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Item 6 of the provisional agenda

Customs Conventions on the Temporary Importation of Private Road Vehicles (1954) and Commercial Road Vehicles (1956)

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**Submitted by the International Touring Alliance and the International
Automobile Federation (AIT/FIA)¹**

I. Background

1. At its 134th session (June 2013), the Working Party on Customs Questions affecting Transport (WP.30) took note of Informal document No. 9 (2013) prepared by AIT/FIA. The Working Party endorsed the AIT/FIA's proposal to include a barcode in CPD (Carnets de Passages en Douane), and confirmed that the barcode would conform to the standard contained in Annex 1 of the Conventions. WP.30 also supported the AIT/FIA pilot project for an electronic CPD database system and urged the concerned Contracting Parties to take part in it (see ECE/TRANS/WP.30/268, para. 27).

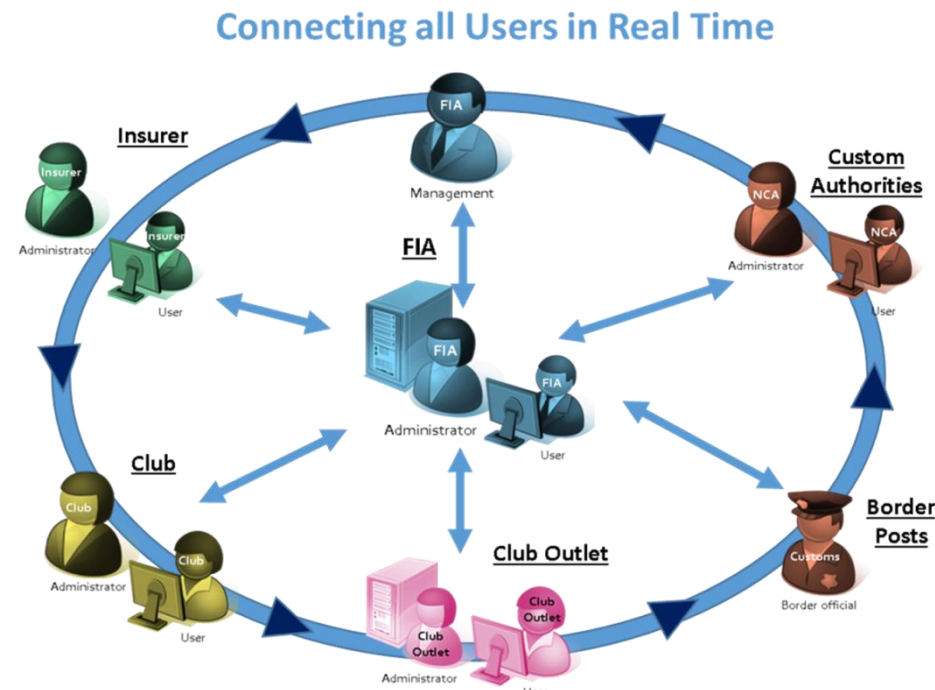
2. The present document is submitted to WP.30 at its 144th session and aims to provide a comprehensive update on the steps taken to develop the above-mentioned security features and e-management.

¹ The present document contains the text submitted to the secretariat, reproduced without any changes.

II. AIT/FIA Project for an electronic CPD database system

3. The principal idea was to develop and implement a software application that would connect, online, all the stakeholders, namely the national CPD issuing and guaranteeing associations, the customs authorities and the AIT/FIA administration.

4. All data entered by each stakeholder should be available immediately online for all authorized users. By setting up this electronic database – which is an easy-to-handle electronic system – the exchange of information among the various stakeholders would be faster and it would allow the entire CPD system to operate, and be operated, more efficiently and effectively.



A. Main features:

5. The system will still be based on a paper document – the CPD – however the secure, online, web based and fully integrated system will enable document traceability in real-time, using automated processes. Therefore, it will ensure better control of all parts and aspects of the CPD process, improving the current status quo with specific focus on having fewer claims and optimization of the operations.

6. Key aspects of this new system will include:

- A Centralised Inventory Control process;
- An Online Customer Application process;
- A CPD Status Process - application, Issuing, Tracking, Replacement & Extensions;
- A Claims Management Process;
- A Customs Authority Process;

- An automated Balancing Scheme Reporting Process;
- A Centralised “knowledge centre” – offering real time data;
- Export functionality of the system data in various formats – Excel, CSV, or PDF;
- The system will be available in four main languages –Arabic, English, German and Spanish.

B. Development Phases



C. Current status

7. The E-CPD system project is now in its twenty-first month. A detailed technical specification document was developed in conjunction with various stakeholders involved in the CPD process. The agile software development method has been employed, allowing the launch of the e-CPD system in phases.

8. The project is divided in three main phases, each with several modules and milestones. Phase 1 of the development of the e-CPD system was completed in August 2016; phase 1 was the testing phase of the internal steps and procedures at the FIA/AIT head office level. As of 1 September 2016, the user testing phase will be launched, during which online processes such as application, issuing and tracking of the documents are being implemented at the issuing organization level.

D. Next steps

9. Phase 2 will be developed between the last quarter of 2016 and first quarter of 2017 with a particular focus and corresponding testing on:

- Claims Management;
- Security integration development.

10. Phase 3 will be carried out during the first half of 2017, and the main deliverables will be:

- Insurance tracking and updating;
- The business intelligence area.

11. The project is expected to be fully completed by June 2017. When finalized, it will ensure control over the entire life cycle of a CPD document from the moment of placing the order, to production, issuance, including any potential claim by a customs authority.

12. An electronic CPD database system can, however, only become fully effective when the provisions of the Conventions are amended to include an obligation for customs authorities to send information about CPD Carnets presented to them to the international organization.

13. It is envisaged to include customs authorities into the CPD process. A web service of widget is envisaged to be used by border post customs officials. The application would require typing in the CPD serial number, and to select whether the CPD holder is entering or exiting a territory. The CPD System would then acknowledge the query as well as record the entry/exit. It would also confirm whether the CPD serial number is valid or invalid.

14. In the course of 2017, an analysis will be undertaken to identify customs authorities that may be interested to participate in the project; however, this part may be subject to availability of funding.

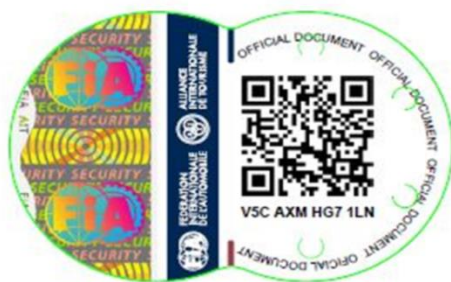
III. New security features of the Carnet de Passage en Douane

15. The current CPD is lacking from a security point of view. Current protective features are the watermark on every page and the AIT and the FIA embossing stamps/seals on the front cover.

16. While the e-CPD system is a huge step forward, it would not be sufficient to fulfil the need for authenticating and securing the document at every point of its journey.

17. AIT/FIA planned to introduce additional security features such as a bar-code on the CPD Carnet. In the course of the process of developing the system and studying how to best implement the new security feature on the document, a more updated feature was presented to us, i.e. secured labels generally known as “holographic stickers” with a Quick Response (QR) code, a two-dimensional bar code. The QR code will serve as the barcode for tracking and tracing the genuine document with the added value of the hologram, developed by a top leader security company.

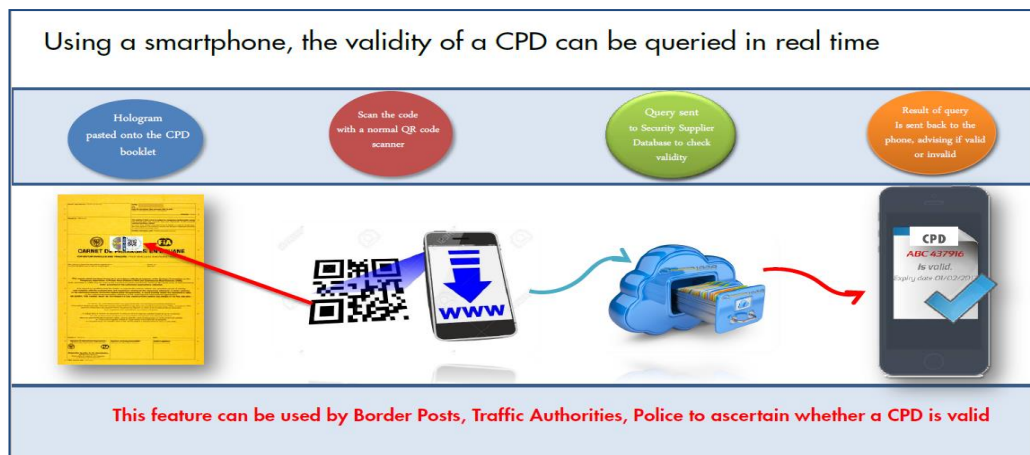
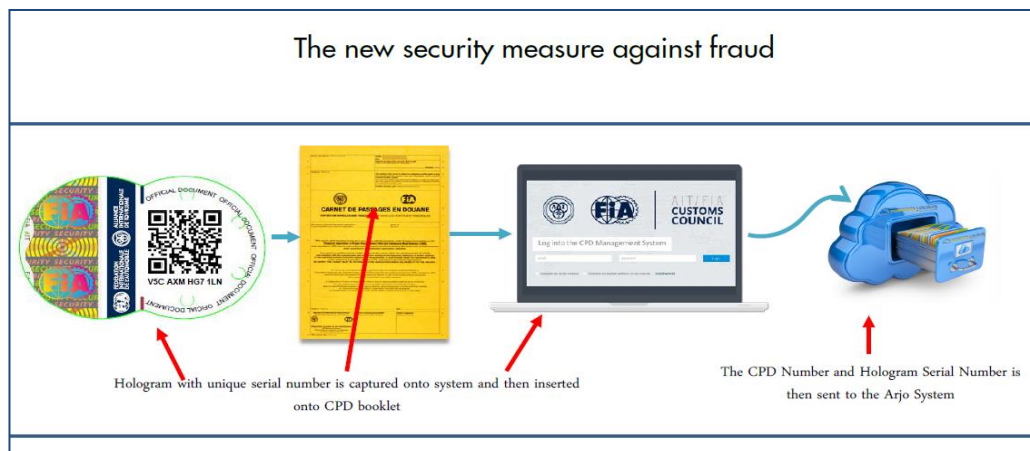
19. These secured labels will have the same size as a barcode (30 x 21 mm) and should anybody try to remove it or peel it off from the document it would be self-destructed and consequently would render the CPD invalid.



A. Key aspects of the Tracking and Tracing System Solution

20. This solution, a cloud based tracking system integrated into the e-CPD system will allow for real time authentication by customs officials at the border posts. The main features will be:

- The application turns green if the CPD is genuine and valid;
- The hologram sticker changes colours when moved or viewed from different angles (i.e. it is a genuine sticker);
- The FIA/AIT administration can trace the last location of the sticker;
- It is a solution that can be deployed anywhere in the world and can be accessed by way of a simple QR code reader on a smartphone. If there is no smartphone, the link can also be used on a computer.



IV. Considerations by the Working Party

21. The Working Party is invited to take note of the information provided by AIT/FIA.