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## **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**

###### **Twenty-seventh session**

Geneva, 4-5 December 2017

Item 5 (c) of the provisional agenda

###### **eTIR conceptual, functional and technical documentation Amendments**

### **Amendments to the eTIR conceptual, functional and technical documentation - v.4.2a**

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

#### **I. Introduction**

1. At its 140th session (9-12 June 2015), the Working Party on Customs Questions affecting Transport (WP.30) considered and supported document ECE/TRANS/WP.30/2011/4/Rev.1, containing version 4.1 of the eTIR Reference Model, as a basis for future work of the Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2) as well as for pilot projects. At the same time, WP.30 recalled that the eTIR Reference Model is not “carved in stone”. WP.30 agreed that the eTIR Reference Model might require further improvements, in particular, as a follow-up to pilot projects and the outcome of the work of the legal Expert Group.
2. Further to the practical experiences gained from the two eTIR pilot projects as well as feedback/requests from GE.1, GE.2 and WP.30, the secretariat prepared Informal document GE.1 No.9 (2017) containing a list of considerations and possible amendments which was discussed by GE.1 at its twenty-sixth session.
3. Further to the decisions taken by GE.1 at that session, the secretariat prepared this document, containing a revised list of considerations and possible amendments.

## II. Considerations and possible amendments

### (a) Accompanying document

4. At its twenty-sixth session, GE.1 mandated the secretariat to prepare a new version of the accompanying document, taking into account the discussions and requests made. An amended draft of a paper accompanying document is contained in Annex I, for consideration by GE.1. GE.1 may wish to note that the accompanying document presented in Annex I contains both a bar code and a QR code. GE.1 may wish to consider which data should be stored in the bar code or in the QR code, recommend the preferred option and, possibly, the standards to be used for either the bar code or the QR code.

x. Detailed printing guidelines will be prepared as soon as GE.1 will have agreed on the final layout of the accompanying document.

x. At this stage, the accompanying document contains references to the registration of the declaration in each country along the route. As a consequence, it can only be printed by the customs office of departure. GE.1 might want to discuss whether this is the best way forward or if the transport operator should also be in a position to print the accompanying document.

### (b) Sequence of messages

x. In the course of the pilot projects, IT developers pointed at the fact that the eTIR Reference Model is not very specific with regard to the possible sequences of eTIR messages, in particular with regard to the possibility to amend or cancel the declaration by means of an E9 message at various stages of a TIR operation (before start, started, terminated or discharged).

x. Bearing that in mind, GE.1 requested the secretariat to include diagrams in the functional specifications document. Consequently, and prior to inserting them in the functions specifications, the secretariat prepared the diagrams, contained in Annex II, for consideration by GE.1.

### (c) Guarantee status

x. The eTIR international system keeps track of the status of the guarantees. At this moment, the following codes are used to keep track of the guarantee status:

CL22	Guarantee status (eTIR)
001	Issued
002	In use
003	Cancelled
004	Requested cancellation
005	Discharged in all countries

x. However, further to the latest amendments introduced in the eTIR specifications, two more codes for the guarantee status might be necessary. First, a new termination type was introduced in case of incident or accident, but the consequence on the guarantee status was not discussed. Therefore, either the status of the guarantee should be set to “Cancelled” after the reception of a termination indicating an incident or accident, or, alternatively, a new status should be created. Then, a new “refusal to start TIR operation” message was introduced and GE.1 did not yet consider the implications of the reception of such message for the guarantee status. Similarly, following the reception of the “refusal to start TIR

operation” message, the guarantee status should be either set to “Cancelled” or a new status should be created. In both cases, it does not seem appropriate to leave the guarantee status to “In use”.

**(d) Core data types**

x. Code data type attributes have been added to the technical specifications. However, the following core data type attributes are not used in the eTIR messages and, thus, they have not been included in the specifications at this stage:

- QUANTITY. TYPE  
Quantity Unit. Code
- AMOUNT. TYPE  
Amount. Currency. Identifier

x. GE.1 may wish to discuss this approach and, if necessary, instruct the secretariat on possible amendments.

**(e) Refusal to start TIR operation**

x. At the request of GE.1, a new “refusal to start TIR operation” message (I17) and the corresponding response message (I18) have been introduced in the functional and technical specifications. However, taking into account that version 4.2a of the eTIR Concepts had already been published in April 2017 (Informal document GE.1 No.6 (2017)), GE.1 may wish to instruct the secretariat to amend the next version of the eTIR Concepts to introduce the required amendments to reflect the introduction of the new messages related to the refusal to start a TIR operation.

**(f) Definition of the declaration**

x. GE.1 may wish to take note that GE.2 used de definition of “declaration” in the TIR glossary contained in Annex II to the Introduction to the eTIR conceptual, functional and technical documentation as a basis for the definition of the term “declaration” in Article 2 of the draft Annex 11 to the TIR Convention, which reads as follows:

*The term “declaration” shall mean the act whereby the holder, or his or her representative, indicates in the prescribed form and manner an intent to place goods under the eTIR procedure.*

x. Different from the definition contained in the glossary, the definition in Annex 11 refers specifically to the eTIR procedure. In order to take into account the difference between the TIR and the eTIR procedure as well as to align the definition with the one contained in Annex 11, GE.1 may wish to instruct the secretariat to amend the definition in the glossary to read as follow:

*Act whereby the holder, or his or her representative, indicates in the prescribed form and manner the intent to place goods under the TIR or eTIR procedure.*

**(g) Conformance testing**

x. GE.2 proposed to introduce in the text of Annex 11 a specific reference to mandatory conformance testing, prior to enabling operational connections between national ICT systems and the eTIR international system. GE.1 may wish to discuss how to best introduce such conformance tests in the eTIR specifications and instruct the secretariat on the next steps to take in this regard.

**(h) WCO data model version 3.8**

x. Version 4.2a of the eTIR specifications are based on version 3.7 of the WCO data model. However, due to recent amendments introduced in the specifications, extensions to the WCO data model had to be introduced (see Annex VI of the functional specifications). GE.1 may wish to mandate the secretariat to submit data modification requests (DMR) to WCO to have these extensions included in version 3.8 of the data model.

**(j) Storage of information**

x. At the last meeting, GE.1 requested the secretariat to include in the eTIR documentation a minimum duration of 10 years for the storage of information in the eTIR international system. The secretariat proposes that this information be included in Chapter “1.2.5.1 Central platform”, where the following sentence could be added at the end of the existing paragraph: “The eTIR international system shall store and archive data for a minimum period of 10 years”.

**(k) Mutual recognition of the authentication**

x. The issue of mutual recognition of the authentication of the holder performed by the country of departure has been extensively discussed by GE.2 and WP.30. While neither group could agree on an alternative, GE.1 might want to recall the presentation on “Ensuring mutual recognition of electronic signatures” made at its twenty-fourth session, as well as the results of the consultation on the mutual recognition of electronic signatures presented at its twenty-fifth session (Informal document GE.1 No.3 (2016)), and consider if any recent developments in the field of electronic signatures could serve to improve the currently proposed solution to authenticate the holder.


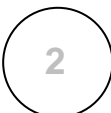
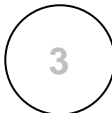

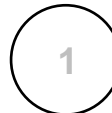



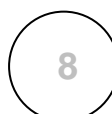







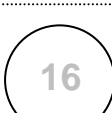
**(l) Hash code**

x. GE.1 might want to recall that to secure the integrity of the declaration data from the time it is sent to the country of departure until it is used by the office of final destination, it considered the use of a hash code. At its twenty-fourth session, taking into account that the E9 message could be provided either in XML or UN/EDIFACT formats, GE.1 considered the need to devise a format-neutral hash code algorithm. However, at its twenty-fifth session, GE.1 agreed to remove the possibility to submit the E9 message in UN/EDIFACT format. Consequently, GE.1 might wish to consider which simpler method and algorithm could be used to calculate the hash code of the data submitted in the E9 messages, as well as whether the hash code should be included in messages or printed on the accompanying document.

**III. Next steps**

x. GE.1 is invited to discuss the considerations and amendments presented in this document and provide the secretariat with detailed instructions on how to further proceed.

## Annex I eTIR accompanying document (recto)

	1. eTIR guarantee number and barcode/QR 						
2. Customs office(s) of departure	3.(a) Name of the international organization 3.(b) Name of the issuing association						
Itinerary and National references	4. Holder identification number						
	5. Country/Countries of departure      6. Country/Countries of destination						
7. Registration No(s). of road vehicle(s)	8. Documents attached to the manifest						
<b>GOODS MANIFEST</b>							
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	10(a) Number and type of packages or articles; description of goods, customs office(s) of destination	10(b) HS Code	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)			
FOR FALLBACK PROCEDURE							
Officer's signature and customs office date stamp: New seals:		Officer's signature and customs office date stamp: New seals:		Officer's signature and customs office date stamp: New seals:		Officer's signature and customs office date stamp: New seals:	
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(verso)

### Certified report

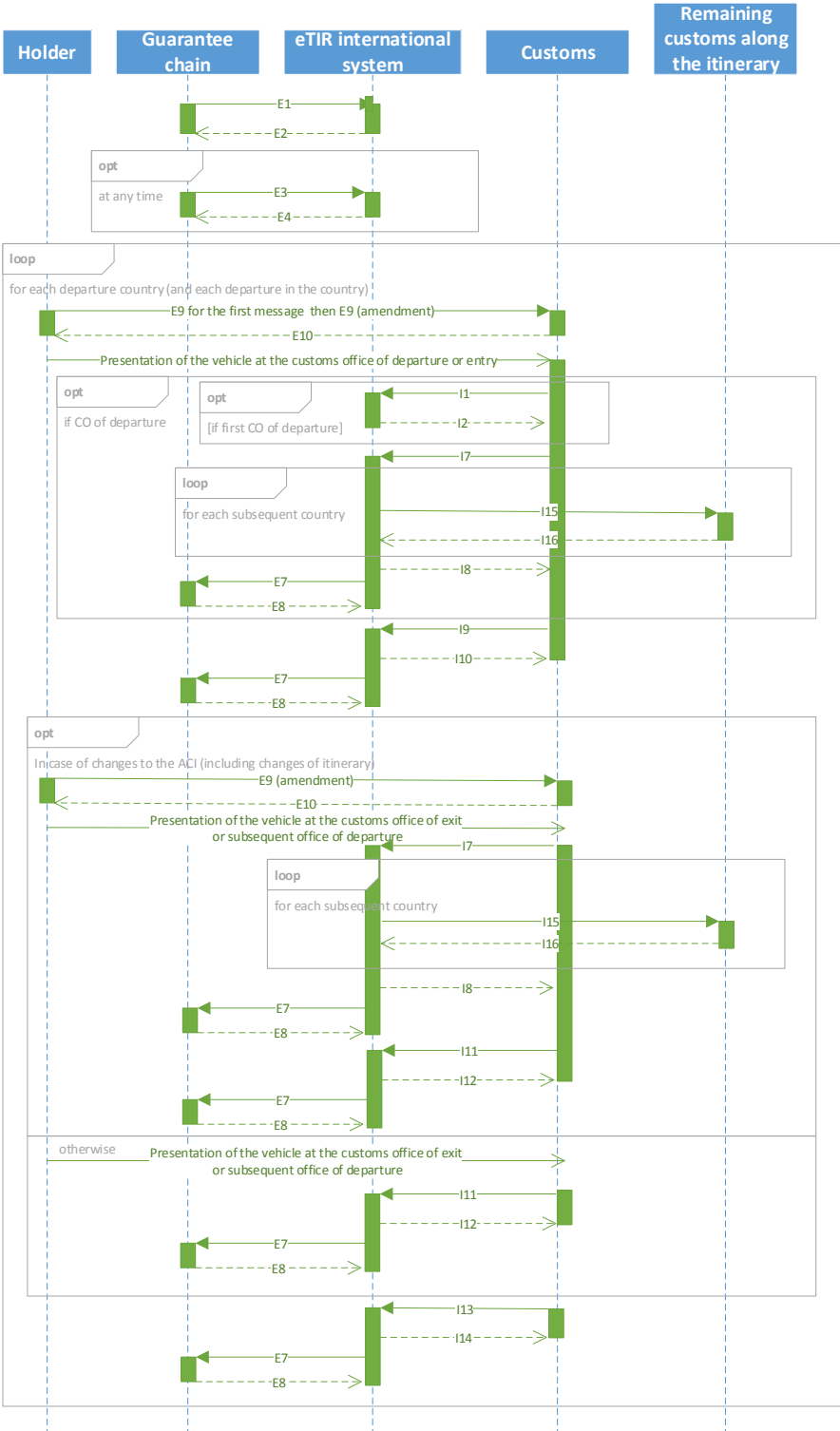
Drawn up in accordance with Article 25 of the TIR Convention  
(See also Rules 13 to 17 regarding the use of the TIR Carnet)

1. Customs office(s) of departure		<b>2. TIR CARNET</b> <b>N</b>																															
4. Registration No(s). of road vehicle(s) Identification No(s). of container(s)		3. Name of the international organization																															
6. The customs seal(s) is/are <div style="display: flex; justify-content: space-around; width: 100%;"> <span>intact <input type="checkbox"/></span> <span>not intact <input type="checkbox"/></span> </div>		5. Holder (identification number, name, address and country)																															
7. The load compartment(s) or <div style="display: flex; justify-content: space-around; width: 100%;"> <span>intact <input type="checkbox"/></span> <span>not intact <input type="checkbox"/></span> </div>		8. Remarks																															
9. <input type="checkbox"/> No goods appeared to be missing <input type="checkbox"/> The goods indicated in items 10 to 13 are missing (M) or have been																																	
10. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	11. Number and type of packages or articles; description of goods	12. M or D	13. Remarks (give particulars of quantities missing or destroyed)																														
14. Date, place and circumstances of the accident																																	
15. Measures taken to enable the TIR operation to continue <input type="checkbox"/> affixing of new seals: number _____ description _____ <input type="checkbox"/> transfer of load (see item 16 below) <input type="checkbox"/> other																																	
16. If the goods have been transferred: description of road vehicle(s)/container(s) substituted <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th style="width: 20%;"></th> <th style="width: 15%;">Registration No.</th> <th colspan="2" style="width: 15%;">Approved</th> <th style="width: 15%;">No. of certificate of approval</th> <th style="width: 35%;">Number and particulars of seals affixed</th> </tr> <tr> <th></th> <th></th> <th>Yes</th> <th>No</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>(a) vehicle</td> <td>_____</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>_____</td> <td>_____/_____ _____/_____</td> </tr> <tr> <td></td> <td>Identification No.</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> </tr> <tr> <td>(b) container</td> <td>_____</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td>_____</td> <td>_____/_____ _____/_____</td> </tr> </tbody> </table>					Registration No.	Approved		No. of certificate of approval	Number and particulars of seals affixed			Yes	No			(a) vehicle	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____ _____/_____		Identification No.	<input type="checkbox"/>	<input type="checkbox"/>			(b) container	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____ _____/_____
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(b) container	_____	<input type="checkbox"/>	<input type="checkbox"/>	_____	_____/_____ _____/_____																												
17. Authority which drew up this certified report		18. Endorsement of next Customs office reached by the TIR transport																															
_____	_____	_____																															
Place/Date/Stamp	Signature	Signature																															

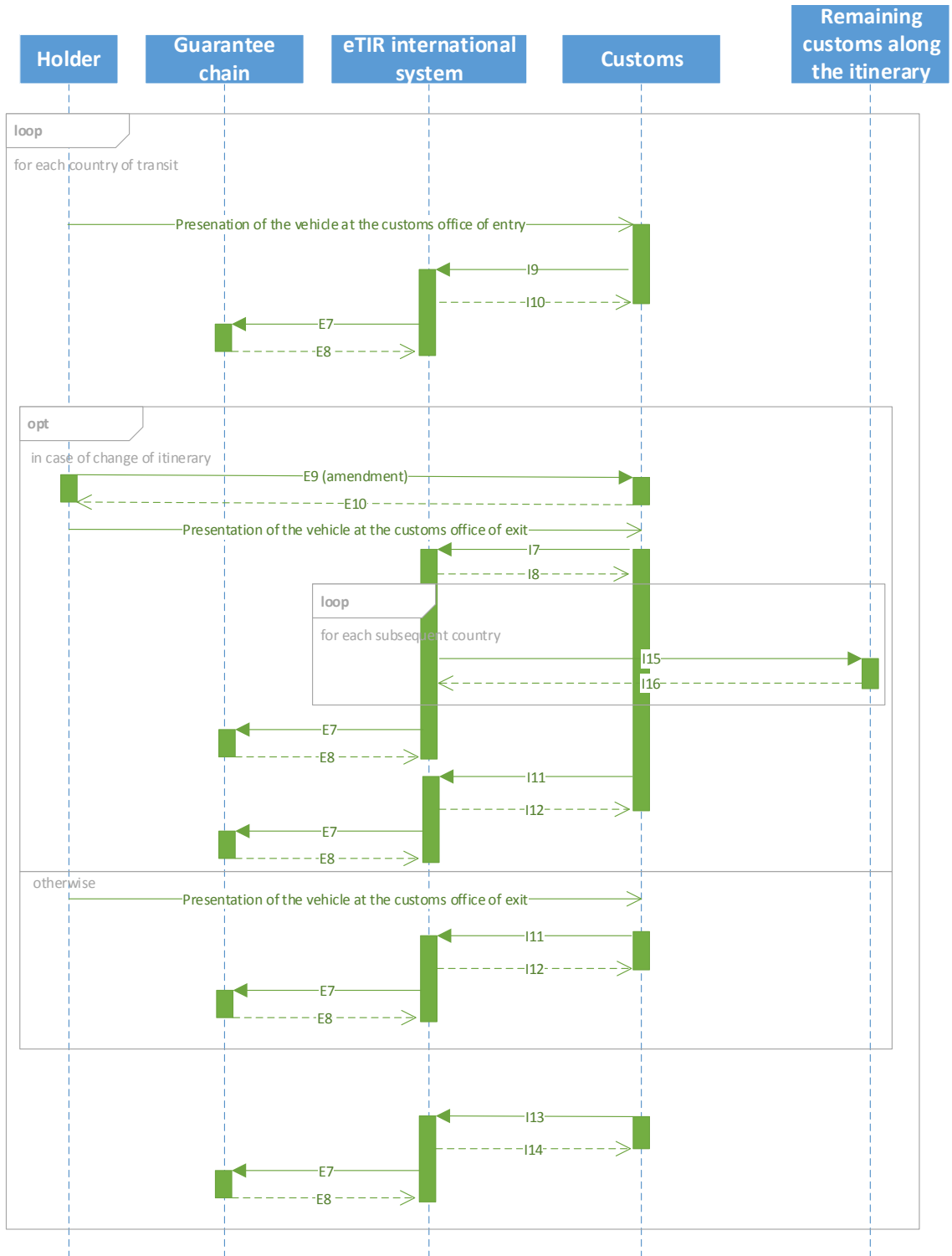
Mark the appropriate boxes with a cross

# Annex II Sequence of messages

## a. Message sequence for the countries of departure



b. Message sequence for the countries of transit





c. Message sequence for the countries of destination

