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
Ninth session
Bratislava (Slovakia), 7-8 March 2006,
agenda item 3 (c)

ACTIVITIES OF THE INFORMAL AD HOC EXPERT GROUP

Final results of the eTIR Questionnaire

Note by the secretariat

A. INTRODUCTION

At its sixth session, the Expert Group welcomed a proposal from the secretariat to undertake a survey to gather information from Customs administrations on existing systems and on their needs and constraints regarding the eTIR system. The results of the survey should be presented to the Expert Group at one of its future sessions (ExG/COMP/2004/24, para. 8).

To this end, the secretariat drafted a questionnaire, which was sent to Director-Generals of Customs (with a copy to the TIR Customs Focal Points) on 28 February 2005. The deadline for replying to the questionnaire was set at 1 April 2005. At its seventh session, the Expert Group used the preliminary results of the questionnaire contained in document ExG/COMP/2005/3 to finalize the first chapter of the Reference Model and to assess the future requirement of the eTIR project. The Expert Group also requested the secretariat to continue requesting answers to the

questionnaire from those countries which had not yet replied, in particular countries from outside the European Community. At its eighth session, the Group took note of the latest results of the eTIR questionnaire contained in TRANS/WP.30/GE.1/2005/4 and welcomed the idea of receiving updated results at its ninth session, including the answer by the Russian Federation together, possibly, with other replies received by the secretariat before mid-February 2006.

## B.   RESULTS RECEIVED UNTIL 14 FEBRUARY 2006

Unless otherwise specified, the results in the form of percentage represent the ratio of people having selected the answer divided by 41, the number of countries which submitted the questionnaire before 14 February 2006. This means that percentages do not sum to hundred per cent for those questions allowing multiple answers.

STATUS OF COMPUTERIZATION IN GENERAL IN YOUR CUSTOMS ADMINISTRATION

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4.   Which computerized system do you use today for the management of Customs procedures?

a.   System developed nationally, please specify (26)   63%
(AUT: ZEUS, eZoll.at; AZE: Automated Customs Registration and Control System (ACRCS); BEL: SADBEL (automatic clearance system of Belgian and Luxembourg Customs. The system is developed on a BULL mainframe; BGR: BICIS (Bulgarian Integration Customs Information System), including: transit-national level, Customs debt, Authorization, Customs clearance, Report and system control, Risk analysis; BLR: "DOKA", "Delivery Control"; CHE: ; CYP: THESEAS clearance processing system; CZE: NCTS, TIR, Export/Import, air transport, warehouses, simplified procedures, inward processing, summary declarations, CIM (rail), ATA (temporary admission); DEU: IT-System ATLAS for all customs procedures; DNK: Import System and Export System incl. Risk Analyze System; ESP: BUDANET (Customs integrated system with all customs applications); FIN: Integrated Clearance System, Transit System; FRA: ; GBR: CHIEF (Customs Handling Import and Export Freight; GRC: Integrated Customs Information System (ICIS); HRV: ; HUN: CDPS (earlier developed national customs procedure system); IRL: Automated Entry Processing (AEP) - Import/Export Electronic Procedure; ITA: AIDA; MLT: Customs Electronic System; NLD: Sagitta Import: for import declarations, Sagitta Export: for export declaration, Incoming system: for the summary declaration at the harbours and airports; NOR: TVINN (national developed customs clearance system); POL: CELINA; RUS: United Automated Informational Customs System (EAIS); SCG: Customs Administration IS (ISCS); SWE: TDS)

b.   National system based on another system, please specify the name of the system it is based on (4)   10%
(KWT: Micro Clear; LUX: SADBEL; SVN: NCTS, based on EU application MCC; TUR: BILGE (Computerized Customs Activities) based on SOFIX)

c.   ASYCUDA or ASYCUDA++ (7)   17%

d.   Other, please specify (2)   5%
     (LVA: Central Custom Information System (CCIS), NCTS (MCC) and ASYCUDA
     or ASYCUDA++; MDA: ASYCUDA WORLD)

e.   None (2)   5%
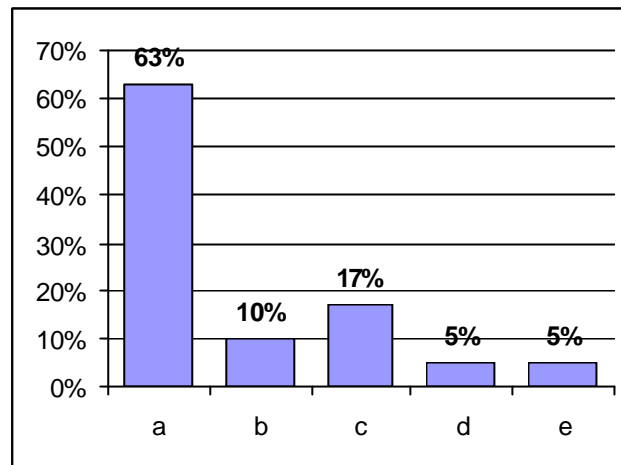
5.   Which computerized system will you use in 5 years (2010) for the management of Customs procedures?

a.   System developed nationally, please specify (28)   68%
     (AUT: eZoll.at; AZE: Automated Customs Registration and Control System
     (ACRCS); BEL: From the 1st of Jan 2006 ==> Paperless customs and excise.
     This system will be based on the newest technical solutions; BGR: BICIS
     (Bulgarian Integration Customs Information System), including: NCTS, ITMS
     (Integration Taric Management System), e-Customs, ECS (Export Control
     System), BEMS (Bulgarian Excise Management System), SDM (Simplified
     Declaration Module), Post clearance control; BLR: "DOKA", "Delivery Control";
     CHE: ; CYP: The same system taking into consideration the necessary
     modification required by the EU legislation; CZE: NCTS (including TIR),
     Export/Import, air transport, warehouses, simplified procedures, inward
     processing, summary declarations, CIM (rail), ATA (temporary admission); DEU:
     see No. 4; DNK: Same as Q 4; ESP: BUDANET with more applications; EST:
     ENCTS and nationally developed system for processing declarations and
     simplified declarations and nationally developed system for TIR.; FIN: same
     systems as in question 4 ; FRA: ; GBR: CHIEF as above; GRC: ; HRV: ; HUN:
     CDPS; IRL: New AEP; ITA: DEVELOPMENT ON AIDA; LUX: New system will
     be developed for 01.01.2007; NLD: combination of systems developed
     nationally and centrally by EU: Export: National Exportsystem + Centrally
     developed Export Control System + National Outgoing system; Import: National
     Importsystem + Centrally developed Import Control System;; NOR: TVINN
     (National developed customs clearance system); POL: CELINA; RUS: United
     Automated Informational Customs System (EAIS); SCG: New Customs
     Administration IS (New ISCS); SVK: National Transit Application based on
     NCTS System; SWE: TDS (National System))

b.   National system based on another system, please specify the name of the
   system it is based on (3)   7%

(KGZ: unified automated information system "Bajy"; SVN: NCTS; SYR: ASYCUDA WORLD)

c.   ASYCUDA or ASYCUDA++ (3)   7%

d.   Other, please specify (4)   10%
       (LVA: NCTS (MCC), Import Control System, Export Control System, maybe ASYCUDA++; MDA: ASYCUDA WORLD; MLT: Not decided yet; TUR: We are going to improve BILGE by using web technology)

e.   None (0)   0%

f.   Don't know (3)   7%
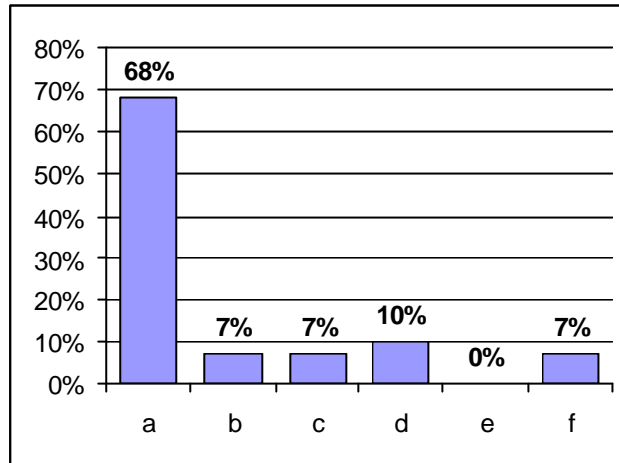
6.   What is the level of inter-connection of your Customs system today?

a.   No computers (0)   0%

b.   Stand-alone computers (1)   2%

c.   Local networks (14)   34%

d.   National network (19)   46%

e.   National network + supra-national connectivity (24)   59%
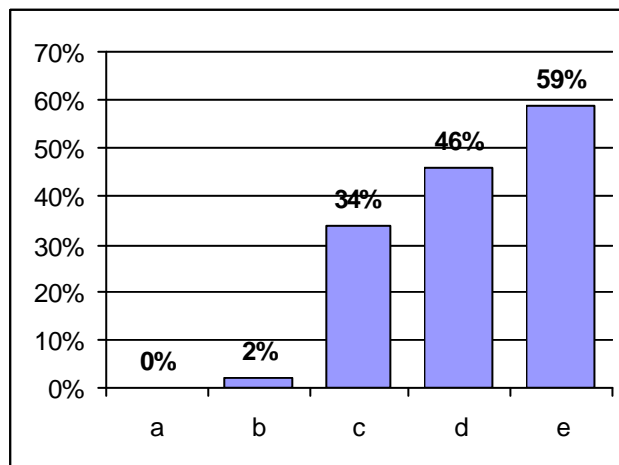
**7.** **What is the level of inter-connection of your Customs system that will you use in 5 years?**

a.	No computers (0)	0%
b.	Stand-alone computers (0)	0%
c.	Local networks (11)	27%
d.	National network (14)	34%
e.	National network + supra-national connectivity (33)	80%
f.	Don't know (1)	2%
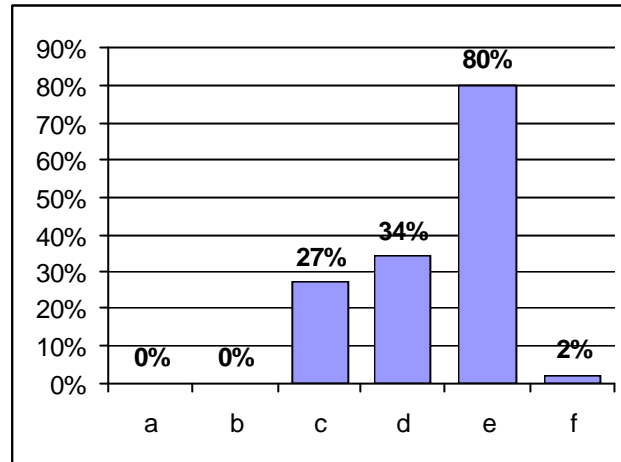
**8.** **What type of connectivity do you use today for the electronic transmission of data?**

|		
a.	Dedicated lines (21)	51%
b.	Dial up (private networks) (7)	17%
c.	Dial up to ISP (Internet Service Provider) (6)	15%
d.	Permanent Internet connection (DSL, T1, T3, LAN, …) (25)	61%
e.	Other, please specify (6) *(BEL: DCS (Data Communication System of BELGACOM); FIN: private network; GBR: Electronic Data Interchange System via e mail or Internet; LTU: Internet, extranet VPN; NLD: datanet and Digi Acces (X-400 protocol); RUS: Communications Satellite)*	15%
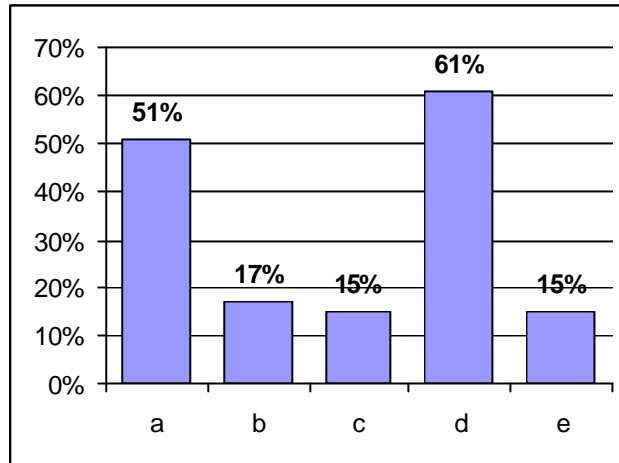
9. **What type of connectivity do you plan to use in 5 years for the electronic transmission of data?**

|		
a.	Dedicated lines (18)	44%
b.	Dial up (private networks) (7)	17%
c.	Dial up to ISP (Internet Service Provider) (7)	17%
d.	Permanent Internet connection (DSL, T1, T3, LAN, …) (32)	78%
e.	Other, please specify (6)	15%
	(FIN: private network; KGZ: Radioaccess; LTU: Internet, extranet VPN; NLD: X400 and Dial up to Internet and to private networks. All via our Single Acces Point; RUS: Satellite Communications; SCG: Wireless network)	
f.	Don't know (3)	7%
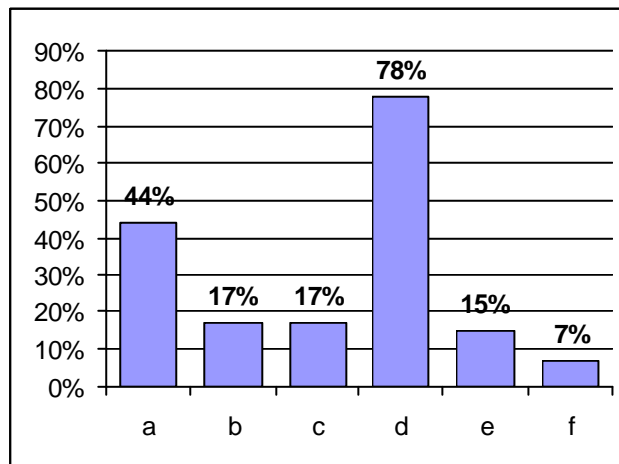
10. Which of the following standards do you use today for the transmission of data?

|		
a.	TCP/IP (33)	80%
b.	IPV6 (0)	0%
c.	ATM (4)	10%
d.	HTML (Web based system) (21)	51%
e.	FTP (21)	51%
f.	Email (POP3, IMAP, …) (26)	63%
g.	UN/EDIFACT (24)	59%
h.	ebXML (3)	7%
i.	XML (27)	66%
j.	Others, please specify (5) *(EST: HTTP(S); FRA: frame relay; HUN: TXT extension files; POL: RDP; TUR: web services)*	12%
k.	None (1)	2%
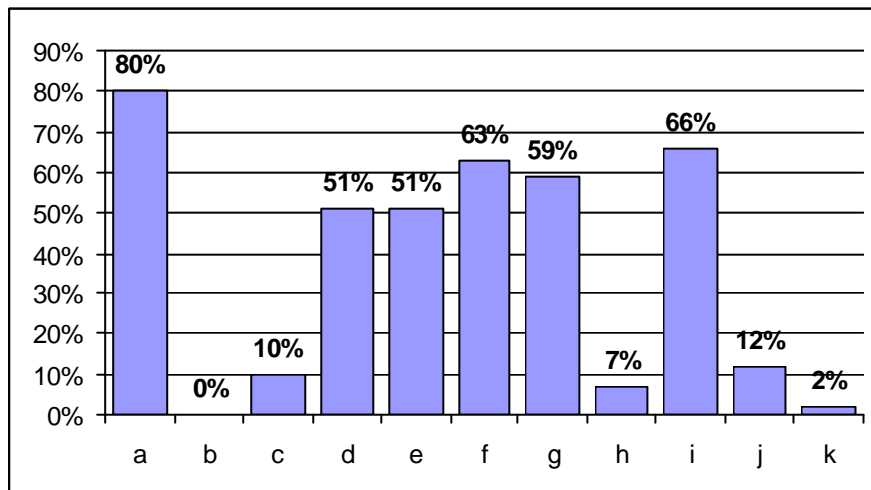
11. Which of the following standards will you use in 5 years for the transmission of data?

a.	TCP/IP (34)	83%
b.	IPV6 (3)	7%
c.	ATM (4)	10%
d.	HTML (Web based system) (23)	56%
e.	FTP (22)	54%
f.	Email (POP3, IMAP, …) (27)	66%
g.	UN/EDIFACT (25)	61%
h.	ebXML (5)	12%
i.	XML (34)	83%
j.	Others, please specify (8)	20%

(EST: HTTP(S); FRA: frame relay; KWT: Regular Mail; LTU: WSDL; LVA: SOAP; NLD: all new developed standards; POL: RDP; TUR: web services)

|		
k.	None (0)	0%
l.	Don't know (3)	7%
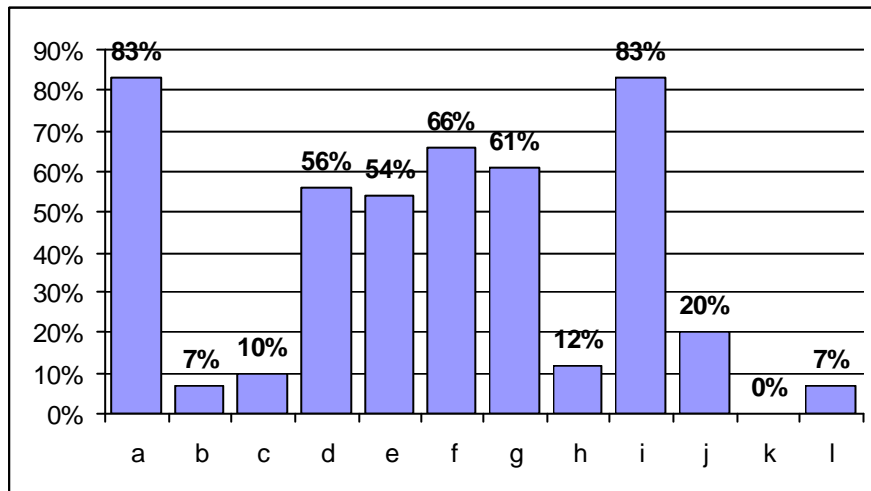
12. Which technologies do you use today to secure your connections?

a.	VPN (Virtual Private Network) (28)	68%
b.	SSL (e.g.HTTPS) (25)	61%
c.	Certificates (13)	32%
d.	Other, please specify (7)	17%

(BEL: USER ID + password; CHE: S-mime; EST: SSA; IRL: Private Network; NLD: closed network protocol X 400 with PKI (public key infrastructure); NOR: SSH; SWE: Electronic seals with personal cards)

|		
e.	None (4)	10%
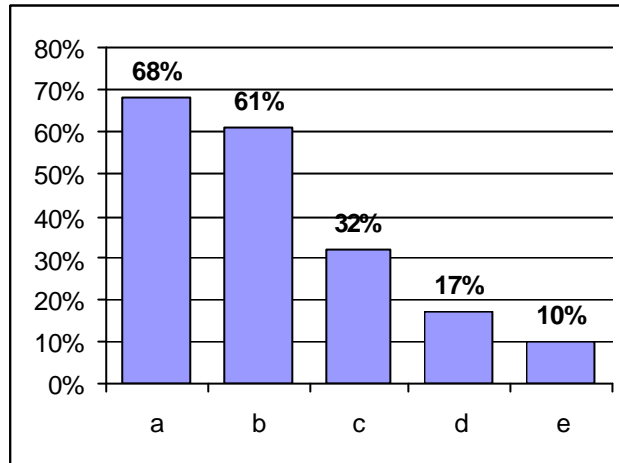
13. Which technologies will you use in 5 years to secure your connections?

a.	VPN (Virtual Private Network) (31)	76%
b.	SSL (e.g.HTTPS) (28)	68%
c.	Certificates (22)	54%
d.	Other, please specify (4)	10%

(CHE: S-mime; EST: SSA; NLD: Single Acces Point DIGI D + Personal Domain; NOR: SSH)

e.	None (0)	0%
f.	Don't know (7)	17%
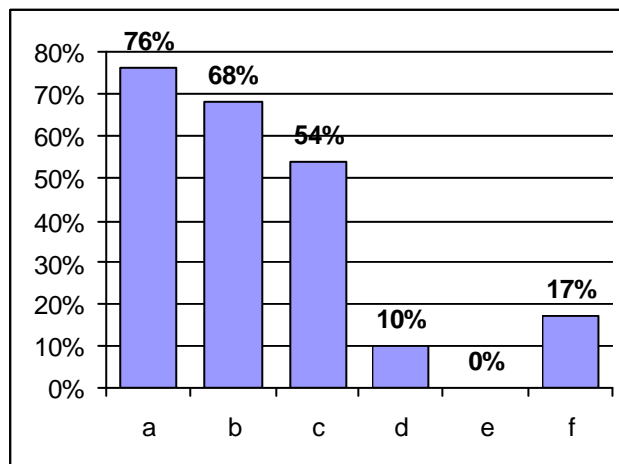
14. What could be the reasons for not connecting computers at Customs offices to the Internet?

a. Security issues (20)   49%

b. Financial constraints (10)   24%

c. Management policy (13)   32%

d. Other, please specify (4)   10%
(KGZ: technical; LVA: Customs offices have restricted connections to Internet; RUS: Russian Legislation; SYR: not enough experienced IT staff)

e. None (13)   32%
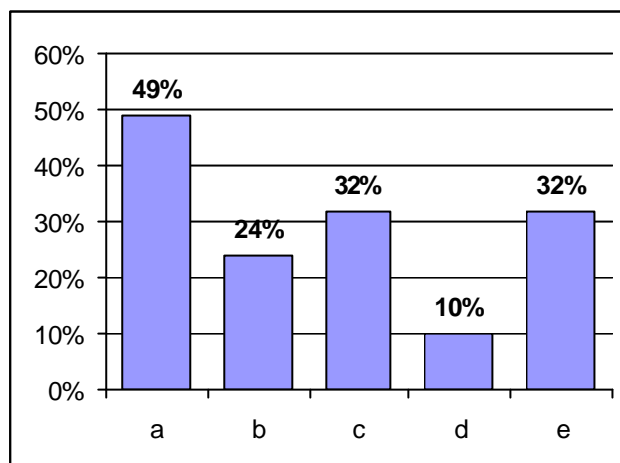

STATUS OF THE COMPUTERIZATION OF TRANSIT

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15. Which transit procedures are computerized today?

a. National transit procedure (22)   54%

b. TIR (19)   46%

c. NCTS (28)   68%

d. Other, please specify (5)   12%
(BGR: ATA, CIM, SMGS; EST: First Identification Procedure; HRV: ATA; LTU: ATA; SVN: TIR procedure is computerized partly)

e. None (4)   10%
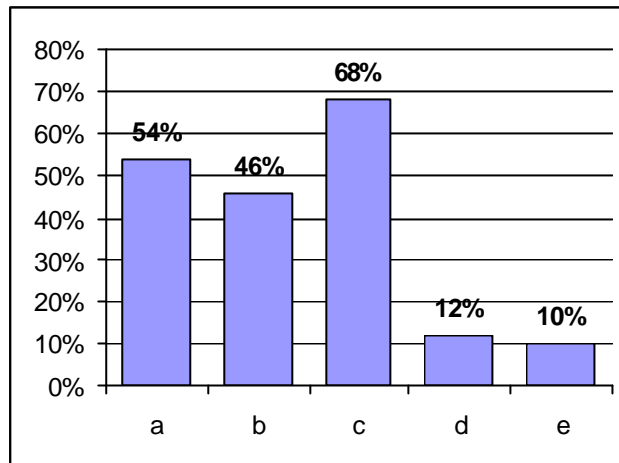
16. Which transit procedures will be computerized in 5 years?

a. National transit procedure (20)   49%

b. TIR (33)   80%

c. NCTS (28)   68%

d. Other, please specify (3)   7%
(HRV: ATA; LTU: ATA; ROM: ATA Carnets)

e. None (0)   0%

f. Don't know (4)   10%
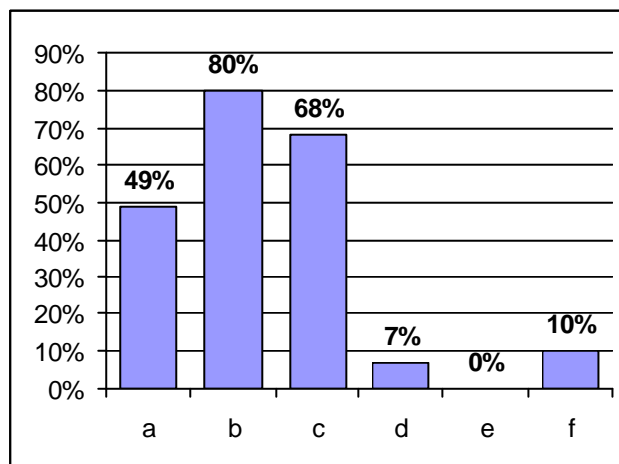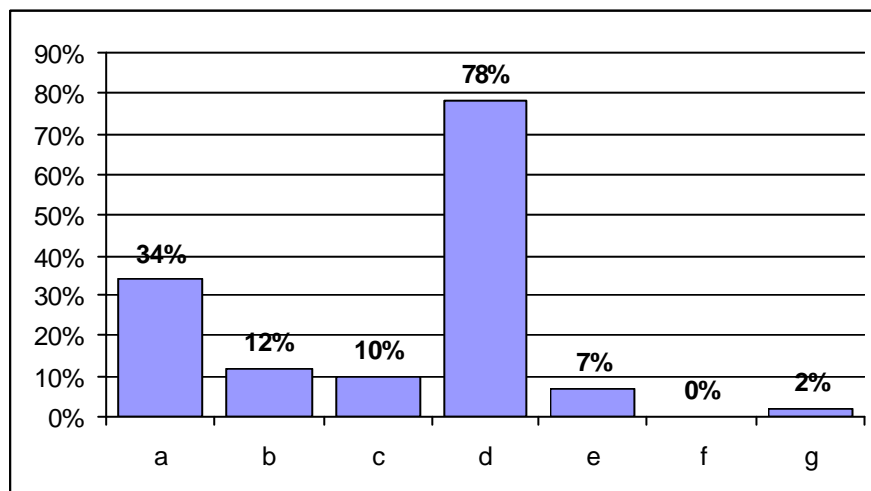
17. Which computerized system(s) do you use today for the management of transit procedures?

a. System developed nationally, please specify (17) 41%
   (AUT: ZITAT for the management of TIR and community/common transit procedure (Fallbackprocedure); AZE: "Chatdirma" (Delivery) software; BEL: SADBEL (automatic clearance system of Belgian and Luxembourg Customs. The system is developed on a BULL mainframe; BGR: BICIS, Transit-national level BTMS1 (Bulgarian Transit Management System-phase1) compatible with NCTS; BLR: AC "Delivery Control"; CYP: For national movements we use THESEAS manifest system; CZE: TIR, CIM, ATA, air (cargo manifests); DEU: ; ESP: BUDANET (Customs integrated system with all customs applications); GRC: Integrated Customs Information System (ICIS); HRV: ; ITA: AIDA and STRADA; RUS: Automated System for Control Over Customs Transit (ASKTT); SCG: Customs Administration IS (ISCS); SVN: CIS national system (partly); SWE: TDS (National system); TUR: for TIR procedure; TIR Program (based on Client Server Architecture run on the Customs WAN developed by using Delphi)

b. National system based on another system, please specify the name of the
   system it's based on (4) 10%
   (NOR: NCTS, TET (National transit application based on MCC/NCTS); ROM: MODTRANS (MOTRAST broker module) based on the ASYCUDA platform; SVK: National Transit System based on NCTS System; TUR: for national transit procedure; BILGE (Computerized Customs Activities) based on SOFIX)

c. ASYCUDA or ASYCUDA++ (5) 12%

d. NCTS (26) 63%

e. Other, please specify (2) 5%
   (GBR: CUTEWISE to review TIR data; MDA: ASYCUDA WORLD)

f. None (3) 7%
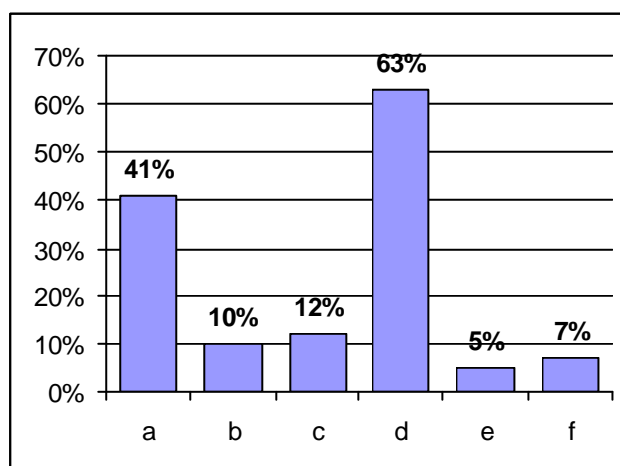
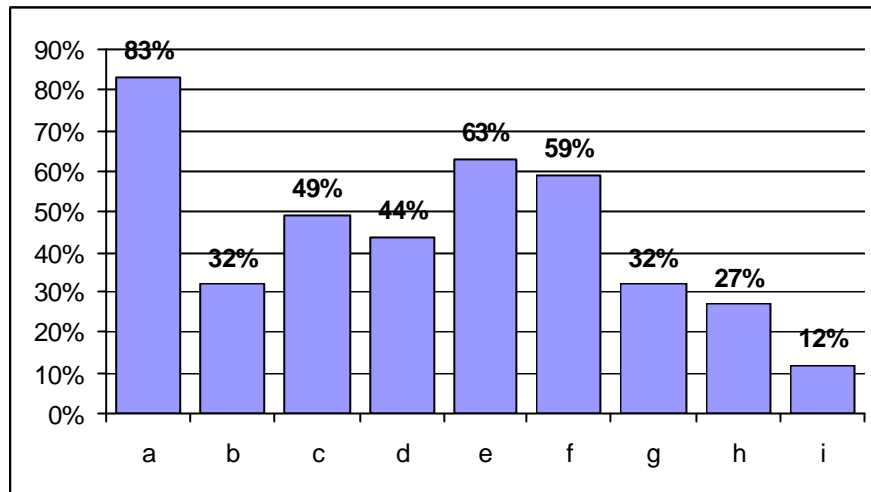**18. Which computerized system(s) will you use in 5 years (2010) for the management of transit procedures**

a. System developed nationally, please specify (14)   34%
    (AUT: ; AZE: "Chatdirma" (Delivery) software; BEL: from the 1st of Jan 2006 a new system "paperless customs and excise" will be available; BGR: BICIS, BTMS2 including NCTS; BLR: "Delivery Control"; CYP: THESEAS manifest system; DEU: ; ESP: BUDANET with more applications; GRC: See comments point 50; HRV: ; ITA: AIDA and STRADA; RUS: New Russian Transit System; SCG: New Customs Administration IS (New ISCS); TUR: TIR Program)

b. National system based on another system, please specify the name of the system it is based on (5)   12%
    (CHE: NCTS; KGZ: unified automated information system "Bajy"; NOR: NCTS, TET (National transit application based on MCC/NCTS); SYR: ASYCUDA WORLD; TUR: web based BILGE (Computerized Customs Activities) based on SOFIX)

c. ASYCUDA or ASYCUDA++ (4)   10%

d. NCTS (32)   78%

e. Other, please specify (3)   7%
    (EST: Nationally developed system for TIR; MDA: ASYCUDA WORLD; NLD: TIR)

f. None (0)   0%

g. Don't know (1)   2%

19. Which data from the TIR Carnet do you capture at the offices of entry/departure and exit/destination?

*Entry/Departure, please specify box number(s)*

a. TIR Carnet number ... 83%

b. TIR Carnet holder ID number (Cover box 3) ... 32%

c. TIR Carnet holder Name/Address/Country (Cover box 3) ... 49%

d. Other information on the cover page ... 44%
(BEL: 3; BGR: 6,7; BLR: 6, 7, 8, 10; CZE: 1, 2, 6, 7, 8, 9, 10; ESP: Cover boxes 1, 6 and 7; EST: 1,2,6,7,8,9, (10); GRC: CONTAINERS Cover 10; IRL: 5,6,7,8; JOR: 1,9; LTU: 8, 9; LVA: -; MKD: 6-10; NLD: the whole page is captured; ROM: 6,7,8; RUS: 1,2,6,7,8,10,11,12; SCG: 6,7,8,11; SVN: registration no, 8; SWE: Vehicle Reg. No)

e. Goods manifest information ... 63%
(AZE: 1; BGR: 10,11,16,12; BLR: 9, 10, 11, 12; CZE: 9, 10, 11; ESP: Box 10: Description of goods; EST: (9), 10, 11; FIN: 10; FRA: rubrique 10 (description des marchandises); GEO: -; GRC: ex.9, ex.10, ex.11, sum. of 12; HUN: 9, 10, 11, 12; IRL: 9,10,11; JOR: 9,10,11; KGZ: 9,10,11; KWT: 9 to 15; LTU: 9,10,11,12; LUX: 10; LVA: -; MKD: 11; NLD: the whole page is captured; POL: 9, 10, 11, 12, 16; RUS: 6,7,8,10; SCG: 11; SVK: voucher n 1-box 10; SVN: gross weight, description; TUR: 9,10,11)

f. Information you provide on voucher N°1 ... 59%
*(AUT: 10,11; AZE: 1; BEL: 1,2,3,4,5; BGR: 19,20,22,2; BLR: 1, 4, 5, 6, 7, 8, 16, 18-23; CZE: 1, 2, 4, 5, 6, 7, 8, 12, 16, 18, 19, 20, 21, 22; ESP: Boxes 2 and 9 a); EST: 1,2,3,4,5,6,7,8,12,13,16,17,19,20,21,22,23; FIN: 1-23; FRA: date d'enregistrement; HUN: 22; IRL: 12,16,17 also 24 to 28; JOR: 18-23; LTU: 2, 5, 6, 8, 16, 18, 19, 20, 21, 22; LUX: 16,19,20,21,22; LVA: -; MKD: All; NLD: the whole page is captured; POL: 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23; ROM: *; RUS: 18,20,22,23; SCG: 19,20,21,22, Page No.; SVN: status of goods; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,18,19,20)*

g. Information you provide on voucher N°2 ... 32%
*(AUT: 10,11; AZE: 1; BGR: 5,6,7,21,23; CZE: see voucher No.1+subsequently data from the return voucher - 24, 27 when it arrives back; ESP: Box 27 if any; EST: The same as in voucher No 1; GRC: 21,23; IRL: 12,16,17; LUX: 16,19,20,21,22; LVA: -; POL: 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23; ROM: *; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,18,19,20)*

h. Information Customs offices from other countries have provided on counterfoil N°1 ... 27%
(AZE: 1; BGR: 1,2,3,4,5; CZE: 1; ESP: Boxes 1 and 2; GEO: -; HUN: 3; IRL: 18 to 23; JOR: 18,21,22,23; LUX: 16,17; LVA: -; POL: 1, 2, 3)

i. Information Customs offices from other countries have provided on counterfoil N°2 ... 12%
(AZE: 1; HUN: 3; IRL: 16; LVA: -; NLD: the whole page is captured)

Exit/Destination, please specify box number(s)

a.	TIR Carnet number	76%
b.	TIR Carnet holder ID number (Cover box 3)	32%
c.	TIR Carnet holder Name/Address/Country (Cover box 3)	41%
d.	Other information on the cover page	37%

*(BEL: 3; BGR: 6,7; BLR: 6, 7, 8, 10; CZE: 1, 2, 6, 7, 8, 9, 10; ESP: Country of departure and destination; GRC: Containers Cover 10; IRL: 5,6,7.8; JOR: 1,9; LTU: 8, 9; LVA: -; MKD: 6-10; NLD: the whole page is captured; ROM: *; RUS: 1,2,6,7,8,10,11,12; SVN: registration no, 8)*

e.	Goods manifest information	51%

(AZE: 2; BLR: 9, 10, 11, 12; CZE: 9, 10, 11; ESP: Description of goods; FIN: 10; GEO: -; GRC: ex.9, ex.10, ex.11, sum. of 12; HUN: 9, 10, 11, 12; IRL: 9,10,11; JOR: 9,10,11; KGZ: 9,10,11; KWT: 9 to 15; LTU: 9,10,11,12; LUX: 10; LVA: -; MKD: 11; NLD: the whole page is captured; RUS: 6,7,8,10; SVK: voucher n 1- box 10; SVN: gross weight; TUR: 9,10,11)

f.	Information you provide on voucher N°1	34%

*(AUT: 10,11; AZE: 2; BEL: 1,2,3,4,5; BLR: 1, 4, 7, 8, 9, 24, 28; ESP: Boxes 2, 9 and 17; EST: The same as in Entry/Departure; HUN: 26; IRL: 12,16,17; JOR: 16; LTU: 2, 5, 6, 8, 16, 18, 19, 20, 21, 22; LVA: -; ROM: *; SCG: 21; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,25,26,27)*

g.	Information you provide on voucher N°2	44%

*(AUT: 10,11; AZE: 2; BGR: 25,26,27,28; CZE: 1, 2, 4, 5, 6, 7, 8, 12, 16, 18, 19, 21, 24, 25, 26, 27; ESP: Box 27 if any; EST: 25,26,27,28; FIN: 1-17; FRA: fin partielle ou définitive; IRL: 12,16,17; JOR: 24-28; LTU: 24, 25, 26, 27; LUX: 25,26,; LVA: -; MKD: All; NLD: the whole page is captured; ROM: *; SCG: 25,27,28; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,24,25,26,27,)*

h.	Information Customs offices from other countries have provided on counterfoil N°1	22%

(AZE: 2; CZE: 1; ESP: Boxes 1 and 2; GEO: -; GRC: 24, 26, 28; HUN: 3; IRL: 18 to 23; LVA: -; RUS: 24,26,27,28)

i. Information Customs offices from other countries have provided on counterfoil
N°2   27%
*(AUT: 22; AZE: 2; BGR: 1,2,3,4,5; FRA: réserves + nom du bureau de douane;
HUN: 3; IRL: 16; JOR: 24-28; LUX: 16,17,19,20,21,22; LVA: -; NLD: the whole
page is captured; POL: 1, 2, 6)*
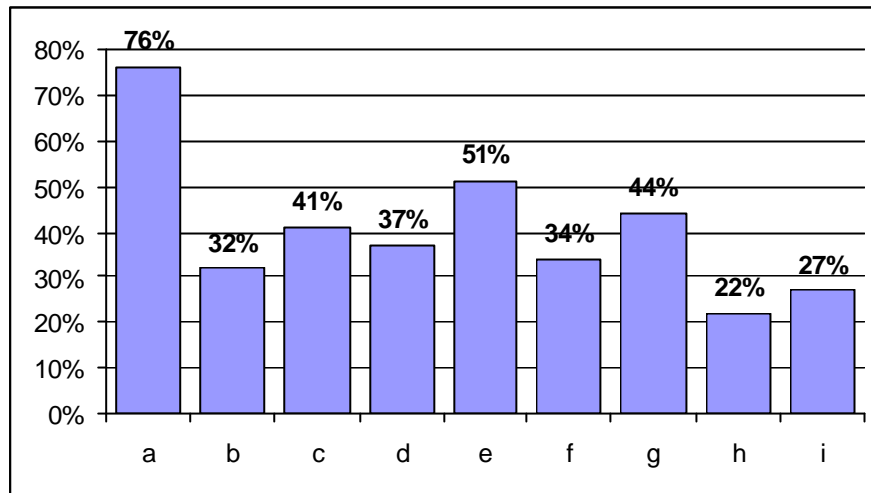
**20. In relation to the management of TIR operations, which additional data not
contained in the TIR Carnet do you key in?**

a. HS code of the goods (12)   29%

b. Value (or estimated value) of the goods (9)   22%

c. Consignee (14)   34%

d. Consignor (10)   24%

e. Other, please specify (12)   29%
*(AUT: date of presentation and date of departure; BLR: Passport data of driver;
additional unit of measure; numbers of carnet TIR pages; VIN number of
vehicles.; CZE: Page number; GBR: UK Customs Discharge reference number;
GRC: EXPORT DOCUMENTS(SAD); JOR: Invoices Numbers; KGZ: number of
CMR; KWT: Invoice; MKD: Selectivity Management Remarks; RUS: Internal
Customs Information; SCG: Unload type; SWE: Id No of the import declaration;
Goods No at the Customs warehouse - if the loaded goods is not in free
circulation)*

f. None (18)   44%
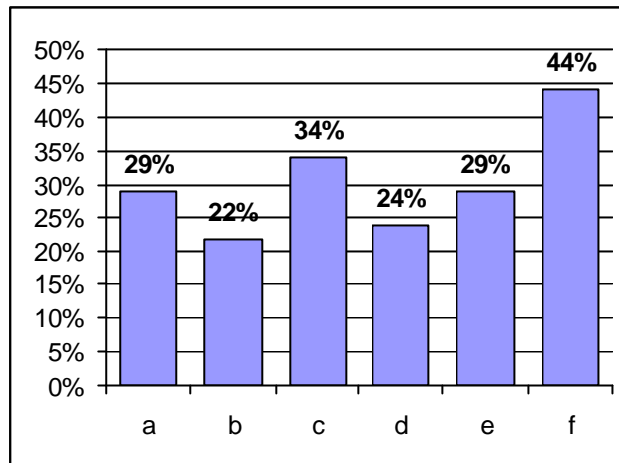
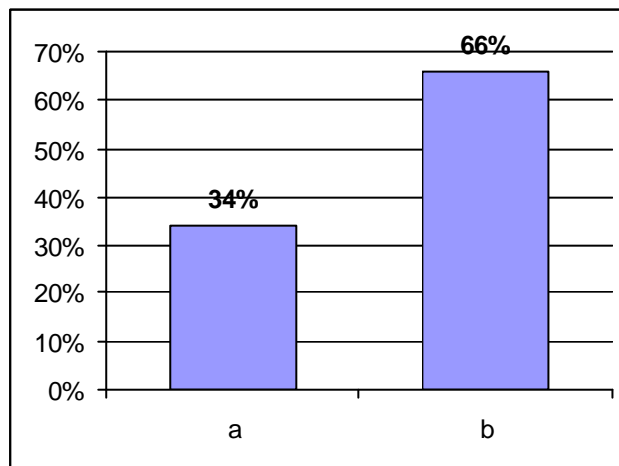**21. Do you establish discharge electronically?**

a. Yes (14)   34%

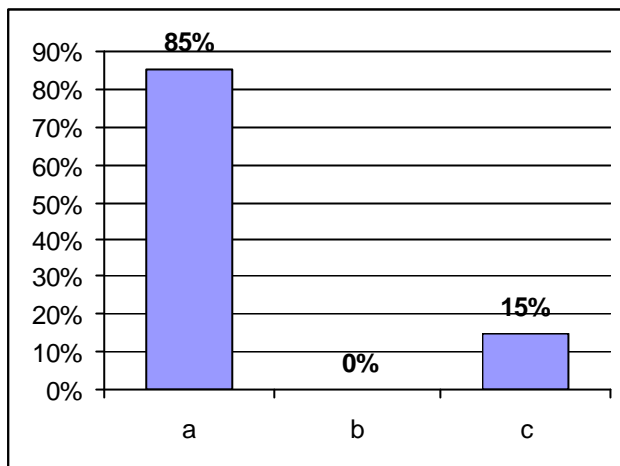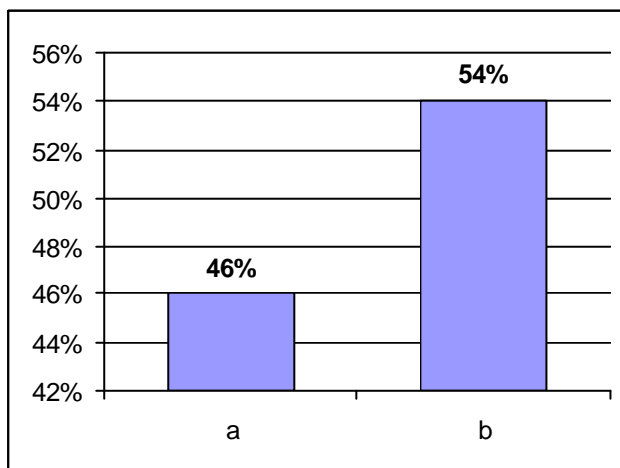b. No (27)   66%

22. Will you establish discharge electronically in 5 years?

a.   Yes (35)   85%

b.   No (0)   0%

c.   Don't know (6)   15%
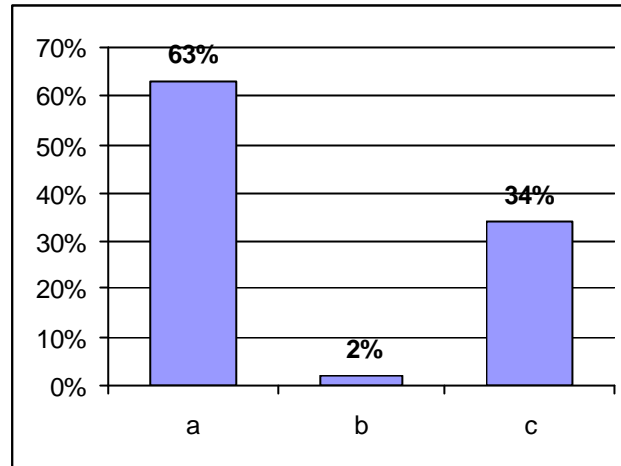

23. Do you dispose of a central database in which all data concerning TIR operations are stored?

a.   Yes (19)   46%

b.   No (22)   54%

24. Will you dispose in 5 years of a central database in which all data concerning TIR operations are stored?

a. Yes (26)   63%

b. No (1)   2%

c. Don't know (14)   34%

25. Which of the following electronic devices do you use today in connection with the management of TIR operations?

a. Electronic seals (1)   2%

b. Satellite tracking (2)   5%

c. RFID (Radio frequency identification) (0)   0%

d. Smart carts (0)   0%

e. Other, please specify (2)   5%
 (BGR: Bar code reader; SVK: Data Exchange through national network)

f. None (36)   88%
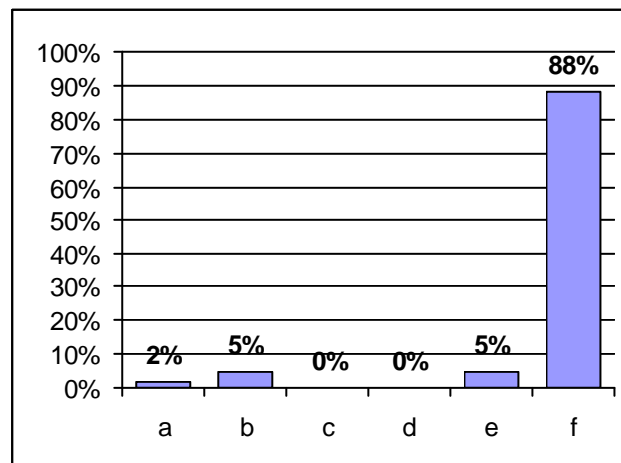
26. Which of the following electronic devices do you plan to use in 5 years in connection with the management of TIR operations?

|		
a.	Electronic seals (8)	20%
b.	Satellite tracking (4)	10%
c.	RFID (Radio frequency identification) (1)	2%
d.	Smart carts (4)	10%
e.	Other, please specify (3)	7%
	(FIN: mobile tracking; NLD: open to all new developments; SVK: Data Exchange through national network)	
f.	None (0)	0%
g.	Don't know (29)	71%
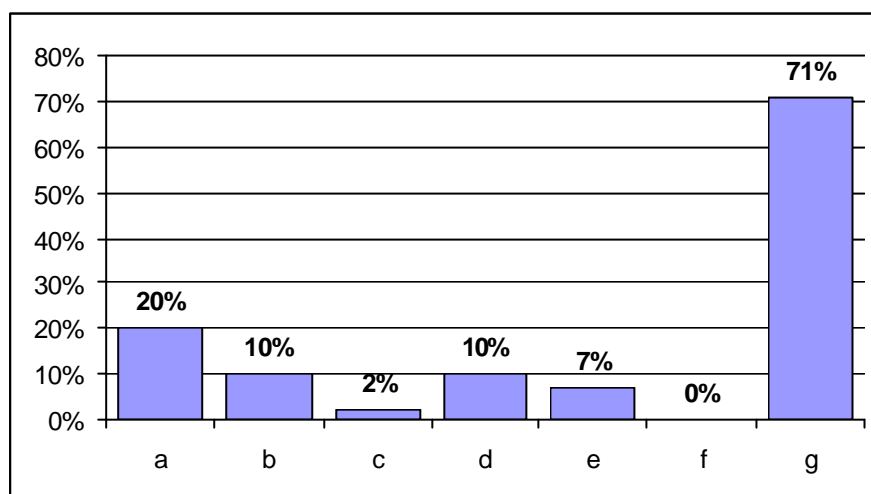
FUNCTIONALITIES OF THE ETIR SYSTEM

27. Indicate the degree of necessity for Customs authorities of the following functionalities in the eTIR system?

		Prerequisite	Desirable	Not desirable	Indifferent
a.	Real time information	76%	22%	0%	2%
b.	Advance cargo information	61%	32%	2%	5%
c.	Prior notification system (early declaration system)	22%	59%	2%	15%
d.	International Guarantee management for Customs	59%	32%	5%	5%
e.	Electronic link with prior and subsequent Customs regimes	12%	76%	5%	7%
f.	International risk management database	24%	68%	5%	2%
g.	International risk management tools (warning systems)	34%	61%	2%	2%
h.	International validation of TIR Carnet holders against the ITDB (Authorization, Withdrawal, …)	49%	44%	0%	7%
i.	International validation of the itinerary (Exclusions of TIR Carnet holders, coverage of the Guarantee, …)	29%	51%	7%	12%
j.	Third party cargo inspection	5%	20%	24%	49%
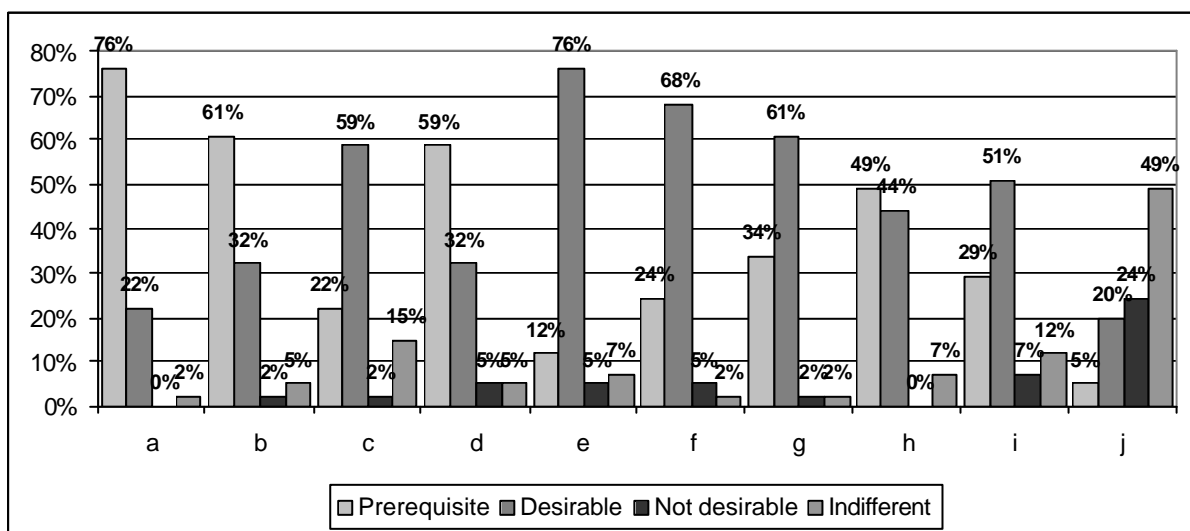
28. In your view what is the degree of necessity for guarantors of the following functionalities in the eTIR system?

		Prerequisite	Desirable	Not desirable	Indifferent
a.	Termination notification	51%	39%	5%	5%
b.	Discharge notification	56%	34%	2%	7%
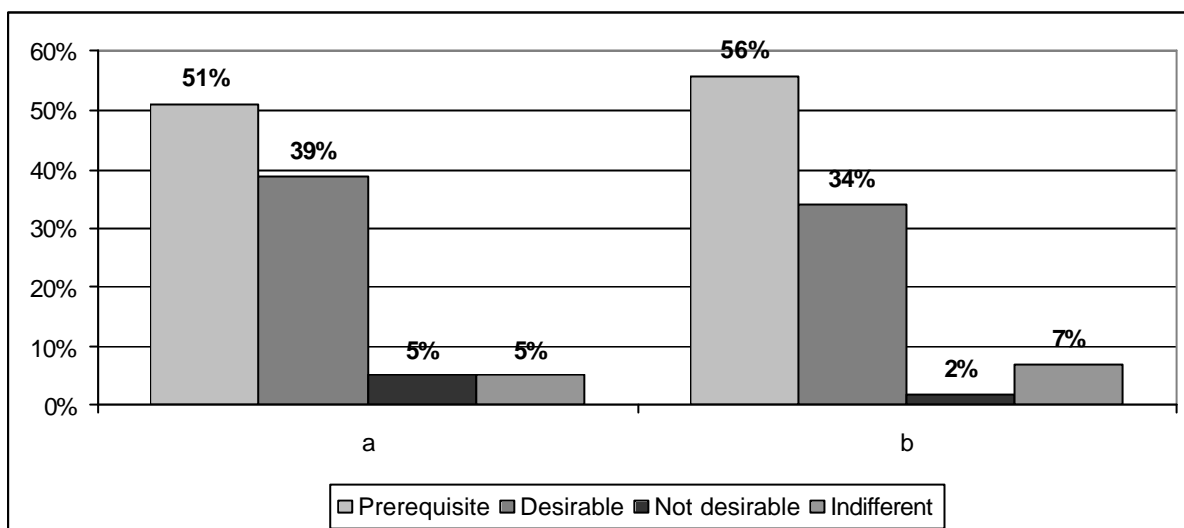
29. In your view what is the degree of necessity for the private sector of the following functionalities in the eTIR system?

		Prerequisite	Desirable	Not desirable	Indifferent
a.	International declaration mechanism (for those countries not having developed their own)	29%	37%	10%	24%
b.	International declaration mechanism (enabling declarations in countries other than the one of residence of the transport operator)	15%	51%	12%	22%
c.	Access by authorized third parties	20%	29%	24%	27%
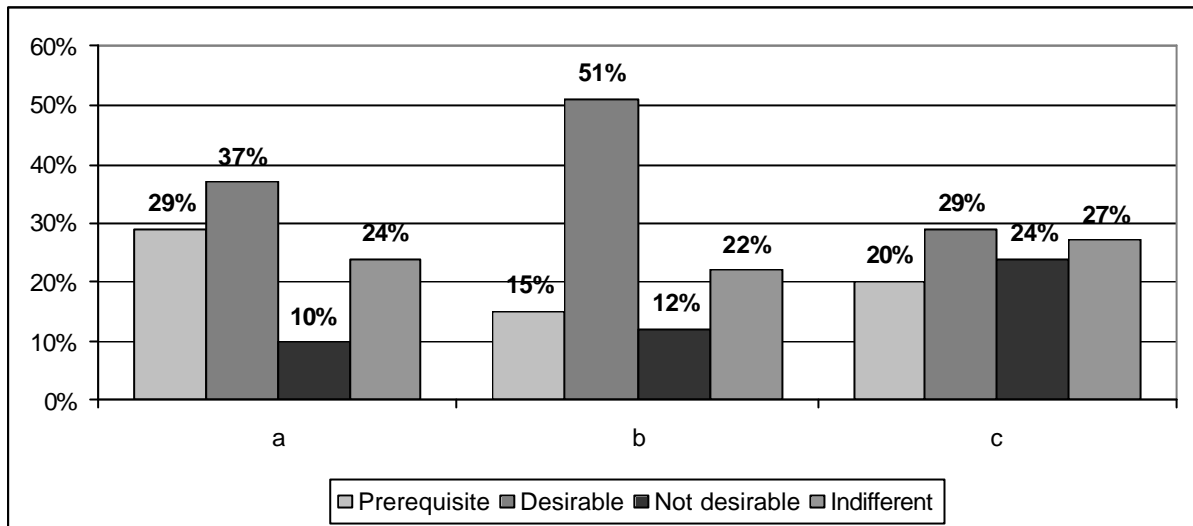
30. If any, indicate other possible functionalities of the eTIR system.

For Customs authorities

Prerequisite

> *BLR:*   *Information security*
>
> *GBR:*   *Validation of authorized consignee details.*
>
> *GEO:*   *no*
>
> *KWT:*   *Third Party declaration, Country of Destination or departure.*
>
> *LTU:*   *Reports with statistical information*
>
> *LVA:*   *Automatic discharge, and selection of non-discharged procedures.*
>
> *RUS:*   *Data on the Opening of a TIR Carnet*

Desirable

> *CYP:*   *statistics for national TIR carnet*
>
> *GEO:*   *no*
>
> *LVA:*   *Data input of TIR carnet by traders.*
>
> *TUR:*   *It is desirable that eTIR allows accession to the samples of Customs stamps and seals of TIR Contracting Parties.*

Not desirable

> *GEO:*   *no*

Indifferent

> *BEL:*   *Indifferent*
>
> *GEO:*   *no*

For the guarantors

Prerequisite

>   *GEO: no*

>   *LVA: Information about discharge of TIR movements.*

>   *RUS: Opening of a TIR Carnet*

Desirable

>   *CYP: status of TIR carnet to be available*

>   *GEO: no*

Not desirable

>   *GEO: no*

Indifferent

>   *BEL: Indifferent*

>   *GEO: no*

For the private sector

Prerequisite

>   *GEO: no*

Desirable

>   *AUT: Follow up status*

>   *CYP: status of TIR carnet to be available*

>   *GEO: no*

>   *LVA: TIR carnet data submission to the Customs information systems.*

>   *TUR: It is desirable that eTIR allows partial transportation.*
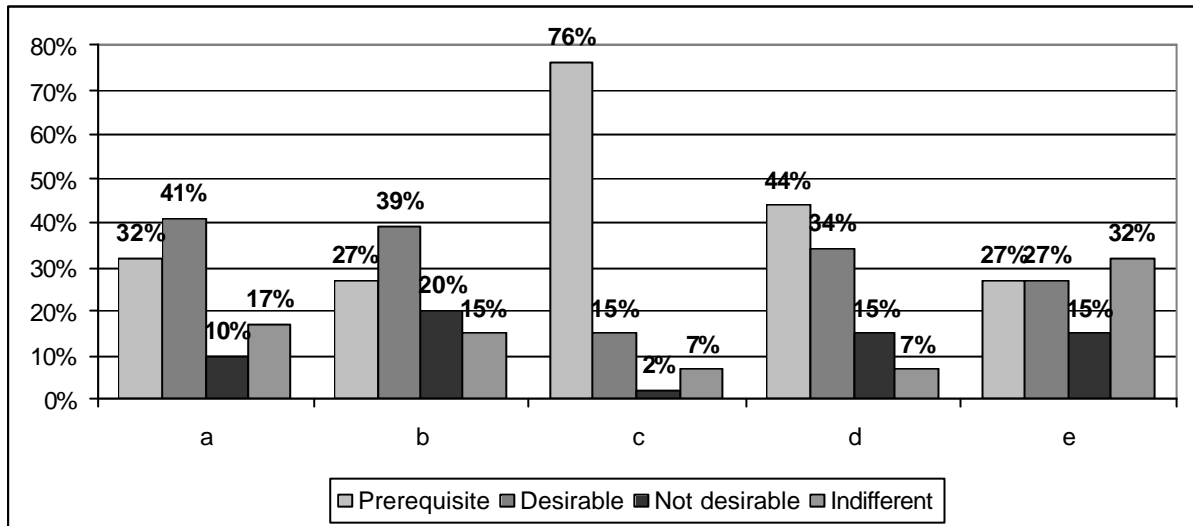
Not desirable

>   *GEO: no*

Indifferent

>   *BEL: Indifferent*

>   *GEO: no*

31. **Indicate the degree of necessity of the following data elements for the eTIR system?**

		Prerequisite	Desirable	Not desirable	Indifferent
a.	HS code	32%	41%	10%	17%
b.	Value of the goods	27%	39%	20%	15%
c.	Consignee	76%	15%	2%	7%
d.	Consignor	44%	34%	15%	7%
e.	Subsequent transport operator	27%	27%	15%	32%

32. **If any, indicate other possible new data elements for the eTIR system.**

Prerequisite

> *AUT:* *Driver-Personal datas*
>
> *CHE:* *The data required in TIR must be consistent with NCTS.*
>
> *CYP:* *Consignee address consignor address guarantor address*
>
> *GEO:* *no*
>
> *GRC:* *DESCRIPTION OF GOODS*
>
> *HRV:* *specific goods (ADR), weight of goods, vehicle identity*
>
> *JOR:* *TIR Holder*
>
> *Description of goods*
>
> *LVA:* *-*
>
> *ROM:* *lorry identification,*

Desirable

> *BGR:* *Seals of identification marks*
>
> *GEO:* *no*
>
> *GRC:* *PREVIOUS DOCUMENT(S)*

> *JOR:* *yes*
>
> *yes*

Not desirable

> *BEL:* *Not desirable*
>
> *GEO:* *no*

Indifferent

> *GEO:* *no*

NATIONAL CONSTRAINTS

---

33. The eTIR system should be compatible or interfacing with the following project(s).

a. ITDB (11)   27%

b. SafeTIR (16)   39%

c. NCTS (29)   71%

d. ASYCUDA++ (6)   15%

e. UNTDED (4)   10%

f. National Customs system(s) (21)   51%

g. Other, please specify (6)   15%
    (CZE: Automated Export system/Import control system; EST: CuteWise; MDA: ASYCUDA WORLD; NLD: WCO dataset, EU: AIS and AES; SCG: WCO Data Model; SYR: ASYCUDA WORLD)

h. None (1)   2%
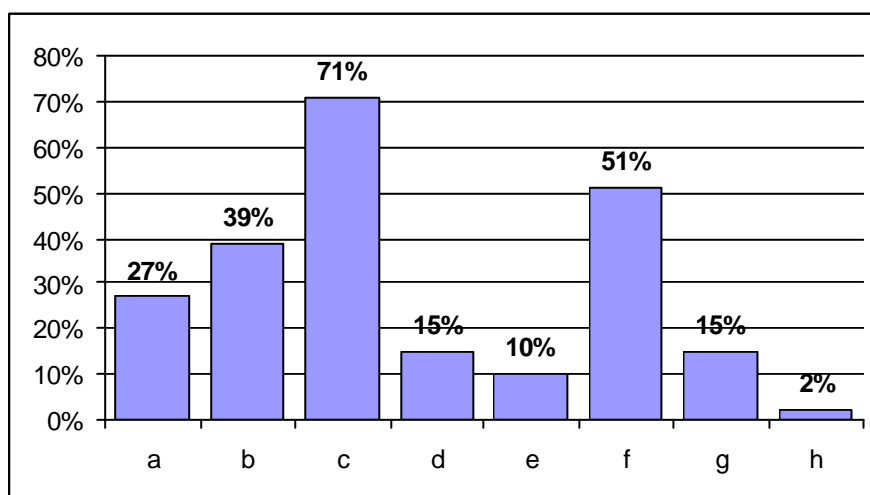
34. If any, please specify other technical constraints.

BEL: *No*

FRA: *A priori, aucune donnée qui serait intégrée dans eTIR ne pose problème. Une information sur les données mises en ligne devrait être transmise à la CNIL (commission nationale informatique et liberté)*

GEO: *no*

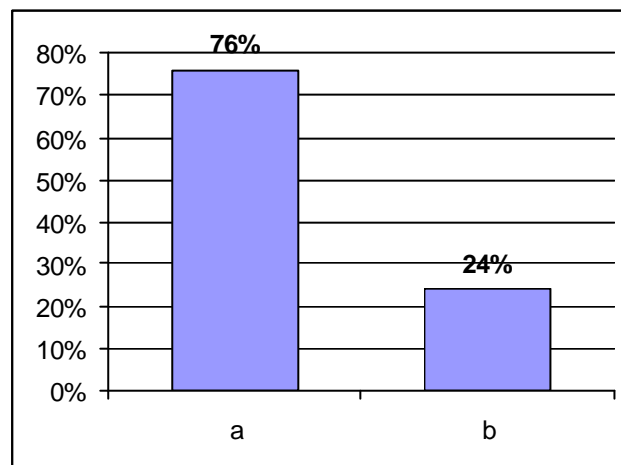KGZ: *Solving of problems on communication*

LUX: *XML messages*

POL: *XML preferred for the National System*

Political/legal constraints

35. Do you have data protection laws preventing the exchange of certain electronic data?

a. Yes (31)   76%

b. No (10)   24%

36. What kind of data cannot be exchanged electronically?

BEL: *Certificat d'origine, Certificat de circulation EUR ....., autres en intra-communautaire comme T5,...*

BGR: *All kinds of data can be exchanged electronically at relevant security measures in accordance with the lows in force: Customs Act, Law for the Protection of classified information, Law for the Protection of personal data*

BLR: *In accordance with Customs Code information presented for the customs purposes is confidential and cannot be transmitted to the third persons.*

CHE: *See the relevant European and international privacy instruments*

CYP: *Personal data protected by the National Law titled "The Processing of Personal Data (Protection of Individuals Law 138(I)/2001)*

DNK: *Data of purely private nature relating to individuals, including data on race, religious belief, colour of skin; on membership of organizations; on sexual or criminal matters; and on health, essential social problems, or excessive use of intoxicants and the like must be exchanged electronically encrypted*

EST: *Data specified by the State Secrets Act, Databases Act and Personal Data Protection Act.*

GBR: *As defined by the Data Protection Act and the Freedom of Information Act*

GEO: *no*

GRC: *The data contained in the messages of NCTS can be exchanged.*

IRL: *Personal Data*

KWT: *Goods value and the sale agents names.*

LTU: *Data of the natural person*

LUX: *personal data under certain conditions*

LVA: *Which contain sensitive data about persons.*

MKD: *Personal data*

MLT: *Personal data*

NLD: *Sensitive private information*

NOR: *Information of high level of secrecy ("top secret"). Only to be exchanged in protected networks.*

POL: *no available*

SVN: *secret data can be exchanged only under special circumstances*

SWE: *Personal data, confidential business info*

SYR: *Non*

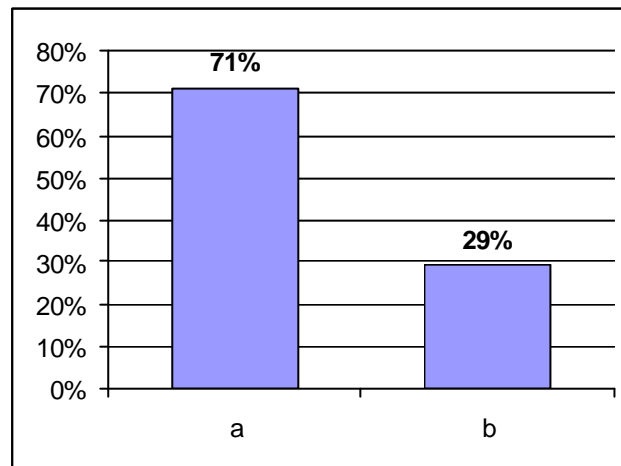TUR: *commercially confidential information*

37. Do you consider that the development of an eTransit Convention would be an alternative to the amendment of the present TIR Convention?

a.	Yes (24)	59%
b.	No (17)	41%
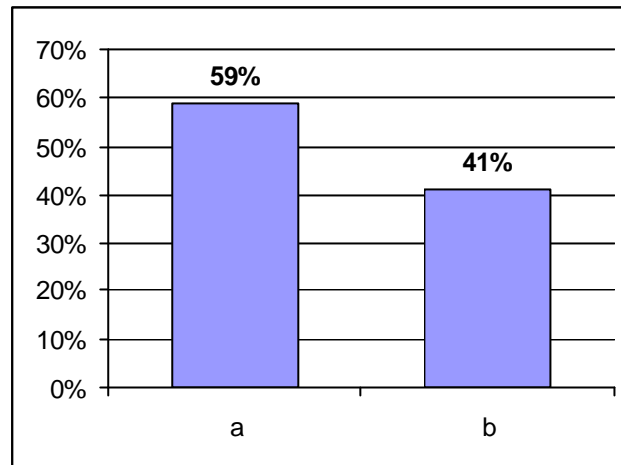
38. Can/should eTIR force direct communications between Contracting Parties?

a.   Yes (29)   71%

b.   No (12)   29%

39. If any, please specify other political/legal constraints.

AZE: *20% of Azerbaijan's territory was occupied by Armenia*

BEL: *No*

CZE: *The reference to the Council of Europe Convention of 28 January 1981 for the protection of individuals with regard to automatic processing of personal data (see Article 44 of Common Transit Convention) should be made in the new annex to the TIR Convention which will form the basis for the eTIR project*

FRA: *la langue française doit être utilisée lorsque les opérations ont lieu au départ de la France.*

*GBR:*   *UK bound by EU Community decisions.*

GEO: *no*

MKD: *Legal Framework Needed*

SYR: *The principle of the boycott to the Israeli products*

Financial/economical constraints

40. Should an emphasis be put on the minimization of investments at the level of…

		Yes	Not Particularly
a.	the international public bodies (TIR Secretariat, United Nations);	56%	44%
b.	the international private bodies (International Organizations, Guarantors);	34%	66%
c.	national public administrations (Customs authorities);	76%	24%
d.	national private sector (Transport, Trade, Associations,...).	63%	37%
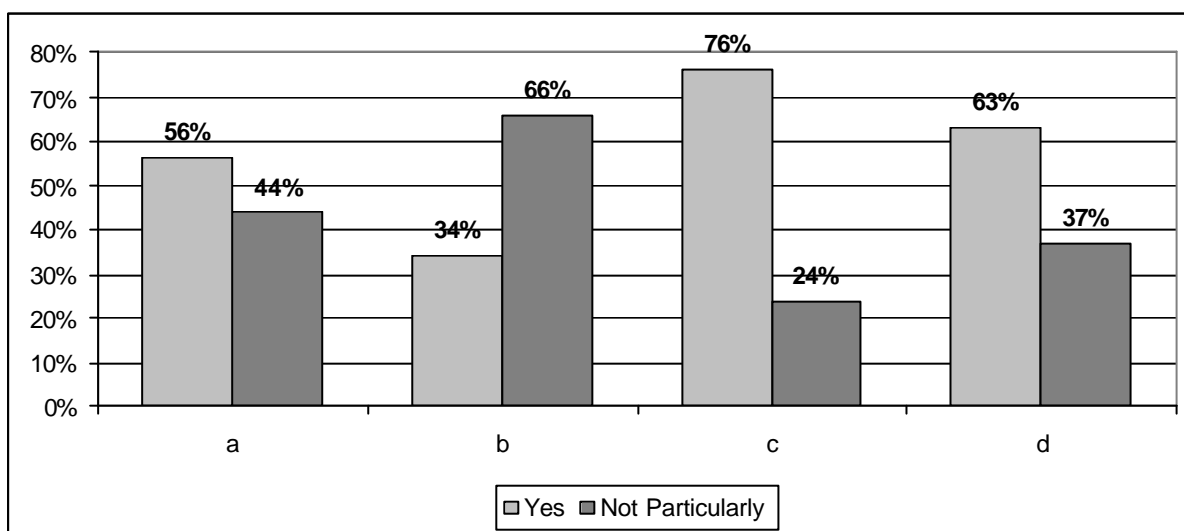
41. Indicate how much time would be required, in accordance with standing national budgetary procedures, to get the development/implementation of the national part of the eTIR system funded by your national budget.

(AUT: don't know; AZE: 3 years; BEL: minimum 24 months; BGR: Can not be estimated at this stage.; BLR: 12-24; CHE: currently out of question for the Swiss Parliament.; CYP: No study has been carried out; CZE: basic implementation-12, full-24; DEU: 12; DNK: 24; ESP: From 3 to 6 months ; EST: 24 months; FIN: 36; FRA: cette réponse nécessite une analyse plus poussée; GBR: Not known.; GEO: 12; GRC: Do not know; HRV: 24; HUN: 36 months, calculated from the particular needing arised; IRL: 24; ITA: At the most 12 months; JOR: 12; KGZ: 6-10; KWT: 18; LTU: 6-9; LUX: 24; LVA: 18; MDA: 12; MKD: The Budget for the next year, is adopted by the end of the previous calendar year.; MLT: 24; NLD: 24; NOR: technically minimum 18 months ; POL: difficult to define at the moment; ROM: 36; RUS: at least 24 months; SCG: 18; SVK: 12; SVN: 12; SWE: "-" ; SYR: 50; TUR: 24)

The average is **22 months**.

42. If any, please specify other financial/economical constraints.

AUT: *It depends on decisions of the national computerization steering committee*

AZE: *financial*

BEL: *No*

BGR: *Limited funds for investment from national budget.*

BLR: *Allocation of budget resources for eTIR is not planned.*

CHE: *Currently non-financial resources available.*

CYP: *Cyprus as a small Member State would like the development of TIR system to be undertaken by the Commission for the benefit of all Member States*

FRA: *De nombreux projets informatiques sont en cours et mobilisent ressources financières.*

GBR: *Budgets have to be prioritized and funding cannot always be guaranteed.*

GEO: *no*

IRL: *Due to the small number of TIR transits dealt with by this Administration, this is not a project that we could justify investing significant resources in*

JOR: *if the cost of implementing the system will be very high, we will need economical support*

KGZ: *absence of financial means*

KWT: *To comply with international agreements and Conventions.*

LTU: *Budget is planned for a programme for 12 months, procurement of goods takes 2-4 months*

MLT: *Very low volume of TIR transactions*

NOR: *Dependent on the general budgetary situation (see further comments in box 50)*

SCG: *Lack of funds needed for such a project (very limited budget).*

Other constraints

43. If any, please specify other constraints.

BEL: *No*

CYP: *Lack of sufficient human resources at a national level*

FRA: *Des ressources humaines sont également nécessaires.*

GBR: *Possible changes to National and EU legislation.*

GEO: *no*

KGZ: *qualifications of staff*

LVA: *Specifications from EC should be available at least 18 months before systems should be in operational mode.*

NOR: *Norwegian Customs & Excise has not planned any major economical investments in the development of e-TIR. As Norway's major trading partners are within the EU, NCTS is the transit system being used. Our priority has been to assist in developing and maintenance the NCTS product. (Details box 50)*

LEGAL ASPECTS OF COMPUTERIZATION

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44. Does your national legislation accept electronically lodged Customs declarations?

a.   Yes (38)   93%

b.   No (3)   7%

45. Does you national legislation accepts electronic signatures?

a. Yes (32)   78%

b. No (9)   22%
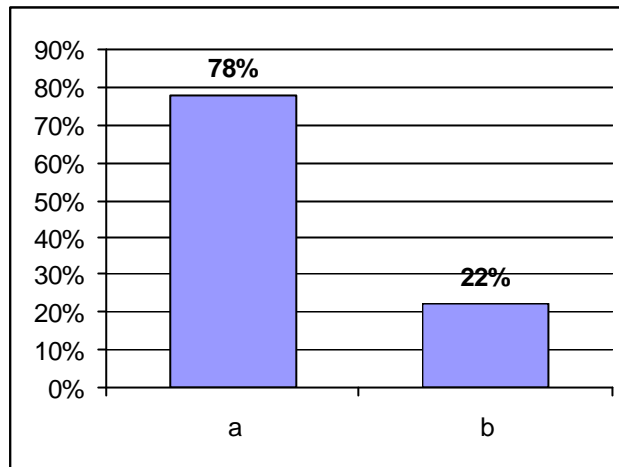
46. Does electronic discharge have a legal value?

a. Yes (31)   76%

b. No (10)   24%
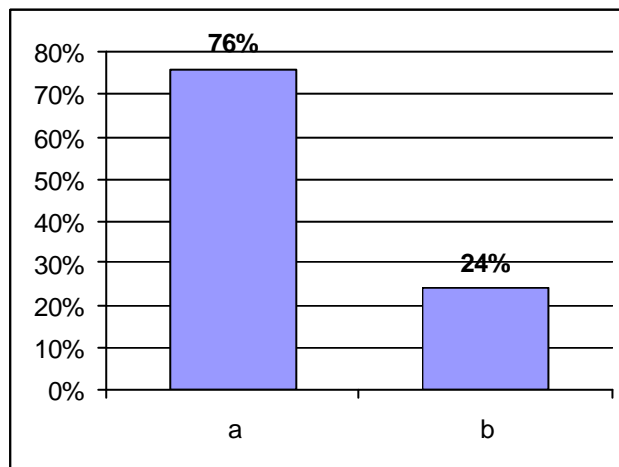
47. Does electronic data received / sent by your Administration have a legal value (tick boxes when "yes")?

		Received from	Sent to
a.	Private sector	68%	71%
b.	Administrations from other countries	66%	63%
c.	International bodies (UN, ..)	44%	41%

48. If "No", please specify the nature of the legal impediment(s) preventing your administration from accepting or sending electronic information.

BEL: *No*

BLR: *The absence of a legal regulation stipulating the use of an electronic customs document.*

CHE: *Yes only if explicitly recognized by an intergovernmental agreement.*
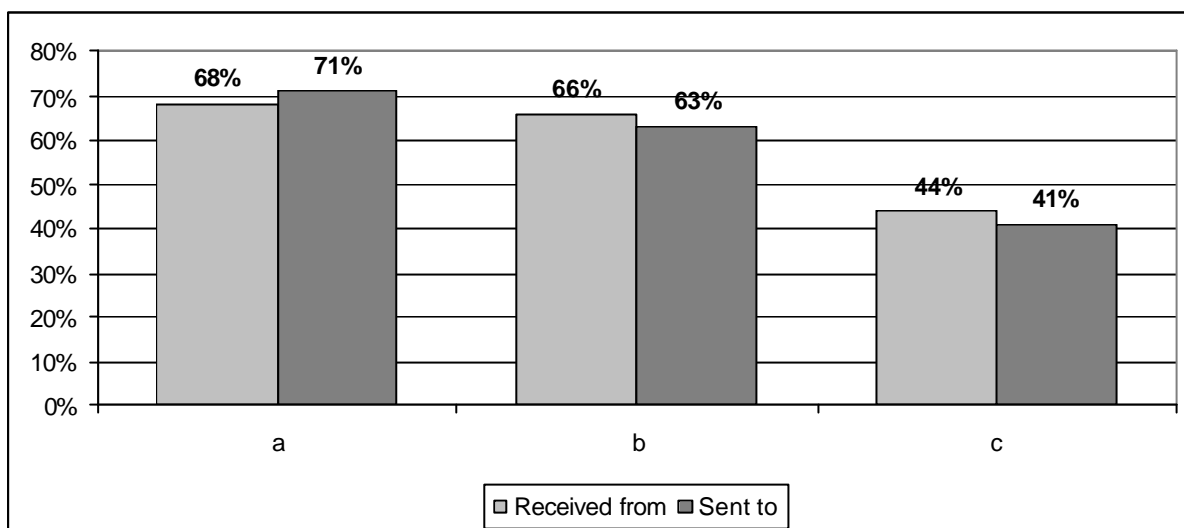
EST: *Depends on the requirements established by law for the information to be transferred. Information must be processed according to the rules provided by law.*

GBR: *We do not currently have an electronic system for TIR procedure.*

GEO: *no*

HRV: *Legislation is in the process of development*

KGZ: *The law on electronic signature is not developed finally*

MKD: *Legislation not complete*

NOR: *There is no international agreement at present that regulates the transmission of legal information (including customer information) between our NA and other international bodies*

POL: *International bodies are not the parts of administrative relation*

ROM: *no legislation acts referring to*

STATISTICAL QUESTIONS

In order to quantify the investments that will be necessary at national level, this section gathers statistical information.

49. How many Customs offices are there in your Country?

Inland

Total: 3119

(AUT: 90; AZE: 7; BEL: 35; BGR: 75; BLR: 3; CHE: 27; CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DEU: 194; DNK: 9; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: 48; GEO: 6; GRC: 122; HRV: 86; HUN: 24; IRL: 111; ITA: 130; JOR: 1; KGZ: 46; KWT: 5; LTU: 25; LUX: 7; LVA: 37; MDA: 6; MKD: 25; MLT: 1; NLD: 55; NOR: 20; POL: 36; ROM: 83; RUS: 843; SCG: 66; SVK: 46; SVN: 15; SWE: 4; SYR: SEVEN; TUR: 130)

Approved for TIR: 2063

(AUT: 90; AZE: 7; BEL: 18; BGR: 70; BLR: 2; CHE: 27; CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DEU: 194; DNK: 5; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: 44; GEO: 6; GRC: 97; HRV: 60; HUN: 23; IRL: 43; ITA: 130; JOR: 1; KGZ: 40; KWT: 3; LTU: 25; LUX: 7; LVA: 33; MDA: 6; MKD: 22; MLT: -; NLD: 15; NOR: 20; POL: 36; ROM: 83; RUS: -; SCG: 60; SVK: 46; SVN: 15; SWE: 4; SYR: SEVEN; TUR: 130)

Approved for TIR and computerized: 1669

(AUT: 90; AZE: 7; BEL: 0; BGR: 70; BLR: 2; CHE: 27; CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DEU: 194; DNK: 5; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: not known; GEO: 6; GRC: 64; HRV: all; HUN: 23; IRL: None; ITA: 0; JOR: 1; KGZ: NA; KWT: 3; LTU: 25; LUX: 7; LVA: 33; MDA: 6; MKD: All; MLT: 1; NLD: 15; NOR: 20; POL: 36; ROM: 72; RUS: -; SCG: 60; SVK: 46; SVN: 15; SWE: 4; SYR: NON; TUR: 61)

At the border

Total: 886

(AUT: 19; AZE: 13; BEL: 24 (ceci comprend des bureaux intérieurs à la communauté européenne; BGR: 52; BLR: 10; CHE: 33; CYP: 4; CZE: 1 customs office; DEU: 96; DNK: 14; ESP: 4; EST: 8; FIN: 10; FRA: ?; GBR: not known; GEO: 14; GRC: 11; HRV: 109; HUN: 22; IRL: 4; ITA: 115; JOR: 2; KGZ: 40; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MDA: 9; MKD: 18; MLT: 4; NLD: 10; NOR: 11; POL: 15; ROM: 25; RUS: -; SCG: 59; SVK: 9; SVN: 13; SWE: 19; SYR: 53; TUR: 11)

Approved for TIR: 748

(AUT: 19; AZE: 13; BEL: 16; BGR: 52; BLR: 10; CHE: 33; CYP: 4; CZE: 1 customs office; DEU: 96; DNK: 14; ESP: 4; EST: 8; FIN: 10; FRA: ?; GBR: not known; GEO: 14; GRC: 9; HRV: 66; HUN: 22; IRL: 4; ITA: 115; JOR: 2; KGZ: 10; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MDA: 9; MKD: 16; MLT: 4; NLD: 10; NOR: 11; POL: 15; ROM: 17; RUS: -; SCG: 14; SVK: 9; SVN: 13; SWE: 19; SYR: 53; TUR: 11)

Approved for TIR and computerized: 536

(AUT: 19; AZE: 13; BEL: 0; BGR: 52; BLR: 10; CHE: 33; CYP: 4; CZE: 1 customs office; DEU: 96; DNK: 14; ESP: 4; EST: 8; FIN: 10; FRA: ?; GBR: not known; GEO: 14; GRC: 9; HRV: all; HUN: 22; IRL: None; ITA: 0; JOR: 1; KGZ: NA; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MDA: 9; MKD: 12; MLT: -; NLD: 10; NOR: 11; POL: 15; ROM: 15; RUS: -; SCG: 14; SVK: 9; SVN: 13; SWE: 19; SYR: NON; TUR: 8)

REMARKS

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50.   **Please provide below any additional information or suggestion on the computerization process of the TIR procedure or send them by email to the UNECE secretariat (eTIRQuestionnaire@unece.org), in particular, if you have felt that the questionnaire did not allow you to express all your requirements, constraints and views with regard to the eTIR project.**

BEL: *En ce qui concerne la question 19, il y a lieu de se référer à la Convention TIR.*

POUR LES REPONSES PUREMENT INFORMATIQUES :

CONTACT: ROGER BEECKMAN

roger.beeckman@minfin.fed.be

POUR LES PROBLEMES DE PROCEDURE /

CONTACT: RUDY STEVENS

rudy.stevens@minfin.fed.be

SERGE KERKHOF

serge.kerkhof@minfin.fed.be

BGR: *It is suggested:*

1. To use the experience of NCTS

2. To develop a detailed strategic document in which the faces of the project can be defined on a top level

CHE: *- The Swiss Customs Administration does not want any other electronic transit system.*

- There are no resources available for development of another electronic transit system.

- The private sector has been involved in the development and implementation phases of NCTS centrally in Brussels (TAG) as well as in each country which has implemented NCTS. So, as far as possible, their wishes have been taken into consideration.

- According to a recent survey made by the Swiss Customs Administration, the Swiss traders are very satisfied with NCTS.

- The plans of the EU Commission are clear concerning the interaction between NCTS and TIR. The Swiss Customs Administration fully supports the views of DG TAXUD in this context.

CYP: *1. Value of work*

2. Expenses

3. Human resources

CZE: *No remarks at this moment*

DNK: *-*

ESP: *The eTIR project should be based on the experience of NCTS using particular messages in order to give the best treatment to the TIR Convention instead of using the actual messages that exist for Common/Community transit.*

FRA: *Certaines questions auraient nécessité une étude beaucoup plus approfondie et donc un temps plus long de réponse, notamment en ce qui concerne les aspects financiers et le délai dans lequel une informatisation du TIR peut être envisagée.*
De plus, à ce jour, le développement du projet e-TIR, même s'il est considéré important par la France, n'est pas immédiatement prévu. Il nécessiterait des ressources humaines et financières qui sont actuellement mobilisées pour d'autres projets informatiques en cours, tel que le NSTI.
Une analyse poussée des besoins financiers nécessaires au développement du projet et la répartition de ce coût entre Organizations publiques ou privées (ONU, IRU, douanes, associations garantes...) devrait être effectuée. Les associations garantes pourraient également être consultées ultérieurement, certaines questions les concernant également.

GBR: *Question 49: GBR has not distinguished between inland Customs offices and Customs offices at the border.*
Question 19: Data is only captured at the Central Community Transit Office (CCTO) and is not captured at any ports or airports - Ports and airports are normally the offices of destination and departure; therefore GBR cannot provide an answer to this question.
The actual carnets are returned to the drivers at ports and airports - the only documentation that is received at the CCTO are the import volets and vouchers, export volets from UK ports and airports and export discharge vouchers from foreign customs. Due to this point, the question regarding information from the front cover of a carnet or the information provided from other countries on counterfoils 1 and 2 cannot be answered.

GEO: *no*

GRC: *1.Concerning questions 15,16,18 GRC informs that National procedures are/will be partially computerized. Some customs offices are not connected to the NCTS.*

2. Concerning question 37, is it not possible to answer with "yes" or "no". It is important to notice that the eTIR Convention shall include provisions for a non-paper system but it is also important to have

provisions for a manual (paper) system for various reasons (fallback, for example).

3. Concerning questions 44,45 GRC informs that its legislation accepts it but it is not applicable yet.

4. Concerning question 46, GRC informs that it is applied in NCTS.

IRL: *As per question 42, this Administration only deals with approx. 400 TIR transits per annum. IRL would not, therefore, be in a position to develop an eTIR system capable of communicating data to all Contracting Parties. IRL could see themselves in a position to utilize a system similar to Safetir, if provided to them.*

KGZ: *To include the component on automatization of the TIR procedure during the development of the national automated system, training and workshops on the TIR system are required for staff of the related divisions.*

LTU: *Question 38 was not understood properly; therefore, no answer was provided.*

Regarding question 46 - electronical discharge has a legal value in NCTS but not in TIR at this moment.

LVA: *-*

MDA: *no comments*

MKD: *-*

MLT: *It is suggested that eTIR is developed and implemented on NCTS being used within EU Member States*

NLD: *The questionnaire fulfilled all expectations*

NOR: *General comments to the questionnaire:*
Question 6+7: For safety reasons NOR has (and will in the future also have) stand alone computers in addition to network computers.
Questions 19+20: No TIR information is captured and keyed in electronically in the NOR computer system and NOR will not be able to electronically trace any of these information. TIR information in Cute Wise is, however, accessible.
Questions 42+43: NOR would like to comment further on the development of the e-TIR from the Norwegian point of view. As expressed in the answers to questions 42+43, NOR involvement in the development and maintenance of NCTS has been and still is significant and a priority. TIR operations in Norway constitute less than 0.5 % (export: approx. 500 TIR carnets; import: approx. 1000 TIR carnets) of the total transit movements for Norway. The way NOR sees it, adding a lot of resources and economical investments in the development of the e-TIR project cannot be justified.
Bearing in mind the relative small number of TIR movements in Norway, a manual handling of the TIR operation will work fine.

ROM: *a*

RUS: *-*

SVK: computerization process of the TIR Procedure - inevitable requirements
       from our side:
       - compatibility with existing systems
       - limited amendments to the TIR Convention
       - the computerization project has to take into account and explain to the
       parties interested the financial impact at national and international level

SWE: "-"

TUR: It is envisaged to connect with the CCN/CSI system in the next 1-2
       years, in order to communicate with the European Union in an
       electronic manner.

51. **The Expert Group has extensively discussed at its last session document
     ExG/COMP/2004/23. This strategic document contains a high-level
     description of the future eTIR system as proposed by the secretariat. The
     Expert Group requested its members to provide the secretariat with written
     comments on the document for its next session. The AC.2, at its last session
     and in the view of the highly strategic nature of the document, extended this
     call for comments to all Contracting Parties. In line with the AC.2 request,
     please provide your comments on document ExG/COMP/2004/23.**

AUT: no comments

AZE: no comments

BEL: DOCUMENT PAS ENCORE DISPONIBLE

BGR: Notes will be presented at the next session of the Expert Group.

BLR: To study and analyze document 23, its Russian version is necessary.

CHE: ------

CYP: Information will be transmitted at a later stage for this matter.

CZE: No comments at this moment.

DEU: The document seems to be elaborated by the TIR-secretariat without
       any participation of other bodies or other delegations of the various
       Contracting Parties. It is considered, therefore, that a very intensive
       discussion at the level of the Expert Group, as well as of the AC.2, has
       to follow the analysis of the answers to the questionnaire to develop
       further ideas in respect of the computerization of the TIR-system.

DNK: -

ESP: -

EST: Estonia has already sent the requested comments on 14 January 2005
       by mail to Mr. Andre Sceia.

FIN:

FRA: Le document ExG/COMP/2004/23 décrit de manière précise le
       processus général du e-TIR et contient nombre d'informations
       importantes Cependant, certains sujets majeurs ne sont pas abordés :
       - un document papier sera t'il délivré après validation des données
       dans e-TIR? si oui, sous quelle forme?

- en cas de panne du système, une procédure de secours précise doit être définie.

- développement d'un système de questions/réponses permettant aux autorités contractantes de communiquer entre elles (ce système existe dans NCTS).

- développement d'un échange de messages permettant de constater les éventuelles différences à destination (à ajouter au point 1.2.5.2.2).

- développement d'une procédure de recherche en TIR intégrée dans e-TIR.

- prévoir une connexion avec la liste des marchandises exclues dans l'Union européenne afin d'éviter la création d'opérations TIR pour ce type de marchandises. Idem avec la liste des entreprises exclues du TIR (art.38).

- contrôle du certificat d'agrément : proposition de créer une base de données des certificats d'agrément délivrés (numérotés).

- développer les procédures à destination : déchargements partiels, destinataire agréé, apurement de l'opération TIR.

En point 1.2.2.2, il est indiqué que plusieurs déclarations avec un n° unique et concernant la même marchandise peuvent être effectuées par un opérateur. Seule la version finale devrait être validée et présentée au bureau de douane de départ.

En point 1.2.2.3, il est indiqué que la partie tierce qui effectue une déclaration dans e-TIR doit être autorisée. Les dispositions relatives à l'autorisation devraient être décrites et un modèle type d'autorisation proposé. Des codes d'accès devraient être délivrés par la douane pour accéder à l'e-TIR. De plus, la tierce personne a t'elle seulement un rôle de commissionnaire en douane ou assure t'elle aussi une prestation technique (fourniture de moyens techniques pour la transmission des messages) ?

En point 1.2.3, la nature des traitements à effectuer dans l'application nationale ne sont pas précisés.

En point 1.2.2.5, il est préconisé de ne pas utiliser de textes mais l'utilisation des codes ISO et SH. Le débat sur l'utilisation du code SH en plus de la description des marchandises n'est pas clos (un système de traduction en ligne pourrait être prévu?).

En point 1.2.2.6, la description des données du message devrait être affinée en évitant les rubriques "multi-usages". La rubrique "goods", par exemple, pourrait être décomposée en plusieurs sous-rubriques : type, quantité, identification... le schéma technique du message devrait permettre ces précisions.

En point 1.2.2.6.1, il est fait mention d'une signature électronique obligatoire. Quel moyen technique est retenu (certificat électronique) ?

En point 1.2.2.6.6, des documents papier pourraient être joints au message : de quelle façon? des documents électroniques pourraient aussi être joints : sous quel format?

En point 1.2.8.1.3, il est indiqué que le garant doit confirmer pour chaque opération, la validité de la garantie. Cette validation devrait avoir lieu en amont, lorsque le titulaire demande au garant à effectuer une opération TIR. Cette étape devrait avoir lieu avant présentation des marchandises au bureau de douane, afin d'éviter un retard pour le transporteur.

En point 1.3.2.5, la documentation technique est-elle déjà disponible?

GBR: *The UK is committed to the concept of e-TIR and it will most likely adopt the EU-wide solution based on NCTS.*
The UK has not yet had an opportunity to perform a full technical analysis of document ExG/COMP/2004/23 at this stage, but it is aware of the concerns expressed by the IRU regarding this document.
A decision will need to be made as to whether a central system for e-TIR should be based on a new customs built system designed and operated by the UN TIR Secretariat or whether the IRU's SafeTIR system should be enhanced.
Costs and resourcing will be an important consideration on the above decision.

GEO: *no*

GRC: *1.1.2.It is not clear why the term "TIR movement" needs to be defined.*

1.1.5.1.The "TIR operator" has to be responsible for the presentation of the goods placed under the TIR procedure, the vehicle and the relevant documentation or proof of the guarantee at the customs offices of departure/entry, destination/exit.

1.1.6.The definition of the "authorized third parties" is not clear enough. Could a third party be a guarantor without being the national branch of the guarantee chain?

According to the definition the "authorized third person" could be an authorized consignee but if one looks at the whole document, the idea that one gets is that the "authorized third parties" are those who key the data to the eTIR system.

1.2.2.6.9.GRC are not sure that subcontractors are needed to be involved in the e-TIR system as until now the carnet holder (TIR operator) is the person directly liable.

1.2.2.6.10.It is considered that the value of the goods should not be mandatory.

1.2.7.1.1.It has to be clarified how the TIR operators inform customs of the rerouting of a cargo. If that is done electronically and the system automatically changes the messages sent to those customs offices expecting the cargo, it is not acceptable.

1.3.2.1.2.-1.3.2.1.3. It is not clear why a different database is needed for the TIR movements and the TIR operations.

1.3.2.7.Is the helpdesk established in UNECE premises?

All the above-mentioned issues must be discussed in the relevant bodies before the content of this document is included into the Reference Model.

HRV: *The mentioned document (and the others) should contain and reflect the provisions and decisions of the Expert Group, WP.30, and particularly, AC.2.*

HUN: *The Hungarian customs administration agrees with the content of the document.*

IRL: *-*

ITA: *The Italian Customs Administration has no comments to provide about document ExG/COMP/2004/23; in the meantime, while awaiting the view of the Expert Group on the said document, ITA cannot consider it not acceptable.*

JOR: *None*

KGZ: *-*

KWT: *-*

LTU: *For better understanding and conformity with the TIR Convention, it is proposed to combine the definitions of terms (subsections 1.1.4.3. and 1.1.4.4) and to use the same term as in the Convention -"Customs office en route" instead of "Customs office of entry" and "Customs office of exit".*
Section 1.2.2. It is suggested to remove a part of the last sentence of the 1st paragraph "together with the goods and vehicles and/or containers" otherwise the reference to the goods and vehicles should be made in all subsequent subsections.
Subsection 1.2.2.6.6. It is suggested that this data element should be optional.
Subsection 1.2.2.6.7. It is suggested that data element should be optional.
Subsection 1.2.2.6.9. It is suggested to remove this data element.
Subsection 1.2.2.6.10. It is suggested to remove this data element.
Subsection 1.2.5.2.1. It is suggested to remove this data element or provide the definition of the term in section 1.1.4.
Subsection 1.2.5.2.2. It is suggested that this data element should be mandatory.
Section 1.2.6. Definition "TIR movement" should be replaced by definition "TIR Transport".
Section 1.2.7. Definition "Cargo" should be replaced by "Goods".
Subsection 1.2.7.1.2. It is suggested that when rerouting occurs and there is no rerouting notification, the Customs officer should be able to get the TIR data from the system after entering the TIR Carnet number (for example).
Section 1.2.11. 1st paragraph should contain a detailed description of the fallback procedure.
Subsection 1.3.2.1.1. In the Guarantee database, there should be information regarding the guarantors and their national branches in all countries.
Section 1.3.3.3. What HS classification database is intended?

LUX:

LVA: *-*

MDA: *no comments*

MKD: *-*

MLT: *It is considered very important that, once EU Member States already implement the Transit Procedure between their Customs Administrations, the eTIR system is made fully compatible and interfaces with NCTS (or MCC). This should save on both human and financial resources where national development is concerned.*

NLD: *1.2.1. The document mentions an international system and a network composed of national Customs systems. The international platform is composed of web services, databases and web applications. What does the national system do? Can everything not be done by the international e-TIR system?*

The e-TIR system has interfaces with other systems (e.g. guarantors, TIR operators, …). Are they going to grade the security and are the Group going to look into their administration? Do they also get a TIR declarant application or do they only get the specifications and build their own system? What kind of exchange of information does one have to consider?

1.2.2.1. There are two methods of submitting the declaration. Why are there two methods? Why not one method and everything via the e-TIR system? What does the national system look like? What are the functionalities and does it contain a national database? Can e-TIR be used by the declaration procedure, only if there is no national TIR system? Is that a less desirable option?

The Netherlands has made the choice not to accept direct trader input; to key in a declaration at the customs office is not possible.

The Netherlands is going to authorize the operators for the e-TIR system. If it goes through the Internet, a system of user ID and password will be used. More details are needed to say anything about this.

1.2.2.1.1. The national system will request a validation by the e-TIR system. If the information in and the structure of the declaration are valid, the declaration is sent to the customs office of departure. Why this cumbersome method? Why not validation by the national system or direct submission of the declaration to the e-TIR system? Is it not better to cut off the national system?

1.2.2.1.2. Each country may define its own declaration form (if it meets the international standards). Is it not more efficient to have this centralized? Comparable as to the EWSE system.

1.2.2.1.3. This possibility will not be provided at Dutch customs offices.

1.2.2.1.4. Does the Customs office of departure need in this case a national system? Or can the office of departure use the e-TIR system?

1.2.2.1.5. Same question as mentioned in paragraph 1.2.2.1.4.

1.2.2.1.6. Not desirable in the Netherlands

1.2.2.2. If one chooses NCTS as a national system then one has a problem concerning the MRN number. In that case, there are two unique identifiers.

The system of different versions is unclear. Is this applicable for rejected and/or corrected declarations?

1.2.2.3. How are third parties going to be authorized? By separate authorizations?

1.2.2.4. Is a final declaration submitted at a later stage or is there only a sign that the cargo is leaving?

1.2.2.5. The use of world standards seems to be necessary if one wishes to exchange information worldwide. The WCO dataset should not be forgotten.

1.2.3. In this paragraph, it is stated that the e-TIR system fulfils everything. What is the added value of the national system? If one does not want a national system, can one, in that case, use the e-TIR system for the acceptance of the declaration?

The e-TIR system sends information to the different customs offices. How does the e-TIR system send this information? Through the Internet?

1.2.4.2.2. Can one chooses one's own system of electronic signatures?

1.2.5.2.1. What kind of ledger is meant?

1.2.6. Will the guarantee be given by the documents or can it be graded?

1.2.9.1. Should something about the consulting rights to the central database be included?

1.2.9.2. Is Internet the only possibility? In the Netherlands a closed network, like the X400 protocol, is also used for the exchange of information to the declarant. If Internet is the only possibility, then NCTS is no option because in NCTS a CCN/CSI network is used for internal messages.

1.2.10.3. Does one get an authorization module or is one supposed to make this nationally?

1.3.3.1. Is the list of the customs offices based on the Unlocode?

1.4. Who is going to develop the e-TIR?

NOR: *As expressed by the IRU, the document ExG/COMP/2004/23 is not yet approved/adopted by WP.30. NOR shares the concern that the financing of e-TIR is not yet decided. This has to be determined (also see our comments in box 50). The progress and development of the e-TIR should go parallel to the continuous maintenance of the paper-based TIR system. Then, one will not be forced to choose either e-TIR or the existing manual system. If the manual TIR operation will disappear in favour of the new e-TIR system, the chances of excluding certain Contracting Parties could be the result. NOR welcomes the development of e-TIR but are somewhat concerned about the economic aspect.*

POL: *-*

ROM: *-*

RUS: *-*

SCG: *SCG thinks that introducing the "TIR movement" concept should be very carefully considered, especially in connection with one guarantor (guarantee) for the one TIR movement concept. It is not quite clear how this concept will fit in present guarantee chain concept where one guarantee is connected with one country.*
Apart from conceptual considerations, there are a few (possibly technical) errors:

- Page 3, bullet 1.1.4.2. (Customs office of destination): In the second paragraph it states "The Customs office of departure ending the last TIR movement of a TIR transport..." but it is obvious that it should be "The Customs office of destination ending the last TIR movement of a TIR transport...".
- Page 16, heading 1.5. (Languages and character sets): In the first paragraph, mention is made to the Unicode (UFT-16) coding standard; the correct coding standard is UTF-16.

SVK: *No comments.*

SVN: *No comments.*

SWE: *"-"*

SYR: *A reply will be sent as soon as all the documents are received, since this Questionnaire has to be filled in first.*

TUR: *It is considered that "web services", as well as EDI message, online form and Customs office can be used as a declaration method.*

C.   PRELIMINARY OBSERVATIONS FROM THE SECRETARIAT

The following comments are based on the preliminary results presented in part B of this document.

− Answers to question 4 indicate that a majority of countries use a nationally developed system for the management of Customs procedure and the answers to question 5 give rise to the assumption that this tendency will increase in the coming years. Answers to question 6 point out that the level of inter-connection of the Customs system is relatively high and that, according to the plans, more than 80% of the systems will be inter-connected at national level within the next 5 years.

− Answers to questions 8 to 13 will assist the Expert Group, at a later stage, to identify the standards already in place in countries and those that countries plan to use in the coming years (not clear).

− According to the answers to question 14, it seems that there are concerns with regard to the connection of computers at Customs offices to the Internet. Unless these concerns are solved (e.g. high security patterns, management of controlled access to the Internet for specific applications/function), the connection should be made to a central point in Customs.

− Answers to questions 15 and 16 highlight some misunderstanding of the question, since it seems unlikely that fewer countries than now will use NCTS in five years. In any case, the answers indicate a strong willingness to computerize the TIR procedure within the next 5 years, at least at the national level.

− Answers to questions 17 and 18 show that NCTS is an important tool in the management of transit procedures and will be even more so in 5 years.

− Answers to question 19 will allow the Expert Group to identify those elements of the TIR Carnet, which are of priority to computerize.

− Answers to questions 20 should assist the ExG in its discussion on the necessity to include additional data elements in the eTIR messages. The current practice to key-in elements, which are not in the TIR Carnet indicates that there may be a need from Customs authorities.

Therefore, the ExG may wish to propose to include them at an early stage in order to avoid that Customs offices will have to revert to paper even when the TIR procedure will be computerized in order to complement the eTIR messages by hand.

−   Answers to questions 21 and 22 indicate that, despite the fact that only 33% of countries establish discharge electronically today, almost 90% of countries plan to have a management of TIR operations allowing electronic discharge within 5 years. The eTIR project should take account of this reality and provide countries with a solution meeting this timeframe.

−   Answers to questions 23 and 24 confirm the tendency of Customs to store TIR related data in a central database. The majority of countries plan to computerize national TIR operations within the 5 coming years.

−   Answers to question 25 show a limited use of electronic devices in the current application of the TIR Convention. Nevertheless, in the light of the answers to question 26, it seems that countries are in the process of taking advantage of the latest technologies also in the context of the TIR procedure. Such development should be taken into account within the framework of the project or even promoted if considered to be relevant in the TIR context for the security or the efficiency of the procedure.

−   The purpose of questions 27, 28, 29 and 30 is to identify the Customs requirements for the future eTIR system. The answers indicate that all those listed under these 3 questions except the "Third party cargo inspection", are considered by the large majority to be desirable or even prerequisites for the computerization of the TIR procedure.

−   The preliminary observations concerning the answers to question 31 are similar to those of question 20. A number of new data elements seem to be necessary or at least requested by Customs to improve or secure the TIR procedure.

−   Answers to question 33 confirm that countries would like to see an eTIR system compatible with most of the current systems used today around TIR.

−   Answers to questions 35 and 36 underline the requirement to take particular care of the nature of the elements to be exchanged electronically, in particular in relation to personal data.

−   Answers to question 37 show that a majority of countries are not adverse to the idea of preparing a new Convention as an alternative to amending the present TIR Convention.

−   Answers to question 38 indicate a willingness from countries to change the current application of the TIR Convention. At this moment, due to the use of the paper TIR Carnet, countries do not have to establish direct communication channels between each other in order to facilitate an uninterrupted TIR transport. In an electronic environment, countries may see an advantage in establishing links with other Contracting Parties to the TIR Convention. It should be kept in mind that this could lead to a multitude of connections for each Customs authority.

−   Answers to question 40 show that countries are particularly interested in the minimization of costs at any level, international and national, public as well as private.

−   Answers to questions 41 and 42 confirm that the investment at national level should be minimized. A similar conclusion cannot be drawn concerning the funding at international level for the development of applications or assistance to countries.

− Answers to questions 44 and 45 show the readiness of countries to use electronic data. In the light of the answers to these two questions, it seems that, in certain countries, an electronic declaration is accepted without requiring an electronic signature.

− Answers to question 46 also show that more than 80% of countries have already a legal framework allowing for electronic discharge.

− Answers to question 47 confirm that the exchange of electronic data between countries and with the private sector could replace, in more than 80% of countries, the use of paper. Nevertheless, the answers to question 47 also confirm an issue already identified by question 38, indicating that, in some countries, exchange of electronic information with international bodies does not have the same legal value as exchange of electronic information at national level or with administrations from other countries. Answers to question 49 should help the Expert Group, at a later stage, to estimate the investments for the eTIR project.

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