

Items for decision under silence procedure

Decisions submitted to silence procedure following formal meetings with remote participation Working Party on Customs Questions affecting Transport (WP.30), 158th session 12 and 15 October 2021

Agenda item	Para.	Document No (link)	Decision
2	8-9	https://unece.org/DAM/trans/bcf/wp30/documents/2020/ECE-TRANS-WP30-2020-01e.pdf https://unece.org/DAM/trans/bcf/wp30/documents/2020/ECE-TRANS-WP30-2020-08e.pdf	<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 eegis 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>
3 (c) i	14	https://unece.org/sites/default/files/2021-04/ECE-TRANS-WP30-2021-02e.pdf	<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>
3 (c) ii (b)	18-19	https://unece.org/sites/default/files/2021-09/WP30-GE1_id21-11e.pdf https://unece.org/sites/default/files/2021-09/WP30-	<p>18. The Working Party, recalling WP.30/GE.1's 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>GE1_id21-12e_0.pdf https://unece.org/sites/default/files/2021-09/WP30-GE1_id21-13e.pdf https://unece.org/sites/default/files/2021-09/WP30-GE1_id21-14e.pdf</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 functional specifications and TIB has to adopt the eTIR technical specifications.</p>
4 (b)	28	<p>https://unece.org/sites/default/files/2021-04/ECE-TRANS-WP30-2021-04e.pdf https://unece.org/sites/default/files/2021-06/ECE-TRANS-WP30-2021-Inf06e.pdf</p>	<p>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 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.</p>
4 (b)	30		<p>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.</p>
9 (a)	45		<p>45. The Working Party tentatively decided to hold its 159th session on 8, 9 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.</p>