

**Economic and Social Council**Distr.: General
2 December 2015

Original: English

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

Geneva, 10–11 February 2016

Item 4 (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-fourth 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-fourth session on 8 June 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.

* The present document was not edited before being sent to the United Nations translation services.

II. Adoption of the agenda

Documentation: Informal document TIRExB/AGE/2015/64

4. TIRExB adopted the agenda of the session as contained in Informal document TIRExB/AGE/2015/64.

III. Adoption of the report of the sixty-third session of TIRExB

Documentation: Informal document TIRExB/REP/2014/63 draft with comments

5. The Board adopted the draft report of its sixty-third session (Informal document TIRExB/REP/2014/63draft with comments), subject to the following amendments:

Page 3, paragraph 13, line 3

For Annex 8, Article 1 substitute Article 8, paragraph 1

Page 4, paragraph 14, third sentence

For existing phrase substitute Indeed, as elaborated in her presentation, the average amount of customs claims does not exceed approximately 30,000 euros and does not demonstrate that there seems to be a need for a global increase in the level of the guarantee in all TIR Contracting Parties. However, the analysis of 595 claims, addressed at TIR Carnet holders, for TIR Carnets issued between 2008 and 2014 etc.

Page 4, paragraph 14, last phrase

For existing phrase substitute 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.

Page 4, paragraph 16

For existing paragraph substitute In a first reply, Mrs. Kasko (IRU) explained that the calculation of the prices 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 as 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. She committed to providing some initial 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 one 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.

Page 5, paragraph 17, line 7–8

For Although perhaps not in line with the provisions of the Convention, *substitute* and that

Page 5, paragraph 18, line 6

After required *insert* guarantee

Page 5, paragraph 19, line 2

After facility *insert* for the customs administrations

Page 6, paragraph 21

For existing paragraph *substitute* 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. Within 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 IRU's preliminary assessment.

Page 6, paragraph 22, line 2

After survey, *insert* which included a part on the guarantee level,

Page 6, paragraph 23, line 5, option (1)

For recommended maximum guarantee amount *substitute* maximum guarantee amount valid in that country

Page 6, paragraph 23, penultimate line

After the *insert* recommended

Page 7, paragraph 24, last line

Insert new paragraph 25 to *read* Mrs. Kasko (IRU) informed the Board that IRU's ICT department is ready to start 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.

Renumber subsequent paragraphs

Insert new phrase to *read* TIRExB took note of his request to FCS to soon publish an updated list in accordance with the provisions of Article 45.

Page 10, existing paragraph 38, last phrase

Before In *insert* According to some members of the Board,

Page 10, existing paragraph 38, last phrase

Insert new phrase to *read* TIRExB also noted that judicial process was still ongoing in Turkey.

Page 10, existing paragraph 39, line 4

For encouraged to address *substitute* invited to assess

IV. Application of specific provisions of the TIR Convention

Consideration of amendment proposals

6. The Board continued its assessment of the various options, identified at its previous session as possibilities to introduce more flexibility in the TIR Convention on the basis of Informal document No. 17 (2015) by IRU and Informal document No. 11 (2015) by the secretariat.

7. TIRExB took note of Informal document No. 17 (2015), in which IRU provided its preliminary analysis of introducing various guarantee levels. The possible impact thereof on the TIR insurance premiums (paid by IRU to AXA Assurances SA to provide guarantee coverage) could range from -10/-5 per cent for 20,000 euros TIR Carnets, 0/+5 percent for 60,000 euros TIR Carnets, +20/+25 per cent for 100,000 euros TIR Carnets to a potential increase of +35/+40 percent for 200,000 euros TIR Carnets, depending on the number of TIR Carnets used per guarantee level and the number of vouchers per TIR Carnet (4, 6, 14 or 20), amounting up to twenty different scenarios. In the view of IRU, such complexity would increase the workload for IRU and its member associations and, thus, would undoubtedly increase the operational costs, perhaps even up to +15 per cent for the TIR Carnet distribution price, invoiced by IRU. In addition, introducing a flexible guarantee system would require a number of legal and financial adjustments, such as, but not limited to, amendments of the national guaranteeing agreements, as well as creating many practical problems for TIR Carnet holders and customs authorities in determining which TIR Carnet to use for a particular TIR transport. In conclusion, based on the described assessment, it appeared, in the view of IRU, that introducing flexible guarantee levels leads to an increased level of complexity of the system, with little or no real advantages for the public and the private sector. Based on the experiences with its TIR+ voucher pilot, IRU stated that a general global increase of the guarantee level to, for example, 100,000 euros seemed to provide an appropriate solution to safeguard the TIR system in the nearest future.

8. TIRExB then considered Informal document No. 11 (2015) by the secretariat, in which it provided an overview of the prior discussions of the Board on the level of the TIR guarantee up and until the latest considerations at the previous session. In addition, further to a request by the Board, the document contained a consolidated table of pros and cons of the scenarios identified by the Board as potential ways forward to introducing more flexibility in the TIR guarantee system.

9. TIRExB thanked IRU for its comprehensive assessment, but reiterated its request to IRU to provide the breakdown of the price of TIR Carnets, which it confirmed it would do so.

10. TIRExB extensively reviewed Informal document No. 11 (2015) and, in particular, the various options, leading, in a succinct way, to the following observations:

- Mr. Amelyanovich (Russian Federation) clarified that having unlimited guarantee coverage would lead to an important decrease in transport costs, due to the speedier crossing of borders, despite the fact that the price of TIR Carnets would rise; he further expressed the view that a combination of unlimited guarantee for some countries, combined with varying or fixed guarantee levels in other countries would be extremely difficult to administer. Thus, he continued to advocate the option of unlimited guarantee coverage;
- In the view of Mr. Somka (Ukraine), additional guarantees (but in an amended wording) should rather be considered as an alternative form of escort. Therefore, he proposed a review of Article 23. Various TIRExB members requested that the option

of ‘additional guarantee’ should be reworded in order to reflect that, according to Article 4, the TIR Convention only allows for a single, internationally valid guarantee;

- In the view of Mr. Somka (Ukraine), the term ‘unlimited’ seems incorrect, considering that the guarantee is a financial instrument, linked to coverage by insurance. Calculating the premium for such unlimited insurance coverage is impossible. In this context, the secretariat remarked that an extremely high recommended maximum equals, in practice, unlimited guarantee coverage;
- Mrs. Dirlik (Turkey) was of the view that TIR Carnets with unlimited guarantee would become too expensive for small and medium companies to continue conducting TIR transports. In addition, such expensive transit system would be incompatible with the general concept of the TIR system as global transit system;
- Mrs. Jelinkova (European Commission) pointed at the general problem of calculation and verification in case the real amount of customs taxes and duties would form the basis for deciding the level of the guarantee in the TIR Convention. In her view, other elements of the Convention, such as the use of approved vehicles, application of customs seals, selection of operators, would lose their relevance in case the guarantee coverage would be unlimited. She further raised the question if it would not be more appropriate to have a general review of the criteria for the selection of operators rather than raising the level of the guarantee. Furthermore, she was of the opinion that, by introducing unlimited guarantee coverage in combination with a considerable increase in the price of TIR Carnets, the TIR system might lose its competitiveness with other transit systems. In this context, the secretariat pointed to the past, where it had repeatedly been stated and always assumed, that the guarantee of the TIR Convention should be considered as a flat rate guarantee. In the view of Mr Amelyanovich (Russian Federation), the issue of whether or not the introduction of full guarantee coverage would change the principles of the TIR Convention was not at stake, considering that the TIR Convention not only deals with financial issues but also with issues of customs security;
- Mr. Fedorov (Belarus) referred to the existence of so-called ‘customs carriers’ in various countries, such as Belarus, Kazakhstan, the Russian Federation and Ukraine, where certain carriers, fulfilling strict criteria, had obtained the authorization to transport high value goods without having to deposit a guarantee. Mr. Somka (Ukraine) advised the Board to be cautious, considering that customs carriers are national institutions, whereas the TIR transports are, by nature, international;
- Mr. Amelyanovich (Russian Federation) reiterated the complications for customs authorities to organize escorts in accordance with Article 23, in particular with regard to the resources required and the, at times, huge distances to be covered by the escorting officials;
- Mr. Somka (Ukraine) reminded the Board of the low level of cases where the amount of customs duties and taxes at stake amounted to more than 60,000 euros (less than 2 per cent). In his view, introducing the general requirement of unlimited guarantee for all TIR transports would only serve the 2 percent, whereas it would create a heavy burden for all other transports, both for customs and for the transport sector;
- Mr. Andrieu (France) noted that current scenario No. 1 in Informal document No. 11 (2015) does not include the Russian proposal that any country could decide not to determine a maximum guarantee amount. He expressed the view that this possibility could lead to practical problems in the application of the TIR Convention, in case there would be both countries with a certain limit to the guarantee as well as

countries with unlimited guarantee coverage applying the TIR system. Recalling that the TIR Convention should remain a facilitation tool for legitimate international trade, he agreed with earlier statements that introducing unlimited guarantee coverage in the TIR Convention would threaten the functioning of other elements that constitute the TIR system;

- Mr. Milosevic (Serbia) expressed the view that any preferred option should hold a balance between costs and facilitation. Bearing this in mind, the introduction of unlimited guarantee coverage seemed not to be a feasible option.

11. In conclusion, the Board requested the secretariat to:

(a) Amend the text of Informal document No. 11 (2015) with the findings of the Board at this session, in particular with regard to the various pros and cons of each option;

(b) Refine the description of option (1) and change the wording of option (5);

(c) To include references to the TIRExB surveys on customs claims, including the fact that major countries, among which those that advocate that changes in the guarantee level are required, had not contributed to the last survey;

(d) To reflect that rather than imposing unlimited guarantee, solutions need be found which ensure the collection of all customs duties and taxes;

(e) Circulate the draft among TIRExB members and the observer for their comments/contributions by 25 June 2015, seeking first reactions from the Board not later than by 15 July 2015.

V. Computerization of the TIR procedure

A. Current status of the eTIR Project

12. The Board took note that, since its last session, pending the approval of the eTIR Reference Model by the Working Party on Customs Questions affecting Transport (WP.30), there had been few developments with regard to the eTIR project. However, in May 2015, at the request of the secretariat the World Customs Organization Data Model Project Team (WCO-DMPT) had approved changes to the WCO Data Model to ensure that information on the Certificate of Approval (CoA) of a vehicle could be indicated on the eTIR declaration. The Board also took note that the next meeting of the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization (GE.1) will be organized towards the end of 2015, as a follow-up to the outcome of the considerations by WP.30 on version 4.1 of the eTIR Reference Model and ongoing consultations with eTIR focal points.

13. With regard to the joint UNECE-IRU eTIR Pilot Project, the Board took note that on 24 March 2015, UNECE and IRU signed a Memorandum of Understanding (MoU)¹, mainly aimed formalizing the transfer of funds to cover the costs of hiring an Information Technology (IT) expert, as well as purchasing infrastructure under the Pilot Project. Contrary to previous information, the funds have been transferred to a separate trust fund which is solely dedicated to the activities of the Pilot Project. As mentioned in the MoU, the total amount transferred amounts to 290, 000 USD. The signature of the Terms of Reference between the six parties involved in the Pilot Project is expected to take place in

¹ www.unece.org/fileadmin/DAM/MOU/60_MoU_between_UNECE_and_IRU_International_Road_Transport_Union_24-03-2015.pdf

the course of the summer of 2015. All parties have already made great progress with regard to the technical work, hopefully allowing the first pilot eTIR transport to still be conducted in the summer of 2015.

B. Central database for certificates of approval

14. The Board welcomed Informal document No. 34/Rev.3 (2014), which now also contains feedback from the Administrative Committee of the Customs Convention on Containers, 1972, as well as a comparative list of Contracting Parties to both Conventions. Having noted that the inclusion of CoA for containers in the CoA database is a much simpler endeavor than creating a database containing all approved containers, the Board confirmed the mandate of the secretariat to continue the preliminary technical work to create the database, keeping the option to, possibly, include CoA for containers. Moreover, the Board was of the view that, at this stage, pending further assessment by the Board, it seemed premature to invite representatives from the Bureau International des Containers et du Transport Intermodal (BIC) and the World Shipping Council (WSC) to seek their expert views. Finally, taking note that, nowadays, the TIR approval plate and the International Maritime Organization (IMO) International Convention for Safe Containers (CSC) safety approval plate are often combined, the Board requested the secretariat to prepare, for its next session, a document that would clarify if Annex 7 Part II of the TIR Convention should be amended.

VI. Adaptation of the TIR procedure to modern business, logistics and transport requirements

Implementation of the intermodal aspects of the TIR procedure

15. The Board thanked IRU and the secretariat for having drafted Informal document No. 12 (2015). In view of its charged agenda for the meeting, TIRExB decided to revert to the document at the next session. Further to a proposal from the secretariat, TIRExB agreed that the secretary of the Working Party on Intermodal Transport (WP.24) as well as the IRU representative for intermodal transport would be invited to participate in the discussions of this issue with the aim of drawing a broad circle of expertise into the orbit of the discussions.

VII. Settlement of disputes between Contracting Parties, associations, insurance companies and international organizations

16. Mr. Amelyanovich (Russian Federation) informed the Board that he had no new information to convey under this agenda item, other than that the ongoing tender procedure had been suspended by the government of the Russian Federation for reasons of non-compliance with applicable rules and procedures.

17. Mrs. Kasko (IRU) informed the Board that on 29 May, members of the Eurasian Intergovernmental Council had signed Order No. 12, which, inter alia, stipulated that the member States of the Eurasian Economic Union (EEU) should ensure uninterrupted application of the TIR Convention on the territory of the EEU and that the order would

enter into force ten days² after the date of its official publication. Mr. Amelyanovich (Russian Federation) confirmed the existence of Order No. 12, adding that it also instructed member States to closely cooperate to support the proposals by the Russian Federation to amend the provisions of the TIR Convention.

VIII. Problems reported by the Government of Turkey

18. The Board considered Informal document No. 10 (2015) by the Government of Turkey, in which it requested clarification of the provisions of Article 11 of the Convention. In particular, Turkey had raised three questions:

(a) What happens in case the TIR Carnet holder (for whatever reason) does not receive the notification of discharge?

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

(c) Which method of notification should be used to notify foreign TIR Carnet holders?

19. Mr. Fedorov (Belarus) reported, in reply to question (2) that either the official language of the country sending the notification should be used or, alternatively, one of the three official languages of the Convention. With regard to (3) he noted that the method seemed not really relevant in case the address of the recipient was unknown or incorrect.

20. Mr. Amelyanovich (Russian Federation) was of the view that the responsibility of ensuring the correctness of the provided address lies with the international guarantee chain. As regards question (2), the official language of the issuing authorities should be used and, as answer to question (3), any written form would do.

21. In the view of Mr. Somka (Ukraine) any official language of the Convention could be used. He called for an overhaul of the International TIR Database, in close cooperation with national associations.

22. Mrs. Gajda (Poland) explained that in her country foreign TIR operators were notified with a registered letter in Polish, together with an information note in English. In accordance with provisions of national legislation the letter would be considered delivered after a certain amount of time, regardless whether the recipient had actually received the letter or collected it from the mail services. She finally pointed at a comment to Article 11, paragraph 1, stipulating that the requirement of notification of the TIR Carnet holder could be fulfilled by way of transmission of a registered letter, meaning that for the fulfilment of this provision the reception of the notification letter was not relevant. Mrs. Jelinkova (European Commission) confirmed that a similar procedure was applied in her home country, the Czech Republic.

23. In conclusion of the issue, the Board reminded the Contracting Parties of the TIR Convention of their responsibility to ensure the correctness of the data in the ITDB, including regularly updating.

² The decree entered into force on 13 June 2015.

IX. Problems reported by the Government of Ukraine

24. Mr. Somka (Ukraine) introduced Informal document 14 (2015), reporting on problems in the application of Article 45 of the TIR Convention, viz. the absence of border crossings points between Ukraine and the Russian Federation that accepted TIR Carnets. Despite various official requests for clarification, through diplomatic channels, no reply had as yet been received. Mr. Amelyanovich (Russian Federation) replied that, further to the measures applied by the State Fiscal Service of Ukraine against Russian TIR Carnet holders, the border crossing points with Ukraine are closed for all goods. A list with functioning border crossing points was under preparation and would be brought to the attention of interested parties, including posting on the website of the Federal Customs Service (FCS) of the Russian Federation.

X. Problems reported by transport companies from the Republic of Moldova

25. At its previous session, Mr. Somka (Ukraine) had explained the Board, at the request of the national association of Moldova (AITA), 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.

26. Mr. Somka (Ukraine) informed the Board that the adoption of the new law by the Ukrainian parliament was still pending and, thus, the matter could not yet be considered settled. The Board agreed that the secretariat should send a letter to AITA to inform it about the state of play.

XI. Functioning of the international guarantee system

Survey on customs claims

27. The Board considered and approved the survey on customs claims and on the guarantee level for the period 2011–2014, as contained in Informal document No. 15 (2015) and requested the secretariat to prepare an electronic bilingual version of the questionnaire (English and Russian) and distribute it to competent authorities. The deadline for replies was set at 30 November 2015. The Board reiterated the importance for all Contracting Parties to reply timely to the survey.

28. The Board also took note that in May 2015 Ukraine replied to the previous survey (2009–2012).

XII. Price of TIR Carnets

29. Further to the requirement for national associations to provide TIRExB annually, per 1 March, with the prices of each type of TIR Carnet it issues (Annex 9, Part I, Article 3 (vi)), the Board considered the preliminary data received until 4 June 2015, as contained in Informal document No. 16 (2015). The Board kindly requested IRU for assistance by contacting those associations that have not yet provided the prices, reminding them of this legal obligation. In case associations would not have fulfilled their obligation by 31 July 2015, the Board mandated the secretariat to send an official letter to the customs

administrations of those countries, requesting their assistance to ensure that this provision of the Convention be respected.

XIII. Activities of the secretariat

A. General activities of the secretariat

30. The secretariat informed the Board of a regional TIR seminar, which had been organized in Dushanbe, with the support of the customs Service of the Government of the Republic of Tajikistan and of the Organization for Security and Co-operation in Europe (OSCE) in May 2015. The programme, presentations and conclusions of the seminar are available on the TIR website. The secretariat thanked the Turkish customs administration and IRU for their active participation in the event.

31. The Board took note that the TIR secretariat, in partnership with the IRU, had promoted the TIR Convention and its computerization at the WCO IT Conference and Exhibition which took place in Freeport (Bahamas) from 6–8 May 2015. The TIR secretariat had also accompanied the UNECE Executive Secretary, Mr. Christian Friis Bach, at the Connectivity and Win-Win Development Forum for Heads of Customs Administrations along One Belt & One Road, which took place on 27–28 May 2015 in Xi'an (China), where he, as a keynote speaker, recommended the use of the United Nations legal instruments, in particular the TIR Convention, to facilitate transport and trade among Countries of the “belt and road” and had met, inter alia, with Mr. Yu Guangzhou (Minister of China Customs) and Mr. Sun Yibiao (Vice Minister), who confirmed that China will ratify the TIR Convention.

32. The Board took further note of a presentation by the secretariat on the ongoing developments to consolidate all International TIR Data Bank (ITDB) applications in one.

33. The secretariat informed the Board that it had received the 2014 accounts of IRU, as approved by its General Assembly and duly audited by its external auditor.

34. Finally, the Board was informed that, as of number XF 79 400 001, the cover page of TIR Carnets are printed on a new type of paper, giving it a slightly lighter colour. The thickness (150 gm²), watermark and quality of the paper, as well as all other security features remain unchanged, however there might be a slight difference to the touch.

B. United Nations Development Account

35. The Board took note of the 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, the Customs-to-Customs data exchange workshop, to be organized in Tbilisi on 22–23 June 2015.

XIV. Other matters

36. The Board recalled that, at its previous session it had considered Informal Document No. 9 (2015) and its Add.1, containing (1) 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, (2) further background information on the exclusion from the

TIR secretariat (3) a letter of reply from the Ministry of Customs and Trade from Turkey. In a first reaction, various TIRExB members had 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).

37. Mrs. Dirlik informed the Board that, in the meantime, the Court suspended the application of the decision of Turkish Customs on the temporary exclusion. Therefore the suspension had been lifted. However, due to ongoing judicial proceedings, the issue had not yet been settled. She promised to keep the Board informed of any further developments.

38. Finally, under this agenda item, the secretariat informed the Board that the first meeting of the Group of Experts on the Legal Aspects of Computerization of the TIR Procedure (GE.3) would be held on 16–17 November 2015. TIRExB members were encouraged to facilitate the participation of legal experts from their customs administrations in the meetings of GE.3

XV. Restriction in the distribution of documents

39. TIRExB decided to keep Informal documents Nos. 10, 11, 14, 15, 16, 17, 18 (2015), issued with reference to the current session, restricted.

XVI. Date and place of next session

40. TIRExB decided to conduct its sixty–fifth session on Monday 5 October 2015, in conjunction with the 141st session of WP.30 and the sixty–second session of AC.2.
