

**Economic and Social Council**Distr.: General  
28 July 2022

Original: English

---

**Economic Commission for Europe****Administrative Committee for the TIR Convention, 1975****Seventy-eighth session**

Geneva, 12 (p.m.) and 13 October 2022

Item 3 (a) (i) of the provisional agenda

**Activities and administration of the TIR Executive Board:****Activities of the TIR Executive Board:****Report by the Chair of the TIR Executive Board****Report of the ninety-first session of the TIR Executive Board  
(TIRExB)\*****I. Attendance**

1. The TIR Executive Board (TIRExB) held its ninety first session on 7 February 2022 in Geneva with the possibility of online participation.
2. The following members of TIRExB were present: Mr. M. Ayati (Iran, Islamic Republic of), Mr. M. Ciampi (Italy), Mr. R. Kabulov (Uzbekistan), Mr. P. J. Laborie (European Commission), Mr. H. R. Mayer (Austria), Ms. P. Yalcin Bastirmaci (Türkiye) and Mr. F. Valiyev (Azerbaijan) and Ms. C. Zuidgeest (Netherlands). Mr. S. Amelyanovich (Russian Federation) was excused.
3. Ms. T. Rey-Bellet attended the session as observer, representing the International Road Transport Union (IRU).

**II. Adoption of the agenda (agenda item 1)***Documentation:* Informal document TIRExB/AGE/2022/91draft

4. TIRExB adopted the agenda of the session in Informal document TIRExB/AGE/2022/91draft.

**III. Adoption of the report of the ninetieth session of TIRExB  
(agenda item 2)***Documentation:* Informal document TIRExB/REP/2021/90draft

---

\* The present document is submitted pursuant to Annex 8, Article 11, paragraph 4 of the TIR Convention, 1975, which stipulates that the TIR Executive Board (TIRExB) “shall report on its activities to the Administrative Committee at least once a year or at the request of the Administrative Committee”.



5. TIRExB adopted the report of its ninetieth session as in Informal document TIRExB/REP/2021/90draft.

## **IV. Computerization of the TIR procedure (agenda item 3)**

### **A. Interconnection of national customs systems with the eTIR international system**

6. The Board took note of the latest developments of the eTIR international system and the ongoing eTIR interconnection projects, such as those of Azerbaijan, Georgia, Pakistan, Tunisia, Türkiye and Uzbekistan. The Board also noted the next priorities and related tasks of the secretariat, especially the preparation of the conformance tests.

7. The Board also took note of the outcome of the first session of the TIR Implementation Body (TIB) as presented in the report contained in ECE/TRANS/WP.30/AC.2/TIB/2. In particular, the Board noted that TIB had adopted version 4.3 of the eTIR technical specifications, as contained in document ECE/TRANS/WP.30/AC.2/TIB/2022/5-ECE/TRANS/WP.30/AC.2/2022/14, and confirmed their alignment with version 4.3 of the eTIR concepts (ECE/TRANS/WP.30/AC.2/TIB/2022/3-ECE/TRANS/WP30/AC.2/2022/12) and the eTIR functional specifications (ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP30/AC.2/2022/13), pending their adoption by AC.2. The Board further noted that, later in the week, the TIR Administrative Committee (AC.2) would be requested to adopt version 4.3 of the conceptual and the functional specifications of the eTIR procedure, contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/3-ECE/TRANS/WP30/AC.2/2022/12 and ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP30/AC.2/2022/13.

### **B. International TIR Data Bank**

*Documentation:* Informal document No. 10 (2022), Informal document No. 3/Rev1 (2021), Informal document No. 5 (2020)

8. The Board welcomed the status report on the International TIR Data Bank (ITDB) delivered by the secretariat. The Board was informed about the current status of data recordings and usage figures in ITDB (details available in the presentation communicated to the Board members). It was further informed about the recent ITDB related achievements,; in particular of the official communication (letters) sent to all heads of customs to remind them of the obligation to use ITDB to communicate holder information (entry into force on 4 February 2022); of the progress on the TIR Carnet holder web portal and ITDB improvements to notify by email holders of a change of status (presented at the session); as well as of the start of the work on the mobile application specifications.

9. The Board was also presented with the result and analysis of the two surveys on the expectation on the ITDB Certificate of Approval (CoA) module in ITDB (informal document No. 3. Rev1 (2021)), and on the evaluation of the digitalization status of the "certificates of approval" in the national customs systems of contracting parties (Informal document No. 10 (2022)). The Board, while considering the importance of CoA digitalization, recognized how complicated such a task is, since its specific data are not so easy to be digitalized or to be kept updated. Therefore, the Board decided to postpone the work on the digitalization of CoA until the secretariat has delivered other, more significant, mandates for the TIR system, such as the several updates/improvements of ITDB or the operation of the eTIR international system, including the conformance tests.

## V. Support in the application and revitalization of the TIR Convention including amendment proposals that would increase the competitiveness of the TIR system (agenda item 4)

Documentation: Informal document No. 13 (2022)

10. The Board recalled that during its last session it had started discussions on the revitalization of the TIR Convention including amendment proposals that would increase the competitiveness of the TIR system. The Board had suggested that merit should be given to Informal document Nos. 16 and 26 (2018) on the intermodal transport as well as on the possibilities offered by the new Explanatory Note to Article 49 and the need for the recognition of subcontractors.

11. Furthermore, the Board considered several amendment proposals, submitted by IRU (Informal document No. 13 (2022)). Specifically:

- Article 3 of the TIR Convention / Amendment Proposal: Deletion of the last comment to the Article.

The Board decided to review other examples and further analyse this proposal before deciding whether to delete it or amend it in order to clarify that the existing limitation refers only to the Universal Postal Convention and does not limit the use of TIR for ecommerce parcels.

- Article 49 of the TIR Convention / Amendment Proposal: to include practical examples of the use of authorized consignor and consignee in the best practices of the TIR Convention.

The Board welcomed this proposal and recalled that document ECE/TRANS/WP.30/2018/5 on authorized consignor and consignee could be an excellent source of information. The Board requested the secretariat to review this document and update it if needed. The Board also pointed out the challenges that the lack of a harmonized definition of the authorized consignor and consignee could bring.

- Annex 3, Point 4 – simplification of the procedure for approval of road vehicles.
  - First Amendment Proposal: The two years validity of the certificate of approval (CoA) should be prolonged (e.g. 5 years instead of 2).

The Board agreed that the prolongation of the years of validity of the CoA's could be of benefit for both the authorities and the operators, since considerable time and effort is needed in order to be renewed. The main task should be to identify the optimal time of validity. The Board suggested that the secretariat prepare an analysis of this possibly by conducting some bilateral meetings with customs authorities, seeking their input.

- Second Amendment Proposal: It should be allowed to renew the CoA in a country different from where the vehicle is registered.

The Board was of the opinion that this proposal could lead to a series of difficulties and that it would not bring any value if the previous proposal on the prolongation of validity could apply.

- Third Amendment Proposal: A provision requesting the competent authorities of contracting parties to provide information concerning the entity in their country, which is responsible for issuing CoA's, and the stations where necessary controls can be done, could be included in the TIR Convention.

The Board was of the opinion that it would bring value if, at least at this stage, the list of the entities, which are responsible for issuing CoA's in each country is published, possibly in ITDB. The Board requested the secretariat to analyse this possibility and inform the Board accordingly at its next session.

- Fourth Amendment Proposal: CoA should be accepted on the last day of its validity (Annex 4, point 3 – Model of the CoA) and should be considered valid for the rest of the journey.

The Board believed that this was a reasonable proposal and that the secretariat should prepare the relevant text of a possible amendment proposal for a decision by the Board at the next session.

- Annex 8 Article 13. Amendment Proposal: It is proposed that the Article be amended so as to allow additional or alternative sources of financing.

The Board considered that Article 13 already includes reference to additional / alternative sources of financing and that it is premature to discuss amendment proposals on the financing of the activities of TIRExB and the TIR secretariat.

12. The Board requested the secretariat to further analyse the proposals, based on comments provided during the session and submit them for consideration at the next session.

## **VI. Support training activities on the application of the TIR Convention (agenda item 5)**

13. The Board discussed the preparation of an updated version of the TIR Handbook, including more case studies / good practices, that would increase its value for users. The Board requested the secretariat to identify the areas in the TIR Handbook where the inclusion of the good practices is required and inform the member of the Board accordingly, seeking their views and input. The Board took note also of the activities of the secretariat to prepare an eLearning platform on TIR and eTIR.

## **VII. Adaptation of the TIR procedure to modern business, logistics and transport requirements (agenda item 6)**

14. In order to create awareness of the market about the intermodal aspects of the TIR system and the benefits that it could bring, the Board decided to organize, in the course of 2022 a workshop where, if possible, all international organizations and Non-Governmental Organizations (NGOs) responsible for intermodal transport in several regions and customs authorities should be invited. The Board requested the secretariat to prepare the concept note of the workshop, including all other organizational details for approval by the Board at its next session. The Board also decided to prepare a concise and well-documented policy review paper, in the form of guidelines, which will include different intermodal transport scenarios and the processes / documents to be followed / submitted under the TIR system. The Board requested the secretariat to prepare a document for its consideration at the next session which will include the possible structure and content of these guidelines.

## **VIII. Settlement of disputes between Contracting Parties, associations, insurance companies and international organizations (agenda item 7)**

### **A. Draft new Explanatory Note to Article 6, paragraph 2 of the TIR Convention**

*Documentation:* Informal document WP.30/AC.2 (2021) No. 6, Informal document Nos. 9 (2021) and 11 (2022)

15. The Board recalled that, at its previous session while discussing the Romanian proposals contained in Informal document WP.30/AC.2 (2021) No. 6, and the analysis and amendment proposals provided by the secretariat in Informal document No. 9 (2021), IRU agreed with the amendment proposal in Annex I of Informal document No. 9 (2021) regarding the settlement of disputes, but it could not agree with the proposals as contained in

Annex II. The Board agreed that IRU would submit a document for its next session explaining the reasons why it could not agree with the proposal contained in Annex II of Informal document No. 9 (2021).

16. The Board considered Informal document No. 11 (2022) submitted by IRU which included the reasoning why IRU could not agree with the amendment proposals included in Annex II. There was no decision on this issue and the Board decided to continue discussing the draft new Explanatory Note to Article 6 paragraph 2 of the TIR Convention on the time limit regarding the termination of the agreement, with the aim to finding an efficient and mutually acceptable solution.

## **B. Letter by the government of Uzbekistan on customs claims**

*Documentation:* Informal document Nos. 4 and 7 (2021)

17. Due to a lack of time the Board did not discuss this agenda item.

## **IX. Prices of TIR Carnets (agenda item 8)**

18. The Board noted that 27 associations had already provided the prices for 2022 of the TIR Carnets they issue and that, in line with Annex 9, Part I, para. 3 (vi), the associations had until 1 March 2022 to respond to the 2022 price survey.

## **X. Functioning of the TIR international guarantee system (agenda item 9)**

19. The Board recalling that, at its eighty-eighth session (April 2021), it had requested the secretariat to distribute the survey on customs claims for the period 2017–2020 to the competent authorities, with a deadline to reply before 30 October 2021. It took note of the results of the survey as contained in Informal document No. 12 (2022). It regretted that important users of the TIR system had not replied to the survey, making it impossible to adequately assess the functioning of the TIR international guarantee system, and mandated the secretariat to send a reminder to those countries that had not replied, with a deadline to reply before 15 March 2022. Finally, the Board requested the secretariat to present a revised document at its next session.

## **XI. Miscellaneous (agenda item 10)**

### **A. Activities of the secretariat**

20. The secretariat informed the board that since its last session the secretariat organized several meetings with customs authorities on their interconnection with the eTIR international system. Furthermore, the secretariat informed the Board that it participated at the eleventh Economic Cooperation Organization (ECO) virtual Transport Ministerial Meeting (2 February 2022) where the Ankara Declaration was adopted. The Ankara Declaration makes specific reference to eTIR and eCMR and mandated the ECO secretariat to actively conduct projects and workshops on eTIR and eCMR and other international transit agreements aiming at the efficient transition of the customs of Member States towards digitalization.

### **B. Other matters**

21. TIRExB did not consider any other matter.

**C. Restriction in the distribution of documents**

22. TIRExB decided to keep documents issued in relation to the current session restricted.

**D. Date and place of next session**

23. The Board decided to conduct its ninety-second session on Tuesday, 7 June 2022, in Geneva and requested the secretariat to make the appropriate arrangements, subject to the COVID-19 limitations.

---