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Report of the Working Party on Customs Questions affecting Transport on its 141st session

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I. Attendance

1. The Working Party (WP.30) held its 141st session from 6–9 October 2015 in Geneva. The session was attended by representatives of the following countries: Azerbaijan, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iran (Islamic Republic of), Italy, Latvia, Netherlands, Poland, Republic of Moldova, Russian Federation, Serbia, Spain, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, Ukraine and Uzbekistan. Representatives of the European Union (EU) were also present. The following intergovernmental organizations were represented: Economic Cooperation Organization (ECO), Eurasian Economic Commission (EEC), Organization for Cooperation between Railways (OSJD), and United Nations Conference on Trade and Development (UNCTAD). The following non-governmental organizations were represented: Alliance Internationale de Tourisme / Fédération Internationale de l'Automobile (AIT/FIA), the International Road Transport Union (IRU).

II. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/WP.30/281

2. WP.30 adopted the provisional agenda prepared by the secretariat (ECE/TRANS/WP.30/281). OSJD requested to be added to the list of organizations reporting on activities of interest to the Working Party under agenda item IX. Iran (Islamic Republic of) requested an agenda item for the next session on proposals increasing the membership and widening the geographical scope of the TIR Executive Board (TIRExB). The Working Party agreed to both requests.

III. Opening statement

3. In his opening statement, Mr. Miodrag Pesut, Chief of the Transport Facilitation and Economics Section of the United Nations Economic Commission for Europe (UNECE) Sustainable Transport Division, touched upon the following issues:

- (a) the accession on 21 July 2015 of the Islamic Republic of Pakistan, as sixty-ninth Contracting Party to the TIR Convention;
- (b) the fortieth anniversary of the TIR Convention, 1975 on 17 November 2015;
- (c) the start of important discussions on a new Annex 10 to the Harmonization Convention on sea ports and a first draft of a new Convention for Passengers and Baggage carried by Rail;
- (d) the availability of the TIR Handbook, in addition to English, French and Russian, in Chinese and Spanish (translation into Arabic was in preparation); and
- (e) the imminent publication of the UNECE Spectrum of Border Crossing Facilitation Activities on the broad range of United Nations Conventions related to border crossing facilitation, of which the UNECE Inland Transport Committee is the custodian. In view of its relevance as promotional material for missions and meetings, and to raise awareness about the Conventions and projects and the different ways that countries could benefit from participating in the work and meetings of the UNECE Sustainable Transport Division, the secretariat requested the Working Party to be mandated to make the Spectrum available in hard print. The Working Party agreed to this request and mandated the

secretariat to make the Spectrum available, in 2016, in hard copy in English and, possibly, also in French and Russian.

IV. Activities of United Nations Economic Commission for Europe bodies and other United Nations organizations of interest to the Working Party (agenda item 2)

4. The Working Party was informed that on 30 April 2015, the United Nations Secretary-General appointed Mr. Jean Todt, President of FIA, as his Special Envoy for Road Safety. The main tasks of Mr. Todt are to help mobilize sustained political commitment towards making road safety a priority; to advocate and raise awareness about the United Nations road safety legal instruments; share established road safety good practices; and generate adequate funding for advocacy efforts through strategic partnerships between the public, private and non-governmental sectors. UNECE will act as the secretariat for the Special Envoy for Road Safety.

5. The Working Party also took note of the imminent publication of “Transport for Sustainable Development”, which examines the links between transport and the United Nations Sustainable Development Goals, which were adopted at the seventieth session (25–27 September 2015) of the United Nations General Assembly.¹

V. Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975) (agenda item 3)

A. Status of the Convention

6. The Working Party was informed that, on 23 July 2015, the Secretary-General of the United Nations, acting in his capacity as depositary, had issued depositary notification C.N.420.2015.TREATIES-XIA.16, informing that on 21 July 2015 the Government of the Islamic Republic of Pakistan has deposited its instruments of accession to the TIR Convention, 1975. In accordance with its Article 53, paragraph 2, the Convention will enter into force for Pakistan on 21 January 2016. With the accession of Pakistan, the TIR Convention has sixty-nine Contracting Parties. More detailed information on this issue and on various depositary notifications is available on the TIR website.²

B. Revision of the Convention

1. Amendment proposals to the Convention

Documentation: ECE/TRANS/WP.30/AC.2/2014/14, ECE/TRANS/WP.30/2014/17, ECE/TRANS/WP.30/2015/1/Rev.1 – ECE/TRANS/WP.30/AC.2/2015/7/Rev.1, ECE/TRANS/WP.30/2015/15, ECE/TRANS/WP.30/2015/17 and Corr.1, ECE/TRANS/WP.30/2015/18, ECE/TRANS/WP.30/2015/19, ECE/TRANS/WP.30/2015/20

¹ <https://sustainabledevelopment.un.org/post2015/transformingourworld>

² www.unece.org/tir/tir-depositary_notification.html

7. On a general note, Russian speaking delegations expressed serious concerns about the absence of some documents in the Russian language. For example, the official report of the WP.30 at its 140th session, which had been adopted in the three languages on 12 June 2015, was still not available on the UNECE website in French or Russian on 6 October 2015. The same applied to various official documents for the current session. The secretariat stressed that it was doing its utmost to ensure that all official documents were submitted well in advance of the official deadlines, but that it had no control over the subsequent processing of documents, including translation and distribution by the United Nations services. The Working Party requested the secretariat to inform the Executive Secretary of UNECE accordingly, urging him to intervene so that a repetition of this ongoing situation, which impacts on the good conduct of its discussions, could be avoided in the future.

8. The Working Party recalled that, at its previous session, it had decided to:

- to closely examine proposals to replace the term “approved” in Article 3 (b) and Article 6, paragraph 2 by “authorized” for the sake of creating consistency in terminology throughout the Convention, on the basis of a new document, to be submitted by the secretariat. The secretariat prepared ECE/TRANS/WP.30/2015/17 and Corr.1, which, in addition to the aforementioned, also enumerates other issues to achieve full editorial alignment of the text of the TIR Convention in the three languages.

9. The Working Party discussed the document that contains a long list of possible inconsistencies in the text of the Convention, grouped into the following themes:

- (i) Contracting Party / custom authorities / competent authorities / customs administration;
- (ii) Approved / authorized;
- (iii) Conditions and requirements / minimum conditions and requirements;
- (iv) Other editorial alignments.

10. The Working Party agreed that, over the years, various terms have been used inconsistently or, at least without, seemingly, proper research. The Working Party requested the secretariat to prepare a revision of the said document, and include other editorial alignments and highlight the situations where a change in term seemed appropriate and submit them for further consideration at the next session. Finally, the Working Party invited delegations to provide their comments or views to the secretariat, not later than by 16 November 2015, for preparation of a new document for consideration at the next session.

- to discuss a proposal to amend Article 18, increasing the number of loading and unloading places from four to eight, on the basis of a document to be submitted by IRU, in combination with views expressed by Contracting Parties.

11. The Working Party took note of document ECE/TRANS/WP.30/2015/18 by IRU on its assessment of the use of TIR Carnets with multiple customs offices of departure and destination, as well as the possible risks related to the increase of the total number of customs offices of departure and destination from four to eight. The Working Party further took note of document ECE/TRANS/WP.30/2015/19, in which the Government of Iran (Islamic Republic of) informed the secretariat that discussions about the increase were still ongoing but that it could agree if the proposal would be optional. The Government of Belarus was not opposed to a proposal to amend Article 18. The Working Party regretted the absence of considerations by other Contracting Parties, thus complicating the tenure of its discussions.

12. The Working Party recalled that, at previous sessions, various delegations had expressed their support for the proposal. The delegations welcomed the clarifications given by IRU, but still had questions, in particular, on the financial risks of an increased number of places of loading and unloading. The representative of EU stressed that, pending clarification of the outstanding risk aspects, EU was willing to positively consider the proposal as part of a package, which should, inter alia, include an increase in the guarantee coverage for TIR transports. The Working Party decided to revert to the issue at its next session and requested IRU to submit additional clarification about the impact of the increase in the places of loading and unloading from four to eight on the TIR guarantee. IRU was invited to include in its assessment the experiences with the use of more than one TIR Carnet to conduct a TIR transport, in accordance with the comment to Article 18 “Possibilities of increasing the total number of loading and unloading points to more than four exceptional cases”. Finally, the Working Party invited delegations to provide any additional comments or views to the secretariat, by 16 November 2015 at the latest, on a revision of document ECE/TRANS/WP.30/2015/19, for consideration at the next session.

- to discuss a proposal by the Government of Ukraine to amend Article 6, contained in document ECE/TRANS/WP.30/2015/15 with a new paragraph 2 ter to read as follows: “If [a] guaranteeing association[s] no longer comply[ies] with the [minimum] conditions and requirements laid down in Article 6 and Annex 9, Part I [of this Convention], the international organization authorized by the Administrative Committee under [Article] 6.2 bis [of the Convention to take on the responsibility for the effective organization and functioning of an international guarantee system] may suspend the issuance of TIR Carnets to them and also the guarantee of TIR Carnets issued to them”.

13. The Working Party discussed the proposal and felt that it lacked clarity. On the one hand, it was unclear on what legal basis the international organization could decide to suspend the issuance of TIR Carnets or the guarantee thereof, considering that it is the task of the authorizing competent authorities to determine whether or not the minimum conditions and requirements are fulfilled. On the other hand, it was questionable whether the international organization needed the proposed provision in order to decide, of its own accord, to suspend the issue of TIR Carnets or the guarantee thereof. The Working Party decided not to revert to this proposal at future sessions.

- to revert, at the current session, to its discussions on the proposal to amend Annex 9, Part I, paragraph 7, line 2, replacing “Contracting Parties” by “Contracting Party”. Contracting Parties were invited to submit proposals for this and other editorial amendments to the secretariat. Based on contributions from Contracting Parties, the secretariat prepared document ECE/TRANS/WP.30/2015/20.

14. The Working Party took note of document ECE/TRANS/WP.30/2015/20, in which the Government of Belarus informed the secretariat that it supports the Russian proposal. The Working Party requested the secretariat to include this proposal in the list of editorial alignments.

2. Preparation of Phase III of the TIR revision process

15. The Working Party recalled that, at its previous session, it had supported document ECE/TRANS/WP.30/2011/4/Rev.1, containing version 4.1 of the eTIR Reference Model, as a basis for future work of the Group of Experts on the Legal Aspects of Computerization of the TIR Procedure (GE.2) and for pilot projects, and had taken note of the latest developments of the various eTIR pilot projects, in particular:

- (a) progress in the UNECE/IRU eTIR Pilot Project between Iran (Islamic Republic of) and Turkey, in particular, the readiness of the technical infrastructure in both

countries and the imminent signature of the Terms of Reference (ToR) for the project by all stakeholders;

(b) progress in implementing the United Nations Development Account project: “Strengthening the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, regional cooperation and integration”, in particular:

(i) the successful conduct of the Customs-to-Customs data exchange workshops organized by UNECE (22–23 June 2015, Tblisi) and by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) (6–7 September 2015, Issyk Kul (Kyrgyzstan))³;

(ii) the start of the work to develop the data exchange platform and to provide technical assistance to Georgian Customs;

(iii) the organization of the second inter-regional expert group meeting (10 December 2015, Geneva); followed by

(iv) a seminar on Customs-to-Customs Electronic Exchange of Transit Data and the Adoption of Standard Electronic Messages (11 December 2015, Geneva). Developing countries and countries with economies in transition, interested in participating in the seminar, were invited to request funding from UNECE.

(c) the status quo in the eTIR Pilot Project between Italy and Turkey.

16. The delegations of the Republic of Moldova and Ukraine informed the Working Party that they were preparing a pilot project, based on the model of the UNECE-IRU eTIR Pilot Project. They are about to sign the ToR. The Working Party congratulated both countries on this initiative and invited them to keep it informed about further developments in this pilot project.

17. The Working Party also decided to prolong the mandate⁴ of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) to 2016, in particular to review the technical results of the various pilot projects and, possibly, to assess the first findings of GE.2. Thus, the Working Party requested the secretariat to seek the support of the Inland Transport Committee (ITC) for the extension.

18. Under this agenda item, the Working Party was also informed about the preparations for the first session of GE.2, which will take place on 16–17 November 2015, in Geneva. More detailed information on the activities of GE.2 is available on the TIR website.⁵

3. Amendment proposals to the Convention: Audit requirements for an authorized international organization

Documentation: ECE/TRANS/WP.30/2015/11/Rev.1

19. The Working Party carefully reviewed document ECE/TRANS/WP.30/2015/11/Rev.1, as revised, and in particular, the proposals in Part VII to amend Annex 8, Article 1 bis with new paragraphs 4–6 and to amend Annex 9, Part III with new paragraphs (o), (p) and (q), as reformulated by the secretariat on the basis of the discussions of the Working Party at its previous session (see ECE/TRANS/WP.30/280, para. 15). The delegation of the Russian

³ www.unece.org/trans/themes/unda_customs-to-customs.html

⁴ ECE/TRANS/WP.30/2011/4/Rev. 1, page 14 and TRANS/WP.30/2002/11, Annex 1

⁵ www.unece.org/trans/bcf/ge2/ge2-session1.html

Federation was of the view that the new paragraphs of Annex 8, Article 1 bis should clearly stipulate that the results of the examinations to be conducted by the Committee should be made available to Contracting Parties at all times. Pursuant to lengthy discussions, the Working Party agreed that the secretariat re-formulate the draft proposed paragraph 5 to reflect this requirement, while the specific procedure for making the relevant documents available would be discussed and determined by the Administrative Committee at its forthcoming session. The delegation of EU provided comments to Annex 8, Article 1 bis, paragraphs 4 and 5 to the effect that the audits and examinations conducted by or on behalf of the Committee do not need to be strictly limited in scope by the originally submitted documents, but, rather, the scope should ideally be determined by the object or overall purpose of the examination. In addition, the delegation of EU proposed that the reasons for such examinations be based on risk assessment and possibly conducted by TIRExB. Furthermore, the delegation of EU was of the view that procedural guidelines should be established on the modalities of mandating, organizing and conducting additional audits and examinations and, to this end, proposed the elaboration of a draft Explanatory Note to the relevant draft provision, namely draft paragraph 6. As a conclusion, the Working Party thanked the secretariat for having provided a renewed basis for the consideration of these proposals and requested the secretariat to prepare a new document, reflecting the comments received, for consideration at its next session.

C. Application of the Convention

1. New developments in the application of the Convention

20. The Working Party recalled the extensive discussions at previous sessions on the measures introduced by national competent authorities which affect the implementation of the TIR procedure (ECE/TRANS/WP.30/270, paras. 19–30; ECE/TRANS/WP.30/272, paras. 37–43; ECE/TRANS/WP.30/274, paras. 26–30; ECE/TRANS/WP.30/276, paras. 13–19; ECE/TRANS/WP.30/278, paras. 23–27; ECE/TRANS/WP.30/280, paras. 16–24).

21. The representative of the Federal Customs Service (FCS) of the Russian Federation informed the Working Party that the legal procedures for the adoption of an official governmental act, containing the list of approved border crossing offices for the acceptance of TIR Carnets was still ongoing. After finalization of the legally required public consultations and accompanying legal procedures, the final list would be approved by means of a formal act by FCS. The list of proposed border crossing offices had been sent via official channels to neighbouring countries for consultation, but it was possible that the communication had not yet reached the concerned national competent authorities. He confirmed that, pending finalization of the list, TIR Carnets were accepted by the customs offices concerned. The draft list as well as the draft act can be consulted at the official website of the Government of the Russian Federation at the following address: <http://regulation.gov.ru/projects#npa=35915>. The list is attached in Annex to this report.

22. The Working Party thanked the Russian Federation for this information, but reiterated the statement made at previous sessions, that the full functioning of the TIR Convention on the territory of the Russian Federation should be restored as soon as possible. The Working Party requested the Russian Federation to keep all stakeholders involved informed about any development in this area and looked forward to obtaining more information on the final list, including its official publication, at the next session. An observer from the private sector stressed the importance for the Russian business industry of having timely and complete information on the functioning of the TIR system in the Russian Federation.

2. Application of Article 45 of the Convention

Documentation: Informal document WP.30 (2015) No. 11

23. At the request of the State Fiscal Service (SFS) of Ukraine, the Working Party considered Informal document WP.30 (2015) No. 11 on the application of Article 45 of the TIR Convention on the territory of the Russian Federation together with its discussions under the previous agenda item.

24. The Working Party took note of the, so far, unsuccessful efforts of SFS of Ukraine to obtain an official communication from the Russian Federation on the list of its border crossing offices which accepted TIR Carnets, or to receive answers to a set of questions (see Informal document WP.30 (2015) No. 11). In the view of the delegation of Ukraine, the absence of an official list constituted a breach of the provisions of Article 45 of the Convention. In reply, the representative of FCS informed the Working Party that letters had already been sent to neighbouring countries with the list of border crossings. The representative of SFS recalled that, in his view, since September 2013 until now, FCS had not published an official list of Russian border crossing points which accept TIR Carnets.

3. TIR-related electronic data interchange systems

Documentation: Informal document WP.30 (2015) No. 16

25. The Working Party was informed by IRU about the latest statistical data on the performance of Contracting Parties in the control system for TIR Carnets — SafeTIR system, contained in Informal document WP.30 (2015) No. 16.

4. Settlement of claims for payments

Documentation: Informal document WP.30 (2015) No. 17

26. The Working Party was informed by IRU about the current situation on the settlement of claims for payments made by customs authorities against national guaranteeing associations, contained in Informal document (2015) No. 17. The Working Party thanked IRU for the improved presentation of the statistics, but requested to consider the possibility of including country-by-country details of the 736 claims that were pending at 31 August 2015.

5. Other matters

Documentation: Informal document WP.30 (2015) Nos. 14 and 15

27. Under this agenda item, the Working Party took note of Informal documents WP.30 (2015) Nos. 14 and 15, in which the secretariat provided a comparison between the World Trade Organization Trade Facilitation Agreement (WTO-TFA) and, respectively, the TIR Convention and the Harmonization Convention. The Working Party was of the view that these documents merited further consideration and requested the secretariat to submit them as official documents for discussion, under a dedicated agenda item, at its next session. While preparing the official documents, the secretariat was requested to also include a comparison of other important legal instruments in the field of transport and customs, such as, but not limited to, the World Customs Organization (WCO) Revised Kyoto Convention.

VI. International Convention on the Harmonization of Frontier Controls of Goods, 1982 (“Harmonization Convention”) (agenda item 4)

A. Status of the Convention

28. The Working Party was informed that no changes in the status of the Convention or the number of Contracting Parties had taken place.

B. Proposal on a new Annex 10 on sea ports

Documentation: ECE/TRANS/WP.30/2015/21 and Informal document WP.30 (2015) No. 13

29. The Working Party recalled the decision of the Administrative Committee of the Harmonization Convention (AC.3), at its tenth session, to organize consultations with interested stakeholders to prepare a new Annex 10 to the Convention on sea ports (ECE/TRANS/WP.30/AC.3/20, para. 14). In view of the first positive reactions to this decision from business associations and national experts, the Working Party, at its previous session, requested the secretariat to prepare a first draft (ECE/TRANS/WP.30/280, para. 43).

30. The secretariat presented the first draft of Annex 10, contained in document ECE/TRANS/WP.30/2015/21. The Working Party was informed that the draft had also been sent for comments to the International Maritime Organization (IMO), to business associations in countries of the Commonwealth of Independent States (CIS) and in Europe, such as the European Sea Ports Organization (ESPO), the International Port Community Systems Association (IPCSEA), the Federation of National Associations of Ship Brokers and Agents (FINASBA), the International Association of Port and Harbours (IAPH) and the Federation of Terminal Operators (FEPORT). Business supported the idea of preparing a new legal instrument which should improve the efficiency of sea ports and the cooperation between public regulatory agencies, port authorities and business operators.

31. The Working Party was informed that various comments proposed to insert a reference in Annex 10 of the Convention on Facilitation of International Maritime Traffic, 1965 (FAL-65) and its relevant provisions, and to include in the text a reporting mechanism (see comments in informal document WP.30 (2015) No. 13).

32. The Working Party took note of the proposals and requested delegations to inform their national agencies, port authorities and business operators about the project, and to invite them to submit their comments and views by 16 November 2015 at the latest to the secretariat, for revision of the draft for the next session.

C. Border performance measurement and the Harmonization Convention

33. The Working Party recalled the decision of AC.3, at its tenth session, to organize a workshop on best practices and performance measurement of national border authorities (ECE/TRANS/WP.30/AC.3/20, para. 31 and ECE/TRANS/WP.30/280, para. 41). At its previous sessions, a number of delegations stressed the importance of this issue and expressed their support for such event.

34. The Working Party took note of the information and requested interested delegations to explore the possibility of hosting such workshop and inform the secretariat accordingly.

VII. International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, of 10 January 1952 (agenda item 5)

Documentation: ECE/TRANS/WP.30/2015/22 and Informal document WP.30 (2015) No. 12

35. The Working Party recalled its previous discussions on drafting a new convention to facilitate the crossing of frontiers for passengers and baggage carried by rail and on the activities of an informal group of experts, which was established to elaborate a draft of such a convention. It also recalled that, at its previous session, the Organization for Cooperation between Railways (OSJD) had been requested to provide a first draft of such a new convention (ECE/TRANS/WP.30/280, para. 44).

36. The representative of OSJD noted the decrease in the international carriage of passengers, outlined the need for a new convention in view of new technologies and reported on the work of the informal group on the concept and the draft text. The latest deliberations at the OSJD meeting (September 2015, Gdansk (Poland)) (see informal document WP.30 (2015) No. 12) were included. He presented the major provisions of the draft convention as contained in document ECE/TRANS/WP.30/2015/22. The representative of the Russian Railways, speaking on behalf of the informal group, invited interested delegations to participate in the work of this informal group.

37. A number of delegations (Azerbaijan, Belarus, Russian Federation, Switzerland, Ukraine) provided suggestions on how to improve the text of the draft. The representative of EU noted the importance of avoiding duplication with other existing legal instruments and proposed conducting a gap analysis between the 1952 Convention, the Kyoto Conventions, Annex 9 of the Harmonization Convention, the new draft convention as well as other relevant legal instruments. Several delegations supported this request.

38. In conclusion, the Working Party:

- thanked and supported OSJD and the informal group for the work done;
- invited delegations to submit their comments and views not later than by 16 November 2015 to the secretariat;
- mandated the secretariat to prepare, in cooperation with OSJD, the informal group and interested delegations, a paper containing a comparative analysis of the new convention and other relevant legal instruments, in order to facilitate considerations of the draft text of the new convention at its next session.

VIII. Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956) (agenda item 6)

39. The Working Party was informed about the status of the Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles. In particular, the International Touring Alliance and the International Automobile Federation (AIT/FIA) reported on the developments in the implementation of these Conventions, namely, that AIT/FIA continued to monitor the implementation of the Conventions in various countries and to cooperate with the secretariat in clarifying or resolving legal issues. Finally, the Working Party was informed that the Administrative Committee of the Convention on Temporary Admission (Istanbul Convention, 1990), had agreed to amend Appendix II of Annex A, dealing with the model of the Carnet de Passage en Douane (CPD), so as to align it with the latest amendment to the 1954 Convention on the

Temporary Importation of Private Road Vehicles (see depositary notification C.N.26.2015.TREATIES-XI.A.8 of 13 January 2015). The amendment allows for the CPD to be printed in combinations of two United Nations official languages, on the condition that one of the two languages is English or French.

IX. Activities of other organizations and countries of interest to the Working Party (agenda item 7)

40. The Working Party took note of activities by various regional economic or Customs Unions as well as by other organizations, both intergovernmental and non-governmental, and countries as far as they relate to matters of interest to the Working Party.

A. European Union

41. The representative of EU informed the Working Party that, on 1 July 2015, the former Yugoslav Republic of Macedonia had acceded to the Common Transit Convention and that the accession of Serbia would take place in the coming months, with 1 February 2016 as a likely date. He also informed the Working Party that work on the establishment of the implementing acts of the Union Customs Code is still ongoing and that he hoped to provide detailed information at the next session of the Working Party.

B. Economic Cooperation Organization

42. The Working Party was informed about relevant activities and ongoing projects of the Economic Cooperation Organization (ECO). In particular, the Working Party took note that, with the accession of the Islamic Republic of Pakistan, all ECO member States were Contracting Party to the TIR Convention, 1975. The Working Party welcomed the interest of ECO, as an economic union, in also becoming a Contracting Party to the TIR Convention, in accordance with its Article 52, paragraph 3. The Working Party further took note of a recent ECO workshop, organized in collaboration with IRU, dedicated to important United Nations legal instruments in the field of transport (24–25 August 2015, Kabul) as well as on planned workshops in Islamabad and Karachi (Pakistan) to promote the TIR system. Finally, the Working Party was informed about an upcoming workshop for ECO member States on the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), the digital tachograph and the modernization of border crossing points, back to back with the seventh meeting of the Transit Transport Coordination Council and its Road Committee (10–12 November 2015, Ankara). ECO invited UNECE and IRU to actively participate in this event.

C. Eurasian Economic Union

43. The Working Party was informed about further progress in relevant activities and projects carried out by EEU. In particular, the Working Party took note that: (a) on 12 August 2015, the Treaty on the accession of the Kyrgyz Republic to the Treaty on the Eurasian Economic Union had come into force. Thus, the Eurasian Economic Union now consists of five countries; (b) work on preparing the final version of the draft Customs Code of the EEU continued and that the deadline for its entry into force remains 1 January 2016; (c) the EEU, together with its member States, are working on simplifying the conditions for foreign economic activities within its territory and that one of the main targets is the development of the single window concept; (d) efforts were undertaken to improve customs

legislation in the field of transit and to establish a single guarantee system; (e) an analysis of the functioning of checkpoints at the customs borders of the EEU was undertaken; and (f) the participation of a delegation of the Eurasian Economic Commission (EEC) in the Eighth Interagency Meeting of OSJD member States (September 2015, Gdansk (Poland)).

D. Organization for Cooperation between Railways

44. The representative of OSJD provided an overview of the latest activities of his organization, including discussions held at the Eighth Interagency Meeting of OSJD member States on “railway border crossing practices” (September 2015, Gdansk (Poland)). He highlighted the concerns and main recommendations from the declaration made by participants at that meeting. The Working Party took note of the importance that OSJD attaches to close cooperation with UNECE and the request that WP.30 devote more attention to railway issues, possibly by means of dedicating, once a year, a session of WP.30 to the implementation of Annex 9 to the Harmonization Convention or organizing a workshop on railway border crossing facilitation issues at the occasion of a future session of WP.30.

E. World Customs Organization

45. Due to the absence of the World Customs Organization (WCO) at the session, no information was provided under this agenda item.

X. Other business (agenda item 8)

A. Dates of the next sessions

46. The Working Party decided to conduct its next session from 9 to 12 February 2016.

B. Restriction on the distribution of documents

47. The Working Party decided that there would be no restriction on the distribution of documents issued in connection with its current session.

XI. Adoption of the report (agenda item 9)

48. In accordance with established practice, the Working Party adopted the report on its 141st session on the basis of a draft prepared by the secretariat.

Annex

Draft act and draft list of proposed border crossing offices**Пояснительная записка**

Проект приказа ФТС России «О перемещении товаров в соответствии с Таможенной конвенцией о международной перевозке грузов с применением книжки МДП» разработан в соответствии со статьей 45 Таможенной конвенцией о международной перевозке грузов с применением книжки МДП (Конвенция МДП, 1975).



**ФЕДЕРАЛЬНАЯ ТАМОЖЕННАЯ СЛУЖБА
(ФТС РОССИИ)
ПРИКАЗ**

№ _____

Москва

**О перемещении товаров в соответствии с Таможенной конвенцией
о международной перевозке грузов с применением книжки МДП**

В соответствии со статьей 45 Таможенной конвенции о международной перевозке грузов с применением книжки МДП (Конвенция МДП, 1975) приказываю:

1. Допускать ввоз на таможенную территорию Евразийского экономического союза товаров, перемещаемых в соответствии с Конвенцией МДП, 1975 через российско-финляндский, российско-украинский, российско-монгольский, российско-норвежский, российско-эстонский, российско-латышский, российско-абхазский, российско-азербайджанский, российско-грузинский, российско-польский, российско-литовский участки государственной границы Российской Федерации, только через пункты пропуска через государственную границу Российской Федерации, указанные в приложении к настоящему приказу.

2. Управлению таможенного сотрудничества (С.А. Коноваленко) довести до сведения таможенных служб сопредельных государств информацию о пунктах пропуска через государственную границу Российской Федерации, через которые допускается ввоз товаров на таможенную территорию Евразийского экономического союза, перемещаемых в соответствии с Конвенцией МДП, 1975.

3. Контроль за исполнением настоящего приказа возложить на заместителя руководителя ФТС России Р.В. Давыдова.

Настоящий приказ вступает в силу по истечении 30 дней после дня его официального опубликования.

Руководитель
действительный государственный советник
таможенной службы Российской Федерации А.Ю. Бельянинов

С.А. Коблов
(499) 449 77 09

Приложение
к приказу ФТС России
от _____ № _____

Перечень пунктов пропуска

Российско-финляндский участок границы

1. Светогорск
2. Торфяновка
3. Инари
4. Вяртсиля
5. Суоперя
6. Лотга
7. Салла

Российско-украинский участок границы

8. Шебекино
9. Грайворон
10. Колотиловка
11. Логачевка
12. Ровеньки
13. Погар
14. Ломаковка
15. Бугаевка
16. Крупец
17. Теткино (Рыжовка)
18. Новошахтинск
19. Донецк (Изварино)
20. Матвеев Курган

Российско-монгольский участок границы

21. Монды
22. Соловьевск
23. Верхний Ульхун
24. Хандагайты (Боршо)
25. Цаган-Толгой
26. Шара-Сур

Российско-норвежский участок границы

27. Борисоглебск

Российско-эстонский участок границы

28. Шумилкино

Российско-латышский участок границы

29. Убылинка

Российско-абхазский участок границы

30. Адлер

Российско-азербайджанский участок границы

31. Яраг-Казмаляр

Российско-грузинский участок границы

32. Верхний Ларс

Российско-польский участок границы

33. Багратионовск

Российско-литовский участок границы

34. Советск

Explanatory note⁶

The draft Act of the FCS of the Russian Federation "On the movement of goods in accordance with the Customs Convention on International Transport of Goods under Cover of TIR Carnets" developed in accordance with Article 45 of the Customs Convention on International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975).



FEDERAL CUSTOMS SERVICE (FCS of the Russian Federation)

ACT

No. _____

Moscow

On the movement of goods in accordance with Customs Convention on the International Transport of Goods under cover of TIR Carnets

In accordance with Article 45 of the Customs Convention on the International Transport of Goods under cover of TIR Carnets (TIR Convention, 1975), it has been decided:

1. To allow the importation of goods transported under the TIR Convention, 1975 into the customs territory of the Eurasian Economic Union through the Russian-Finnish, Russian-Ukrainian, Russian-Mongolian, Russian-Norwegian, Russian-Estonian, Russian-Latvian, Russian-Abkhazian, Russian-Azerbaijani, Russian-Georgian, Russian-Polish, Russian-Lithuanian state borders of the Russian Federation only through checkpoints across the Russian state border, as referred to in Annex to this Act.

2. To assign the management of the customs cooperation department (Mr. S.A. Konovalenko) with the task to inform the customs services of neighbouring countries about the checkpoints through which the importation of goods carried under the TIR Convention 1975 into the customs territory of the Eurasian Economic Union is authorized.

3. To entrust Mr. R.V. Davydov, Deputy Head of the Federal Customs Service (FCS) of the Russian Federation, with the task of supervising the implementation of this Act.

This Act shall enter into force on the thirtieth day following that of its official publication.

Head of FCS
State Counsellor
of the Russian FederationA.Y. Belyaninov

S.A. Koblov
(499) 449 77 09

⁶ Informal translation, for reference purposes only.

Annex
to the Act of FCS of the Russian Federation
from _____ No. _____

List of checkpoints

Russian-Finnish border

1. Svetogorsk
2. Torfyanovka
3. Inari
4. Vyartsilya
5. Suoperya
6. Lotta
7. Salla

Russian-Ukrainian border

8. Shebekino
9. Grayvoron
10. Kolotilovka
11. Logachevka
12. Rovenki
13. Pogar
14. Lomakovka
15. Bugaevka
16. Krupets
17. Tetkino (Ryjovka)
18. Novoshahtinsk
19. Donetsk (Izvarino)
20. Matveev Kurgan

Russian-Mongolian border

21. Mondy
22. Solovievsk
23. Verkhniy Ulkhun
24. Khandagayty (Borsho)
25. Tsagan-Tolgoy
26. Shara-Sur

Russian-Norwegian border

27. Borisoglebsk

Russian-Estonian border

28. Shumilkino

Russian-Latvian border

29. Ubylinka

Russian-Abkhazian border

30. Adler

Russian-Azerbaijani border

31. Yarag-Kazmalyar

Russian-Georgian border

32. Verhniy Lars

Russian-Polish border

33. Bagrationovsk

Russian-Lithuanian border

34. Sovetsk
