



**ADMINISTRATIVE COMMITTEE
FOR THE TIR CONVENTION, 1975**

TIR Executive Board (TIRExB)

(Thirty-seventh session, 6 October 2008,
agenda item 10)

**MONITORING THE APPLICATION OF
THE EDI CONTROL SYSTEM FOR TIR CARNETS**

Note by the secretariat and the IRU

A. INTRODUCTION

1. At its thirty-second session, the TIRExB had decided, as part of its programme of work for the years 2007-2008, to monitor the application of the EDI system of TIR Carnets.

The TIRExB had identified following activities:

- Continue activities, in cooperation with the IRU, towards the full implementation of an international EDI control system for TIR Carnets, as foreseen by Annex 10 of the TIR Convention;
- Monitor performances and give feedback to the Contracting Parties;
- Study how the EDI control system for TIR Carnets is being used by the national issuing associations for the purpose of fraud prevention (TIRExB/REP/2007/32, Annex 1, under 8).

2. This document provides background information and first considerations by the secretariat and the IRU how to initiate the monitoring activity.

B. BACKGROUND

3. On 20 October 1995, the TIR Administrative Committee adopted a recommendation on the introduction of a control system for TIR Carnets. The purpose of the recommendation was to furnish the IRU rapidly with data on the termination of all TIR Carnets at the Customs offices of destination. The recommendation, in an amended form, was later on codified and, since 12 August 2006, constitutes Annex 10 to the TIR Convention. According to the introductory text of Annex 10 “an international organization shall establish a control system for TIR Carnets to hold data, transmitted by Customs authorities and accessible by the associations and Customs administrations, about the termination of TIR operations at offices of destination.” To enable the associations to fulfill this mandate effectively, Customs authorized shall transmit in a standard format a fixed set of data to either the international organization or the national guaranteeing association.

C. IMPLEMENTATION OF ANNEX 10 ACCORDING TO THE IRU

4. At regular intervals, the IRU reports to WP.30 on the performances by Contracting Parties in the transmission of the required data and responses to requests for information (reconciliation) in case of missing data. The latest available SafeTIR statistics are attached as annex to this document.

5. The objective of the SafeTIR control system is notably to provide associations, IRU and Customs authorities with a risk management tool that facilitates the early detection of potentially unclear situations and/or irregularities and avoids their recurrence.

6. Once a TIR Carnet has been used by its holder it is returned without delay to the issuing association. Upon receipt of the TIR Carnet, the association must, at that moment, be in a position to compare the information contained on the last “counterfoil No. 2” stamped by the Customs office of destination with the electronic data provided by the same Customs office to the SafeTIR System.

7. If both sets of data match, the TIR transport is considered to have been terminated properly and the holder can be issued with a new TIR Carnet.

8. If the data in question does not match, a reconciliation procedure must be carried out in order to assess which data is correct. Until the accuracy of the data has been verified, the national association may impose restrictions on the TIR Carnet holder concerned regarding the use of TIR Carnets (quota reduction, shorter validity date, etc.).

9. If there is no information available in SafeTIR, the holder must be able to provide sufficient documentary evidence to allow his association to assess the real situation.

Depending on the countries and type of goods involved, and in the absence of such documentary evidence, the association may suspend the issuance of TIR Carnets to such a holder until the results of the reconciliation procedure are available.

10. It should also be noted that associations are constantly monitoring the use of TIR Carnets by their transport operators. The number of TIR Carnets issued but not returned is checked constantly, in particular those TIR Carnets which have not been returned even though their validity date has expired. In such cases, the availability of SafeTIR data is also crucial to ensure a permanent monitoring of the use of TIR Carnets and the risk of exposure.

11. This demonstrates that SafeTIR efficiency depends completely on the speedy transmission by of SafeTIR data to the SafeTIR system by Customs authorities. If, as is the case today, about 10 per cent of SafeTIR data would be missing, then the status of approximately 300'000 TIR Carnets should be considered as suspicious and as warranting closer inspection via the reconciliation procedure. If, however, 99.99 per cent of TIR Carnets would be confirmed as terminated in SafeTIR, then the likelihood that an irregularity would have occurred for those TIR Carnets where no SafeTIR data available, is quite high. As a consequence, appropriate measures could then be taken immediately with regard to the holder concerned, thus avoiding a repetition of such cases.

12. The fact that SafeTIR data is not being received within the specified period of 24 hours following the termination at the Customs office of destination means that it is impossible to detect irregular situations effectively, and, therefore, the risk of exposure cannot be determined accurately. This conclusion is also valid for Customs administrations using CUTE-*Wise* to check the status of TIR Carnets.

13. Priority should, therefore, be given to improving the transmission of SafeTIR data in real time (24 hours from the moment the TIR Carnet is stamped at the Customs office of destination).

14. The disruption or late transmission of SafeTIR data can be attributed to:

- costly communications:
 - communication costs slow down the timely transmission of SafeTIR data. This situation can now be solved and costs have been significantly reduced by the setting up of a Virtual Private Network (VPN) connection via the Internet between the Customs administrations and the SafeTIR central database at IRU. This solution allows abandoning the costly recourse to international dedicated phone lines and only requires internet acces.

- decentralized management of data at national level:

- SafeTIR data is often transmitted from a Customs post to a Customs office, from a Customs office to a regional office and then to the central Customs administration, from where it is transmitted to the SafeTIR database. More often than not, this chain of communication is not automated, requiring manual intervention, thus slowing down or interrupting the timely transmission of data (working hours, week-ends, holidays, and so on). This situation could be solved by circumventing the various reception points mentioned above and making the information available directly from the Customs post to the central Customs administration without delay.
- transmission via the national association:
 - In 1995, several Customs administrations did not yet dispose of access to international communication networks and, therefore, the transmission of data via national associations was justified. However, technological innovations, such as the installation of direct VPN connections, could now ensure the direct transmission of data to the central SafeTIR database, thereby speeding up the transmission process.

15. As far as reconciliation is concerned, efforts should be made to increase the rate of replies (half of the requests for reconciliation are never processed). Efforts should also be made to speed up the reply process which is, on average, far too long, especially in cases where transport operators might be subject to the restriction or the suspension of the issuance of TIR Carnets.

D. CONSIDERATIONS BY THE TIRExB

16. In order to further improve the functionality of Annex 10, the TIRExB may wish, as a first step, to analyze in detail the SafeTIR statistics and study the proposals by the IRU to improve transmission. As a next step, the TIRExB may wish to consider the usefulness of establishing an example of best practice, contributing to a harmonized and successful implementation of Annex 10 in all Contracting Parties.

2008

GLOBAL SAFETIR STATISTICS REVIEW FROM 01.01.08 TO 31.08.2008

		TRANSMISSION				RECONCILIATION			
Countries	Termination records transmitted	Transmission in 24 hours	Average Transmisson period (days)	Missing Rate	Total reconciliation requests	Total replies	Reply rate	Average reconciliation period (days)	
EUROPEAN UNION	Austria	21'686	27.33%	5	10%	90	65	72%	75
	Belgium-Luxembourg	8'223	0.00%	22	31%	437	128	29%	15
	Bulgaria	62'710	55.16%	3	6%	235	112	48%	24
	Cyprus	0	0.00%	0	100%	2	0	0%	0
	Czech Republic	9'496	85.77%	1	3%	63	57	90%	20
	Denmark	3'191	58.07%	3	3%	23	21	91%	23
	Estonia	2'992	90.51%	1	2%	23	21	91%	12
	Finland	3'572	52.16%	6	5%	88	88	100%	2
	France	19'224	68.37%	2	6%	63	41	65%	23
	Germany	93'358	73.22%	2	4%	294	285	192%	13
	Greece	31'266	0.09%	8	19%	9	0	0%	0
	Hungary	15'404	74.12%	2	4%	129	78	60%	43
	Ireland	0	0.00%	0	100%	8	7	88%	15
	Italy	39'219	17.94%	10	10%	285	192	67%	13
	Latvia	6'253	76.64%	1	1%	52	50	96%	35
	Lithuania	13'319	63.24%	4	2%	13	10	77%	37
	Malta	0	0.00%	0	0%	0	0	0%	0
	Netherlands	12'310	38.40%	9	13%	74	58	78%	14
	Poland	43'218	40.97%	6	1%	16	11	69%	4
	Portugal	306	0.00%	23	74%	7	5	71%	92
Romania	52'720	3.18%	27	30%	885	19	2%	54	
Slovakia	4'692	76.98%	1	6%	42	38	90%	45	

	Slovenia	12'850	76.03%	2	1%	24	24	100%	4
	Spain	7'047	41.41%	6	12%	41	35	85%	19
	Sweden	4'582	50.37%	5	7%	69	53	77%	15
	United Kingdom	17'012	0.01%	16	17%	104	65	63%	19
27	SUB TOTAL	484'650	43.54%	8	11%	3076	1463	48%	21

CIS COUNTRIES	Armenia	2'578	0.00%	24	23%	14	10	71%	26
	Azerbaijan	10'208	10.28%	6	9%	3	1	33%	26
	Belarus	101'606	77.84%	1	1%	45	45	100%	45
	Georgia	0	0.00%	0	100%	50	22	44%	74
	Kazakhstan	33'328	9.37%	13	4%	203	150	74%	22
	Kyrgyzstan	6'220	22.46%	7	8%	3	0	0%	0
	Republic of Moldova	27'793	93.45%	1	24%	95	1	1%	0
	Russian Federation	989'391	71.62%	1	1%	839	309	37%	87
	Tajikistan	3'649	0.00%	55	31%	18	9	50%	60
	Turkmenistan	4'355	0.00%	36	45%	1	1	100%	32
	Ukraine	141'687	30.98%	4	8%	1'014	599	59%	60
Uzbekistan	5'146	18.38%	44	31%	497	308	62%	31	
12	SUB TOTAL	1'325'961	65.17%	2	4%	2'782	1'455	52%	55

OTHER COUNTRIES	Albania	0	0.00%	0	100%	37	11	30%	0
	Croatia	5'792	0.17%	11	29%	13	12	92%	48
	Iran (Islamic Rep.of)	12'533	26.98%	4	51%	151	113	75%	59
	Israël	0	0.00%	0	100%	0	0	0%	0
	Jordan	51	0.00%	110	97%	8	4	50%	3
	Kuwait	0	0.00%	0	0%	0	0	0%	0
	Lebanon	428	55.14%	2	8%	0	0	0%	0
	Mongolia	24	0.00%	84	62%	0	0	0%	0
	Montenegro	682	95.31%	1	9%	1	0	0%	0
	Morocco	630	2.86%	30	55%	1	0	0%	0

	Norway	1'374	45.49%	6	9%	25	19	76%	8
	Serbia	17'810	99.21%	0	5%	9	4	44%	18
	Switzerland-Liechtenstein	2'738	52.67%	5	7%	25	22	88%	8
	Syrian Arab Republic	4'231	18.67%	10	20%	3	3	100%	16
	The former Yugoslav Republic of Macedonia	10'829	59.77%	2	24%	15	12	80%	90
	Tunisia	1	0.00%	0	75%	2	0	0%	0
	Turkey	282'722	4.46%	6	14%	360	238	66%	86
18	SUB-TOTAL	339'845	12.92%	6	18%	650	438	67%	67
57	TOTAL	2 150 456	52.00%	4	8%	6'508	3'356	52%	41
