



TIR EXECUTIVE BOARD (TIRExB)
COMMISSION DE CONTROLE TIR (TIRExB)
ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)

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Administrative Committee for the TIR Convention, 1975

TIR Executive Board (TIRExB)

Sixty-second session

Geneva, 2 February 2015

Report of the sixty-second session of the TIR Executive Board (TIRExB)

I. Attendance

1. The TIR Executive Board (TIRExB) held its sixty-second session on 2 February 2015 in Geneva.
2. The following members of TIRExB were present: Mr. M. Ciampi (Italy), Mrs. D. Dirlik (Turkey), Mrs. B. Gajda (Poland), Mrs. L. Jelínková (European Commission), Mr. H. Lindström (Finland), Mr. V. Milošević (Serbia) and Mr. S. Somka (Ukraine)¹.
3. The International Road Transport Union (IRU) attended the session as observer and was represented by Mr. Marek Retelski.

II. Opening statement

4. In her opening statement Mrs. Eva Molnar, Director, Transport Division, United Nations Economic Commission for Europe, made reference to the difficult tasks that the TIRExB had been called upon to address in its 2013-2014 term of office and expressed her hopes and expectations that the Board, at its current session, will continue to efficiently and expeditiously address the substantive issues on the agenda.

III. Adoption of the agenda

Documentation: Informal document TIRExB/AGE/2015/62

5. TIRExB adopted the agenda of the session as contained in Informal document TIRExB/AGE/2015/62.

IV. Adoption of the report of the sixty-first session of TIRExB

Documentation: Informal document TIRExB/REP/2014/61 draft with comments

6. The Board adopted the draft report of its sixty-first session (Informal document TIRExB/REP/2014/61draft with comments), subject to the following amendments:

Page 4, paragraph 15

¹ afternoon only.

Insert new paragraph 16 to read The Board requested the secretariat to publish the part of the report related to this agenda item on the TIRExB website, as well as to send it to the customs administrations of the Russian Federation and Ukraine.

Renumber subsequent paragraphs

Page 5, existing paragraph 17, line 3

After 60,000. insert In reply to a question from the secretariat, she confirmed that of

Page 5, existing paragraph 18, line 2

For Explanatory Note substitute Article 23

Page 5, existing paragraph 18, line 4

After escort, replace existing text by The Board agreed with the text of the proposal, subject to replacing “should” by “are recommended to”. In view of the considerable costs to apply GPS tracking devices or e-seals, TIRExB was of the opinion that, at present, it seemed premature to propose the inclusion of the wording in the current text of the comment “Escort of road vehicles”. TIRExB requested the secretariat to transmit the slightly amended text of the new draft comment to Article 23 to the TIR Administrative Committee for further consideration.

Page 6, existing paragraph 22, last line

After transport. add Mrs. Kasko (IRU) informed the Board of a study with the title “Economic and competitiveness gains from the adoption of best practices in intermodal maritime and road transport in the Americas: the TIR system as an example of a best practice” which had concluded that the TIR system could be an efficient transit instrument for the region, published at the IRU website at: <https://www.iru.org/cms-files/system-action/mix-publications/oasfinalreport.pdf>.

Page 7, existing paragraph 25

Insert new paragraph 27 to read IRU offered to cooperate with the secretariat in collecting and exchanging information on known applications of the concepts of authorized consignor and consignee (such as in, for example, Belarus, Latvia, Poland, Republic of Moldova and Turkey) in preparation of the establishment of examples of best practice covering such facilities.

Page 8, existing paragraph 29, last phrase

For OIOS read The secretariat informed the Board that OIOS had

V. Settlement of disputes between Contracting Parties, associations, insurance companies and international organizations

7. The Board took note of the information provided by Mr. Retelski (IRU) on the current status of the preparations for a tender procedure to identify a national guaranteeing association in the Russian Federation, namely that the draft government decree on the procedure and conditions for determining the guaranteeing association has been put up for public consultations. Mr. Retelski also informed the Board that the deadline of 28 February 2015 for the expiration of the existing guarantee agreement will, according to information on the current status of the procedure, most likely not provide sufficient time for the competent authorities in the Russian Federation to complete the tender procedure. In this context, the Board reiterated its call for the timely transmittal of information by Contracting Parties on matters affecting the application of the TIR Convention and more specifically as

concerns developments that can be expected in the Russian Federation after the expiry of the deadline of 28 February 2015.

8. The Board also noted that no new information had become available, since its last session, concerning the measure taken by the State Fiscal Service (SFS) of Ukraine, to no longer accept, temporarily, TIR Carnets issued by ASMAP in the Russian Federation.

9. TIRExB recalled that the measures implemented in the Russian Federation and in Ukraine are in contradiction with provisions of the TIR Convention and called for the restoration of the proper functioning of the TIR system in both Contracting Parties. Finally, after having reached agreement on the final text of the report of its sixty-first session, the Board reiterated the request to the secretariat to publish the part of the report related to this agenda item on the TIRExB website as well as to send it to the customs administrations of the Russian Federation and Ukraine. Furthermore, it requested the secretariat to issue this excerpt as an informal document for the consideration of the Working Party on Customs Questions affecting Transport (WP.30) and the TIR Administrative Committee (AC.2).

VI. Application of specific provisions of the TIR Convention

a. Use of additional guarantees

10. The Board decided to wait for the results of the assessment by the IRU on the costs of TIR Carnets with various guarantee limits (€ 20,000, 60,000, 100,000 and 200,000) before continuing its discussions on the use of additional guarantees.

VII. Computerization of the TIR procedure

a. Current status of the eTIR Project

11. The Board took note that version 4.1 of the eTIR Reference model (ECE/TRANS/WP.30/2011/4/Rev.1) had been submitted to WP.30 for endorsement but that, due to the length and complexity of the document, it was not likely that all working languages would be available on time. The Board also took note that a summary of GE.1 activities was available in document ECE/TRANS/WP.30/2015/4 to facilitate the consideration of the eTIR Reference Model by WP.30.

Furthermore, the Board was informed about:

(a) the Italian proposal to amend the Terms of Reference (ToR) of the eTIR Pilot Project between Italy and Turkey with the aim to extend the scope of the pilot to a more general trade facilitation project;

(b) the progress in finalizing the ToR of the UNECE/IRU eTIR Pilot Project between Iran (Islamic Republic of) and Turkey and the finalization of the IT developments at IRU to allow for the management of electronic guarantees and the exchange of messages with customs administrations within the framework of this project.

b. Central database for certificates of approval

Documentation: Informal document No. 34/Rev.1 (2014)

12. TIRExB welcomed Informal document No. 34/Rev. 1 (2014), containing a revision of the proposal to integrate the central database for Certificates of Approval (CoA) into the current International TIR Data Bank (ITDB) framework. The Board took note that the document does not take into account the approval process for containers and requested the secretariat to analyse, possibly in consultation with relevant stakeholders, such as the World Customs Organization (WCO) and the Bureau International des Containers et du Transport

Intermodal (BIC) its inclusion in the next revision of the document. Furthermore, the Board requested the secretariat to include in the next revision the possibility to upload images (which are usually annexed to the paper CoA) as well as further details on the different roles competent authorities will play in respect to this database.

VIII. Adaptation of the TIR procedure to modern business, logistics and transport requirements

a. Implementation of the intermodal aspects of the TIR procedure

13. The Board was informed of the ongoing cooperation between the secretariat and IRU to facilitate the use of the TIR Carnet for intermodal transport and decided to revert to this issue at its next session.

b. Authorized consignor and consignee

Documentation: Informal document No. 2 (2015), Informal document No. 29/Rev.1 (2014)

14. TIRExB welcomed Informal document No. 2 (2015), prepared by the secretariat at the request of the Board and containing a revised proposal for a new Explanatory Note to Article 49 of the Convention. The Board adopted the proposal, as contained in informal document No.2 (2015), subject to minor modifications to the accompanying text, and requested the secretariat to transmit the amended proposal to AC.2 for further consideration.

15. TIRExB also reverted to Informal document No. 29/Rev.1 (2014) containing a revised proposal for an example of best practice on authorized consignees in the European Union (EU). The Board decided not to transmit the document to AC.2, due to the fact that further amendments to the text might be required once the ongoing work on EU legislation would have been finalized. Other TIRExB members were also encouraged to contribute to the discussions by presenting examples of best practices from their countries. The TIR secretariat explained that there was still ample time to review the text, considering that the next update of the TIR Handbook would not be published before 2016–2017.

IX. Self-evaluation

Documentation: Informal document No. 36 (2014)/Rev.1

16. TIRExB recalled that, at its fifty-third session (June 2013), it had decided, as part of its 2013-2014 programme of work, to prepare a quantitative and qualitative assessment of its achievements in relation to its mandates according to the TIR Convention and to submit a report to the TIR Administrative Committee for endorsement (ECE/TRANS/WP.30/AC2/2014/1 and ECE/TRANS/WP.30/AC.2/2013/7)

17. The Board considered Informal document No.36 (2014)/Rev.1 by the secretariat, containing a summary of main activities and achievements and including the outcome of a short self-evaluation survey among TIRExB members. The Board adopted its self-evaluation as contained in Informal document No.36 (2014)/Rev.1, subject to minor modifications, to be introduced by the secretariat, as well as the inclusion of the outcomes of the current session, in particular the adoption of a proposal to amend Article 49 with an Explanatory Note. Furthermore, the Board was of the view that, for the future, the self-evaluation document should be simpler and more action based. Finally, TIRExB requested the secretariat to transmit the amended document to AC.2 at its June 2015 session, for endorsement.

X. Problems reported by transport companies from the Republic of Moldova

Documentation: Informal document No. 37 (2014)

18. The Board noted that, due to the absence of Mr. Somka (Ukraine), no new information had become available on this agenda item since its last session, and decided to revert to this issue at its next session.

XI. Activities of the secretariat

Documentation: Informal document No. 3 (2015)

a. General activities of the secretariat

18. The Board considered Informal Document No. 3 (2015), containing proposals by the secretariat to provide access to the International TIR Database (ITDB) by means of the ITDB Web Services to various pilot projects. Taking into account that no private entities were involved in the data exchange the Board mandated the secretariat to grant access to the ITDB for the eTIR pilot project envisaged between Georgia and Turkey in the framework of the UNDA project 1213AA, similar as it had already done in 2012 for the eTIR pilot project between Italy and Turkey (See ECE/TRANS/WP.30/AC.2/2013/1, para. 10). With regard to the UNECE-IRU eTIR pilot project between Iran (Islamic Republic of) and Turkey, the Board decided that only information about those TIR Carnet holders taking part in the project could be disclosed, pending that they are duly informed. Finally, the Board was of the view that only AC.2 could grant the permission to IRU to consult ITDB so as to make the necessary alignments of the IRU's TIR Carnet holders' databases and, possibly, identify erroneous or missing data in ITDB.

19. The board was also informed about the status of preparations for a TIR Regional seminar, to be held in Dushanbe from 19-22 May 2015.

b. United Nations Development Account

20. The Board was informed about the progress in implementing the United Nations Development Account project: "Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration", and, in particular, the outcome of the first interregional Expert Group meeting for this project which took place on 8 December 2014 in Geneva².

XII. Other matters

Documentation: Informal document No. 4 (2015)

21. The Board discussed Informal Document No. 4 (2015), containing questions by Luxembourg to the secretariat related to the approval process of containers. The Board stressed that, while the technical inspection of containers is delegated to private entities in some countries, the responsibility of the certification remains with the competent authorities. The Board also confirmed that the TIR Convention does not contain any provisions on the delegation of authority of the approval process.

² The report of the meeting is available at <http://www.unece.org/fileadmin/DAM/trans/doc/themes/UNDAC2C/UNDA1213AA-08e14.pdf>

22. The Board was informed of a letter from the Bulgarian Ministry of Finance with a request for clarification of the temporary exclusion of a Bulgarian TIR Carnet holder on the territory of Turkey, due to irregularities that had occurred when conducting a common transit procedure. As the request was only made at the session, Ms. Dirlik (Turkey) asked more time to examine this issue and revert to it at the next session of the Board

23. Under this agenda item, Mr. Retelski (IRU) informed the Board that, as a consequence of the sudden change in the value of the Swiss Franc, IRU had notified TIR issuing associations that, for a period of ninety days, starting retroactively on 15 January 2015, the IRU had reduced the price of all types of TIR Carnet by 10 percent.

XIII. Restriction in the distribution of documents

24. TIRExB decided to keep the documents issued with reference to the current session, restricted.

XIV. Date and place of next session

25. TIRExB decided that, in view of the forthcoming elections at the sixtieth session of AC.2, the date and venue of the next session will be decided by the new composition of the Board³.

³ The 2015–2016 composition of the Board later decided to conduct the sixty–third session on 8 and 9 April 2015 in Geneva.