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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting

Transport

(One-hundredth-and-third session, 4-7 February 2003,
agenda item 8 (c) (i))

Administrative Committee for the

TIR Convention, 1975

(Thirty-fourth session, 6 and 7 February 2003,
agenda item 7)

**FUNCTIONS AND ROLES OF THE TIRExB,
THE TIR SECRETARIAT
AND THE IRU**

Transmitted by the Government of Turkey

Note: The secretariat reproduces below a communication transmitted by the Government of Turkey.

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Contracting Parties to the TIR Convention discussed proposals of the International Road Transportation Union (IRU) as “re-examining and clarifying the roles and responsibilities of the TIR Executive Board (TIRExB), TIR Secretariat and IRU to establish a new framework based on mutual trust and cooperation” during the meetings of the AC.2 and the WP.30 held on 22-25 October 2002, and regarding this issue the guidance submitted to the attention of the Contracting Parties by the IRU will be examined at the forthcoming sessions of the AC.2 and WP.30.

It is understood, from the guidance and the statement submitted by the representative of the IRU at the last meeting of the WP.30, that they have proposals especially on modification of funding and production of the budget of the TIRExB and the Secretariat. In this framework, at the mentioned meeting the representative of the IRU clearly stated that in the absence of this kind of guidance, it would be hardly possible to explain the future’s funding in the high management level of IRU any more. Taking into consideration that a trouble about the budget may cause malfunctioning of the TIRExB and the Secretariat, which none of us desires, we consider that if there is a problem in this issue within the IRU, this funding can be concluded at the national level. That is to say, national guaranteeing associations can directly transfer the levy applied on the TIR Carnets and collected from the transporters to the budget of the TIRExB, instead of transferring that amount via IRU. It is considered that such a solution will be a more rapid way and reduce bureaucracy.

We are of the opinion that the Contracting Parties may wish to take this option into consideration during the discussions on the proposals of the IRU at the next meetings of the AC.2 and WP.30 through an informal document seeking the preliminary reactions of the national associations and the Customs administrations. Also, it would be greatly appreciated if you may inform us about your views in this issue.
