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

**TIR Executive Board (TIRExB)**

(Forty-first session, 14 and 15 October 2009,  
agenda item 5)

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

**Note by the secretariat**

**A. INTRODUCTION**

1. At its thirty-ninth session, the Board welcomed Informal document No. 7 (2009) prepared by Mr. I Makhovikov (Belarus) on the transmission of termination data between the Belarus Customs authorities and the IRU SafeTIR database as another example of efficient organization of the transmission of data required in accordance with Annex 10 of the Convention. The Board agreed that sufficient material had been gathered to draft an example of best practice and requested the secretariat to prepare a document for discussion at the Board's present session based on the Serbian and Belarus experiences.

2. Taking into account the good results achieved in terms of risk management in those countries where real time transmission of data to the IRU SafeTIR database has been achieved and considering that any successful transmission depends largely on the applied technical tools, the observer from the IRU offered to complement the document with technical specifications, based on the IRU's experiences (TIRExB/REP/2009/39draft, paras. 17-18).

3. At its fortieth session, the Board could generally agree to the proposed text, but, at the same time, felt that certain aspects of Annex 10 did not seem adequately reflected. In particular, because the draft recommended practice only focused on one transmission option, other alternatives mentioned in Annex 10 were not addressed. Furthermore, the draft assumed the existence of a local server, which is not the case in all countries. In addition, the draft did not contain any reference to the legal obligations stemming from Annex 10 nor did it address the issue of fall-back, in case the automated system was not functioning (Informal document TIRExB/REP/2009/40draft, para. 19).

3. In line with this request, the secretariat, with support from the IRU, has prepared this document No. 11/Rev.1 (2009) containing in Annex a draft recommended practice, for consideration and, possibly, adoption by the Board.

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**Annex**

**RECOMMENDED PRACTICE ON THE APPLICATION OF THE EDI CONTROL SYSTEM FOR TIR CARNETS, REFERRED TO IN ANNEX 10 OF THE CONVENTION**

**A. INTRODUCTION**

1. 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 international organization rapidly with data on the termination of all TIR Carnets at the Customs offices of destination, thus allowing it to apply timely risk management within the guarantee chain. The recommendation, in an amended form, was later codified and, since 12 August 2006, constitutes Annex 10 to the TIR Convention. According to the introductory text “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 fulfil this mandate effectively, Customs authorities shall transmit in a standard format a fixed set of data to the guarantee chain (international organization and/ or national association).

**B. SCOPE**

2. The aim of this recommended practice is to provide national Customs and other competent authorities with guidelines how to best organize a speedy (or, ultimately, real time) transmission of required data to the international organization’s control system for TIR Carnets. The final objective of this recommended practice is to achieve that the electronic data will be transmitted to the IRU SafeTIR system immediately following the end of the TIR transport at the Customs office of destination, once the Customs authorities have stamped counterfoil No. 2 of Voucher No. 2 of the TIR Carnet.

**C. ESTABLISHMENT OF AN ELECTRONIC TRANSMISSION SYSTEM AT NATIONAL LEVEL**

3. The recommended practice on the transmission of Annex 10 data from a Customs office of destination to the control system of the international organization is based on the precondition that national Customs authorities operate a computerized system, covering the start, termination and, possibly, the discharge of TIR operations at the national level, or that such data are captured through appropriate software, which enables the formatting and sending of the SafeTIR data to the international organization.

#### **D. PROCEDURE**

- (a) The Customs authorities of the Customs office of destination report the termination of a TIR operation to their local or regional server , including those data required under application of Annex 10;
- (b) Within a given time frame [to be defined], the data sets are sent from the local or regional server to the central national server;
- (c) The central server will convert the selected data into either:
  1. The designated EDI standard and create a record file;
    - i. The central server will change the file name in accordance with the given standard;
    - ii. At various intervals and, if possible, on a daily basis, the central server will open up the connection between the Virtual Private Network (VPN) and the server of the international organization;
    - iii. The file will be sent;
    - iv. The central server checks whether the file has reached the intended addressee;
    - v. The VPN connection will be closed;
    - vi. A procedure report will be saved and stored in the log-file for control and consultation purposes; or
  2. an XML message corresponding to the data to be sent in accordance with the provisions of Annex 10 (see below). For the Contracting Parties using (or willing to use) IRU web services, the message is then sent to the IRU via the agreed web services via a VPN connection.

#### **E. DATA TO BE SENT**

4. In accordance with the provisions of Annex 10, Customs authorities shall transmit, at least, the following information in a standard format in respect of all TIR Carnets presented at Customs offices of destination, as defined in Article 1 (l) of the Convention:
  - (a) TIR Carnet reference number;
  - (b) Date and record number in the Customs ledger;
  - (c) Name or number of Customs office of destination;
  - (d) Date and reference number indicated in the certificate of termination of the TIR operation (boxes 24-28 of voucher No. 2) at the Customs office of destination (if different from (b));
  - (e) Partial or final termination;
  - (f) Termination of the TIR operation certified with or without reservation at the Customs office of destination without prejudice to Articles 8 and 11 of the Convention;
  - (g) Other information or documents (optional);

(h) Page number.

5. Contracting Parties wishing to benefit from the IRU web services for the purpose of the implementation of Annex 10 (SafeTIR), are invited to contact the IRU directly for technical documentation (on the designated EDI standard and other) or further assistance, or the UNECE secretariat.

## **F. ALTERNATIVE TRANSMISSION PROCEDURES**

6. The above recommended practice, established by the IRU in close cooperation with a number of their member associations and interested national Customs administrations, should be considered without prejudice to the right of national Customs administrations to develop their own transmission procedure, as long as the following criteria, set by Annex 10, are met:

- (a) Information shall be sent to the international organization or to the national association;
- (b) If possible via central or regional offices;
- (c) By the fastest available means of communication (fax, electronic mail, etc);
- (d) If possible on a daily basis;
- (e) In a standard format;
- (f) At least containing the data, mentioned in Part E of this recommended practice;
- (g) Customs authorities and national guaranteeing associations shall conclude an agreement, in line with national law, covering the data exchange.

## **G. FALL-BACK SCENARIO**

7. In case of persistent failures in the electronic transmission of data, Customs authorities should resort to the best possible alternative solution to transmit the data, thus ensuring that the requirements of Annex 10 of the Convention, as listed in Part F of this recommended practice, are met.

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