

Distr.: General  
8 February 2023

English only

---

## **Economic Commission for Europe**

### **Administrative Committee for the TIR Convention, 1975**

#### **Seventy-ninth session**

Geneva, 9 February 2023

Item 4 (a) (ii) 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**

### **Review of the TIRExB programme of work for 2021-2022 and self-evaluation**

#### **Note by the secretariat**

#### **A. Background**

1. For the ninety-fourth session of the Board, the secretariat prepared a first version of this document, on the basis of the approved TIRExB reports for 2021–2022, summarizing the main achievements of the Board's activities against each work programme item (as contained in ECE/TRANS/WP.30/AC.2/2021/14) as well as the consolidated replies to a self-evaluation form, distributed to Board members as per standing practice.

2. At its ninety-fifth session (February 2022), the Board considered and approved a quantitative and qualitative assessment of the achievements of the Board in relation to its program of work (up to the ninety-fourth session) as well as the consolidated replies and proposals from the self-evaluation form, distributed to Board members. The Board requested the secretariat to include the relevant decisions made during the session and to submit an informal document to the forthcoming session of AC.2.

#### **B. Main accomplishments by the Board**

3. To date, for the current term of office, TIRExB held 7 sessions (eighty-eighth to ninety-fourth) and has one further session scheduled (ninety-fifth on 6 February 2023) for a total of 10 meeting days.

4. In their self-evaluation, the members of the Board stressed the importance of the achievements in the area of the adaptation of the TIR procedure to modern business, logistics and transport requirements, increase of the competitiveness of the TIR system and revitalization of the TIR Convention. They highlighted the important role of TIRExB in supervising the development and promotion of TIR electronic tools and applications (e.g., ITDB), including by means of amendments to the TIR Convention, and the study on the intermodal aspects of the TIR Convention.

5. The detailed list of accomplishments for each of activity of the program of work is presented in Annex I.

### **C. Self-evaluation survey**

6. The consolidated replies to the self-evaluation survey are contained in Annex II.

### **D. Considerations by the Committee**

7. The Committee is invited to endorse the activities of TIRExB during its current term of office in Annex I as well as consider the self-evaluation in Annex II.

## Annex I

### Activities of the TIRExB in 2021–2022

<i>Activities and outputs expected</i>	<i>Main accomplishments<sup>1</sup></i>
<p>(1) <b>To provide support in the application and revitalization of the TIR Convention including amendment proposals that would increase the competitiveness of the TIR system</b></p> <ul style="list-style-type: none"><li>• Prepare amendment proposals to the Convention following requests, wishes and considerations from both the customs and the private sector that would make the Convention more competitive if not innovative;</li><li>• Organize session(s)/workshop(s) in order to discuss the challenges that the TIR system is facing, collect ideas and proposals and try to convert them, if feasible, to amendment proposals;</li><li>• Follow the implementation of the TIR procedure during the COVID-19 pandemic and assess to what extent the involvement of the Board may be necessary for measures to be applied by contracting parties to ensure unhindered and smooth TIR transport as well as to evaluate if amendments to the Convention are needed to address such crisis in the future on top of the force majeure provision that exists today.</li></ul>	<p>At its 88th session (April 2021), the Board took note that the Working Party on Customs Questions affecting Transport (WP.30), at its session in October 2020, considered document ECE/TRANS/WP.30/2020/4, providing background information on the discussions related to flexibility of the guarantee system and decided, due to the current circumstances and in view of the upcoming computerization of the TIR procedure, not to consider this issue until further notice (ECE/TRANS/WP.30/310, para. 10). Taking into account above background and the absence of an existing mandate, the Board decided closing the item for the time being, to be opened in the future, should the need arise. (ECE/TRANS/WP.30/AC.2/2021/12, para. 25)</p> <p>At its 94th session (December 2022), the Board recalled that, at its previous session, it had considered an issue transmitted by AC.2 on the legal aspects of the addition of a pair of messages to allow the application used by associations to issue eGuarantees, to check the status of TIR Carnet holders (originally proposed by IRU in document ECE/TRANS/WP.30/AC.2/2021/4) and who should register eGuarantees in the eTIR international system, further to their issuance by issuing associations (issue raised by the delegation of Türkiye at the seventy-sixth session of AC.2 (October 2021). Taking into consideration the doubts expressed by one of its members, the Board had decided to postpone this discussion to its next session and to continue its considerations, based on a presentation of the application used by associations to issue eGuarantees, to be organized by IRU.</p> <p>Consequently, the Board welcomed a presentation by a representative of the Union of Chambers and Commodity Exchanges of Türkiye (TOBB) on the application used by associations to issue eGuarantees (ASKTIRweb) and made full use of the opportunity to clarify the processes that lead to the registration of eGuarantees in the eTIR international system. In conclusion, the Board was of the view that, taking into account that the registration of eGuarantees in the eTIR international system is only done further to the issuance of the eGuarantee by the issuing association, the sending of E1 messages (Guarantee Registration) by the ASKTIRweb application to the eTIR international system was fully in line with the provision of Article 6 of the TIR Convention.</p>

<sup>1</sup> Main accomplishment from the 95<sup>th</sup> session (in italics) are extracts from the report that will only be adopted at the 96<sup>th</sup> session (April 2023).

Furthermore, the Board was of the view that nothing in the TIR Convention seems to prevent the addition (in the next version of the eTIR specifications) of a pair of messages to allow holders and issuing associations to check the status of the holder directly in the app's that they use to order/use and issue eGuarantees.

Finally, the Board requested the secretariat to transmit its conclusions to AC.2 and advise both AC.2 and TIB to assess how to take maximum advantage of the addition of the new pair of messages. (Informal document TIRExB/REP/2022/94, paras. 19-22)

At its 94th session (December 2022), the Board also considered Informal document No. 19/Rev.1 (2022) and decided to:

- Send to AC.2 the proposed revision of the comment to Article 3 of the TIR Convention regarding the TIR procedure and postal items;
- Send to AC.2 the proposed amendments to Annex 3, paragraph 4 and Annex 4, Model Certificate of Approval of a Road Vehicle, page 4, paragraph 3, prolonging the validity of the certificate of approval from two to three years.
- Postpone any decision related to the inclusion of a new Explanatory Note to Annex 3, paragraph 2 to after WP.30 would have received and considered the results of the forthcoming survey on the certificate of approval for TIR vehicles.
- Send to AC.2 the proposed inclusion of a new paragraph 6 in Annex 4, Model Certificate of Approval of a Road Vehicle (page 4), which aims at ensuring that the certificate of approval should be accepted until the last date of validity and remain valid until the end of any transport started before that date. The Board also agreed that, further to this amendment, no Explanatory note would be required.

(Informal document TIRExB/REP/2022/94, para. 10)

## (2) To promote the geographical expansion of the TIR system

- Following the recommendations in the TIR Carnet decline study, organize workshops that would promote the geographical expansion of the TIR system in new regions such as Africa, Latin America and the Middle East;
- If considered feasible, prepare concise and well-documented policy reviews on the benefits that the TIR system would bring in these specific

The Board or the TIR secretariat, organized or took part in the following events:

- “Promote implementation of Annex 11 of TIR Convention on eTIR in the Economic Cooperation Organization (ECO) region and beyond - Interconnection of national customs systems with the eTIR international system” (14 April 2021)
- Training Workshop on TIR/ eTIR and CMR /eCMR by the Organization of Islamic Cooperation (OIC) African countries (28-29 June 2022 / Casablanca, Morocco)

geographical regions, having analyzed the challenges and status of border crossing facilitation policies/measures/agreements in each of them.

**(3) To adapt the TIR procedure to modern business, logistics and transport requirements**

- Following the recommendations agreed in the study on intermodal aspects of the TIR Convention, prepare a workshop dedicated to intermodal transport having invited all international and national non-governmental organizations responsible for intermodal transport in several regions and customs authorities in order to create awareness in the market about the intermodal aspects of TIR and the benefits that it could bring;
- Prepare a concise and well-documented policy review paper, dedicated to the intermodal aspects of the TIR Convention, analyzing the different intermodal transport scenarios and the benefits that the implementation of TIR/eTIR could bring;
- Consider any other amendment proposals to the TIR Convention that would further facilitate the intermodal aspects of the TIR Convention including the transportation of e-commerce parcels.

The Board or the TIR secretariat, organized or took part in the following events:

- Ministerial Meeting on Cross-Border Connectivity between the European Union and the Western Balkans, organized by the Government of Slovenia (5–6 July 2021/ Slovenian Presidency of the Council of the European Union 2021);
- Federation Internationale de l'Automobile (FIA) 3rd joint Sport and Mobility Conference in Monaco (7 July 2021).
- “TIRExB Workshop on Intermodal aspects of the TIR system” (17 October 2022)

**(4) To facilitate the implementation of the eTIR international system and its interconnection with national customs systems**

- Support the development and maintenance of the eTIR international system;
- Organize workshops that promote the eTIR international system, create awareness about its operating values and principles as well as the benefits that it could bring to all stakeholders involved, both for contracting parties and also for countries that have not acceded to TIR Convention yet;
- Consider and provide guidance on questions that may rise from the actual implementation of the

The Board or the TIR secretariat, organized or took part in the following events:

- “Promote implementation of Annex 11 of TIR Convention on eTIR in the Economic Cooperation Organization (ECO) region and beyond - Interconnection of national customs systems with the eTIR international system” (14 April 2021)
- Workshop organized by the Secretariat of the Cooperation Council of Turkic-Speaking States (Turkic Council) on the eTIR international system (15 June 2021)
- Eleventh Economic Cooperation Organization (ECO) virtual Transport Ministerial Meeting (2 February 2022)

At its 88th session (April 2021), The Board welcomed a summary of the recent development performed by the secretariat on the eTIR international system and on the eTIR specifications. The

<i>Activities and outputs expected</i>	<i>Main accomplishments<sup>1</sup></i>
<p>eTIR international system and its interconnection with national customs systems that should be reflected in the technical specifications of the system;</p> <ul style="list-style-type: none"> <li>• Following the recommendations of the TIR Carnet decline study towards a sustainable future for the eTIR international system and the preparation of a study that addresses all possible issues connected with the sustainability of the system, contribute in the preparation of this business plan and express its views, wishes and considerations that would ensure a sustainable future for eTIR operations;</li> <li>• Supervise and promote ITDB as an integral part of the eTIR international system.</li> </ul>	<p>Board was informed that the secretariat had worked extensively on version 4.3 of the eTIR concepts and the eTIR functional specifications and submitted them for translation for the next session of the WP.30/GE.1 in May. Regarding the eTIR technical specifications, the first two parts have been submitted as well and the secretariat is now preparing the third part, related to the security of the eTIR system. The Board was further informed that the secretariat continues to assist customs authorities of several contracting parties with interconnection projects, in particular with Azerbaijan, Georgia and Türkiye for the implementation stage. Finally, the Board was informed that work continues on the upgrade of the eTIR international system as per draft version 4.3 of the eTIR specifications. (ECE/TRANS/WP.30/AC.2/2021/12, para. 14)</p> <p>At its 89th session (July 2021), the Board noted that the European Commission and a few of its member states, in collaboration with the secretariat, had finalized a proof of concept on the interconnection of the eTIR international system and the New Computerized Transit System (NCTS) and that the secretariat had invited the Eurasian Economic Commission (EAEC) and its member states to carry out a similar exercise. While EAEC could not carry out the exercise since it is not a contracting party to the TIR Convention, the invitation remains open for its member states. (ECE/TRANS/WP.30/AC.2/2022/1, para. 11)</p> <p>At its 90th session (October 2021), TIRExB welcomed the latest developments in the eTIR international system and in the eTIR data model, based on version 4.3 of the eTIR specifications. The secretariat informed the Board also about the completion of technical guides, describing the eTIR messages and about the next steps foreseen by the secretariat, in particular the preparation of conformance tests. Finally, the secretariat stated that it continued assisting customs authorities of several contracting parties in the interconnection projects, in particular Azerbaijan, Georgia, Pakistan, Tunisia, Türkiye and Uzbekistan for the implementation stage. (ECE/TRANS/WP.30/AC.2/2022/6, para. 11)</p> <p>At its 91st session (February 2022), 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/WP.30/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/WP.30/AC.2/2022/12 and</p>

ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP.30/AC.2/2022/13.  
(ECE/TRANS/WP.30/AC.2/2022/7, para. 7)

At its 93rd session (October 2022), the Board took note of the latest developments of the eTIR international system, in particular an eTIR conformance tests workshop held on 7 October 2022, to which 6 countries and the IRU have been invited, and the appointment of conformance tests coordinators for Azerbaijan, Georgia, Pakistan, Türkiye, Uzbekistan and IRU. (Informal document TIRExB/REP/2022/93, para. 8)

At its 94th session (December 2022), the Board took note of the latest developments of the eTIR international system, in particular the ongoing conformance tests with Azerbaijan, Georgia, Uzbekistan and IRU. It also took note of the ongoing efforts by the secretariat to develop a stand-alone eTIR National Application (eTIR NA) that could help contracting parties to interconnect with the eTIR international system in line with the eTIR specifications and rapidly enable the eTIR procedure. (Informal document TIRExB/REP/2022/94, para. 6)

*At its 95th session (February 2022), the Board took note of the latest developments concerning the interconnection of the eTIR international system with national customs systems. In particular, the Board noticed that the first eTIR transport based on Annex 11 to the TIR Convention took place between Uzbekistan and Azerbaijan, paving the way to the new electronic era for the TIR system. Azerbaijan, Georgia and Uzbekistan performed already both the interconnection and the conformance tests while Pakistan and Tunisia had finalized the interconnection but not yet the conformance tests. The secretariat shared its experience with those first interconnections that it performed. Based on Annex 11, a contracting party could announce its connection to the system while having finalized both the interconnection and the conformance tests. However, the operational readiness of a contracting party to use the system starts only when the appropriate user interface has been developed and the customs officers are trained and know how to use it. (Informal document TIRExB/REP/2022/95, para. 6)*

**(5) To support training activities on the application of the TIR Convention, mainly in Contracting Parties where difficulties are experienced or might be expected in this area**

- Organize and substantially contribute to regional and national workshops and seminars on the application of the TIR Convention, if needed;

The Board or the TIR secretariat, organized or took part in the following events:

- UNCTAD webinar on the “Future of Transit in Mongolia: Challenges and Opportunities” (25 May 2022)

At its 93rd session (October 2022), the Board took note that the courses on TIR and eTIR were now available on the LearnITC eLearning platform<sup>2</sup>. Regarding the preparation of the TIR Handbook,

<sup>2</sup> <https://learnitc.unece.org/login/index.php>

<i>Activities and outputs expected</i>	<i>Main accomplishments<sup>1</sup></i>
<ul style="list-style-type: none"> <li>Finalization of the new eTIR web site and preparation of the eTIR e-learning platform as part of the web site;</li> <li>Update and distribute the TIR Handbook in the six official United Nations languages, taking into account the decreasing need for print resources;</li> <li>Taking into account the need to empower women as addressed by Sustainable Development Goal 5 on Gender Equality, prepare a concise and well-documented policy review on the role of women and gender equality in transportation of goods in general and in the TIR system in particular.</li> </ul>	<p>the secretariat informed the Board that it will be published in 2023 and that on top of a pdf version it intends to produce a more interactive online version. (Informal document TIRExB/REP/2022/93, para. 14)</p> <p>At its 94th session (December 2022), the Board also considered Informal document No. 23 (2022), containing a revision of examples of national practices regarding the concepts of authorized consignee and consignor, as well as Informal document No. 29 (2022), on the application of the concept of authorized consignee for TIR in the European Union. The Board requested the secretariat to prepare a document for its next session with the following examples of good practice: the applications of the concept of authorized consignee in the European Union and the applications of the concept of authorized consignor in Türkiye. Pending final approval at its next session, the Board intends to forward both examples of good practice to AC.2 for approval and, ultimately, to have them included in the next revision of the TIR Handbook.</p> <p>The Board also considered the examples of national practices about the procedure of authorization of holders, the approval of vehicles as well as the clearance of exports and imports at inland customs offices, as contained in the annexes of Informal document No. 24 (2022).</p> <p>Pending a few corrections, the Board agreed that the good practices presented in annexes 1 and 2 could be included in the next revision of the TIR Handbook. Consequently, the Board kindly requested IRU to submit a revision of Informal document No. 24 (2022) for its next session. Regarding Annex 3, the Board was of the view that it would not only require a few corrections but that it should be considered in the context of the International Convention on the Harmonization of Frontier Controls of Goods. (Informal document TIRExB/REP/2022/94, paras. 11, 13-14)</p> <p><i>At its 95th session (February 2022), the Board approved the examples of best practice, as contained in Informal document No. 2 (2023), and requested the secretariat to transmit them to AC.2 for endorsement and, ultimately, inclusion in the next revision of the TIR Handbook. (Informal document TIRExB/REP/2022/95, para. 12)</i></p> <p><i>At the same session, the Board considered and approved the revised examples of national practices about the procedure of authorization of holders and the approval of vehicles, as contained in the annexes of Informal document No. 24/Rev.1 (2022) and requested the secretariat to transmit them to AC.2 for endorsement and, ultimately, inclusion in the next revision of the TIR Handbook. (Informal document TIRExB/REP/2022/95, para. 13)</i></p>
<p><b>(6) To supervise the centralized printing and distribution of the TIR Carnets, including the monitoring of the price of TIR Carnets</b></p>	<p>At its 88th session (April 2021), the Board agreed with the proposal by the secretariat to revise the analysis of the TIR Carnet prices which was undertaken for a number of years in line with the methodology described in document ECE/TRANS/WP.30/AC.2/2016/2, as long as it would remain</p>

<i>Activities and outputs expected</i>	<i>Main accomplishments<sup>1</sup></i>
<ul style="list-style-type: none"> <li>• Monitor the distribution price of TIR Carnets (i.e., as charged by IRU) on the basis of information to be reported by IRU annually or when modified;</li> <li>• Monitor the national issuing prices of TIR Carnets, as provided by national associations, in line with the Annex 9 Part I, paragraph 3 (vi), publish them on the TIR website and conduct annually an analysis of the data on the prices;</li> <li>• If necessary, revise the survey for the collection of the TIR Carnet prices and the methodology to conduct the analysis of the TIR Carnet prices.</li> </ul>	<p>transparent and the new methodology included in Annex. (ECE/TRANS/WP.30/AC.2/2021/12, para. 22)</p> <p>At its 89th session (July 2021), The Board took note of the 2021 TIR Carnet prices and the analysis in Informal document No. 6 (2021) and welcomed the revised analysis. It requested the secretariat to publish the 2021 prices on the TIR website. (ECE/TRANS/WP.30/AC.2/2022/1, para. 19)</p> <p>At its 90th session (October 2021), The Board mandated the secretariat to send out the survey for the collection of the 2022 TIR Carnet prices before 31 December 2021, with a deadline for responding until 1 March 2022. (ECE/TRANS/WP.30/AC.2/2022/6, para. 18)</p> <p>At its 92nd session (June 2022), the Board, took note of Informal document No. 17 (2022), containing the analysis of the TIR Carnet prices for 2022. It requested the secretariat to publish the 2022 prices on the TIR website and transmit the analysis to the TIR Administrative Committee (AC.2). (ECE/TRANS/WP.30/AC.2/2023/1, para. 19)</p> <p>At its 93rd session (October 2022), the Board confirmed that questions of the survey on TIR Carnet prices can remain unchanged and mandated the secretariat to launch the survey for 2023 before the end of 2022. (Informal document TIRExB/REP/2022/93, para. 19)</p>
<b>(7) To supervise the functioning of the TIR international guarantee system</b>	
<ul style="list-style-type: none"> <li>• Conduct a survey on Customs claims and the TIR guarantee level covering the years 2017–2020, conduct an analysis of the data and transmit the results to AC.2.</li> </ul>	<p>At its 88th session (April 2021), the Board approved the draft survey on customs claims for the period 2017-2020 (available in English, French and Russian) and requested the secretariat to distribute it to the competent authorities before 30 June 2021, with a deadline to reply before 30 October 2021. (ECE/TRANS/WP.30/AC.2/2021/12, para. 23)</p> <p>At its 91st session (February 2022), 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. (ECE/TRANS/WP.30/AC.2/2022/7, para. 19).</p> <p>At its 92nd session (June 2022), the Board welcomed the revised results of the survey on customs claims and on the guarantee level for the years 2017–2020. It regretted that major users of the TIR system still had not replied to the survey but stressed that, on the basis of the results, the TIR system seems very secure with very few claims.</p>

<i>Activities and outputs expected</i>	<i>Main accomplishments<sup>1</sup></i>
<p>(8) <b>To increase transparency and facilitate the exchange of information between competent authorities of Contracting Parties, national guaranteeing associations, IRU, the holders and other Governmental and non-governmental organizations. To coordinate and foster the exchange of intelligence and other information among competent authorities of Contracting Parties</b></p> <ul style="list-style-type: none"> <li>• Monitor the implementation of the agreed expansion of the scope of ITDB, depending always on the time and efforts required to accomplish these tasks, to include, inter alia, certificates of approval as well as access of the TIR Carnet holders and measures on further streamlining the information provided on the status of the holders;</li> <li>• Prepare an ITDB governance document to clarify the access rights, user management etc. and submit to AC.2 for approval.</li> </ul>	<p>The Board requested the secretariat to transmit the document to AC.2 for its October 2022 session and appealed to AC.2 to urge all contracting parties to respond to future surveys. (ECE/TRANS/WP.30/AC.2/2023/1, paras. 20-21)</p> <p>At its 88th session (April 2021), the Board welcomed the status report of ITDB, delivered by the secretariat. Further, the secretariat informed the Board about the current status of data recordings and usage figures in ITDB (details available in the presentation communicated to the Board members). It was also informed about recent achievements such as the completion of the ITDB web platform upgrade, the update of the ITDB web application to limit the international organization access to the TIR Carnet holder exclusion and withdrawal details, import of customs office data for Belarus and ongoing data import process for China and Uzbekistan, restoration of the ITDB web service connection with Uzbekistan national customs systems, and the recent communication of the survey to evaluate the digitalization status of the "certificates of approval" in the national customs systems.</p> <p>The secretariat presented the result and analysis of the survey on expectation on ITDB Certificate of Approval (CoA) module as in Informal document No. 3 (2021). The Chair raised concerns related to the low response rate (twenty-six respondents out of seventy-six contracting parties) and about the risk for the Board to take a decision based on responses that would not be enough representative of the contracting parties. The Board requested the secretariat to re-open the survey and invite all non-respondent contracting parties to provide feedback on the matter. Finally, the Board reiterated its view that this module was not a priority item, due to complexity of the work and other priorities (ECE/TRANS/WP.30/AC.2/2021/12, paras. 15-16)</p> <p>At its 89th session (July 2021), the Board welcomed the status report on ITDB, delivered by the secretariat. The secretariat informed the Board about current status of data recordings and usage figures in ITDB (details available in the presentation communicated to the Board members). The secretariat further informed about the recent ITDB related achievements: in particular the reactivation of the survey on expectations on the ITDB Certificate of Approval (CoA) module, and on the communication of the survey on "status/progress" on digitalization of the CoA process in the national customs systems of contracting parties. Finally, the Board was also informed on the next tasks, in particular the preparation of the specification and design of the TIR Carnet holder portal and ITDB notification changes (as requested by AC.2 at its seventy-fourth session). Considering the low number of responses to the two surveys currently published, the Board suggested reminding all</p>

contracting parties during the next session of AC.2 the need to communicate their perspective on those two topics. (ECE/TRANS/WP.30/AC.2/2022/1, para. 12)

At its 90th session (October 2021), The Board was informed about developments related to the ITDB projects managed by the secretariat, in particular of the start of the development of the TIR Carnet holder web portal. The secretariat, referring to the limited number of replies received, reminded of the importance for all contracting parties to respond to the two ongoing ITDB surveys. The Board reiterated its suggestion to remind all contracting parties during the next session of AC.2 of the need to communicate their perspective on those two topics. (ECE/TRANS/WP.30/AC.2/2022/6, para. 12)

At its 91st session (February 2022), the Board welcomed the status report on 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.

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. (ECE/TRANS/WP.30/AC.2/2022/7, paras. 8-9)

At its 92nd session (June 2022), the Board took note of the latest developments regarding ITDB, in particular the change of the TIR Carnet holder status notification system, to be deployed in production by the end of June 2022. The Board further noted that the TIR Carnet holder web portal will be deployed for testing by the end of June 2022 and will go in production by the end of 2022. Finally, the Board also welcomed the announcement to launch the holder and customs officer mobile applications towards the end of 2022. (ECE/TRANS/WP.30/AC.2/2023/1, para. 8)

At its 93rd session (October 2022), the Board took note of the current status of data recorded in ITDB, i.e., 1161 web application users, 30599 authorized holders, 271 stamps and seals, 2783

---

customs offices, and of the web service usage for the past years. The Board also took note of the latest improvements of ITDB related applications, in particular the start of the user acceptance testing of the eTIR Portal (in September 2022), as well as the progress in the development of the two eTIR Mobile apps intended for TIR Carnet holder staff and customs officers. (Informal document TIRExB/REP/2022/93, para. 10)

At its 94th session (December 2022), the Board took note of the current status of data recorded in the International TIR Data Bank (ITDB), i.e., 1,160 web application users, 29,528 authorized holders, 272 stamps and seals, 2,801 customs offices, and of the web service usage over the past years. The Board also took note of the latest improvements of ITDB-related applications, in particular the readiness of the eTIR Portal to go live and the progress in the development of the two eTIR Mobile apps intended for TIR Carnet holder staff and customs officers. Finally, the Board considered and agreed with the proposal to include optional GPS coordinates for the customs offices in ITDB. (Informal document TIRExB/REP/2022/94, para. 8)

*At its 95th session (February 2022), the Board was informed about developments related to the International TIR Data Bank (ITDB) and other related information technology projects, managed by the TIR secretariat. The Board took note of the status of data recordings in ITDB and, in particular, of the following figures: 1,160 web application users, 29,663 authorized holders recorded, 271 stamps and seals recorded, 2,856 customs offices recorded and of the web service usage for the past years. The Board also took note of the latest achievements related to ITDB, in particular the deployment in production of the eTIR Portal and the completion of the eTIR Mobile apps development.*

*Furthermore, the Board welcomed and approved, pending a few amendments, the ITDB data governance, contained in Informal document No. 1 (2023), and requested the secretariat to transmit it to AC.2 for endorsement. (Informal document TIRExB/REP/2022/95, para. 8-9)*

**(9) Facilitate the settlement of disputes between contracting parties, associations, insurance companies and international organizations without prejudice to Article 57**

At its 88th session (April 2021), TIRExB recalled that, at its session in December 2020, it noted that there was no new information on the problems reported by transport companies from the Republic of Moldova in Ukraine (ECE/TRANS/WP.30/AC.2/2021/10, para. 26). Further, the Board recalled that the last formal communication on the issue was in 2015 and since then the update was made by Mr. S. Somka, a former member of the Board from Ukraine. Considering that at this term of the Board there is no member from Ukraine who could provide updated information, the Board requested the secretariat to send a letter to State Fiscal Service (SFS) of Ukraine asking the state of play with this matter and asking for clarification on the current implementation regarding referred

products. The Board concluded that, depending on the reply from the SFS, it may send a letter to AITA and conclude the agenda item. (ECE/TRANS/WP.30/AC.2/2021/12, para. 28)

At its 89th session (July 2021), regarding the settlement of the claims, TIRExB invited the parties to communicate bilaterally to discuss the issue on case basis. Further, TIRExB did not consider a necessity to amend Annex 10, but thought it would be appropriate to enhance its enforcement, thus it advised the international organization to apply the SafeTIR system the best way it could do, particularly regarding the follow-up in the case of discrepancies and the lack of data. (ECE/TRANS/WP.30/AC.2/2022/1, para. 29)

At its 90th session (October 2021), the Board noted that the secretariat had sent a letter to the Moldovan national association, summarizing its past considerations and the state of play regarding the problems reported by the transport companies from the Republic of Moldova in Ukraine. (ECE/TRANS/WP.30/AC.2/2022/6, para. 21)

At its 92nd session (June 2022), the Board considered Informal document No. 18 (2022), transmitted by IRU, about regular checks on TIR transports at certain border crossing points. It noted that the transport volumes through the Caucasus are increasing but that transport companies experience very long waiting times (up to 40 days) and complain about the rate of full inspections and that seals are sometimes not applied to vehicles. The Board noted that Azerbaijan, Iran (Islamic Republic of) and Türkiye had already started discussing the matter and had requested IRU for additional evidence on the actual cases. (ECE/TRANS/WP.30/AC.2/2023/1, para. 24)

At its 93rd session (October 2022), the Board considered the additional evidence contained in Informal document No. 22 (2022), transmitted by IRU. In her reaction, Ms. P. Bastirmaci (Türkiye) noted that various reasons can lead to physical checks, such as the absence of advance information prior to the presentation at the borders or suspicions related to the transport operators. The Board recommended that the parties involved should first discuss the various cases among themselves, possibly with evidence of the use of TIR-EPD, when available. (Informal document TIRExB/REP/2022/93, para. 24)

At its 94th session (December 2022), the Board approved the improved wording of new Explanatory Note 8.10 (e) and of the amendment to Explanatory Note 0.6.2 bis-1, as contained in Informal document No. 26 (2022), and requested the secretariat to transmit them to AC.2. In addition, the Board stated that the original amendment proposal to Explanatory Note 0.6.2 bis-1, as contained in Informal document No. 9 (2021), was also acceptable and requested the secretariat to include it in the document to be transmitted to AC.2. (Informal document TIRExB/REP/2022/94, para. 18)

At its 94th session (December 2022), the Board also noted that, while bilateral meetings have been organized (including with the private sector), the situation had only slightly improved at some border crossings but remained unchanged at others. IRU informed the Board that, since advance data

---

is mandatory in Türkiye and Iran (Islamic Republic of), TIR-EPD had been used in all reported cases to send advance data. (Informal document TIRExB/REP/2022/94, para. 27)

*At its 95th session (February 2022), IRU informed the Board that the Union of Chambers and Commodity Exchanges of Türkiye (TOBB) visited the Kapitan Andreevo - Kapikule border crossing points in order to possibly identify the reasons leading to regular controls and that another visit was already planned at the Gurbulak - Bazargan border point on 4 March 2023. IRU will share the outcome of these investigations with the Board at one of its next sessions. (Informal document TIRExB/REP/2022/95, para. 16)*

*At the same session, The Board considered a letter it received from the State Custom Service of Ukraine, as contained in Informal document No. 3 (2023), highlighting complications related to the communications between the State Custom Service Ukraine and custom administration, national associations and carriers registered in Belarus and the Russian Federation, TIR operations in the territory of Ukraine that could not be terminated as well as technical questions related to the functioning of the SafeTIR system.*

*The Board took note that IRU was facilitating communication between stakeholders on this file, the Board thanked IRU for their technical assistance and agreed with the technical answers provided in Informal document No. 4 (2023) on the alternative proofs of termination and on the functioning of the SafeTIR system. The Board stressed that it only deals with technical issues.*

*In conclusion, the Board mandated the secretariat to prepare a response letter, which would include the technical explanations related to the alternative proofs of termination and the functioning of the SafeTIR system and circulate it to the members for final approval before being sent. (Informal document TIRExB/REP/2022/95, para. 17-19)*

## (10) Administration

At its 90th session (October 2021), the Board endorsed the budget proposal and cost plan of TIRExB and the TIR secretariat for the year 2022, as well as the net amount to be transferred by IRU as in document ECE/TRANS/WP.30/AC.2/2021/18. (ECE/TRANS/WP.30/AC.2/2022/6, para. 8)

At its 93rd session (October 2022), the Board endorsed the budget proposal and cost plan of TIRExB and the TIR secretariat for the year 2023, as contained in document ECE/TRANS/WP.30/AC.2/2022/15. (Informal document TIRExB/REP/2022/93, para. 7)

At its 93rd session (October 2022), the Board took note that a new global guarantee agreement between IRU and the international insurer AXA had been signed and that certified copies would

shortly be sent to the TIR secretariat and, via national associations, to customs authorities. (Informal document TIRExB/REP/2022/93, para. 26)

*At its 95th session (February 2022), in line with the AC.2 decision referred to above, acknowledging the vacancy of one Information System Officer's post within the secretariat and the resources required to ensure the timely completion of the four projects, TIRExB agreed, upon proposal of the TIR secretary, that within the "Staff and personnel costs" it would redeploy US\$ 50,000 from the budget line "Professional grade staff" to the budget line "Consultant fees and travel", in addition to the US\$ 30,000 already available. The secretariat indicated that those funds will only be used if funding from alternative sources would not be found. (Informal document TIRExB/REP/2022/95, para. 30)*

### (11) Self-evaluation

- At the end of the term, prepare a quantitative and qualitative assessment of the achievements of the Board, compared to outputs described above, during its 2021–2022 term of office in relation with its programme of work and mandate, for endorsement by AC.2.
- Number of meetings: 8
- Number of participants: 2021: 88<sup>th</sup>: 9+1(IRU), 89<sup>th</sup>: 8+1(IRU), 90<sup>th</sup>: 7+1(IRU); 2022:91<sup>st</sup>: 8+1(IRU), 92<sup>nd</sup> 7+1(IRU), 93<sup>rd</sup> 7+1 (IRU), 94<sup>th</sup> 7+1 (IRU), 95<sup>th</sup> 5+1 (IRU)
- Number of meeting days: 10
- Number of Informal documents: 88th: 5, 89th: 6, 90th:3, 91st: 6, 92nd: 9, 93rd: 6, 94th: 9, 95th: 6
- Number of Explanatory notes adopted: 2
- Number of amendments proposals adopted: 2
- Number of comments adopted: 1
- Number of recommendations adopted: -
- Number of best practices adopted: 4
- Number of national control measures analysed: -
- Number of surveys conducted: 4 (two on TIR Carnet prices, one on claims and one on the certificate of approval)
- Number of seminars organized or attended: 9
- Number of authorized TIR Carnet holders registered in ITDB: 29,528 (29 November 2022)
- The Board prepared this self-evaluation report for endorsement by AC.2.



## Annex II

### Results of the self-evaluation survey

Seven of the nine TIRExB members responded to the survey.

#### Question 1

*Which activities of the program of work of the TIR Executive Board (ECE/TRANS/WP.30/AC.2/2021/14) do you consider to have been the most important during the 2021-2022 term of office (please indicate a maximum of 3)?*

Provide support in the application and revitalization of the TIR Convention including amendment proposals that would increase the competitiveness of the TIR system	5
Promote the geographical expansion of the TIR system	2
Adapt the TIR procedure to modern business, logistics and transport requirements	4
Facilitate the implementation of the eTIR international system and its interconnection with national customs systems	3
Support training activities on the application of the TIR Convention, mainly for contracting parties where difficulties are experienced or might be expected in this area	2
Supervise the centralized printing and distribution of the TIR Carnets, including the monitoring of the price of TIR Carnets	0
Supervise the functioning of the TIR international guarantee system	3
Increase transparency and facilitate the exchange of information between competent authorities of contracting parties, national guaranteeing associations, IRU, holders and other Governmental and non-governmental organizations. Coordinate and foster the exchange of intelligence and other information among competent authorities of contracting parties	2
Other	5

*Please indicate which achievements you consider of particular importance:*

#### Consolidated reply:

The members of the Board stressed the importance of the achievements in the area of the adaptation of the TIR procedure to modern business, logistics and transport requirements, the increase of the competitiveness of the TIR system and the revitalization of TIR Convention. They highlighted the important role of TIRExB in supervising the development and promotion of TIR electronic tools and applications (e.g., ITDB), including by means of amendments to the TIR Convention, and on the study on the intermodal aspects of the TIR Convention.

#### Question 2

*In your view, what are the areas of strength of the TIRExB and which areas could benefit from improvement?*

#### Consolidated reply:

*Areas of strength:*

The member of the Board stressed that the strength of TIRExB relies on a few factors, in particular:

- Members with a broad international expertise from diverse backgrounds and an in-depth knowledge of the TIR Convention, including the newly introduced Annex 11 (eTIR procedure);
- A limited number of experts, acting in their personal capacity, thus allowing for constructive and open discussions;
- The ability of the Board to consider and prepare amendments to the TIR convention, assist parties in handling disputes, monitor the application of the TIR convention and support countries in their efforts to implement the TIR Convention.

*Areas for improvement:*

The members of the Board are of the view that the following improvements could further increase the effectiveness of the Board:

- Reduce the number of items on the agenda and increase the number of meeting days to allow for more in-depth considerations of sensitive issues;
- Ensure the participation at all sessions of all elected members of the Board to strengthen the output of the Board;
- Prioritization of the issues in line with the areas of greater concern for countries regarding the sustainability of the TIR Convention;
- Improve the compliance of all parties with regard to the provisions of the TIR Convention, in particular, the required submission to the Board of information and documentation, including by means of electronic tools;
- Provide additional training and support to countries that are not yet Contracting Parties to the TIR Convention or that are not yet operational.

### **Question 3**

*Are you satisfied with the support and assistance provided by the TIR secretariat to the TIRExB? If not please indicate in which areas you would like to see improvement.*

#### **Consolidated reply:**

All respondents are satisfied with the support and assistance provided by the TIR secretariat. One member of the Board suggested to consider translating the documentation in Russian.

### **Question 4**

*Do you think the TIRExB resources are sufficient to fulfil its functions? If not please provide information which additional resources would be required.*

#### **Consolidated reply:**

While the members of the Board found the resources sufficient for this term of office, some stressed that, for the future, more resources might be needed to ensure the funding of in-person meetings (possibly including travel costs) and deal with a possible increase of issues related to the implementation of the eTIR procedure.

### **Question 5**

*Taking account of the fact that, in accordance with the provision of Explanatory Note 8.13.1-2, the respective government should finance the work of their TIRExB member:*

### **Consolidated reply:**

In general, the members of the Board are satisfied with the current DSA procedure. While one stated that he/she could accept further reductions in the DSA and a return to the previous procedure, another was of the view that more funding, including for travel costs, would further motivate contracting parties to nominate experts.

### **Question 6**

*In your view, are there any changes required which would improve the effectiveness of TIRExB?*

### **Consolidated reply:**

While the majority of the members who responded don't think any changes are necessary, it was also stressed that in-person meetings were more productive and that more sessions could increase the results achieved by the Board and that a time allocation, based on a prioritization of the various issues on the agendas, could improve the productivity of the Board.

### **Question 7**

*In your view, does TIRExB communicate well with the other parties in the TIR system, and, in particular, with IRU, which participates in TIRExB sessions as observer? Please elaborate your answer.*

### **Consolidated reply:**

The respondents are fully satisfied with the communication of the Board with other parties, in particular with IRU, which contributions as an observer are duly taken into account.

### **Question 8**

*In your view, which goals would be interesting for the next TIRExB to work towards?*

### **Consolidated reply:**

The respondents suggested the following topics as potentially interesting for the next composition of the Board:

- Elaboration of legal provisions aimed at standardizing simplification procedures such as authorized consignor and consignee or subcontractors.
- Support the geographical expansion of the TIR Convention
- Further develop the intermodal implementation of the TIR system
- Further improve the eTIR procedure
- Continue the work started by the current composition of the Board, in particular, training and support activities, increase the competitiveness of the TIR system and adapting the TIR and eTIR procedures to modern business, logistics and transport requirements.

### **Question 9**

*In general, how would you rate the TIRExB at its current term of office?*

**Consolidated reply:**

TIRExB members responded as follows:

Dissatisfied: -

Somewhat dissatisfied: -

Neither dissatisfied nor satisfied: -

Somewhat satisfied: 3

Fully satisfied: 4

---