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CUSTOMS CONVENTION

on the international transit
of goods
(ITI Convention)

PREAMBLE

The CONTRACTING PARTIES to this Convention, established under the auspices of the Customs Co-operation Council,

Desiring to facilitate the international transport of goods

Recognising the growing importance of through international transport operations,

Convinced that the facilitation of such transport operations would be of considerable benefit to international trade,

Have agreed as follows :

CHAPTER I

Definitions

Article 1

For the purposes of this Convention :

(a) the term " transport-units " means :

(i) containers having an internal volume of one cubic metre or more,
(ii) road vehicles, including trailers and semi-trailers,
(iii) railway wagons, and
(iv) lighters, barges and other vessels suitable for use on inland waterways,

which are used for the transport of goods, are identifiable and are constructed, equipped and approved in accordance with paragraph 1 of Article 5 of this Convention;

(b) the term " exceptional load " means one or more heavy or bulky objects which because of their weight, size or nature are not normally carried in a closed transport-unit, provided that they can be readily identified;

(c) the term "import duties and taxes" means Customs duties and all other duties, taxes, fees or other charges which are collected on or in connection with the importation of goods, but not incuding fees and charges which are limited in amount to the approximate cost of services rendered;

(d) the term "ITI operation" means the transport of goods from an office of departure to an office of destination under the procedure (ITI procedure) laid down in this Convention;

(e) the term "office of loading" means any Customs office of a Contracting Party under whose authority transport-units are placed under Customs seal in order to facilitate commencement of an ITI operation at an office of departure;

(f) the term "office of departure" means any Customs office of a Contracting Party at which an ITI operation commences;

(g) the term "office *en route*" means any Customs office of a Contracting Party where a transport-unit is imported or exported in the course of an ITI operation;

(h) the term "office of destination' means any Customs office of a Contracting Party at which an ITI operation is terminated;

(ij) the term "Goods manifest" means the document which is used to describe goods carried in transport-units, or exceptional loads, and which contains the following :

(i) marks, numbers, number and kind of packages or items;
(ii) description of goods;
(iii) gross weight of each consignment;
(iv) identification of the transport-unit(s);
(v) name and address of the person responsible for the accuracy of the manifest;
(vi) details of any appended documents;
(vii) reference number;
(viii) space for recording the office of loading, particulars of the Customs seals and the date on which they were affixed;

(k) the term "ITI declaration form" means a form conforming to the model reproduced at Annex 1 to this Convention;

(l) the term "ITI declaration" means the ITI declaration form duly completed, together with the Goods manifest or manifests to which it refers;

(m) the term "ITI area" means the territories of Contracting Parties having concluded an agreement for the purposes specified in Article 26 of this Convention;

(n) the term "guaranteeing association" means an association approved by the Customs authorities of a Contracting Party to act as surety for persons using the ITI procedure;

(o) the term "guaranteeing chain" means the international organisation to which guaranteeing associations are affiliated;

(p) the term "guarantee card" means a card conforming to the model reproduced at Annex 3 to this Convention, issued by a guaranteeing association as evidence that the holder is covered by a guarantee;

(q) the term "declarant" means the person who signs an ITI declaration or on whose behalf it is signed;

(r) the term "person" means both natural and legal persons, unless the context otherwise requires;

(s) the term "ratification" means ratification, acceptance or approval;

(t) the term "the Council" means the Organisation set up by the Convention establishing a Customs Co-operation Council, done at Brussels on 15th December, 1950.

CHAPTER II

Scope

Article 2

1. This Convention is applicable to the transport of

(a) goods in transport-units
(b) exceptional loads

in the territories of two or more Contracting Parties provided that transport from the office of loading (or, in the case of an

exceptional load, from the office of departure) to the office of destination crosses at least one frontier.

2. The provisions of paragraph 1 of this Article shall apply notwithstanding that the transport operation includes an international journey by sea or air, or a journey across the territory of a State which is not a Contracting Party to this Convention.

3. References in this Convention to transport-units shall be taken to include exceptional loads, unless it is expressly stated to the contrary or specific provision is made in respect of exceptional loads.

Article 3

For the ITI procedure to become operative :

(a) except in the case of exceptional loads, transport must be performed by means of transport-units which fulfil the conditions specified in Article 5 of this Convention;
(b) the loaded transport-unit with the ITI declaration must be presented to the Customs authorities at the office of departure;
(c) when a Contracting Party requires a guarantee, the declarant must be the holder of a valid guarantee card or, if permitted by the Contracting Party concerned, be covered by some other form of guarantee.

Article 4

1. Provided that the conditions laid down in this Convention are fulfilled then, for the purposes of this Convention, the goods

(a) shall not be subjected to the payment or deposit of import duties and taxes at the office of departure or at offices *en route;*
(b) shall not, as a general rule, be subjected to Customs examination at offices *en route;*
(c) shall not, as a general rule, be subjected by the Contracting Parties to any Customs transit formalities additional to those laid down in this Convention. However, nothing in this Convention shall prevent the application of regulations relating to other matters, for example, those concerning public morality or security, public hygiene or health, or based on veterinary or phytopathological considerations.

2. The provisions of paragraph 1 (b) of this Article shall not apply to exceptional loads.

CHAPTER III

Technical conditions applicable to transport-units

Article 5

1. Transport-units used for the transport of goods under this Convention must be constructed and equipped in such a manner that :

(a) Customs seals can be simply and effectively affixed to them;
(b) no goods can be removed from, or introduced into, the sealed part of the transport-unit without leaving visible traces of tampering or without breaking the Customs seal;
(c) they contain no concealed spaces where goods may be hidden;
(d) all spaces capable of holding goods are readily accessible for Customs inspection

and must be approved for the transport of goods under Customs seal.

2. Transport-units approved for the transport of goods under Customs seal for the purposes of the international instruments referred to below shall not be required to be separately approved for the purposes of this Convention :

(a) containers which have been approved under the Customs Convention on Containers, done at Geneva on 18th May 1956;
(b) road vehicles and containers which have been approved under the Customs Convention on the International Transport of Goods under cover of TIR carnets, done at Geneva on 15th January 1959;
(c) railway wagons owned or registered by a railway administration which is a member of the International Union of Railways (UIC) and which have been approved by that administration under the terms of the *Unité Technique des Chemins de fer* concluded at Berne in May 1886, 1960 edition;

(d) transport-units approved under any international instruments that may supersede those specified in sub-paragraphs (a) to (c) above.

3. The provisions of paragraph 2 of this Article may be extended to transport-units approved under other international instruments, in respect of transport operations which are performed wholly within the territories of the Contracting Parties to such instruments.

4. Any State which is not a Contracting Party to any of the international instruments referred to in paragraph 2 of this Article may declare at the time of signing, ratifying or acceding to this Convention, or notify the Secretary General of the Council after becoming a Contracting Party to this Convention, that it does not accept the transport-units referred to in paragraph 2 as apt for the transport of goods under this Convention without separate approval. Such notification shall take effect three months after the date of its receipt by the Secretary General. Any Contracting Party having entered such a reservation may at any time withdraw it by notifying the Secretary General.

5. The Contracting Parties meeting in accordance with Article 55 of this Convention shall, when necessary, make Recommendations specifying the conditions and procedure for the approval of transport-units which :

(a) have not been approved under the instruments referred to in paragraph 2 of this Article; or
(b) require approval for use outside the territories of the Contracting Parties to the instruments referred to in paragraph 3 of this Article; or
(c) require separate approval because of a reservation entered under paragraph 4 of this Article.

As regards containers and road vehicles, such conditions shall meet the standards laid down in the instruments referred to in paragraph 2 of this Article.

CHAPTER IV

Customs seals and fastenings

Article 6

1. Customs seals and fastenings used in the application of this Convention shall fulfil the minimum requirements laid down in Annex 2 to this Convention.

2. Whenever possible, Contracting Parties shall accept Customs seals and fastenings meeting the minimum requirements laid down in Annex 2 to this Convention affixed by Customs authorities of other Contracting Parties and shall refrain from adding their own seals and fastenings.

3. When Customs seals and fastenings affixed in the territory of a Contracting Party are accepted by another Contracting Party, they shall be afforded the same legal protection in the territory of the latter as national seals and fastenings.

4. The Customs authorities of a Contracting Party may authorise persons to affix Customs seals and fastenings, on condition that those Customs authorities take adequate steps to prevent abuse and accept the obligations arising out of this Convention as though they had affixed the seals and fastenings themselves. Customs seals and fastenings affixed under this paragraph shall be accepted by all Contracting Parties in the same way as Customs seals and fastenings affixed by the Customs authorities themselves.

Article 7

A Contracting Party shall, at the express request of another, send to it specimens or photographs of the Customs seals and fastenings it uses.

CHAPTER V

Guarantees and guaranteeing associations

Article 8

1. Subject to such conditions as it shall determine, each Contracting Party may approve associations to act as guaranteeing associations.

2. An association shall not be approved unless its guarantee covers the liabilities incurred in the country in which it is established in connection with ITI operations carried out by the holder of a guarantee card issued by :

(a) that association;
(b) foreign members of the guaranteeing chain to which that association is affiliated;
(c) members of other guaranteeing chains with which that association has reciprocal arrangements.

3. The instrument of approval may specify the maximum financial liability of a guaranteeing association in respect of any transport-unit load or exceptional load carried under the ITI procedure.

Article 9

1. Each guaranteeing association shall issue a guarantee card, or cards, to persons it has approved.

2. At each stage of an ITI operation where guarantee cover is provided by a guaranteeing association, a guarantee card shall be available for production to the Customs authorities. However, the production of a guarantee card shall not be required if the Customs authorities at a preceding office, at the request of the declarant, have certified on the ITI declaration that the details of the guarantee given on that declaration are correct. The presentation of such a certification shall have the same effect as the presentation of the guarantee card itself.

3. A guaranteeing association may withdraw approval from a person by withdrawal of the guarantee card or cards issued to that person.

Article 10

1. The guaranteeing association shall undertake to the Customs authorities of the country in which it is established to pay any import duties and taxes falling due in the case of non-compliance with the conditions prescribed in respect of goods transported in that country under the ITI procedure under cover of guarantee cards issued in accordance with paragraph 2 of Article 8 of this Convention. It shall be liable jointly and severally with the persons from whom the sums mentioned above are due, for payment of such sums.

2. No payment shall be required from the guaranteeing association in cases where it has been established to the satisfaction of the Customs authorities that the goods have been exported, re-exported or presented at the office of destination, without having been used during the ITI operation, and that :

(a) the person concerned has failed, through accident, force majeure, an inadvertent error or a slight fault, to comply with any time-limit for exportation, re-exportation or presentation at the office of destination or any prescribed itinerary;
(b) any discrepancies discovered between particulars given in the Goods manifest and the contents of the transport-unit are due to an inadvertent error in the loading or despatch of the goods or in the drawing up of the Goods manifest.

3. The guaranteeing association shall not be liable for the payment of any pecuniary penalties incurred by persons using the ITI procedure.

4. Notwithstanding the provisions of paragraph 3 of this Article, when the laws and regulations of a Contracting Party do not provide for the payment of import duties and taxes in the case referred to in paragraph 1 of this Article the guaranteeing association shall undertake to the Customs authorities to pay an amount equal to the import duties and taxes.

5. The liability of the guaranteeing association shall cover not only the goods listed in the Goods manifest, but also goods which,

though not listed therein, are carried in the sealed part of the transport-unit or with the exceptional load.

Article 11

1. The liability of the guaranteeing association to the Customs authorities in the country where the office of departure is situated in respect of goods transported under cover of a guarantee card issued in accordance with paragraph 2 of Article 8 of this Convention shall commence at the time when the relevant ITI declaration is accepted by the Customs authorities of that country.

2. The liability of the guaranteeing association to the Customs authorities of a country of transit or the country in which the office of destination is situated shall commence at the time when the transport-unit is imported into that country or, where the transport-unit is not imported under cover of a guarantee card issued in accordance with paragraph 2 of Article 8 of this Convention, from the time when the relevant ITI declaration, accompanied by a guarantee card, is accepted by the Customs authorities of that country.

3. In the cases referred to in paragraphs 1 and 2 above, the liability of the guaranteeing association shall not be affected if the period of validity of the guarantee card has expired or the card has been withdrawn before the goods concerned have been exported, re-exported or presented at the office of destination.

CHAPTER VI

Irregularities

Article 12

1. In the case of irregularity, any action to recover import duties and taxes falling due shall be taken by the Customs authorities of the Contracting Party in whose territory the irregularity occurred.

2. When it is not possible to establish the territory in which an irregularity occurred, it shall be deemed to have occurred in the territory of the Contracting Party where it is detected.

Article 13

In the case of irregularity, Contracting Parties are recommended to request payment from the person from whom any sums are due before making a claim against the guaranteeing association.

Article 14

In the case of fraud, abuse or any other breach of the provisions of this Convention, the Contracting Party in whose territory the offence was committed, or was deemed to have been committed under Article 12 of this Convention, shall, notwithstanding any other provision of this Convention, be free to take proceedings against the offender for the recovery of the import duties and taxes and other sums payable and also for the imposition of any penalties prescribed by the law of that Contracting Party.

CHAPTER VII

Claims upon guaranteeing associations in cases of irregularity

Article 15

1. When the Customs authorities of a country have certified on the ITI declaration that the part of the ITI operation taking place in their territory has been satisfactorily completed they may no longer claim from the guaranteeing association payment of the sums referred to in Article 10 of this Convention unless the certificate was obtained improperly or fraudulently or there was a breach of the provisions of this Convention.

2. The Customs authorities shall in no circumstances require from the guaranteeing association payment of the sums referred to in Article 10 of this Convention unless they have made a claim against that association within a period of eighteen months from the date on which the relevant ITI declaration was accepted by the Customs authorities of the Contracting Party involved. The claim shall be accompanied by details of the ITI operation concerned and

of the nature and circumstances of the irregularity and shall, except as provided for in paragraph 3 of this Article, state the amount due.

3. In cases which become the subject of legal proceedings, the amount due shall be notified to the guaranteeing association within one year of the date when the decision of the Court becomes enforceable.

Article 16

1. When a claim is made under Article 15 of this Convention, the guaranteeing association shall have a period of six months from the date of the claim to prove to the satisfaction of the Customs authorities that no irregularity has taken place.

2. If such proof is not furnished within the time allowed the guaranteeing association shall forthwith deposit, or pay provisionally, the sums claimed under Article 15 of this Convention. This deposit or payment shall become final after a period of twelve months from the date of the deposit or payment. During the latter period the guaranteeing association may still furnish the proof referred to in paragraph 1 of this Article with a view to the recovery of the sums deposited or provisionally paid.

3. When the laws and regulations of a Contracting Party do not provide for the deposit or provisional payment of the sums referred to in paragraph 2 of this Article, such sums shall be paid outright, but they shall be refunded if the proof referred to in paragraph 1 of this Article is furnished within twelve months of the date of payment.

Article 17

When as a result of a claim made in respect of an ITI operation payments need to be made between guaranteeing associations to refund sums paid under the provisions of this Convention, facilities shall be granted, where appropriate, by the Contracting Parties for the necessary transfer of currency.

CHAPTER VIII

Formalities
to be accomplished at the offices of loading and departure

Article 18

1. Transport-units which are likely to enter the ITI procedure at a later stage shall, whenever possible, be sealed at a Customs office at the request of the person presenting the transport-unit and the Goods manifest to the Customs authorities.

2. The office where the seals were affixed (office of loading), details of the Customs seals affixed and the date on which they were affixed shall be recorded on the Goods manifest.

3. The Customs authorities at the office of loading shall, at their discretion, take whatever steps are appropriate within the context of national legislation and practice to satisfy themselves of the accuracy of Goods manifests completed in respect of transport-units presented to them, and of the security of such transport-units. However, this provision shall not be taken as obliging the Customs authorities at that office to verify the accuracy of Goods manifests by checking them against other documents or by examination of the goods.

4. The provisions of this Article shall not apply to exceptional loads.

Article 19

1. At the office of departure the loaded transport-unit with the ITI declaration relating to the goods shall be presented to the Customs authorities.

2. The Customs authorities at the office of departure shall satisfy themselves that :

(a) the ITI declaration is in order;
(b) the transport-unit is secure and that any Customs seals and fastenings previously affixed are intact;
(c) where required, a guarantee is in force;

and shall endorse the ITI declaration.

3. If the Customs seals and fastenings are not intact, or if Customs seals and fastenings have not been affixed or have been removed by the Customs authorities at the office of departure, those authorities shall affix Customs seals and fastenings and record particulars thereof on the ITI declaration.

4. The Customs authorities at the office of departure shall, whenever possible and notwithstanding their general right to examine the goods, limit such examination to random checks.

5. The ITI declaration shall be registered and returned to the person concerned who shall ensure that it is available for Customs control purposes at any stage of the ITI operation. The Customs authorities at the office of departure shall retain a copy of the ITI declaration.

6. With regard to exceptional loads :

(a) the provisions of paragraphs 2 (b), 3 and 4 of this Article shall not apply;
(b) authority to use the ITI procedure shall be granted only if, in the opinion of the Customs authorities, the exceptional loads and any accessories thereto can be readily identified, for example, by reference to the manufacturers' marks or numbers or to the description given or by affixing identification marks or Customs seals, so that such loads and accessories cannot be replaced in whole or in part by others and that nothing can be removed from them, without it being evident;
(c) the Customs authorities may require packing lists, photographs, blueprints, etc. of the goods to be appended to the ITI declaration. In this case they shall authenticate these documents, and the ITI declaration shall incorporate a reference to such documents.

Article 20

The functions laid down in Articles 18 and 19 of this Convention may be performed by one Customs office acting both as an office of loading and as an office of departure.

CHAPTER IX

Formalities to be accomplished at offices en route

Article 21

1. At each office of entry *en route*, the loaded transport-unit, with Customs seals and fastenings intact, and the ITI declaration relating to the goods shall be presented to the Customs authorities.

2. The Customs authorities at each office of entry *en route* shall satisfy themselves that :

(a) the ITI declaration is in order;
(b) the transport-unit is secure and the Customs seals and fastenings intact, or, in the case of an exceptional load, that it complies with the conditions of paragraph 6 (b) of Article 19 of this Convention;
(c) where required, a guarantee is in force;

and endorse the ITI declaration.

3. The Customs authorities at each office of entry *en route* shall retain a copy of the ITI declaration containing the particulars required for the purposes of national control.

Article 22

1. At each office of exit *en route*, the loaded transport-unit, with Customs seals and fastenings intact, and the ITI declaration relating to the goods shall be presented to the Customs authorities. Those authorities shall satisfy themselves that the transport-unit has not been interfered with and that any Customs seals and fastenings or identification marks are intact, and shall endorse the ITI declaration.

2. The Customs authorities at each office of exit *en route* may retain a copy of the ITI declaration.

Article 23

When the Customs authorities remove a Customs seal in order to examine a loaded transport-unit at an office *en route* or in the

course of the journey, they shall record on the ITI declaration accompanying the transport-unit particulars of the new Customs seal affixed.

Article 24

1. If Customs seals and fastenings are broken or goods are destroyed or damaged accidentally during an ITI operation the person performing the transport shall report the facts to the nearest Customs office without delay. The Customs authorities at this office shall draw up a report, if possible using an accident report form conforming to the model reproduced at Annex 4 to this Convention, and shall take any necessary measures to permit continuation of the ITI operation. A copy of the report shall be attached to the ITI declaration.

2. If it is not possible to approach a Customs authority immediately, other competent authorities shall be approached. The authority called in shall draw up a report, if possible using an accident report form conforming to the model reproduced at Annex 4 to this Convention and attach it to the ITI declaration. This report shall be produced together with the transport-unit and the ITI declaration to the next Customs office. The Customs authorities at that office shall take any necessary measures to permit continuation of the ITI operation.

3. In the event of imminent danger necessitating immediate unloading of the whole or part of the load, the person performing the transport may take appropriate action on his own initiative. Subsequently, the procedure laid down in paragraph 1 or 2 of this Article, as the case may be, shall be followed.

4. When the breakage of a Customs seal or fastening or damage or destruction of goods did not take place in the territory of a Contracting Party, the Customs authorities at the next office of entry *en route* shall take action to ensure that the necessary report is drawn up and to permit continuation of the ITI operation.

CHAPTER X

Formalities to be accomplished at the office of destination

Article 25

1. At the office of destination, the loaded transport-unit, with Customs seals and fastenings intact, and the ITI declaration relating to the goods shall be presented to the Customs authorities.

2. The Customs authorities at the office of destination shall undertake any control deemed necessary to ascertain whether the declarant or declarants have complied with all their obligations.

3. The Customs authorities at the office of destination shall certify on the ITI declaration the date of presentation of the loaded transport-unit and the results of any control. The ITI declaration bearing this certificate shall be returned to the person concerned.

4. The Customs authorities at the office of destination shall retain one copy of the ITI declaration containing the particulars required for the purposes of national control. They may also require the presentation of an additional copy of that declaration.

CHAPTER XI

ITI areas

Article 26

Contracting Parties may, by bilateral or multilateral agreements, form ITI areas in order to simplify, in accordance with Articles 27 to 31 of this Convention, the formalities applied to goods transported under the ITI procedure in their territories.

Article 27

1. The control of an ITI operation taking place wholly or in part in an ITI area shall be undertaken by the office of departure,

where situated in the ITI area or, otherwise, by the first office of entry *en route* in the ITI area. The Customs authorities at the office which undertakes control may prescribe a time-limit for accomplishment of the ITI operation in that area. When such a time-limit is prescribed the provisions of paragraph (a) of Article 38 of this Convention shall not apply.

2. If the loaded transport-unit is to be exported from the ITI area, the last office of exit *en route* of the ITI area shall, whenever possible, be specified in the ITI declaration when it is delivered to the Customs office which undertakes control under paragraph 1 of this Article.

3. For the purposes of the control referred to in paragraph 1 of this Article, an additional copy of the ITI declaration shall be available for production at any stage of the journey in the ITI area. This copy shall indicate the Customs office which undertakes control under paragraph 1 of this Article and, when appropriate, the last office of exit *en route* of the ITI area.

Article 28

The Customs authorities at the offices of exit *en route* of an ITI area, other than the office referred to in Article 30 of this Convention, shall not require a copy of the ITI declaration to be deposited, and shall dispense with the formalities prescribed in Article 22 of this Convention, except in special cases to be specified in agreements establishing the ITI areas.

Article 29

1. The Customs authorities in an ITI area may, at the request of the person concerned :

(a) extend any time-limit prescribed under paragraph 1 of Article 27 of this Convention;
(b) permit goods being transported under the ITI procedure to be exported from the ITI area at a Customs office other than that specified in the ITI declaration as the last office of exit *en route* of the ITI area.

2. Modifications authorised under paragraph 1 of this Article shall be recorded on the copy of the ITI declaration referred to in paragraph 3 of Article 27 of this Convention by the Customs

authorities concerned and shall be notified by them to the Customs office specified in paragraph 1 of Article 27 of this Convention.

Article 30

The Customs authorities at the office of destination, where situated in the ITI area or, otherwise, at the last office of exit *en route* of the ITI area, shall inform the Customs office which undertakes control under paragraph 1 of Article 27 of this Convention of the completion of the ITI operation in the ITI area.

Article 31

When notification under Article 30 of this Convention is not received by the Customs office which undertakes control under paragraph 1 of Article 27 of this Convention, the Customs authorities at that office shall take any necessary regularisation action and, if appropriate, inform the other Customs authorities within the ITI area who are directly concerned, of the action taken and its results.

Article 32

Contracting Parties which have set up ITI areas are recommended, where appropriate, to make every effort to merge such areas.

CHAPTER XII

Mutual Administrative Assistance

Article 33

1. On express written request by the Customs authorities of a Contracting Party who are investigating any breach or suspected breach of the provisions of this Convention, the Customs authorities of another Contracting Party shall communicate as promptly as possible :

(a) any available information relating to Goods manifests completed or accepted in their territory which are suspected of being false;
(b) any available information enabling the authenticity of seals claimed to have been affixed in their territory to be verified.

2. Requests for information under paragraph 1 (a) of this Article shall be made only in cases of a serious nature and when enquiries through other channels have proved unsatisfactory.

Article 34

1. When the Customs authorities of a Contracting Party discover a serious inaccuracy in a Goods manifest, or any other serious irregularity in connection with a transport operation performed under the provisions of this Convention, they shall spontaneously and without delay notify the Customs authorities of the other Contracting Parties concerned, if they consider that the information will be of use to those authorities.

2. Notifications under paragraph 1 of this Article to Contracting Parties whose territories constitute an ITI area shall be made to the Customs office which undertakes control under paragraph 1 of Article 27 of this Convention.

3. The provisions of paragraph 1 of this Article shall not require the Customs authorities of any Contracting Party to exercise any measures beyond those deemed necessary for national purposes.

CHAPTER XIII

Miscellaneous provisions

Article 35

In the course of an ITI operation :
(a) no additional goods may be loaded into a transport-unit unless a new ITI operation is started;
(b) goods may be unloaded at more than one Customs office in the country of destination. In such a case an additional copy of the ITI declaration shall be lodged at each intermediate Customs office. The Customs authorities at these offices shall record on the ITI declaration the details of the goods unloaded and take the necessary measures to permit continuation of the ITI operation.

Article 36

At the request of the person concerned, an ITI operation may be terminated at a Customs office other than that specified in the ITI declaration as the office of destination, the Customs authorities which authorise the change recording it on the ITI declaration.

Article 37

Transfer of responsibility for a loaded transport-unit from the declarant to another person during an ITI operation may take place only at Customs offices competent for this purpose. Until an ITI declaration by the new declarant has been accepted by the Customs authorities, responsibility for compliance with the conditions under which Customs transit was allowed remains with the previous declarant. A copy of the ITI declaration showing the results of any control shall be furnished to the previous declarant at his request.

Article 38

When it is considered necessary, Contracting Parties may, for the completion of that part of an ITI operation taking place in their territories :
(a) prescribe a time-limit;
(b) require transport-units to follow prescribed itineraries;
(c) require transport-units to be transported under Customs escort.

Article 39

1. The Goods manifest may be completed in any language acceptable to the Customs authorities of the country where the office of loading is situated. The Customs authorities of Contracting Parties may require a translation of that document.

It is recommended that the use of foreign languages be permitted by Contracting Parties if this will facilitate the transport operation.

2. Contracting Parties are recommended to make known as widely as possible their requirements regarding the languages in which Goods manifests may be completed and accepted and their requirements regarding the production of translations.

3. Contracting Parties shall recommend to persons using the ITI procedure that weights and other measurements be expressed in units of the metric system.

Article 40

1. The ITI declaration form shall be printed in English or French and it may also be printed in a second language.

2. However, by agreement between Contracting Parties ITI declaration forms printed in a language other than English or French may be used for ITI operations taking place wholly in their territories.

Article 41

1. When an ITI declaration presented at a Customs office of a Contracting Party in accordance with the provisions of this Convention was signed in the territory of another Contracting Party, a countersignature shall not be required.

2. Notwithstanding the provisions of paragraph 1 of this Article, a countersignature may be required where there is no handwritten signature on the ITI declaration.

Article 42

Exemption from payment of the import duties and taxes normally chargeable shall be granted when it is established to the satisfaction of the Customs authorities that goods being transported under the provisions of this Convention :

(a) have been destroyed or irrecoverably lost by accident or by force majeure;
(b) are short for reasons due to their nature.

Article 43

1. Each Contracting Party shall designate the Customs offices which are competent to perform the functions laid down in this Convention.

2. As far as possible, Contracting Parties shall :

(a) ensure that the time required for completion of Customs formalities at offices *en route* is reduced to a minimum;
(b) ensure that priority is given to the clearance of perishable goods, livestock and other goods for which rapid transport is essential;
(c) facilitate the execution outside normal working days and hours of Customs formalities at offices *en route*.

3. Contracting Parties having adjacent territories shall endeavour to correlate the powers and working hours of corresponding Customs offices.

Article 44

As regards the Customs formalities referred to in this Convention, no charge shall be made for Customs attendance, save where it is provided on days or at times or places other than those normally appointed for such formalities.

Article 45

1. Each of the Contracting Parties shall have the right to exclude temporarily or permanently from the operation of this Convention any person guilty of a serious offence against Customs laws or regulations.

2. Any exclusion under paragraph 1 of this Article shall be notified without delay to the Customs authorities of the Contracting Party in whose territory the person concerned is established or resident.

3. The Customs authorities of Contracting Parties who exclude a person from the operation of this Convention shall notify the relevant guaranteeing associations established in their territories.

Article 46

Nothing in this Convention shall be construed as preventing the controls laid to the Customs authorities of a Contracting Party under Articles 18 to 24, 27 to 31 and 36 of this Convention from being accomplished with the assistance of the railway administration of that Contracting Party.

Article 47

When goods are carried in the territory of a Contracting Party which applies, in respect of the mode of transport concerned, arrangements under which all Customs transit formalities are waived, that Contracting Party may :

(a) defer the commencement of an ITI operation until carriage by that mode of transport is terminated;
(b) suspend an ITI operation which has already commenced, provided that such suspension does not hinder the resumption of that operation.

Article 48

The provisions of this Convention set out the minimum facilities to be accorded and do not prevent the application of greater facilities which certain Contracting Parties grant or may grant in the future by unilateral provisions or in virtue of bilateral and multilateral agreements, provided that the grant of such greater facilities does not hinder the accomplishment of operations carried out under this Convention.

Article 49

Guarantee cards and blanks thereof, sent to guaranteeing associations by corresponding foreign associations or by guaranteeing chains, shall be admitted free of import duties and taxes and free of import prohibitions and restrictions.

CHAPTER XIV

Final provisions

Article 50

1. Any State Member of the Council and any State Member of the United Nations or its specialised agencies may become a Contracting Party to this Convention :

(a) by signing it without reservation of ratification;
(b) by depositing an instrument of ratification after signing it subject to ratification; or
(c) by acceding to it.

2. This Convention shall be open until 30th June, 1972, for signature at the Headquarters of the Council in Brussels, by the States referred to in paragraph 1 of this Article. Thereafter, it shall be open for their accession.

3. Any State, not being a Member of the Organisations referred to in paragraph 1 of this Article, to which an invitation to that effect has been addressed by the Secretary General of the Council at the request of the Contracting Parties, may become a Contracting Party to this Convention by acceding thereto after its entry into force.

4. The instruments of ratification or accession shall be deposited with the Secretary General of the Council.

Article 51

1. This Convention shall enter into force three months after five of the States referred to in paragraph 1 of Article 50 thereof have signed it without reservation of ratification or have deposited their instruments of ratification or accession.

2. For any State signing without reservation of ratification, ratifying or acceding to this Convention after five States have signed it without reservation of ratification or have deposited their instruments of ratification or accession, this Convention shall enter

into force three months after the said State has signed without reservation of ratification or deposited its instrument of ratification or accession.

Article 52

1. Any State may, at the time of signing this Convention without reservation of ratification, or of depositing its instrument of ratification or accession or at any time thereafter, declare by notification given to the Secretary General of the Council that this Convention shall extend to all or any of the territories for whose international relations it is responsible or for which it assumes international responsibility. Such notification shall take effect three months after the date of the receipt thereof by the Secretary General of the Council. However, the Convention shall not apply to the territories named in the notification before the Convention has entered into force for the State concerned.

2. Any State which has made a notification under paragraph 1 of this Article extending this Convention to any territory for whose international relations it is responsible or for which it assumes international responsibility may notify the Secretary General of the Council, in accordance with Article 54 of this Convention, that the territory in question will no longer apply the Convention.

Article 53

1. Any State may declare, at the time of signing, ratifying or acceding to this Convention, or notify the Secretary General of the Council after becoming Contracting Party to this Convention, that it will apply the present Convention only if part of the ITI operation takes place outside its territory. Such notification shall take effect three months after the date of its receipt by the Secretary General. Any Contracting Party having entered such a reservation may at any time withdraw it by notifying the Secretary General.

2. Apart from the reservations provided for in paragraph 1 of this Article and in paragraph 4 of Article 5 of this Convention no other reservation to this Convention shall be permitted.

Article 54

1. This Convention is of unlimited duration. However, any Contracting Party may denounce it at any time after the date of its entry into force under Article 51 thereof.

2. The denunciation shall be notified by an instrument in writing, deposited with the Secretary General of the Council.

3. The denunciation shall take effect six months after the receipt of the instrument of denunciation by the Secretary General of the Council.

4. When a Contracting Party denounces this Convention in accordance with paragraph 1 of this Article, or makes a notification under paragraph 4 of Article 5, under paragraph 2 of Article 52 or under paragraph 1 of Article 53 of this Convention, that Contracting Party shall continue to be bound by the provisions of this Convention in respect of any transport operation dealt with by its Customs authorities under the provisions of this Convention before the date on which the denunciation or notification takes effect. In addition, the validity of any guarantee card issued before that date shall not be affected by the denunciation or notification.

Article 55

1. The Contracting Parties shall meet together when necessary in order to consider the operation of this Convention and, in particular, in order to consider measures to secure uniformity in the interpretation and application of this Convention.

2. Such meetings shall be convened by the Secretary General of the Council at the request of any Contracting Party and, unless the Contracting Parties otherwise decide, shall be held at the Headquarters of the Council.

3. The Contracting Parties shall lay down the rules of procedure for their meetings.

4. Decisions of the Contracting Parties shall be taken by a majority of not less than two-thirds of the Contracting Parties present at the meeting and voting. Only Contracting Parties casting an affirmative or negative vote shall be deemed to be voting.

5. The Contracting Parties shall not take a decision on any matter unless more than half of them are present.

Article 56

1. Any dispute between Contracting Parties concerning the interpretation or application of this Convention shall so far as possible be settled by negotiation between them.

2. Any dispute which is not settled by negotiation shall be referred by the Contracting Parties in dispute to the Contracting Parties, meeting in conformity with Article 55 of this Convention, which shall thereupon consider the dispute and make recommendations for its settlement.

3. The Contracting Parties in dispute may agree in advance to accept the recommendations of the Contracting Parties as binding.

Article 57

1. Amendments to this Convention may be proposed either by a Contracting Party or by the Contracting Parties meeting in accordance with Article 55 of this Convention.

2. The text of any amendment so proposed shall be communicated by the Secretary General of the Council to all the Contracting Parties, to all other signatory States and to the Secretary General of the United Nations.

3. Within a period of six months from the date on which the proposed amendment is so communicated, any Contracting Party may inform the Secretary General of the Council :

(a) that it has an objection to the proposed amendment, or
(b) that, although it intends to accept the proposed amendment, the conditions necessary for such acceptance are not yet fulfilled in its country.

4. If a Contracting Party sends the Secretary General of the Council a communication as provided for in paragraph 3 (b) of this Article, it may, so long as it has not notified the Secretary General of its acceptance of the proposed amendment, submit an objection to that amendment within a period of nine months following the expiry of the six-month period referred to in paragraph 3 of this Article.

5. If an objection to the proposed amendment is stated in accordance with the terms of paragraph 3 or 4 of this Article, the amendment shall be deemed not to have been accepted and shall be of no effect.

6. If no objection to the proposed amendment in accordance with paragraph 3 or 4 of this Article has been stated, the amendment shall be deemed to have been accepted as from the date specified below :

(a) if no Contracting Party has sent a communication in accordance with paragraph 3 (b) of this Article, on the expiry of the period of six months referred to in paragraph 3;
(b) if any Contracting Party has sent a communication in accordance with paragraph 3 (b) of this Article, on the earlier of the following two dates :
    (i) the date by which all the Contracting Parties which sent such communications have notified the Secretary General of the Council of their acceptance of the proposed amendment, provided that, if all the acceptances were notified before the expiry of the period of six months referred to in paragraph 3 of this Article, that date shall be taken to be the date of expiry of the said six-month period;
    (ii) the date of expiry of the nine-month period referred to in paragraph 4 of this Article.

7. Any amendment deemed to be accepted shall enter into force either six months after the date on which it was deemed to be accepted or, if a different period is specified in the proposed amendment, on the expiry of that period after the date on which the amendment was deemed to be accepted.

8. The Secretary General of the Council shall, as soon as possible, notify all the Contracting Parties and other signatory States of any objection to the proposed amendment made in accordance with paragraph 3 (a), and of any communication received in accordance with paragraph 3 (b), of this Article. He shall subsequently inform all the Contracting Parties and other signatory States whether the Contracting Party or Parties which have sent such a communication raise an objection to the proposed amendment or accept it.

9. Independently of the amendment procedure laid down in paragraphs 1 to 8 of this Article, Article 1 (ij) and the Annexes to this Convention may be modified by a decision of the competent administrations of all the Contracting Parties; such a decision shall be deemed to have been taken unless the competent administration of a Contracting Party informs the Secretary

General of the Council, within a period of three months from the date on which the Secretary General of the Council has circulated the proposed amendment, that it has an objection to the proposed amendment. Such a decision shall also specify the date of entry into force of the amendment and may provide that during a transitional period the unmodified provision shall remain in force, wholly or in part, concurrently with the modified provision.

10. Any State ratifying or acceding to this Convention shall be deemed to have accepted any amendments or modifications thereto which have entered into force at the date of deposit of its instrument of ratification or accession.

Article 58

Any agreement setting up an ITI area in accordance with Article 26 of this Convention, any amendment thereto or any modification of the territorial application of such an agreement shall be notified to the Secretary General of the Council by the Contracting Parties concerned.

Article 59

For the purposes of Article 2 and paragraph 1 of Article 53 of this Convention, Contracting Parties which form a Customs or Economic Union may agree that their territories are to be taken as a single territory. The Contracting Parties concerned shall notify the Secretary General of the Council of any such agreement.

Article 60

The Annexes to this Convention shall be construed to be an integral part of the Convention.

Article 61

The Secretary General of the Council shall notify all the Contracting Parties, the other signatory States and the Secretary General of the United Nations, of :

(a) signatures, ratifications and accessions under Article 50 of this Convention;

(b) the date of entry into force of this Convention in accordance with Article 51;
(c) notifications received in accordance with Article 52;
(d) declarations and notifications made in accordance with paragraph 4 of Article 5 and paragraph 1 of Article 53 and the date on which reservations or withdrawals of reservations take effect;
(e) denunciations under Article 54;
(f) any amendment deemed to have been accepted in accordance with Article 57 and the date of its entry into force;
(g) notifications received in accordance with Articles 58 and 59.

Article 62

In accordance with Article 102 of the Charter of the United Nations, this Convention shall be registered with the Secretariat of the United Nations at the request of the Secretary General of the Council.

In witness whereof the undersigned, being duly authorised thereto, have signed this Convention.

Done at Vienna this seventh day of June nineteen hundred and seventy-one, in the English and French languages, both texts being equally authentic, in a single original which shall be deposited with the Secretary General of the Council who shall transmit certified copies to all the States referred to in paragraph 1 of Article 50 of this Convention.

ANNEX 1

ITI Declaration Form

The margins, column widths and spacing of ITI declaration forms shall correspond as closely as possible to the model form reproduced in the Annex.

The copy of the ITI declaration which is to accompany the transport-unit to the office of destination shall be marked " ORIGINAL " at the office of departure.

The size of the ITI declaration form shall be 210 × 297 mm.

Convention douanière relative au transit international des marchandises (Convention ITI) (Vienne, 7 juin 1971)

Customs Convention on the International Transit of Goods (ITI Convention) (Vienna, 7th June 1971)

ITI DECLARATION ITI

1. Consignor (name, address, country) — Expéditeur (nom, adresse, pays)

2. ITI Declaration No. — Déclaration ITI N°

3. Additional ITI declaration forms attached — Exemplaires supplémentaires de la déclaration ITI ci-joints

- Completion of these items is optional.
- Rubriques facultatives.

4. Consignee (name, address, country) — Destinataire (nom, adresse, pays)

Item 12 a : to be completed in all cases;
12 b : to be completed when the form is used as a Goods Manifest.
Rubrique 12 a : à remplir dans tous les cas;
12 b : à remplir quand la formule est utilisée comme manifeste de marchandises.
Contents of each transport-unit must be shown separately.
Le contenu de chaque unité de transport doit être indiqué séparément.
If the form is used only as a Declaration for transit, items 6, 12 a, 13 b and 15 should be completed by the declarant in addition to the declaration section.
Si la formule est utilisée uniquement comme Déclaration de transit, les rubriques 6, 12 a, 13 b et 15 doivent être remplies par le déclarant, outre la partie réservée à la déclaration.

GOODS MANIFEST
MANIFESTE DE MARCHANDISES

5. Manifest Number — Numéro du manifeste

6. Customs office of loading (place, country) — Bureau de douane de chargement (lieu, pays)

7. Means of transport — Moyen de transport

8. Place of shipment — Lieu d'expédition

9.

10. Documents appended to manifest — Documents joints au manifeste

11. Destination of means of transport — Destination du moyen de transport

12. a. Transport-unit (type, identification No.); b. Marks & numbers of pkgs or items — a. Unité de transport (type, n° d'identification); b. Marques et n°s des colis ou objets	13. a. Number & kind of pkgs or items, description of goods; or b. Reference Number(s) of Goods Manifest(s) appended — a. Nombre et nature des colis ou objets, ou désignation des marchandises; ou b. Numéro(s) d'ordre du(des) manifeste(s) de marchandises joint(s)	14. Gross weight per consignment, kg — Poids brut par envoi, en kg	15. Customs seals (date of affixing & other details) — Scellements douaniers (date d'apposition, autres caractéristiques)

16. Date

17. Name and address of person responsible for the accuracy of the manifest — Nom et adresse de la personne répondant de l'exactitude du manifeste

DECLARATION FOR TRANSIT
DECLARATION DE TRANSIT

18. Customs office of departure (place, country) — Bureau de douane de départ (lieu, pays)

19. Customs office of destination (place, country) — Bureau de douane de destination (lieu, pays)

20. I the undersigned, declare that only the goods listed in the Goods Manifest(s) indicated above and forming part of this declaration have been loaded in the transport-unit(s) shown above. I enter the goods for Customs transit under the ITI procedure and I undertake to comply with the conditions laid down under that procedure. — Je soussigné déclare que seules les marchandises énumérées dans le(les) manifeste(s) de marchandises visé(s) ci-dessus et faisant partie intégrante de la présente déclaration ont été chargées dans l'(les) unité(s) de transport indiquée(s) ci-dessus. Je déclare ces marchandises pour le transit douanier sous le régime ITI et m'engage à respecter les conditions propres à ce régime.

21. Declarant (name and address) — Déclarant (nom et adresse)

22. Declarant's reference No. — N° de référence du déclarant

23. Holder of Guarantee card No. — Titulaire de la carte de garantie n°

24. Valid until — Valable jusqu'au

25. Place and date of signature — Lieu et date de signature

26. Issued by — Délivrée par

27. Signature of declarant or authorized representative — Signature du déclarant ou du représentant autorisé

28. Member of (Chain) — Membre de (chaîne)

29. Full name of authorized representative — Nom et prénoms du représentant autorisé

30.

31. Details of guarantee certified correct — Les indications relatives à la garantie sont certifiées exactes

32. Office of departure — Bureau de départ
ITI operation commenced — Opération ITI engagée

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

33. Office of exit *en route* — Bureau de passage de sortie
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

34. Transit Country. Office of entry *en route* — Pays de transit. Bureau de passage d'entrée
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

35. Transit Country. Office of exit *en route* — Pays de transit. Bureau de passage de sortie
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

36. Transit Country. Office of entry *en route* — Pays de transit. Bureau de passage d'entrée
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

37. Transit Country. Office of exit *en route* — Pays de transit. Bureau de passage de sortie
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

38. Transit Country. Office of entry *en route* — Pays de transit. Bureau de passage d'entrée
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

39. Transit Country. Office of exit *en route* — Pays de transit. Bureau de passage de sortie
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

40. Transit Country. Office of entry *en route* — Pays de transit. Bureau de passage d'entrée
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

41. Transit Country. Office of exit *en route* — Pays de transit. Bureau de passage de sortie
Transport-unit(s) exported with seals intact — Unité(s) de transport exportée(s) avec des scellements intacts

Place and date stamp
Cachet indiquant le lieu et la date (Signature)

42. Country of destination. Office of entry *en route* — Pays de destination. Bureau de passage d'entrée
Transport-unit(s) imported with seals intact. Documents checked. Satisfied — Unité(s) de transport importée(s) avec des scellements intacts. Admis conforme sur documents

43. Office of destination — Bureau de destination
Transport-unit(s) received with seals intact. ITI operation completed. Satisfied — Unité(s) de transport présentée(s) avec des scellements intacts. Opération ITI achevée. En règle

ANNEX 2

Minimum requirements to be met by Customs seals and fastenings

Customs seals and fastenings shall meet the following minimum requirements :

1. General requirements in respect of seals and fastenings :

   The seals and fastenings, together, shall

   (a) be strong and durable;
   (b) be capable of being affixed easily and quickly;
   (c) be capable of being readily checked and identified;
   (d) not permit removal or undoing without breaking or tampering without leaving traces;
   (e) not permit use more than once;
   (f) be made as difficult as possible to copy or counterfeit.

2. Physical specification of seals :

   (a) The shape and size of the seal shall be such that any identifying marks are readily legible;
   (b) Each eyelet in a seal shall be of a size corresponding to that of the fastening used, and shall be positioned so that the fastening will be held firmly in place when the seal is closed;
   (c) The material used shall be sufficiently strong to prevent accidental breakage, early deterioration (due to weather conditions, chemical action, etc.) or undetectable tampering;
   (d) The material used shall be selected by reference to the sealing system used.

3. Physical specification of fastenings :

   (a) The fastening shall be strong and durable and resistant to weather and corrosion;
   (b) The length of the fastening used shall not enable a sealed aperture to be opened or partly opened without the seal or fastening being broken or otherwise showing obvious damage;
   (c) The material used shall be selected by reference to the sealing system used.

4. Identification marks :

The seal or fastening, as appropriate, shall be marked :

(a) to show that it is a Customs seal, by application of the word "Customs" preferably in one of the official languages of the Council (English or French);

(b) to show the country which applied the seal, preferably by means of the sign used to indicate the country of registration of motor vehicles in international traffic;

(c) to enable the Customs office by which the seal was affixed, or under whose authority it was affixed, to be identified, for example, by means of code letters or numbers.

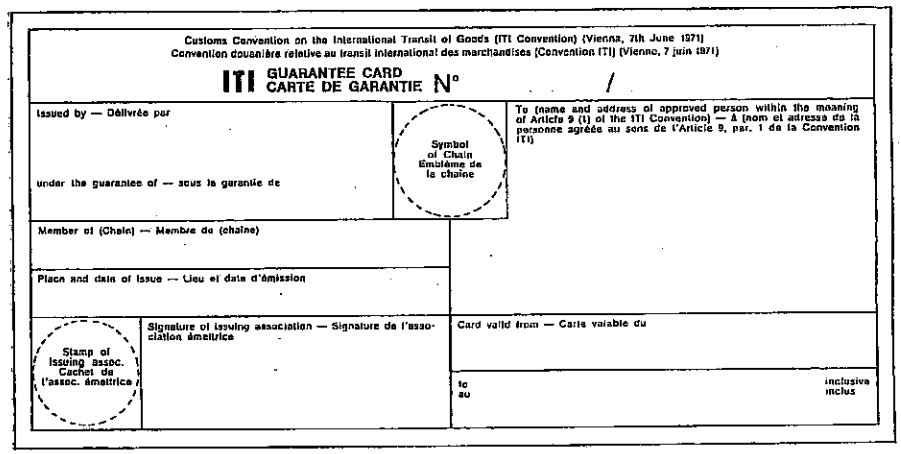
ANNEX 3

Guarantee Card

The guarantee card shall be printed in English or French, and may also be printed in a second language.

The reverse of the guarantee card may be used by the issuing association for its own purposes (e. g. giving instructions to the user).

The size of the guarantee card shall be 80 × 160 mm.


Customs Convention on the International Transit of Goods (ITI Convention) (Vienna, 7th June 1971)
Convention douanière relative au transit international des marchandises (Convention ITI) (Vienne, 7 juin 1971)

ITI GUARANTEE CARD CARTE DE GARANTIE N° /

Issued by — Délivrée par

under the guarantee of — sous la garantie de

Symbol of Chain Emblème de la chaîne

To (name and address of approved person within the meaning of Article 9 (1) of the ITI Convention) — A (nom et adresse de la personne agréée au sens de l'Article 9, par. 1 de la Convention ITI)

Member of (Chain) — Membre de (chaîne)

Place and date of issue — Lieu et date d'émission

Stamp of issuing assoc. Cachet de l'assoc. émettrice

Signature of issuing association — Signature de l'association émettrice

Card valid from — Carte valable du

to au

inclusive inclus

ANNEX 4

Accident Report Form

The accident report form shall be printed in English or French and may also be printed in a second language.

The margins, column width and spacing of accident report forms shall correspond as closely as possible to the model form reproduced in this Annex.

Its size shall be 210 × 297 mm.

ACCIDENT REPORT — ITI Convention ITI — CONSTAT D'ACCIDENT

1. Designation, address and country of Authority drawing up this report — Autorité ayant établi le présent constat : nom, adresse et pays

for use in application of Article 24 of the Customs Convention on the International Transit of Goods — à utiliser en application de l'Article 24 de la Convention douanière relative au transit international des marchandises

2. Reference number — Numéro de référence

PARTICULARS OF THE ITI OPERATION
INDICATIONS RELATIVES A L'OPERATION ITI

3. Type and identification No. of transport-unit — Nature et n° d'identification de l'unité de transport

4. ITI declaration number — Numéro de la déclaration ITI

5. Date

6. at (Customs office of departure) — à (Bureau de douane de départ)

RESULT OF ENQUIRY AND EXAMINATION
RESULTAT DE L'ENQUETE ET DE LA VERIFICATION

7. Customs seal(s) and fastenings found — Le(s) scellement(s) douanier(s) est(sont) ☐ intact(s) ☐ not intact(s) — ☐ intact(s) ☐ non intact(s)

9. Loading compartment found — Le compartiment de chargement est ☐ intact ☐ not intact — ☐ intact ☐ non intact

8. Remarks — Observations

☐ 10. NO goods appeared to be missing or destroyed — AUCUNE marchandise ne semble manquante ou détruite

Goods specified under items 11 to 14 were missing (M) or destroyed (D) as indicated in 13 — Les marchandises spécifiées dans les rubriques 11 à 14 sont manquantes (M) ou détruites (D), comme indiqué en 13

11. Marks and numbers of packages or items — Marques et numéros des colis ou objets	12. Number and kind of packages or items, description of goods — Nombre et nature des colis ou objets, désignation des marchandises	13. M/D	14. Remarks (state quantities missing or destroyed) — Observations (indiquer les quantités manquantes ou détruites)

15. Date and circumstances of the accident — Date et circonstances de l'accident

16. Action taken by carrier to safeguard the goods — Mesures conservatoires prises par le transporteur

MEASURES TAKEN TO PERMIT CONTINUATION OF THE ITI OPERATION
MESURES PRISES POUR QUE L'OPERATION ITI PUISSE SE POURSUIVRE

If load transferred to other transport-unit — Si le chargement a été transféré dans une autre unité de transport :
17 Type and identification No. of transport-unit — Nature et n° d'identification de l'unité de transport

18. Other measures taken to permit continuation of the ITI operation — Autres mesures prises pour que l'opération ITI puisse se poursuivre

20 Details of new Customs seals affixed, if any — Caractéristiques des nouveaux scellés douaniers apposés (le cas échéant)

19. Authority having drawn up this report under paragraph 2 of Article 24 — Autorité ayant établi le présent constat en application du paragraphe 2 de l'Article 24

21. Customs office having taken action to permit continuation of the ITI operation — Bureau de douane intervenant pour que l'opération ITI puisse se poursuivre

Carriers are recommended to ensure that a sufficient supply of this accident report form is available.

In the event of an accident the following provisions of the ITI Convention must be complied with :

Article 24

1. *If Customs seals and fastenings are broken or goods are destroyed or damaged accidentally during an ITI operation the person performing the transport shall report the facts to the nearest Customs office without delay. The Customs authorities at this office shall draw up a report, if possible using an accident report form conforming to the model reproduced at Annex 4 to this Convention and shall take any necessary measures to permit continuation of the ITI operation. A copy of the report shall be attached to the ITI declaration.*
2. *If it is not possible to approach a Customs authority immediately, other competent authorities shall be approached. The authority called in shall draw up a report, if possible using an accident report form conforming to the model reproduced at Annex 4 to this Convention and attach it to the ITI declaration. This report shall be produced together with the transport-unit and the ITI declaration to the next Customs office. The Customs authorities at that office shall take any necessary measures to permit continuation of the ITI operation.*
3. *In the event of imminent danger necessitating immediate unloading of the whole or part of the load, the person performing the transport may take appropriate action on his own initiative. Subsequently, the procedure laid down in paragraph 1 or 2 of this Article, as the case may be, shall be followed.*
4. *When the breakage of a Customs seal or fastening or damage or destruction of goods did not take place in the territory of a Contracting Party, the Customs authorities at the next office of entry en route shall take action to ensure that the necessary report is drawn up and to permit continuation of the ITI operation.*

Il est recommandé aux transporteurs de se munir d'un nombre suffisant d'exemplaires de la présente formule.

En cas d'accident, il y a lieu de se conformer aux dispositions de la Convention ITI reproduites ci-dessous :

Article 24

1. *Si les scellements douaniers sont brisés ou si des marchandises sont détruites ou endommagées accidentellement au cours d'une opération ITI, la personne qui effectue le transport signale, dans les meilleurs délais, les faits au bureau de douane le plus proche. Les autorités douanières de ce bureau établissent un constat, si possible en utilisant une formule de constat d'accident du modèle figurant à l'Annexe 4 à la présente Convention et prennent les mesures nécessaires pour que l'opération ITI puisse se poursuivre. Un exemplaire du constat doit être joint à la déclaration ITI.*
2. *S'il n'est pas possible d'entrer immédiatement en rapport avec une autorité douanière, il y a lieu de s'adresser à une autre autorité compétente. Celle-ci établit un constat, si possible en utilisant une formule de constat d'accident du modèle figurant à l'Annexe 4 à la présente Convention, pour le joindre à la déclaration ITI. Ce constat doit être présenté en même temps que l'unité de transport et la déclaration ITI au prochain bureau de douane. Les autorités douanières de ce bureau prennent les mesures nécessaires pour que l'opération ITI puisse se poursuivre.*
3. *En cas de péril imminent nécessitant le déchargement immédiat d'une partie ou de la totalité du chargement, la personne qui effectue le transport peut prendre toutes mesures utiles de sa propre initiative. Ensuite, il est fait application, selon le cas, de la procédure indiquée au paragraphe 1 ou au paragraphe 2 du présent Article.*
4. *Lorsque la rupture du scellement douanier, les dommages subis par les marchandises ou la destruction de celles-ci n'ont pas eu lieu sur le territoire d'une Partie contractante, les autorités douanières du prochain bureau de passage d'entrée prennent des mesures pour s'assurer que le constat requis est établi et pour que l'opération ITI puisse se poursuivre.*

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