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Economic Commission for Europe**Administrative Committee for the TIR Convention, 1975****Fifty-ninth session**

Geneva, 8 October 2014 2014

Item 4 (a) (i) 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****Report of the fifty-sixth session of the TIR Executive Board
(TIRExB)***Summary*

The present document is submitted pursuant to Annex 8, Article 11, paragraph 4 of the TIR Convention, 1975, which stipulates that the TIR Executive Board (TIRExB) “shall report on its activities to the Administrative Committee at least once a year or at the request of the Administrative Committee”.

I. Attendance

1. The TIR Executive Board (TIRExB) held its fifty-sixth session on 3 – 4 December 2013 in Rome.
2. The following members of TIRExB were present: Mr. M. Ciampi (Italy), Mrs. D. Dirlik (Turkey), Mrs. A. Dubielak (Poland), Mrs. L. Jelinkova (European Commission), Mr. H. Lindström (Finland), Mr. I. Makhovikov (Belarus), Mr. V. Milošević (Serbia) and Mr. S. Somka (Ukraine).
3. Mr. K. Syaskov (Russian Federation) was excused.
4. The International Road Transport Union (IRU) attended the session as observer and was represented by Mr. M. Retelski.

* Reissued for technical reasons on 27 August 2014.

II. Introductory statement on behalf of the Italian Customs Agency

5. On behalf of the Italian Customs Agency, Mrs. Roberta de Robertis, interregional director for Lazio and Abruzzo welcomed TIRExB to the spectacular venue of its fifty-sixth session, the Sforza Palace. She referred to the difficult times the TIR system was facing and wished the Board success with its deliberations at this important session.

III. Adoption of the agenda (agenda item I)

Documentation: Informal document TIRExB/AGE/2013/56

6. TIRExB adopted the agenda of the session as contained in Informal document TIRExB/AGE/2013/56 without further additions.

IV. Adoption of the report of the fifty-fourth and fifty-fifth session of TIRExB (agenda item II)

Documentation: Informal document TIRExB/REP/2013/54/amended draft, Informal document TIRExB/REP/55draft with comments

7. The Board extensively discussed Informal document TIRExB/REP/2013/54/amended draft, which contained the draft report of TIRExB at its fifty-fourth session with comments submitted by Mr. Syaskov (Russian Federation) at the fifty-fifth session, together with other Board members' reactions thereto.

8. The Board accepted Mr. Syaskov's comments, whenever it felt that the statement had, indeed, been made or the comment served to clarify its wording. At the same time, the Board was of the opinion that, although its reports include, at times, the opinion(s) of individual TIRExB members on agenda items, its findings should reflect the consensus position, unless unequivocally stated otherwise. Thus, TIRExB could not agree with Mr. Syaskov's proposal to replace the wording "TIRExB" systematically by a wording such as "the majority of TIRExB" or "TIRExB, except for the member from the Russian Federation" etc. By way of compromise, TIRExB agreed to include a new paragraph 31 to the report¹, to read as follows:

“31. Mr. Syaskov (Russian Federation) expressed his reservations with regard to parts of the report as well as to the conclusions and recommendations.”

9. With these amendments, the Board formally adopted the report of its fifty-fourth session.

10. The Board adopted the draft report of its fifty-fifth session (Informal document TIRExB/REP/2013/55draft with comments), subject to the following amendments:

Page 7, paragraph 33, line 5

After that delete in the view of Belarus

Page 7, paragraph 33, line 8

¹ The full report is available as Informal document TIRExB/REP/2013/54final and as official document ECE/TRANS/WP.30/AC.2/2014/2.

After escort. ~~delete~~ In general, Belarus customs authorities advocate the introduction of a flexible guarantee system in the TIR Convention.

11. Mr. Makhovikov (Belarus) reminded the Board that he had not taken part in the fifty-fourth session of TIRExB and, as a consequence, was not able to confirm or not the position of TIRExB, as formulated in paragraph 14 of the report of the fifty-fifth session.

V. Settlement of disputes between Contracting Parties, associations, insurance companies and international organizations (agenda item III)

The decision of the Russian Federal Customs Service affecting the functioning of the TIR system

Follow-up to the fifty-fifth session

12. TIRExB discussed the evolution of the situation in the Russian Federation since it last met in October 2013 in Geneva. On 14 October 2013, the Supreme Arbitration Court of Russian declared the decision of the Federal Customs Service (FCS) not to accept the TIR guarantee null and void. In response, FCS cancelled this decision but immediately published a new one with a different reference number but with the same content, meaning that the same customs directorates as before continued not to accept TIR guarantees. Since then, the measure had even been extended and, by the end of November 2013, had become applicable in the whole territory of the Russian Federation, except for the directorates in the North-West part of the country, bordering Finland and Norway.

13. On 29 November 2013, FCS officially notified the Association of International Road carriers (ASMAP) about the extension of the FCS-ASMAP agreement until 1 July 2014. This would assume that, as a consequence, the guarantees provided by ASMAP in the framework of the TIR Convention would continue to be valid on the Russian territory. However, at the time TIRExB met on 3 and 4 December 2013, it transpired that the FCS measures were still in full force and had even been extended to now also include the customs directorate of Kaliningrad.

14. TIRExB regretted that, once more, it had to base its understanding of the situation on information circulating on the web or made available through the international press. So far, FCS had not once transmitted official information to TIRExB, providing its views on the factual situation or reflecting on the relevant matters at stake.

15. According to the latest information available, it seemed that the FCS measure, so far, mainly affected importation. In addition, the Board had been informed about a pilot, which allowed Russian transport operators to benefit from a guarantee waiver under the national transit procedure. On the basis of the limited information available, TIRExB assessed that the application of the TIR system in the Russian Federation seemed to have led to discriminatory treatment of, in particular, foreign TIR Carnet holders.

16. In conclusion of this issue, TIRExB decided to issue a statement, which is attached as annex to this report.

17. In the view of Mr. Makhovikov (Belarus), the application of the TIR system in the Russian Federation had already been exhaustively discussed at the fifty-fourth and fifty-fifth sessions of TIRExB, the fifty-sixth session of the TIR Administrative Committee (AC.2), as well as the one-hundred-and-thirty-fifth session of the Working Party on Customs Questions affecting Transport (WP.30), conclusions had been drawn and decisions had been taken. Thus, in his view, there was no reason for TIRExB to draw further

conclusions or to issue a statement. He called on TIRExB to continue monitoring and studying the situation in the Russian Federation in order to report to AC.2, which should adopt the appropriate decisions.

18. Finally, TIRExB repeated its request to FCS to submit all relevant information to the Board so that, in accordance with the provisions of Article 42 bis, it could examine the measures taken for their conformity with the provisions of the TIR Convention. For its next session, TIRExB requested the secretariat, in cooperation with IRU, to prepare a document, assessing the application of the TIR system, including the differences in treatment between national and foreign TIR Carnet holders (if any), on the territory of the Russian Federation.

VI. Procedures to follow in communicating measures that affect the functioning of the TIR system (agenda item IV)

Documentation: Informal document No. 23/Rev.1 (2013)

19. TIRExB considered Informal document No. 23/Rev.1 (2013), containing a proposal to clarify the word “immediately” in Article 42 bis by means of an Explanatory Note as well as a proposal to introduce new guidelines or an example of best practice on communicating and introducing new control measures. The Board adopted the proposals, subject to the following changes:

Explanatory Note to Article 42 bis, line three:

After communicated add in writing

Guidelines, Step 1, line three:

After next delete planned

20. The Board requested the secretariat to transmit the proposals to AC.2 for consideration.

VII. Application of specific provisions of the TIR Convention (agenda item V)

A. Use of additional guarantees

Documentation: Informal document No. 1 (2013), Informal document No. 14 (2013)

21. TIRExB established that the opinions about the use of additional guarantees remain diverging. The majority of TIRExB members are of the firm opinion that Article 4 is clear in prohibiting any form of additional guarantee/deposit/security (or, whatever other term used), as this would be contrary to the philosophy of the TIR Convention as global facilitation tool, which provides a selected group of transport companies (TIR Carnet holders, duly authorized by national customs authorities), with a single internationally valid customs declaration as well as a single internationally valid guarantee. Several members of the Board continued to advocate schemes which allow for a more flexible use of guarantees and guarantee-levels (Informal document TIRExB/REP/2013/55, paragraph 33). Mr. Somka (Ukraine) reminded the Board that the TIR Convention had fundamentally remained unchanged since 1975, when the use of escorts seemed to be the only possibility to secure transports where the amount of customs duties and taxes exceeded the recommended amount of €60,000. He raised the question whether perhaps the time had

come to review the situation and to take account of alternative solutions that are easily available today.

22. Mr. Retelski (IRU) informed the Board that the TIR+ programme, which offers authorized TIR Carnet holders the opportunity to acquire an additional guarantee of €100,000 for use in the countries of the Eurasian Customs Union (Belarus, Kazakhstan and the Russian Federation), is already working well in Kazakhstan. Negotiations with the Belarus authorities have started but had to be suspended, due to the Russian crisis. He also informed the Board that IRU is developing new products for transport operators, which are due to be launched in the spring of 2014. He offered, and the Board kindly accepted, to present the new products to the Board at its next session.

23. TIRExB decided to revert to this issue at its next session.

B. Format of the certificate of approval

Documentation: Informal document No. 29 (2013)

24. TIRExB took note of Informal document No. 29 (2013), prepared by the secretariat and containing a proposal to amend a comment to Annex 4 on the approval certificate so that it would not only allow for the use of A3 format, but also A4, under the condition that the pages would be secured by means of stamps on every page or secure bindings.

25. The Board agreed in principle with the idea to amend the comment according to the proposal by the secretariat, but made reservations with regard to the chosen wording. Thus, the Board requested the secretariat to prepare a revised version of the document, for discussion and, possibly, approval by the Board at its next session.

C. Issues with the renewal of the certificate of approval

Documentation: Informal document No. 16/Rev.1 (2013)

26. The Board considered Informal document No. 16/Rev.1 (2013), in which the secretariat transmitted an issue raised by Danish customs, reporting on the state of vehicles presented for issuance or renewal of the Certificate of Approval.

27. The Board was of the opinion that there was no need for TIRExB to get involved in the issue, considering that it is a matter of national competence for authorities to refuse vehicles which it considers, for whatever reason, not to be fit for inspection. TIRExB decided not to revert to this issue in the future.

D. Application of Annexes 2 and 7

Documentation: ECE/TRANS/WP.30/AC.2/2013/8

28. TIRExB took note of the proceedings, conclusions and recommendations of the technical seminar dedicated to the application of the technical provisions of Annexes 2 and 7, organized by the Finnish customs authorities with the assistance of the TIR secretariat (18–19 June 2013, Helsinki), as contained in document ECE/TRANS/WP.30/AC.2/2013/8. TIRExB recognized the importance of the issues brought forward by the seminar and stressed that it was already considering some of the issues, i.e. the development of an international database for the certificates of approval and the need to further secure the certificate of approval when it is printed on separate pages. TIRExB noted that the seminar had underlined the importance of the use of approval reports for different types of vehicles and that they should be further promoted, including the publication of editable versions

thereof. TIRExB recalled that the reports are available as official document ECE/TRANS/WP.30/2007/21 (in English, French and Russian, in PDF) and that they have also been posted at the training section of the TIRExB website². The Board requested the secretariat to look into ways to further promoting the approval reports and to publishing them in an editable format. With regard to the technical issues related to Annexes 2 and 7, TIRExB repeated that it did not have the required technical expertise to deal with them. The same held true for the TIR secretariat, which was also lacking human and financial resources to support any activity of the Board in this field. The Board reconfirmed the statement made at its forty-first session, stipulating that “TIRExB reiterated that it is not part of its mandate, nor do its members dispose of the required expertise, to provide concrete guidance on matters of a technical nature, such as the approval of specific types of vehicle construction. Any competence in this field lies with the national authorities, authorized to issue the Approval Certificate in accordance with the provisions of Article 12 of the Convention. At the same time, within its general mandate to supervise the application of the TIR Convention, TIRExB can decide, of its own accord or upon request, to seek guidance from experts in the field, in case diverging opinions between different competent authorities could impede the smooth application of the TIR system” (ECE/TRANS/WP.30/AC.2/2010/8, para. 20).

29. The Board encouraged national experts, experienced in the application of the technical provisions of Annexes 2 and 7, to propose any necessary amendment to WP.30 or AC.2. If deemed required, TIRExB could also use consultancy funds to assist in reviewing amendment proposals and/or preparing examples of best practice. In addition, the Board invited WP.30 to discuss the establishment of an Expert Group to deal with technical issues related to the provisions and application of the TIR Convention, subject to approval by the Inland Transport Committee (ITC) and consecutive endorsement by the UNECE Executive Commission (EXCOM). Finally, TIRExB confirmed its availability to organize or co-organize, upon request, national or regional seminars on technical issues. In this context, however, TIRExB stressed that the success of the seminar in Helsinki had greatly been due to the availability of EU funds, thus ensuring broad participation. TIRExB regretted that, as yet, its budget was not in a position to even contribute to the payment of travel and/or accommodation costs for participants. IRU indicated that it could, possibly, provide financial support for this kind of events, in the future.

VIII. Computerization of the TIR procedure (agenda item VI)

A. Current status of the eTIR Project

30. The Board was informed about the outcome of the twenty-third session of the Informal Ad hoc Expert Group on Technical and Conceptual Aspects of Computerization of the TIR Procedure (GE.1), which was held in Brussels on 20 and 21 November 2013, at the kind invitation of the European Commission. The Board welcomed the adoption of a version 4.0 of the eTIR Reference Model and its forthcoming submission to WP.30 for further consideration, including amendments requested by GE.1. The Board also took note that GE.1 decided to seek guidance from WP.30 on conceptual issues related to the direct submission of safety and security data by TIR Carnet holders to customs administrations. The Board further took note of the progress made in the United Nations Development Account (UNDA) project: “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional

² www.unece.org/tir/training/english/tir-secure-vehicles-containers.html

cooperation and integration". The consultant, hired to undertake a gap-analysis for Georgia, would soon submit a first draft report. Once a similar exercise by the other regional commissions would have been finalized, the first interregional Expert Group meeting would be organized. Finally, the Board took note that the fourth meeting of the eTIR pilot project between Italy and Turkey had taken place on 23 November 2013 in Brussels, in conjunction with the twenty-third session of GE.1 and that both parties had further revised the text of the draft Terms of Reference for the project, which would now soon be submitted to their hierarchies for signature. Mr. Ciampi (Italy) reconfirmed Italy's interest in the project. At the same time, he stressed that Italy, as EU member state, was closely involved in the development of the Modernised Customs Code (MCC) of the EU and, thus, had severe limitations with regard to its active participation in the project.

B. Central database on approved customs offices

Documentation: Informal document No. 2 (2013), Informal document No. 7 (2013)

31. The secretariat informed TIRExB that, pursuant to TIRExB's Terms of Reference, item 8, sub-item (a)), the secretariat had submitted proposals to AC.2 to launch an electronic database on approved customs offices³.

C. Central database for certificates of approval

Documentation: Informal document No. 2 (2013), Informal document No. 8 (2013)

32. The Board was informed that, further to instructions by TIRExB at its fifty-fifth session, the secretariat was in the process of finalizing and distributing (at the beginning of 2014) a survey, soliciting information on the issuance of certificates of approval at the national level (See ECE/TRANS/WP.30/AC.2/2014/3, para. 43).

IX. Adaptation of the TIR procedure to modern business, logistics and transport requirements (agenda item VII)

A. Implementation of the intermodal aspects of the TIR procedure

33. The secretariat informed the Board that, further to the survey held in the spring of 2013, it was still exploring how to best prepare an Example of best practice on the issue.

B. Authorized consignor and consignee

Documentation: Informal document No. 27 (2013), Informal document No. 28 (2013)

34. The Board started a first round of discussions by means of a presentation by Mr. Lindström (Finland), as contained in Informal document No. 27 (2013) and highlighting potential benefits of as well as possible scenarios for the application of the concept of authorized consignor in TIR. In such case, the TIR Carnet holder as authorized consignor has been granted the authorization by competent national authorities to prepare customs declarations for submission to customs, affix seals and start the TIR transport

³ Document ECE/TRANS/WP.30/AC.2/2014/4 has been submitted to AC.2 for discussion at its fifty-seventh session (February 2014).

before or without the vehicle and goods having actually been presented to customs. The process would start with the principal of the goods under a previous customs procedure receiving an instruction from a TIR Carnet holder (as principal of the transit procedure) to prepare a specific load of goods for transportation under cover of a TIR Carnet. Before the goods being loaded at his premises, the sender should verify that the vehicle used for the transport is customs secure (disposes of a valid certificate of approval). Then, the TIR Carnet holder loads the goods, affixes the seals, fills in the TIR Carnet (including the number of the seal(s) affixed, any required stamps) and signs it. He then sends the data as pre-declaration to the authorities indicated in his authorization as customs office of departure. The customs office of departure verifies the pre-declaration and decides if transportation under cover of a TIR Carnet is possible. The customs office informs the TIR Carnet holder of its decision. If accepted, the TIR Carnet holder inserts the reference number of the pre-declaration in Box “for official use” of Vouchers No. 1 and No. 2 of the TIR Carnet. The TIR Carnet holder then drives to the customs office of departure (which physically may coincide with the customs office of exit en route), where the vehicle and documents are presented to customs for approval. In case both are correct, the customs office processes the TIR declaration (possibly stamping boxes 17 and 23 of the TIR Carnet, unless these fields have already been stamped by the TIR Carnet holder). The actual TIR transport continues.

35. As part of his presentation, Mr. Lindström also sketched how the concept of authorized consignor in TIR could be applied within the European Union. Again, the process would start with the principal of the goods under a previous customs procedure receiving an instruction from a TIR Carnet holder (as principal of the transit procedure) to prepare a specific load of goods for transportation under a TIR Carnet. Before the goods being loaded at his premises, the sender should verify that the vehicle used for the transport is customs secure (disposes of a valid certificate of approval). Then, the TIR Carnet holder loads the goods, affixes the seals, fills in the TIR Carnet (including the number of the seal(s) affixed, any required stamps) and signs it. He then sends the data as pre-declaration to the authorities indicated in his authorization as customs office of departure by means of sending message IE15⁴. The customs office of departure verifies the pre-declaration and decides if transportation under cover of a TIR Carnet is possible. NCTS generates the Movement Reference Number (MRN). The customs office informs the TIR Carnet holder of its decision by means of sending message IE29 (release for transit). If accepted, the TIR Carnet holder receives the IE29 from customs together with the Transport Accompanying Document (TAD) and inserts the MRN of the pre-declaration in Box “for official use” of Vouchers No. 1 and No. 2 of the TIR Carnet (or, alternatively, staples the TAD to Vouchers No. 1 and No. 2 of the TIR Carnet). The TIR Carnet holder then drives to the customs office of exit, where the vehicle and documents are presented to customs for approval. In case both are correct, the customs office processes the TIR declaration (possibly stamping boxes 17 and 23 of the TIR Carnet, unless these fields have already been stamped by the TIR Carnet holder) and sends messages IE06 and IE18. The actual TIR transport continues.

36. When it comes to the legal provisions at stake, Mr. Lindström (Finland) was of the opinion that the use of authorized consignor in TIR should be made possible under application of Article 49 of the TIR Convention. In addition, Article 19 allows authorized persons to affix seals under the responsibility of the customs authorities. In his view, however, amendment of the national agreements between customs and national associations

⁴ Paragraphs 34 and 35 contain the same description of the concept of authorized consignor in TIR, with the difference that paragraph 35 reflects the situation in Community transit, using NCST and including references to the specific NCTS messages. Textual differences in paragraph 35 as compared to paragraph 34 are in italics underlined.

is required in order to get legal recognition for the pre-declaration lodged by the authorized consignor as constituting a filled in TIR Carnet as well as to achieve the recognition that, from a legal point of view, a regular TIR transport can start from other premises than a customs office of departure. Various TIRExB members were of a different view, doubting that the concept of authorized consignor in TIR could be introduced without amending the text of the Convention. In addition, some members argued that the introduction of the concept would seriously undermine one of the five pillars of the TIR Convention, being mutual recognition, where customs authorities in, in particular, transit countries should be able to rely on the fact that the customs authorities of the customs office of departure had fulfilled their obligation in full compliance with the provisions of the TIR Convention. Some members questioned the usefulness of the concept, considering that it would only be beneficial to trade and not to customs. Reference was also made to prior TIRExB discussions on the issue (See Informal document No. 28 (2013)) and, in particular to a statement from 2001, stipulating that TIRExB decided “to limit its discussion to the concept of authorized consignee, stressing that the concept of authorized consignor was not in line with the provisions and spirit of the TIR Convention (TIRExB/REP/2001/11/Rev.1, para. 26).

37. TIRExB thanked Mr. Lindström for his efforts to put first ideas on the use of authorized consignor in TIR on paper and for his schematic presentation, which simplified the understanding of how the concept could work and served as a good basis for further discussions.

38. In order to be in a position to continue discussions at future sessions and allowing individual TIRExB members to contribute constructively to them, TIRExB requested the secretariat to include an extensive summary of Mr. Lindström’s presentation in the report of the session. TIRExB members were requested to provide the secretariat by 15 January 2014 with their written contributions to the issue. To this end, TIRExB members were encouraged to provide positive input to substantially feed the discussions rather than limiting themselves to commenting on statements made by other members. The secretariat was requested to use the individual contributions as basis for a further document on the issue, for discussion by the Board at its next session.

X. Promotion of the geographical expansion of the TIR system (agenda item VIII)

A. Islamabad-Teheran-Istanbul (ITI) project

39. Not discussed due to lack of time.

B. China’s intention to accede to the TIR Convention

40. Not discussed due to lack of time.

XI. Functioning of the TIR international guarantee system (agenda item IX)

A. Survey on customs claims

Documentation: Informal document No. 9 (2013)

41. The secretariat informed the Board that the survey on customs claims over the period 2009-2012 would be launched before the end of 2013.

B. Termination of the agreement between customs and the guaranteeing association in Portugal

42. Not discussed due to lack of time.

C. Decision of the Russian Federal Customs Service to terminate the agreement with ASMAP

Documentation: Informal document No. 30 (2013)

43. Not discussed due to lack of time.

XII. Supervising the centralized printing and distribution of TIR Carnets, including the monitoring of the price of TIR Carnets (agenda item X)

Prices of TIR Carnets

Documentation: Informal document No. 12 (2013)/Rev.1

44. The Board approved Informal document No. 12 (2013)/Rev.1, prepared by the secretariat and containing a proposal to amend the text of Annex 9, Part I, paragraph 3 (vi) so that the wording, in all languages, would unequivocally express that, each year, national associations are accorded a period of three months, between the first of January and the first of March, in which to provide TIRExB with the price of each TIR Carnet they issue. TIRExB requested the secretariat to submit the proposal to AC.2 for consideration and, possibly, adoption.

XIII. Activities of the secretariat (agenda item XI)

A. ITDB programme

45. The Board took note that the International TIR Data Bank Web Service (ITDBWS) had been launched successfully in Finland, at the beginning of December 2013. Finnish customs authorities had integrated the secure interface into their NCTS/TIR system, allowing them to automatically query TIR Carnet holders in the International TIR Data Bank (ITDB). The Board was also informed that the secretariat would soon distribute a CD-ROM with the data contained in the International TIR Data Bank (ITDB) to those Contracting Parties which are not yet using electronic means of control and reconciliation

of ITDB data. At the same time, the secretariat would use this opportunity to, once more, encourage those Contracting Parties to start using electronic means of transfer TIR Carnet holders data to ITDB.

B. UNECE Register of Customs Sealing Devices and Customs Stamps

46. The Board took note that, before the end of 2013, the secretariat would address a letter to Director-Generals of all Contracting Parties, providing a description of the customs sealing devices and customs stamps, currently available in the UNECE Register of Customs Sealing Devices and Customs Stamps web site, with a request for updates, where required.

C. Request to amend certain budget lines of the TIRExB budget for 2013

47. The Board approved a redeployment of funds between various budget lines. At the request of the secretariat, TIRExB added US\$ 10,000 to the budget line “Expert travel” to cover the organization of an extra-ordinary session of TIRExB in August 2013 and US\$ 20,000 to the budget line “Administrative Support Personnel”, mainly to cover a decrease in the rate of the US dollar versus the Swiss Franc. These increases were offset against budget lines “Project management expert” (US\$ 20,000) and “Sub-contracts” (US\$ 10,000). TIRExB requested the secretariat to submit these changes to AC.2 for endorsement during approval of the final accounts, pursuant to the procedure adopted by AC.2 at its twenty-eighth session (TRANS/WP.30/AC.2/57/para. 18).

XIV. Other matters (agenda item XII)

Documentation: Informal document No. 31 (2013)

48. Not discussed due to lack of time.

XV. Restriction in the distribution of documents (agenda item XIII)

49. TIRExB decided to keep Informal documents 30 and 31, prepared for discussion during the session, restricted.

XVI. Date and place of next session (agenda item XIV)

50. In her closing statement, Mrs. Dubielak (Poland) informed the Board that, due to new professional commitments outside her county, she saw herself obligated to hand in her resignation. She thanked the Board for the excellent collaboration during her four terms of office as TIRExB members and, in particular, for having entrusted her with the task of Chair in 2013.

51. TIRExB decided to conduct its fifty-seventh session on 3 February 2014, in conjunction with the 136th session of the Working Party on Customs Questions affecting Transport (WP.30).

Annex

TIRExB statement on the functioning of the TIR Convention in the Russian Federation after 1 December 2013

At its 56th session (Rome, 3 and 4 December 2013), the TIR Executive Board, the intergovernmental body supervising the application of the TIR Convention, 1975, welcomed the involvement of the government of the Russian Federation leading to the decision by the Federal Customs Service (FCS) to postpone the deadline for the termination of the existing guarantee agreement between FCS and the Association of International Road Carriers (ASMAP) until 1 July 2014.

At the same time, TIRExB noted, with regret, that the FCS continued to impose severe restrictions on the use of TIR Carnets in all regions and almost all Customs offices of the Russian Federation. TIRExB recalled that all intergovernmental bodies of the TIR Convention, including the TIR Administrative Committee, had come to the conclusion that the FCS measures contradict the provisions of the TIR Convention and called for their immediate withdrawal.

TIRExB appealed to the Russian government to ensure that these restrictions are abolished and the principles of international law are respected. TIRExB called for the immediate restoration of the proper functioning of the TIR system on the whole territory of the Russian Federation, as it was before 14 September 2013.

TIRExB requested the TIR secretariat to transmit this statement to the competent Russian authorities and to post it on the UNECE and TIR websites.
