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Inland Transport Committee

Working Party on Customs Questions affecting Transport

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Item 3 (c) (vi) 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

Survey on the certificate of approval for TIR vehicles*

Note by the secretariat

I. Introduction

1. The secretariat, in close collaboration with the delegation of the European Union and IRU, prepared a draft survey, contained in document ECE/TRANS/WP.30/2023/3. The survey was sent on 14 March 2023 to customs TIR focal points with 31 May 2023 as deadline for reply. At the closing date of 31 May, 30 submissions were received. Please find the consolidated responses in Annex.

II. Survey results

2. The survey was completed by the following contracting States to the TIR Convention: Austria, Bulgaria, Czech Republic, Denmark, Estonia, Finland, Germany, Greece, Hungary, Latvia, Lithuania, Maroc, Moldova, Mongolia, Montenegro, Netherlands, Poland, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Tajikistan, Türkiye, Turkmenistan, Ukraine, United Kingdom and Uzbekistan.

* This document was submitted late due to delayed inputs from other sources.



<i>Question</i>	<i>Response</i>	<i>% of respondents</i>	<i>Response</i>	<i>% of respondents</i>	<i>Response</i>	<i>% of respondents</i>	<i>Response</i>	<i>% of respondents</i>	<i>Response</i>	<i>% of respondents</i>	<i>Comments provided</i>	
1	Who conducts the technical inspections required for the issuance of certificates of approval for TIR vehicles in your country?	Some designated customs offices	41.18%	All customs offices approved for TIR operations	38.24%	A central or specialized customs service	2.94%	A central or specialized customs service	5.88%	External	11.76%	<p>1. Finland – Inspections are made by Customs authority. Nonetheless, Customs may rely partly on technical.</p> <p>2. Germany - Customs office that is subordinate to the main customs office responsible for the applicant.</p> <p>3. Poland - All customs offices are competent for individual approval but additionally we designated one customs office competent for approval by design type.</p> <p>4. Russian Federation - Brest, Vitebsk, Grodno Regional, Gomel, Minsk Regional, Mogilev Customs Houses.</p> <p>5. Sweden - The company is private but 100% owned by the government.</p> <p>6. Ukraine - Customs Post</p>
2	Is the procedure for the technical inspection and the issuance of the certificate of	Yes	96.67%	No	3.33%							<p>1. Finland - Finnish Customs.</p> <p>2. Latvia - The procedure is divided into 2 stages:(a) the approval executed by national TIR guaranteeing association (“pre-approval”), (b) A</p>

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approval carried out by the same entity?											designated Customs office checks the conformity of the vehicle (after “pre-approval” executed by association). 3. Romania - The customs office where the premises of the owner of the vehicle is. 4. Russian Federation - Brest, Vitebsk, Grodno Regional, Gomel, Minsk Regional, Mogilev Customs Houses. 5. Sweden - Inspection and issuance of certificate takes about 1 hour. 6. Ukraine - Customs Authorities
3 How many places are available for technical inspections?	One	6.67%	2 to 5 days	16.67%	6 to 10	30.00%	More than 10	46.67%			1. Bulgaria - More than 41 Customs Offices. 2. Germany - At least one place, please keep in mind, that in DE the number of TIR procedures is very limited. 3. Greece - 16 customs offices for vehicles & containers and 11 for tanker trucks. 4. Hungary - 23. 5. Morocco - There are more than ten customs offices open for TIR operations.

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											6. Poland - ca 70.
											7. Romania - All customs offices approved for TIR operation.
											8. Russian Federation - Customs clearance points of the above customs houses.
											9. Slovakia – All the customs offices approved for the TIR operations.
											10. Sweden - There are 8 places, but one of them handles mostly the inspections, since there is an EO with many TIR vehicles nearby.
											11. Türkiye - 47 Customs offices are authorized to issue CoAs and carry out inspections. However, usually one area in a customs office are designated to carry out inspections.
											12. Ukraine - more than 25
											13. United Kingdom - We have a network of sites throughout the UK. We can also attend the operators premises if necessary.
4	What is the average timeframe for	One day	82.76%	2 to 5 days	10.34%	6 to 10 days	3.45%	More than 10	3.45%		1. Greece - The average time frame in most Customs offices is one day.

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technical inspections?											<p>2. Latvia - The inspection (both stages together) and issuing of the Certificate can take a few hours.</p> <p>3. Sweden - It takes about 1 hour.</p> <p>4. Ukraine - 1–2 hours.</p> <p>5. United Kingdom - The inspection takes around 2 hours to complete, including the issue of a certificate. We expect the operator to apply for the inspection around 2 weeks in advance.</p>
5 Once the technical inspection has taken place, how long does it take for the vehicle approval being issued?	One day	83.33%	2 - 5 days	10.00%	6 to 10 days	3.33%	More than 10 days	3.33%			<p>1. Czechia - Limit is maximum 30 days.</p> <p>2. Germany - Same day.</p> <p>3. Greece - In most customs offices the certificates are issued in one day.</p> <p>4. Latvia - The inspection (both stages together) and issuing of the Certificate can take a few hours.</p> <p>5. Russian Federation - On the day of the technical inspection.</p> <p>6. Sweden - It takes less than 1 hour.</p> <p>7. Türkiye - While there are customs offices indicating</p>

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											<p>this time as “2-5 days”, according to the 2021–2023 statistics, in the majority of the customs offices where most of the documents are issued, the process takes one day.</p> <p>8. Ukraine - 1–2 hours.</p> <p>9. United Kingdom - Immediately after a satisfactory inspection has taken place.</p>
6	Is the list of authorities in charge of issuing and renewing certificates of approval public?	Yes	75.00%	No	25.00%						<p>1. Czechia - We don't have a special list. This competency is stated in the national Customs law (Nr 17/2012, §6d)</p> <p>2. Denmark - The Danish Customs Agency is part of Danish Ministry of Taxation. Within the Ministry of Taxation we have a legal guidance that covers all areas, also Customs legislation, Customs procedures etc. You can find information (unfortunately only in Danish) on skat.dk and in the bottom of the website you can get access to the legal guidance via Jura – Den juridiske vejledning. In chapter F.A.20.11.2.1 you find the text for approval of TIR-vehicles and contact</p>

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											<p>information to our seven places in Denmark where it is possible to have the check and approval.</p> <p>3. Estonia - https://www.emta.ee/en/business-client/customs-trade-goods/transport-goods/transit-tir#certificate-approval</p> <p>4. Finland - https://tulli.fi/en/about-us/contact-information/customs-offices-that-issue-customs-clearance-carnets.</p> <p>5. Germany - https://www.zoll.de/DE/Fachhemen/Zoelle/Zollverfahren/Versandverfahren/Verschlussichere-Fahrzeuge-Behaelter/verschlussichere-fahrzeuge-behaelter.html There you find the formular and reference to the locally competent customs office.</p> <p>6. Greece - The list is published in the official journal.</p> <p>7. Latvia - https://www.vid.gov.lv/lv/media/444/download?attachment - "Skaidrojumi par tranzīta procedūras piemērošanu un</p>

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											pabeigšanu” (national “transit handbook”, see page 11).
											8. Lithuania - https://www.lrmuitine.lt/mport/failai/verslui/muitines_proceduros/specialiosios_proceduros/tranzito_proceduros/tir/TILIU_isduod_POSTAI_2020.pdf .
											9. Maroc - www.douane.gov.ma .
											10. Netherlands - https://www.belastingdienst.nl/bibliotheek/handboeken/html/boeken/HDU/douanevoervoer_tir-bijlage_4_aangewezen_keuringkantoren.html .
											11. Poland - ITDBonline+ (all customs offices competent for TIR).
											12. Romania - www.customs.ro - national regulations and the list of all customs offices.
											13. Russian Federation - customs.gov.by .
											14. Serbia - https://www.carina.rs/upload/media/2020/10/25/47735/TIR_objasnjenje_2016.pdf .
											15. Sweden - https://www.bilprovningen.se/

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											<p>tjanster/certifikat-och-intyg/tir.</p> <p>16. Türkiye – https://ticaret.gov.tr/gumruk-islemleri/gumruk-idareleri/tasit-onay-belgesi-vermeye-yetkili-gumruk-idareleri.</p> <p>17. United Kingdom - https://www.gov.uk/specialist-tests-for-lorries/the-tir-test.</p> <p>18. Uzbekistan - www.new.customs.uz.</p>
7	Does your administration use standardized checklists to conduct technical inspections?	Yes	64.52%	No	35.48%						
8	Are you familiar with the ECE approval reports for various types of vehicles?	Yes	56.67%	No	43.33%						
9	Do operators have to pay for the inspections or the issuing/renewal of the	Yes	30.00%	No	70.00%						<p>1. Bulgaria - 50/30BGN</p> <p>2. Finland - When the inspection is conducted by other party than Customs</p>

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certificate of approval?											<p>administration, additional costs may occur.</p> <p>3. Greece - 30€.</p> <p>4. Hungary - 15000 HUF (around 40 EUR) per vehicle, or in case of containers per type-approval certificate.</p> <p>5. Latvia - Inspections executed by customs are free of charge (2.stage), there are fees for inspections (“pre-approval” – 1.stage) executed by national TIR guarantying association (EUR 16 – 84, please see: https://fuelcard.lv/?highlight=55&sitepage=kravas-transporta-atestacija-cargo-transport-attestation-atestacija-gruzovogo-transporta_lv).</p> <p>6. Serbia - 80,57\$ for issuing/renewal of the certificate of approval.</p> <p>7. Sweden - First time 3124 SEK, renewal 2499 SEK.</p> <p>8. United Kingdom - https://www.gov.uk/specialist-tests-for-lorries/the-tir-test.</p>
10 In case approval is not granted, is the reason of	Yes	90.32%	No	9.68%							<p>1. Greece - Sometimes, the refusal is provided orally to avoid delays.</p>

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refusal provided in writing?											<p>2. Lithuania - Issuing and informing is done by means of the electronic system (receives the corresponding message in the system. 3. Poland - Sometimes only orally but in writing when requested.</p> <p>4. Slovakia - Incapacity of the vehicle.</p> <p>5. Sweden - The certificate is not extended and the customer on a report of requirements that are not met.</p>
11 In case approval is not granted, is there a specific timeframe for the road vehicle before being eligible of going through the procedure of approval again?	Yes	20.00%	No	80.00%							<p>1. Czechia - It depends on the reason of the refusal.</p> <p>2. Denmark - No, but normally a time for approval is booked quickly after.</p> <p>3. Sweden - Normally, a follow-up check can be carried out within a month. If a month is exceeded, a completely new check must be carried out.</p> <p>4. Tajikistan - 3 to 5 days.</p> <p>5. United Kingdom - We will perform a retest if the vehicle is re-presented within 14 days of the original inspection. We will use the original application form.</p> <p>6. Uzbekistan - In 10 days.</p>

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12 Does your administration check the technical requirements of Annex 7, Part II for containers at the beginning of a TIR transport?	Yes	60.00%	No	40.00%							<ol style="list-style-type: none"> 1. Czechia - All customs offices. 2. Estonia - Based on the type approval of the container. 3. Finland - Customs authority. 4. Germany - Technical Service of the customs administration. 5. Latvia - Customs office of departure and customs office of entry en route makes general checks of vehicle or container at the time of applying of the TIR procedure / operation (e.g., there is an Approval plate of container, there are no damages of sides or doors etc.). Detailed control should be done only on the basis of risk analysis. 6. Montenegro - Our administration had no requests for container approval. 7. Romania - The customs office where the premises of the manufacturer/owner is registered. 8. Russian Federation - Brest, Vitebsk, Grodno Regional, Gomel, Minsk

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											Regional, Mogilev Customs Houses.
											9. Slovakia - According to current rules.
											10. Spain - Customs Authority.
											11. Sweden – We control that the technical requirements are fulfilled and that the container has a visible TIR approval sign.
											12. Tajikistan - Customs Service.
											13. United Kingdom - Border Force would check that there is an appropriate approval plate before processing the TIR Carnet.
											14. Uzbekistan - Customs committee.
13	What happens if a customs officer assesses that a container no longer complies with the technical conditions prescribed for its approval?	Owner of the container is informed and requested to restore the container to the condition which had justified	61.11%	TIR Transport is stopped	27.78%	Other	11.11%				1. Denmark - The situation has never occurred. 2. Germany - The plate on the container is removed and the TIR procedure is not opened or stopped. 3. Mongolia – No such case in Mongolia. 4. United Kingdom - On Export, Border Force wouldn't start the TIR Carnet and contact the trader to see if

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	its approval (in accordance with Annex 7 – Part II, par. 6)										they can resolve the issue. On Import, Border Force would stop the TIR and conduct a physical examination.
14 Are you regularly confronted with particular difficulties in the procedure to issue/renew certificates of approval?	Yes	10.00%	No	90.00%							<p>1. Greece - There is a need for workshops.</p> <p>2. Poland - Some customs offices report problems with vehicles not meeting the conditions, mostly vehicles with sliding sheets; insufficient knowledge of the applicants/carriers; lack of centralised database (application) so the carrier can present the vehicle to different customs offices trying to obtain the approval even if not granted in another office.</p> <p>3. Ukraine - New E.U-made trailers with tensioned floors require enlargement modification</p> <p>4. United Kingdom - Having to glue the photographs to the certificate is troublesome. We overcome this by laminating the certificate to prevent tampering and/or loss of the photos. Having the blank</p>

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											certificates available at all times throughout the country is a problem as we don't know where the inspection will take place. However, we do have a small group of inspectors who manage this problem. Fortunately, we only perform a handful of inspections per year.
											5. Uzbekistan - Employees lack theoretical and specialised knowledge related to the requirements for vehicle and container designs.
15	Are you in favour of digitally storing issued/renewed certificates of approval in the International TIR Database (ITDB)?	Yes	72.73%	No	27.27%						1. Estonia - If the implementation of eTIR involves an automatic check of TIR-certificates through the ITDB, then digitalization justifies itself. I would also like to highlight the issue that there are cases where we have discovered counterfeit TIR-certificates. For our understanding digitalizations helps to control it better. 2. Germany - In fact that is a good idea, but then the circle of authorized persons would have to be adjusted beforehand because this certificate is regularly issued, renewed and also checked

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											<p>when a TIR procedure is opened.</p> <p>3. Mongolia - If lost, we will consult the TIR database.</p> <p>4. Poland - it will simplify the process, allow easy access and verification of the information, eliminate the problem mentioned under 14.</p> <p>5. Tajikistan - Additional consumption of staff time.</p> <p>6. United Kingdom - We would prefer a fully digitised certificate. This would remove all the issues we currently have with the current paper certificate. See Q14.</p>
16	Would your administration be willing to provide a technical expert to ECE in order to assist in workshops aimed at improving technical inspections for the issuance/ renewal of certificates of approval?	Yes	10.00%	No	90.00%						<p>1. Maroc - The technical responsible will be appointed at the appropriate time according to his availability.</p> <p>2. Romania - At this time we cannot nominate technical experts, if needed, we can consult our customs.</p> <p>3. Türkiye – Providing technical experts will be considered upon the receipt of the details (i.e. legal or technical aspects of the process) of such an event.</p>

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											4. United Kingdom - Raymond Morrison and Phillip Matthews.
											5. Uzbekistan - Sabirov Sanjarbek.