

**ECONOMIC COMMISSION FOR EUROPE**

Informal document GE.1 No. 1 (2008)

**INLAND TRANSPORT COMMITTEE**

11 March 2008

Working Party on Customs Questions affecting Transport

**ENGLISH ONLY**

Informal Ad hoc Expert Group on Conceptual and  
Technical aspects of Computerization of the TIR  
Procedure

Fourteenth session

Geneva, 10-11 April 2008

Item 3 (c) of the provisional agenda

---

## REFERENCE MODEL OF THE TIR PROCEDURE

### Chapter 3 – Analysis

#### Security data elements

#### Note by the secretariat

### **A. BACKGROUND**

1. At its thirteenth session, the Expert Group decided that at its forthcoming meeting it would consider the insertion of new security data elements, taking into account the SAFE Framework of standards and the requirements contained in Commission Regulation (EC) No 1875/2006. The secretariat prepared this informal document in order to facilitate the discussion by the Expert Group.

### **B. SECURITY DATA ELEMENTS**

2. The current TIR procedure, as defined in the TIR Convention (1975), plays an important role in securing supply chain security and is internationally recognized as a security standard. Some of its provisions are part of the SAFE Framework of Standards.

3. The eTIR project aims at further strengthening the security aspects of the TIR procedure. Chapter 2 of the Reference model of the TIR procedure already encompasses additional internationally recognized principles allowing for increased security, among which the two pillars of the SAFE Framework of standards, i.e. a Customs-to-Customs network arrangement (the eTIR international system) and a Customs-to-Business partnership (the standard electronic declaration). Moreover, ideas such as use of new technologies and advance cargo information are

also fundamental principles of eTIR. The following paragraphs identify potential data elements that could be added to the current requirements specified in the TIR procedure first regarding Customs-to-Customs information exchange and then regarding Business-to-Customs information exchange.

*Customs-to-Customs information exchange*

4. The WCO Framework of standards aims at standardizing risk assessment and controls. From that perspective, the TIR system could benefit from a Custom-to-Customs exchange of information concerning risk assessment and controls. Elements such as the risk level and the type of controls which have been performed could be added to the TIR operation data elements already including seals numbers, seals checks, national itineraries and reservations.

*Business-to-Customs information exchange*

5. This part provides ideas on additional elements to be provided by the holder to Customs authorities in the declaration. Additional data elements linked to the supply chain security have already included in the eTIR declaration compared to the actual paper declaration but are still under discussion by the WP.30; among those consignee, consignor and subcontractor (Carrier). When looking at the WCO Framework of Standards or at the European Commission Regulation No 1875/2006, some additional data elements could further increase the security but would certainly need to be considered by the WP.30. The following data elements could be provided by the holder:

- The *Unique Consignment Reference (UCR)* could allow Customs administration to easily exchange data regarding import, export and transit declarations reducing the risk of erroneous or false declarations.
- In case an internationally recognized *electronic signature* mechanism would be accepted, the inclusion of electronic signatures could ensure the identity of the holder and further secure the system.
- The use of a commodity code (*HS code*) with a sufficient number of digits could further help identifying the goods transported and avoid erroneous or false declarations.
- The addition of *UN dangerous goods code* as well as special handling instructions as data element could secure the handling of the goods by Customs authorities.
- The *place of loading and unloading* of the goods could also provide additional information and help Customs authorities to perform adequate risk assessment.

**C. FURTHER CONSIDERATIONS**

6. The Expert Group may wish to take account of this document for its discussion on the security data elements and possibly request the secretariat to update the contents of the messages as proposed in document ECE/TRANS/WP.30/GE.1/2007/13 Rev.1. The Expert group may also request the secretariat to seek guidance of the WP.30.

-----