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Economic Commission for Europe

Inland Transport Committee

Administrative Committee for the TIR Convention, 1975

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Item 6 (c) of the provisional agenda

eTIR:

Memorandum of Understanding between the United Nations Economic Commission for Europe and the International Road Transport Union

Financing of eTIR

Transmitted by the Government of Switzerland

dear colleagues from the Secretariat,

We take this opportunity to comment on the financing of the eTIR-IS and Türkiye's proposal (financing in the form of a lumpsum distributed among all contracting parties), which was presented at the AC.2 meeting on 5 June 2024.

We would like to remind you in advance that:

- Switzerland has made a reservation regarding Annex 11 «eTIR» and that this has not yet been applied in Switzerland;
- in Switzerland, the transit procedure is generally handled using NCTS;
- TIR carnet traffic to and from Switzerland is negligible. The national association (ASTAG) still has 11 TIR carnet recipients and issues the dwindling number of around 20 TIR carnets per year.

It is therefore important to Switzerland that eTIR does not result in any additional financial or personnel costs for further development, implementation and maintenance. The eTIR is to be financed according to the polluter-pays principle. In other words: Those who use it should also pay for it. The price of a TIR carnet (in paper form) is already high in Switzerland; a further increase in the cost of TIR transports through a flat-rate charge would not be proportionate and would not be accepted by the transport industry.

The current financing of the eTIR-IS seems to be in line with the spirit of Article 11 of Annex 11 to the TIR Convention. The best option would therefore be to apply the mechanism on the basis of an amount per TIR transport, as described in the document ECE/TRANS/WP.30/2024/9-ECE/TRANS/WP.30/AC.2/2024/6, which is favoured and supported by Switzerland. This is because Switzerland is of the opinion that a different main financing mechanism is unlikely to lead to a consensus in AC.2 and that this could undo the

compromise on Article 11 of Annex 11 that was reached at the time - after long and difficult negotiations to agree on Annex 11.

With regard to the proposed alternatives for financing the eTIR-IS (see point 10(a) - (e) in document ECE/TRANS/WP.30/2024/9-ECE/TRANS/WP.30/AC.2/2024/6), we note the following:

Letter a «Extrabudgetary resources»

Switzerland can agree to the "donor" contributions to a new TIR Trust Fund with several partners. However, it must be clarified whether these contributions must be made instead of or in addition to the amount per TIR transport (TIR operation). Such contributions could indeed lead to a broader funding base.

Letter b «Mandatory financial contributions»

Switzerland cannot agree to mandatory financial contributions to be paid by all contracting parties. The contracting parties already contribute to the UN budget. In addition, Switzerland will finance its own systems and interfaces for connecting economic operators. Switzerland does not wish to bear any additional financial burden.

Letter c «Fees for the use of eTIR by the contracting parties»

Switzerland may agree to fees to be paid by Contracting Parties for the use of applications, provided that their use is optional and not mandatory.

Letter d «In kind contributions in the form of human resources»

Switzerland may agree to contributions in kind in the form of human resources by the contracting parties, provided they are optional and not mandatory.

Letter e «United Nations Development Account (UNDA)»

Switzerland may agree to contributions from the development account on a case-by-case basis, provided that this is not already covered by a new TIR Trust Fund with several partners (reference to letter a).
