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**Economic Commission for Europe****Inland Transport Committee****Working Party on Customs Questions affecting Transport****159th session**

Geneva, 8 and 11 (a.m.) February 2022

Item 1 of the provisional agenda

**Adoption of the agenda****Annotated provisional agenda for the 159th session<sup>\*, \*\*</sup>**

to be held virtually and in-person at the Palais des Nations, Geneva, starting at 10 a.m. on Tuesday 8 February 2022 and finishing around 4 p.m. and reconvening on Friday 11 February 2021 at 10 a.m., Room TPS 3, subject to confirmation

**I. Provisional agenda**

1. Adoption of the agenda.
2. Election of officers.
3. Activities of United Nations Economic Commission for Europe bodies and other United Nations organizations of interest to the Working Party:  
  
Alignment of the work of the Working Party with the Inland Transport Committee Strategy.
4. Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975):
  - (a) Status of the Convention;

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\* For reasons of economy, delegates are requested to bring copies of the documents mentioned in this provisional agenda to the meeting. There will be no official documentation available in the meeting room. Before the meeting, documents may be obtained directly from the ECE Sustainable Transport Division (email: [wp.30@un.org](mailto:wp.30@un.org)). Documents may also be downloaded from the ECE Border Crossing Facilitation website [www.unece.org/trans/bcf/welcome.html](http://www.unece.org/trans/bcf/welcome.html).

Delegates are requested to register online at: [uncdb.unece.org/app/ext/meeting-registration?id=Ds41Yz](http://uncdb.unece.org/app/ext/meeting-registration?id=Ds41Yz) at the latest one week prior to the session. All in-person attending delegates (including those holding long-duration badge), should register through INDICO badge system <https://indico.un.org/event/36288/> and delegates who do not hold a long-term access badge should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact by telephone the ECE secretariat (internal extension 75975). For a map of the Palais des Nations and other useful information, see [www.unece.org/meetings/practical.html](http://www.unece.org/meetings/practical.html).

\*\* The full text of the Conventions, as well as complete lists of contracting parties to the Conventions referred to in this agenda are available on the ECE website: [www.unece.org/trans/conventn/legalinst.html#customs](http://www.unece.org/trans/conventn/legalinst.html#customs).

- (b) Revision of the Convention:  
Amendment proposals to the Convention.
  - (c) Application of the Convention:
    - (i) Comments to the TIR Convention;
    - (ii) eTIR:
      - a. eTIR international system: interconnection projects;
      - b. Activities of the Technical Implementation Body;
    - (iii) New developments in the application of the Convention;
    - (iv) TIR-related electronic data interchange systems;
    - (v) Settlement of claims for payments;
    - (vi) Other matters.
- 5. International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention):
  - (a) Status of the Convention;
  - (b) Issues in the application of the Convention.
- 6. Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by Rail:  
Status of the Convention.
- 7. Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956):
  - (a) Status of the Conventions;
  - (b) Issues in the application of the Conventions.
- 8. Introduction of new technologies in rail, road, road-based mobility, inland waterway, logistics and intermodal transport until 2030.
- 9. Activities of other organizations and countries of interest to the Working Party:
  - (a) European Union;
  - (b) Economic Cooperation Organization;
  - (c) Eurasian Economic Union;
  - (d) World Customs Organization.
- 10. Other business:
  - (a) Dates of the next sessions;
  - (b) Restriction on the distribution of documents;
  - (c) List of decisions.
- 11. Adoption of the report.

## II. Annotations

### 1. Adoption of the agenda

In accordance with the Commission's rules of procedure, the first item to be considered is the adoption of the agenda.

#### Documentation

ECE/TRANS/WP.30/317

### 2. Election of officers

In accordance with the Commission's rules and procedures and established practice, the Working Party (WP.30) should elect a Chair and, possibly, a Vice-Chair for its sessions in 2022. Contracting parties are strongly encouraged to nominate candidates for either post in order to facilitate the election process.

### 3. Activities of United Nations Economic Commission for Europe bodies and other United Nations organizations of interest to the Working Party

#### Alignment of the work of the Working Party with the Inland Transport Committee strategy

The Working Party may wish to recall its ongoing discussions of the topic, which were initiated at its 154th session (February 2020) (Please refer to ECE/TRANS/WP.30/308, paras. 6–9, ECE/TRANS/WP.30/310, paras. 3 and 4, ECE/TRANS/WP.30/312, paras. 5–8, ECE/TRANS/WP.30/314, paras. 4–10 and ECE/TRANS/WP.30/316, paras. 3–9) on the basis of documents ECE/TRANS/WP.30/2020/1 and ECE/TRANS/WP.30/2020/8.

In particular, the Working Party may wish to recall that, at its previous session (October 2021), it confirmed that this had been a useful exercise, which had highlighted issues in the application of various legal instruments, leading to a review of their relevance at national level, including, at times, up to denunciations. Although it had been established that some legal instruments had lost their relevance or seemed to have been overtaken by more recent legislation, developed under the aegis of the United Nations or other international organizations, such as, in particular, the World Customs Organization (WCO), the Working Party was of the view that these legal instruments should continue to exist, as they may very well have served as the basis for more recently developed legal instruments and, therefore, continued to be of relevance. At the same time, and exactly for the same reason, the Working Party felt that there was no reason, or it could even be risky, to amend or adjust them to current realities as, by doing so, they might undermine the construction of more recent legislation that has been based on them. The Working Party was of the view that this exercise should now be considered finalized and requested the secretariat to report this to the Inland Transport Committee at its February 2022 session (ECE/TRANS/WP.30/316, paras 8 and 9).

The secretariat will inform the Working Party about the latest developments on this issue, if any. Also, delegations are encouraged to share any further information on the legal instruments at stake with the Working Party.

#### Documentation

ECE/TRANS/WP.30/2020/1; ECE/TRANS/WP.30/2020/8

#### **4. Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975)**

##### **(a) Status of the Convention**

The Working Party will be informed about any changes in the status of the TIR Convention, 1975 and the number of contracting parties. In particular, the Working Party may wish to be informed that, since the entry into force of the accession of Egypt on 16 June 2021, the Convention has seventy-seven contracting parties and that, since the activation of the system for Qatar, TIR operations can now be established with sixty-five countries.

The Working Party may wish to recall that the Secretary-General of the United Nations, acting in his capacity as depositary, issued the following depositary notifications: (i) C.N.513.2020.TREATIES-XI.A.16, of 4 November 2020, informing of the submission of various proposals to amend the body and annexes of the TIR Convention, 1975, including those that make the electronic submission of data to ITDB obligatory. In accordance with the provisions of Article 59 (3) of the Convention, the amendments would enter into force on 4 February 2022, unless an objection has been communicated to the Secretary-General not later than by 4 November 2021; (ii) C.N.370.2021.TREATIES-XI.A.16 of 15 November 2021, informing that, by 4 November 2021, none of the Parties had communicated an objection to the various proposals to amend the body and annexes of the TIR Convention, 1975, including those that make the electronic submission of data to ITDB obligatory. Consequently, in accordance with the provisions of article 59 (3) of the Convention, the amendments shall come into force with respect to all Parties to the Convention on 4 February 2022 and (iii) C.N.99.2021.TREATIES-XI.A.16 of 25 March 2021, informing of the submission of a proposal to amend Article 18 and Annexes 1 and 6 of the TIR Convention, 1975. In accordance with the provisions of Article 59 (3) of the Convention, the amendments shall enter into force on 25 June 2022, unless an objection has been communicated to the Secretary-General not later than by 25 March 2022; More detailed information on this issue as well as on depositary notifications is available on the TIR website.<sup>1</sup>

##### **(b) Revision of the Convention**

###### **Amendment proposals to the Convention**

There are at present no amendment proposals to the Convention, submitted for consideration by the Working Party.

##### **(c) Application of the Convention**

###### **(i) Comments to the TIR Convention**

There are at present no comments to provisions of the Convention, submitted for consideration by the Working Party.

###### **(ii) eTIR**

###### *a. eTIR international system: interconnection projects*

The Working Party will be informed about the latest developments in the eTIR international system, based on version 4.3 of the eTIR specifications. The Working Party will also be informed about the status of the interconnection projects, started with the following countries: Armenia, Azerbaijan, Georgia, Iran (Islamic Republic of), Kyrgyzstan, Pakistan, Tajikistan, Tunisia, Turkey and Uzbekistan.

###### *b. Activities of the Technical Implementation Body*

The Working Party may wish to be informed about the outcome of the first session of the Technical Implementation Body (TIB), which took place on 18–21 January 2022 and the report of which is contained in document ECE/TRANS/WP.30/AC.2/TIB/2. In particular, it

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<sup>1</sup> [www.unece.org/tir/tir-depositary\\_notification.html](http://www.unece.org/tir/tir-depositary_notification.html).

may wish to take note of the status of the adoption of version 4.3 of the eTIR specifications, as contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/2-ECE/TRANS/WP30/AC.2/2022/11 (Introduction of eTIR specifications), ECE/TRANS/WP.30/AC.2/TIB/2022/3-ECE/TRANS/WP30/AC.2/2022/12 (eTIR concepts), ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP30/AC.2/2022/13 (eTIR functional specifications) and ECE/TRANS/WP.30/AC.2/TIB/2022/5-ECE/TRANS/WP.30/AC.2/2022/14 (eTIR technical specifications).

#### **Documentation**

ECE/TRANS/WP.30/AC.2/TIB/2;  
 ECE/TRANS/WP.30/AC.2/TIB/2022/2-ECE/TRANS/WP.30/AC.2/2022/11,  
 ECE/TRANS/WP.30/AC.2/TIB/2022/3-ECE/TRANS/WP30/AC.2/2022/12;  
 ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP30/AC.2/2022/13; and  
 ECE/TRANS/WP.30/AC.2/TIB/2022/5-ECE/TRANS/WP30/AC.2/2022/14.

#### **(iii) New developments in the application of the Convention**

The Working Party is invited to raise new developments in the application of the TIR Convention, if any.

#### **(iv) TIR-related electronic data interchange systems**

The Working Party will be informed by IRU about the latest statistical data on the performance of contracting parties in the control system for TIR Carnets — SafeTIR system.

#### **(v) Settlement of claims for payments**

The Working Party may wish to be informed by customs authorities and IRU about the current situation on the settlement of claims for payments made by customs authorities against national guaranteeing associations.

#### **(vi) Other matters**

The Working Party may wish to consider any other issues or difficulties in the application of the TIR Convention faced by customs authorities, national associations, the international insurers or IRU.

### **5. International Convention on the Harmonization of Frontier Controls of Goods, 1982 (Harmonization Convention)**

#### **(a) Status of the Convention**

The Working Party will be informed about the status of the Convention.

Since the tenth session of the Committee, in 2014, only Turkmenistan has acceded to the Convention, in 2016, becoming the fifty-eighth contracting party to the Convention.

More detailed information on the status of the Convention as well as on various depositary notifications is available on the ECE website.<sup>2</sup>

#### **(b) Issues in the application of the Convention**

Under this agenda item, the Working Party may wish to recall that, at its previous session (October 2021), it accepted a survey on the application of Annex 9 of the Harmonization Convention (see document ECE/TRANS/WP.30/2021/4 and Informal document WP.30 (2021) No. 6 by the Organization for Cooperation between Railways (OSJD) and was of the opinion that it should be distributed among participants in the Working Party on Rail Transport (SC.2) and interested railway partners, such as, but not limited to, the International Union of Railways (UIC) and the Community of European Railway and Infrastructure Companies (CER) (see ECE/TRANS/WP.30/316, para. 28).

<sup>2</sup> [www.unece.org/tir/tir-depositary\\_notification.html](http://www.unece.org/tir/tir-depositary_notification.html).

The Working Party may wish to take note of Informal document SC.2 No. 3 (2021) containing the revised version of the draft survey and will be informed about the outcome of discussions on the topic by SC.2 at its seventy-fifth session (17–19 November 2021) and further developments, if any.

#### **Documentation**

ECE/TRANS/WP.30/2021/4; Informal document WP.30 (2021) No. 6; Informal document SC.2 No. 3 (2021)

## **6. Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by Rail**

### **Status of the Convention**

The Working Party may wish to recall that, at its 156th session (February 2021), the delegation of the Russian Federation informed the meeting that, at the national level, all required procedures in preparation of signing the Convention had been completed and that a Government decree to that extent had been issued. Steps were being undertaken at the level of the Ministry of Transport in order to facilitate signing the Convention in New York (ECE/TRANS/WP.30/312, para. 32).<sup>3</sup>

The Working Party will be informed about the latest developments in this issue, if any.

## **7. Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956)**

### **(a) Status of the Conventions**

The Working Party will be informed that the status and the number of contracting parties to the Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles has not changes and that the Conventions have 80 and 26 contracting parties, respectively. More detailed information on this issue as well as on depositary notifications is available on the TIR website.<sup>4</sup>

### **(b) Issues in the application of the Conventions**

The Working Party may wish to recall that, at its 157th session (June 2021), it considered document ECE/TRANS/WP.30/2021/5, containing a Memorandum of Understanding (MoU) between ECE and the Alliance Internationale de Tourisme / Federation Internationale de l'Automobile (AIT/FIA) on the revitalization and digitalization of relevant United Nations inland transport conventions and, in particular, the development of an eCPD (Carnet de Passage en Douane) system. On the understanding that no financial implications were involved on either side, the Working Party endorsed the MoU and invited parties to engage in its implementation. The Working Party mandated the secretariat to submit the MoU to the Executive Commission (EXCOM) of ECE for information. The Working Party requested parties to regularly report on progress made. The delegation of the European Commission encouraged stakeholders to draw from the recent experiences in the dematerialization of the ATA<sup>5</sup> Carnet and to inform the World Customs Organization about this initiative. It also expressed a word of caution with regard to any Information Technology (IT) development which could lead to new IT developments in customs administrations (see ECE/TRANS/WP.30/314, paras. 41 and 42).

The Executive Secretary of ECE informed EXCOM at its 177th session (8 July 2021) about the upcoming signature of the MoU (see EXCOM/CONCLU/117).

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<sup>3</sup> [www.unece.org/tir/tir-depositary\\_notification.html](http://www.unece.org/tir/tir-depositary_notification.html).

<sup>4</sup> [www.unece.org/tir/tir-depositary\\_notification.html](http://www.unece.org/tir/tir-depositary_notification.html).

<sup>5</sup> ATA stands for "Admission Temporaire / Temporary Admission"

The Working Party may wish to take note that ECE and FIA signed the MoU on 20 October 2021.<sup>6</sup> Under this agenda item, the Working Party will be briefed about any latest development in this issue.

Delegations are also invited to raise, under this agenda item, any issue in the application of the Conventions, of interest to the Working Party.

## **8. Introduction of new technologies in rail, road, road-based mobility, inland waterway, logistics and intermodal transport until 2030**

As part of the contribution of the Working Party to the ITC Strategy until 2030, delegations are invited, under this standing agenda item, to raise technological developments that could be introduced or applied within the context of the legal instruments under the auspices of the Working Party.

In particular, the secretariat invites delegations wishing to report on its efforts to contribute to the digitalization of the TIR Convention, to do so under this agenda item (see also ECE/TRANS/WP.30/312, para. 15).

## **9. Activities of other organizations and countries of interest to the Working Party**

The Working Party will take note of activities by various regional economic commissions or Customs Unions as well as by other organizations, both intergovernmental and non-governmental, and countries as far as they relate to matters of interest to the Working Party.

### **(a) European Union**

The Working Party may wish to be informed about recent developments in the European Union related to the activities of the Working Party.

### **(b) Economic Cooperation Organization**

The Working Party may wish to be informed about relevant activities and ongoing projects carried out by the Economic Cooperation Organization.

### **(c) Eurasian Economic Union**

The Working Party may wish to be informed about further progress in relevant activities and projects carried out by Eurasian Economic Union (EEU).

### **(d) World Customs Organization**

The Working Party may wish to be informed about recent activities of the World Customs Organization as far as they relate to matters of interest to the Working Party.

## **10. Other business**

### **(a) Dates of the next sessions**

The ECE secretariat has made tentative arrangements to hold the 160th session on 8–10 June 2022 and the 161st session on 11–14 October 2022, subject to potential adjustments due to the ongoing COVID pandemic and the United Nations liquidity crisis.

### **(b) Restriction on the distribution of documents**

The Working Party should decide whether or not there shall be any restrictions on the distribution of documents issued in connection with its current session.

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<sup>6</sup> For the press-release on the signing event, see: [unece.org/media/press/361329](https://unece.org/media/press/361329)

**(c) List of decisions**

The Working Party is invited to review the list of decisions taken at its 158th session and provide guidance to the secretariat.

| <i>Reference in final report (para.)</i> | <i>Short description of decision</i>   | <i>Actor</i> | <i>Deadline</i>                         |
|--|--|--------------|---|
| 8 and 9                                  | <p>8. The Working Party confirmed that this had been a useful exercise, which had highlighted issues in the application of various legal instruments, leading to a review of their relevance at national level, including, at times, up to denunciations. Although it had been established that some legal instruments had lost their relevance or seemed to have been overtaken by more recent legislation, developed under the aegis of the United Nations or other international organizations, such as, in particular, the World Customs Organization (WCO), the Working Party was of the view that these legal instruments should continue to exist, as they may very well have served as the basis for more recently developed legal instruments and, therefore, continued to be of relevance. At the same time, and exactly for the same reason, the Working Party felt that there was no reason, or it could even be risky, to amend or adjust them to current realities as, by doing so, they might undermine the construction of more recent legislation that has been based on them.</p> <p>9. The Working Party was of the view that this exercise should now be considered finalized and requested the secretariat to report this to the Inland Transport Committee at its February 2022 session.</p> | Secretariat  | ITC (22–25 February 2022)               |
| 14                                       | <p>14. The Working Party resumed its consideration of document ECE/TRANS/WP.30/2021/2, containing various proposals to adjust the comment to Article 18 to the new reality of allowing, maximally, up to eight places of loading and unloading per TIR Carnet. The representative of Uzbekistan as well as IRU stated that they were in favour of a generic formulation of the comment, as contained in Annex III to the document. However, considering that the majority of the meeting was in favour of the proposal in Annex II (a new comment to Article 18, entitled: “Possibilities of increasing the total number of loading and unloading places to more than eight in exceptional cases”), the Working Party requested the secretariat to forward this proposal to the Administrative Committee for endorsement at its next session.</p>  | Secretariat  | AC.2, 77th session (9–10 February 2022) |
| 18-19                                    | <p>18. The Working Party, recalling WP.30/GE.1 Terms of Reference (ECE/TRANS/WP.30/2019/9 and Corr.1) as well as its workplan (ECE/TRANS/WP.30/GE.1/2021/2/Rev.1), welcomed the fact that WP.30/GE.1 had completed its mandate within the set timeframe and that WP.30/GE.1 had agreed on a complete version 4.3 of the eTIR specifications, which is consolidated in Informal documents WP.30/GE.1 (2021) No. 11 (Introduction), No. 13 (concepts), No. 14 (functional specifications) and No. 12 (technical specifications). The Working Party also noted that WP.30/GE.1 could not agree on one issue regarding the level of detail to be provided by holders about the itinerary. It agreed with the recommendation of WP.30/GE.1 to transmit this issue to the Technical Implementation Body (TIB), established as per Article 58 quater of the Convention.</p> <p>19. Consequently, the Working Party mandated the secretariat to transfer version 4.3 of the eTIR specifications (including the remaining open issue about the itinerary) to AC.2 and to TIB. It recalled that, in line with Annex 11, Article 5, AC.2 and, more specifically, the countries bound by Annex 11, have to adopt the eTIR concepts and the eTIR</p>  | Secretariat  | TIB, first session, 18–21 January 2022  |



| <i>Reference in final report (para.)</i> | <i>Short description of decision</i>  | <i>Actor</i> | <i>Deadline</i>   |
|--|---|--------------|---|
|  | functional specifications and TIB has to adopt the eTIR technical specifications.   |              |   |
| 28                                       | 28. The Working Party accepted the survey, as outlined in document ECE/TRANS/WP.30/2021/4 and was of the opinion that it should be distributed among participants in the Working Party on Rail Transport (SC.2) and interested railway partners, such as, but not limited to, the International Union of Railways (UIC) and the Community of European Railway and Infrastructure Companies (CER). With regard to the additional proposals by OSJD (contained in Informal document WP.30 (2021) No. 6, the Working Party was of the view that points one to four (implementation of the New Computerized Transit System (NCTS); delays due to COVID; language barriers and availability of advance cargo information) could be added to the survey, as yes/no questions, The Working Party felt that point 5 (use of CIM/SMGS consignment note as customs document) and point 6 (obstacles in the use of the CIM/SMGS consignment note as customs document) could be covered by question fifteen (reformulated) and agreed with the OSJD proposal in point 7 to split question fourteen of the draft survey in two, distinguishing between the railway consignment note and the customs declaration. The Working Party requested the secretariat to revise the draft survey and submit it to SC.2 for further consideration. | Secretariat  | 18 November 2021 (session of SC.2).                       |
| 30                                       | 30. The Working Party was of the opinion that the issues raised in the decision were sufficiently covered by the ongoing activities in the field of eTIR, whereas Article 12 of the Harmonization Convention deals with emergency measures.   |              |   |
| 45                                       | 45. The Working Party tentatively decided to hold its 159th session on 8 (full day) and 11 (a.m.) February 2022, subject to potential adjustments due to the ongoing COVID pandemic and the United Nations liquidity crisis. Prospective participants were encouraged, within the existing sanitary and organizational restrictions, to consider attending the session in person.   | Secretariat  | 16 November 2021 – agenda<br>30 November 2021 – documents |

## 11. Adoption of the report

In accordance with established practice, the Working Party will adopt the report on its 159th session on the basis of a draft prepared by the secretariat.