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## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on Customs Questions affecting Transport**

##### **163rd session**

Geneva, 8 and 9 (a.m.) June 2023

Item 6 of the provisional agenda

##### **Customs Convention on the International Transport of**

**Good under Cover of TIR Carnets (TIR Convention, 1975):**

**Application of the Convention:**

**Other matters**

### **Results of the survey for Associations TIR focal points on different items related to the issuance and renewal of vehicle approval certificates**

**Transmitted by the International Road Transport Union**

#### **I. Background**

1. During its last session, WP.30 adopted a survey for customs TIR focal points on different items related to the issuance and renewal of vehicle approval certificates.
2. To that extent, IRU informed WP.30 about its willingness to conduct a separate but similar survey among associations' TIR focal points and share the results with WP.30 at its upcoming session.

#### **II. Survey results**

3. The results of the survey can be found in Annex I.

#### **III. Considerations by the Working Party**

4. WP.30 is requested to consider the results of this survey, notably the problems faced by the private sector and its suggestions on how to improve the procedure.

## Annex

### Survey results

#### I. Number of answers received: 21

The survey was completed by TIR associations from: **Austria, Belarus, Bulgaria, Check Republic, France, Estonia, Germany, Greece, Lebanon, Hungary, Latvia, Poland, Türkiye, Pakistan, Romania, Russia Federation, Switzerland, Spain, Slovak Republic, Turkmenistan, and Uzbekistan.**

#### II. Main outcomes of the survey:

- 1) The technical inspections required for the issuance/renewal of certificates of approval for TIR vehicles are performed only by some designated customs offices **(52%)**.
- 2) The procedure for the technical inspection and the issuance/renewal of the certificate is performed/approved by the same entity in all countries **(100%)**.
- 3) Technical inspections can be carried out in several places, at least 10 **(70%)**.
- 4) An appointment for a vehicle inspection can be obtained in one day **(57%)**.
- 5) A vehicle inspection takes approximately one hour **(42 %)**.
- 6) Once the technical inspection has taken place, the issuance of the vehicle approval takes approximately one day **(57%)**.
- 7) At the national level, there is a standardised procedure for technical inspections **(67%)**.
- 8) The list of authorities in charge of issuing/renewing certificates of approval is available publicly **(57%)**.
- 9) Operators do not have to pay for the inspections or the issuing/renewal of the certificate of approval **(62%)**.
- 10) If approval is not granted, the reason for refusal is provided in writing **(90%)**.
- 11) There is a need to digitalise the certificate of approval (application procedure, application documents and the certificate itself) **(75%)**.
- 12) The procedure at the national level is simple and quick **(75%)**.
- 13) Operators do not face any difficulties when presenting the certificate of approval abroad **(95%)**.

#### III. Proposals to current procedure

Despite the overall positive feedback received, the following procedural improvements were suggested:

- 1) In order to expedite the procedure, the inspection could be carried out at the premises of national associations.
- 2) The digitalisation of the certificates of approval (CoA) would bring the following advantages to the private sector:
  - Reduced paper documentation and waiting times for inspections
  - Removing the risks of the CoA being lost/stolen/forged
  - Removing the risk of the CoA not being legible
- 3) Vehicles should be inspected at any customs office in the country. Private entities should also be allowed to carry out the inspection, especially in the countries where the demand for approving vehicles or for renewal of certificate of vehicle approval is high and the current capacities to handle the procedure are not sufficient.

- 4) The CoA should be considered valid if it expires during the TIR transport.
- 5) There should be the possibility of having the CoA issued for a foreign transport operator if it expires in a foreign country and is needed for a return journey.
- 6) The number of columns in Section 9 should be increased to allow for a higher number of renewals in the same certificate.

Furthermore, the following issues were requested to be considered:

- 1) In cases when procedures are lengthy, there is a loss of profit for transport operators that cannot use the vehicles while their truck is under the procedure of inspection until the certificate and or its renewal is issued. This factor limits the use of TIR as some transport operators cannot afford increasing the idle time of their fleet.

#### IV-) List of questions and answers provided by TIR association focal points

*NB: For confidentiality reasons, only the percentage is presented.*

1. The technical inspections required for the issuance/renewal of certificates of approval for TIR vehicles in those countries are performed by:

- All customs offices approved for TIR operations: **33%**
- Some designated customs offices: **52%**
- Two different bodies (police and private entity): **5%**
- National TIR Association: **10%**

2. The procedure for the technical inspection and the issuance/renewal of the certificate is performed/approved by the same entity in all countries: **100%**

3. Technical inspections can be carried out in:

- Only one place: **5%**
- 2 to 5 places: **10%**
- 6 to 10 places: **10%**
- More than 10 places: **70%**

**NB: This question was not answered by one of the associations (5%).**

4. An appointment for a vehicle inspection can be obtained in:

- One day: **57%**
- 2 to 5 days: **33%**
- 6 to 10 days: **5%**
- Over 10 days: **5%**

5. A vehicle inspection takes:

- Less than one hour: **5%**
- One hour: **42%**
- Half a day : **24%**
- One day: **19%**

**NB: This question was not answered by two associations (10%).**

6. Once the technical inspection has taken place, the issuance of the certificate of vehicle approval takes:

- One day: **57%**
- 1 to 5 days: **24%**
- 6 to 10 days: **14%**

**NB: This question was not answered by one of the associations (5%).**

7. At the national level, there is a standardised procedure for technical inspections:

- Yes: **67%**
- No: **33%**

8. The list of authorities in charge of issuing/renewing certificates of approval is publicly available:

- Yes: **57%**
- No: **43%**

9. Operators must pay for the inspections or the issuing/renewal of the certificate of approval:

- Yes: **33%**

- No: **62%**

**NB: This question was not answered by one of the associations (5%).**

10. In case approval is not granted, the reason for refusal is provided:

- Orally: **10%**

- In writing: **90%**

11. There is a need for the digitalisation of the certificate of approval (application procedure, application documents, and the certificate itself)

- Yes: **75%**

- No: **10%**

- Application procedure/some parts of the procedure are already digitalised: **10%**

**NB: This question was not answered by one of the associations (5%).**

12. The procedure at the national level is:

- Simple and quick: **75%**

- Cumbersome: **10%**

- Lengthy: **5%**

- Satisfactory: **5%**

**NB: This question was not answered by one of the associations (5%).**

13. Operators do not face any difficulties when presenting the certificate of approval abroad (**95%**).

**NB: This question was not answered by one of the associations (5%).**

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