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Economic Commission for Europe

Inland Transport Committee

Working Party on Customs Questions affecting Transport

128th session

Geneva, 7 – 10 June 2011

Item 1 of the provisional agenda

Adoption of the agenda

Annotated provisional agenda for the 128th session^{1, 2}

to be held at the Palais des Nations, Geneva, starting at 15.00 p.m. on Tuesday, 7 June 2011

I. Provisional Agenda

1. Adoption of the agenda.
2. Activities of United Nations Economic Commission for Europe bodies and other United Nations organizations of interest to the Working Party.
3. Activities of other organizations and countries of interest to the Working Party.

¹ For reasons of economy, delegates are requested to bring copies of the documents mentioned in this provisional agenda to the meeting. There will be no official documentation available in the meeting room. Before the meeting, missing documents may be obtained directly from the UNECE Transport Division (Fax: +41-22-917-0039; e-mail: wp.30@unece.org). Documents may also be downloaded from the UNECE Border Crossing Facilitation website <<http://border.unece.org>>. During the meeting, documents may be obtained from the UNOG Documents Distribution Section (Room C.337, third floor, Palais des Nations).

² The full text of the Conventions as well as complete lists of Contracting Parties to the Conventions referred to in this agenda are available on the UNECE website: <<http://www.unece.org/trans/conventn/legalinst.html#customs>>. Delegates are requested to complete the registration form available from the Internet website of the UNECE Transport Division <<http://www.unece.org/trans/registfr.html>> and to transmit it to the UNECE secretariat, at the latest one week prior to the session, either by fax (+41-22-917-0039) or by e-mail (wp.30@unece.org). Prior to the session, delegates who do not hold a long-term access badge should obtain an identification badge at the UNOG Security and Safety Section, located at the Pregny Gate (14, Avenue de la Paix). In case of difficulty, please contact by telephone the UNECE secretariat (internal extension 75975). For a map of the Palais des Nations and other useful information, see website <<http://www.unece.org/meetings/practical.htm>>.

4. International Convention on the Harmonization of Frontier Controls of Goods, 1982 (“Harmonization Convention”):
 - (a) Status of the Convention;
 - (b) Annex 8 on road transport;
 - (c) Harmonization Convention and hinterland connections of seaports.
5. International Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail, of 10 January 1952.
6. Rail transit.
7. Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956):
 - (a) Status of the Conventions;
 - (b) Application of the Conventions.
8. Other United Nations Economic Commission for Europe legal instruments for border crossing facilitation.
9. Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975):
 - (a) Status of the Convention;
 - (b) Revision of the Convention:
 - (i) Preparation of Phase III of the TIR revision process;
 - (ii) Amendment proposals for the Convention.
 - (c) Application of the Convention:
 - (i) TIR-related electronic data interchange systems;
 - (ii) Settlement of claims for payments;
 - (iii) TIR Handbook;
 - (iv) Application of the TIR Convention in a Customs union with a single Customs territory;
 - (v) Increase in the number of loading and unloading places;
 - (vi) TIR Carnets invalidated by the guarantee chain;
 - (vii) Other matters.
10. Prevention of the abuse of Customs transit systems by smugglers.
11. Other business:
 - (a) Dates of the next sessions;
 - (b) Restriction on the distribution of documents.
12. Adoption of the report.

II. Annotations

1. Adoption of the agenda

In accordance with the Commission's rules of procedure, the first item to be considered is the adoption of the agenda (ECE/TRANS/WP.30/255).

Documentation

ECE/TRANS/WP.30/255

2. Activities of United Nations Economic Commission for Europe bodies and other United Nations organizations of interest to the Working Party

The Working Party will be informed of the results of relevant sessions of the Inland Transport Committee (ITC), its subsidiary bodies and other United Nations bodies and organizations as far as they relate to matters of interest to the Working Party.

3. Activities of other organizations and countries of interest to the Working Party

The Working Party may wish to be informed about recent activities by the World Customs Organization (WCO), the European Commission (DG TAXUD) as well as by other organizations, both governmental and non-governmental, and countries as far as they relate to matters of interest to the Working Party.

At its previous session, WP.30 noted that the Administrative Committee for the Customs Convention on Containers, 1972 had met in November 2010. The main issues discussed were the Customs treatment of container security devices and electronic seals, the revision of the Container Convention Handbook and a proposal by the International Container Bureau to align Annex 4 of the Container Convention with ISO (International Organization for Standardization) 1496 standard concerning the structural safety requirements. In view of the common Annex that the Container Convention shares with the TIR Convention, it was agreed that a joint action between WCO and UNECE was essential (ECE/TRANS/WP.30/254, para. 7). Against this background, the Working Party will be informed of further considerations of the WCO and UNECE secretariats with respect to ISO 1496 standard.

The Working Party may wish to recall the study on the implications of the WCO Framework of Standards to Secure and Facilitate Global Trade (SAFE) for the TIR Convention (ECE/TRANS/WP.30/2010/8) and its earlier considerations that the incorporation of the "Advance electronic information" and "Risk management" elements should be achieved within the framework of the eTIR project (ECE/TRANS/WP.30/250, para. 5). At the previous session, the European Union reiterated its position that the implementation of the Authorized Economic Operator (AEO) concept should be ensured in the framework of national and/or regional legislation rather than through amendments to the TIR Convention. The delegation of Kyrgyzstan pointed out the late availability of document ECE/TRANS/WP.30/2010/8 in all working languages impeded its consideration by national experts. In view of this fact, WP.30 decided to revert to the underlying document at its present session. In the interim, the secretariat was requested to further discuss this topic with WCO and to report back to WP.30 (ECE/TRANS/WP.30/254, paras. 7 and 8).

At the previous session of WP.30, a few delegations reported problems that were encountered by their transport operators when electronically submitting entry summary declarations at the Bulgarian border as of 1 January 2011, due to the fact that the International Road Transport Union (IRU) TIR-EPD (electronic pre-declaration) tool could not properly interoperate with the Bulgarian Integrated Customs Information System (BICIS). The representative of the Bulgarian Customs pointed out that the underlying technical problems were being addressed and that the situation was improving. The Working Party called upon on all parties concerned, including IRU and the Bulgarian Customs, to find a solution as soon as possible and to report about the progress achieved at the next session of WP.30. In this respect, the Working Party may wish to be informed about the status of this issue.

Documentation

ECE/TRANS/WP.30/2010/8

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

(a) Status of the Convention

The Working Party may wish to recall that the Secretary-General of the United Nations, acting in his capacity as depositary, has issued Depositary Notification C.N.552.2010.TREATIES-2 of 31 August 2010, communicating the adoption by the Administrative Committee for the Harmonization Convention of a new Annex 9 on rail border crossing. The new annex will enter into force on 30 November 2011 unless objections are transmitted by Contracting Parties to the United Nations (UN) Secretary-General before 31 August 2011.

(b) Annex 8 on road transport

At its previous session, WP.30 was informed about the final results of the survey concerning the implementation of Annex 8 at the national level (ECE/TRANS/WP.30/2011/1). The survey demonstrated that the responding Contracting Parties were well aware of their obligations under Annex 8 to the Harmonization Convention and had started its implementation. Faster progress was observed in meeting the requirements concerning the transfer of controls from the borders to inland offices, treatment of urgent consignments and infrastructure requirements for border crossing points. On the other hand, slow progress had been revealed in the areas of visa procedures and the International Vehicle Weight Certificate (ECE/TRANS/WP.30/254, para. 14). Having recalled that monitoring of the implementation of Annex 8 should be conducted on a regular basis, the Working Party was of the view that such monitoring should not necessarily be done by means of questionnaires distributed to competent authorities. Other ways were suggested, for example, surveys of the transport sector and country reports on the progress made in implementing Annex 8. The secretariat was requested to prepare proposals for the present session of WP.30 (ECE/TRANS/WP.30/254, para. 15). Following this request, the secretariat has prepared document ECE/TRANS/WP.30/2011/3 which the Working Party is invited to consider.

Under this agenda item, delegations are encouraged to inform the Working Party about various activities conducted at the national level with the aim to facilitate road transport.

The Working Party will also be informed of the preparation of the OSCE-UNECE³ Handbook on best practices at border crossings.

Documentation

ECE/TRANS/WP.30/2011/1, ECE/TRANS/WP.30/2011/3

(c) Harmonization Convention and hinterland connections of seaports

At its previous session, the Working Party recalled the report on hinterland connections of seaports (ECE/TRANS/210) and one of its recommendations that WP.30 should consider the possible preparation of a new annex to the Harmonization Convention on border crossing procedures at seaports. WP.30 noted that ports are crucial nodal points for modern supply chains where various modes of transport are brought together and that the scope of the Harmonization Convention encompasses all modes of transport, including maritime and inland waterways. At the same time, the Working Party noted that ITC and its subsidiary bodies, including WP.30, deal with inland transport and might not have the necessary expertise in maritime transport. For this reason, the Working Party felt that, before taking any decision on the preparation of a new annex, extensive consultations with other competent international organizations, both public and private, should be undertaken, such as European Sea Ports Organization (ESPO), International Harbour Organization (IHO), International Maritime Organization (IMO), IRU, International Union of railways (UIC), The Community of European Railway and Infrastructure Companies (CER), Committee of the Organization for Cooperation between Railways (OSJD), Intergovernmental Organisation for International Carriage by Rail (OTIF), International Union of combined Road-Rail transport companies (UIRR), WCO, European Commission, Working Party on Inland Water Transport (SC.3), Working Party on Intermodal Transport and Logistics (WP.24) and national experts. The secretariat was requested to contact these organizations with a view to soliciting their views and possible organization of a consultative meeting (ECE/TRANS/WP.30/254, para. 16). WP.30 will be informed about follow-up activities by the secretariat.

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

At its previous session, the Working Party reconsidered document ECE/TRANS/WP.30/2010/10, containing the final draft of a Protocol to the 1952 Convention to Facilitate the Crossing of Frontiers for Passengers and Baggage carried by Rail in the three official UNECE languages, prepared by the secretariat. The representative of the EU informed the meeting that it had finalized its internal consultations and that it could accept the text of the Protocol under the condition that the so-called opt-out clause, allowing any Party opposing an amendment not be bound by it upon its entry into force, as contained in document ECE/TRANS/WP.30/2010/9, would be reinserted. In line with this request, the Working Party agreed to the text of the draft Protocol, subject to amendments to Article 1, paragraphs 4 and 5. As a next step, the Working Party requested the secretariat to convey the draft Protocol together with an introductory letter to the competent authorities of the ten Contracting Parties to the 1952 Convention to seek their consent prior to official distribution of the Protocol by the Secretary-General of the United Nations (ECE/TRANS/WP.30/254, paras. 17 and 18). WP.30 may wish to be informed of follow-up activities by the secretariat.

³ Organization for Security and Co-operation in Europe – United Nations Economic Commission for Europe

6. Rail transit

The Working Party will be informed of new developments concerning the Convention on International Customs Transit Procedures for the Carriage of Goods by Rail under Cover of Agreement on International Goods Transport by Rail (SMGS) Consignment Note, if any.

7. Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956)

(a) Status of the Conventions

The Working Party will be informed of the situation concerning the scope and the number of Contracting Parties to the Customs Conventions on the Temporary Importation of Private (1954) and Commercial (1956) Road Vehicles.

(b) Application of the Conventions

At its previous session, WP.30 noted that the International Touring Alliance and the International Automobile Federation (AIT/FIA) were working on the preparation of comments and best practices for the application of the 1956 Convention. The Working Party may wish to be informed by AIT/FIA of any progress in this area.

8. Other United Nations Economic Commission for Europe legal instruments on border crossing facilitation

The Working Party may wish to discuss the implementation of any UNECE Conventions on border crossing facilitation, in order to assess their coherence with other international or regional treaties and to keep them in line with modern transport and border control requirements.

Documentation

ECE/TRANS/WP.30/2010/2

9. Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975)

(a) Status of the Convention

The Working Party will be informed of changes in the status of the TIR Convention, if any.

(b) Revision of the Convention

(i) Preparation of Phase III of the TIR revision process

Use of new technologies

The Working Party will be informed of the latest developments concerning the eTIR project, in particular about the outcome of the eighteenth session of the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1). In that respect, it may wish to endorse the report of the session as contained in document ECE/TRANS/WP.30/GE.1/2011/6.

Furthermore, the Working Party may wish to endorse the eTIR Reference Model, as contained in document ECE/TRANS/WP.30/2011/4, as well as to consider amendment proposals in document ECE/TRANS/WP.30/2011/5.

The Working Party will be informed of documents submitted to and presentations made at the eighteenth session of GE.1 on the financial aspects of the implementation of the eTIR international system. WP.30 may wish to mandate GE.1 and the secretariat to continue studying related Information Technologies (IT) system, i.e. the EU New Computerised Transit System (NCTS) system, the WCO Customs Enforcement Network (CEN) and Globally Networked Customs project (GNC), Automated SYstem for CUstoms Data (ASYCUDA) as well as the IRU SafeTIR and TIR-EPD systems, in order to refine the cost estimation for the future eTIR international system. The Working Party may also wish to encourage all delegations to contribute to these activities either by providing expertise or financial support.

WP.30 may also wish to recall its earlier discussions on the issue of drafting legal provisions aimed at the introduction of eTIR, in particular, which alternative should be pursued: either to amend the current Convention with provisions introducing the use of electronic data interchange (EDI) in parallel to or gradually replace the paper TIR Carnet or to launch a completely new, so called, "eTIR" Convention which would be based on Electronic Data Interchange (EDI) technologies. The Working Party realized that both options had its pros and cons and was not in a position to reach a consensus. However, WP.30 agreed that, whatever option is chosen, the introduction of a computerized system should be done step-by-step after the proper cost/benefit analysis, should take into account various constraints at the national level as well as the guidelines approved by the TIR Administrative Committee (ECE/TRANS/WP.30/AC.2/85, para. 38) and should not impede transport and trade facilitation. The current paper-based system will continue to exist in parallel to a computerized procedure (ECE/TRANS/WP.30/252, paras. 27 and 28). Pending a decision by WP.30, the secretariat also pointed out the complexity of drafting legal provisions and welcomed the offer of some delegations to assist in this process, e.g. by means of a small drafting group (ECE/TRANS/WP.30/252, para. 29). The Working Party may wish to revert to this issue at the present session.

Documentation

ECE/TRANS/WP.30/GE.1/2011/6, ECE/TRANS/WP.30/2011/4,
ECE/TRANS/WP.30/2011/5

(ii) Amendment proposals for the Convention

Introduction of a new Annex 9, part III

The Working Party may wish to recall its discussions, at the previous session, of the amendment proposals for introducing of a new Annex 9, part III of the Convention on the authorization of an international organization (ECE/TRANS/WP.30/2010/4/Rev.2), which focused on the introduction of audit requirements as contained in items (o), (p) and (q). WP.30 noted that, in general, the different opinions expressed at the previous session (ECE/TRANS/WP.30/252, paras. 30–34) remained unreconciled:

(a) The delegations of Georgia, Kazakhstan and Kyrgyzstan saw no need for introducing audit provisions (o), (p) and (q). They stated that they fully trust IRU, as this organization has a long standing reputation in the TIR system, provides transparency and is regularly audited by the world's leading auditing companies according to Swiss law;

(b) The delegations of Belarus, Germany, Netherlands, Russian Federation and the European Union pointed out that the underlying audit provisions are not linked to the issue of trust to IRU, but aim at ensuring transparency and good governance and establishing a

solid legal basis that would allow the Contracting Parties to verify, in case of need, how an authorized international organization, not necessarily the IRU, uses the privileges and financial tools granted by the authorization;

(c) The delegation of Iran (Islamic Republic of) supported transparency and international cooperation, but reiterated its reservation that the adoption of (o), (p) and (q) is premature until the legal and financial implications of the new audit provisions have been studied in detail;

(d) IRU reiterated its previous proposal to adopt Annex 9, Part III without (o), (p) and (q). IRU also reconfirmed that it is not against audits as, by virtue of Swiss law, its accounts are in any case subject to external audits, currently by PriceWaterhouseCoopers. Finally, IRU stated that more clarity is needed, notably on the issue of confidentiality of audit results and what to do in case there are inconsistencies between its external audit and the audit by the competent United Nations services.

As a possible compromise, some delegations proposed to keep (o) and (q), but to delete either the whole item (p) or, at least, the reference to "other persons duly authorized by the United Nations" therein. It was also suggested that item (r) should be complemented with a deadline for the conclusion of a written agreement.

Finally, the Working Party stressed the need make progress in this area and called upon all parties involved to find a compromise wording. As a first step, the secretariat was requested to prepare a document which would summarize and analyse the pros and cons of the introduction of audit provisions. The delegations were invited to provide the secretariat with their views and/or comments by 15 March 2011 at the latest (ECE/TRANS/WP.30/254, paras. 27 – 33). Against this background, WP.30 may wish to consider document ECE/TRANS/WP.30/2011/6 prepared by the secretariat.

Documentation

ECE/TRANS/WP.30/2010/4/Rev.2, ECE/TRANS/WP.30/2011/6

Amendment proposals to Annex 3

At the previous session, the Working Party discussed amendment proposals to Annex 3 of the TIR Convention, submitted by the European Union (ECE/TRANS/WP.30/2010/12), with the aim to resolve practical problems in using Certificates of Approval when Customs authorities find an approved vehicle to have a major defect and make the appropriate inscription in item No. 10 of the Certificate of Approval. As the space reserved for the text is rather limited, such defect is not always properly described. In addition, the Customs authorities use their own national language and handwriting to report defects. As a result, the carrier or competent authorities in another Contracting Party may not be able to read the inscription. To improve the situation, the European Union proposed to introduce a uniform system of codes to record defects in the Certificate of Approval. WP.30 generally supported these proposals and pointed out that the list of defects in document ECE/TRANS/WP.30/2010/12 may need to be checked for integrity and consistency. Delegations were invited to study this list in detail and to send their comments to the secretariat by 15 March 2011 (ECE/TRANS/WP.30/254, paras. 34 and 35). On the basis of contributions received, the secretariat has issued document ECE/TRANS/WP.30/2011/7 which WP.30 is invited to consider.

Documentation

ECE/TRANS/WP.30/2010/12, ECE/TRANS/WP.30/2011/7

(c) **Application of the Convention**

(i) **TIR-related electronic data interchange systems**

The Working Party will be informed by IRU of the latest statistical data regarding the performance of Contracting Parties in the control system for TIR Carnets – SafeTIR system.

Under this agenda item, WP.30 may also wish to be informed about the functioning of various national and international TIR-related EDI systems.

(ii) **Settlement of claims for payments**

The Working Party may wish to be informed by Customs authorities and IRU of the present situation on the settlement of claims for payments made by Customs authorities against national guaranteeing associations.

(iii) **TIR Handbook**

The 2010 version of the TIR Handbook has been published on the TIR website in Arabic, Chinese, English, French, Russian and Spanish.

Documentation

2010 TIR Handbook⁴

(iv) **Application of the TIR Convention in a Customs union with a single Customs territory**

At its previous session, the representatives of Belarus, Kazakhstan and the Russian Federation informed WP.30 of the progress achieved in preparing a trilateral agreement on the functioning of the TIR procedure in the Customs union. The only outstanding issue was the applicability of the TIR regime to transport operations undertaken between member States inside the territory of the Customs union, for example, from a Russian seaport to a destination in Kazakhstan or from the Kazakh-Chinese border to a destination in the Russian Federation or Belarus. The Working Party noted that in the European Union the TIR procedure cannot apply to such transports, as there are no internal Customs borders (ECE/TRANS/WP.30/254, para. 40).

In this respect, WP.30 may wish to note that UNECE has received a communication from the Executive Secretary of the Customs Commission of the Customs Union who pointed out that, so far, there exist different opinions among member States on the above-mentioned outstanding issue. Referring to the provisions of Article 2 of the TIR Convention, he invited official international TIR bodies to provide guidance on whether or not the TIR procedure can apply to transports between two Customs offices of member States of the Customs Union without crossing the territory of third countries and under the condition that the Customs union is a single Customs territory without Customs controls effected at the internal borders. A reply to this question seems to depend on interpretation of the requirement of Article 2 stipulating that the TIR procedure applies to transports of goods across one or more frontiers, without specifying whether the term 'frontier' implies to Customs border or State border.

The Working Party, at the previous session, was also informed that, in order to facilitate through transit pending the finalization of the trilateral agreement, the Customs

⁴ <<http://tir.unece.org>>.

administrations of the three countries had replaced, as of 1 January 2011, Customs clearance of TIR Carnets at the internal borders by their simplified registration. As a result, in all situations only one pair of vouchers No.1/No.2 is required for the TIR operation within the Customs union. The Working Party noted this information and invited the three delegations to provide the secretariat without delay with information about any further changes in the implementation of the TIR regime in the Customs union (ECE/TRANS/WP.30/254, para. 41). In this context, WP.30 may wish to be informed of any practical problems encountered by transport operators or national TIR associations in connection with these procedures.

(v) Increase in the number of loading and unloading places

At its previous session, WP.30 considered document ECE/TRANS/WP.30/2010/11 transmitted by the Government of Turkey, with a proposal to increase the total number of Customs offices of departure and destination from four to eight and to amend the related provisions of the TIR Convention accordingly. The delegation of Turkey pointed out that this proposal is justified by the increasing transport volumes and geographical expansion of the TIR Convention into new regions. According to Turkey, the already available solution to increase the total number of Customs offices of departure and destination by means of using two TIR Carnets consecutively or in parallel is too costly for transport operators. The Working Party also took note of Informal document No. 5 (2010) and a presentation by IRU, which supported the above proposal and demonstrated how the TIR Carnet layout can be modified to incorporate eight Customs offices of departure and destination.

The Working Party provided provisional comments on the proposed layout and invited IRU to prepare a blueprint for the next session. At the same time, WP.30 stressed that any modification of the layout can only be introduced once the underlying proposal has been approved. The Working Party was of the view that the arguments presented by Turkey and IRU were not sufficient and invited them to support their proposal with relevant statistical data. Finally, it was decided to revert to this issue at the present session (ECE/TRANS/WP.30/254, paras. 42 and 43).

Documentation

ECE/TRANS/WP.30/2010/11, Informal document No. 5 (2010)

(vi) TIR Carnets invalidated by the guarantee chain

The Working Party, at its previous session, took note of the latest considerations by the TIR Executive Board (TIRExB) with regard to the invalidation by the guarantee chain of TIR Carnets issued to authorized TIR Carnet holders. The TIRExB reiterated its willingness to cooperate with the guarantee chain, but repeated that, as long as there is no internationally recognized mechanism, the guarantee chain will have to accept that, as a rule, all TIR Carnets, issued by national associations and presented for acceptance at the Customs office of departure before or on the final date of validity, are valid. In conclusion of this topic, TIRExB established that there seems to be a divergence between the legal provisions of Articles 3, 6 and 9 which clearly stipulate that TIR Carnets issued by national associations bear a valid guarantee provided they are accepted by Customs before or on the final date of validity set by the association and the practice, where Customs agree to take account of information distributed by IRU through the CuteWise system on invalid and invalidated TIR Carnets in as far as such information has been duly transmitted to the Customs authorities and been properly disseminated at the national level (ECE/TRANS/WP.30/254, para. 44). In this regard, WP.30 will be informed about further considerations of TIRExB, if any.

Documentation

ECE/TRANS/WP.30/2010/5

(vii) Other matters

The Working Party may wish to consider any other issues and difficulties in the application of the Convention faced by Customs authorities, national associations, the international insurers or the IRU.

10. Prevention of the abuse of Customs transit systems by smugglers

As in the past, the Working Party may wish, on a restricted basis, to exchange views concerning any special cases, devices and facilities used to abuse the TIR transit system. The Working Party has, at its previous sessions, invited all Contracting Parties to the TIR Convention, 1975, and the World Customs Organization (WCO) to transmit all relevant information on such cases so that it could take the necessary steps, falling within its competence and mandate, to prevent such occurrences (TRANS/WP.30/127, paras. 55–57).

11. Other business**(a) Dates of the next sessions**

The Working Party may wish to decide on the dates of its next sessions. The secretariat has already made arrangements for the 129th session to be held in the week of 3 – 7 October 2011.

(b) Restriction on the distribution of documents

The Working Party should decide whether or not there shall be any restrictions with respect to the distribution of documents issued in connection with its current session.

12. Adoption of the report

In accordance with established practice, the Working Party will adopt the report on its 128th session on the basis of a draft prepared by the secretariat. Given the present translation resource restrictions, parts of the final report may not be available at the session for adoption in all working languages.
