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**INLAND TRANSPORT COMMITTEE**

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Working Party on Customs Questions affecting Transport **ENGLISH**

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Item 4 of the provisional agenda

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Activities of Other Organizations and Countries of Interest to the Working Party

Note transmitted by the International Road Transport Union

**IRU "B2C" RESOLUTION ON THE IMPERATIVE NEED FOR THE COMPETENT GOVERNMENTAL BODIES TO STANDARDISE AND HARMONISE "BUSINESS-TO-CUSTOMS" IT COMMUNICATION AND DATA PROTOCOLS**

adopted unanimously by the IRU General Assembly  
in Geneva on 6 November 2009

**This IRU Resolution aims at ensuring the appropriate standardisation and harmonisation of "Business-to-Customs" IT communication and data protocols in data exchange, including in the management of TIR procedures**

**The International Road Transport Union (IRU), representing truck operators through its 180 Members in 74 countries on the 5 continents,**

**Considering that:**

- the introduction by the European Union of the NCTS/TIR regulation on 1 January 2009 and the entry into force on 1 July 2009 of the EORI regulation – due to the lack of harmonised implementation procedures – have caused unbearable difficulties at numerous external borders of the EU for international road transport operators;
- the late availability of the various Member States' implementing guidelines and the lack of standardisation and harmonisation in "Business-to-Customs" IT communication and data protocols, as highlighted during the last meeting of the IRU Commission on Customs Affairs (CAD), have resulted in:
  - unjustified additional costs for road transport operators who have had to endure additional waiting times and make recourse, against payment, to third parties to carry out additional formalities at borders;

- the impossibility, despite all efforts, to deploy the IRU TIR-EPD in all EU Member States free-of-charge for TIR Carnet Holders due to the wide variety of Member States' individual requirements in terms of data and communication methods;
- the UNECE Working Party on Customs Questions affecting Transport (WP.30) that met in Geneva from 29 September through 2 October 2009 noted that the difficulties experienced by road transport operators resulted from the absence of a harmonised application within the EU of the EORI regulation;
- the UNECE Working party on Customs Questions affecting Transport (WP.30) called on Contracting Parties when adopting new legislation and planning its entry into force to undertake all necessary measures to ensure its smooth introduction including the preparation of detailed instructions for Customs authorities, staff training, information campaigns and, where appropriate, consultation with the industry;
- a recurrence of the difficulties faced by trade operators and the road transport industry must be prevented and the indispensable standardisation and harmonisation of "Business-to-Customs" IT communication and data protocols must be ensured in future;
- the Customs-to-Customs IT data exchange already benefits from the application of standardised and harmonised IT communication and data protocols and that the same harmonisation and standardisation providing the same benefits should also be applied between Business and Customs;

**Urgently calls upon the competent authorities to:**

- apply to the "Business-to-Customs" IT data exchange the same standardised and harmonised communication and data protocols as those currently existing in Customs-to-Customs IT data exchange, notably on EU territory;
- agree upon, during the elaboration of any new regulation involving IT data transmission between Business and Customs Administrations, and implement the appropriate IT standards in all TIR Contracting Parties regarding data requirements, messages to be exchanged, and communication protocols in order to guarantee, from the entry into force of the new regulation, its harmonised implementation and to ensure equal treatment of all TIR operators;
- ensure in the future that any new Customs regulations or requirements, in particular those concerning transit, and their detailed implementation procedures, are published in advance and transmitted to the UNECE TIR competent bodies to facilitate their smooth entry into force.

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