



Economic Commission for Europe
Administrative Committee for the TIR Convention, 1975
Technical Implementation Body
Third session

Geneva, 19 and 20 December 2022

Report of the Technical Implementation Body on its third session
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I. Attendance

1. The Technical Implementation Body (TIB) held its third session from 19 to 20 December 2022, virtually and in person, in Geneva. The session was attended by representatives of the following countries: Belarus, Belgium, Czechia, Denmark, Estonia, Finland, Georgia, Greece, Iran (Islamic Republic of), Italy, Latvia, Morocco, Netherlands, Poland, Republic of Moldova, Romania, Serbia, Slovakia, Slovenia, Switzerland, Tunisia, Türkiye, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland and Uzbekistan. Representatives of the European Union were also present. The following non-governmental organization was represented: International Road Transport Union (IRU).

II. Adoption of the agenda (agenda item 1)

2. TIB adopted the agenda of the session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/5.

III. Adoption of the report of the second session (agenda item 2)

3. TIB adopted the report of its second session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/4.

IV. Election of officers (agenda item 3)

4. TIB elected Ms. L. Jacobs (Belgium) as Vice-Chair for its sessions in 2022 and, in the absence of the Chair, thanked her for accepting to steer the session.

V. eTIR international system (agenda item 4)

A. Progress report on the development of the eTIR international system

5. TIB took note of the continuous improvements of the eTIR international system and that the secretariat was currently focusing its efforts on the conformance tests, conducting conformance tests with the countries that have completed their interconnection projects.

6. TIB further noted the progress made towards improving the International TIR Data Bank (ITDB), in particular the new eTIR portal and Customs and Holder mobile applications.

B. Progress report on the connection of national customs systems with the eTIR international system

7. TIB noted that Azerbaijan, Georgia, Pakistan, Tunisia and Uzbekistan had finalized their interconnection projects and that Türkiye had made significant progress and should also soon be ready for the conformance tests. It further noted that Tunisia and Uzbekistan were currently undergoing the conformance tests and that Azerbaijan and Georgia had successfully completed the conformance tests.

VI. eTIR conceptual, functional and technical specifications (agenda item 5)

A. Version 4.3

8. TIB recalled that revision 1 of version 4.3 of the eTIR specifications was contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/2/Rev.1-

ECE/TRANS/WP.30/AC.2/2022/11/Rev.1 (Introduction), ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.1-ECE/TRANS/WP.30/AC.2/2022/12/Rev.1 (eTIR concepts), ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP.30/AC.2/2022/13 (eTIR functional specifications) and ECE/TRANS/WP.30/AC.2/TIB/2022/5-ECE/TRANS/WP.30/AC.2/2022/14 (eTIR technical specifications). TIB also recalled that it had agreed on the corrections of an editorial, consistency or logical nature, presented in chapter III of ECE/TRANS/WP.30/AC.2/TIB/2022/16 for a second revision of the eTIR specifications.

9. TIB agreed with the corrections contained in chapter IV of ECE/TRANS/WP.30/AC.2/TIB/2022/16, i.e. to make the total gross weight (at declaration level) optional in all messages, restrict all weights measurements to kilograms (in line with box 11 of the TIR carnet) and add the fall back procedure for the check of customs offices (I19/I20).

B. Version 4.4

1. Concrete amendment proposals

10. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2022/17, containing concrete amendment proposals related to the issues which TIB, at its first and second sessions, considered important for inclusion in version 4.4 of the eTIR specifications. TIB reviewed them individually and took the following decisions:

(a) Prescribed national itinerary

11. TIB considered the proposals contained in chapter II.A.1 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17 and confirmed that the new proposal would allow customs unions to indicate a prescribed route at the level of countries, e.g. by providing the country codes of the countries that would need to be part of the itinerary. TIB also stressed that the cardinality of the address class should be “0..unbounded” and that, in the wording of the proposed condition, “NATIONAL ITINERARY” should be replaced by “PRESCRIBED ROUTE”.

12. Consequently, TIB agreed to include the “additional information” and “address” fields as part of the prescribed route, in order to give countries the required flexibility in prescribing a route in their customs territory. TIB also agreed with the inclusion of the related condition.¹

13. TIB also considered the proposals contained in chapter II.A.2 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17 and agreed with the inclusion of the notification mechanism (using the I15 message) in case a prescribed route would change the customs office of exit from a custom territory and, consequently, change the customs office of entry in the following customs territory.

(b) Requirements of the Eurasian Customs Union

14. TIB considered a concrete proposal by the secretariat to allow the provision of translations of text fields, as contained in chapter II.B.1 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17, and took note of the position expressed by the delegate of Belarus, being member State of the Eurasian Customs Union. While stating that the proposed solution seemed rather complicated, the delegate proposed, instead, to create blocks of data dedicated to specific countries or customs unions, in which holders could not only provide any required translations but also any additional data required by those countries or customs unions.

15. Other delegations stressed that the usage of codes could further reduce the need for translations and recalled that advance TIR data and advance amendment data are sent to

¹ IF NOT EMPTY(NATIONALITINERARY)
THEN NOT EMPTY (NATIONALITINERARYCUSTOMSOFFICE)
OR NOT EMPTY (ADDITIONALINFORMATION)
OR NOT EMPTY (ADDRESS)

countries of departure, where they become declaration data, once verified and accepted. They further stressed that countries of departure will, in most cases, not be in a position to verify text fields in foreign languages or data elements that are not standard and are only required by another country. Finally, they recalled that, in line with Article 9 of Annex 11, countries have the possibility to request additional information via their national declaration mechanisms.

16. TIB recalled that it had proposed to carry out a detailed comparison of the eTIR specifications with the requirements of the Eurasian Customs Union, with the aim to identify concrete amendment proposals, which, once added to version 4.4. of the eTIR specifications, could potentially benefit, not only the Eurasian Customs Union but also all other contracting parties to the TIR Convention, bound by Annex 11. The secretariat reiterated its readiness to assist any country or customs union to carry out a gap analysis or proof of concept.

17. In conclusion, TIB decided to continue discussing all requirements of the Eurasian Customs Union at one of its next sessions, on the basis of detailed proposals by the countries concerned.

(c) Distribution of eTIR code lists

18. TIB considered the push, pull and hybrid options to ensure the distribution of code lists, as presented in chapter II.C of document ECE/TRANS/WP.30/AC.2/TIB/2022/17.

19. TIB decided that the most efficient process to distribute code lists to all stakeholders would be on the basis of hybrid solutions, based on webservice notifications, and requested its inclusion in version 4.4. of the eTIR specifications.

(d) Generation of the accompanying document

20. In the absence of additional information, TIB did not discuss this issue.

(e) Exchanging attached documents

21. In the absence of a concrete proposal, TIB did not discuss this issue.

(f) Notifications to countries when the transport will not reach a country

22. TIB recalled that, at its previous session, it had agreed on the inclusion of a mechanism to notify countries when a TIR transport will not reach that country, as described in chapter F of document ECE/TRANS/WP.30/AC.2/TIB/2022/12, pending the inclusion of the cancellation of the guarantee as a third reason for a transport not to reach a country.

(g) Access to TIR transport data by holders

23. TIB welcomed a presentation by the secretariat on the proof of concept for the possible access of TIR transport data by holders via the web and mobile applications dedicated to holders. It noted that the demonstrated functionalities have not yet been integrated in the applications in production but could be integrated and activated as soon as mandated by AC.2 and TIB as well as serve as a basis to prepare the relevant amendments for version 4.4 of the eTIR specifications.

(h) Overview of changes

24. TIB recalled that, at its previous session, it had agreed that the tables presenting the overview of changes for all eTIR messages could be kept on the eTIR website and be removed from version 4.4. of the eTIR functional specifications.

(i) Modelling diagrams

(i) Class diagrams

25. TIB agreed to simplify the class diagrams, as proposed in chapter II.I.1 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17.

(i) *Business process model and notation*

26. TIB agreed to replace the existing diagrams (in Unified Modelling Methodology – UML) in the conceptual and functional specifications with the newly proposed diagrams (in Business Process Model and Notation – BPMN), in line with the example contained in chapter II.I.2 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17.

(g) **Structure of the eTIR specifications**

27. In the absence of additional information, TIB did not discuss this issue.

2. New proposals by the secretariat

28. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2022/18, containing a list of new issues brought forward by the secretariat for possible consideration in the elaboration of version 4.4 of the eTIR specifications and took the following decisions.

29. TIB, recalling that cases that would require to extend a guarantee are very rare and would require significant efforts to amend the eTIR specifications, rejected the idea to extend the scope of the guarantee, as proposed in chapter II.A of document ECE/TRANS/WP.30/AC.2/TIB/2022/18.

30. TIB considered a proposal related to the amendment of the “Total Gross Weight” field, presented in chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to remove this field from version 4.4 of the eTIR specifications.

31. TIB acknowledge the need to include additional control types, inter alia to deal with the procedure related to drawing samples, as presented in chapter II.C of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to prepare a detailed proposal for one of its next sessions.

32. TIB welcomed the idea to introduce a testable rule, preventing the amendment of customs offices already visited, as presented in chapter II.D of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to prepare a detailed proposal for one of its next sessions.

33. TIB considered the potential issue related to the termination data for heavy or bulky goods, as presented in chapter II.E of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to prepare a description of the usage of the number of packages field for one of its next sessions.

34. In the absence of a presentation by the secretariat about the issue in chapter II.F of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 on the simplification of the amendment mechanism, TIB decided to revert to it at one of its next sessions.

3. Proposals by governments

35. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2022/19, containing amendment proposals, transmitted by the European Commission on behalf of its Member States, aimed at ensuring the compatibility of the New Computerized Transit System (NCTS) with the eTIR procedure.

36. TIB agreed with the proposal to make the issuing date of the attached document optional in all messages where it appears (i.e., E6, E9, E11, I6, I7 and I15) and mandated the secretariat, in collaboration with the European Commission, to present a detailed proposal on the inclusion of the consignor (possibly also consignee) at consignment level at one of its next sessions.

VII. Other business (agenda item 6)

Date and place of the next sessions of TIB

37. TIB mandated the secretariat to organize its future sessions, whenever possible, in conjunction with sessions of WP.30, starting with its fourth session on 8 and 9 (a.m.) June 2023.

VIII. Adoption of the report (agenda item 7)

38. TIB adopted the list of decisions prepared by the secretariat in collaboration with the Chair, as presented in Annex, and mandated the secretariat to prepare and circulate the complete draft report for comments and submit it for adoption at its next session.

Annex

List of decisions taken at the third session of the Technical Implementation Body

No.	Agenda item	Reference in final report (para.)	Short description of decision
1	1	2	TIB adopted the agenda of the session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/5.
2	2	3	TIB adopted the report of its second session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/4.
3	3	4	TIB elected Ms. L. Jacobs (Belgium) as Vice-Chair for its sessions in 2022 and, in the absence of the Chair, thanked her for accepting to steer the session.
eTIR specifications, version 4.3			
4	5(a)	9	TIB agreed with the corrections contained in Chapter IV of ECE/TRANS/WP.30/AC.2/TIB/2022/16, i.e. to make the total gross weight (at declaration level) optional in all messages, restrict all weights measurements to kilograms (in line with box 11 of the TIR carnet) and add the fall back procedure for the check of customs offices (I19/I20).
eTIR specifications, version 4.4			
5	5(b)(i)	12	TIB agreed to include the “additional information” and “address” fields as part of the prescribed route, in order to give countries the required flexibility in prescribing a route in their customs territory. TIB also agreed with the inclusion of the related condition (See chapter II.A.1 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17.)
6	5(b)(i)	13	TIB agreed with the inclusion of the notification mechanism (using the I15 message) in case a prescribed route would change the customs office of exit from a custom territory and, consequently, change the customs office of entry in the following customs territory (see chapter II.A.2 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17).
7	5(b)(i)	17	TIB decided to continue discussing all requirements of the Eurasian Customs Union at one of its next sessions, on the basis of detailed proposals by the countries concerned.
8	5(b)(i)	19	TIB decided that the most efficient process to distribute code lists to all stakeholders would be on the basis of hybrid solutions, based on webservice notifications, and requested its inclusion in version 4.4. of the eTIR specifications (see chapter II.C of document ECE/TRANS/WP.30/AC.2/TIB/2022/17).
9	5(b)(i)	25	TIB agreed to simplify the class diagrams as proposed in chapter II.I.1 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17.
10	5(b)(i)	26	TIB agreed to replace the existing diagrams (in Unified Modelling Methodology – UML) in the conceptual and functional specifications with the newly proposed diagrams (in Business Process Model and Notation – BPMN), in line with the example contained in chapter II.I.2 of document ECE/TRANS/WP.30/AC.2/TIB/2022/17.
11	5(b)(ii)	29	TIB, recalling that cases that would require to extend a guarantee are very rare and would require significant efforts to amend the eTIR specifications, rejected the idea to extend the scope of the guarantee, as proposed in chapter II.A of document ECE/TRANS/WP.30/AC.2/TIB/2022/18.

<i>No.</i>	<i>Agenda item</i>	<i>Reference in final report (para.)</i>	<i>Short description of decision</i>
12	5(b)(ii)	30	TIB considered the proposals related to the amendment of the “Total Gross Weight” field, presented in chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to remove this field from version 4.4 of the eTIR specifications.
13	5(b)(ii)	31	TIB acknowledge the need to include additional control types, inter alia to deal with the procedure related to drawing samples, as presented in chapter II.C of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to prepare a detailed proposal for one of its next sessions.
14	5(b)(ii)	32	TIB welcomed the idea to introduce a testable rule, preventing the amendment of customs offices already visited, as presented in chapter II.D of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to prepare a detailed proposal for one of its next sessions.
15	5(b)(ii)	33	TIB considered the potential issue related to the termination data for heavy or bulky goods, as presented in chapter II.E of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 and mandated the secretariat to prepare a description of the usage of the number of packages field for one of its next sessions.
16	5(b)(ii)	34	In the absence of a presentation by the secretariat about the issue in chapter II.F of document ECE/TRANS/WP.30/AC.2/TIB/2022/18 on the simplification of the amendment mechanism, TIB decided to revert to it at one of its next sessions.
17	5(b)(iii)	36	TIB agreed with the proposal to make the issuing date of the attached document optional in all messages where it appears (i.e. E6, E9, E11, I6, I7 and I15) and mandated the secretariat, in collaboration with the European Commission, to present a detailed proposal on the inclusion of the consignor (possibly also consignee) at consignment level at one of its next sessions.
18	6	37	TIB mandated the secretariat to organize its future sessions, whenever possible, in conjunction with sessions of WP.30, starting with its fourth session on 8-9 (a.m.) June 2023.
19	7	38	TIB adopted the list of decisions prepared by the secretariat in collaboration with the chair.