



Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Sixty-ninth session

Geneva, 7 February 2019

**Report of the Administrative Committee for the
 TIR Convention 1975 on its sixty-ninth session**
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I. Attendance

1. The Committee (AC.2) held its sixty-ninth session on 7 February 2019 in Geneva.
2. The session was attended by representatives of the following countries: Afghanistan, Albania, Algeria, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Chile, China, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Indonesia, Iran (Islamic Republic of), Ireland, Italy, Kazakhstan, Kuwait, Kyrgyzstan, Latvia, Lebanon, Lithuania, Montenegro, Netherlands, Poland, Portugal, Qatar, Republic of Moldova, Romania, Russian Federation, Serbia, Slovenia, Spain, Sweden, Switzerland, Syrian Arab Republic, Tajikistan, Tunisia, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, Uruguay, Uzbekistan. Representatives of the European Union were also present.
3. The following intergovernmental organization was represented as observer: Eurasian Economic Commission (EEC)
4. The following non-governmental organization was represented as an observer: International Road Transport Union (IRU).
5. The Committee noted that the required quorum for the purposes of taking decisions — of at least one-third of the States which are contracting parties (according to Annex 8, Article 6 of the Convention) — was attained.

II. Adoption of the agenda (agenda item 1)

6. The Committee adopted the agenda of the session (ECE/TRANS/WP.30/AC.2/140) and noted the availability of additional informal documents.

III. Election of officers (agenda item 2)

7. In accordance with the Committee's rules of procedure and established practice, the Committee elected Ms. Vibeke Raun Bøg (Denmark) as Chair for its sessions in 2019. The position of Vice-Chair remaining vacant, delegations were invited to nominate a candidate for election at the next session of the Committee.

IV. Status of the TIR Convention, 1975 (agenda item 3)

8. The Committee was informed about changes in the status of the TIR Convention, 1975 and the number of contracting parties. In this context, the Committee took note that the Secretary-General of the United Nations, acting in his capacity as depositary, issued the following depositary notifications: (a) C.N.543.2018.TREATIES-XI.A.16 of 31 October 2018, informing of the accession of Argentina to the TIR Convention on 31 October 2018. The TIR Convention will enter into force for Argentina on 30 April 2019; (b) C.N.556.2018.TREATIES-XI.A.16 of 9 November 2018, informing of the entry into force on 3 February 2019 of amendments to Article 1 (q), Article 3, paragraph (b), Article 6, paragraph 2, Article 11, paragraph 3 and Article 38, paragraph 1 of the TIR Convention; (c) C.N.557.2018.TREATIES-XI.A.16 of 9 November 2018, informing of an objection by Kazakhstan to a proposal to amend Article 2 of the TIR Convention. As a consequence of this objection, the said amendment proposal shall be deemed not to have been accepted and shall have no effect whatsoever, as stipulated by Article 59, paragraph 4; (d) C.N.573.2018.TREATIES-XI.A.16 of 6 December 2018, informing of the accession of Oman to the TIR Convention on 29 November 2018. The TIR Convention will enter into

force for Oman on 29 May 2019. With the accession of Oman, the TIR Convention will have seventy-six contracting parties. More detailed information on this issue as well as on depositary notifications is available on the TIR website.¹

V. Activities and administration of the TIR Executive Board (agenda item 4)

A. Activities of the TIR Executive Board

1. Report by the Chair of the TIR Executive Board

9. The Committee endorsed the reports of the TIR Executive Board (TIRExB) at its seventy-seventh (June 2018) and seventy-eighth (October 2018) sessions (ECE/TRANS/WP.30/2019/1 and ECE/TRANS/WP.30/AC.2/2019/2). In addition, the Committee was orally briefed by the Chair of TIRExB about the major considerations and decisions taken at its seventy-ninth (December 2018) and eightieth (February 2019) sessions.

10. At its seventy-ninth session (December 2018), TIRExB concluded its consideration of the data requirements for the new module of the International TIR Data Bank (ITDB) on customs offices and requested the secretariat to submit the data requirements to AC.2. The Board also concluded that it would be appropriate to consider an Explanatory Note to Article 45 to include data submission to the ITDB on customs offices once the work on the module was completed. In this connection, the Board reminded, once again, all contracting parties of their obligation under Article 45 to publish and update the list of customs offices available for the TIR procedure.

11. With regard to concerns by IRU about the use of ITDB, TIRExB drew attention to the fact that its amendment proposals were aimed at eliminating the paper-based submission of the data requirements of Annex 9, Part II, paras. 4 and 5 and Article 38, para. 2 and at keeping the data in the ITDB up-to-date. The problems raised by IRU were caused when not all contracting parties respect their obligations under Annex 9, Part II on the submission of the Model Authorization Form (MAF) and the annual lists. The Board also noted the progress achieved using the ITDB following various awareness-raising activities. The Board concluded that, as part of the computerization of the TIR system, the ITDB should be kept as a database with data entry by the contracting parties, hence not relying on external sources of information. On the verification of the status of TIR Carnet holders during a TIR transport, the Board was of the view that customs authorities should take alternative proof of authorization provided by transporters into account. Finally, the Board decided to continue encouraging the use of ITDB and to sustain efforts to solve the implementation problems.

12. On the proposal of IRU to amend Explanatory Note 0.38.2, the Board pointed out that the availability of information on exclusions was already contained in previous versions of the ITDB. The Board further indicated that the provision of Article 38, para. 1 was clear in stating that a decision on exclusion was applicable in the territory of the contracting party where a serious offence against the customs laws and regulations was committed. Furthermore, despite the availability of this information in previous versions of the ITDB, no incident identified due to the improper application of this provision had ever been brought to its attention. Thus, the Board did not see any reason for concerns that

¹ www.unece.org/tir/tir-depositary_notification.html.

contracting parties would use this information to block transporters from entering their territory.

13. In terms of sharing the information on exclusions with other contracting parties, the Board clarified that Article 38, para. 2 related to the obligation for notification by the contracting party taking a decision, whereas TIRExB shared this information with other contracting parties according to its mandate to coordinate the exchange of information and intelligence among competent authorities, in line with Annex 8, Article 10 and its mandate to establish the ITDB to provide all contracting parties with information on holders, including excluded operators, in line with its Terms of Reference. The Board underlined the value of this information for the customs authorities for risk-assessment and countering violations in the TIR system. With regard to keeping data on exclusions up-to-date, the Board reiterated its invitation to contracting parties to put every effort to update the data in the ITDB.

14. The Board considered the practical aspects of the decision by the Committee at its October 2018 session to grant IRU access to the ITDB. The Board stated that, to be able to decide on the issue, it was necessary to clarify the scope and conditions of access by IRU. The Board was of the view that, when assessing the scope of such access, it should be taken into account that the international organization is not part of the authorization process as stipulated by Annex 9, Part II. In addition, the Board concluded that any access should be accompanied by a responsibility to take steps to contribute to establishing the accuracy of the data in the ITDB. The Board requested the secretariat to submit the issue to the Committee for clarification about the technical aspects of the issue before taking any further steps.

15. The Board took note of a pilot intermodal transport between the Czech Republic and the United Arab Emirates. The Board also requested the secretariat to conduct a comprehensive study on the various aspects of the intermodal use of the TIR procedure in the course of 2019.

16. The Board continued its consideration of whether and to what extent it would be possible to include provisions on the relation between the international organization and its national associations in the text of the TIR Convention. The Board reiterated its conclusions to draft a best practice or guiding principles and an early warning mechanism to provide guidance to the international organization and the associations in dealing with situations that may have an impact on the functioning of the guarantee system. The Board also clarified that, at all times, the international organization and the associations should have a cooperative relationship and in case a problem with an impact on the functioning of the guarantee system emerges, TIRExB and other TIR bodies should be immediately informed.

17. The representative of the European Commission at the sixty-eighth session of the Committee had proposed to explore the possibility of inviting external experts from the audit services of the customs administrations of TIRExB members to support the Board in further assessing the IRU external audit report — to which various members of the Board stated that, due to the resource-consuming nature of such an activity, it would be difficult for them to make such a request or to engage their audit services in this activity. The Board was also of the view that it seemed more appropriate to make such a request on behalf of the Committee, as Board members act in their own capacity, not representing a particular contracting party.

18. The Board noted the results of the 2018 TIR Carnet prices survey and requested the secretariat to transmit the prices and the analysis to the Committee. The Board also decided to launch the 2019 TIR Carnet prices survey.

19. The Board completed its consideration of the request from the Russian Federation to clarify the application of article 7 of the convention. The Board concluded that the meaning

of the article was clear in that the provision explicitly stipulates that TIR Carnet forms shall not be subjected to import and export duties and taxes and be free of other import and export prohibitions and restrictions and that, thus, there was no need to adjust or amend the provision. The Board was also of the view that the term “TIR Carnet form” in article 7 refers to the TIR Carnet sent to associations by IRU, including all components of its price, meaning not only the TIR Carnet as paper. The majority of the Board confirmed that TIR Carnet forms within the meaning of article 7, sent by IRU to national associations, covered all components such as guarantee, insurance, etc.

20. TIRExB took note of a presentation from the Gender Focal Points of the United Nations Office in Geneva about Sustainable Development Goal 5 on gender equality, United Nations gender policy and the activities to increase the representation of women at all levels, and to achieve gender equality. The Board emphasized the importance of having more women specialized in TIR to improve the gender balance in TIR activities. The Board decided to consider gender in its activities and especially supporting the specialization of women in TIR. The Board recommended that, in particular, newly acceded countries would take the gender dimension into account in training programmes and while allocating staff to TIR departments. IRU informed the Board that it considered gender equality as a priority and that it had almost achieved a 50:50 ratio among its own staff. IRU also pursued the policy for the transport industry and that it was encouraging women as drivers.

21. The Board at its eightieth session (February 2019), engaged in concluding activities of its current term of office. The Board finalized a document, summarized its findings on the possibility to include provisions on the relation between the international organization and its national associations in the text of the TIR Convention for further consideration of the next composition of the Board, studied issues about the intermodal use of the TIR procedure and noted that an online survey of TIR Carnet prices had been launched, with a deadline of 1 March 2019 for replies. TIRExB finalized its self-evaluation and transferred the findings to AC.2, which took note thereof (see Informal document WP.30/AC.2 (2019) No. 4).

22. Under this agenda item, the Committee also took note of Informal document WP.30/AC.2 (2019) No. 6 by IRU containing the statistics for the distribution of TIR Carnets to national associations for the years 2001–2018.

2. Election of members of TIR Executive Board

23. The Committee recalled that, at its previous session, it had mandated the ECE secretariat to solicit candidates for TIRExB membership for the term 2019–2020 by early November 2018, to close the list of candidates on 14 December 2018 and, on the next working day, 17 December 2018, to issue the official list of candidates for distribution to all contracting parties (see ECE/TRANS/WP.30/AC.2/139, para. 27). The procedures for the nomination and election were contained in Informal document WP.30/AC.2 (2019) No. 1. The Committee noted that the secretariat had proceeded accordingly and that the names of the candidates had been circulated by the secretariat on 17 December 2018 (Informal document WP.30/AC.2 (2019) No. 2 – restricted).

24. In accordance with the approved election procedure and on the basis of the list of nominated candidates, the Committee proceeded with a secret ballot. The following results were obtained and confirmed by the TIR Secretary:

Registered votes:

Valid votes: 52

Invalid votes: 0

Blank votes: 1

25. The following nine persons, who obtained a majority of votes of the contracting parties present and voting, were elected as members of TIRExB for a term of office of two years (in English alphabetical order of their last names):

Mr. Sergey AMELYANOVICH (Russian Federation)

Mr. Mostafa AYATI (Islamic Republic of Iran)

Mr. Marco CIAMPI (Italy)

Ms. Didem DIRLIK SONGÜR (Turkey)

Mr. Pierre-Jean LABORIE (European Commission)

Mr. Hugo Richard MAYER (Austria)

Mr. Sergiy SOMKA (Ukraine)

Ms. Elisaveta TAKOVA (Bulgaria)

Mr. Farid VALIYEV (Azerbaijan)

26. The Committee recalled that the members of TIRExB were elected in their personal capacity, mandated to work towards the sustainability of the TIR procedure. The Committee also stressed that the respective Governments should finance the work of their members of TIRExB (Explanatory Note 8.13.1–2 of the convention) and should ensure their participation in all sessions of the Board.

3. International databases and electronic tools managed by the TIR secretariat

27. The Committee was informed about developments related to the ITDB. The Committee took note that the ITDB module on customs offices had been completed, but that for now, TIRExB had decided to restrict access to customs only, until certain noted discrepancies between various data sources had been resolved.

4. Survey on customs claims

28. The Committee considered the consolidated results of the survey on the status of customs claims in all TIR contracting parties for the years 2013–2016, as contained in document ECE/TRANS/WP.30/AC.2/2019/3. In this context, the Committee recalled that, for every claims survey, TIRExB is obliged to instruct the TIR secretariat to send numerous reminders to obtain replies and that, despite these reminders, still not all contracting parties feel compelled to respond. Consequently, the Committee urged contracting parties, once more, to respond timely to future claims surveys to ensure their relevance as a supervisory tool for TIRExB.

5. National and regional TIR workshops and seminars

29. The Committee was informed that no TIR workshops and seminars had been conducted or were planned. Contracting or interested parties were invited to contact the TIR secretariat if interested in organizing any TIR-related event.

B. Administration of the TIR Executive Board and the TIR secretariat

1. Status report on the accounts for the year 2018

30. In accordance with Annex 8, Article 11, paragraph 4 of the convention, TIRExB shall submit audited accounts to the Committee at least once a year or at the request of the Committee. The Committee was informed that the competent Finance Services of the United Nations were not able to formally finalize the accounts for 2018 by February 2019

and that, therefore, the report on the complete and final accounts would be transmitted, as in the past, to the next session of the Committee for formal approval. The Committee was further informed that a preliminary review of the accounts of TIRExB by the competent services of ECE had demonstrated that its reserves were sufficient to close its accounts for 2018.

31. Under this agenda item, the Committee was also informed by the secretariat that the audit of the accounts of TIRExB and the TIR secretariat by the United Nations Office of Internal Oversight Services (OIOS), as requested by the Committee its sixty-fourth session, was pending finalization. The Committee requested the secretariat to submit the audit report, once available, as an official document for consideration of the Committee, possibly at its next session.

2. Procedure for financing the operation of the TIR Executive Board and TIR secretariat

32. The Committee recalled that, at its previous session, it approved the budget and cost plan for the operation of TIRExB and the TIR secretariat for the year 2019 (ECE/TRANS/WP.30/AC.2/139, para. 34). The Committee was informed about the transfer of the required funds for the year 2019 by the International Road Transport Union (IRU) to the TIR Trust Fund. The Committee also approved, at that session, the amount per TIR Carnet (\$ 1.23 (rounded), see ECE/TRANS/WP.30/AC.2/139, para. 39).

33. The Committee took note of the information in Informal document WP.30/AC.2 (2019) No. 3 that IRU, in order to support the transport sector, would continue charging Swf 0.88 per TIR Carnet. The Committee further took note that IRU will cover the difference between the amount the Committee had approved at its sixty-eight session and the amount of Swf 0.88 which IRU decided to charge per TIR Carnet and that this would, therefore, have no consequences for the financing of the operation of TIRExB and the TIR secretariat.

34. The Committee was also informed that, in line with the procedure for the collection and transfer of the amount per TIR Carnet to finance the operation of the TIRExB and the TIR secretariat (ECE/TRANS/WP.30/AC.2/89, para. 38 and Annex II), on 14 January 2019, the external auditor of IRU had produced an audit certificate reflecting the amount transferred by IRU and the amount actually invoiced by IRU when distributing TIR Carnets in the year 2018. From the letter by IRU, reproduced in Informal document WP.30/AC.2 (2019) No. 5, the Committee noted that, for the year 2018, there was a total deficit (i.e. less was received than initially transferred) of SwF 95,282.01, due to the lower number of TIR Carnets distributed in 2018 than had originally been forecasted. The Committee also took note that IRU proposed that the deficit be recorder in its accounts and subsequently adjusted in line with Article 12 (b) of the ECE- IRU Agreement.

35. Noting that the accumulated deficit for the years 2015-2018 had reached SwF 649,092.61, various delegations raised concerns with regard to the long-term sustainability of accumulating deficits and questioned whether a slight increase of the amount per TIR Carnet would constitute a noticeable increase in overall transport costs. Representatives from the private sector replied by stating that the transport market was under so much financial pressure from all sides, that, actually, every cent counted. The delegation of the Russian Federation reiterated that, if IRU would provide the composition of the price of a TIR Carnet, the Committee could independently establish the impact of an increase of the amount per TIR Carnet on the final price per TIR Carnet. Against this background, IRU and the delegation of Ukraine, reminded the Committee that the financing of the operation of TIRExB and the TIR secretariat through an amount per TIR Carnet, collected by IRU, had been intended as a temporary measure pending the availability of financing from the United Nations regular budget.

36. Bearing all this in mind, the Committee decided to accept the proposal by IRU that the 2018 deficit be recorded in its accounts, while underlining that the decision on the recording of the deficits in the IRU accounts for subsequent adjustment was taken on the basis of the explicit proposal from IRU, and that, under no circumstances, it could lead to any responsibility for the Committee or the ECE secretariat. Additionally, further to a request from the Russian Federation for access to the audit certificate, the secretariat stated that it would consult with relevant United Nations services to provide the audit certificate to contracting parties.

VI. Authorization for printing and distributing TIR Carnets and the organizing and functioning of the guarantee system (agenda item 5)

37. In accordance with the provisions of Article 6.2 bis, Annex 8, Article 10 (b) and Explanatory Notes 0.6.2 bis-2 and 8.10 (b), the Committee authorized IRU to organize the functioning of an international guarantee system and to centrally print and distribute TIR Carnets for the period 2020–2022 inclusive.

VII. Authorization for concluding an agreement between the United Nations Economic Commission for Europe (ECE) and the International Road Transport Union (IRU) (agenda item 6)

38. The Committee, recalling that the present ECE–IRU Agreement (ECE/TRANS/WP.30/AC.2/2016/3) expires at the end of 2019, took note of the new draft agreement, as contained in Informal document WP.30/AC.2 (2019) No. 7, which replaces document ECE/TRANS/WP.30/AC.2/2019/4. The Committee was informed that the agreement was still under review, due, inter alia, to the need for a new Annex dealing with the audit of the records and accounts pertaining to the organization and functioning of an international guarantee system and the printing and distribution of TIR Carnets, as required by new Annex 9, Part III, Article 2 (q). The Committee understood that as a consequence of the ongoing consultations (both internal and between the two parties), nothing in the presented draft should be considered as final. Having taken note of this document, the Committee decided to agree on a preliminary mandate so that the secretariat could conclude the new agreement with a view to continue financing the operation of TIRExB and the TIR secretariat as of the year 2020, subject to official confirmation at its October 2019 session.

VIII. Revision of the Convention (agenda item 7)

A. Amendment proposals to the Convention with regard to the maximum level of guarantee per TIR Carnet

39. The Committee reconfirmed that it would only revert to this issue once the findings of the Working Party would be available (ECE/TRANS/WP.30/AC.2/139, paras. 43 and 44).

B. Amendment proposals to the Convention transmitted by the Working Party

40. The Committee recalled that, at its sixty-sixth session (October 2017), it had considered document ECE/TRANS/WP.30/AC.2/2017/6, transmitted by TIRExB on a revised proposal for a new Explanatory Note to Article 49 of the convention, so as to widen the scope of greater facilities that contracting parties may grant to transport operators, in particular, but not limited to, authorized consignor and consignee. The Committee noted that the Explanatory Note was designed to allow those contracting parties that so wish, to provide certain facilities that would be subject to stringent and extensive additional conditions and requirements. Unable to make any progress, the Committee decided to request WP.30 to assess the proposal and see if further improvements could be made (ECE/TRANS/WP.30/AC.2/135, paras. 38–40).

41. The Committee was informed that the Working Party, at its 150th session (October 2018), in the absence of any comments from contracting parties, noted the continued interest of several countries to grant operators greater facilities in accordance with Article 49 of the convention, expressing their support for the proposal by TIRExB for a new Explanatory Note to Article 49 to that end. Thus, the Working Party decided to submit the proposal to AC.2 for consideration and, possibly, adoption at its current session. The Working Party encouraged contracting parties, which are not interested in the application of these facilities, to not block the adoption process, as they are not obliged to introduce such facilities on their territories if they do not wish so (ECE/TRANS/WP.30/300, para. 24).

42. The Committee considered document ECE/TRANS/WP.30/AC.2/2019/5, containing proposals to amend Article 49 of the convention with a new Explanatory Note as transmitted by the Working Party. Various delegations reiterated their support for the amendment proposals, whereas the delegation of the Russian Federation raised its concern with regard to the controls to be performed by the customs office of departure. The delegation of Azerbaijan supported, in principle, the proposal and was of the view that the second sentence should be reformulated in a less stringent way, to allow contracting parties more flexibility when imposing national conditions and requirements. In the absence of consensus, the Committee decided to revert to the issue at its October 2019 session, with a view to either adopt or reject the proposal entirely.

C. Amendment proposals to the Convention prepared by the TIR Executive Board

43. The Committee recalled that at its previous session, it had started consideration of proposals by TIRExB which introduce the mandatory submission of data to the ITDB, contained in document ECE/TRANS/WP.30/AC.2/2018/12. In the context of its discussions, the Committee also took note of Informal document WP.30/AC.2 (2018) No. 7 by IRU that contains its proposals to amend the TIRExB proposals. IRU requested that its amendment proposals be incorporated in the amendment proposals drafted by TIRExB. IRU further requested access to the ITDB so that it could also contribute to its proper application. The Committee concluded that there would be merit in further consideration of the problems encountered during the TIR procedure and requested TIRExB to consider the issue and report its findings to the next session of the Committee, and also have the issue tabled at the forthcoming session of WP.30. Moreover, the Committee requested the secretariat to grant IRU access to the ITDB. Against this background of discussions, the Committee called upon all contracting parties to fulfil their legal obligation to transmit the particulars of each authorized person (or whose authorization has been withdrawn) to

TIRExB, pursuant to the provisions of Annex 9, Part II, article 4 ECE/TRANS/WP.30/AC.2/139, paras. 47–51).

44. The Committee continued its consideration of the proposals drafted by TIRExB. Various delegations expressed their support and readiness to accept the amendment proposals. The delegation of Uzbekistan invited the Committee to consider the amendment proposals submitted by IRU as well. In that context, the Committee recalled the findings of TIRExB at its seventy-ninth^h session as elaborated by the Chair of TIRExB in her oral report. Due to lack of time, the Committee decided reverting to the issue at its October session and recommended IRU to revisit the TIRExB assessment before deciding whether or not to submit its proposals in an official document, if it wishes them to be considered by the Committee.

45. The Committee took note of Informal document WP.30/AC.2 (2019) No. 2 by the secretariat on granting IRU access to the ITDB. The Committee decided, provisionally, to adopt options A (ITDB-IRU databases comparison) and C (ITDB Web Service connection), on the understanding that the Committee would be provided with a full report of the progress achieved, highlighting, if required, any unwanted exposure of the data contained in the ITDB.

D. Accepted amendment proposals to the Convention pending formal adoption

46. Due to a lack of time, the Committee decided to revert to this issue at its June 2019 session.

E. Recommendation to Annex 3 on a code system to report defect remarks in the certificate of approval

47. Due to a lack of time, the Committee decided to revert to this issue at its October 2019 session. In the meantime, the Committee, once more invited delegations to conduct national consultations so as they could share their experiences with the Committee, in order for it to make a balanced decision on how to further pursue the issue.

IX. Phase III of the TIR revision process – Computerization of the TIR procedure (agenda item 8)

48. Due to time constraints, the Committee agreed to refer to the relevant paragraphs of the report of WP.30 at its 151st session for information on developments in the computerization of the TIR procedure (ECE/TRANS/WP.30/30, paras. 11–15).

49. Against the background of progress made by the Working Party in finalizing and adopting the text of draft Annex 11 of the convention, the Committee started considerations of document ECE/TRANS/WP.30/2019/3-ECE/TRANS/WP.30/AC.2/2019/7, containing the required amendments to introduce eTIR in the legal text of the TIR Convention, 1975. It also took note of Informal document WP.30/AC.2 (2019) No. 8, containing editorial amendments made to the text of Annex 11 by the Working Party.

50. In its introductory statement the delegation of the Russian Federation stated that “the Russian Federation supports the efforts of the contracting parties, as well as the ECE secretariat, to speed up the computerization of the TIR procedure. This will speed up and simplify border crossing procedures and will contribute to the development of trade. We believe that this should ensure the safety and effectiveness of the eTIR procedure. As you

know, more than a third of all traffic using TIR Carnets is in one way or another connected with the Russian Federation. Therefore, the issue of safety, reliability and transparency of the application of the TIR Convention is extremely sensitive for us, we bear significant risks associated with its application. Since 2014, the Russian side has been carrying out consistent work to improve the provisions of the TIR Convention and to make appropriate proposals for its refinement. The Russian Federation has extensive experience in the implementation of electronic technologies. To date, the national customs transit procedure for goods has been fully computerized. The Federal Customs Service of the Russian Federation has a number of comments on the text of the proposed amendments to the TIR Convention and draft Annex 11. It is necessary to refine the issues of information security, ensuring authentication, integrity and immutability of the transmitted data. It is advisable to provide format, composition and structure of data that would be sufficient for effective customs control, would allow ensuring their automatic processing and checking for risks. The fallback procedure should be clearly defined, which regulates the procedure for actions of both carriers and customs authorities in the event of computer failures and emergency situations. In this regard, we believe that the draft requires revision and its approval at the current session is premature. In accordance with the internal procedures, comments and proposals to draft Annex 11 to the TIR Convention will be prepared and sent to ECE for consideration by Contracting Parties.”

51. In its intervention, the delegation of the European Union, supported by the delegations of the Czech Republic and the Netherlands, stated being in a position to signal agreement with the text of Annex 11, pending confirmation by means of a formal decision, once a final text would be available. The delegation of Turkey expressed full support for Annex 11, calling upon contracting parties to agree to start with the computerized TIR procedure without further delay. The delegation of Iran (Islamic Republic of), Ukraine and Uzbekistan supported this statement.

52. On behalf of ECE, Mr. Li, Director of the Sustainable Transport Division, reminded the delegation of the Russian Federation of the numerous activities undertaken to fully engage the Federal Customs Service in the drafting process of both the legal amendments as well as the technical specifications, underlining that further delay would jeopardize the existence of the TIR transit system, also, but not limited to, in the countries that recently acceded or are in the process of acceding to the TIR Convention, as they do not wish to set up a paper-based TIR system. He assured the delegation of the Russian Federation that any technical question or impediment could be addressed at a later stage.

53. In conclusion, the Committee agreed that, before organizing the extraordinary session of AC.2 in June 2019, the experts from the Russian Federation and the secretariat should hold (Friends of the Chair) consultations to mainly provide clarifications and explanations on the concerns of the Russian Federation. If, after those consultations, the delegation of the Russian Federation would still believe that the text of Annex 11 should be amended to reflect their concerns, they agreed to provide by 10 April 2019, in Russian and English, concrete amendment proposals to Annex 11 with appropriate explanations. If, however following consultations, the Russian Federation would agree to adopt Annex 11 as it currently stands in document ECE/TRANS/WP.30/2019/3-ECE/TRANS/WP.30/AC.2/2019/7, as amended by the Working Party at its 151st session, and without any further changes, then the secretariat would be requested to submit the final text to the European Union and other contracting parties for finalization of their internal procedures and organize an extraordinary meeting of AC.2 in June 2019, for possible adoption of Annex 11.

54. The Committee mandated the secretariat to convene an extraordinary session of AC.2 on 13 June 2019 to make the necessary arrangements, including the preparation of pre-, in- and post-session documents, to facilitate the due conduct of the session. The

agenda of the session should be limited to discussions on Annex 11 and accepted amendment proposals pending formal adoption.

X. Best practices (agenda item 9)

Example agreement

55. Due to a lack of time, the Committee decided to revert to this issue at its October 2019 session.

XI. Other business (agenda item 10)

A. IRU external audit report and related matters

56. Due to a lack of time, the Committee decided to revert to this issue at its October 2019 session.

B. Date of next session

57. The Committee decided that its seventieth session would take place on 13 June 2019.

C. Restriction on the distribution of documents

58. The Committee decided to maintain the restriction on the distribution of Informal document WP.30/AC.2 (2019) No. 2, issued in connection with its current session.

D. List of decisions

59. The Committee recalled that a list of decisions will be attached to the final report.

XII. Adoption of the report (agenda item 11)

60. In accordance with Annex 8, Article 7 of the convention, the Committee adopted the report of its sixty-ninth session on the basis of a draft prepared by the secretariat. During the adoption of the report, the French and Russian speaking delegations deplored that the report was not available in all three official languages and underscored the importance of ensuring that the report be made available in all three working languages in advance of its next session.

Annex I

[Original: Russian only]

Statement of the Russian Federation on Annex 11

Российская Федерация поддерживает усилия Договаривающихся сторон, а также секретариата ЕЭК ООН, направленные на скорейшую компьютеризацию процедуры МДП. Это позволит ускорить и упростить процедуры пересечения границ, будет способствовать развитию торговли.

Считаем, что при этом должна быть обеспечена безопасность и эффективность процедуры eTIR.

Как известно, более трети всех перевозок с применением Книжек МДП так или иначе связаны с Российской Федерацией. Поэтому вопрос безопасности, надежности и транспарентности применения Конвенции МДП является для нас крайне чувствительным, мы несем существенные риски, связанные с ее применением. Российская сторона с 2014 года проводит последовательную работу по улучшению положений Конвенции МДП, внося соответствующие предложения по ее доработке.

У Российской Федерации есть большой опыт внедрения электронных технологий. На текущий момент полностью компьютеризирована национальная процедура таможенного транзита товаров.

У Федеральной таможенной службы Российской Федерации есть ряд замечаний к тексту предлагаемых поправок к Конвенции МДП и проекта Приложения 11. Необходимо доработать вопросы информационной безопасности, обеспечения аутентификации, целостности и неизменности передаваемых данных. Целесообразно обеспечить такой формат, состав и структуру данных, которые были бы достаточны для эффективного таможенного контроля, позволяли бы обеспечивать их автоматическую обработку, проверку на риски. Должна быть четко определена резервная процедура, регламентирующая порядок действий, как перевозчиков, так и таможенных органов при возникновении компьютерных сбоев и нештатных ситуаций.

В этой связи считаем, что проект приложения требует доработки и утверждение его на текущей сессии преждевременно.

В соответствии с внутренними процедурами будут подготовлены и направлены в ЕЭК ООН замечания и предложения к проекту приложения 11 к конвенции МДП для их рассмотрения Договаривающимися сторонами.

(Unofficial translation by the secretariat)

The Russian Federation supports the efforts of the Contracting Parties, as well as the UNECE secretariat, to speed up the computerization of the TIR procedure. This will speed up and simplify border crossing procedures, will contribute to the development of trade.

We believe that this should ensure the safety and effectiveness of the eTIR procedure.

As you know, more than a third of all traffic using TIR Carnets is in one way or another connected with the Russian Federation. Therefore, the issue of safety, reliability and transparency of the application of the TIR Convention is extremely sensitive for us, we bear the significant risks associated with its application. Since 2014, the Russian side has been carrying out consistent work to improve the provisions of the TIR Convention, making appropriate proposals for its refinement.

The Russian Federation has extensive experience in the implementation of electronic technologies. To date, the national customs transit procedure for goods has been fully computerized.

The Federal Customs Service of the Russian Federation has a number of comments on the text of the proposed amendments to the TIR Convention and the draft Annex 11. It is necessary to refine the issues of information security, ensuring authentication, integrity and immutability of the transmitted data. It is advisable to provide such a format, composition and structure of data that would be sufficient for effective customs control, would allow to ensure their automatic processing, checking for risks. The standby procedure should be clearly defined, which regulates the procedure for actions of both carriers and customs authorities in the event of computer failures and emergency situations.

In this regard, we believe that the draft of the application requires revision and its approval at the current session is premature.

In accordance with the internal procedures, comments and proposals to the draft Annex 11 to the TIR Convention will be prepared and sent to the ECE for consideration by the Contracting Parties.

Annex II

List of decisions taken at the sixty-ninth session of the Administrative Committee

<i>Reference in final report (para.)</i>	<i>Short description of decision</i>	<i>Actor</i>	<i>Deadline</i>
9	Decision to endorse TIRExB reports at its seventy-seventh and seventy-eighth sessions	Committee	
26	Election of 9 members of TIRExB for its 2019–2020 term of office	Committee	
28	Decision to urge contracting parties to respond timely to future claims surveys	Committee	p.m.
31	Decision to request secretariat to issue OIOS report as official document	secretariat	p.m.
36	Decision that IRU record 2018 deficit in its books	IRU	
36	Request to get access to the 2018 audit certificate	secretariat	8 August 2019
37	Decision to authorize IRU for the years 2020–2022	Committee	
38	Decision to provide preliminary mandate to secretariat to renew ECE/IRU agreement for 2020-2022	secretariat	8 August 2019
42	Decision to revert to Article 49 discussion in October 2019	secretariat	25 July 2019
44	Decision to revert to the ITDB amendment proposals in October 2019	secretariat	25 July 2019
44	Recommendation to IRU to issue its proposals as official document	IRU	8 August 2019
45	Decision to provisionally adopt options A and C to grant IRU access to the ITDB.	secretariat	a.s.a.p.
45	Request secretariat to report on progress	secretariat	8 August 2019
46	Decision to revert to accepted amendment proposals pending formal adoption	secretariat	21 March 2019
47	Decision to revert to Annex 3	secretariat	25 July 2019
53	Submit proposals to the Committee on Annex 11 -if any	Russian delegation	10 April 2019
53	Issue revision of ECE/TRANS/WP.30/2019/3-ECE/TRANS/WP.30/AC.2/2019/7	secretariat	4 April 2019
54	Organize seventieth session of AC.2	secretariat	21 March 2019 – agenda 4 April 2019 – documents
56	Revert to IRU external audit report in October 2019	secretariat	25 July 2019