UNITED

NATIONS

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Economic and Social
Council

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions
affecting Transport
(Ninety-third session, 18-22 October 1999,
agenda item 7 (c)(ii))

**CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS
UNDER COVER OF TIR CARNETS (TIR CONVENTION, 1975)**

Application of the Convention

**EDI control system for TIR Carnets:
Implementation of the Recommendation adopted on 20 October 1995**

Transmitted by the International Road Transport Union (IRU)

A.   INTRODUCTION

1.   In accordance with the request by the Working Party and in order to ensure a full and
harmonized application of the above Recommendation, the IRU was asked to put forward a
Reconciliation procedure and to make proposals to improve the understanding of the "SAFETIR"
data made available to Customs authorities through the so-called "CUTEWISE" application.

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2.   In accordance with this request, the IRU has prepared the following proposals:

A.   Introduction of an ideal procedure for requests for Reconciliation within each Contracting
 Party;

B.   Harmonization in "reporting" of the termination of so-called partial and final TIR operations;

C.   Processing the termination of TIR operations when the TIR Carnet is followed by another
transit system (e.g. T System);

D.   Harmonization of the recording of the names and codes of Customs offices in the country of
destination.

3.   These proposals already take into account the preliminary remarks made by several Customs
authorities already using the CUTEWISE system.

B.   PROCEDURE FOR RECONCILIATION OF "SAFETIR" DATA

I.   Framework

4.   The principle of SAFETIR is the confirmation by EDI of the termination of TIR operations.
In practice, as soon as termination of the TIR operation has been recorded at the Customs office of
destination, the latter transmits to the CUTEWISE database a "SAFETIR" data whose format and
content have been stipulated by the TIR Administrative Committee's Recommendation of
20 October 1995 and subsequent amendment of 26 February 1999 which corresponds to the
information relating to the termination of the TIR operation as recorded on the TIR Carnet and its
counterfoil.

5.   In case of discrepancy between the information on the counterfoil and the "SAFETIR" data, or
in case of lacking of "SAFETIR" data, a request for reconciliation is generated and forwarded to the
Customs office where the TIR operation is supposed to have been terminated, in order to obtain
confirmation, correction or invalidation of the information available.

II.   Who is entitled to generate a request for reconciliation?

6.   The IRU, upon receipt of the "SAFETIR" data should an anomaly or discrepancy be detected;
further to specific selective checks or further to the initiation of litigation.

7.   The TIR Carnet issuing association in charge of checking consistency between the TIR Carnet
and the "SAFETIR" data.

8.   The Customs authority wishing to check "SAFETIR" data provided by CUTEWISE.

9.   In all these cases, requests for reconciliation are relayed by the IRU to the association in the country where the TIR operation ended, which in turn will forward these requests to the competent Customs office.

III.   <u>Correction of anomalies, response to requests for reconciliation</u>

10.   Responses to requests for reconciliation are forwarded to the IRU for processing and update.

IV.   <u>Recommended Reconciliation Procedure</u>

11.   Each Customs authority should appoint a central point where requests for reconciliation should be sent by the national guaranteeing association or directly by the IRU where applicable.

12.   A procedure should be introduced within the Customs authority in order to obtain a rapid and precise response from the Customs office of destination of the TIR operation concerned within 5 days. The request for reconciliation could follow the format of the attached form (which may be adjusted or translated into the national language). This form also includes the response from the office responsible for answering the request for reconciliation.

V. Form to be used during the reconciliation procedure

SAFETIR Request for Reconciliation							
To be filled in by the initiator of the request for reconciliation							
Destination:							
Regional Customs Office:			**Customs Office of destination:**				
Name:			Name:				
Received on:				**Received on:**			
Date:			Date:				
Stamp			Stamp				
Data to be confirmed							
Data source:		□ TIR Carnet		□ SafeTIR data			
TIR Carnet N°	**Customs office of termination of the TIR operation**	**Reference for termination of the TIR operation**	**Date of termination of the TIR operation**	**Voucher page N°**	**P / F**	**OK / cond.**	**No. of packages**
Attachments:		copy of Carnet counterfoils		Other:_____			
Response from the Customs office of destination							
□ **Confirmation**		□ **Correction** (please fill in corrected fields)		□ **No reference found** to the termination of the TIR operation			
TIR Carnet N°	**Customs office of termination of the TIR operation**	**Reference for termination of the TIR operation**	**Date of termination of the TIR operation**	**Voucher page N N°**	**P / F**	**OK / cond.**	**No. of packages**
Comments:							
Date:	Stamp and Signature of the Customs office of destination:						
Central Customs Point							
Comments:							
Date:	Stamp and Signature						

C. TRANSMISSION OF SAFETIR DATA IN CASE OF MULTIPLE TERMINATION OF A TIR OPERATION

13. To date, the field for the "type of discharge" (partial or final) is filled in in different ways under CUTEWISE (to indicate partial termination of the TIR operation, certain countries fill in P, others PD or PD1), which creates confusion in case of multiple termination of a TIR operation. The same problems arise with the final discharge.

14. This document aims at putting forward two coherent proposals for transmission, one of which should be selected and implemented in a harmonized way in future.

Proposal 1

15. The voucher page number and the indication of the type of discharge inform the CUTEWISE user of the sequence of multiple termination of a TIR operation for the TIR Carnet.

(a) Example of 3 partial terminations of the TIR operation:

TIR number	Customs office of destination	VPN	Type
XX1	Customs 1	06	P
XX1	Customs 2	08	P
XX1	Customs 3	10	F

15. Due to the page number of the voucher (VPN), this simple method provides information as to the chronological order of terminations of a TIR operation; however, it does not show whether data for a partial termination of a TIR operation are missing.

Proposal 2

16. This method numbers the terminations of the TIR operation in chronological order. In practice, the Customs officer can determine "his" sequence number for termination of the TIR operation by counting the number of previous TIR operations, and should record this in the *Type* field.

(b) Example of 3 partial terminations of the TIR operation:

TIR number	Customs office of destination	VPN	Type
XX1	Customs 1	06	PD1 [1]
XX1	Customs 2	08	PD2
XX1	Customs 3	10	FD3 [2]

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[1] Final Discharge n° 1
[2] Final Discharge n° 3

(c)   Example of 2 partial terminations of the TIR operation:

TIR number	Customs office of destination	VPN	Type
XX1	Customs 1	06	PD1
XX1	Customs 2	08	FD2

17.   The chronological sequence of terminations of the TIR operation is identifiable regardless of the page number of the voucher. The advantage is that this makes it possible to detect any missing data.

D.   TRANSFER TO ANOTHER TRANSIT SYSTEM: IMPACT ON THE APPLICATION OF THE RECOMMENDATION OF 20 OCTOBER 1995

I.   Introduction

18.   In certain transport operations, several transit systems may be used. In case of transfer to another transit system, the TIR Carnet is terminated, however, the goods continue travelling under another system. In the framework of SAFETIR, termination of a TIR operation (with or without goods clearance) should generate the transmission of SAFETIR data, however this is not always the case. Nevertheless, this termination must be notified, since the Recommendation requires that each TIR Carnet used should be the subject of a data transmission. Furthermore, it is imperative that SAFETIR data (notifying the termination of a TIR operation) appear in the CUTEWISE application.

II.   Consequences

19.   In case a transport operation resorts to several transit documents and where a TIR Carnet is used prior to another transit document (national transit or T system), the termination of the TIR operation does not necessarily imply a physical clearance of the goods. For the sake of a consistent application of the Recommendation of 20 October 1995, termination of a TIR operation should be the subject of an EDI notification via the SAFETIR system.

III.   Typical cases

20.   The most frequent situations are the following:

(a)   Example 1 - Transfer from the TIR System to the T System:

In case of a change from the TIR to the T System, we recommend that the Customs office of entry carry out 3 distinct operations, plus the data transmission notifying the termination of the TIR operation:

(i)   Acceptance of the TIR operation (counterfoil/white voucher)

(ii) Termination of the TIR operation (counterfoil/green voucher)

(iii) Opening of the new transit system (T system or national transit system)

Transport operation from Slovakia, bound for France (with a change in transit documents in Austria upon arrival into the EU):

1. Acceptance in Slovakia - page 1
2. Exit from Slovakia - page 2
3. Entry into Austria (= entry into the EU - page 3)   =
4. Termination of TIR operation in Austria - page 4   =   3 operations carried out by
    = > Transmission of SAFETIR data   the same Customs office
5. Opening of the T transit system   =
6. Clearance of the goods in France, under the T System

(b) <u>Example 2 - Transfer from the TIR System to a national transit system</u>:

In case of a change from the TIR System to the national transit system of a non-Contracting Party, the Customs office of exit (i.e. the last Customs in a Contracting Party) is supposed to transmit the data notifying the termination of the TIR operation:

Transport operation from Bulgaria bound for the Syrian Arab Republic:

1. Acceptance by Bulgarian Customs - page 1
2. Exit from Bulgaria - page 2
3. Entry into Turkey - page 3
4. Termination of the TIR operation in Turkey - page 4
    = > Transmission of SAFETIR data
5. Entry into Syria - opening of the national transit document
6. Clearance of the goods at destination

E.   CONVERSION TABLE FOR NAME CODES

21. At the present time, a certain number of Customs authorities use a Customs <u>code</u> to identify the Customs office where the TIR operation ended on the TIR Carnet voucher and forward the <u>name</u> of the Customs office via the SAFETIR system, or <u>vice versa</u>.

22. Item c) of the Recommendation of 20 October 1995 requires the transmission via SAFETIR of <u>either</u> the code <u>or</u> the name of the Customs office of destination of the goods, or of the Customs where the TIR operation has ended.

23.   For the sake of consistency and legibility under CUTEWISE as well as to facilitate the potential generation of a request for reconciliation, the IRU is proposing to introduce an integrated and automatic system to convert the "code" data (generally a numerical code) into the name of the Customs office to which this number refers.

24.   Therefore, each Customs authority should send to the IRU an up-to-date code name conversion table allowing for an automatic conversion. Moreover, any change should be rapidly notified in order to keep the system up-to-date.

25.   In order for information to be as complete and precise as possible under the CUTEWISE System, the initial SAFETIR data transmitted by the Customs office of destination would appear in normal type and the data converted (with the integrated conversion system) would appear in **bold**.

(a)   <u>Example</u>: in case Customs authorities have transmitted the <u>code</u>.

TIR Carnet No	Date of record in Customs ledger	Name of Customs office of destination	Code of Customs office of destination	Discharge reference date and no.	Final or partial discharge	Conditional or unconditional discharge	Voucher page no.	Further information
xt26 000 000	26 May 1999	**Pomellen**	9004	25/89	Final	unconditional	08	50 packages

(b)   <u>Example</u>: in case Customs authorities have transmitted the <u>name</u>.

TIR Carnet No	Date of record in Customs ledger	Name of Customs office of destination	Code of Customs office of destination	Discharge reference date and no.	Final or partial discharge	Conditional or unconditional discharge	Voucher page no.	Further information
xt26 000 000	26 May 1999	Pomellen	**9004**	25/89	Final	unconditional	08	50 packages

26.   This will make the record more legible and will facilitate the dispatch of any request for reconciliation.

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