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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

(Sixty-fourth session, 18-21 February 2002,
agenda item 18 (a))

BORDER CROSSING FACILITATION

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

Financing of the TIR Executive Board (TIRExB)

Note by the secretariat

1. In accordance with the provisions of the TIR Convention, amended in 1999 as Part I of the TIR revision process, the operation of the TIR Executive Board (TIRExB) and the TIR secretariat shall be financed, until such time as alternative sources of funding are obtained, through a levy on each TIR Carnet distributed (2.8 Mio in 2000) (Annex 8, Article 13, para. 1 of the Convention). Following an initial period of two years, the Contracting Parties to the Convention envisage the operation of the TIRExB and the TIR secretariat to be financed through the Regular Budget of the United Nations. This should not preclude a prolongation of the initial financing arrangement should financing from the United Nations or alternative sources not be forthcoming (Explanatory Note to Annex 8, Article 13, para. 1 of

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the Convention).

2. The TIR Administrative Committee, overseeing the administration of the Convention and consisting of all 64 Contracting Parties to the TIR Convention (list of Contracting Parties to the Convention is annexed), repeatedly stressed that efforts should be made to have the costs for the operation of the TIRExB and the TIR secretariat included into the Regular Budget of the United Nations (TRANS/WP.30/AC.2/63, paras. 41 and 42; TRANS/WP.30/AC.2/59, para. 36; TRANS/WP.30/AC.2/57, para. 25).
 3. In spite of the efforts made by the UNECE secretariat following the first two years of operation of the TIRExB (1999 and 2000), the necessary United Nations Regular Budget resources could not be secured for the year 2001. Also the current bi-annual regular budget of the United Nations and the UNECE for the years 2002 and 2003 does not contain any financial provisions in this respect.
 4. At its thirty-first session in October 2001, the Administrative Committee requested the UNECE secretariat to inform all relevant bodies within the UNECE of this request of the Contracting Parties to the TIR Convention and to take already in 2002 all necessary administrative steps to possibly secure financing of the operation of the TIRExB and the TIR secretariat through the Regular Budget of the United Nations as of the next United Nations budget cycle (2004-2005) (TRANS/WP.30/AC.2/63, paras. 41 and 42).
 5. In view of the above, the Committee may wish to endorse the request of the TIR Administrative Committee to make efforts to have the costs for the operation of the TIRExB and the TIR secretariat included into the Regular Budget of the United Nations as of the next budget cycle (2004-2005) in accordance with the provisions of the TIR Convention (Annex 8, Article 13 (1) of the Convention and the Explanatory Note thereto).
 6. In this context, the Committee may wish to note that the budget of the TIRExB for the year 2002 is in the order of US\$ 500,000, including the cost for the TIR secretariat consisting at present of four Professional and two General Service staff, in addition to the TIR Secretary who is fully funded through the UNECE budget. Detailed information on the budget and cost plan of the TIRExB is contained in document TRANS/WP.30/AC.2/2001/11 and Corr.1.
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AnnexContracting PartiesCountries with which a TIR transit
operation can be established^{2/}

Afghanistan	-
Albania	Albania
Algeria	-
Armenia	Armenia
Austria	Austria
Azerbaijan	Azerbaijan
Belarus	Belarus
Belgium	Belgium
Bosnia and Herzegovina	-
Bulgaria	Bulgaria
Canada	-
Chile	-
Croatia	Croatia
Cyprus	Cyprus
Czech Republic	Czech Republic
Denmark	Denmark
Estonia	Estonia
Finland	Finland
France	France
Georgia	Georgia
Germany	Germany
Greece	Greece
Hungary	Hungary
Indonesia	-
Iran (Islamic Republic of)	Iran (Islamic Republic of)
Ireland	Ireland
Israel	Israel
Italy	Italy
Jordan	Jordan
Kazakhstan	Kazakhstan

^{2/} Based on information provided by the IRU

Kuwait
Kyrgyzstan

Kuwait
Kyrgyzstan

Contracting Parties

(cont'd)

Latvia
Lebanon
Lithuania
Luxembourg
Malta
Morocco
Netherlands
Norway
Poland
Portugal
Republic of Korea
Republic of Moldova
Romania
Russian Federation
Slovakia
Slovenia
Spain
Sweden
Switzerland
Syrian Arab Republic
Tajikistan
The former Yugoslav Republic
of Macedonia
Tunisia
Turkey
Turkmenistan
Ukraine
United Kingdom
United States of America
Uruguay
Uzbekistan
Yugoslavia

Countries with which a TIR transit

operation can be established (cont'd) ^{2/}

Latvia
Lebanon
Lithuania
Luxembourg
-
Morocco
Netherlands
Norway
Poland
Portugal
-
Republic of Moldova
Romania
Russian Federation
Slovakia
Slovenia
Spain
Sweden
Switzerland
Syrian Arab Republic
-
The former Yugoslav Republic
of Macedonia
Tunisia
Turkey
Turkmenistan
Ukraine
United Kingdom
-
-
Uzbekistan
Yugoslavia

^{2/} Based on information provided by the IRU

European Community
