



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.30/GE.1/2009/2
20 April 2009

ENGLISH ONLY

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

Sixteenth session
Geneva, 28-29 April 2009
Item 3 (b) of the provisional agenda

REFERENCE MODEL OF THE TIR PROCEDURE

Chapter 3 - Analysis

Note by the secretariat

I. BACKGROUND AND MANDATE

1. At its fifteenth session, the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (further referred to as “the Expert Group”) mandated the secretariat to organize a drafting group whose task would be to finalize the draft of Chapter 3 (messages, fall-backs and code lists), taking into account the findings of the Expert Group. At the kind invitation of Serbian Customs, the drafting group met in Belgrade on 28-29 January 2009.

2. In the course of its work, the drafting group realized that the moment now seemed to be appropriate to revisit some of the technical aspects of the various options allowing for the exchange of advance cargo information, as elaborated in document ECE/TRANS/WP.30/2006/1. As a matter of fact, the drafting group called to mind that the Expert Group, at its tenth session, had agreed that it was too premature to take any decision on this issue and agreed to postpone the discussion until the time when the analysis or the design of the eTIR international system would be devised (ECE/TRANS/WP.30/GE.1/2006/10, para. 12). Bearing this in mind and for the purpose of devising a truly real time system, the drafting group proposes that now would be the appropriate time to amend Chapter 3.

II. NOTIFICATION MECHANISMS

3. Document ECE/TRANS/WP.30/GE.1/2007/13/Rev.2 presents two options how the eTIR international system could forward information to Customs administrations. In the first option, the so-called “push” approach, the eTIR international system actively sends data to all Customs administrations involved in a TIR transport. Upon reception, Customs administrations’ systems would acknowledge the reception of the information. The second option, the so-called “pull” approach, enables Customs administrations’ systems to obtain data upon request. Thus, any new or updated information would be stored centrally, in the eTIR international system, waiting until concerned Customs authorities would pull the information in.

4. The drafting group, when reviewing both options within the context of Chapter 3, realized that the “pull” approach does not seem compatible with the development of a truly real time system and, therefore, proposes to “push” the information to Customs systems. In addition, the drafting group is of the opinion that an active acknowledgment system, i.e. which would include in its responses national references ensuring the reception and the tracability of TIR transport information, would further strengthen the declaration mechanisms.

5. In line with the above considerations, the drafting group proposes to amend the “Notify subsequent countries” sequence diagram, the “Notify Customs” message (I17) and the “Notification confirmation” reply message (I18). Furthermore, the drafting group is of the opinion that it would be beneficial for the system to include a national reference number in the “Record consignment information results” (I8) and the “Update consignment information results” (I10) messages, so that this information could be, ultimately, provided on the accompanying document, ensuring traceability of the advance cargo information in all countries along a given itinerary.

III. CONSIDERATIONS BY THE EXPERT GROUP

6. The Expert Group may wish to take on board the suggestion by the drafting group and endorse the changes proposed to Chapter 3 of the Reference Model.
