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Working Party on Customs Questions affecting Transport

**REPORT OF THE WORKING PARTY ON CUSTOMS QUESTIONS AFFECTING
TRANSPORT ON ITS ONE-HUNDRED-AND-NINETEENTH SESSION
(2 – 5 June 2008)**

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I. ATTENDANCE

1. The Working Party held its one-hundred-and-nineteenth session from 2 to 5 June 2008 in Geneva. The session was attended by representatives of the following countries: Austria; Azerbaijan; Belarus; Belgium; Bulgaria; Croatia; Czech Republic; Estonia; Finland; France; Germany; Greece; Hungary; Kazakhstan; Kyrgyzstan; Latvia; Lithuania; Moldova; Netherlands; Norway; Poland; Romania; Russian Federation; Serbia; Slovakia; Slovenia; Spain; Sweden; Tajikistan; Turkey; Ukraine; United Kingdom of Great Britain and Northern Ireland; Uzbekistan. Representatives of the European Community (EC) were also present. The United Nations Conference on Trade and Development (UNCTAD) was represented. The following intergovernmental organizations were represented: the Organization for Cooperation between Railways (OSJD) and the Intergovernmental Organization for International Carriage by Rail (OTIF). The following non-governmental organizations were represented: the International Organization for Standardization (ISO); the International Road Transport Union (IRU) and the International Touring Alliance (AIT & FIA). An observer from the Institute of Electrical and Electronics Engineering (IEEE) was also present at the session.

2. In her opening statement, Ms. Eva Molnar, Director of the UNECE Transport Division, briefed the Working Party on the recent reorganization of the Division which had been undertaken with a view to improving its efficiency and responsiveness when dealing with the global challenges in the field of transport. In particular, she informed that the Working Party would now be serviced by the newly created Section of Transport Economics and Facilitation and that Mr. Konstantin Glukhenkiy, a staff member of the TIR secretariat, had been appointed Secretary to the Working Party. She also highlighted the importance of the agenda item on the TIR guarantee level and thanked the IRU and international insurers for having provided feasibility study on this issue.

II. ADOPTION OF THE AGENDA (Agenda item 1)

Documentation: ECE/TRANS/WP.30/237

3. The Working Party adopted the provisional agenda, prepared by the secretariat (ECE/TRANS/WP.30/237), with the addition of the following issue under agenda item 11 "Other business": "Programme of work for 2008 to 2012: country reports".

III. ACTIVITIES OF UNECE BODIES AND OTHER UNITED NATIONS ORGANIZATIONS OF INTEREST TO THE WORKING PARTY (Agenda item 2)

4. The Working Party was informed about the results of the seventieth session of the Inland Transport Committee (ITC) which took place on 19-21 February 2008. In particular, the Working Party took note of the request of the ITC to look into security-related issues with regard to its fields of competence. The Working Party decided to revert to this request at its next session and requested the secretariat to prepare a document outlining a strategy how to address the issues at hand. The Working Party was also informed of the mid-term review of the Almaty program of action addressing the transport needs of landlocked developing countries (LLDC) which would take place on 2 and 3 October 2008 at the United Nations Headquarters in New York.

5. The Working Party took note that on 27 May 2008 seven countries had signed a new Protocol to the CMR Convention which would ease international road freight by allowing the use of electronic consignment notes. The protocol sets out the legal framework and standards for using electronic means of recording and storing consignment note data, making information transfer faster and more efficient than with paper-based systems. The so-called e-CMR falls within the scope of similar efforts by Contracting Parties and the UNECE secretariat, such as eTIR and the digital tachograph, to implement e-governance in transport.

IV. ACTIVITIES OF OTHER ORGANIZATIONS AND COUNTRIES OF INTEREST TO THE WORKING PARTY (Agenda item 3)

6. In the absence of a representative of the World Customs Organization (WCO), the secretariat informed the Working Party that on 4 and 5 March 2008 the fourth meeting of the Management Committee on the Revised Kyoto Convention had taken place, in which the secretariat had participated as an observer. In particular, the secretariat followed with interest the discussions on the implementation of the Safe Framework of Standards (FoS) within the context of the Revised Kyoto Convention. The full report of the session is available at the WCO website (members only).

7. The European Commission (DG TAXUD), on behalf of the European Community, informed the Working Party that an amendment to its Customs legislation would make it mandatory for operators to have an EORI number as from 1 July 2009. EORI stands for Economic Operators Registration and Identification. An EORI number will be assigned by a Member State Customs or other designated authority and is valid in all other Member States. Economic operators, who are not established in the Community, shall be registered by the Member State where they first lodge a Customs declaration or entry (exit) summary declaration. Having recalled that all TIR Carnet holders already have a unique identification (ID) number and are registered in the International TIR Databank (ITDB) in Geneva, a representative of a national TIR guaranteeing association invited the Community to use, to the extent possible, this information when assigning EORI numbers.

8. Representatives of the International Organization for Standardization (ISO) briefed the Working Party on progress made in its field of activities. The Working Party welcomed, in particular, a presentation on the ISO 28000 series of standards relating to security management for the supply chain.

9. The Working Party was informed about the New Eurasian Land Transport Initiative (NELTI) undertaken by the IRU and its member associations and supported by the Governments of the CIS Member States, the Islamic Republic of Iran and Turkey as well as by several international organizations. The core phase of this project will start in September 2008 through pilot commercial deliveries of goods from South-East and Central Asia to Europe and further to USA, with the aim to identifying most reliable itineraries. The IRU was invited to regularly inform the Working Party on progress made in the framework of NELTI.

**V. INTERNATIONAL CONVENTION ON THE HARMONIZATION OF FRONTIER CONTROLS OF GOODS, 1982 (“HARMONIZATION CONVENTION”)
(Agenda item 4)**

A. Status of the Convention

Documentation: ECE/TRANS/55; ECE/TRANS/WP.30/2007/11/Rev.1

10. The Working Party took note that the deadline for objection to the new Annex 8 on road transport had expired on 20 February 2008 and that, by that date, none of the Contracting Parties to the Convention had communicated an objection to the Secretary-General. As a consequence, the new Annex 8 entered into force on 20 May 2008 in accordance with Article 22 of the Convention (Depositary Notification C.N. 127.2008.TREATIES-1).

11. The Working Party recalled the importance of the facilitation measures contained in the new Annex and encouraged all Contracting Parties to start its implementation as soon as possible. In this context, the Working Party noted that the European Community initiated internal procedures to include the Annex into the Community legislation. The Working Party also took note that one of the elements of the new Annex, namely the International Vehicle Weight Certificate, had been already applied in the CIS Member countries for two years.

12. The Working Party also took note that, according to the new Annex, the UNECE is required to regularly monitor the implementation of its provisions in all Contracting Parties to the Convention. The Working Party felt that border crossing indicators could be elaborated for that purpose and requested the secretariat to prepare a draft set of such indicators for consideration at one of its future sessions.

B. Preparation of a new Annex on rail border crossing

Documentation: ECE/TRANS/WP.30/2007/11/Rev.1; ECE/TRANS/WP.30/2007/11; Informal document No. 1 (2008); ECE/TRANS/WP.30/236

13. The Working Party continued its consideration of document ECE/TRANS/WP.30/2007/11/Rev.1 containing consolidated proposals by OSJD and OTIF for the introduction of a new Annex 9 to the Convention, taking into account the already adopted slight amendments to Article 4 and Article 8. At the session, the Working Party was briefed by the European Community, OSJD and OTIF on further progress in this field. The Working Party encouraged parties to continue their efforts to achieve consensus proposals and invited them to submit not later than on 1 July 2008, a document for consideration at its forthcoming session.

VI. INTERNATIONAL CONVENTION TO FACILITATE THE CROSSING OF FRONTIERS FOR PASSENGERS AND BAGGAGE CARRIED BY RAIL, OF 10 JANUARY 1952 (Agenda item 5)

Documentation: ECE/TRANS/WP.30/2008/7; ECE/TRANS/WP.30/2007/12/Rev.1; ECE/TRANS/WP.30/2007/12; ECE/TRANS/WP.30/236

14. The Working Party recalled that, at its previous session, it had considered document ECE/TRANS/WP.30/2007/12/Rev.1, containing consolidated proposals by OSJD and OTIF for a

new International Convention to Facilitate the Crossing of Frontiers in International Railway Passenger Transport. The Working Party further recalled its discussions related to the adoption of a new proposed Convention in the context of the existing International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail of 1952. The Russian Federation reported positive progress in its analysis of the possibility of acceding to the 1952 Convention. OSJD informed that other countries had expressed a principle interest to accede to the 1952 Convention. The Working Party also took note of document ECE/TRANS/WP.30/2008/7, prepared by the secretariat, containing background information on the 1952 Convention and the list of Contracting Parties (Albania, Austria, Belgium, France, Italy, Luxembourg, Netherlands, Norway, Portugal, Sweden and Switzerland). In particular, the Working Party noted that, due to the absence of specific amendment provisions in the 1952 Convention, the provisions of Article 40 of the Vienna Convention on the Law of Treaties applied. The Working Party requested the secretariat, through the Inland Transport Committee, to seek confirmation from the existing Contracting Parties to the 1952 Convention that they would positively consider proposals to further amend the Convention, once more countries have acceded to it, and to inform the Working Party accordingly.

VII. CUSTOMS CONVENTIONS ON THE TEMPORARY IMPORTATION OF PRIVATE ROAD VEHICLES (1954) AND COMMERCIAL ROAD VEHICLES (1956) (Agenda item 6)

Documentation: ECE/TRANS/107; ECE/TRANS/107/Rev.1 (Russian only); ECE/TRANS/108

A. Status of the Conventions

15. The Working Party took note that the Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles had, respectively, 80 and 41 Contracting Parties. Complete lists of Contracting Parties to the two Conventions are available at the UNECE Transport Division website.

B. Application of the Conventions

16. The Working Party was informed by the AIT/FIA that work on the preparation of comments and best practices to assist in the proper implementation of the two Conventions was progressing and should be finalized in the forthcoming months.

VIII. RAIL TRANSIT. THE CONVENTION ON INTERNATIONAL CUSTOMS TRANSIT PROCEDURES FOR THE CARRIAGE OF GOODS BY RAIL UNDER COVER OF SMGS CONSIGNMENT NOTE (Agenda item 7)

17. The Working Party reiterated its regret that, so far, no Contracting Party to the SMGS Convention had acceded to the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Note. Considering the importance of the new Convention and the efforts undertaken to reach an agreement on its text, the Working Party encouraged Contracting Parties to the SMGS Agreement to accede to the Convention at the earliest opportunity. The Working Party noted that in the Russian Federation work was continuing to agree upon accession. The representative of Belarus informed the Working Party that considerations of assuming the obligations according to the Convention had

started at the national level and that the Belarus Customs authorities already now apply the SMGS Consignment Note as Customs declaration, in line with the national legislation.

18. The Working Party stressed the importance for countries to consult extensively at national level with all competent authorities and concerned industry in order to avoid, in the future, that any legal instrument, or amendment thereto, adopted within the framework of the Working Party's competence would remain without result.

IX. CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS UNDER COVER OF TIR CARNETS (TIR Convention, 1975) (Agenda item 8)

Documentation: ECE/TRANS/17 and Amends.1-27; 2007 TIR Handbook

A. Status of the Convention

19. The Working Party took note that the Convention had 68 Contracting Parties. A complete list of Contracting Parties to the Convention, as well as a list of countries in which TIR operations can be undertaken, is annexed to the report of the forty-fifth session of the TIR Administrative Committee (ECE/TRANS/WP.30/AC.2/93, annex).

B. Revision of the Convention

1. Implementation of amendments to the TIR Convention and examples of best practices

20. The Working Party took note of the information that amendments 25, 26 and 27 had been implemented in the territory of Slovenia and that their publication in the Official Journal of the Republic of Slovenia had taken place in January 2008. The Working Party recalled its standing invitation to Contracting Parties to convey to the secretariat any information about the implementation of the latest amendments to the TIR Convention at the national level.

2. Preparation of Phase III of the TIR revision process

Documentation: ECE/TRANS/WP.30/GE.1/2007/16; ECE/TRANS/WP.30/2008/8

Use of new technologies

21. The Working Party endorsed the summary report of the thirteenth session of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure held in Geneva on 26-27 November 2007 (ECE/TRANS/WP.30/GE.1/2007/16) and took note of the report on the fourteenth session which had taken place on 10 and 11 April 2008, as contained in document ECE/TRANS/WP.30/GE.1/2008/3. The Working Party was informed that the fifteenth session of the GE.1 would take place on 16 and 17 October 2008 in Geneva.

22. The Working Party considered document ECE/TRANS/WP.30/2008/8, clarifying the method of submission of the Customs declaration to Customs as contained in Chapter 2 of the eTIR Reference Model, in combination with Informal document No. 11 (2008) submitted by the Government of Turkey. The Working Party welcomed document ECE/TRANS/WP.30/2008/8, but felt that further clarifications were required. In particular, issues raised by Turkey in its

Informal document and by the Russian delegation and IRU at the session should be included. Thus, the Working Party requested GE.1 to continue its discussions on the issue on the basis of a revised document, to be submitted by the secretariat.

3. Amendment proposals for the Convention

Documentation: ECE/TRANS/WP.30/2008/9; ECE/TRANS/WP.30/2008/10; ECE/TRANS/WP.30/2008/11, ECE/TRANS/WP.30/2008/12; ECE/TRANS/WP.30/2008/13; ECE/TRANS/WP.30/2008/14; ECE/TRANS/WP.30/2008/1; Informal document No. 9 (2008)

23. The Working Party recalled its earlier discussions on the proposal to increase the level of maximum guarantee per TIR Carnet to sixty thousand euros from fifty thousand United States dollars (ECE/TRANS/WP.30/232, para. 40; ECE/TRANS/WP.30/234, para. 27; ECE/TRANS/WP.30/236, paras. 23-25). Bearing in mind the urgency and importance of this matter, the Working Party, at its 118th session, had decided to deal with this aspect of the amendment proposals separately and on a priority basis. The Working Party considered document ECE/TRANS/WP.30/2008/9 and Corr.1 containing proposals to amend Explanatory Note 0.8.3 as well as Informal document No. 9 (2008) containing the outcome of a feasibility study undertaken by the IRU and its insurers at the request of the Working Party.

24. A representative of the insurers stressed that insurance coverage could under no circumstances replace effective risk management measures, such as the use of computerized systems in order to minimize the risks covered. According to the insurers, the proposal to increase the maximum amount of guarantee to sixty thousand euros, if implemented without the required risk management measures, would lead to a major increase in risk. Nevertheless, such an increase would be feasible in a given country if the following pre-conditions had been met to the full satisfaction of the insurers: the real-time data transmission to the SafeTIR system and the electronic pre-declaration (Informal document No. 9 (2008)).

25. The Working Party took note of various arguments put forward by delegations to support the proposed increase in the maximum guarantee level. Concerning the assessment by the insurers in Informal document No. 9 (2008), the Working Party noted that the suggested link between the TIR guarantee level and the SafeTIR data transmission and the electronic pre-declaration does not seem to be justified, as a number of countries with poor SafeTIR performance nevertheless enjoyed the guarantee level of sixty thousand euros, while some countries, advanced in SafeTIR, did not have this possibility. It was also pointed out that the issue of electronic pre-declaration should be addressed in the framework of the eTIR project.

26. The delegation of Turkey was of the view that taking any decision with regard to an increase of the maximum level of guarantee would be premature before the Contracting Parties better understood the risk management measures required by the insurers in Informal document No. 9 (2008), in particular the proper implementation of the SafeTIR system. Furthermore, Turkey pointed out that the proposed increase would run counter to WTO efforts to reduce Customs duties and taxes worldwide and would also impose a burden on the transport industry through a considerable increase in the price of TIR Carnets. For these reasons, the Turkish delegation did not accept the proposal.

27. On the basis of the above considerations, the Working Party decided on the following amendment proposal to Annex 6, Explanatory Note 0.8.3: for \$US 50,000 read 60,000 euros. The secretariat was mandated to transmit this proposal to the October 2008 session of the TIR Administrative Committee for consideration and possible adoption. The Working Party also noted that the endorsed proposal would not prevent Contracting Parties from establishing a lower guarantee level, if they so wish. Concerning the expression of the maximum guarantee amount in terms of Special Drawing Rights (SDR) with a view to accommodating fluctuations in exchange rates (ECE/TRANS/WP.30/2008/9 and Corr.1), the Working Party decided to revert to this issue at a later stage.

28. The Working Party appreciated the participation of a representative of the insurers in its work. The Working Party realized that the Contracting Parties to the TIR Convention were not fully aware of the complex mechanism of the TIR international guarantee system which included several layers of insurance, risk management, recourse actions against the principal debtors, etc. Some delegations also felt that more transparency should be provided on the financial aspects of the insurance system. To address these and related issues, the Working Party invited the IRU and insurers to provide a briefing, possibly at one of the future WP.30 sessions.

29. With regard to the other various amendment proposals, as consolidated in document ECE/TRANS/WP.30/2008/11, the Working Party continued its discussions starting with the proposed amendments to the Explanatory Note to Article 11, paragraph 2 and came to a preliminary agreement (pending availability of the document in all three official UNECE languages) on the following issues:

- (a) To accept Explanatory Note 0.11.-2 in accordance with the Russian proposal, with the exception of the last sentence, which should be replaced by the following text: "The claim for payment to the TIR Carnet holder may be combined with the notification referred to in Article 11, paragraph 1 (a).";
- (b) Not to accept the proposal by the EC or the IRU for the introduction of a comment to Article 11, paragraph 2;
- (c) To accept Article 11, paragraph 3, in accordance with a proposal by the EC, on the understanding that the text would clarify that the reference therein to paragraph 2 of Article 11 would refer back to Article 8, paragraphs 1 and 2;
- (d) To accept Explanatory Notes 0.11-3-1 and 0.11-3-2 in accordance with proposals by the EC;
- (e) To accept the comment to Article 11, paragraph 3 in accordance with the proposal by the EC;
- (f) To accept Article 11, paragraph 4 in accordance with the proposal by the European Community. In addition, it was accepted that the first two sentences of the proposal by the Expert Group on Revision would be discussed when dealing with amendments to Annex 9 of the Convention. At the request of the Russian Federation the last part of paragraph 4, be maintained in square brackets for the time being;
- (g) To accept Explanatory Note 0.11-4 in accordance with the proposal by the EC;
- (h) Not to accept the comment to Article 11, paragraph 4;
- (i) To accept Article 11, paragraph 5 in accordance with the proposal by the EC;
- (j) Not to accept Explanatory Note 0.11-5;
- (k) Not to accept Article 11, paragraph 6.

30. The Working Party requested the secretariat to revise document ECE/TRANS/WP.30/2008/13 so that it would reflect all preliminary adopted amendments, so far, for consideration and, possibly, adoption, at its forthcoming session.

31. The Working Party considered indepth document ECE/TRANS/WP.30/2008/10, prepared by the secretariat and containing a proposal to amend the comment to Article 23, so that it would make it clear that Customs authorities should only impose escorts based on risk assessment procedures. Having generally supported the proposal, the Working Party delivered a number of remarks, both of substantial and linguistic nature, regarding the list of factors that should be taken into account by Customs when performing the risk assessment. Some delegations felt that this list is not necessary and that a general reference to the principles of risk management will be accepted. However, other delegations argued that such a list could provide guidance to Contracting Parties where risk management techniques had not yet been developed. It was also pointed out that the comment to Explanatory Note 0.8.3 "Duties and taxes at risk" should be modified accordingly. The Working Party invited all delegations to transmit, prior to 15 July 2008, their written comments on the proposed draft and, on that basis, requested the secretariat to revise document ECE/TRANS/WP.30/2008/10. The Working Party was also of the view that the increase in the maximum level of guarantee to sixty thousand euros would lead to a substantial reduction in the number of escorts required in non-EU countries.

32. The Working Party also considered a draft comment to Article 4 of the Convention, as proposed by the secretariat in document ECE/TRANS/WP.30/2008/14, and suggested that some modifications be made in the title of the comment and in its text. The secretariat was requested to submit a revised proposal to the next session of the Working Party.

C. Application of the Convention

1. Control system for TIR Carnets - IRU SafeTIR

33. The Working Party was informed by the IRU about the functioning of the IRU SafeTIR system. From 1 January to 30 April 2008, the IRU had received 1,021,533 SafeTIR messages with an average delay of 5 days. 52.5 per cent of messages had been transmitted in real-time (within 24 hours). In the same period, the IRU had issued 3,777 reconciliation requests and had received replies to 40 per cent of the requests with an average delay of 29 days. The Working Party requested the IRU to provide the secretariat with the recent SafeTIR statistics with a view to attaching it to the report of the present session.

2. Settlement of claims for payments

34. The Working Party was informed by the IRU of the present situation with regard to the settlement of claims for payments made by Customs authorities against national guaranteeing associations. The IRU provided the following figures:

- (a) Between 1 January to 30 April 2008, the IRU received 875 notifications and 5,896 pre-notifications sent by Customs authorities to their national guaranteeing associations;
- (b) The number of pending payment requests per 30 April 2008 amounted to 6,990;

(c) From 1 January to 30 April 2008, 44 payment requests had been paid and 60 claims had been settled without payment.

3. Review of the implementation of Annex 10 to the Convention

35. The Working Party recalled that, at its 118th session, it had decided as part of its work programme for 2008 to review the implementation of Annex 10 to the Convention on an international EDI control system for TIR Carnets (ECE/TRANS/WP.30/236, Annex). In this context, the IRU stressed that the SafeTIR system provided both the Customs authorities and the guarantee chain with a key risk management tool. However, its application was seriously hindered by delays in the transmission of data and the insufficient response rate for reconciliation requests. The Working Party appealed to the Contracting Parties to improve the implementation of Annex 10. The IRU, together with the secretariat, was requested to identify concrete issues which could be addressed by the Working Party at its next session.

4. TIR Handbook

Documentation: ECE/TRANS/WP.30/2008/15; 2007 TIR Handbook

36. The Working Party considered document ECE/TRANS/WP.30/2008/15, prepared by the secretariat and containing proposals to update Chapter 5 of the TIR Handbook (Examples of best practices) so that it would duly reflect the entry into force of Annex 10 of the Convention. The Working Party approved the proposed amendments to Chapter 5 and requested the secretariat to include them into the forthcoming update of the TIR Handbook.

5. Other matters

37. The Working Party did not consider other issues or difficulties in the application of the Convention faced by Customs authorities, national associations, the international insurers or the IRU.

X. PREVENTION OF THE ABUSE OF CUSTOMS TRANSIT SYSTEMS BY SMUGGLERS (Agenda item 9)

38. The Working Party was informed by the secretariat that, on 7 February 2008, it had received, for the first time, a Fraud Report Form (FRF), which it had forwarded to the indicated list of recipients. Contracting Parties were encouraged to use the FRF with a view to contributing to combat fraud committed against the TIR system.

XI. RESOLUTIONS AND RECOMMENDATIONS (Agenda item 10)

Documentation: ECE/TRANS/WP.30/2008/16

39. The Working Party did not consider document ECE/TRANS/WP.30/2008/16, containing an overview of resolutions and recommendations adopted by the Group of Experts on Customs Questions affecting Transport (GE.30) and the Working Party, because the secretariat due to resource constraints had not yet been in a position to finalize the document. Thus, the Working Party decided to revert to this issue at its forthcoming session.

XII. OTHER BUSINESS (Agenda item 11)

40. Under this agenda item, the Working Party welcomed country reports, submitted by Bulgaria and Hungary. The Working Party invited delegations from other countries to also transmit their country reports to the secretariat. Detailed information on the content of such reports, which should not be longer than one and a half page, is contained in the report of the 118th session of the Working Party (ECE/TRANS/WP.30/236, para. 38).

41. The Working Party took note of a presentation on the concept of global security engineering delivered by a representative of the Institute for Electrical and Electronics Engineers (USA) and requested the secretariat to publish it on the UNECE Transport Division website.

42. The Working Party noted that, on 4 June 2008, Regulation (EC) No. 450/2008 of the European Parliament and of the Council of 23 April 2008 laying down the Community Customs Code (Modernised Customs Code) was published in the Official Journal L145 (2008) of the European Union.

A. Dates of the next sessions

43. The Working Party decided to hold its 120th session in the week from 6 to 10 October 2008, in conjunction with the forty-sixth session of the Administrative Committee for the TIR Convention, 1975 (AC.2). The secretariat had made arrangements for the 121st session to be held in the week of 2 to 6 February 2009, in conjunction with the forty-seventh session of the TIR Administrative Committee, and the 122nd session to be held in the week of 8 to 12 June 2009.

B. Restriction on the distribution of documents

44. The Working Party decided that there were no restrictions with respect to the distribution of documents issued in connection with its current session.

XIII. ADOPTION OF THE REPORT (Agenda item 12)

45. The Working Party adopted the report on its one-hundred-and-nineteenth session on the basis of a draft prepared by the secretariat.

Annex

GLOBAL SAFETIR STATISTICS REVIEW FROM 1 JANUARY TO 31 MAY 2008

Countries		Termination records transmitted	Transmission in 24 hours (Real Time)	Average transmission period (days)	Missing rate	Total reconciliation requests	Total replies	Reply rate	Average reconciliation period (days)
1	Albania	0	0.00%	-	100%	29	0	0%	0
2	Armenia	1 649	0.00%	27	24%	13	9	69%	28
3	Austria	13 142	20.07%	7	12%	59	31	53%	69
4	Azerbaijan	6 117	9.20%	6	10%	1	0	0%	0
5	Belarus	59 772	78.52%	1	1%	18	18	100%	44
6	Belgium-Luxembourg	4 671	0.00%	20	35%	179	11	6%	28
7	Bulgaria	37 638	54.11%	3	7%	198	96	48%	26
8	Croatia	3 428	0.23%	11	30%	11	9	82%	48
9	Cyprus	0	0.00%	-	100%	2	0	0%	0
10	Czech Republic	5 931	85.47%	1	4%	38	32	84%	16
11	Denmark	1 999	58.88%	3	3%	15	12	80%	22
12	Estonia	1 769	91.52%	2	2%	12	12	100%	12
13	Finland	2 155	46.13%	6	5%	41	41	100%	2
14	France	12 493	67.63%	2	6%	35	30	86%	26
15	Germany AIST	13 041	74.33%	2	5%	21	20	95%	8
	Germany BGL	46 381		2		189	183	97%	7
16	Georgia	0	0.00%	-	100%	31	22	71%	74
17	Greece	19 153	0.07%	9	20%	9	0	0%	0
18	Hungary	9 901	71.65%	2	5%	67	46	69%	37
19	Iran (Islamic Rep.of)	5 231	23.03%	5	60%	102	54	53%	60
20	Ireland	0	0.00%	-	100%	5	5	100%	20
21	Israel	0	0.00%	-	100%	0	0	0%	0
22	Italy	26 168	18.37%	11	9%	120	103	86%	16
23	Jordan	51	0.00%	110	95%	7	3	43%	2
24	Kazakhstan	20 460	3.66%	17	4%	160	96	60%	1
25	Kyrgyzstan	3 685	32.10%	5	5%	0	0	0%	0
26	Kuwait	0	0.00%	-	0%	0	0	0%	0
27	Latvia	3 988	77.21%	2	1%	42	42	100%	34

	Countries	Termination records transmitted	Transmission in 24 hours (Real Time)	Average transmission period (days)	Missing rate	Total reconciliation requests	Total replies	Reply rate	Average reconciliation period (days)
28	Lebanon	267	49.06%	2	4%	0	0	0%	0
29	Lithuania	7 989	63.66%	4	2%	6	5	83%	41
30	Malta	0	0.00%	-	0%	0	0	0%	0
31	Mongolia	24	0.00%	84	41%	0	0	0%	0
32	Montenegro	405	95.31%	1	6%	0	0	0%	0
33	Morocco	296	5.07%	22	62%	1	0	0%	0
34	Netherlands	7 772	38.37%	9	15%	40	33	83%	14
35	Norway	932	50.97%	5	9%	13	12	92%	12
36	Poland	27 304	38.68%	4	1%	5	5	100%	6
37	Portugal	190	0.00%	17	63%	5	1	20%	14
38	Republic of Moldova	17 460	94.67%	1	22%	89	1	1%	0
39	Romania	36 608	2.43%	32	29%	767	15	2%	42
40	Russian Federation	589 089	72.06%	1	1%	477	115	24%	50
41	Serbia	10 930	98.99%	0	6%	6	0	0%	0
42	Slovakia	3 067	76.23%	1	6%	22	11	50%	23
43	Slovenia	7 804	75.14%	2	2%	14	14	100%	3
44	Spain	4 436	37.69%	6	12%	7	6	86%	24
45	Sweden	2 966	41.37%	6	9%	56	45	80%	17
46	Switzerland-Liechtenstein	1 722	51.39%	5	8%	16	16	100%	8
47	Syrian Arab Republic	2 674	23.67%	6	15%	2	2	100%	7
48	Tajikistan	2 211	0.00%	74	36%	16	5	31%	24
49	The former Yugoslav Republic of Macedonia	6 736	56.22%	3	22%	13	0	0%	0
50	Tunisia	0	0.00%	-	100%	1	0	0%	0
51	Turkey	174 684	3.47%	7	16%	292	162	55%	82
52	Turkmenistan	1 732	0.00%	47	57%	1	1	100%	32
53	Ukraine	81 067	31.27%	6	11%	478	209	44%	30
54	United Kingdom	11 246	0.00%	18	19%	41	29	71%	16
55	Uzbekistan	1 233	0.00%	51	57%	462	291	63%	28
	TOTAL	1 299 667	52.02%	5	9%	4234	1853	44%	30
