



**TIR EXECUTIVE BOARD (TIRExB)**  
**COMMISSION DE CONTROLE TIR (TIRExB)**  
**ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)**

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## **Administrative Committee for the TIR Convention, 1975**

### **TIR Executive Board (TIRExB)**

**Sixty-fourth session**  
Geneva, 8 June 2015  
Agenda item IV (b)

## **Computerization of the TIR procedure**

### **Central database on certificates of approval**

#### **Note by the secretariat**

#### **I. Background and mandate**

1. At its fifty-second session, TIRExB took note of Informal document No. 2 (2013) and recommended future TIRExB's to seriously consider, inter alia, the establishment of a central database on Certificates of Approval (CoA) and, possibly, start by undertaking a survey to gather information on national practices regarding their issuance (ECE/TRANS/WP.30/AC.2/2013/6, para. 24).
2. At its fifty-ninth session, the Board welcomed Informal document No. 19 (2014) containing the results of an assessment of the survey on the issuance and renewal procedures for CoA at the national level (TIRExB/REP/2014/59final, para. 15).
3. At its sixtieth session, the Board requested the secretariat, as a next step, to submit proposals for the procedure by which Contracting Parties should collect and transmit data to TIRExB, including a list of (minimally required) data elements and format, taking into account the required data protection aspects. TIRExB agreed that, for now, the electronic copy of the CoA would not replace the paper CoA, issued to the manufacturer, owner or operator of the vehicle and kept on the road vehicle (as stipulated by Annex 3, paragraph 3 of the Convention). (ECE/TRANS/WP.30/AC.2/2015/1, para. 16).
4. At its sixty-first session, the Board welcomed Informal document No. 34 (2014), containing a proposal by the secretariat to integrate the central database for CoA into the current International TIR Data Bank (ITDB) framework. TIRExB stressed that the main purpose of such international database would be its contribution to the overall computerization of the TIR procedure. It requested the secretariat to issue a revised version of the document for its next session while continuing, at the same time, to work towards the integration of the CoA database into the ITDB (Informal document TIRExB/REP/2014/61final, para. 21).
5. At its sixty-second session, the Board welcomed Informal document No. 34/Rev. 1 (2014), containing a revision of the proposal to integrate the central database for Certificates of Approval (CoA) into the current International TIR Data Bank (ITDB) framework. The Board took note that the document does not take into account the approval process for containers and requested the secretariat to analyse, possibly in consultation with relevant stakeholders, such as the World Customs Organization (WCO) and the Bureau

International des Containers et du Transport Intermodal (BIC), its inclusion in the next revision of the document. Furthermore, the Board requested the secretariat to include in the next revision the possibility to upload images (which are usually annexed to the paper CoA) as well as further details on the different roles competent authorities will play in respect to this database (Informal document TIRExB/REP/2015/62 draft with comments, para. 12).

6<sup>1</sup>. At its sixty-third session the Board welcomed Informal document No. 34/Rev.2 (2014), containing a revised proposal to integrate the central database for Certificates of Approval (CoA) into the current ITDB framework. The Board took note of the preliminary considerations by the secretariat on the addition of CoA for containers in the database but was not yet in a position to decide if it is warranted to extend the scope of the CoA database to containers. This was mainly due to the fact that the CoA for containers are not only issued by Contracting Parties to the TIR Convention, 1975 but also by Contracting Parties to the Customs Convention on Containers, 1972. It requested the secretariat to present the issue at the Administrative Committee of the Customs Convention on Containers, 1972 and to prepare a new revision of the document for the next session of the Board, which should include, inter alia, a comparative list of Contracting Parties to both Conventions.

7. Further to this request, the secretariat presented the issue at the Administrative Committee of the Customs Convention on Containers, 1972 and prepared this revision for consideration by the Board.

## **II. Considerations with regard to the inclusion of data on approved containers in the database**

8. Road vehicles and containers can both be used for the transport of goods under cover of TIR Carnets and their technical specifications are described in Annexes 2 and 7 of the TIR Convention. Despite the fact that technical specifications of road vehicle and containers are almost identical, the approval procedures, in particular the issuance of certificates, diverge substantially.

9. To be allowed to be used for the transport of goods under cover of a TIR Carnet, road vehicles require the issuance of an individual certificate, regardless of whether the authorization has been provided by design type or individually. The issued certificate is valid for only 2 years, subject to renewal and customs administrations have the possibility to notify defects that prevent the road vehicle from being secure and could, as a consequence, suspend the authorization of the vehicle until repairs of the defects are confirmed by customs. The certificate of approval itself is specifically intended to allow customs to suspend the approval of the vehicle.

10. On the contrary, customs issue certificates of approval for larger numbers of containers, when the authorization is given subsequent to manufacturing, or even for an infinite number of containers, when the authorization is provided by design type. These authorizations allow manufacturers to affix approval plates to all containers concerned by one single certificate of approval. Unlike for road vehicles, there is no detailed mechanism for removing or suspending the approval of a specific container that customs would consider not fit for the transport of goods under customs seals. However, Annex 7, Part II, paragraphs 6 and 7 state, in a very general manner, that such container should cease to be used for transport or be restored to its original conditions and, possibly, even need to be re-approved. Unfortunately, the Convention is not very specific on how customs administrations from different countries would exchange such information.

11. As a consequence, the creation of an international database of certificates of approval could present an ideal opportunity to start putting road vehicles and containers on an equal footing when it comes to ensuring that they respect the technical specifications set

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<sup>1</sup> New text is underlined.

forth in the TIR Convention. As a first step, the database could contain only information contained in Annex 7, Part II, Appendices 2 and 3. This would already require the addition of an Explanatory Note to, for example, Annex 7, Part II, paragraph 2, similar to the one prepared for Annex 3 paragraph 3 (draft E.N. 3.0.3), which would allow the competent authorities to upload information about certificates of approval issued for containers.<sup>2</sup>

12. At a later stage, it could be envisaged to allow customs to use the CoA database to notify defects on containers. Currently, neither WCO nor BIC keeps a database containing information on containers. BIC has a database that contains only the owner/operators codes, which are used as prefixes for the containers' BIC codes, but no information related to the containers themselves.

13. The TIR secretariat presented the database at the fifteenth session of the Administrative Committee of the Customs Convention on Containers, 1972 on 23–24 April 2015. The Committee took note of the presentation and concluded that the item would be progressed at a next session. The World shipping council (WSC) as observer at that meeting expressed its concerns about this database. According to them, customs administrations will not be able/willing to feed this database, which in practice will have as consequence that the carriers will have to do it. But carriers will face major difficulties to obtain these (sometimes very old) certificates, because they are in the hands of the manufacturers. If this database is needed for eTIR, WSC is doubtful that eTIR could become a success. WSC proposed to present its doubts and arguments on this point to TIREXB.

### III. Proposal by the secretariat

14. The secretariat proposes to integrate the central database on CoA into the current International TIR Data Bank (ITDB) framework. This would ensure the reusability of the numerous features already developed for the database of authorized TIR Carnet holders.

#### a. Data transmission and consultation

15. The ITDBonline+ can be amended to enable the online consultation of CoA and could also be used for the manual transmission of the data contained in the certificates.

16. Furthermore, system-to-system exchanges of data (e.g. via web services) could be developed to allow for the automatic transmission of data from those administrations that have already implemented systems managing the procedures and the data related to CoA.

#### b. Procedure related to certificates of approval

17. Apart from verifying the content of the CoA, customs (competent authorities) are responsible for the following procedures:

- Issuance of CoA;
- Renewal of the CoA;

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<sup>2</sup>. It should be noted that CoA for containers are not only issued by Contracting Parties to the TIR Convention, 1975 but also by Contracting Parties to the Customs Convention on Containers, 1972. As a consequence, it would be necessary to introduce the same amendments in the Customs Convention on Containers, 1972. Furthermore, a decision by the Administrative Committee of the Customs Convention on Containers, 1972, convened under the auspices of WCO, would be required to establish that Contracting Parties to the Customs Convention on Containers, 1972, which are not Contracting Parties to the TIR Convention, could agree to register the data about their CoA in a database under the responsibility of TIRExB. Vice versa, TIRExB would have to agree to provide such a service to countries that are not Contracting Parties to the TIR Convention.

- Notification of defects;
- Acknowledgement of the rectification of defects.

**c. List of data elements**

18. According to the results of the survey, the majority of the Contracting Parties, having partly or fully computerized the issuance and renewal of CoA, keep record of all elements contained in the certificates, with the exception of the Annexes.

19. The lists of data elements below show the data elements that would ideally be stored in the ITDB following the various procedures dealing with CoA.

(i) Issuance:

For road vehicles:

- N° of certificate (alphanumeric);
- Authority which has issued the certificate (alphanumeric/coded<sup>3</sup>);
- Registration number (Unicode);
- Chassis number (alphanumeric);
- Holder (coded<sup>4</sup>) (*for unregistered vehicles only*);
- Type of vehicle (alphanumeric/coded<sup>5</sup>);
- Trademark (alphanumeric);
- Individual or approval by design type (indicator);
- Authorization number (alphanumeric);
- Place of approval (alphanumeric/coded<sup>6</sup>);
- Date of approval (date and time);
- Valid until (date and time);
- Other particulars (alphanumeric).

*For containers:*

- N° of certificate (alphanumeric);
- Type of container (alphanumeric/coded<sup>7</sup>);
- Subsequent to manufacturing or by design type (indicator);
- Serial number(s) assigned by the manufacturer (alphanumeric) (*subsequent to manufacturing only*);
- Identification number of letters of the design type (alphanumeric) (*by design type only*);
- Identification number of the working drawings (alphanumeric) (*by design type only*);

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<sup>3</sup> In line with TIRExB Informal document No. 7 (2013), the database on approved customs offices would also contain authorities dealing with the issuance and renewal of CoA, as well as the rectification of defects.

<sup>4</sup> Holder ID should be stored in the ITDB.

<sup>5</sup> UN/CEFACT code lists 8155 or 8053 (transport equipment type) could be used.

<sup>6</sup> UN/LOCODE could be used.

<sup>7</sup> UN/CEFACT code lists 8155 or 8053 (transport equipment type) could be used.

- Identification number of the design specifications (alphanumeric) (*by design type only*);
  - Tare weight (numeric);
  - External dimensions in cm (numeric);
  - Essential characteristics of structure (nature of material, kind of construction, ..) (alphanumeric).
  - Manufacturers name (alphanumeric)
  - Manufacturers address (alphanumeric)
  - Authority which has issued the certificate (alphanumeric/coded<sup>8</sup>);
  - Place of approval (alphanumeric/coded<sup>9</sup>);
  - Date of approval (date and time);
- (ii) *Renewal (for road vehicles only)*:
- Valid until (date and time);
  - Place (alphanumeric/coded);
  - Date (date and time).
- (iii) *Notification of defects (for road vehicles only)*:
- Defects noted (coded<sup>10</sup>);
  - Authority (alphanumeric/coded);
  - Date (date and time).
- (iv) *Acknowledgement of the rectification of defects (for road vehicles only)*:
- Rectification of defects (alphanumeric<sup>11</sup>);
  - Authority (alphanumeric/coded);
  - Date (date and time).

#### **d. Data storage and security**

20. The central database on CoA should be stored within the ITDB.

21. The ITDBonline+ provides a secure authentication at two levels. The user is first asked for a username and password and, then, needs to provide a security number located in a “security card”. The security card is provided by the TIR secretariat when an account is opened.

22. Similarly as for the database of authorized TIR Carnet holders, users will be granted different rights, depending on their roles.

<sup>8</sup> In line with TIRExB Informal document No. 7 (2013), the database on approved customs offices would also contain authorities dealing with the issuance and renewal of CoA, as well as the rectification of defects.

<sup>9</sup> UN/LOCODE could be used.

<sup>10</sup> Codes are defined in ECE/TRANS/WP.30/AC.2/2012/12/Rev.2.

<sup>11</sup> Depending on the actual use of box 11, this data element could be deleted.

e. Samples of interfaces

23. Figures 1 and 2 present sketches of possible interfaces for the date entry page for the issuance of a CoA and, respectively, a page allowing the consultation of a CoA (in the case of a road vehicle).

**ITDBonline+** Logged in as: **Customs Officer user** [Contact Us](#) [Help](#) [Logoff](#)

[Home](#) [Online Services](#) [Activity](#) [My Profile](#)

[Review Proposal TIR Carnet holder\(s\)](#) [TIR Carnet Operations](#)

**Certificate of Approval** [New Certificate](#) [Renew Certificate](#) [Notify defects](#) [Notify rectification](#) [Search Certificate](#)

**Please enter the following information:**

N° of certificate:

Issued by Authority:

Holder:

Registration number:

Type of vehicle:

Trademark:

Individual approval  approval by design type

Place of approval:

Date of approval:

Valid until:

Other particulars:

[Cancel](#) [Reset](#) [Continue](#)

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Figure 1: Data entry page for the issuance of CoA

<b>ITDBonline+</b>		Logged in as: <b>Customs Officer user</b>		Contact Us	Help	Logoff
Home	<b>Online Services</b>	Activity	My Profile			

  

<p>Review Proposal TIR Carnet holder(s) ▶</p> <p>TIR Carnet Operations ▶</p> <p><b>Certificate of Approval</b> ▼</p> <p>new Certificate</p> <p>Renew Certificate</p> <p>Notify defects</p> <p>Notify rectification</p> <p><b>Search Certificate</b></p>	<p>N° of certificate: 0212/2014</p> <p>Issued by Authority: Vehicle &amp; Operator Services Agency (NL)</p> <p>Holder: -</p> <p>Registration number: GE0123456789</p> <p>Type of vehicle: Semi trailer</p> <p>Trademark: Krone SD</p> <p><input type="checkbox"/> Individual approval <input checked="" type="checkbox"/> approval by design type</p> <p>Place of approval: Amsterdam</p> <p>Date of approval: 01/10/2012</p> <p>Valid until: 01/10/2014</p> <p>Other particulars: Curtainsides</p> <p><b>RENEWAL</b></p> <p>Valid until: 01/10/2016</p> <p>Place of renewal: Amsterdam</p> <p>Date: 01/10/2014</p> <p><b>REMARKS</b></p> <p>Defects noted: 2334</p> <p>Authority: Swiss Customs</p> <p>Date: 01/07/2013</p> <p>Rectification of defects: OK</p> <p>Authority: Vehicle &amp; Operator Services Agency (NL)</p> <p>Date: 10/07/2013</p> <p>Cancel</p> <p>Search Another Certificate ▶</p>
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Figure 2: CoA view page

#### **IV. Further considerations by the Board**

24. TIRExB is invited to take note of the considerations of the Administrative Committee of the Customs Convention on Containers, 1975, including the availability of WSC to attend a session of the Board in order to clarify its doubts on the database of CoA.

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## ANNEX

<b>Contracting Parties to the Customs Convention on Containers, 1972</b>	<b>Also Contracting Party to the TIR Convention?</b>
Algeria	Yes
Armenia	Yes
Australia	No
Austria	Yes
Azerbaijan	Yes
Belarus	Yes
Bulgaria	Yes
Burundi	No
Canada	Yes
China	No
Cuba	No
Czech Republic	Yes
Finland	Yes
Georgia	Yes
Greece	Yes
Hungary	Yes
Indonesia	Yes
Kazakhstan	Yes
Kyrgyzstan	Yes
Lebanon	Yes
Liberia	Yes
Lithuania	Yes
Montenegro	Yes
Morocco	Yes
New Zealand	No
Poland	Yes
Republic of Korea	Yes
Romania	Yes
Russian Federation	Yes
Saudi Arabia	No
Serbia	Yes
Slovakia	Yes
Spain	Yes
Switzerland	Yes
Trinidad and Tobago	No
Tunisia	Yes
Turkey	Yes
Ukraine	Yes
United States of America	Yes
Uzbekistan	Yes