



Economic and Social Council

Distr.: General
28 September 2023

Original: English

Economic Commission for Europe

Inland Transport Committee

Working Party on Customs Questions affecting Transport

164th session

Geneva, 10 and 13 (a.m.) October 2023

Item 3 (c) (vi) of the provisional agenda

Customs Convention on the International Transport

of Goods 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, the Working Party on Customs Questions affecting Transport (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, the International Road Transport Union (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 the Annex.

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.

* The present document has been submitted after the official documentation deadline due to resource constraints.

Annex

Survey results

I. Number of answers received: 21

1. 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:

(a) The technical inspections required for the issuance/renewal of certificates of approval for TIR vehicles are performed only by some designated customs offices (52 per cent).

(b) The procedure for the technical inspection and the issuance/renewal of the certificate is performed/approved by the same entity in all countries (100 per cent).

(c) Technical inspections can be carried out in several places, at least 10 (70 per cent).

(d) An appointment for a vehicle inspection can be obtained in one day (57per cent).

(e) A vehicle inspection takes approximately one hour (42 per cent).

(f) Once the technical inspection has taken place, the issuance of the vehicle approval takes approximately one day (57 per cent).

(g) At the national level, there is a standardised procedure for technical inspections (67 per cent).

(h) The list of authorities in charge of issuing/renewing certificates of approval is available publicly (57 per cent).

(i) Operators do not have to pay for the inspections or the issuing/renewal of the certificate of approval (62 per cent).

(j) If approval is not granted, the reason for refusal is provided in writing (90 per cent).

(k) There is a need to digitalise the certificate of approval (application procedure, application documents and the certificate itself) (75 per cent).

(l) The procedure at the national level is simple and quick (75 per cent).

(m) Operators do not face any difficulties when presenting the certificate of approval abroad (95 per cent).

III. Proposals to current procedure

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

(a) In order to expedite the procedure, the inspection could be carried out at the premises of national associations.

(b) 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

(c) 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.

(d) The CoA should be considered valid if it expires during the TIR transport.

(e) 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.

(f) 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:

(g) 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.]

(a) 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 per cent
- Some designated customs offices: 52 per cent
- Two different bodies (police and private entity): 5 per cent
- National TIR Association: 10 per cent

(b) The procedure for the technical inspection and the issuance/renewal of the certificate is performed/approved by the same entity in all countries: 100 per cent.

(c) Technical inspections can be carried out in:

- Only one place: 5 per cent
- 2 to 5 places: 10 per cent
- 6 to 10 places: 10 per cent
- More than 10 places: 70 per cent

[NB: This question was not answered by one of the associations (5 per cent).]

(d) An appointment for a vehicle inspection can be obtained in:

- One day: 57 per cent
- 2 to 5 days: 33 per cent
- 6 to 10 days: 5 per cent
- Over 10 days: 5 per cent

(e) A vehicle inspection takes:

- Less than one hour: 5 per cent
- One hour: 42 per cent
- Half a day: 24 per cent

- One day: 19 per cent

[NB: This question was not answered by two associations (10 per cent).]

(f) Once the technical inspection has taken place, the issuance of the certificate of vehicle approval takes:

- One day: 57 per cent
- 1 to 5 days: 24 per cent
- 6 to 10 days: 14 per cent

[NB: This question was not answered by one of the associations (5 per cent).]

(g) At the national level, there is a standardised procedure for technical inspections:

- Yes: 67 per cent
- No: 33 per cent

(h) The list of authorities in charge of issuing/renewing certificates of approval is publicly available:

- Yes: 57 per cent
- No: 43 per cent

(i) Operators must pay for the inspections or the issuing/renewal of the certificate of approval:

- Yes: 33 per cent
- No: 62 per cent

[NB: This question was not answered by one of the associations (5 per cent).]

(j) In case approval is not granted, the reason for refusal is provided:

- Orally: 10 per cent
- In writing: 90 per cent

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

- Yes: 75 per cent
- No: 10 per cent
- Application procedure/some parts of the procedure are already digitalised: 10 per cent

[NB: This question was not answered by one of the associations (5 per cent).]

(l) The procedure at the national level is:

- Simple and quick: 75 per cent
- Cumbersome: 10 per cent
- Lengthy: 5 per cent
- Satisfactory: 5 per cent

[NB: This question was not answered by one of the associations (5 per cent).]

(m) Operators do not face any difficulties when presenting the certificate of approval abroad (95 per cent).

[NB: This question was not answered by one of the associations (5 per cent).]