Economic and Social Council

Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Technical Implementation Body

Seventh session
Geneva, 4 June 2024
Item 5 (b) (i) of the provisional agenda
eTIR conceptual, functional and technical specifications:
Version 4.4

Concrete amendment proposals

Note by the secretariat

I. Background and mandate

1.   At its previous sessions, the Technical Implementation Body (TIB) considered various amendment proposals for inclusion in version 4.4 of the eTIR specifications. This document contains revisions of the amendment proposals under discussion, in line with the comments made and decisions taken at the previous sessions. Amendments proposals on which TIB already agreed are contained in Annex I and those that have been rejected are listed in Annex II.

II. Detailed proposals

A.   Requirements of the Eurasian Customs Union

1.   Languages for text fields

2.   At its first session, TIB mandated the secretariat to present a detailed proposal, at one of its future sessions, on possible technical solutions which would allow the submission by holders of text fields in more than one language (see ECE/TRANS/WP.30/AC.2/TIB/1, para. 21).

3.   From a technical perspective, the most straightforward option to allow for the provision of the text fields in multiple languages would be to transform text fields from attributes to classes with an unbounded maximum cardinality (*). However, in many cases this would first require significant changes in the World Customs Organization (WCO) data model as well as in all customs systems designed on the basis of the WCO data model.

4.   Therefore, and considering that translations are currently not written directly on the TIR Carnet, the Remarks class in the AdditionalInformation class, at the level of the declaration, could be used to provide translations if:

(a)   The maximum cardinality of the AdditionalInformation class would be set at unbounded;

(b)   The attribute statementType,coded would be included and a new type (translation) would be added to the UN/EDIFACT code list 4451 (e.g. TRN);

(c)   The class Pointer would be included (with cardinality 0..1) to allow the translation to point at the element which is translated. Its status would be dependant (D) and the following condition should be added:

> IF statementType,coded ="TRN"
> THEN NOT EMPTY (POINTER)

5.   As an example, if the description of the goods of the first consignment item of the first consignment is provided in English as "Apples", its translation in French could be provided as follows:

```
AditionalInformation
    Sequence = 1
    Remark
        Text.Content = "Pommes"
        Language identifier = "FR"
    statementType,coded = "TRN"
    Pointer
                Location = "Message/Consignment[1]/ConsignmentItem[1]/Goods/Description
```

6.   Such mechanism would allow the provision by the holder of the required translations along the itinerary (for any text field of the advance TIR data), while ensuring that they could easily be identified as translation by the country of departure, which does not need them.

7.   At its second session, at the request of a member of the Eurasian Customs Union present at the session, TIB decided to continue the discussion on this issue at its next session.

8.   At its third session, the delegate of Belarus, being a member State of the Eurasian Customs Union, while stating that the proposed solution seemed rather complicated, 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. 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 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.

9.   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 (see ECE/TRANS/WP.30/AC.2/TIB/6, paras. 14–16).

10.   At its fourth session, TIB invited the countries which are member of the Eurasian Customs Union to contact the secretariat to jointly analyze the requirements they would like to have included in version 4.4 of the eTIR specifications and prepare a concrete list of amendment proposals.

11.   At its fifth and sixth sessions, TIB reiterated its invitation to the countries which are member of the Eurasian Customs Union to contact the secretariat to jointly analyze the requirements they would like to have included in version 4.4 of the eTIR specifications and prepare a concrete list of amendment proposals.

B.   Access to TIR transport data by holders

12.   At its third session, 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 Administrative Committee for the TIR Convention, 1975 (AC.2) and TIB as well as serve as a basis to prepare the relevant amendments for version 4.4 of the eTIR specifications (see ECE/TRANS/WP.30/AC.2/TIB/6, para. 23).

13.   At its fourth session, TIB felt that this question, since it requires changes to the eTIR concepts, should be first considered by the contracting parties to the TIR convention bound by Annex 11 in the framework of AC.2.

14.   At its sixth session, TIB noted that the issue had been transmitted to AC.2 and will possibly revert to it once AC.2 will have taken a decision.

C.   Procedure for drawing samples and additional control types

15.   The Group of Experts (WP.30/GE.1), at its first session, discussed the procedure described in Explanatory Note 0.21-3 of the TIR Convention, regarding the notification of the drawing of samples of goods by customs authorities in the course of an examination. This issue was left to version 4.4 of the eTIR specifications (ECE/TRANS/WP.30/GE.1/2, paras. 55 and 56).

16.   The option proposed by the secretariat to WP.30/GE.1 to increase the cardinality of the "Control" class, contained within the "I9 – start TIR operation" and "I11 – terminate TIR operation" messages and introducing "drawing samples" as an additional control type could possibly resolve this issue. TIB might wish to discuss the relevance of including additional control types.

17.   Furthermore, the control results could also be expanded to include attached documents that could, for example, be the result of the analysis of a sample or the image of an Xray in case countries would feel like sharing this kind of information with the countries remaining on the itinerary.

18.   At its third session, TIB acknowledge the need to include additional control types, inter alia to deal with the procedure related to drawing samples and mandated the secretariat to prepare a detailed proposal for one of its next sessions.

19.   In addition to the type, coded attribute, the WCO data model "Control" class contains, inter alia, the following classes and attributes:

- A Control quantity attribute (WCO ID 490 – WCO Description : The quantity used for control or quarantaine purposes), which could be used to report the quantity of goods used for the purpose of a control,

- An AdditionalInformation class (WCO ID 03A – WCO Description : Special request to government from declarant to take or not to take action), which contains a Pointer class (WCO ID 97A – WCO Description : Details to refer to a functional attribute within a declaration), which could be used to point, in the declaration to the goods item from which goods have been taken.

20.   Consequently, in order to allow for the reporting of samples taken for the purpose of controls, the following changes[1] could be included in the "Control" class:

Control		0 .. *unbounded*		**O**
	Type, coded	1 .. 1		R
	Control quantity	*0 .. 1*		*O*
	AdditionalInformation	*0 .. 1*		*O*
	Pointer	*1 .. 1*		*R*
	ControlResult	**1 .. 1**		**R**
	Result, coded	1 .. 1		R

21.   A new code (e.g. 002 – Control on goods sample) could be added to the code list 25 (Control, type).

---

[1] Changes are in italics

22.   TIB might also wish to consider if the two codes contained in code list 24 (Control results), i.e. 001 – Satisfactory and 002 -Non satisfactory, are sufficient for the purpose of controls on samples of goods.

23.   Furthermore, TIB might also want to take this opportunity to consider the inclusion of additional control types and consider how the results of those controls could be reflected. For that purpose, in addition to the Control Result, coded attribute, the WCO data model Control results class contains three attributes which could be used in the eTIR messages:

- Control result text (WCO ID 497 – WCO Description : Description of the control results),

- Control count (WCO ID 415 – WCO Description : A control quantity to report the results of an inspection, carried out by Cross Border Regulatory Agencies) and

- Examination Image (WCO ID 405 – WCO Description : The digital image resulting from an inspection or examination. For example the x-ray scan of a container).

24.   TIB might wish to propose new control types to be included in code list 25 and which attributes should be included in the control results class.

25.   At its fourth session, TIB considered the proposal above and noted that, at the moment, the information regarding controls, including those which require drawing samples, is not handled by the European Union's New Computerized Transit System (NCTS) and that a further analysis would be required by the member States of the European Union. It further decided to continue discussing this proposal at its next session.

26.   At its fifth session, TIB decided to continue at its next session the discussions on the technical solution allowing reporting of samples drawn.

27.   At its sixth session, TIB mandated the secretariat to carry out a survey among TIR focal points to clarify how samples are drawn during transit and if they are recorded in their national customs system. TIB further mandated the secretariat to prepare a refined technical solution on the basis of the results of the survey.

28.   On 13 March 2024, the secretariat sent out to TIR focal points the short survey reproduced in Annex III. To date, 19 countries[2] have replied. The results of the survey are presented in the table.

Results of the TIB Survey on the application of Explanatory Note 0.21-3

Question 1 - How often customs officers in your country draw samples from good in transit?	Regularly (more than once a month)	0%
	Rarely (less than once a month)	67%
	Never	33%
Question 2 - When samples are drawn from good under transit, is the transport interrupted until the results of an eventual analysis are available?	Yes	44%
	No	22%
	Not applicable	33%
Question 3 - Do customs officers record electronically the drawing of samples from good under transit in your national customs system?	Yes	61%
	No	6%
	Not applicable	33%

---

[2] Azerbaijan, Bosnia and Herzegovina, Bulgaria, Estonia, Finland, Germany, Hungary, Latvia, Lithuania, Malta, Montenegro, Netherlands (Kingdom of the), North Macedonia, Norway, Poland, Republic of Moldova, Slovakia, Sweden and Ukraine

Question 4 - Are the results of analyses carried out on the samples drawn from good under transit recorded electronically in your national customs system?	Yes	50%
	No	17%
	Not applicable	33%
Comments	Not applicable for Malta	
	The situation is not identical in all customs offices (in some the samples are never drawn for goods in transit). In case the samples are drawn, the relevant information and the results of analyses are recorded in NCTS (control results).	
	Samples are taken on a risk-oriented basis.	
	Samples are therefore rarely taken.	
	Based on UCC art. 188 we do have the authority to draw samples of the declared goods but in practice the drawing of samples does not take place in case of TIR transports.	
	We have a special system for this purpose, so the customs officers only record it in this system, but do not record it in the transit system.)	
	Samples are drawn in transit in very rare and exceptional cases, only if there is a clear indication (risk analysis) of possible irregularity.	
	When there is a suspicion of the presence of prohibited or restricted goods in the vehicle.	

29.   Taking into account that the results of any analysis on the samples drawn might not be available at the time of sending the I9 or I11 messages or those results might not be recorded on the customs system, the ControlResults class could be made optional for the control type 002 (Control on goods sample). This could be done by making the ControlResults class dependent (see below) and adding the condition below.

Control		**0 .. _unbounded_**		**O**
	Type, coded	_1 .. 1_		R
	Control quantity	_0 .. 1_		_O_
	AdditionalInformation	_0 .. 1_		_O_
	Pointer	_1 .. 1_		_R_
	ControlResult	**1 .. 1**		**D**
	Result, coded	_1 .. 1_		R

Number and Name:	C0XX
Description:	IF (CONTROL.Type, coded) = "002"
	THEN (OPTIONAL (CONTROL.CONTROLRESULTS)
	ELSE (NOT EMPTY (CONTROL.CONTROLRESULTS)

D.   Loading and unloading places

30.   Following recommendations of the World Customs Organization (WCO) SAFE Framework of Standards, a number of optional data elements have been included in eTIR messages to cover standard safety and security data requirements countries could have for goods under transit. The data elements "LoadingLocation" and "DeliveryDestination" were added for that purpose at Consignment and ConsignmentItem levels respectively.

31.   While these data elements are optional, during the conformance tests, various questions were raised regarding their usage and differences, in particular:

- Why LoadingLocation is provided at Consignment level and DeliveryDestination is provided at ConsignmentItem level?

- Why DeliveryDestination contains a mandatory Address and LoadingLocation does not contain an Address class?

32.   In the WCO data model other related data elements are also available but not listed in the transit requitements of the WCO SAFE Framework of Standards. In particular, at Consigment level the UnloadingLocation class is available and at ConsignmentItem level there is the GoodsConsignedPlace class. All those data elements potentially allow for the provision of an address.

33.   TIB has recently agreed with a proposal to include the Consignee and Consignor classes at both Consignment and ConsignmentItem level. Similarly, in version 4.4, the relevant eTIR message could include the following data element related to where goods are loaded and unloaded:

- **Consignment**
  - LoadingLocation
    - Address
  - UnloadingLocation
    - Address
- **ConsignmentItem**
  - GoodsConsignedPlace
    - Address
  - DeliveryDestination
    - Address

34.   Moreover, for the sake of clarity the eTIR names of GoodsConsignedPlace and DeliveryDestination, could be aligned with the terminology used at Consignment level, i.e. LoadingLocation and UnloadingLocation. Furthermore, for the sake of consistency, all Address classes could be made optional.

35.   Finally, similarly to Consignee and Consignor, those for location classes could be made dependent and a Rule added to explain that they shall be provided at Consignment level when they are identical for all consignment items and at ConsignmentItem level when they differ.

36.   At its fifth session, TIB decided to continue at its next session the discussions on the proposal to harmonize information related to loading and unloading places, on the basis of information to be provided by delegates on their safety and security requirement, possibly also including future requirement, such as those of NCTS Phase 6.

37.   At its sixth session, TIB noted that, as part of the safety and security requirements related to NCTS phase 6, the places of loading and unloading will be included at consignment level. A place of delivery will also be included at house consignment level. IRU supported the idea to limit the provision of loading and unloading locations at consignment level and, for both, keep the address class optional.

38.   TIB mandated the secretariat to prepare for its next session a concrete proposal to harmonize information related to loading and unloading places.

39.   In light of the requirements discussed and opinions expressed at previous sessions, the E6, E9, E11, I6, I7 and I15 messages could include the following at consignment level:

- **Consignment**
  - LoadingLocation   O   0..1
    - Address   O   0..1
  - UnloadingLocation   O   0..1

• Address	O	0..1

40. Furthermore, TIB might wish to consider if, at ConsignmentItem level, the DeliveryDestination class should be kept, and, in that case, make its address also optional.

C. Declaration acceptance date and time

41. In version 4.3 of the eTIR specification, the Record declaration data message (I7), as well as all other messages allowing to exchange declaration data, only contains one date attribute: the IssueDateTime, which description and usage clearly states that it is the date at which the messages E9 or E11 were issued. This date represents in part the functional equivalent of box 14 in the TIR Carnet, which contains the place and date at which the holder declares that information in boxes 1 to 12 are correct and complete.

42. In the TIR Carnet, the first customs office of departure needs to stamp (including date) and sign in box 17 on all vouchers (certifying the acceptance of the declaration) as well as box 23 on the first voucher (certifying the start of the first TIR operation). While, in practice, these two actions are generally done almost simultaneously, they are functionally different.

43. While the metadata of all eTIR messages contains a technical date and time at which the message is sent, this date can differ from the functional date and time of the events or actions reported by means of those messages. Consequently, at the moment, the actual time and date of acceptance of the declaration is not part of the information exchanged by customs administrations by mean of eTIR messages. The starting date of the TIR operation following the acceptance of the declaration can however be used as a good approximation for the date of acceptance.

44. However, in the WCO data model, the Declaration class also contains an AcceptanceDateTime attribute, which is dedicated to record the acceptance date of the declaration by customs. TIB might wish to consider if this attribute should be added to all messages allowing the exchange of declaration data (i.e. E6, I6, I7 and I15).

45. At its sixth session, TIB agreed with the need to include the acceptance date and time attribute to all messages allowing the exchange of declaration data (i.e. E6, I6, I7 and I15) and requested the secretariat to prepare a detailed proposal for its next session.

46. Consequently, in messages E6, I6, I7 and I15, the following additions (underlined) could be made:

DeclarationData   0 .. unbounded

eTIR Description	Class representing the declaration data as accepted by customs
WCO Id	42A
WCO Description	This class is used for all specific Declaration information of the mentioned BIPs: - Response/Declaration - LPCO/ObligationGuarantee/Declaration - InterGov/Declaration - InterGov/ObligationGuarantee/Declaration NB: Whenever an original Declaration is send inside an InterGov or Response the whole Declaration (as sent by trade) could be included (on the level of the Base Information Package)
Condition	*C010*
Status	O/D

Issuing date time			1 .. 1
eTIR Description	Date at which the message E9 (or E11) received by the customs, was issued		
WCO Id	D011		
WCO Description	Date at which a document was issued and when appropriate, signed or otherwise authenticated		
Format	an..35		
Status	R		
Attribute	Type:	**Date Time. Format. Code**	
	Code List:	UN/CEFACT CL 2379	
Restricted code(s)	208	CCYYMMDDHHMMSSZHHMM	
AcceptanceDateTime			1 .. 1
eTIR Description	Date at which the declaration has been accepted by customs		
WCO Id	023		
WCO Description	Date on which a document has been or will be accepted in accordance with Governmental legislation		
Format	an..35		
Status	R		
Attribute	Type:	**Date Time. Format. Code**	
	Code List:	UN/CEFACT CL 2379	
Restricted code(s)	208	CCYYMMDDHHMMSSZHHMM	

[…]

D. Refusal to start a TIR operation

47. In case a country decides not to allow a TIR transport to enter the territory of their country, the best practices with regard to the use of TIR Carnets (Chapter 7.2 of the TIR Handbook) states that Customs authorities of the Customs office of entry en route are strongly recommended to apply the following procedure:

(a) Fill-in, stamp and tear off Voucher No.1 and 2, certifying the start and termination of the TIR operation for their country;

(b) Indicate in Box "For official use" of all remaining Vouchers No. 1/2, the precise reason for the decision to refuse entry to the TIR transport. A reference to the decision leading to the refusal should be indicated as well as to the provisions of national or international law on which this decision is based;

(c) Indicate in Box 5 of the concerned counterfoils No. 1 and 2 "Access refused".

(d) Upon return at the Customs office of exit en route, Customs authorities should endorse the changes made to Box 6 (Country/countries of destination) in the remaining Vouchers No. 1/2 and proceed to open the TIR Carnet for a TIR operation in the territory of their country.

48. In version 4.3 of the eTIR specifications, points (a) to (c) are replaced by sending a refusal to start message (I17) and point (d) by a request to amend the itinerary (E11) followed by the registration of the amended declaration date (I7).

49. While using a pair of vouchers of the TIR Carnet reduces the number of TIR operations which can be covered by the TIR Carnet, in eTIR, a simple rule could be added to ensure that an operation which did not happen because of a refusal to start does not affect the number of operations which are covered by an eGuarantee.

50. At its sixth session, TIB agreed that the refusal to start a TIR operation should not reduce the coverage of an eGuarantee, pending confirmation by the Administrative Committee of the TIR Convention, 1975, and requested the secretariat to prepare a detailed proposal for a rule for its next session.

51. Consequently, TIB might wish to consider the following rule to be included in the TIRoperation class of the E6, I6, I15 messages:

Number and Name:	R0XX
Description:	Operations which customs have refused to start must not be counted when considering the number of operation covered by a Guarantee.

III. Considerations by TIB

52. TIB may wish to consider the proposals above and provide guidance to the secretariat on how to proceed.

Annex I

Amendment proposals agreed on by TIB

I.   Notifications to countries when the transport will not reach a country

1.   The eTIR international system already notifies customs administrations by means of the I15 message that a transport will not reach their country. The message function code contained in the message allows customs administrations to know what kind of information to expect in the I15 message, i.e., Amended declaration data, Refusal to start operation guarantee, Seals information (Start) or Seals information (Terminate).

2.   An easy notification mechanism in case a transport will not reach a country could be implemented on the basis of an I15 message by including two additional message function codes, i.e., "transport interrupted due to an accident or incident" and "transport rerouted through other countries". The I15 message would in that case only need to contain a reference to the guarantee or the declaration data, in order to allow customs to identify the TIR transport.

3.   At its second session, TIB considered and agreed on the inclusion of the above-described mechanism to notify countries when a TIR transport will not reach a country, pending the inclusion of the cancellation of the guarantee as a third reason for a transport not to reach a country.

II.   Overview of changes

4.   At its second session, TIB agreed that the tables presenting the overview of changes for all eTIR messages could be kept on the eTIR website and removed from the eTIR functional specifications.

III.   Prescribed national itinerary

A.   Additional data field

5.   When starting a TIR operation, customs authorities can prescribe a national itinerary. In the TIR Carnet; this information is written by the customs officer in box 22 of vouchers 1 and 2 as well as in box 5 of the first counterfoil.

6.   At its first session. TIB considered the need to allow customs administrations to prescribe a national itinerary, different from indicating a customs office, and mandated the secretariat to prepare a proposal, for one of its future sessions, which would provide flexibility to customs administrations, e.g., by introducing a free text field.

7.   In the WCO data model, under the class used in eTIR for the national itinerary (Itinerary), while not yet activated, a class AdditionalInformation, with its free text attribute "Statement", could allow, if added to the I9 message, to provide a national itinerary different from indicating a customs office. Considering that customs could either provide an itinerary as a customs office or use the new statement to include free text, the classes AdditionalInformation and NationalItineraryCustomsOffice would be conditional, with a condition ensuring that, one or both of those classes should be present in the message if the class NationalItinerary is present.

8.   At its second session. TIB noted the interest to have the possibility for customs unions to indicate the itinerary 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 further noted that in the TIR Carnet

the prescribed national itinerary is called "route prescribed" and expressed a preference towards this terminology as it would also better apply to customs unions.

9.   In the WCO data model, the "Itinerary" class contains an "Address" class which contains a "CountryCode" field. Should TIB agree, the class and attribute could be added as dependent to the I9 message. Considering all the changes above, the I9 message would look as follows (changes are underlined):

eTIR class and data element name	Min / Max occurrence	Status
Message	..	
├── Message function, coded	1 .. 1	R
├── Message identifier	1 .. 1	R
├── Type, coded	1 .. 1	R
└── **Guarantee**	**1 .. 1**	**R**
├── Reference	1 .. 1	R
└── **TIROperation**	**1 .. 1**	**R**
├── Sequence number	1 .. 1	R
├── Registration number	1 .. 1	R
└── **Start**	**1 .. 1**	**R**
├── End date time	1 .. 1	R
├── Time limit date time	0 .. 1	O
└── **AdditionalInformation**	**0 .. 1**	**O**
├── Remarks	1 .. 1	R
└── **Consignment**	**0 .. 1**	**O**
└── **TransportEquipment**	**1 .. unbounded**	**R**
├── Identifier	1 .. 1	R
└── **Seal**	**1 .. unbounded**	**R**
├── Sequence number	1 .. 1	R
├── Seal number	1 .. 1	R
└── Seal type, coded	0 .. 1	O
└── **Control**	**1 .. 1**	**R**
├── Type, coded	1 .. 1	R
└── **ControlResult**	**1 .. 1**	**R**
└── Result, coded	1 .. 1	R
└── **PrescribedRoute**	**0 .. 1**	**O**
└── **PrescribedRouteCustomsOffice**	<u>**0**</u> .. 1	<u>**D**</u>
└── Identifier	1 .. 1	R
└── **Address**	<u>**0**</u> .. 1	<u>**D**</u>
└── <u>CountryCode</u>	<u>1</u> .. 1	<u>R</u>
└── **AdditionalInformation**	<u>**0**</u> .. 1	<u>**D**</u>
└── <u>Statement</u>	<u>1</u> .. 1	<u>R</u>
└── **CustomsOffice**	**1 .. 1**	**R**
└── Identifier	1 .. 1	R

10.   The following condition should also be added :

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

11.   At its third session, 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.

B.   Notification regarding a forced change in the itinerary

12.   At its first session, TIB agreed that when customs administrations use the national itinerary to prescribe a different customs office of exit in order not to have to force the holder to amend the declaration data to indicate a new customs office of entry in the next country, the eTIR international system could make use of the information provided in the start TIR operation message (I9) to inform the following countries of the change of itinerary. TIB mandated the secretariat to present a detailed proposal, e.g., making use of the information about adjacent border customs offices in the International TIR Data Bank (ITDB).

13.   The first prerequisite to allow such notification mechanism is to ensure that the information on adjacent border crossing points is adequately registered in ITDB for all countries having enabled the eTIR procedure on their territory.

14.   In practice, on the basis of the NationalItineraryCustomsOffice sent by a country by means of an I9 message, the eTIR international system, using data contained in ITDB, would first check if the customs office is on the border with the next country of the itinerary. If so, it would amend, in the declaration data, the customs office of exit of the current country and the customs office of entry of the next country, as contained in ITDB, and inform the following countries along the route by means of an I15 message that would contain the revised declaration data (with the new itinerary). The relevant new code would also have to be added to the code list CL16 (Message function code) which is used by the attribute Message function, coded in the I15 message.

15.   At its second session, TIB welcomed the proposal regarding the notification mechanism, in case of a forced change in the itinerary. It also clarified that notifications would not be required when the change in customs office of exit would coincide with a change of mode of transport, e.g., at a port or intermodal terminal.

16.   At its third session, 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.

IV.   Distribution of eTIR code lists

17.   At its first session, TIB mandated the secretariat to prepare, for one of its future sessions, a document presenting a concrete proposal aimed at ensuring that, for each update cycle of the eTIR specifications, code lists are automatically disseminated to all stakeholders. At its second session, TIB was of the view that, if handled properly, both push and pull options would not pose significant security concerns and stressed that, regardless of the option chosen, a repository of code lists should be available and kept up to date at all times. TIB further decided to continue its discussions on the distribution of code lists to all stakeholders at its next session, on the basis of more detailed information about both options (push and pull) as well as possible hybrid solutions.

18.   In order to push the code lists to customs administrations after each update cycle, dedicated webservices would be deployed by customs administrations. The messages exchanged on those webservices would be based on the update cycles and code lists class diagram presented in Figure 29 of the eTIR technical specifications.

19.   The pull mechanism could be based either on webservices calls from customs administrations to the eTIR international system, or on a file repository. Customs administrations would then, at scheduled intervals (e.g. once a week), call the webservice or download the code lists from a file repository.

20.   In order to avoid regular unnecessary downloads of the code lists, a hybrid approach, which would work on the basis of notifications sent to customs administrations' ICT systems (e.g., a call to a web service or an email to a dedicated email address) could allow customs administrations to only obtain the new code lists when they are changed. The notification would contain the date and time by which the customs system would have to obtain the new code lists from a repository or by means of a webservice call and have them deployed in production.

21.   At its third session, 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.

V. Modelling diagrams

22. At its second session, TIB welcomed the proposals related to the usage of modeling diagrams to be used in the framework of the eTIR specifications, presented in chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2022/13 and requested the secretariat to present an example comparing the existing diagrams (in Unified Modelling Methodology – UML) with the proposed new diagrams (in Business Process Model and Notation – BPMN) as well as simplified class diagrams. TIB also encouraged delegations to enquire about national practices/preferences with their relevant services before the next session.

A. Class diagrams

23. UML Class diagrams used in version 4.3 of the eTIR functional specifications contain not only classes, their relationships and their attributes, but also a set of methods that were aimed at facilitating the development of the eTIR international system. As such, these methods have little to no use for the countries that wish to amend their customs system to implement the eTIR procedure. Figures I and II below show the difference between the current and the simplified version of the customs management of guarantees class diagram (Figure 1.19 of the eTIR functional specifications).

Figure I
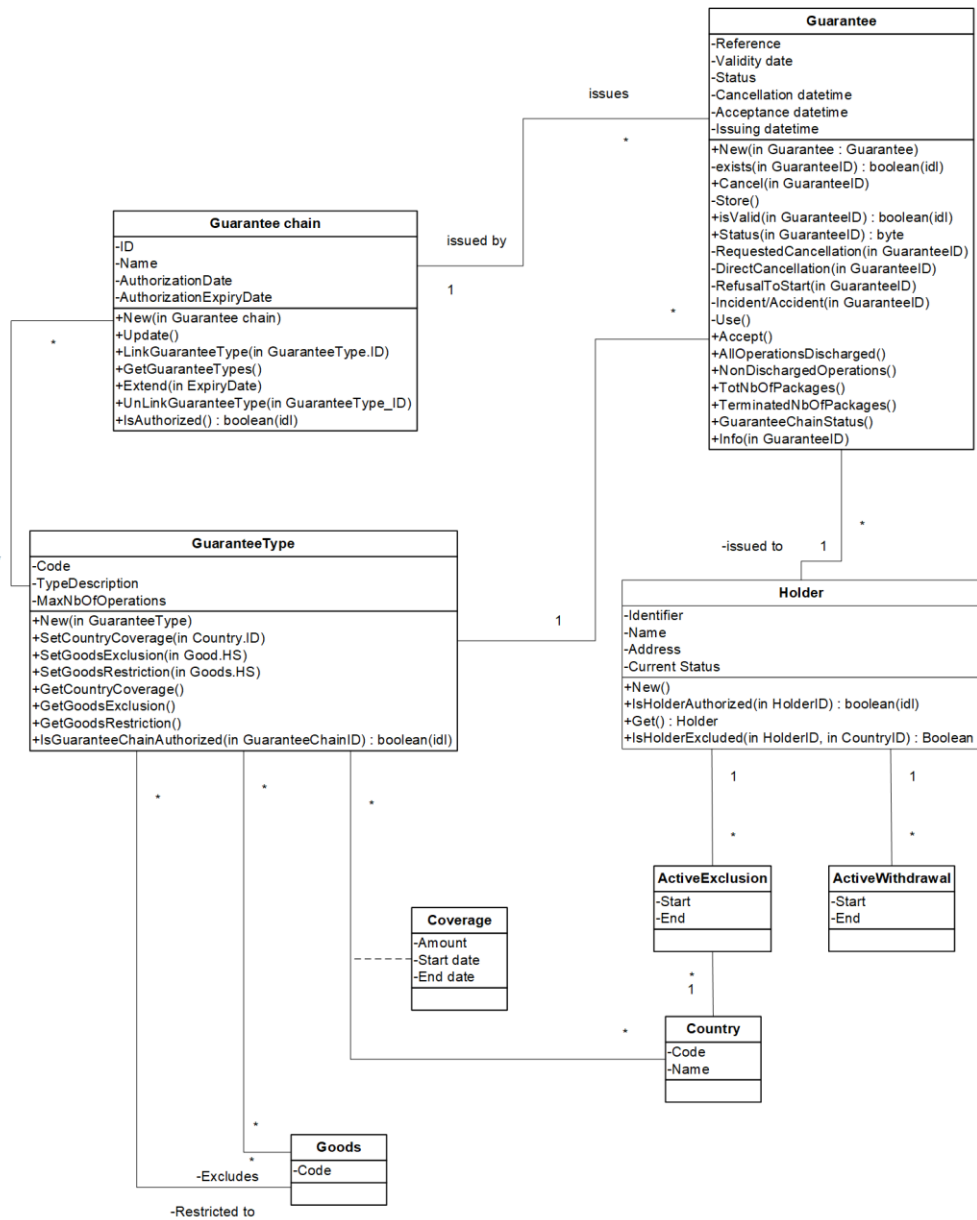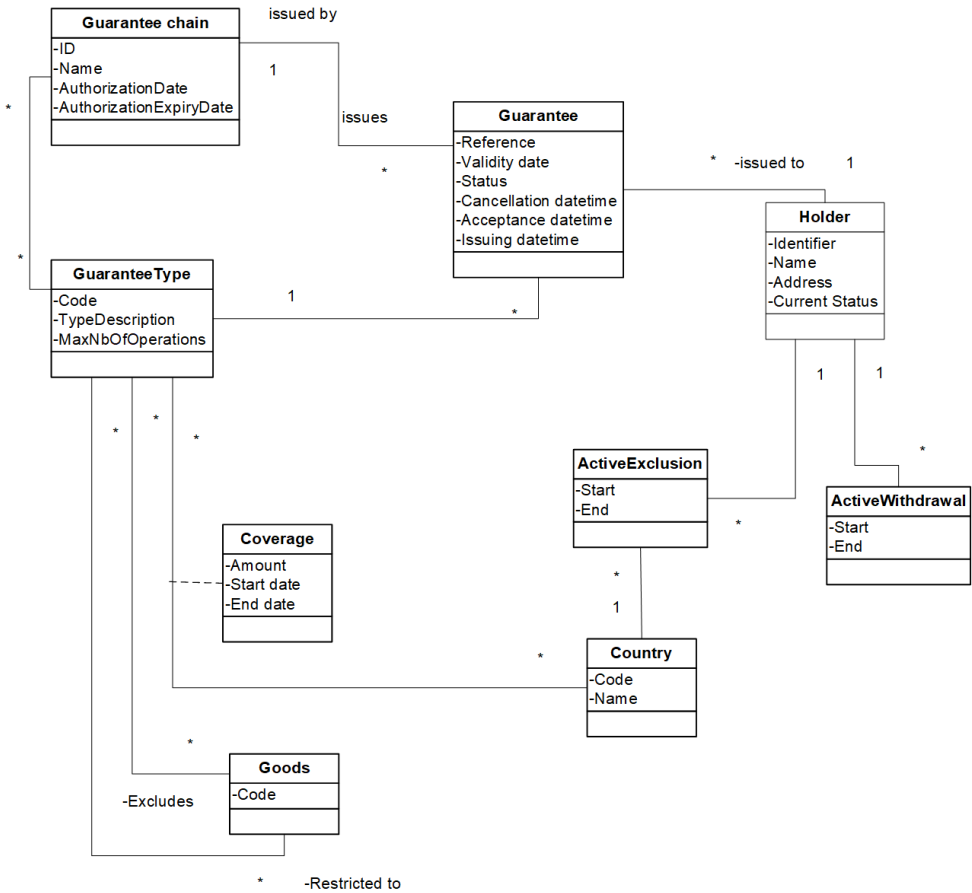**Current customs management of guarantees class diagram**

Figure II
Simplified customs management of guarantees class diagram

24.   At its third session, TIB agreed to simplify the class diagrams.

B.   Business process model and notation

25.   In version 4.3 of the eTIR specifications, in line with the Unified Modelling Methodology (UML) chosen originally for the eTIR project, the modelling of processes is done using UML activity and sequence diagrams. In recent years, the business process model and notation (BPMN) has gained in popularity in both the business and Information and Communication Technologies (ICT) communities and is, therefore, better understood by laymen and experts alike. With that in mind, TIB might wish to consider if, in version 4.4 of the eTIR specifications, BPMN should replace the activity and sequence diagrams used in version 4.3. Figures III, IV and V below show the UML activity diagram (Figure 12 of the eTIR concepts), UML sequence diagram (Figure 1.9 of the eTIR functional specifications) and the Business Process Diagram for the Start TIR operation process.

Figure III
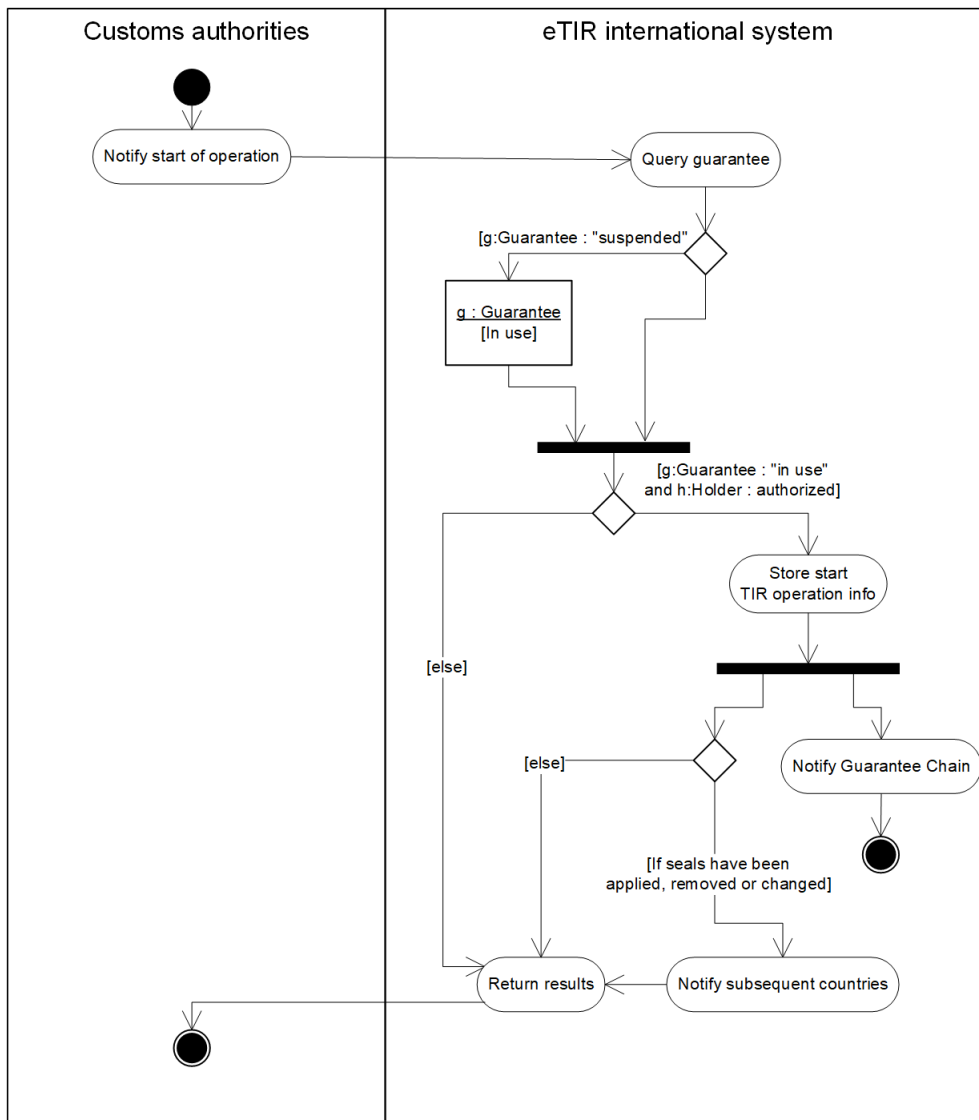**UML activity diagram for the Start TIR operation process**

Figure IV
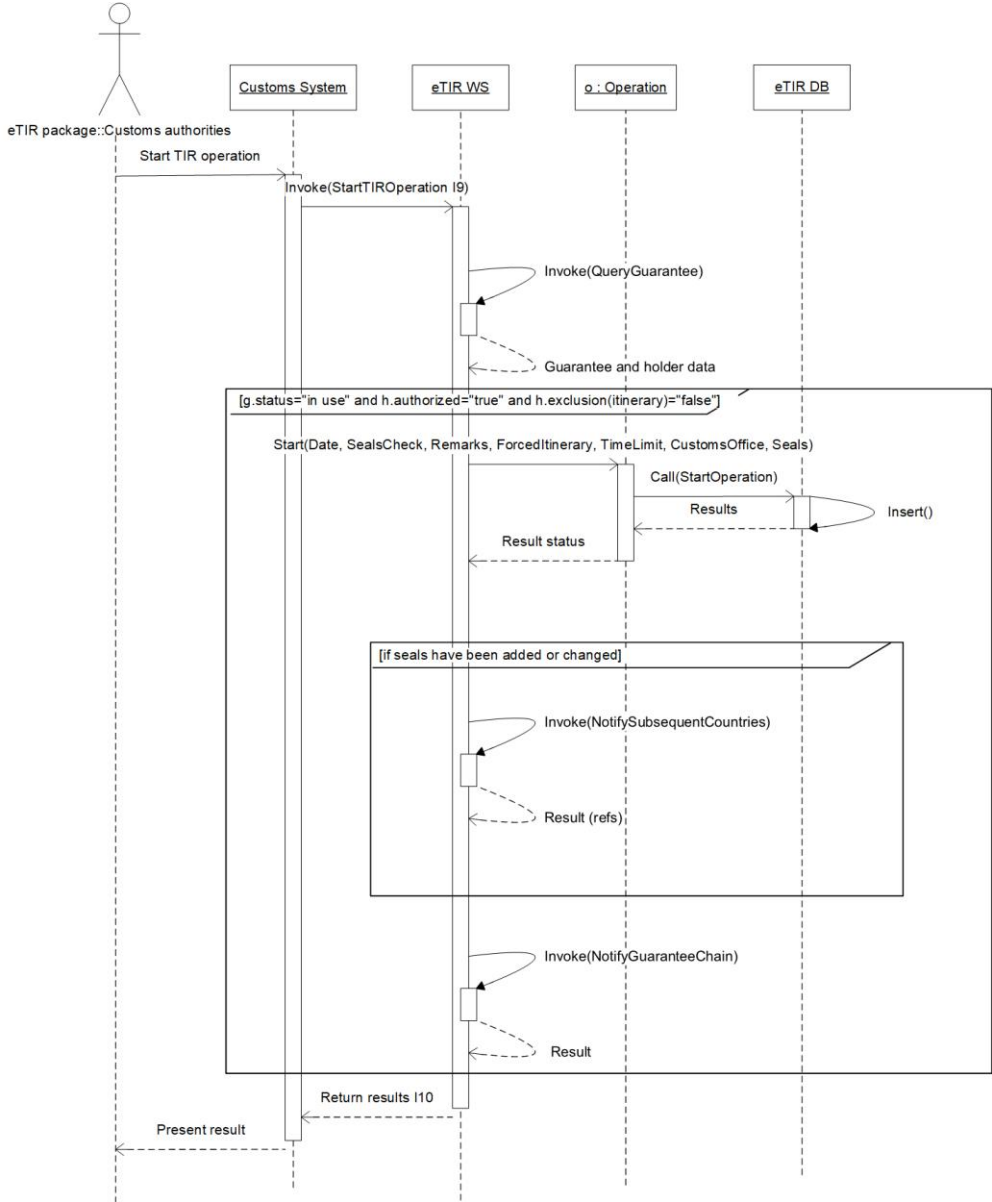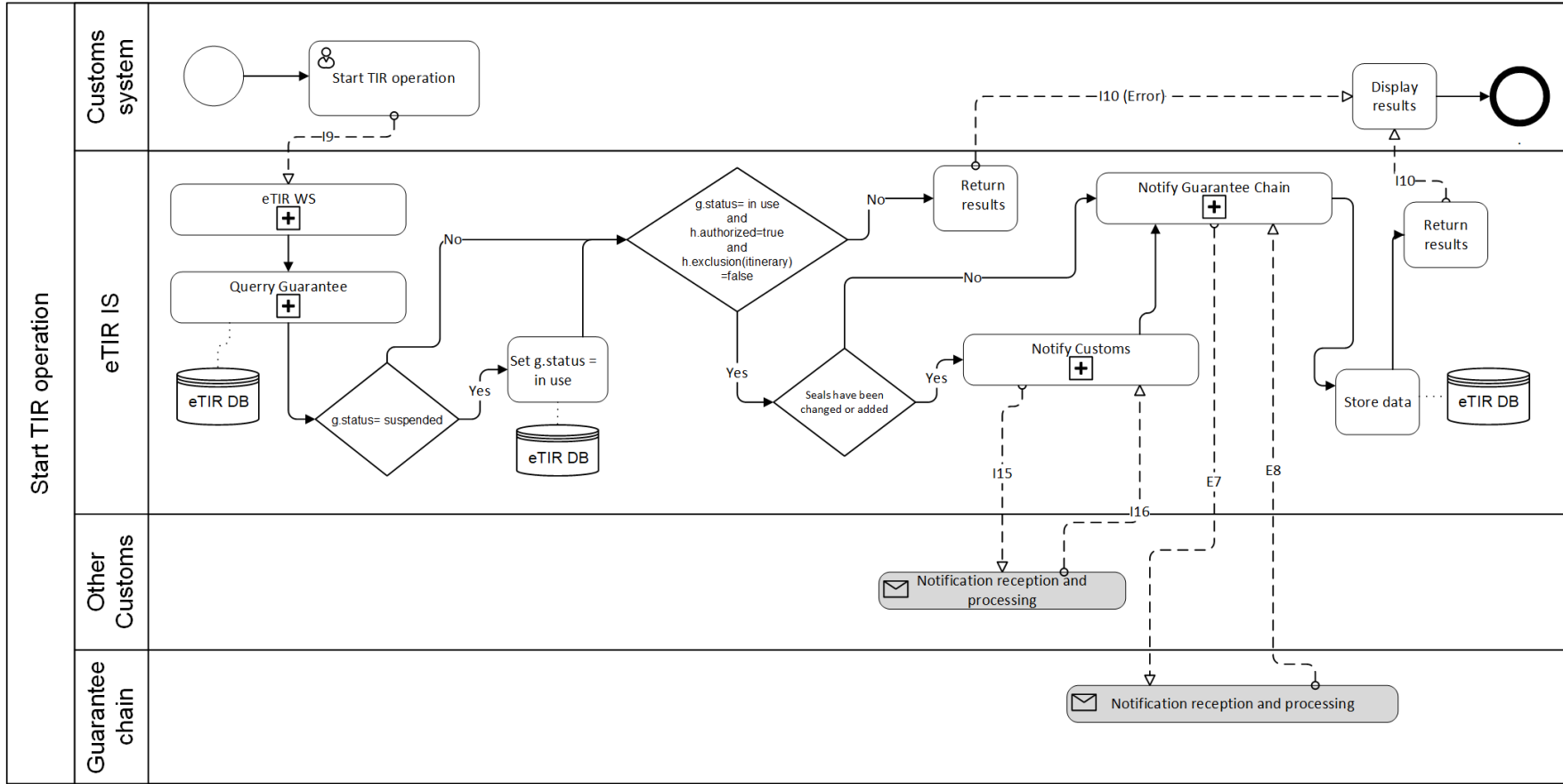**UML sequence diagram for the Start TIR operation process**

Figure V
Business Process Diagram for the Start TIR operation process

26. At its third session, 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 examples above.

VI. Amending the "Total Gross Weight" Field

27. It is understood that the "Declaration/TotalGrossMassMeasure" field reflects the total sum of the weights of the consignment items declared by the holder. However, it is not clear how this value is dealt with in cases of amendments, unloading of goods and incident or accidents during which parts of the load are destroyed.

28. As the holder does not submit advance amendment data before partial unloading, nor in cases of incident or accident, if this field corresponds to the current total weight transported, it is unclear how the total gross weight will be dealt with.

29. A possible solution would be to include a field in the I11 message (terminate TIR operation) which should be filled in in case of partial discharge. This value could then be subtracted from the total gross weight. Additionally, the total gross weight value should be amended after an incident or accident that led to the goods being destroyed.

30. Alternatively, if the fields "Declaration/TotalGrossMassMeasure" and "ConsignmentItem/GoodsMeasure/GrossMassMeasure" are restricted to kilograms (see document ECE/TRANS/WP.30/AC.2/TIB/2022/16, para. 10), the total gross weight could be automatically amended after partial unloading.

31. At its third session, TIB mandated the secretariat to remove the "Declaration/TotalGrossMassMeasure" field from version 4.4 of the eTIR specifications.

VII. Attached documents – Issuing date

32. At its third session, TIB agreed with the proposal by the European Commission, on behalf of its Member States, 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).

VIII. Termination data for heavy or bulky goods

33. In case of partial or final unloading, message I11 (terminate TIR operation) should contain the number of packages unloaded. In case there are unpacked heavy or bulky goods that are unloaded it is unclear how this field should be filled-in and how customs could specify either a number of items (e.g. for cars) or a weight (e.g. for wheat).

34. At its third session, TIB considered the potential issue related to the termination data for heavy or bulky goods and mandated the secretariat to prepare a description of the usage of the number of packages field for one of its next sessions.

35. A first solution for resolving the issue would be to make the number of packages optional (and change its cardinality), as shown below:

Number of packages   0 .. 1

eTIR Description	Number of packages unloaded
WCO Id	144
WCO Description	Number of individual items packaged in such a way that they cannot be divided without first undoing the packing
Format	n..8
Status	**O**

36. While it would be tempting to make the field dependent on the packaging type, as is the case in messages E9 or I7, message I11 does not contain the information on the packaging type and therefore a condition cannot be used (see the definition of a conditions as contained in Chapter 2.6 of ECE/TRANS/WP.30/AC.2/TIB/2022/4/Rev.2). Instead, a testable rule could be used as presented below:

Number of packages		0 .. 1
eTIR Description	Number of packages unloaded	
WCO Id	144	
Rule	**R019**	
WCO Description	Number of individual items packaged in such a way that they cannot be divided without first undoing the packing	
Format	n..8	
Status	**O**	

Number and Name:	R019
Description:	If the declared packaging type is not "VQ", "VG", "VL", "VY", "VR" or "VO" then the number of packages is required

37.   At its fourth session, agreed to make optional the "Number of packages" attributes in the termination message and to include the rule presented above.

IX.   Consignor at consignment level

38.   At its third session, TIB 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.

39.   The following change could be made to the eTIR messages E6, E9, E11, I6, I7 and I15:

Consignment	1 .. unbounded
Consignee	*0 .. 1*
Address	*0 .. 1*
Consignor	*0 .. 1*
Address	*0 .. 1*
AttachedDocuments	0 .. unbounded
BinaryFile	0 .. 1
ConsignmentItem	1 .. unbounded
AdditionalInformation	0 .. unbounded
Goods	1 .. 1
Classification	0 .. unbounded
Consignee	0 .. 1
Address	0 .. 1
Consignor	0 .. 1
Address	0 .. 1

40.   At both levels the Consignee and Consignor classes would be optional, and the following rules would be added:

Number and Name:	R0XX
Description:	If all consignment items have the same consignee the consignee shall be reported under Consignment/Consignee, otherwise they shall be reported under Consignment/ConsignmentItem/Consignee.

Number and Name:	R0XX
Description:	If all consignment items have the same consignor the consignor shall be reported under Consignment/Consignor, otherwise they shall be reported under Consignment/ConsignmentItem/Consignor.

41.   At its fourth session, agreed with the inclusion of consignor and consignee classes at consignment level and their respective rules as presented above.

X.   Inclusion of the issuing association code in eTIR messages

42.   At its fourth session, TIB requested the secretariat to prepare a concrete amendment proposal for version 4.4 to include the issuing association code in the relevant eTIR messages, in particular the E1 message.

43.   The GuaranteeChain class is based on the WCO class Surety (WCO ID 19B). At the moment, only the attribute "Identification" is present in this class and used to provide the GuareanteeChain code. However, the WCO Surety class also contains an additional identifier class which could be used to introduce the association which issues the Guarantee.

44.   Consequently the GuaranteeChain class could be changed as follows, in the E1, E3, E6 and I6 messages.

GuaranteeChain			**1 .. 1**		**R**
	Code		1 .. 1		R
	IssuingAssociation		*1 .. 1*		*R*
		Code	*1 .. 1*		*R*

45.   At its fifth session, TIB agreed with the proposal to include the issuing association code in messages E1, E3, E6 and I6, as presented above.

XI.   Preventing the amendment of customs offices already visited

46.   It is understood that when sending an "E11 – advance amendment data" message for changing the itinerary, the itinerary that is subject to change is being re-sent in its entirety, including the customs offices that have already been visited.

47.   At its third session, TIB welcomed the idea to introduce a testable rule, preventing the amendment of customs offices already visited and mandated the secretariat to prepare a detailed proposal for one of its next sessions.

48.   A rule to be included in message E11 at the level of Consignment/TransportMeans/Itinerary could read as follows:

Number and Name:	R0xx
Description:	Data on elements of the itinerary prior to the country receiving the E11 message cannot be changed.

49.   At its fourth session, TIB welcomed the proposal to include a new rule to prevent the amendment of customs offices already visited. However, it mandated the secretariat to analyse the possible impact of such rule on the notifications related to prescribed routes imposed on TIR Carnet holders and report its findings at the next session. TIB decided to continue discussing at its next session a revision of the rule proposed.

50.   After a careful analysis, the secretariat was of the view that this rule, which would be included to the message E11, would have no consequences on the notifications related to the prescribed routes imposed on TIR Carnet holders, which are transmitted by means of the I15 message.

51.   At its fifth session, TIB agreed with the inclusion of the rule proposed above.

XII.   UCR

52.   In version 4.3 of the eTIR specifications, the Unique Consignment Reference (UCR), a data element added following the recommendations of the World Customs Organization (WCO) SAFE Framework of Standards for transit, is present only at ConsignmentItem level. Consequently, if all consignment items have the same UCR, this information must be repeated for each item.

53.   Following the same logic as for Consignee and Consignor, the addition of a UCR at Consignment level with the relevant rule, would avoid such repetition.

54.   At its fifth session, TIB agreed with the proposal to add the UCR at both consignment and consignment item with the required rule and mandated the secretariat to prepare a detailed proposal for its next session.

55.   The addition of the UCR class at consignment level would change the E6, E9. E11, I6, I7 and I15 as follows (in grey):

Consignment	1	..	unbounded
UCR	0	..	1
AttachedDocuments	0	..	unbounded
BinaryFile	0	..	1
ConsignmentItem	1	..	unbounded
AdditionalInformation	0	..	unbounded
Goods	1	..	1
Classification	0	..	unbounded
Consignee	0	..	1
Address	0	..	1
Consignor	0	..	1
Address	0	..	1
DeliveryDestination	0	..	1
Address	1	..	1
GoodsMeasure	1	..	1
Packaging	1	..	unbounded
TransportEquipment	0	..	1
UCR	0	..	1

56.   At both Consignment and ConsignmentItem levels, the UCR classes would be optional, and the following rule would be added:

Number and Name:	R0XX
Description:	If all consignment items have the same UCR, the UCR shall be reported under Consignment/UCR, otherwise they shall be reported under Consignment/ConsignmentItem/UCR.

57.   At its sixth session, TIB agreed with the proposal to add the Unique Consignment Reference (UCR) at both consignment and consignment item as well as with the proposed rule.

XIII.   Consignee/Consignor identification

58.   In version 4.3 of the eTIR specifications, for Consignee and Consignor, condition C001, allows to either provide an identifier or the name and address. While the later should allow Customs administrations along the TIR transport to identify the consignee and consignor, it remains unclear which identifier should be used and how countries along the TIR transport can use it to identify those parties, i.e., accessing a registry which would allow to obtain the required information about the parties. The only case in which a party identifier is recognised across TIR Contracting Parties is for the TIR Carnet holder ID and defined in the TIR Convention and used in the ITDB.

59.   In the WCO data model the Consignee and Consignor classes also contain the IdentificationIssuingCountry class, not used in eTIR messages, which is aimed at providing information regarding the issuer of the identifier, including information about a possible Uniform Resource Identifier (URI).

60.   The inclusion of this additional class, together with some additional conditions, might help solve this potential issue.

61.   At its fifth session, TIB agreed that making the name and address for the consignee and consignor mandatory would allow all countries involved in a TIR transport to clearly identify those parties and requested the secretariat to present a detail proposal at its next session.

62.   Message E6, E9. E11, I6, I7 and I15 should be amended as follows (changes are underlined):

Consignee	**0**	..	**1**	**O**
Name	1	..	1	R
Identifier	0	..	1	O
Address	**1**	..	**1**	**R**
City name	1	..	1	R
Country, coded	1	..	1	R
Street and number/P.O. Box	1	..	1	R
Postcode identification	0	..	1	O

Consignor	**0**	**.. 1**	**O**
Name	1	.. 1	R
Identifier	0	.. 1	O
Address	**1**	**.. 1**	**R**
City name	1	.. 1	R
Country, coded	1	.. 1	R
Street and number/P.O. Box	1	.. 1	R
Postcode identification	0	.. 1	O

63.   Furthermore, condition C001 should be removed from Consignee/Name, Consignee/Identifier, Consignee/Address, Consignor/Name, Consignor/Identifier and Consignor/Address.

64.   At its sixth session, agreed with the proposal to make the name and address for the consignee and consignor mandatory.

Annex II

Amendment proposals rejected by TIB

I. Extension of the scope of the guarantee

1.   At its third session, 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.

II. Removal of the seals information in E9 and E11 messages

2.   At its third session, TIB decided that the seals information shall remain in the Advance TIR data (E9) and advance amendment data (E11) messages, contrary to the proposal brought forward   by   the   secretariat   in   chapter   II.B   of   document ECE/TRANS/WP.30/AC.2/TIB/2023/4.

Annex III

TIB Survey on the application of Explanatory Note 0.21-3

Dear TIR focal points,

At its sixth session, the Technical Implementation Body (TIB) mandated the secretariat to carry out a survey among TIR focal points to clarify how samples are drawn during transit and if they are recorded in their national customs system.

This survey relates to the procedure described in Explanatory Note 0.21-3 of the TIR Convention, regarding the notification of the drawing of samples of goods by customs authorities in the course of an examination:

> Explanatory Notes to Article 21
>
> [..]
>
> 0.21-3 If in the course of an examination, Customs authorities draw samples of goods, a note recording full particulars of the goods taken must be made by those authorities on the goods manifest of the TIR Carnet.

In order to introduce this procedure in version 4.4 of the eTIR specifications, TIB would greatly appreciate your replies to the following four questions, at your earliest convenience, but before 22 March 2024.

On behalf of TIB, I would like to thank you in advance for your precious contribution to the work of TIB.

Kind regards

André Sceia

Survey on the application of Explanatory Note 0.21-3

Question 1

How often customs officers in your country draw samples from good in transit?

__ Regularly (more than once a month)

__ Rarely (less than once a month)

__ Never

Question 2

When samples are drawn from good under transit, is the transport interrupted until the results of an eventual analysis are available?

__ Yes

__ No

__ Not applicable (If "Never" is the answer to Question 1)

Question 3

Do customs officers record electronically the drawing of samples from good under transit in your national customs system?

__ Yes

__ No

__ Not applicable (If "Never" is the answer to Question 1)

Question 4

Are the results of analyses carried out on the samples drawn from good under transit recorded electronically in your national customs system?

__ Yes

__ No

__ Not applicable (If "Never" is the answer to Question 1)

Please provide below any additional information on the subject you consider relevant for TIB, if any:

———————————