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INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting Transport

**REPORT OF THE WORKING PARTY ON CUSTOMS QUESTIONS AFFECTING  
TRANSPORT ON ITS ONE-HUNDRED-AND-TWENTIETH SESSION  
(7 - 10 October 2008)**

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## **I. ATTENDANCE**

1. The Working Party held its 120th session from 7 to 10 October 2008 in Geneva. The session was attended by representatives of the following countries: Austria, Azerbaijan, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iran (Islamic Republic of), Italy, Kyrgyzstan, Latvia, Lithuania, Netherlands, Norway, Poland, Romania, Russian Federation, Serbia, Slovenia, Spain, Sweden, Republic of Moldova, Turkey, Ukraine, United States of America. Representatives of the European Community were also present. The following intergovernmental organizations were represented: Intergovernmental Organization for International Carriage by Rail (OTIF), the Organization for Cooperation between Railways (OSJD) and the World Customs Organization (WCO). The following non-governmental organizations were represented: the International Road Transport Union (IRU) and the International Touring Alliance (AIT & FIA).

## **II. ADOPTION OF THE AGENDA (Agenda item 1)**

Documentation: ECE/TRANS/WP.30/239

2. The Working Party adopted the provisional agenda, prepared by the secretariat (ECE/TRANS/WP.30/239), with the addition of the following issue under agenda item 8 (c) (v) "Other matters": "Application of Article 38 of the TIR Convention".

## **III. OPENING STATEMENT**

3. In her opening statement, Ms. Eva Molnar, Director, UNECE Transport Division, invited the Working Party to address the following challenges:

- (a) Speed up and improve the efficiency of its regular activities, including the consideration of amendment proposals for the computerization of the TIR procedure;
- (b) Give in-depth consideration to security issues;
- (c) Raise the visibility of WP.30 activities through better promotion of the key UNECE legal instruments, particularly in the field of border crossing facilitation, so that they could become truly global.

4. With regard to 3(c), the UNECE legal instruments are not always borne in mind when discussing trade and transport facilitation issues. For example, the outcome paper of the mid-term review of the Almaty program of action (New York, 2 and 3 October 2008) did not take specific account of WP.30 activities. Often, to address specific regional needs for facilitation, new agreements are proposed, instead of using the existing legal instruments, such as, in particular the Harmonization Convention.

5. Therefore there is a need to provide for better marketing of these Conventions, and also to closely monitor their implementation. In this context, various initiatives and opportunities should be considered:

- (a) As a result of a close cooperation between OSCE and UNECE, a Handbook on best practices for border crossings is under development, with the objective to reduce

border waiting times and related costs. The Handbook will address, inter alia, the issues of security and public-private partnership and will include a chapter how to measure border crossing performance. This border crossing performance measuring and benchmarking tool will then be put on the WP.30 agenda for review, comments and approval. The other United Nations Regional Commissions will also discuss it and comment on it. Thus the final methodology will likely be a globally shared tool. Parallel with this UNECE-OSCE activity the UNECE Trade Division had commissioned a Handbook on best practices for trade facilitation. The two divisions will ensure that the two initiatives be complementary and not a duplication;

- (b) In order to significantly improve the marketing of TIR and facilitate its strategic improvements a UNECE-funded study has just been launched. The outcome of the study will be presented to a peer review panel with the participation of various international organizations (EU, World Bank, WCO, IRU, etc.);
- (c) In this regard it needs to be borne in mind that the World Bank has launched a study to compare the TIR system with other Customs transit guarantee systems in place or under consideration. The World Bank has promised to share the draft with UNECE and also to invite it to be a peer reviewer;
- (d) The UNECE Inland Transport Committee and the Committee on Trade will hold back-to-back sessions in February 2009. In conjunction with these sessions, a half-day conference on trade and transport facilitation will be organized. All WP.30 members are encouraged to participate in this event. After this meeting, the UNECE secretariat will prepare a joint trade and transport background paper and submit it to the ITF meeting in 2009 dedicated to the topics of: globalization, trade and transport;
- (e) In the framework of the next ITF meeting (Leipzig, May 2009) a side event on border crossing will take place in which WP.30 could contribute.

6. Ms. Molnar informed the Working Party about the growing interest of various countries in how to assess national logistics competitiveness on a global scale. To address this issue, numerous and not always comparable initiatives have been taken by countries and different organizations. Two useful indicators are the Global Logistics Performance Index by the World Bank, and the Enabling Trade Environment Index by the World Economic Forum. These indices rank countries by means of different sets of indicators based on business feedback, as well as hardcore data. However there is still a knowledge gap, i.e. how to make an in-depth analysis on national competitiveness driven by transport and logistics and how to better position a country in its capacity to participate in the global supply chains and not get marginalized. The UNECE has identified this gap and started to explore ways and means to develop a toolkit for countries wishing to evaluate and improve their logistics performance. This was presented at the September 2008 session of the Working Party on Transport Trends and Economics (WP.5).

#### **IV. ACTIVITIES OF UNECE BODIES AND OTHER UNITED NATIONS ORGANIZATIONS OF INTEREST TO THE WORKING PARTY (Agenda item 2)**

Documentation: ECE/TRANS/WP.30/2008/17

7. In line with the request by the Inland Transport Committee (ITC), the Working Party considered document ECE/TRANS/WP.30/2008/17 by the secretariat, outlining a strategy how to address security-related issues within its area of competence. The Working Party recalled a number of security elements that are already contained in the main legal instruments (e.g. the TIR Convention) and discussed whether further security provisions should be incorporated therein. In this context, the Working Party took note of a study by the US Chamber of Commerce evaluating various international agreements to implement the WCO SAFE Framework of Standards. According to the study, the TIR Convention seems to be the best legal instrument to facilitate the implementation of the SAFE Framework of Standards.

8. The Working Party was informed about the extensive WCO programme aiming at a step-by-step introduction of the SAFE Framework of Standards, as well as about various national and regional activities in this respect, in particular with regard to the implementation of the concept of Authorized Economic Operator (AEO). The IRU pointed out that the TIR Convention (Annex 9, part II) should be brought in line with the AEO principles, to avoid the need for transport operators to undergo different authorization procedures in the future. The EC was of the view that national AEO programmes should first be established before addressing this issue.

9. The Working Party was not in a position to agree that the TIR Convention should be amended to incorporate the SAFE Framework of Standards, but decided to continue its considerations on this subject at one of its next sessions. The secretariat was requested to publish the study by the US Chamber of Commerce as official document. Meanwhile, the Chairman, with the cooperation of the secretariat, was mandated to prepare a document on the underlying issues for the forthcoming ITC session in February 2009.

#### **V. ACTIVITIES OF OTHER ORGANIZATIONS AND COUNTRIES OF INTEREST TO THE WORKING PARTY (Agenda item 3)**

Documentation: ECE/TRANS/WP.30/238

10. The Working Party was informed by WCO of its activities concerning the Customs Convention on Containers, 1972, container security, the Revised Kyoto Convention, the WCO Data Model, the WCO SAFE Framework of Standards and the introduction of an electronic ATA Carnet. In particular, the Working Party took note that the amendment proposals to Annexes 1 and 4 to the Customs Convention on Containers regarding the marking of containers and containers with sliding sheets had entered into force on 20 July 2008 (Depositary Notification C.N.327.2008.TREATIES-1 of 22 April 2008).

**VI. INTERNATIONAL CONVENTION ON THE HARMONIZATION OF FRONTIER CONTROLS OF GOODS, 1982 (“HARMONIZATION CONVENTION”) (Agenda Item 4)**

Documentation: ECE/TRANS/55/Rev.1; ECE/TRANS/WP.30/2007/11/Rev.1

**A. Status of the Convention**

11. The Working Party was informed of the situation concerning the scope and the number of Contracting Parties to the Convention. In particular, the Working Party welcomed the accession of Lao People's Democratic Republic on 29 September 2008. The Convention will enter into force for Lao People's Democratic Republic on 29 December 2008 (Depositary Notification C.N.718.2008.TREATIES-2).

**B. New Annex 8 on road transport**

12. The Working Party noted with concern the slow progress in the implementation of the new Annex at the national level. The Working Party invited all Contracting Parties to the Harmonization Convention to incorporate Annex 8 into their national legislation without delay, e.g. to officially publish it, and to inform the secretariat accordingly. In this regard, the Working Party welcomed the information that the European Community had completed its internal approval procedures and that Annex 8 would soon be published in the Official Journal of the European Union.

13. The Working Party noted that few Contracting Parties had raised questions regarding the application of the International Vehicle Weight Certificate (IVWC), in particular, on the authorization procedures and publication of a list of agreed weighing stations. The Russian delegation informed the Working Party that the Russian Federation and some CIS countries had already implemented a document similar to the IVWC for several years at the regional level and would be prepared to share their experience with other Contracting Parties.

14. Bearing in mind that, according to the Annex, the UNECE should monitor the implementation of its provisions, the Working Party stressed the importance of establishing a reliable monitoring mechanism. In this context, the IRU informed that it had launched an on line tool to observe waiting times at border crossings (<http://www.iru.org/index/bwt-app>). The Working Party also noted that the OSCE – UNECE Handbook on best practices for border crossings would have a section on border crossing indicators.

15. To discuss the above and other related issues, the Working Party mandated the secretariat, in accordance with the provisions of Annex 7, Article 4 of the Convention, to convene the ninth session of the Administrative Committee (AC.3) in the course of 2009, possibly in conjunction with one of the sessions of the Working Party.

16. The Working Party took note of difficulties experienced by transport operators at some external borders of the European Community. Some delegations, supported by the IRU, expressed concerns that the upcoming entry into force of new EU regulations, requiring the submission of an advance electronic cargo declaration as of 1 July 2009 and the submission of the TIR Carnet data electronically as of 1 January 2009, could aggravate this situation because

operators from non-EU countries were not in a position to prepare for the introduction of the new measures, due to a lack of detailed information by the European Community about their practical implementation. These delegations invited the European Community to provide non-EU transport operators, either through the Working Party or a dedicated website ([http://ec.europa.eu/taxation\\_customs/customs/policy\\_issues/customs\\_security/index\\_en.htm](http://ec.europa.eu/taxation_customs/customs/policy_issues/customs_security/index_en.htm)), with the necessary explanations, in particular about the mechanism of declaration and information. In reply, the European Commission pointed out that these measures were part of its implementation of the WCO SAFE Framework of Standards and recalled several presentations on the subject, delivered at previous WP.30 sessions. It also pointed out that the relevant regulations had been published on the Internet for quite some time, except for the legislation concerning the submission of the TIR Carnet data electronically, which was expected to be published soon. In addition, the European Commission mentioned that it was preparing administrative instructions on the implementation of the above legislation. The Working Party also welcomed ongoing efforts by other players aimed at ensuring the smooth entry into force of the new regulations, such as:

- (a) A declaration mechanism (NCTS-TIR) enabling to lodge the TIR Carnet data electronically, developed by the IRU and operational in five EU Member States and recently extended to the main Polish-Belarus border crossing points;
- (b) Joint activities of the Ukrainian and Polish authorities to shorten delays at their common border;
- (c) A public information campaign launched by the Polish Customs Administration.

#### **C. Preparation of a new Annex on rail border crossing**

Documentation: ECE/TRANS/WP.30/2007/11/Rev.1; ECE/TRANS/WP.30/2007/11; Informal document No. 1 (2008); ECE/TRANS/WP.30/238; Informal Document No. 12 (2008)

17. The Working Party took note of Informal Document No. 12 (2008) jointly submitted by OSJD and OTIF, containing consensus proposals for the introduction of a new Annex 9 to the Convention. The Working Party was informed that these proposals would need to be modified to take into account a few outstanding comments by the European Community, so that the final version could be submitted to the next session of WP.30. While fully recognizing the concerted efforts by OSJD, OTIF and EC, the Working Party highlighted the importance of coordination among all national authorities concerned and invited Contracting Parties to finalize such consultations prior to the next session.

### **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.30/2008/7; ECE/TRANS/WP.30/2007/12/Rev.1; ECE/TRANS/WP.30/2007/12; Informal document No. 2 (2008); ECE/TRANS/WP.30/236; ECE/TRANS/WP.30/238

18. The Working Party took note that, following its request at the previous session (ECE/TRANS/WP.30/238, para.14), the secretariat would invite the Inland Transport Committee at its February 2009 meeting to seek confirmation from the existing Contracting Parties to the International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail that they would positively consider proposals to provide for an opportunity to amend the existing Convention, once more countries have acceded to it.

## **VIII. CUSTOMS CONVENTIONS ON THE TEMPORARY IMPORTATION OF PRIVATE ROAD VEHICLES (1954) AND COMMERCIAL ROAD VEHICLES (1956) (Agenda item 6)**

Documentation: ECE/TRANS/107; ECE/TRANS/107/Rev.1 (Russian only); ECE/TRANS/108

### **A. Status of the Conventions**

19. The Working Party took note that the Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles had respectively 80 and 41 Contracting Parties. Complete lists of Contracting Parties to the two Conventions are available at the UNECE Transport Division website.

### **B. Application of the Conventions**

20. The Working Party took note that the AIT/FIA had finalized the examination of various issues concerning the implementation of the two Conventions and would contact the secretariat to jointly prepare proposals for comments and best practices to assist in the proper application of these legal instruments.

## **IX. RAIL TRANSIT. THE CONVENTION ON INTERNATIONAL CUSTOMS TRANSIT PROCEDURES FOR THE CARRIAGE OF GOODS BY RAIL UNDER COVER OF SMGS CONSIGNMENT NOTES (Agenda item 7)**

21. The Working Party was informed that, in December 2007, Ukraine had signed (subject to ratification) the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of SMGS Consignment Note (Depositary Notification CN.1193.2007.TREATIES-3). The Working Party encouraged other SMGS countries to speed up their national procedures to agree upon accession to the above Convention.

## **X. CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS UNDER COVER OF TIR CARNETS (TIR CONVENTION, 1975) (Agenda item 8)**

Documentation: ECE/TRANS/17 and Amends 1-27; 2007 TIR Handbook <sup>1/</sup>

### **A. Status of the Convention**

22. The Working Party was informed that, on 6 August 2008, the Secretary-General of the United Nations, acting in his capacity of depositary, had re-issued (for technical reasons)

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<sup>1/</sup> <<http://tir.unece.org>>.



Depositary Notification C.N.364-2008.TREATIES-1 of 12 May 2008, informing of the submission of proposals to amend paragraphs 1 and 2 of Article 13 of Annex 8 of the TIR Convention, 1975 together with proposals to introduce new Explanatory Notes 8.13.1-3 and 8.13-2 to Annex 6 of the Convention. Furthermore, on 2 October 2008, the Secretary-General issued Depositary Notification C.N.734.2008.TREATIES-2, informing that as of 1 October 2008 no objections had been received to the aforementioned amendment proposals and that, thus, the amendments would enter into force on 1 January 2009. Finally, on the same date of 2 October 2008, the Secretary-General issued Depositary Notification C.N.736.2008-TREATIES-3 informing of corrections to the French text of the said amendments.

## **B. Revision of the Convention**

### **1. Implementation of amendments to the TIR Convention and examples of best practices**

23. The secretariat informed the Working Party that it had received information from Slovenia that amendments 25, 26 and 27 had been adopted at the national level and published in its Official Journal in January 2008 together with information from the Czech Republic that all 27 amendments to the TIR Convention had been published in its Official Journal on 10 September 2008.

### **2. Preparation of Phase III of the TIR revision process**

Documentation: ECE/TRANS/WP.30/GE.1/2008/3; ECE/TRANS/WP.30/2008/8/Rev.1; ECE/TRANS/WP.30/238; Informal Document No. 11 (2008)

#### **Use of new technologies**

24. The Working Party endorsed the summary report of the fourteenth session of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) held in Geneva on 10 and 11 April 2008 (ECE/TRANS/WP.30/GE.1/2008/3). It also took note that the fifteenth session of the GE.1 would take place on 16 and 17 October 2008 in Geneva and that a large and active participation of Customs, transport and ICT experts from all Contracting Parties was essential for the success of such an important project.

25. The Working Party welcomed the presentation of document ECE/TRANS/WP.30/2008/8/Rev.1 and took note that the GE.1 would consider this document at its forthcoming session as requested by the Working Party at its 119<sup>th</sup> session. Further clarifying the method of submission of the Customs declaration as described in Chapter 2 of the eTIR Reference Model, the document still raised questions by some delegations which felt that some of their concerns were not fully addressed in the revised document. Those delegations were kindly invited to reconsider their questions taking into account the full text of Chapter 2 of the Reference Model (ECE/TRANS/WP.30/2007/16-ECE/TRANS/WP.30/AC.2/2007/15) as endorsed by the Working Party at its 117th session and keeping in mind that document ECE/TRANS/WP.30/2008/8/Rev.1 only aims at clarifying the method of submission of the Customs declaration, being one of the many business requirements presented in Chapter 2. Delegations still having concerns were invited to submit written contributions to the secretariat

and/or take part in the forthcoming session of the GE.1 which could further refine the document for further consideration by the Working Party at its spring session.

### 3. Amendment proposals for the Convention

Documentation: ECE/TRANS/WP.30/2008/9 and /**Corr.1**; ECE/TRANS/WP.30/2008/10/Rev.1; ECE/TRANS/WP.30/2008/11; ECE/TRANS/WP.30/2008/12; **ECE/TRANS/WP.30/2008/13/Rev.1 and /Rev.2**; ECE/TRANS/WP.30/2008/14/Rev.1

26. On the basis of a modified proposal by the secretariat (document ECE/TRANS/WP.30/2008/10/Rev.1), the Working Party approved the following comment to Article 23, clarifying that Customs authorities should only impose escorts on the basis of risk assessment procedures:

“Escort of road vehicles

Article 23 implies that escort may be prescribed under exceptional circumstances only, when compliance with Customs law cannot be ensured by other means. A decision regarding escort should be based on risk analysis. In particular, Customs authorities should analyze the risk that the transport operator will not present the road vehicle(s) together with the goods to the Customs office of destination or exit (en route) and that the goods may illegally be put into free circulation. When doing so, the Customs authorities are recommended to assess, among others, the following factors (in no particular order):

- information on Customs infringements committed by the TIR Carnet holder as well as on his previous withdrawals or exclusions from the TIR procedure;
- information on the reputation of the transport operator;
- the amount of import or export duties and taxes at risk;
- the origin of the goods and their itinerary.

In the case of escorts and in particular if no other written proof is provided to the carrier, Customs authorities are recommended, at the request of the carrier, to insert into the counterfoil No. 1 of the TIR Carnet under item 5 “Miscellaneous” the word “Escort”, followed by a short indication of the reasons which have led to the requirement for the escort.

According to Explanatory Note 0.1 (f), escort fees should be limited in amount to the approximate cost of the services rendered and should not represent an indirect protection to domestic products or a tax on imports or exports for fiscal purposes.”

27. The Working Party noted that the comment to Explanatory Note 0.8.3 "Duties and taxes at risk" may also need to be modified and decided to revert to this issue at its next session.

28. Based on document ECE/TRANS/WP.30/2008/14/Rev.1, the Working Party approved the following comment to Article 4 of the Convention:

“Relief from the payment or additional security of import or export duties and taxes

The basic principle of Customs transit is relief from the payment of import or export duties and taxes for goods in transit, provided that any security required has been furnished. As the goods carried under the TIR procedure are at any moment covered by the guarantee, as referred to in Article 3 (b), in the course of a TIR transport neither payment of import or export duties and taxes nor security in any other form shall be required in any Contracting Party involved in the TIR transport.”

29. At the request of the Russian delegation, the Working Party reverted to the wording of (new) Article 11, paragraph 4 concerning the contestation of a claim by the guaranteeing association (document ECE/TRANS/WP.30/2008/13/Rev.1 and 2). The Russian delegation argued that, apart from formal appeal in accordance with national law, the guaranteeing association should be given an alternative option of sending to the competent authorities "a motivated opposition to the claim". Having pointed out that "a motivated opposition" does not seem to be a legal notion, the Working Party was not in a position to agree to this proposal. The Russian Federation was invited to revise its position before the next session. Meanwhile, the Russian delegation requested that its proposal on Article 11.4 be maintained in square brackets.

30. With regard to the other outstanding proposals (document ECE/TRANS/WP.30/2008/11), the Working Party agreed (i) to accept a new Explanatory Note 0.28-2 in accordance with the proposal by the TIRExB; (ii) not to accept amendment proposals to Annex 8; (iii) to revert to the amendment proposals to Annex 9 (part I and new part III) at the next session, on the basis of a separate document to be prepared by the secretariat. Finally, the Working Party requested the secretariat to submit to both WP.30 and AC.2 sessions in February 2009 a document, containing all amendment proposals endorsed so far. To ensure the alignment between the three language versions, French and Russian speaking delegations were invited to review the amendment proposals and to send their remarks to the secretariat as soon as possible.

## **C. Application of the Convention**

### **1. Control system for TIR Carnets - IRU SafeTIR**

31. The Working Party noted that, from 1 January to 31 August 2008, the IRU had received 2,150,456 SafeTIR messages with an average transmission delay of 4 days. 52 % of messages had been transmitted in real-time (within 24 hours). The Working Party noted that Belarus, Czech Republic, Estonia, Latvia, Montenegro, Russian Federation, Serbia and Slovakia were transmitting data in real time. In the same period, the IRU had issued 6,508 reconciliation requests and had received replies to 3,356 (52 %) of the requests with an average delay of 41 days. WP.30 requested the secretariat to publish the SafeTIR statistics on its website.

### **2. Settlement of claims for payments**

32. The Working Party was informed by the IRU that, between 1 January and 30 September 2008, the IRU had received 11,748 notifications and pre-notifications from Customs authorities. The number of pending payment requests per 30 September 2008 amounted to 6,879, among which 119 had been received from 1 January to 30 September 2008. In the same period, 75 payment requests had been paid and 210 claims had been settled without payment.

### **3. Review of Annex 10 of the Convention**

33. The Working Party noted that the secretariat and the IRU had submitted a joint document to the TIRExB, providing a first assessment of the implementation of Annex 10 at national level, together with considerations on how to improve its functioning. In particular, it took note that the implementation of Annex 10 would greatly benefit from the direct transmission from the Customs offices of destination or exit en route to the central Customs point without intermediate transmission points as well as from the direct transmission from the central Customs point to the SafeTIR database by means of the establishment of Virtual Private Networks (VPN) or through the Internet. In this context, the Working Party was informed by the delegation of Belarus of measures jointly undertaken by the Belarus Customs Administration and IRU, aimed at improving the mechanism of SafeTIR data transmission and the application of Annex 10. The Working Party welcomed the initiative of the TIRExB to draft an example of best practices, based on the experience in one or more countries where Annex 10 is working well, and looked forward to remaining informed of progress on the issue at its future sessions.

### **4. TIR Handbook**

34. The Working Party took note that the secretariat was about to start the preparation of the 2009 TIR Handbook.

### **5. Other matters**

35. The Working Party took note of Informal document No. 13 (2008) by the Government of Turkey, containing two draft Explanatory Notes to Article 38. The Working Party was of the view that the Turkish proposals should be studied further and requested the secretariat to issue them as official document for consideration at the next session.

## **XI. PREVENTION OF THE ABUSE OF CUSTOMS TRANSIT SYSTEMS BY SMUGGLERS (Agenda item 9)**

36. The Working Party was informed that the secretariat had received two Fraud Report Forms in the course of August 2008, which had been retransmitted to TIR Customs Focal points. In both instances, the incidents related to the use of fake or falsified Certificates of Approval. In addition, the secretariat had received a request from the European Community to remind competent authorities of the obligation to affix and check the condition of Customs seals, following an incident where at one of the EU's external borders a truck had been stopped because only one of the two rear doors carried a Customs seal. On inspection of the vehicle it had turned out that it contained 14 illegal immigrants. The secretariat reminded Contracting Parties that in cases where more than one Customs seal is required for the Customs secure sealing, the number of seals should be indicated in the Certificate of Approval under point 5.

## **XII. RESOLUTIONS AND RECOMMENDATIONS (Agenda item 10)**

37. The Working Party took note of document ECE/TRANS/WP.30/2008/16, prepared by the secretariat and containing an overview of resolutions and recommendations adopted by the Working Party and its predecessor, the Group of Experts on Customs Questions affecting Transport (GE.30) since 1956. The Working Party agreed that the purpose of the document was

to provide a historic overview and decided to revert to it in the future, when the occasion would arise. The representative of AIT/FIA informed that the only resolutions still of relevance for the application of the 1954 and 1956 Temporary Importation Conventions were Resolutions Nos. 48 and 51.

### **XIII. OTHER BUSINESS (Agenda item 11)**

#### **A. Dates of the next sessions**

38. The Working Party decided to hold its 121st session in the week of 2 to 6 February 2009, in conjunction with the forty-seventh session of the TIR Administrative Committee. The secretariat made also arrangements for the 122nd session in the week of 15 to 19 June 2009.

#### **B. Restriction on the distribution of documents**

39. The Working Party decided that there were no restrictions with respect to the distribution of documents issued in connection with its current session.

### **XIV. ADOPTION OF THE REPORT (Agenda item 12)**

40. The Working Party adopted the report on its 120th session on the basis of a draft prepared by the secretariat.

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