



---

**Economic Commission for Europe****Inland Transport Committee****Working Party on Customs Questions affecting  
Transport****Informal Ad hoc Expert Group on Conceptual and  
Technical aspects of Computerization of the TIR Procedure****Nineteenth session**

Belgrade, 13–14 September 2011

Item 4 of the provisional agenda

**Financial implications of the introduction of the eTIR international system****The International Road Transport Union's contribution to  
the assessment of the financial implications of the  
introduction of the eTIR international system****Transmitted by the International Road Transport Union (IRU)**

1. During the eighteenth session of the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1) held on 9 and 10 March 2011, GE.1 recognized the importance of receiving inputs from various international players in order to “further refine the assessment of the investment and running costs of the eTIR international system, as well as possibly the national costs to connect national customs systems to the eTIR international system”.
2. During the 128th session of the Working Party on Customs Questions Affecting Transport (WP.30) held from 7 through 10 June 2011, the WP.30 also encouraged all delegations to contribute to these activities either by providing expertise or financial support.
3. For that purpose, the IRU welcomed the entire United Nations Economic Commission for Europe (UNECE) TIR secretariat team to its premises on 16 June 2011, where very comprehensive details on IRU's TIR - Information Technology (IT) tools were provided in full transparency by the competent IRU experts, notably in relation to the technical hardware and software infrastructure required to run these tools.
4. Since the early 1970s, the IRU has developed close to 50 TIR-IT applications and has set up dedicated infrastructure to computerize the TIR System in cooperation with Custom Authorities and National Associations, notably the following applications currently in operation:

- The Worldwide Customs Database for TIR Data system: (CUTE-Wise), providing TIR Carnet Status information;
- SafeTIR data transmission: CUTE used in 23 countries, CUTE PAD, GasKit and, until recently, TIRCUTEWeb (a new web based application aimed at replacing former application versions until all Customs Authorities will have had the possibility to implement Real-Time SafeTIR (RTS), which is the ultimate objective);
- Real-Time SafeTIR (RTS): web services to upload, query and request/reply SafeTIR data presently used in 8 countries;
- TIR-Electronic Pre-Declaration (TIR-EPD): web application enabling the submission of advanced cargo information to Customs Authorities through Business-to-Customs (B2C) and Customs-to-Business (C2B) web services, presently operational in 15 countries;
- TIR Carnet Management applications for National Associations: ATIRS98 and AskTIR deployed in 34 countries; as well as AskTIR Web, a new application in development (aimed at replacing former versions and so further enable and empower associations);
- TIR Carnet Management applications at the IRU Headquarters in Geneva: Carneting, Charisma, BriruTools, Dispatch, Issue and Return.

5. The IRU IT infrastructure and applications in operation cover a significant span of functionalities and services, covering almost every facet of TIR operations. All applications share a common, highly secure, robust and scalable infrastructure. This forms the ideal platform and paves the way towards full computerization of the TIR System from a B2C and C2B perspective.

6. The IRU is confident that information and advice provided to UNECE will be of use in its process to further evaluate eTIR.

7. The IRU also contributed to this process by providing insight into best practices to be taken into account through the presentation made during the eighteenth session of the GE.1 meeting held on 9 and 10 March 2011 in Geneva. The presentation can be found on the UNECE web site ([www.unece.org/fileadmin/DAM/trans/bcf/adhoc/conc\\_tech/documents/Grosjean0311.pdf](http://www.unece.org/fileadmin/DAM/trans/bcf/adhoc/conc_tech/documents/Grosjean0311.pdf)).

8. Moreover, it is judicious to remind all Contracting Parties of the IRU B2C Resolution adopted unanimously by the IRU General Assembly in Geneva on 6 November 2009 and tabled at the UNECE under reference WP.30 Informal document No. 2 (2010) aimed at ensuring the appropriate standardization and harmonization of "Business-to-Customs" IT communication and data protocols in data exchange, including in the management of TIR procedures.

9. Lastly, the existing lack of standardization and harmonization impedes the efficient, speedy and less costly computerization of the TIR system. It is thus imperative that competent authorities implement appropriate IT standards on data requirements, messages to be exchanged and communication protocols to be used guaranteeing a harmonized, efficient, speedy and less costly implementation of TIR IT tools.

10. Therefore, the IRU once again calls upon competent authorities to standardize and harmonize "Business-to-Customs" IT communication and data protocols to eliminate a major impediment to foreign trade and international road transport and hence economic development.