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**Economic Commission for Europe****Administrative Committee for the TIR Convention, 1975****Sixty-second session**

Geneva, 8 October 2015

Item 3 (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 sixty-third 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 sixty-third session on 8–9 April 2015 in Geneva.
2. The following members of TIRExB were present: Mr. S. Amelyanovich (Russian Federation), Mr. G. Andrieu (France), Mr. M. Ciampi (Italy), Mrs. D. Dirlik (Turkey), Mr. S. Fedorov (Belarus), Mrs. B. Gajda (Poland), Mrs. L. Jelínková (European Commission), Mr. V. Milošević (Serbia) and Mr. S. Somka (Ukraine).
3. The International Road Transport Union (IRU) attended the session as observer and was represented by Mrs. K. Kasko.

**II. Opening statement**

4. In her opening statement Mrs. Eva Molnar, Director, Transport Division, United Nations Economic Commission for Europe (UNECE), congratulated the members of the Board on their election for the 2015–2016 term of office. With reference to the draft agenda

for the session, she recalled the important task of TIRExB, at the first session of each term of office, to elaborate its programme of work. Although the main and continuous tasks of TIRExB are stipulated by the provisions of the TIR Convention, the Board also plays an important role in assisting Contracting Parties in continuously amending and adapting the TIR system to the evolving requirements of governments and transport industry by way of preparing further facilitation tools, such as authorized consignor and consignee or subcontractors, facilitating the computerization process or, as is the case at present, contributing to the re-assessment of the guarantee system. In this respect, Mrs. Molnar recalled the request from the TIR Administrative Committee (AC.2) to the Board to conduct an in-depth and realistic assessment of the Russian proposals on the level of the guarantee and provide a well-balanced advice to the TIR Contracting Parties.

5. She further expressed the wish that the presence of a member of TIRExB from the Russian Federation would facilitate the dialogue with the Federal Customs Service (FCS) on the application of the TIR Convention on the territory of the Russian Federation. She informed the Board of the forthcoming session of the Commission of UNECE (14–16 April 2015), which oversees the activities of all UNECE committees. This important event takes place every two years only. The Transport Division has organized several side-events to the session, such as, in cooperation with IRU, a photo exhibition of TIR trucks along the Silk Route. The public-private partnership in TIR will also be showcased during a Commission session dedicated to partnering for sustainable development. Finally, she informed the Board that, as of 16 March 2015, Mr. Joan Padreny (Andorra), had joined the TIR secretariat as IT-expert in charge of, inter alia, maintaining and further expanding the International TIR Data Bank (ITDB).

### **III. Adoption of the agenda**

*Documentation:* Informal document TIRExB/AGE/2015/63

6. TIRExB adopted the agenda of the session as contained in Informal document TIRExB/AGE/2015/63.

### **IV. Election of the Chairperson**

7. TIRExB recalled that, at its short meeting on 5 February 2015, it had elected Mrs. D. Dirlik (Turkey) as Chair for 2015.

### **V. Adoption of the report of the sixty-second session of TIRExB**

*Documentation:* Informal document TIRExB/REP/2014/62 draft with comments

8. The Board adopted the draft report of its sixty-second session (Informal document TIRExB/REP/2014/62draft with comments), subject to amendments.

### **VI. Programme of work 2015–2016**

10. The Board considered at length Informal document No. 5 (2015), containing the draft programme of work of the Board for its 2015–2016 term of office. Subject to a number of changes, the Board approved its programme of work, as contained in the Annex to this document.

11. With regard to activity No. 4 (To support training activities on the application of the TIR Convention, mainly in Contracting Parties where difficulties are experienced or might be expected in this area), TIRExB instructed the secretariat, for the future, to involve the Board from the outset in preparing TIRExB seminars, including the fixing of dates and contributing to their programmes.

12. TIRExB requested the secretariat to submit the programme of work as informal document to the TIR Administrative Committee (AC.2) for endorsement at its June 2015 session. The text of the amended programme of work is attached in Annex to this report.

## **VII. Application of specific provisions of the TIR Convention**

### **Consideration of amendment proposals**

13. TIRExB recalled that AC.2, at its sixtieth session (February 2015), had been of the view that the proposals by the Russian Federation to amend Annex 9, Part I, paragraph 3 (ii) as well as Article 8, paragraph, 1 were closely related to issues on the introduction of several guarantee levels (20,000, 60,000, 100,000, 200,000 euros and, possibly, full guarantee coverage) or the use of additional guarantees, currently under discussion by TIRExB and, therefore, had mandated the Board to consider them. Against this background, TIRExB took note of Informal document No. 6 (2015) by the secretariat, containing the state of play of the Board's discussions so far, the text of the proposals by the Russian Federation and some first preliminary considerations.

14. Further to a request from TIRExB at its sixtieth session (September 2014), Mrs. Kasko (IRU) presented the intermediate results of a – still ongoing – analysis by IRU on the level of the guarantee. TIRExB took note that there seems to be a strong interest in having more flexibility in the guarantee level. Indeed, as elaborated in her presentation, the average amount of customs claims did not exceed approximately 30,000 euros and did not demonstrate that there seemed to be a need for a global increase in the level of the guarantee level in all TIR Contracting Parties. However, the analysis of 595 claims, addressed at TIR Carnet holders for TIR Carnets issued between 2008 and 2014, showed that in more than 50 per cent of cases the duties and taxes did not exceed 10,000 euros, whereas a guarantee of more than 60,000 euros would be needed in 14 per cent of cases. The analysis of TIR-EPD data sent to the customs authorities of Belarus (being one of the main users of the TIR-EPD system) in the first two months of 2015 showed similar patterns, i.e. that the average amount of customs duties and taxes per TIR Carnet was approximately 30,000 euros, whereas only in 10 per cent of the cases the guarantee limit of 60,000 euros was exceeded.

15. TIRExB thanked Mrs. Kasko (IRU) for the presentation but regretted that IRU had not yet been able to provide estimates of the prices of TIR Carnets in case various guarantee levels were introduced. In addition, various TIRExB members reiterated the position that the TIR+ solution, offered by IRU to meet growing demands from certain countries for higher guarantees, is not in line with the provisions of the TIR Convention. They recalled that Contracting Parties have the right to raise the maximum amount, in case they are of the view that the currently recommended maximum amount of 50,000 US dollars is insufficient. Mrs. Jelinkova (European Commission) encouraged countries to submit proposals to AC.2 to amend the Convention rather than applying irregular measures.

16. In a first reply, Mrs. Kasko (IRU) explained that the calculation of the price of TIR Carnets for various guarantee levels is complex as it depends on a number of variables, such as volume of operations and the use of various guarantee levels. Furthermore, in the view of the current TIR situation, notably in the Russian Federation, suddenly affecting

global volumes, as well recent fluctuations in the currency exchange rates in various countries, more time is required to obtain estimations from the financial partners of the TIR system but she promised to come up with the requested figures within one month. In addition, further to a request from TIRExB, she promised to provide the breakdown of the price of TIR Carnets. In reply to a question from TIRExB on the costs of the guarantee level of 100,000 euros offered by TIR+, she recalled that the TIR+ project had originally been launched on a pilot basis for a single country, i.e. Kazakhstan, at the request of the customs authorities. The implementation of TIR+ required considerable effort and investments from the side of IRU, in particular in the field of information technologies. The IRU price fixed for this pilot was 70 Swiss francs. However, this figure could not be used as such within the context of a global assessment of TIR Carnets at 20,000, 60,000, 100,000 and 200,000 euros, considering that the TIR+ project has a very limited scope, i.e. only Kazakh operators in Kazakhstan with low volumes (less than 1,000 operations in two years) can obtain the additional voucher of 100,000 euros. Finally, Mrs. Kasko confirmed that, as requested by TIRExB, IRU would speed up its analysis, in cooperation with its financial partners and would provide, as soon as possible, its assessment of the implications and costs related to a TIR Carnet guarantee coverage of 20,000, 60,000, 100,000 and 200,000 euros.

17. Regarding the situation in the Russian Federation, Mr. Amelyanovich (Russian Federation) explained that in his country transports under cover of a TIR Carnet are only allowed when the calculation by customs inspectors at the borders confirms that the amount of customs duties and taxes at stake does not exceed 60,000 euros. For transports with higher duties and taxes at stake, transporters must resort to guarantees under the provisions of national law. Mr. Fedorov (Belarus) and Mr. Somka (Ukraine) confirmed that similar procedures are in place in their countries and that such procedures are intended to protect the state budget. Mr. Somka informed the Board that Ukraine is considering raising the level of guarantee in Ukraine to 100,000 euros.

18. In the view of Mr. Amelyanovich (Russian Federation), the role of TIRExB is to propose to AC.2 the most effective and user friendly solution for all parties involved in the TIR Convention. He also underlined that, in his view, this could only be achieved by following the Russian proposal to introduce a guarantee that would cover the entirety of taxes and duties at stake, as it would provide maximum facility to both customs and the transport industry. Considering that in the majority of cases, the required guarantee amount would not exceed the current maximum guarantee level, the repercussion of such change on the price of the TIR Carnet would be, according to him, minimal. At the same time, it would be the task of TIRExB to ensure that the international guarantee chain would offer the TIR Carnet with full guarantee coverage at the lowest possible cost.

19. Various other members of the Board agreed that the introduction of full guarantee coverage would provide the TIR system with maximum facility for the customs administrations. However, in their view, this development might lead to a substantial increase in the price of TIR Carnets and, therefore, requires careful assessment.

20. Mr. Ciampi (Italy) and Mrs. Jelinkova (European Commission) cautioned the Board not to forget or understate the role of the TIR Carnet holder in the discussions. The holder is and remains the main debtor under the provisions of the TIR Convention and all efforts should aim to ensure that he fully honours his responsibilities. Both expressed the view that the introduction of full guarantee coverage would change the relationship between national associations and their authorized holders and could, potentially, lead to the formulation of stricter selection criteria. In this context, Mr. Federov (Belarus) noted that the discussions of TIRExB should not be limited to the issue of guarantee, as the topic cannot be judged in isolation, but should be conducted against the bigger picture of issues such as the security of TIR transports and the criteria for access to the TIR Convention.

21. Mrs. Kasko (IRU) reminded the Board that any global increase (i.e. for all TIR countries) in the level of the guarantee would have repercussions on the price of TIR Carnets. In the context of the ongoing discussions on the level of the guarantee, she pointed out that such option would not necessarily have to be introduced globally, but that, perhaps, a cost-effective solution could be found by means of applying a flexible approach, as outlined in the preliminary assessment of IRU.

22. Several members of the Board recalled that several major users of the TIR system had not responded to the 2013 TIRExB claims survey, which included a part on the guarantee level, thus limiting the capacity of the Board to substantively and objectively assess the results that would be relevant to the current discussion. However, the Board agreed that all available results should be used in as far as they can yield representative conclusions. In this respect, the Board once more underlined the importance of the survey and called upon all Contracting Parties to respond to the forthcoming survey, to be launched in 2015, covering the years 2011–2014.

23. To wrap up the session's discussions, TIRExB requested the secretariat to extensively reflect the findings of the Board in its report, which would then serve as a basis for an informal document for discussion at the June 2015 session of AC.2. The Board also requested the secretariat to include in the draft informal document the pros and cons for each of the envisaged options: (a) each country determines independently maximum guarantee amount valid in that country; (b) the introduction of various guarantee levels (at 20,000 euros, 60,000 euros, 100,000 euros and 200,000 euros); (c) unlimited guarantee coverage; (d) general increase of the recommended maximum guarantee amount. A final document should be presented to AC.2 at its October 2015 session.

## **VIII. Computerization of the TIR procedure**

### **A. Current status of the eTIR Project**

24. The Board welcomed the developments in the computerization of the TIR procedure. It noted that, at its 139th session, due to the absence of the Russian and French translations, WP.30 had postponed its considerations on the eTIR Reference Model to its 140th session, in June 2015. In the meantime, eTIR focal points had been asked to provide their comments on the document. Moreover, the Board noted that Italy and Turkey are reconsidering the scope of their eTIR pilot project and will possibly include additional trade facilitation elements in it. Finally, the Board noted that in the framework of the UNECE-IRU eTIR pilot project between Iran (Islamic Republic of) and Turkey, a Memorandum of Understanding (MoU) had been signed between UNECE and IRU, which, inter alia, deals with the provision, by IRU, of resources to cover the costs incurred by UNECE in the course of the pilot project. The Board finally took note that all parties concerned had reached agreement on the final text of the Terms of Reference (ToR) for the pilot project and were about to sign them.

25. Mrs. Kasko (IRU) informed the Board that the ICT department of IRU is ready to begin the first eTIR pilot transport. She stressed that it was of the utmost importance that the ToR be signed as soon as possible and that the first eTIR pilot transport be conducted, as proof that the TIR system is fully adapted to modern requirements. She furthermore informed the Board that IRU was ready to consider other pilots in key TIR regions, in partnership with all stakeholders.

## **B. Central database for certificates of approval**

*Documentation:* Informal document No. 34/Rev.2 (2014)

26. The Board welcomed Informal document No. 34/Rev.2 (2014), containing a revised proposal to integrate the central database for Certificates of Approval (CoA) into the current ITDB framework. The Board took note of the preliminary considerations by the secretariat on the addition of CoA for containers in the database but was not yet in a position to decide on extending the scope of the CoA database to containers. This was mainly due to the fact that the CoA for containers are not only issued by Contracting Parties to the TIR Convention, 1975 but also by Contracting Parties to the Customs Convention on Containers, 1972. It requested the secretariat to present the issue at the Administrative Committee of the Customs Convention on Containers, 1972 and to prepare a new revision of the document for the next session of the Board, which should include, inter alia, a comparative list of Contracting Parties to both Conventions.

## **IX. Adaptation of the TIR procedure to modern business, logistics and transport requirements**

### **Implementation of the intermodal aspects of the TIR procedure**

27. The Board was informed about the ongoing cooperation between the secretariat and IRU to facilitate the use of the TIR procedure for intermodal transports and, in particular, that a document describing the state of play would be submitted to the Board for discussion at its next session.

## **X. Settlement of disputes between Contracting Parties, associations, insurance companies and international organizations**

28. TIRExB took note of Informal document No. 7 (2015) by the secretariat with information on the situation in the Russian Federation, made available since the previous session of the Board in February 2015, notably (a) a letter from the Federal Customs Service (FCS) of the Russian Federation to the Association of International Road Carriers (ASMAP) of the Russian Federation, informing of the extension of the existing guarantee agreement until 30 June 2015 and (b) the text of an Order by President Putin of the Russian Federation of 25 February 2015, instructing the Government of the Russian Federation to undertake various steps aimed at ensuring the uninterrupted functioning of the TIR Convention on the territory of the Russian Federation.

29. In a first reply, Mr. Amelyanovich (Russian Federation) stated that FCS is undertaking all efforts to ensure that the application of the TIR Convention is restored in the best possible way. He confirmed that the agreement with ASMAP will stay in place until a new agreement has been concluded. In fact, further to Mr. Putin's Order, FCS had signed a new agreement, which had now been sent to ASMAP.

30. With reference to Article 45 of the Convention, Mr. Somka (Ukraine) questioned how the Russian Federation can still maintain that the TIR procedure between both countries is still applied, considering that TIR Carnets are not accepted at Russian customs offices at the border between Ukraine and the Russian Federation. TIRExB took note of his request to FCS to soon publish an updated list in accordance with the provisions of Article 45.

31. Referring to information provided by FCS at the February 2015 session of WP.30 that the tender procedure would take place by means of a governmental decree, Mrs. Kasko (IRU) inquired after the legal status of the tender procedure, as it had been announced by FCS on 2 April 2015 on its website, which mentions the dates of 31 May as deadline for the submission of offers and 17 June as the date on which FCS will announce the selected association.

32. In reply, Mr. Amelyanovich (Russian Federation) stated that he could only speak for himself and certainly not on behalf of other ministries, but that he had no further information on the tender than was available on the FCS website. At the same time, he made it clear that the issue was being addressed at the highest possible level with the positive aim to find a solution before long. Further to a question by the TIR secretariat on the relationship between the future selected entity and the international guarantee chain, he confirmed that all formulated requirements are in line with international and national law.

## **XI. Problems reported by transport companies from the Republic of Moldova**

33. The Board considered Informal document No. 37 (2014), transmitting a request from the national association of the Republic of Moldova to the TIR governing bodies to consider a problem faced by Moldovan transporters when transiting Ukraine with wine-making materials and wine in bulk under cover of a TIR Carnet. In addition, the Board took note of Informal document No. 8 (2015) by the secretariat, in which it reproduced a press clipping on the issue.

34. Mr. Somka (Ukraine) explained to the Board that the transport of alcohol and tobacco products on the territory of Ukraine had been facing restrictions since the entry into force of a new customs code in 2012. However, a draft new law had just been passed by the cabinet of ministers of Ukraine and it was expected that the restrictions be lifted within one month.

35. The Board requested Mr. Somka (Ukraine) to keep it informed of any further developments, so that the Board could inform the national association of the Republic of Moldova accordingly.

## **XII. Activities of the secretariat**

### **A. General activities of the secretariat**

36. The Board was informed about the status of preparations for a TIR Regional seminar (Dushanbe, 19–22 May 2015). The Board took note that the TIR secretariat will present the latest developments in the eTIR Project and the various pilots at the meetings of the Administrative Committees on the ATA and Istanbul Conventions, as well as the latest amendments to Annex 7 of the TIR Convention at the session of the Administrative Committee for the Customs Convention on Containers, 1972, at the headquarters of the World Customs Organization (WCO), in April 2015. The Board further took note that in May 2015 the secretariat would take part in a workshop in Cairo, organized in the framework of the Euro-Mediterranean Partnership (EUROMED) project, funded by the EU. The participation of TIR secretariat staff in this workshop and other EUROMED events is funded by the project. Finally, the secretariat informed the Board that it would accompany the Executive Secretary of UNECE at his forthcoming visit to China on 27 and 28 May

2015 to assist in promoting the TIR Convention at an international forum of Heads of customs administrations.

## **B. United Nations Development Account**

37. The Board took note of 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 cooperation and integration". In particular, it took note that a kick-off meeting for the UNECE subproject had taken place in Tbilisi on 8 March 2015. The meeting, which was attended by representatives from the Georgia Revenue Service, Mrs. Dirlik, representing Turkish customs, and the UNECE secretariat, discussed and reached agreement in principle on the ToR of an eTIR pilot project. The Board also noted that a Customs-to-Customs (C2C) data exchange workshop for the UNECE region will be organized in Tbilisi on 22–23 June 2015.

## **XIII. Other matters**

38. The Board considered Informal Document No. 9 (2015) and its Add.1, containing (a) a letter from the Bulgarian Ministry of Finance with a request for clarification of the temporary exclusion of a Bulgarian TIR Carnet holder on the territory of Turkey, due to irregularities that had occurred when conducting a common transit procedure, (b) further background information on the exclusion from the TIR secretariat (c) a letter of reply from the Ministry of Customs and Trade from Turkey.

39. By way of introduction, the secretariat reported that, according to the Turkish customs administration, the concerned Bulgarian TIR Carnet holder had failed to present the transported goods at the customs office of destination. Instead, the goods had been directly delivered at the premises of the consignee. Further to an ongoing investigation by the chief public prosecutor on the suspicion of violation against Turkish customs legislation, Turkish customs authorities decided to apply the provision of Article 38 of the TIR Convention. Although the company concerned had appealed against the exclusion, the court had ruled in favour of the Turkish customs administration and the exclusion has since been resumed. In a first reaction, various TIRExB members confirmed that countries are authorized to exclude TIR Carnet holders from the TIR system, even in case the offence was committed under a different customs regime. At the same time, such decision should not be taken by authorities as an automatic mechanism of sanction in any circumstance, but should be justified according to the gravity of the infringement (See the Example of Best Practice with regard to the application of Article 38). According to some members of the Board, non-termination, in combination with the subsequent payment of the duties and taxes by the TIR Carnet holder, would usually not lead to exclusion. TIRExB also noted that judicial process was still ongoing in Turkey.

40. TIRExB further took note of Informal document No. 10 (2015), transmitted by the Government of Turkey, requesting clarification of the provisions of Article 11 of the TIR Convention. Due to a lack of time, TIRExB decided to revert to this document at the next session. In the meantime, TIRExB members were invited to assess the specific questions raised by the Turkish authorities at the end of the document:

(a) In case the TIR Carnet holder does not receive the notification of non-discharge (for various reasons, such as, but not limited to, the fact that he no longer resides at the last-known address, the address available in the International TIR Data Base (ITDB) is no longer correct, or in case the competent national authorities refuse to assist in serving



the notification to the TIR Carnet holder), could the issuance and dispatch be deemed as having fulfilled the requirement of notification of the TIR Carnet holder?

(b) Which language(s) should be used to send notifications to foreign TIR Carnet holders?

(c) Which method of notification (express mail, registered mail, etc.) should be used to notify foreign TIR Carnet holders?

#### **XIV. Restriction in the distribution of documents**

41. TIRExB decided to keep Informal documents No. 5, 6, 9 and 10, issued with reference to the current session, restricted.

#### **XV. Date and place of next session**

42. TIRExB decided to conduct its sixty-fourth session on Monday 8 June 2015, in conjunction with the 140th session of WP.30 and the sixty-first session of AC.2.

## Annex

### Overall aims

Supervision of and support in the application of the TIR Convention at the national and international levels (Annex 8, Article 1 bis of the Convention) with the aim to strengthen good governance by Contracting Parties.

### III. Activities

**1. Support the adaptation of the TIR procedure to modern business, logistics and transport requirements, including intermodal transport**

*Priority:1*

*Output expected in 2015–2016:*

- Prepare guidelines for the TIR Administrative Committee on how to promote the intermodal use of the TIR Carnet, in collaboration with the Working Party on Intermodal Transport and Logistics (WP.24).
- Support discussions in the TIR Administrative Committee on the introduction of the concepts of authorized consignors and consignees in the TIR Convention and continue developing examples of best practice.
- Continue studying further mechanisms to modernize and strengthen the TIR system (taking into account the needs of the business sector).

**2. To facilitate the computerization of the TIR procedure**

*Priority: 1*

*Output expected in 2015– 2016:*

- Facilitate the computerization of the TIR procedure, in close collaboration with the Ad hoc Expert Group on Technical and Conceptual Aspects of the Computerization of the TIR Procedure (GE.1), the Group of Experts on Legal Aspects of the Computerization of the TIR Procedure (GE.3), the International Road Transport Union and countries involved in various pilot projects.
- Offer its good offices to achieve consensus among all stakeholders on the finalization of the eTIR Reference Model and the conduct of pilot projects.
- Contribute to the preparation of the legal framework for the computerization of the TIR procedure.
- Promote the computerization of the TIR procedure as part of the Board's training and capacity building activities, including the promotion of the use of EDI standards.
- Supervise and promote the ITDB and the ITDBonline+ web application as building blocks of the future eTIR system.
- Expand the scope of the ITDB to include, inter alia, data on Customs offices approved for TIR operations and certificates of approval of vehicles and containers.
- Review the functionalities of the ITDB.

**3. To supervise the functioning of the TIR international guarantee system** *Priority: 1*

*Output expected in 2015–2016:*

- Monitor the settlement of Customs claims, on the basis of information provided by national Customs authorities and the IRU.
- Conduct a survey on Customs claims and the TIR guarantee level covering the years 2011–2014.

**4. To support training activities on the application of the TIR Convention, mainly in Contracting Parties where difficulties are experienced or might be expected in this area** *Priority: 1*

*Output expected in 2015–2016:*

- Organize and substantially contribute to regional and national workshops and seminars on the application of the TIR Convention, where possible with particular focus on topical as well as technical issues.
- Update and distribute the TIR Handbook in the six official UN languages.
- Prepare and distribute, also via Internet, training material on the application of the TIR Convention.

**5. To promote the geographical expansion of the TIR system** *Priority: 1*

*Output expected in 2015–2016:*

- Promote the TIR Convention at regional and national workshops, seminars and conferences on transit, trade and transport facilitation or related issues, in particular, in regions where countries have expressed an interest to accede to the TIR Convention in the near future (such as, but not limited to, Argentina, China, Pakistan and United Arab Emirates).

Provide technical assistance and advice to interested parties.

**6. To supervise the centralized printing and distribution of the TIR Carnets, including the monitoring of the price of TIR Carnets** *Priority: 2*

*Output expected in 2015–2016:*

- Monitor the annual numbers of TIR Carnets distributed to various Contracting Parties, broken down by type (i.e. 4-, 6-, 14- or 20-voucher TIR Carnets).
- Monitor the price of TIR Carnets at international level (i.e., ex-IRU price) on the basis of information to be reported by IRU annually or when modified.
- Analyze the data on prices of TIR Carnets at the national level, as provided by national associations in line with to Annex 9 Part I, paragraph 3 (vi), and publish them on the TIR website.

**7. To facilitate the settlement of disputes between Contracting Parties, associations, insurance companies and international organizations without prejudice to Article 57** *Priority: 1*

*Output expected in 2015–2016:*

- Analyze and monitor disputes referred to the Board and make recommendations (if necessary) to facilitate their settlement.

8. **To study specific measures (both legal and practical) to combat fraud resulting from the misuse of the TIR procedure** *Priority: 1*

*Output expected in 2015–2016:*

- Identify possible weaknesses in the legal basis of the TIR Convention which could make it prone to fraud and recommend appropriate solutions.

9. **To facilitate the exchange of information between competent authorities of Contracting Parties, national guaranteeing associations, IRU and other Governmental and non-governmental organizations. To coordinate and foster the exchange of intelligence and other information among competent authorities of Contracting Parties** *Priority: 1*

*Output expected in 2015–2016:*

- Elaborate adequate instruments and find measures to improve international cooperation among Contracting Parties to the TIR Convention and their national associations, and the international organization in order to prevent and combat fraud.
- Taking into account the views of other international governmental and non-governmental bodies, and in consultation with the IRU, identify fraud prevention measures, including risk analysis tools.
- On the basis of information provided by the TIR international guarantee chain, study the situation with regard to the new trends of fraud, the notifications of non-discharge and TIR infringements as a contribution to an "early-warning system" for identification and prevention of fraud.

10. **To supervise the national/regional Customs control measures introduced in the framework of the TIR Convention** *Priority: 1*

*Output expected in 2015–2016:*

- Identify national/regional Customs control measures introduced in Contracting Parties to the TIR Convention and check their conformity with the provisions of the TIR Convention.
- Address the respective national authorities in order to modify or abolish measures which are in contradiction to the TIR Convention for the sake of ensuring proper application of the TIR Convention in all Contracting Parties.

11. **To monitor the application of the EDI control system for TIR Carnets** *Priority: 2*

*Output expected in 2015–2016:*

- Continue activities, in cooperation with IRU, towards the full implementation of an international EDI control system for TIR Carnets, as foreseen by Annex 10 to the TIR Convention.
- Monitor performance and give feedback to Contracting Parties.
- Study, with the support of IRU, how the EDI control system for TIR Carnets is being used by the national issuing associations and Customs authorities for the purposes of fraud prevention.

- 12. To maintain the central record for dissemination to Contracting Parties of information on all rules and procedures prescribed for the issue of TIR Carnets by associations, as far as they relate to the minimum conditions and requirements laid down in Annex 9**

*Priority: 2*

*Output expected in 2015–2016:*

- Input to be provided by IRU in case of changes.

- 13. To provide support on the application of specific provisions of the TIR Convention**

*Priority: 1*

*Output expected in 2015–2016:*

- Consider, at the request of the TIR Administrative Committee, options to introduce more flexibility in the use of guarantees in the TIR Convention and in particular, at the request of the TIR Administrative Committee, on proposals to amend Annex 9, Part I, paragraph 3 (ii) and the impact thereof on other provisions of the TIR Convention.
- When required, draft recommendations and/or examples of best practice on the application of specific provisions of the TIR Convention.

- 14. Self-evaluation**

*Priority: 1*

*Output expected in 2016*

- Prepare a quantitative and qualitative assessment of the Board's achievements during its 2015–2016 term of office in relation with its program of work and mandate for endorsement by the TIR Administrative Committee.
-