

In the event of the seals breaking en route, the procedure laid down in the rules for the use of the T.I.R. carnet shown in annex 1 to this Convention shall be followed.

Article 13

1. The carrier and the guarantor shall be released from their undertaking to the Customs authorities of each country entered when the goods carried have been duly exported or have otherwise been accounted for to the satisfaction of the Customs authorities concerned.

2. When goods have been destroyed owing to force majeure and proof of the loss is established to the satisfaction of the Customs authorities, the carrier and the guarantor may be exempted from payment of any duties, taxes and fines to which they may be legally liable.

Article 14

1. Each of the Contracting States reserves the right to exclude temporarily or permanently from the benefits of the provisions of this Convention any carrier guilty of, or responsible through his agents or servants for, any serious abuse committed in connexion with international transport of goods by road.

2. Such exclusion shall be notified immediately to the Customs authorities of the State of which the carrier is a national, and also to the guarantor in the country where the abuse has been committed.

CHAPTER III

SPECIAL PROVISIONS

Article 15

Copies of the T.I.R. carnet sent to the authorised associations by their corresponding associations or federations or by the Customs authorities of the Contracting States and which are to be used by the carriers under the terms of this Convention shall be admitted free of import duties and import taxes.

Article 16

1. The conditions as regards construction and equipment with which vehicles and containers shall comply in order to be approved are defined in annex 2.

2. Approval shall be granted by the competent authorities of the State in which the vehicle is registered; approval of containers shall be granted by the competent authorities in the State where the containers are first to be used for international transport of goods by road; the approval shall be valid for all Contracting States.

3. A certificate of approval conforming to the standard form shown in annex 3 to this Convention shall be issued for each vehicle or container, specifying the date and number of the decision and the particulars of the vehicle or container to which it applies. This certificate, which must accompany the vehicle or container, must be produced at any time at the request of the authorities of any Contracting State.

4. The vehicles or containers must be produced every two years to the authorities referred to in paragraph 2 of this article for purposes of inspection and renewal of approval where necessary.

5. The approval shall lapse if there is any material change in any of the particulars of the vehicle or container.

Article 17

Vehicles or combinations of vehicles engaged in international transport of goods by road under the terms of this Convention shall carry on the front and rear a rectangular plate bearing the letters T.I.R. of the dimensions and colours laid down in annex 4. This plate shall be moveable and placed on the vehicle in such a manner that it can be sealed by the Customs authorities.

Article 18

1. Each Contracting State in agreement with the adjacent countries shall draw up a list of the points at which its frontiers may be crossed and of the frontier Customs offices authorised to deal with international transport of goods by road.

2. Each Contracting State shall bring to the knowledge of the other Contracting States the list referred to in paragraph 1 of this article and a list of the inland Customs offices it may authorise to deal with international transport of goods by road.

Article 19

Each Contracting State may levy or authorise the levying of fair and reasonable charges in return for services rendered.

Article 20

1. For the purpose of this Convention, each Contracting State undertakes to abstain from any discrimination based on the nationality of the carrier or the registration or ownership of the vehicle.

2. As regards goods carried under the terms of this Convention, the Contracting States undertake not to enforce prohibitions, other than those which, under their law, are of general application.

PROTOCOL OF SIGNATURE

On signing this Convention, the Contracting States make the following declaration:

1. The provisions of this Convention shall not prejudice the application of national or conventional provisions concerning road traffic.

2. Contracting States will endeavour to synchronize the office hours of their corresponding Customs offices and to provide them as far as is practicable with personnel, equipment and installations adequate for carrying out Customs procedure with the requisite regularity and speed. Whenever possible, adjacent States should establish frontier Customs offices in the same place, and if possible, in the same building.

3. As far as is practicable, the Contracting States shall:

(a) Facilitate the Customs clearance of perishable goods on days other than working days and outside the Customs offices' official working hours;

(b) Authorise, as far as their law permits, vehicles to cross the frontier and to load or unload outside working days and Customs offices' official working hours.

4. It is understood that the Contracting States will take all necessary measures to ensure the greatest possible degree of uniformity in their regulations, procedure and documents relating to international transport of goods by road and to reduce Customs requirements at the frontier to a minimum.

5. The Contracting States recognise that the satisfactory operation of this Convention requires the provision of facilities to the authorised associations for:

(a) The transfer of the currency necessary for the payment of import duties and import taxes as well as of any pecuniary penalties claimed by Customs authorities of one of the Contracting States for non-discharge of the T.I.R. carnets covered by this Convention; and

(b) The issue of any necessary import or export licences and the transfer of currency for payment for temporary importation or international circulation papers sent to the authorised associations by the corresponding associations or federations.

Ad Article 6

1. In cases where the Customs office of departure or of entry en route has not received from the Customs office of destination or the exit Customs office en route the sheet establishing that the undertakings subscribed by the carrier have been fulfilled and where there is no suspicion of abuse, a reasonable period may be allowed for the guarantor to prove that the undertakings have actually been fulfilled.

2. When an exit visa has been omitted from, or has been irregularly appended to, a carnet, the visa entered thereon by the Customs authorities of the next countries visited may be taken into account for the purpose of discharging that carnet.

Ad Article 11

It is understood that the escorts and inspections en route provided for in this article shall only be required in exceptional cases and must be justified by special circumstances.

Ad Article 12

The Customs authorities of each Contracting State shall take the provisions referred to in this article fully into account for the settlement of disputes that may result from accidents en route.

Ad Article 14

Nothing in this article shall be construed to prevent the application by any Contracting State of its penal laws against either carriers or drivers of vehicles.

Ad Article 18

Contracting States will endeavor to authorise as many Customs offices as possible to deal with international transport of goods by road.

Ad Article 19

The charges referred to in this article include those for services rendered such as use of premises or equipment and also for attendance of staff outside working hours.

ANNEX 1

MODEL OF T.I.R. CARNET

The T.I.R. carnet shall be printed in the language of the country of issue and in French, except the rules for the use of the carnet, which shall be printed in the language of the country of issue only.

(Page 1 of the cover)

INTERNATIONAL FEDERATION.....

T.I.R. CARNET

(International transport of goods by road)

No.....

Valid up to and including

Issued by(name of guarantor)

to(name of carrier)

Business address

Valid for transport from (Customs office and country of departure)

to (Customs office and country of destination)

.....

Customs document for vehicle

No.

Dated

Certificate of approval of vehicle or container

No. Dated.....

This carnet may be used in the following countries under the guarantee of the following associations:

AUSTRIA:

BELGIUM:

DENMARK:

Etc.:

Total value of goods as shown in the manifest:

Signature of the Secretary of the International Organisation:

Seal of the International Organisation:

(Page 2 of the cover)

I the undersigned.....duly empowered by.....
.....
(name and business address of carrier)

hereby declare that the goods specified on the attached manifest have been loaded on the vehicle specified overleaf, and for the destination there indicated, and that I undertake under the guarantee of the guarantor, under pain of the penalties prescribed by the laws and regulations in force in the countries through which the goods are carried, to produce the said goods in full and with seals intact, together with this carnet, within a period to be fixed, at the Customs offices en route and of destination after following the route laid down.

I also undertake, with my guarantor, to conform to the Customs laws and regulations of the countries through which the goods are carried.

At ON..... 19.....

The carrier
(Signature and seal)



The guarantor
(Signature and seal)



<p>T.I.R. Carnet No. Valid up to and including (International Transport of Goods by Road)</p> <p>Issued by (name of guarantor)</p> <p>To (name of carrier) (business address of carrier)</p> <p>for the transport of goods from (country of departure) to (country of destination)</p> <p>Customs office of departure:</p> <p>Customs offices en route:</p> <p>Customs office of destination:</p> <p>Customs document for vehicle</p> <p>Certificate of approval of vehicle/container No. dated</p> <hr/> <p style="text-align: center;"><i>Certificate for goods taken under Customs control at Customs Office of departure or Customs Office of entry en route</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; padding: 5px;"> <p>Taken under Customs control on under serial No. by the Office at</p> <p>Seals affixed:</p> <p>Seals recognised:</p> <p>At on Customs Officer's signature and Customs stamp:</p> </td> <td style="width: 70%; padding: 5px;"> <p>This form has been registered at the Customs Office at under serial No.</p> <p>Time-limit assigned for journey</p> <p>Proposed itinerary</p> <p>Itinerary as determined by Customs Office</p> <p>Seals affixed:</p> <p>Seals recognised:</p> <p>At on Customs Officer's signature and Customs stamp:</p> <p style="text-align: center;"><small>Note: The Customs Office of departure or Customs office of entry en route shall repeat the particulars given in this certificate on the form with even number following.</small></p> </td> </tr> </table>	<p>Taken under Customs control on under serial No. by the Office at</p> <p>Seals affixed:</p> <p>Seals recognised:</p> <p>At on Customs Officer's signature and Customs stamp:</p>	<p>This form has been registered at the Customs Office at under serial No.</p> <p>Time-limit assigned for journey</p> <p>Proposed itinerary</p> <p>Itinerary as determined by Customs Office</p> <p>Seals affixed:</p> <p>Seals recognised:</p> <p>At on Customs Officer's signature and Customs stamp:</p> <p style="text-align: center;"><small>Note: The Customs Office of departure or Customs office of entry en route shall repeat the particulars given in this certificate on the form with even number following.</small></p>	<p>I declare the above particulars to be true and complete.</p> <p>At on The carrier: (Signature and stamp)</p> <p style="text-align: center;">○</p> <p style="text-align: center;"><small>Note: The Customs Office of departure must affix its stamp and signature at the foot of the manifest for each form in this carnet.</small></p> <p style="text-align: center;">○</p>
<p>Taken under Customs control on under serial No. by the Office at</p> <p>Seals affixed:</p> <p>Seals recognised:</p> <p>At on Customs Officer's signature and Customs stamp:</p>	<p>This form has been registered at the Customs Office at under serial No.</p> <p>Time-limit assigned for journey</p> <p>Proposed itinerary</p> <p>Itinerary as determined by Customs Office</p> <p>Seals affixed:</p> <p>Seals recognised:</p> <p>At on Customs Officer's signature and Customs stamp:</p> <p style="text-align: center;"><small>Note: The Customs Office of departure or Customs office of entry en route shall repeat the particulars given in this certificate on the form with even number following.</small></p>		

Number of packages	Description	Marks and serial numbers of packages	Description of goods	Gross weight	Net weight, quantity, etc.	Value	Country of origin

Goods manifest

The present manifest covers in all packages (in full)

Customs Officer's signature and stamp of the Customs Office where goods are first taken under Customs Control. (Customs Office of departure)

	<p>2</p> <p>T.I.R. Carnet No. Valid up to and including (International Transport of Goods by Road)</p> <p>Issued by (name of guarantor)</p> <p>To (name of carrier)</p> <p>..... (business address of carrier)</p> <p>for the transport of goods from (country of departure)</p> <p>to (country of destination)</p> <p>Customs office of departure:</p> <p>Customs offices en route:</p> <p>Customs office of destination:</p> <p>Customs document for vehicle</p> <p>Certificate of approval of vehicle/container No.</p> <p>dated</p>		
<p>Arrival certified on</p> <p>at the office at</p> <p>Seals intact</p> <p>Discharged in full</p> <p>Reservation or nature of offence ascertained:</p> <p>At on</p> <p>Customs Officer's signature and Customs stamp</p>	<p><i>Certificate for goods taken under Customs control at Customs Office of departure or Customs Office of entry en route</i></p> <p>This form has been registered at the Customs Office at under serial No.</p> <p>Time-limit assigned for journey</p> <p>Itinerary as determined by Customs Office</p> <p>Seals affixed:</p> <p>Seals recognised:</p> <p>At on</p> <p>Customs Officer's signature and Customs stamp</p>	<p><i>Certificate of acknowledgment of Office of exit en route or Office of Destination</i></p> <p>We, the undersigned, Customs officers at hereby certify that the vehicle/container specified above has been produced to us in good condition, and having ascertained that the seals affixed thereto were intact, we have</p> <p>(a) allowed the vehicle to proceed abroad;</p> <p>(b) ascertained that it contained packages as specified in the attached manifest.</p> <p>Reservation or nature of offence ascertained</p> <p>Therefore, discharge has been given (subject to the above reservations) of undertakings subscribed under No.</p> <p>At on</p> <p>Customs Officer's signature and Customs stamp</p>	<p>The present manifest covers in all (in full) packages</p> <p>I declare the above particulars to be true and complete.</p> <p>At on</p> <p>The carrier: (Signature and stamp)</p>
	<p>Note: This certificate is to be filled in by the Customs taking over the previous form with odd number.</p>		
	<p>This form must be detached at the Office of exit en route or Office of destination, as the case may be, and sent, after completion, to the Office (of the same country) where the goods were taken under Customs control.</p>		

Number of packages	Description	Metric and serial numbers of packages	Description of goods	Gross weight	Net weight, quantity, etc.	Value	Country of origin

Customs Officer's signature and stamp of the Customs Office where goods are first taken under Customs Control (Customs Office of departure)

Goods Manifest

(Page 3 of the cover)

RULES FOR THE USE OF THE T.I.R. CARNET

1. The manifest shall be completed in the language of the country of departure, but the Customs authorities of the other countries entered shall have the right to require its translation into their own language.
2. In order to avoid unnecessary delay which might ensue from this requirement, carriers are advised to supply the driver of the vehicle with the requisite translations.
3. It is particularly recommended that the manifest shall be typed or multigraphed in such a way that all the forms are clearly legible. Each lot of goods must be dealt with on a separate line. In this manifest it is forbidden to declare as one unit several complete packages which have been joined together.
4. Weights, numbers and measurements shall be expressed in units of the metric system and values in the currency of the country of departure.
5. The carnet shall not contain any erasures or over-writing not approved by the persons responsible for such erasures or over-writing and stamped by the Customs authorities. Each form shall be dated and signed in ink by the carrier.
6. The carnet must be produced together with the load at the Customs office of departure, at the frontier Customs offices en route, and at the Customs office of destination, and whenever required by the authorities of the country through which the goods are carried.
7. The driver of the vehicle is advised to make sure that a *volet* of the carnet is detached by the Customs at each of these offices. If this is not done, the validity of the carnet may be suspended until it is regularised.
8. The forms shall be used in numerical order. Those with odd numbers are intended for the Customs office of departure and the Customs offices of entry en route. Those with even numbers are intended for the Customs offices of exit en route and the Customs office of destination.
9. The Customs office of departure shall complete, visa and stamp form and counterfoil No. 1 and the certificate for goods taken under control in form No. 2. It shall affix its signature and its stamp at the foot of the manifest on all the forms to be used for the journey and keep in its own possession form No. 1.¹
10. The first Customs office of exit en route shall complete, sign and stamp form and counterfoil No. 2; it should detach the said form and despatch it immediately to the Customs office of departure, after completion of the certificate of acknowledgement.

¹ Where the office of departure is also an office of exit, it should retain in its possession forms No. 1 and No. 2.

First seven
paragraphs
in bold-face
type

(Page 3 of the cover) [continued]

11. The Customs offices of entry of the various countries en route shall proceed in the same way as the Customs office of departure as regards the forms with odd numbers 3, 5, 7,¹ but they are not required to sign and stamp the manifests.
12. The Customs offices of exit en route and the office of destination shall proceed in the same way as the first office of exit en route as regards the forms with even numbers 4, 6, 8,¹ but despatch them immediately to the Customs office of entry into their own country.
13. Before carrying out this procedure, the Customs authorities should satisfy themselves that the papers are in good order, and determine or check the time-limit for the journey and the itinerary to be followed. They should inspect the vehicle and, if necessary, the load.
14.
 1. In the event of the seals breaking en route, a certified report shall be drawn up, either by the Customs authorities, if near at hand, or by any other competent authorities of the country where the vehicle is located. The authorities concerned shall seal the vehicle or container and shall describe in the certified report on the back of the T.I.R. carnet the method of sealing used.
 2. (a) In the event of an accident necessitating the transfer of the load to another vehicle, this shall only be effected in the presence of one of the authorities mentioned in the previous paragraph which shall testify, in the certified report, to the regularity of the proceedings; the substitute vehicle or container shall be approved by the said authorities and sealed, the method of sealing being described in the certified report.

(b) Where the vehicle or container to which the load has been transferred is not one which has been approved in accordance with the provisions of annex 2, the Customs authorities of the next country or countries concerned may refuse to accept the vehicle or container unless it has been specifically given temporary approval by the Customs authorities of the State where the accident occurred.
 3. In the event of imminent danger necessitating the immediate unloading of the whole or part of the load, the driver may take action on his own initiative, without requesting or awaiting the intervention of the authorities mentioned above.

He shall furnish adequate proof that he was compelled to take such action in the interests of the vehicle or of the load. Having taken such preventive measures as the emergency may necessitate, he shall record them on the back of the T.I.R. carnet and notify the Customs authorities in order that the facts may be verified, the load checked and a certified report drawn up, which will also describe the method of sealing used.
 4. In any of the various contingencies covered by this article, the authorities concerned must mention the certified report on the back of the T.I.R. carnet. The certified report must be attached to the T.I.R. carnet and accompany the load to the Customs office of destination.

¹Where the office of destination is also an office of entry, it should retain in its possession the corresponding forms with odd and even numbers.

(Page 4 of the cover)

INCIDENTS OR ACCIDENTS EN ROUTE

ANNEX 2

REGULATIONS CONCERNING THE CONSTRUCTION AND EQUIPMENT
OF VEHICLES AND CONTAINERS INTENDED FOR THE INTER-
NATIONAL TRANSPORT OF GOODS BY ROAD

CHAPTER I

GENERAL PROVISIONS

Article 1

Approval for the international transport of goods by road may be granted only for vehicles and containers constructed and equipped in such a manner that:

- (i) Seals can be simply and effectively affixed thereto;
- (ii) No goods can be renewed from or introduced into the sealed part of the vehicle or into the container without obvious damage to it or without breaking the seals;
- (iii) They contain no concealed spaces where goods may be hidden.

CHAPTER II

TYPE OF CONSTRUCTION OF VEHICLES

*Article 2**General*

1. Vehicles must be so constructed that all spaces in the form of compartments or containers which are capable of holding goods are readily accessible for Customs inspection.

2. Should any empty spaces be formed by the different layers of the wall, the inside surface must be firmly fixed, solid and unbroken and incapable of being dismantled without leaving obvious traces.

*Article 3**Loading space*

1. The sides, floor and roof of the vehicle must be constructed of welded or riveted metal plates or of grooved boards of adequate thickness so arranged that none can be removed without damage. The various parts of the loading compartment must fit each other exactly and be so arranged that it is impossible either to

move or remove them without damaging the seals or leaving visible traces of damage.

2. Essential joints, such as pins, bolts and rivets must be seated on the outside, protrude on the inside and be riveted, bolted or welded in a satisfactory manner.

3. Apertures for ventilation up to 40 cm. across shall be allowed. They must be covered with gauze or perforated metal screens (with holes not more than 2 mm. across) and protected by welded metal lattice work, with holes not more than 1 cm. across. It shall not be possible to remove these devices from outside the vehicle.

Article 4

Closing systems

1. Doors and all other closing systems of vehicles must be fitted with a device which will permit simple and effective sealing. This device must either be welded to the sides of doors where these are of metal, or secured by a bolt, the nut of which is riveted on the inside.

2. Hinges must be so made and fitted, that doors and other closing systems cannot be lifted off the hinges. The screws, bolts and other fasteners must be welded to the outer parts of the hinges.

3. Wooden doors shall also be flanged with flat metal bands to cover all interstices and ensure complete and effective closure.

4. The flanges (filler caps), drain cocks and manholes of tank wagons must be so constructed as to allow simple and effective Customs sealing.

5. A device for protecting the Customs seal must be fitted.

Article 5

Refrigerator vehicles, tanker vehicles and furniture vans

The foregoing conditions apply to refrigerator vehicles, tanker vehicles and furniture vans in so far as they are compatible with the technical requirements which such vehicles must fulfil in accordance with their use.

Article 6

Vehicles with tilts

1. Where applicable, the provisions of articles 2 to 4 above apply to vehicles with tilts. Moreover, these vehicles shall conform to the following conditions.

2. The boards of the floor, as well as those of the four sides, must be grooved and fixed in such a manner that they cannot be removed from the outside. They must be secured either by screws or by bolts, the nuts of which must be riveted on the inside. These screws must not be visible or accessible from the outside.

3. The sides and tail-boards must be at least 35 cm. high for vehicles of which the maximum pay load is 5 tons. For larger capacities they must be at least 50 cm. high.

4. The tilt must be of strong canvas and fashioned in one piece; if the tilt is torn, the tear must be completely covered by a patch sewn on the inside. Where, in exceptional cases, the covering has to be made up from several large sheets, each section must overlap the next by at least 30 cm., and the two edges must be sewn together with a double seam. The covering must be in good condition and made up in such a way that once the cordage has been secured, it is impossible to gain access to the load without leaving obvious traces. It must cover the sides and head- and tail-boards so as to render the load inaccessible. The interval between eyelets or rings must not exceed 20 cm.

5. A Contracting State may require that the lower part of the tilt covering the vehicle and its contents must be securely attached to the sides and tail-board, by means of rigid metal bars placed on the outside of the tilt, above the fastenings, over its entire length in such a way that there is no space between the tilt and the sides and the tail-board through which anything could be passed. The bars must be fastened by screws and nuts in such a way as to permit a Customs seal to be affixed.

6. Only the following shall be used for the cordage: flexible steel wire rope of at least 3 mm. in diameter; hemp or sisal rope at least 8 mm. thick. Such fastenings must be made in one piece and fitted at both ends with metal tips and eyelets to take the sealing cord after the ends have been tied.

7. Eyelets in the covering must be reinforced with metal or leather.

8. Securing rings must be so fitted that they cannot be removed from the outside.

9. The hoops supporting the covering must be so fixed that they cannot be removed from the outside.

10. A framework of slats must be fixed to the hoops, the same length as the loading compartment of the vehicle and reaching at least to a point 20 cm. above the upper edge of the side walls. The interval between the slats must not exceed 20 cm. The surface of the head-board, of which the height must be the same as that of the hoops, must be unbroken.

*Article 7**Containers*

Containers must fulfil the conditions laid down in articles 2-4 above and must be capable of being secured to the floor of the vehicle on which they are carried in such a way that they can be sealed by the Customs.

*Article 8**Transitional provisions*

In the case of vehicles already in use when the present regulations come into force, the following dispensations will be allowed . . .

(a) Wooden boards (article 3, paragraph 1 and article 6, paragraph 2) may be ungrooved;

(b) The device for protecting the Customs seal (article 4, paragraph 5) will not be obligatory;

(c) A maximum height of 35 cm. for the side walls of vehicles of over 5 tons will be allowed;

(d) The 30 cm. overlap in the case of tilts made up of several sheets will not be obligatory, provided that the seams are on the inside;

(e) A maximum interval of 30 cm., between eyelets or rings will be allowed (article 6, paragraph 4);

(f) A maximum interval of 40 cm. between the slats will be allowed (article 6, paragraph 9);

(g) The surface of the head-board of a motor vehicle may be broken, provided that it fulfils the same conditions as those laid down for the side walls.

ANNEX 3

CERTIFICATE OF APPROVAL

CERTIFICATE No.....

to the effect that the vehicle/container specified below fulfils the conditions required for admission to international transport of goods by road.

Valid until.....

This certificate must be returned to the Office of issue when the vehicle/container is taken off the road, or on change of ownership of the vehicle on expiry of the period of validity of the certificate or if there is any material change in any of the particulars of the vehicle.

Type

Name and business address of carrier.....

Name or trade mark of the maker.....

The maker's identification or serial number.....

The maker's engine number of vehicle.....

Registration Number of vehicle.....

The above mentioned vehicle/container was presented at.....for the examination prescribed (article 16 of the Convention) and was found to fulfil the conditions required for admission to international transport of goods by road.

The above-mentioned vehicle/container $\left\{ \begin{array}{l} \text{does} \\ \text{does not} \end{array} \right.$ comply with paragraph 5 of article 6 of the Regulations governing the Construction and Equipment of Vehicles and Containers intended for the International Transport of Goods by Road. Accordingly, it $\left\{ \begin{array}{l} \text{will} \\ \text{will not} \end{array} \right.$ be admitted into any country requiring the application of this paragraph.

Stamp and signature of

.....19.....

Issuing Office at.....



ANNEX 4

T.I.R. PLATE

1. The dimensions of the plates shall be 25 cm. by 40 cm.
 2. They shall be placed approximately in the middle of the front and of the back of the vehicles in such a manner as to be clearly visible.
 3. The letters T.I.R. in capital Latin characters shall be 20 cm. high and their strokes at least 20 mm. wide. The letters shall be white on a blue ground.
-