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**ECONOMIC COMMISSION FOR EUROPE**

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Working Party on Customs Questions affecting Transport

Informal Ad hoc Expert Group on Conceptual and  
Technical aspects of Computerization of the TIR Procedure

Ninth session

Bratislava (Slovakia), 7-8 March 2006,

agenda item 3 (c)

ACTIVITIES OF THE INFORMAL AD HOC EXPERT GROUP

Future Projects for the Reference Model of the TIR Procedure

Note by the secretariat

**A. BACKGROUND**

1. At the 8<sup>th</sup> session of the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure, the experts from Customs authorities extensively discussed document TRANS/WP30/GE.1/2005/2 prepared by the secretariat with the assistance of the European Commission and taking into account the guidelines provided by the Working Party in document ECE/TRANS/WP.30/2005/Informal document 9. They updated the document and requested the secretariat to prepare and distribute a revised version before 25 November 2005. Finally, they also mandated the secretariat to continue its work on the basis of the revised document and to draft for its ninth session a document on the possible steps that

would lead to a fully computerized eTIR system. This document, prepared by the secretariat, contains a description of a possible subdivision of the total project into sub-projects that could be developed on a step by step basis as mandated by the WP.30, bearing in mind that the aim of the eTIR project is the development of a system on the basis of the description as contained in document TRANS/WP30/GE.1/2005/2 Rev.1.

2. The steps described in the present document together with the description of the fully computerized eTIR system contained in document TRANS/WP30/GE.1/2005/2 Rev.1 will constitute the high level description of the eTIR project and are aimed at being included in the Reference Model as the introduction of the second Chapter. As described in Chapter 0.2.3 of the Reference Model, each sub-project will then follow the standard workflows as foreseen by UMM.

## **B. STEPS**

3. The eTIR system as defined in document TRANS/WP30/GE.1/2005/2 Rev.1 is subdivided in two major parts : guarantee management and data exchange. When implemented, at the international level, in the given order, these two parts progressively bring the advantage of a fully computerized eTIR system, while, at the same time, gradually replacing the present paper TIR Carnet.

4. The full computerization of the TIR procedure depends on the complete implementation of all steps of the computerization by all parties involved. Therefore, transition phases will be required after the implementation of each step at the international level before all Contracting Parties of the Convention will be in a position to exchange electronic information. In view of the wide geographical coverage of the TIR Convention and the different levels of technological development of the countries concerned, the duration of the transition phases may vary from country to country.

### **Step 1 : Guarantee management**

5. The guarantee management module, as described in document TRANS/WP30/GE.1/2005/2 Rev.1, allows the guarantor to electronically register in the eTIR international system all guarantees issued to the operators. Moreover, it enables Customs authorities to check the validity of the guarantee in the course of a TIR transport and for each TIR operation.

6. Introducing the guarantee management into the eTIR system will increase the security of the TIR system by making available, at any time, information on the validity of the guarantees.

Moreover, by linking the consultation of the status of the guarantee to the ITDB, it will further secure the system by ensuring that unauthorized operators will not be allowed to perform TIR transports. Logically, it will also further discourage attempts to falsify the TIR Carnet.

7. The implementation of the guarantee management module will not lead to the abolition of the present paper TIR Carnet because the data transmission role of the Carnet will continue to exist.

8. The corner stone of the guarantee management module is the registration of the guarantee by the guarantor. It implies the development of the eTIR international system with all related functionalities and the development or the amendment of a tool allowing for real-time transmission by the guarantor of guarantee data to the eTIR international system. Once both systems are in place, Customs administrations can progressively start implementing and aligning their internal procedures and systems.

9. A transition phase will be required to ensure that all Contracting Parties, as of a certain moment, will make use of the guarantee management module.

## **Step 2 : Data exchange**

10. The second step of the eTIR project will be to develop the TIR transport and TIR operations information exchange, building on the already developed guarantee management module.

11. Once the data exchange module will be functional at the international level, national Customs system can transmit and obtain information via the central system.

12. In view of the fact that not all Customs offices will immediately have access to the eTIR system, the use of present paper TIR Carnet will be maintained and remain mandatory. Nevertheless, all eTIR compatible Customs offices will already be in a position to have access to and update the central system with TIR transport/TIR operation information.

### *Abolition of the present TIR Carnet : a geographical expansion*

13. Before being able to completely abandon the present paper TIR Carnet, all parties involved in a TIR transport will have to be able to securely exchange electronic information on the TIR transport, the TIR operations and on the guarantee. To enable a smooth transition towards a fully computerized TIR system, the use of the present paper TIR Carnet will be discontinued for itineraries where all Customs offices will be compatible with the eTIR system.

14. As a result, for those TIR transports where the TIR Carnet will no longer be required, the

full implementation of the second phase of the eTIR will become mandatory for all Customs offices involved. Issues with regard to rerouting will need to be addressed during the analysis and design phases.

## **Parallel projects**

### *Declaration mechanisms*

15. In parallel to the implementation of the eTIR international system, standard eTIR national electronic declaration mechanisms will also have to be developed, aided by guidelines established during the analysis of the second step. In this context, it can also be envisaged that standard declaration mechanisms are facilitated by developments at the international level, either at public or private level.

## **Schedule**

16. The eTIR sub-projects imply developments at public and private level. Moreover, the public developments will be of both an international and national nature.<sup>1</sup>

17. The following schedule does not provide any timeframe; it only aims at showing the dependencies between the various sub-projects in their different phases of development. The national implementations of the sub-projects by Contracting Parties will not be achieved in parallel. Therefore, the schedule below considers three different timeframes, covering the possibilities for countries to develop their part of the sub-projects at their own speed.

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<sup>1</sup> The same might apply to the private sector development but it is not the aim of this project to provide the private sector with instructions on how their systems will have to be developed or updated in order to meet the requirements of the eTIR project.

<b>Sub-projects</b>	<b>Phases<sup>2</sup></b>					
<i>Guarantee management</i>						
Public international	<b>I</b>	<b>E</b>	<b>C</b>	<b>T</b>		
Public national						
Contracting Party 1		<i>E</i>	<i>C</i>	<i>T</i>		
Contracting Party 2			<i>E</i>	<i>C</i>	<i>T</i>	
Contracting Party 3				<i>E</i>	<i>C</i>	<i>T</i>
Private <sup>3</sup>		<i>E</i>	<i>C</i>	<i>T</i>		
<i>Data exchange</i>						
Public international	<b>I</b>	<b>E</b>	<b>C</b>	<b>T</b>		
Public national						
Contracting Party 1		<i>E</i>	<i>C</i>	<i>T</i>		
Contracting Party 2			<i>E</i>	<i>C</i>	<i>T</i>	
Contracting Party 3				<i>E</i>	<i>C</i>	<i>T</i>
Private <sup>4</sup>		<i>E</i>	<i>C</i>	<i>T</i>		
<i>Parallel projects</i>						
National declaration mechanism						
Contracting Party 1		<i>E</i>	<i>C</i>	<i>T</i>		
Contracting Party 2			<i>E</i>	<i>C</i>	<i>T</i>	
Contracting Party 3				<i>E</i>	<i>C</i>	<i>T</i>
<i>Paper to electronic transition</i>	1		2	3a	3b	4

*Paper to electronic transition*

18. The transition from the paper TIR Carnet to the eTIR system will be achieved progressively, with the completion and implementation of the sub-projects at the national and international level. In the schedule above, four phases are identified:

- 1: Before the guarantee management will be in place, allowing the exchange of information between the guarantor and the eTIR international system, the paper TIR

<sup>2</sup> The letters in the cells represent the different phases as identified in table 0.1 of the Reference Model ( I:Inception, E:Elaboration, C:Construction, T:Transition). Phases in italics are performed at national level or at private sector level. Phases in bold need to be finalized before reaching the milestone (indicated by vertical lines).

<sup>3</sup> The well functioning of the private/public partnership is essential to reach the milestone

<sup>4</sup> The private part of the data exchange module aims at providing tools allowing the consultation (and, possibly, reception) by the guarantor of data exchanged between Customs authorities.

Carnet and the actual private or public systems will remain the only possible tool for the management of the TIR procedure.

- 2: Once the guarantee information is available in the eTIR international system, countries will start linking up to the eTIR international system, in order to validate the guarantees provided by the operators. This second phase ends when the eTIR international system and, at least, one country have implemented the second step.
- 3.a: Once the data exchange module is implemented at international and national level, at least in one country, Customs authorities will start updating and consulting the eTIR international system, possibly in combination with nationally developed declaration mechanisms. Because the information in the central database will not be complete until all Customs authorities involved in a TIR transport have become eTIR compatible, the paper TIR Carnet will remain the main reference.
- 3.b: When all Contracting Parties along a specific itinerary will have become computerized (the guarantee and data exchange modules as well as the declaration mechanisms), there will be no more need to use the present paper TIR Carnet for the TIR transport. During this phase, some TIR transports will continue to use paper TIR Carnets whereas others will be performed under cover of eTIR.
- 4: Only when all Contracting Parties of the TIR Convention will have implemented both modules as well as the appropriate declaration mechanisms, the present TIR Carnet will be completely abandoned.

## **C. FURTHER CONSIDERATIONS**

19. The Expert Group may wish to have a first discussion on this document and update it in view of the aim to insert it into the Reference Model as the second part of the introduction to the eBusiness requirements Chapter.