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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE
Working Party on Customs Questions
affecting Transport

Informal Ad hoc Expert Group on Conceptual and
Technical aspects of Computerization of the TIR Procedure
(26-27 October 2004)

ACTIVITIES OF THE INFORMAL AD HOC EXPERT GROUP

Reference Model of the TIR Procedure

1.4 Elaboration of use cases

Note by the secretariat

A. BACKGROUND

1. At its fifth session, the Expert Group extensively discussed and studied working document ExG/COMP/2004/14 and Informal document 5 (2004). Various participants felt that the structured approach to describe the use case scenarios, as proposed by the secretariat in Informal document 5 (2004), may complicate the reading by non-IT experts. The Group requested the secretariat to prepare a new working document containing a revised Chapter 1.4, taking account of all observations on both documents which were submitted by the Expert Group at the session for discussion and possible validation at its forthcoming session (see ExG/COMP/2004/18, para. 8).

2. Underlying document contains an updated version of Chapter 1.4. of the Reference Model, amended in accordance with the observations by the Expert Group. The secretariat prepared the

document bearing in mind both the preference of Customs experts for a textual description and the need of a structured description of the scenarios to provide an adequate description of the more complex activity diagrams.

B. REVISED CHAPTER 1.4 ELABORATION OF USE CASES

1.4 Elaboration of use cases

1.4.1 Issuance and distribution use case

Issuance and distribution use case diagram

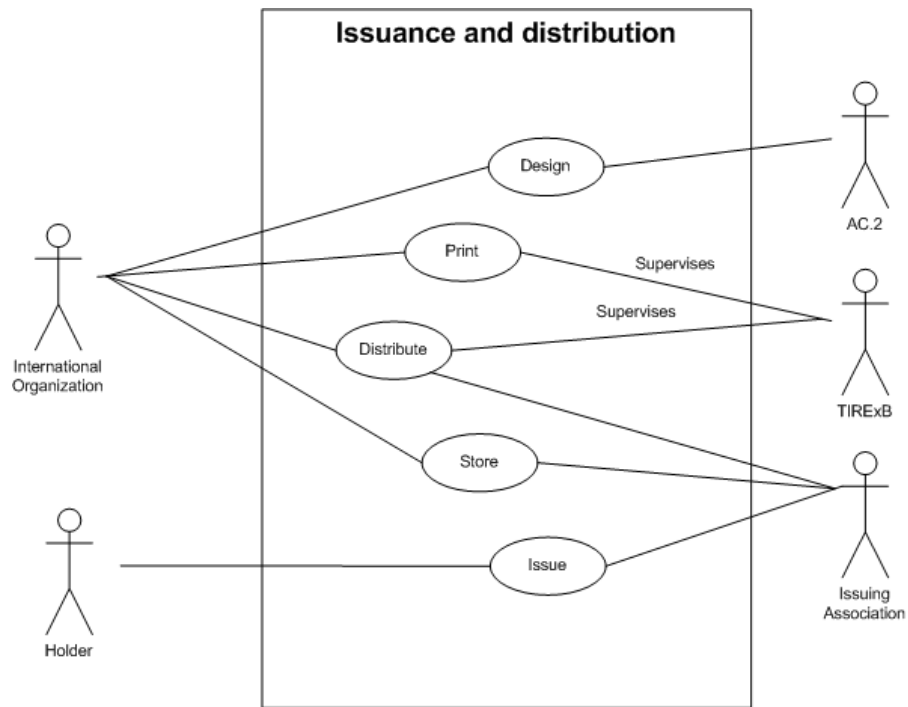


Figure 1.1 Issuance and distribution use case diagram

Issuance and distribution use case description

| | |
|----------------------|--|
| Name | Distribution and issuance use case |
| Description | In the course of this use case, the TIR Carnet is produced (printed, stored), distributed and issued to authorized transport operators. |
| Actors | AC.2, international organization, issuing association, holder of TIR Carnet, TIRExB |
| Performance Goals | To provide authorized TIR Carnet holders with TIR Carnets, the TIR Carnet being a Customs declaration to place goods under the TIR procedure (transit procedure) and representing an internationally recognized financial guarantee to Customs authorities of Contracting Parties with which a TIR operation can be established, in accordance with the provisions of the TIR Convention |
| Preconditions | <p>The international organization is authorized by AC.2 to centrally print and distribute TIR Carnets in accordance with Art. 6.2bis of the TIR Convention and Annex 8, Article 10 (b) of the TIR Convention under the supervision of the TIR Executive Board</p> <p>The national association is authorized by its national Customs authorities, according to Art. 6.1 of the TIR Convention and Annex 9, Part I of TIR Convention, to issue TIR Carnets and to act as guarantor. The national association should be affiliated to an international organization.</p> <p>Transport operators have to be authorized by competent Customs authorities, according to Art 6.4 and 6.5 of the TIR Convention and Annex 9, Part II of TIR Convention, in order to obtain TIR Carnets from their issuing association and to utilize TIR Carnets, according to Art. 6.3.</p> |
| Postconditions | <p>In accordance with the TIR Carnet life cycle use case, this use case can be followed by:</p> <ul style="list-style-type: none"> - the TIR transport use case; - the Return and repository use case. |
| Scenario | <p>While respecting the design, elaborated under the auspices of the United Nations Economic Commission for Europe and endorsed by AC.2, the international organization is responsible for printing TIR Carnets. The TIR Carnets are stored temporarily before being distributed by the international organization to its affiliated national issuing associations.</p> <p>The issuing association, possibly after another storage period, fills-in fields 1 to 4 of the TIR Carnet cover page and issues the TIR Carnet to authorized TIR Carnets holders, according to Art.6.3 of the TIR Convention (to national or, in some situations, to foreign TIR Carnet holders, respecting, in such case, special requirements) within the quota fixed by the association.</p> <p>The TIRExB supervises the centralized printing and distribution in accordance with Annex 8, Article 10 (b) of the TIR Convention.</p> |
| Alternative Scenario | <p>The main scenario does not take into account that the TIR Carnet may be stolen or lost. The following scenarios are possible:</p> <ol style="list-style-type: none"> 1. The TIR Carnet is lost/stolen after printing but before being stored at the premises of the international organization; 2. The TIR Carnet is lost/stolen while still stored at the premises of the international organization; 3. The TIR Carnet is lost/stolen during transport between the |

| | |
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| | <p>international organization and the national association;</p> <p>4. The TIR Carnet is lost/stolen, while in possession of the national association, before being issued;</p> <p>5. The TIR Carnet is lost/stolen after having been issued to the authorized TIR Carnet holder.</p> |
| Special requirements | <p>Data on authorized TIR Carnet holders are stored in the International TIR Database (ITDB) maintained by the TIR Executive Board and TIR Secretariat.</p> <p>Data on lost/stolen TIR Carnets is maintained by the international organization in an electronic control system.</p> |
| Extension Points | <p>During the distribution and issuance, information will be sent to the electronic control system maintained by the international organization.</p> |
| Requirements Covered | - |

Activity diagram of the issuance and distribution use case

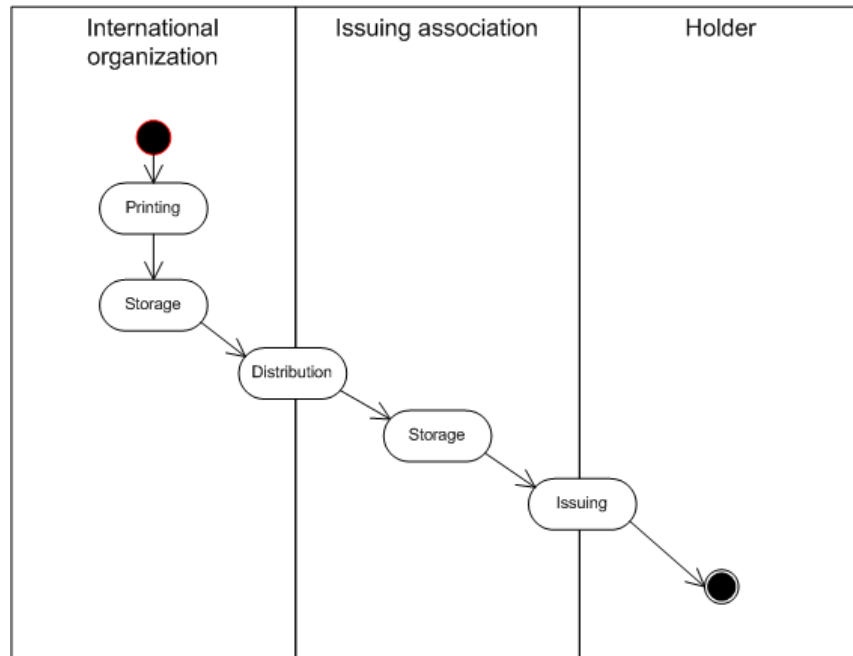


Figure 1.2 Issuance and distribution activity diagram

1.4.2 TIR transport use case

TIR transport use case diagram

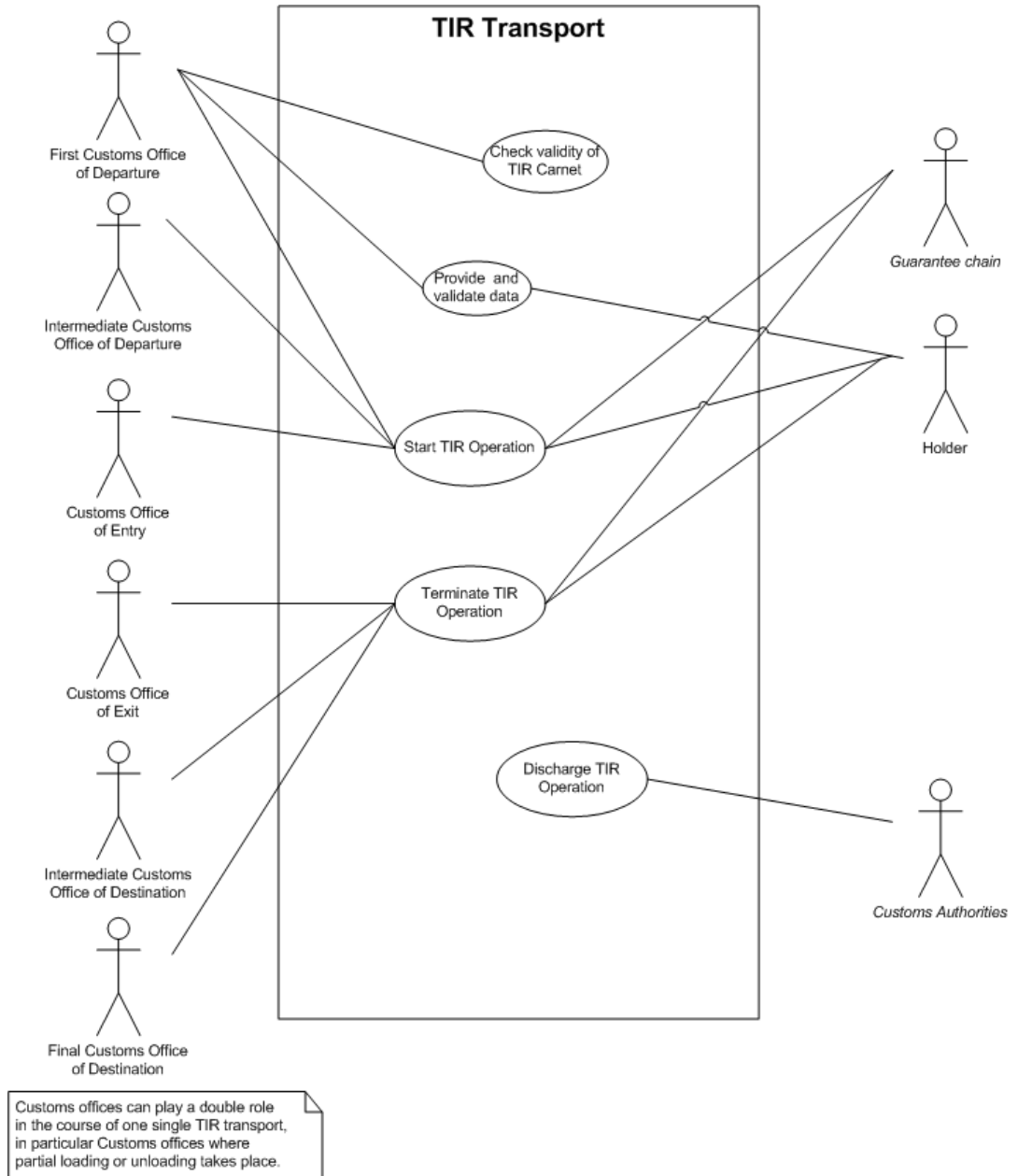


Figure 1.3 TIR transport use case diagram

TIR transport use case description

| Name | TIR Transport Use Case |
|-------------------|---|
| Description | This use case describes the transport of goods from the first Customs office of departure to the final Customs office of destination under the TIR procedure, where borders between countries (Customs territories) are crossed. |
| Actors | Customs authorities, national association, TIR Carnet holder |
| Performance Goals | Reduce the time spent at all concerned Customs offices during international transport of goods performed under cover of a TIR Carnet in accordance with the provisions of the TIR Convention |
| Preconditions | <p>The authorized TIR Carnet holder must be issued with a valid TIR Carnet to begin the transport. The applicability of the TIR Carnet may depend on the type of the goods to be shipped (e.g. tobacco and alcohol require “Tobacco and Alcohol” TIR Carnets). For the transport of heavy or bulky goods, the TIR Carnet should bear the relevant inscription.</p> <p>The TIR transport has to be performed with an approved vehicle and/or container unless heavy or bulky goods are transported.</p> <p>The TIR transport must be guaranteed by associations approved in accordance with the provisions of Article 6 of the TIR Convention.</p> |
| Postconditions | <p>In accordance with the TIR Carnet life cycle use case, this use case shall be followed by:</p> <ul style="list-style-type: none"> - The Return and repository use case <p>After the TIR transport, the goods shall be placed under another Customs regime.</p> |
| Scenario | <p>Because the TIR transport is a sequence of TIR operations, the scenario of a TIR transport is represented here as a succession of TIR operations, each one being described in two steps. Each step 1-step 2 sequence constitutes a single TIR operation.</p> <p><u>Step 1</u>: Start of the TIR operation at the first Customs office of departure. The Customs officers check the conformity of the TIR Carnet, the goods, the loading compartment, as well as the approval certificates for vehicle and/or container and the commercial and transport documents. Seals are affixed to the loading compartment. The Customs officer fills-in and stamps all the relevant parts of the TIR Carnet pages including counterfoil No. 1. Upon acceptance of the TIR Carnet by the first Customs office of departure, the guarantee is activated (Art. 8, 4).</p> <p><u>Step 2</u>: Termination of the TIR operation at the Customs office of exit <u>en route</u>. The Customs officer stamps counterfoil No. 2, takes out voucher No. 2 and sends it to the Customs office of departure.</p> <p>Steps 1 and 2 are repeated if there are several Customs offices of departure (maximum 3 in one or several countries (Customs territories). In such case, in every consecutive Contracting Party <u>en route</u> transited by the TIR transport, steps 1 and 2 are repeated with the following differences: the Customs office which carries out step 1 is called Customs office of entry <u>en route</u>. It checks the seals, the loading compartment and fills-in the relevant fields of vouchers and counterfoils No. 1 and 2.</p> |

| | |
|----------------------|--|
| | <p>Step 2 is equal to the previous step 2 at the Customs office of exit <u>en route</u>.</p> <p>In the country (Customs territory) of destination, step 1 is identical to previous step 1 at Customs office of entry <u>en route</u>. The Customs office which carries out step 2 is called the Customs office of destination. In step 2, Customs officers take off the seals, stamp counterfoil No. 2, take out voucher No. 2 and send it to the Customs office of entry <u>en route</u>. Step 2 encompasses by the termination of the TIR operation for his country (Customs territory) as well as the termination of the TIR transport.</p> <p>The validity of the TIR Carnet can be checked by any Customs Office of departure, exit <u>en route</u>, entry <u>en route</u> and of destination, using, for example, CUTE-Wise. All Customs offices have the right to remove the seals and to check the goods. In such case, new seals have to be affixed and the appropriate fields of the TIR Carnet have to be filled-in accordingly (box 16, box 3 of counterfoil 1 or box 4 of counterfoil 2).</p> |
| Alternative Scenario | <p>The main scenario does not take account of the following scenarios:</p> <ol style="list-style-type: none"> 1. Falsified acceptance of a TIR Carnet: fraudsters may attempt to falsify the acceptance of a genuine TIR Carnet by using false Customs stamps and seals; 2. Incident or accident <u>en route</u>: in such case, the so-called “certified report” should be filled-in by the competent authorities. In case the vehicle can no longer be used, the goods may be reloaded on a different truck and a new TIR Carnet is opened. If the goods are destroyed, competent authorities should state this fact. In this case, the TIR transport cannot be terminated at the intended Customs office(s) of destination; 3. Under some conditions, the TIR Transport can be suspended (Art. 26). |
| Special requirements | - |
| Extension Points | - |
| Requirements Covered | - |

Activity diagram of the TIR transport use case

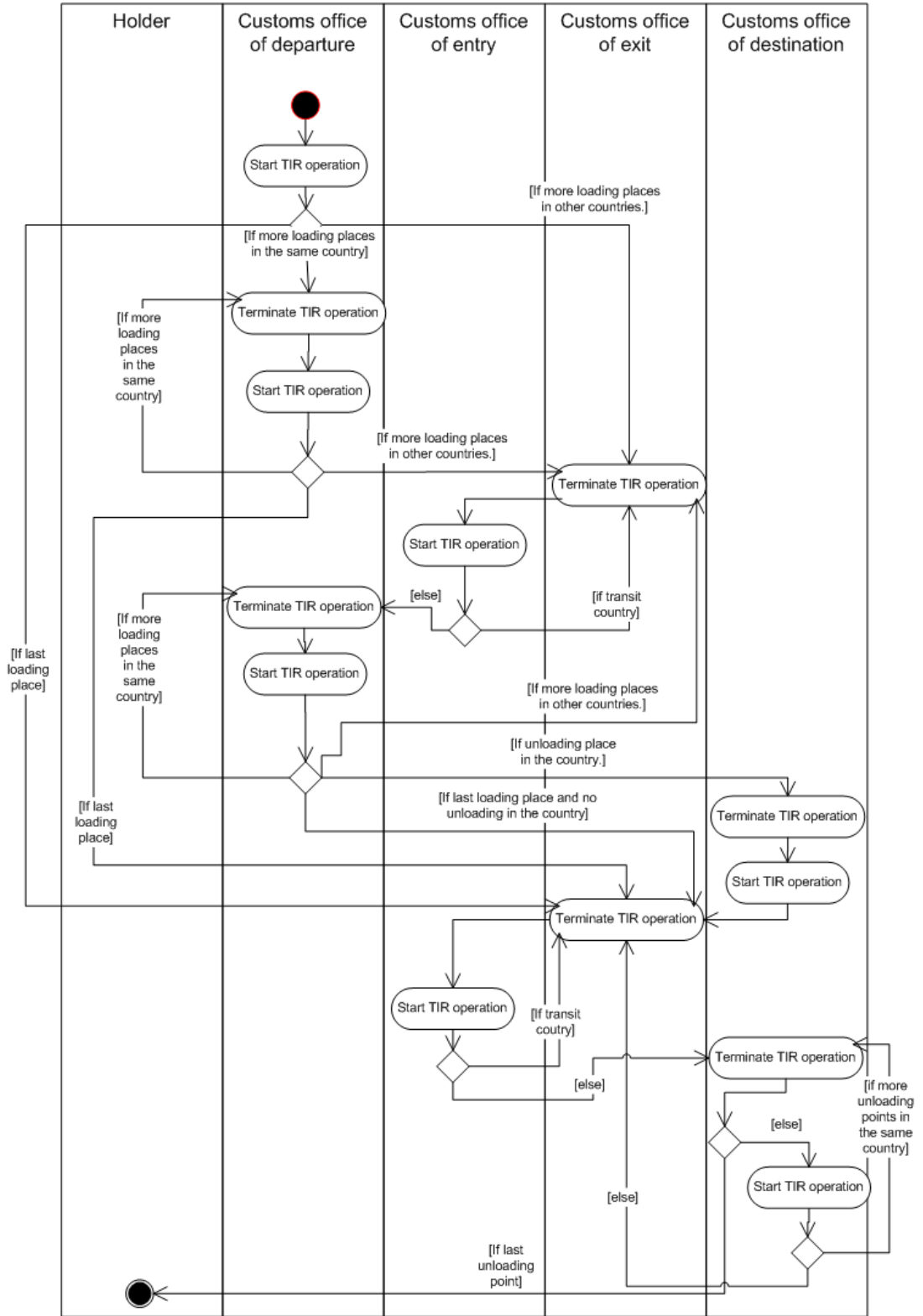


Figure 1.4 TIR transport activity diagram

Structured description of activity diagrams of the TIR transport use case

The TIR transport is a sequence of TIR operations that shall start at the first Customs office of departure and terminate at the final Customs office of destination.

The TIR Transport **BEGINS** when the first Customs office of departure starts the first TIR operation.

- If other loading point in the same country (Customs territory): **go to 1**;
 - If additional loading will take place in other countries (Customs territories) (Customs territories): **go to 2**;
 - If the loading phase is terminated: **go to 3**;
1. At the next loading point, the intermediate Customs office of departure will terminate the current TIR operation (acting as Customs office of destination) before starting a new TIR operation.
 - If there is another loading point in the same country (Customs territory) and if the number of loading points is still inferior to 3: **repeat 1**;
 - If additional loading will take place in other countries (Customs territories) and if the number of loading points is still inferior to 3: **go to 2**.
 - If the loading phase is terminated: **go to 3**.
 2. The Customs office of exit (en route) of the country (Customs territory) will terminate the current TIR operation and the Customs office of entry (en route) of the following country (Customs territory) will start a new TIR operation.
 - If it is a transit country (Customs territory): **repeat 2**.
 - If it is a country (Customs territory) where a loading will take place if the number of loading points is still inferior to 3: **go to 2.1**.
 - 2.1. At the next loading point, the intermediate Customs office of departure will terminate the current TIR operation (acting as Customs office of destination) before starting a new TIR operation.
 - If there is another loading place in the same country (Customs territory) and if the number of loading points is still inferior to 3: **repeat 2.1**;
 - If additional loading will take place in other countries (Customs territories) and if the number of loading points is still inferior to 3: **go to 2**;
 - If the loading phase is terminated and there is no unloading in the current country (Customs territory): **go to 3**;
 - If the loading phase is terminated and there is an unloading point in the current country (Customs territory) and if the number of loading points is still inferior to 3: **go to 2.1.1**.
 - 2.1.1. At the first unloading point, the intermediate Customs office of destination will terminate the current TIR operation before starting a new TIR operation (acting as Customs office of departure).
 - The maximum number of loading and unloading places is limited to 4 and when reaching 2.1.1 the number of loading and unloading is already 3. Thus, only one more unloading point is possible. The goods loaded in one country (Customs territory) cannot be unloaded in the same country (Customs territory). Therefore, the next step has to be the border: **go to 3**.
 3. The Customs office of exit (en route) of the country (Customs territory) will terminate the current TIR operation and the Customs office of entry (en route) of the following country (Customs territory) will start a new TIR operation.
 - If it is a transit country (Customs territory): **repeat 3**.
 - If it is a country (Customs territory) where an unloading will take place if the number

of loading + the number of unloading points is still inferior to 4: **go to 3.1.**

3.1. At the unloading point, the Customs office of destination will terminate the current TIR operation.

- If it is the last unloading point: **END.**
- If there are other unloading points: **go to 3.1.1.**

3.1.1. At the unloading point, the Intermediate Customs office of destination will start a new TIR operation (acting as Customs office of departure).

- If there are other unloading points in other countries (Customs territories) and if the number of loading + the number of unloading points is still inferior to 4: **go to 3.**
- If there are other unloading points in the same country (Customs territory) and if the number of loading + the number of unloading points is still inferior to 4: **go to 3.1.**

1.4.3 Return and repository use case

Return and repository use case diagram

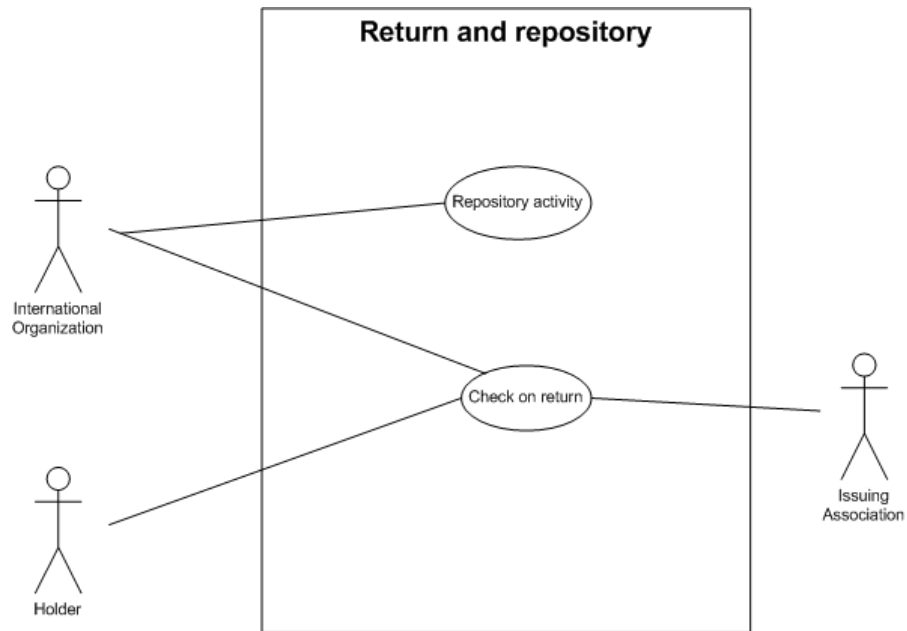


Figure 1.5 Return and repository use case diagram

Return and repository use case description

| | |
|----------------------|---|
| Name | Return and repository use case |
| Description | The TIR Carnet is sent back by the TIR Carnet holder to the international organization, via his national association, to centrally store the used or unused TIR Carnets. |
| Actors | TIR Carnet holder, national association, international organization. |
| Performance Goals | Store at a central point the evidence of the termination for the duration of the liability of the international guaranteeing chain. |
| Preconditions | In accordance with the TIR Carnet life cycle use case, this use case can be launched in two cases: <ul style="list-style-type: none"> - The TIR Carnet was issued to a TIR Carnet holder, who used it for a TIR Transport; - The TIR Carnet was issued to but not used by a TIR Carnet holder (usually because the TIR Carnet expired) |
| Postconditions | - |
| Scenario | <p>After having checked the TIR Carnet, the TIR Carnet holder returns it to the national association that issued him the TIR Carnet (within the deadline fixed by the association).</p> <p>The national association checks whether the TIR Carnet was used properly and whether it was terminated (check of stamps against the electronic control system maintained by the international organization). The national association returns the TIR Carnets to the international organization.</p> <p>The international organization checks the TIR Carnets and archives them. All returned TIR Carnets are physically stored at the international organization for at least the period during which its liability can be invoked according to the TIR Convention.</p> |
| Alternative Scenario | <p>The main scenario does not take account of the following scenarios:</p> <ol style="list-style-type: none"> 1. The TIR Carnet is lost/stolen after the TIR Transport has ended; at the premises of the holder, the national association or the international organization; 2. It may happen that the TIR Carnet is kept by Customs authorities and not returned to the TIR Carnet holder. In such case, Customs are encouraged to provide the TIR Carnet holder with the return slip which he should return to the national association. |
| Special requirements | - |
| Extension Points | - |
| Requirements Covered | - |

Activity diagram of the return and repository use case

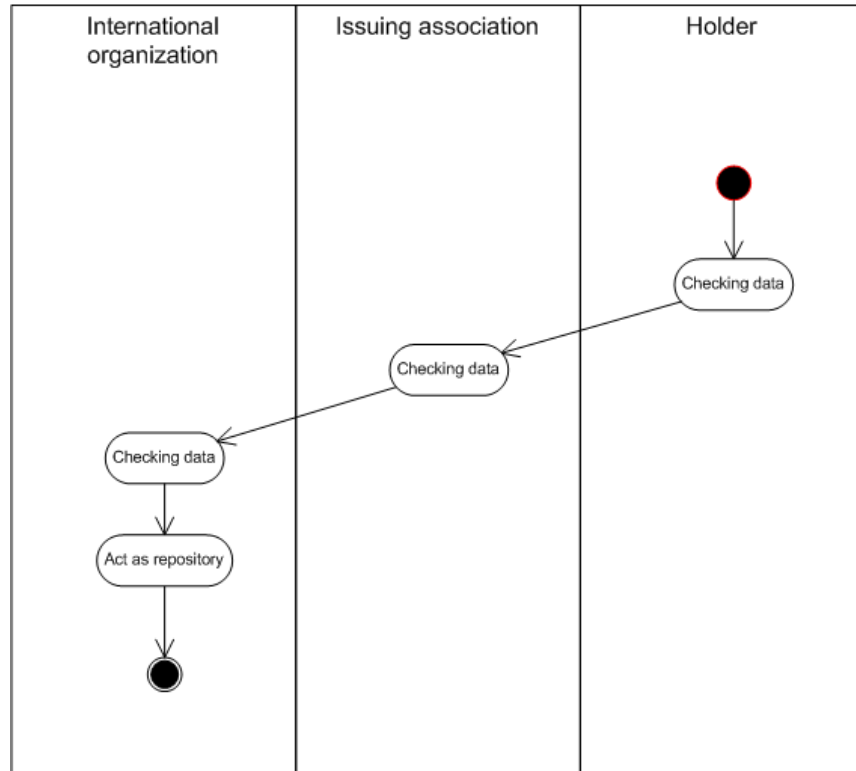


Figure 1.6 Return and repository activity diagram

1.4.4 Discharge procedure use case

Discharge procedure use case diagram

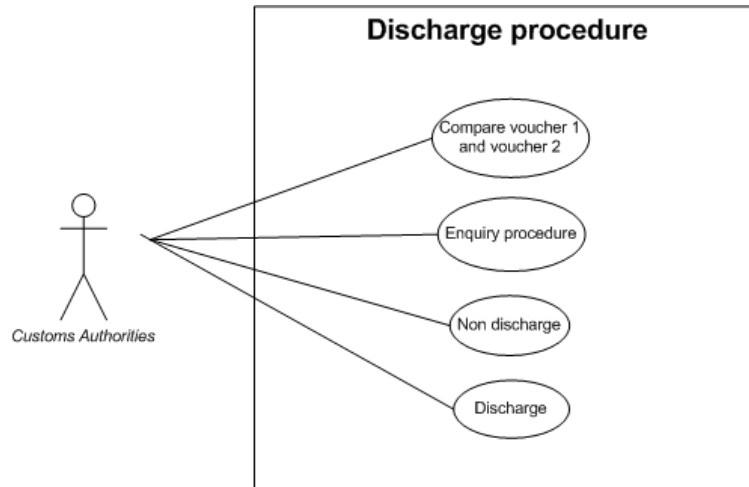


Figure 1.7 Discharge procedure use case diagram

Discharge procedure use case description

| | |
|----------------------|--|
| Name | The discharge procedure for a TIR operation |
| Description | Evaluation of the data or information available at the Customs office of destination or exit (<u>en route</u>) and those available at the Customs office of departure or entry (<u>en route</u>). |
| Actors | Customs authorities |
| Performance Goals | Ensure that a TIR operation has been terminated correctly, in order to release the holder of his responsibilities and the national association of its guarantee. |
| Preconditions | This use case is launched after the start of a TIR operation. |
| Postconditions | - |
| Scenario | Once the TIR operation has been terminated, the Customs office of destination or exit (<u>en route</u>) sends back voucher No. 2 to the Customs office of departure or entry (<u>en route</u>) or to a centralized Customs office. Customs authorities compare vouchers No. 1 and No. 2 in order to establish the discharge. |
| Alternative Scenario | The main scenario does not take account of the following scenarios: 1. Instead of sending vouchers by post, an exchange of electronic messages between different Customs offices may take place; 2. In case the certificate of termination of the TIR operation has been obtained in an improper or fraudulent manner or in case no termination has taken place, neither the holder would be released of his responsibilities nor the national association of its guarantee; |
| Special requirements | - |

| | |
|----------------------|---|
| Extension Points | - |
| Requirements Covered | - |

Activity diagram of the discharge procedure use case

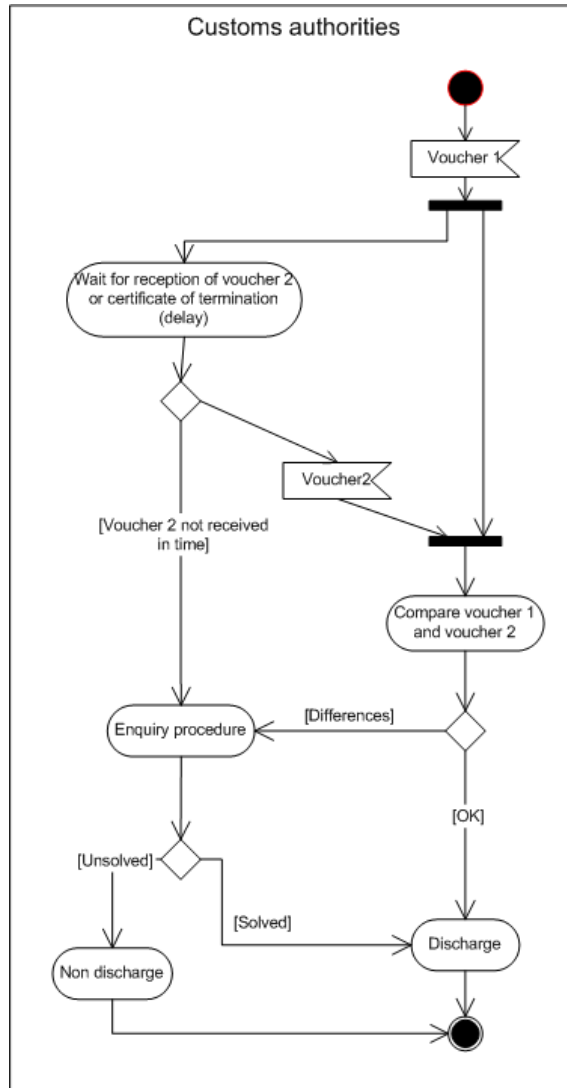


Figure 1.8 Return and repository activity diagram

Structured description of the activity diagram of the discharge use case

Two major scenarios can be envisaged depending on the national practice:

- a) The discharge procedure is performed by the Customs office that has started the TIR operation; in that case the Customs office that has terminated the TIR operation sends either voucher No. 2 or the certificate of termination to the Customs office having started the TIR operation.
- b) The discharge procedure is performed by a central Customs office; in that case both the Customs office that has started the TIR operation and the Customs office that has terminated the TIR operation send respectively voucher No. 1 and voucher No. 2 or the certificate of termination to a central Customs office.

Except from these differences all three scenarios are mainly similar.

1. The discharge procedure **BEGINS** when the Customs office responsible for the discharge receives voucher no. 1 duly filled-in. A deadline for the reception of voucher No. 2 is then fixed.

- If voucher No. 2 arrives before the deadline: **go to 2**
- If voucher No. 2 does not arrive before the deadline: **go to 3**

2. The information between voucher No. 1 and voucher No. 2 (or the certificate of termination) is compared.

- If the comparison leads Customs to the assumption that a Customs infringement has taken place and taxes and duties are due: **go to 3**
- If the comparison does not lead Customs to the conclusion that a Customs infringement has taken place and taxes and duties are due: **go to 4**

3. Inquiry procedures are launched:

- If the inquiry procedure concludes that a Customs infringement has not taken place and taxes and duties are not due: **go to 4**

4. The TIR operation is discharged: **END**

1.4.5 Start TIR operation use case

Start TIR operation use case diagram

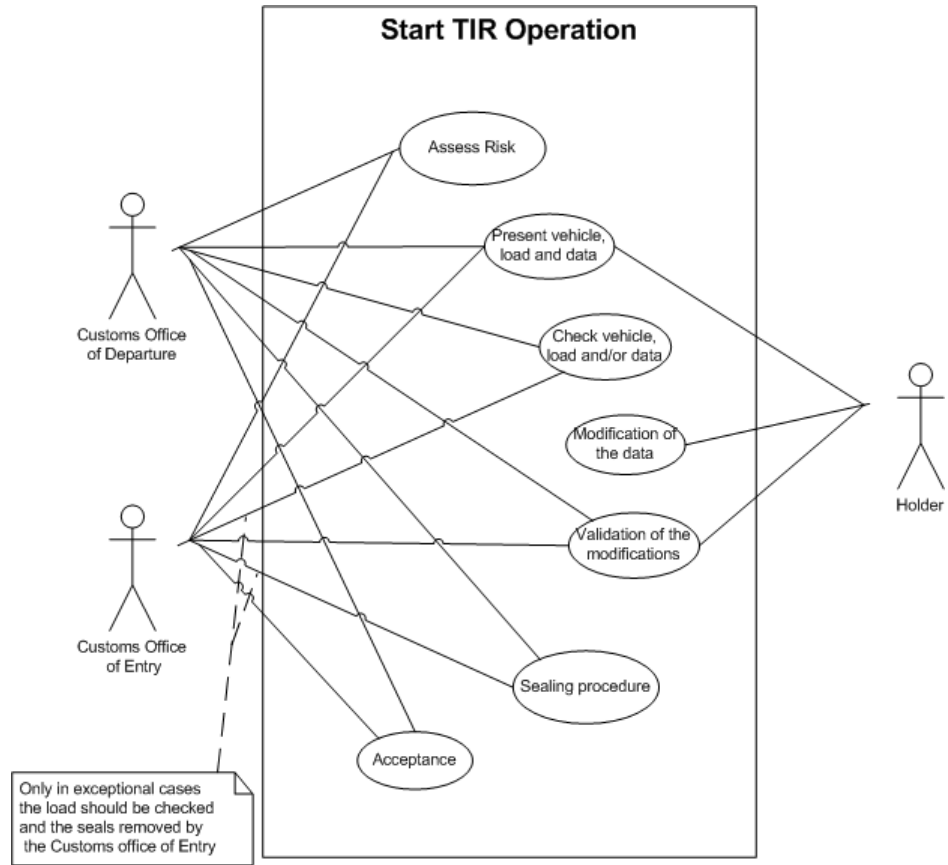


Figure 1.9 Start TIR operation use case diagram

Start TIR operation use case description

| | |
|---|---|
| Use Case Name | Start TIR operation use case |
| Use Case Description | The TIR Carnet is filled-in by the TIR Carnet holder and presented with the vehicle and goods to the Customs office of departure; in continuation, TIR Carnet, vehicle and goods have to be presented at intermediate Customs offices of departure and/or Customs offices of entry (<u>en route</u>). |
| Actors | TIR Carnet holder, Customs authorities. |
| Performance Goals | Start a transit procedure in a given country (Customs territory) for a specific leg of the TIR Transport. |
| Preconditions | In accordance with the TIR Transport use case, this use case applies in one of the following situations: <ul style="list-style-type: none"> - At the beginning of the TIR transport: The TIR Carnet holder has provided and validated all information for the TIR transport; - In all other cases: The preceding TIR operation has been terminated. |
| Postconditions | In accordance with the TIR Carnet life cycle use case, this use case is followed by: <ul style="list-style-type: none"> - The termination of the TIR operation. In addition the discharge procedure is launched. |
| Scenario Customs office of Departure | An authorized TIR Carnet holder presents a valid and duly filled-in TIR Carnet, together with the goods and a TIR approved vehicle at the Customs office of departure. The Customs office of departure checks the data of the TIR Carnet and other accompanying documents with the load. The Customs office of departure seals the load compartment and validates the TIR Carnet by inserting the number and identification of the seals in field 16, and by applying the stamp, signature, date and name of the Customs office of departure in field 17 of all vouchers No. 1 and No. 2 of the TIR Carnet. The Customs officer completes fields 18 and 20 to 23 of the vouchers No. 1 and No. 2 corresponding to the TIR operation, completes counterfoil No. 1, removes voucher No. 1 and returns the TIR Carnet to the holder. |
| Scenario Customs office of entry | Upon presentation of the TIR Carnet by the holder, the Customs office of entry checks the seals and carries out a routine check of the truck and accompanying documents and may check the validity of the TIR Carnet in Cute-Wise. In exceptional cases, Customs authorities can require examination of road vehicle, combination of vehicles or containers and their load. The Customs officer validates the TIR Carnet by completing fields 18 to 23 of vouchers No. 1 and No. 2 corresponding to the TIR operation, completes counterfoil No. 1, removes voucher No. 1 and returns the TIR Carnet to the holder. |
| Scenario Intermediate Customs office of departure | The holder presents the TIR Carnet, together with the goods, already loaded at a previous Customs office of departure, at the intermediate Customs office(s) of departure which acts in the same way as the Customs office of departure: the Customs officer checks the data of the TIR Carnet and other accompanying documents with the load. He affixes new seals to the load compartment and validates the TIR Carnet by inscribing the number, identification of the seals in field 16, and by applying the stamp, signature, date and name of the intermediate Customs office of departure in field 17 of all vouchers No. 1 and No. 2 remaining in the TIR Carnet. He completes fields 18 and 20 to 23 of vouchers No. 1 and No. 2 corresponding to the TIR operation, completes counterfoil No. 1, removes voucher No. 1 and returns the TIR Carnet to the holder. |

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| Alternative Scenario | The main scenarios do not take account of the following scenarios: a) Non validation of the TIR Carnet by Customs; b) Falsified acceptance of the TIR Carnet; c) Use of lost or stolen TIR Carnets. |
| Special requirements | In case of heavy and bulky goods with own identification marks, neither sealing nor a TIR approved vehicle is required. Specific identification marks will be mentioned in the TIR Carnet. |
| Extension Points | In the process of checking the validity of the TIR Carnet, Customs authorities may make use of information stored in the electronic control system maintained by the international organization. |
| Requirements Covered | |

Structured description of the activity diagram of the start TIR operation use case

1. The start of a TIR operation **BEGINS** when the TIR Carnet holder presents a valid and duly filled-in TIR Carnet, together with the goods and a TIR approved vehicle at a Customs office. The Customs officer first checks the validity of the TIR Carnet and **ENDS** the procedure if the TIR Carnet is not valid.
 - If the vehicle is at a Customs office of departure or at an intermediate Customs office of destination: **go to 1.1**;
 - If the vehicle at a Customs office of entry: **go to 1.2**.
- 1.1. If necessary, the TIR Carnet holder is requested to update the information in the TIR Carnet. The Customs office of departure checks the data of the TIR Carnet and other accompanying documents with the load.
 - If any problem is encountered: **go to 1.1.1**;
 - If checks are OK: **go to 1.1.2**.
- 1.1.1. Update the information on the TIR Carnet.
 - If updating is possible: **Go to 1.1.2**.
 - If no updating is possible: **END**.
- 1.1.2. In case any updating in the TIR Carnet has taken place (goods, itinerary,...) the Customs officer validates those changes in all remaining vouchers of the TIR Carnet by stamping and signing them. The Customs officer affixes new seals to the load compartment and validates the TIR Carnet by inscribing the number and identification of the seals in field 16, and by applying the stamp, signature, date and name of the intermediate Customs office of departure in field 17 of all vouchers No. 1 and No. 2 remaining in the TIR Carnet. **Go to 2**.
- 1.2. The Customs officer checks the data of the TIR Carnet and other accompanying documents, as well as the seals and carries out a routine check of the truck.
 - If checks are OK: **go to 1.2.1**;
 - If checks are not OK: **go to 1.2.2**
- 1.2.1. The Customs officer ticks box 19 on both vouchers 1 and 2 for the current operation and assesses the risk in order to estimate if the load should be checked.
 - If the risk is low: **go to 2**;
 - If the risk is high (exceptional cases): **go to 1.2.1.1**.
- 1.2.2. The Customs officer removes the seals and checks the load and compares it with the data of the TIR Carnet and other accompanying documents.
 - If everything is OK: **go to 1.2.2.1**;
 - If any problem is encountered: **END**.
- 1.2.2.1. The Customs officer affixes new seals to the load compartment and inscribes the number and identification of the seals in field 16 of all vouchers No. 1 and No. 2 remaining in the TIR Carnet: **go to 2**.
2. - The Customs officer completes fields 18 and 20 to 23 of both vouchers No. 1 and No. 2 corresponding to the TIR operation,
 - he completes counterfoil No. 1,
 - he removes voucher No. 1,
 - he returns the TIR Carnet to the holder,
 - he keeps or transmits the voucher number 1 for the discharge procedure: **END**.

1.4.6 Terminate TIR operation use case

Terminate TIR operation use case diagram

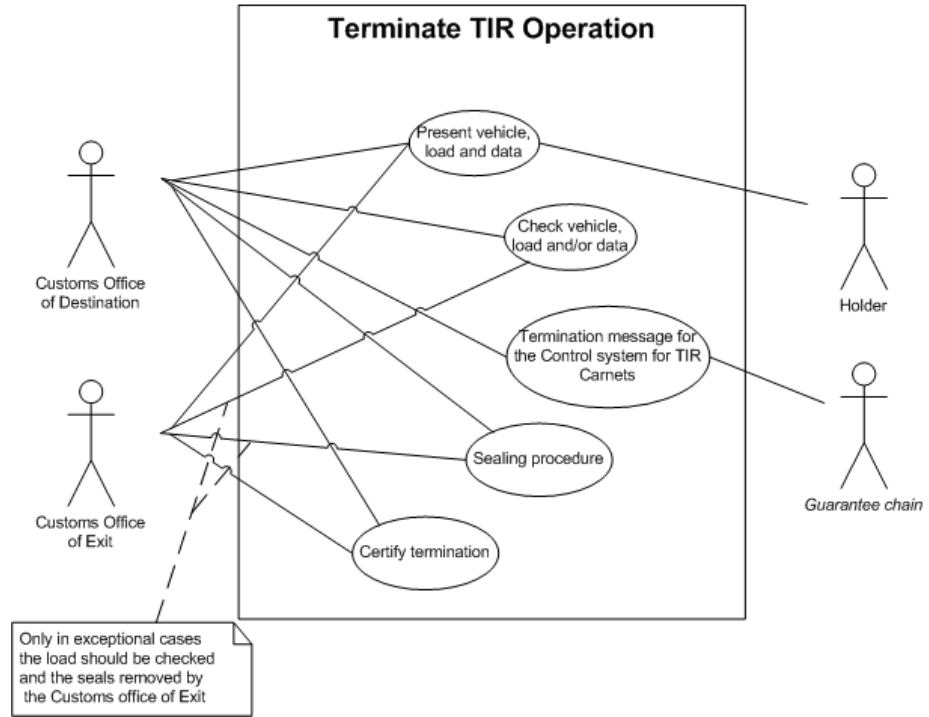


Figure 1.11 Terminate TIR operation use case diagram

Terminate TIR operation use case description

| | |
|-------------------|--|
| Name | Terminate TIR operation use case |
| Description | The road vehicle, the combination of vehicles or the container with the goods and the TIR Carnet are presented for purposes of control to the Customs office of exit, destination or to the intermediate Customs office of departure (playing the role of a Customs office of exit or destination ¹). |
| Actors | TIR Carnet holder, Customs authorities. |
| Performance Goals | Terminate the transit procedure in a given country (Customs territory) for a specific leg of the TIR Transport. |
| Preconditions | In accordance with the TIR Transport use case, this use case can be launched only after the start of the TIR operation. |
| Postconditions | A termination message is sent to the control system for TIR Carnets Voucher N°2 or the certificate of termination is sent to the office in charge of the discharge of the TIR operation |
| Scenario 1 | <p>Terminate TIR operation at the Customs office of exit en route:</p> <p>The holder presents the road vehicle, the goods and the TIR Carnet to the Customs Office of exit (<u>en route</u>) for purposes of control. The Customs officer checks the validity of the TIR Carnet, checks the integrity of the sealing devices, seals and their number against the seals' number mentioned in the TIR Carnet.</p> <p>The Customs officer may also examine all parts of the vehicle in addition to the sealed load compartment (Explanatory Note 0.21-1 to Article 21 of the TIR Convention).</p> <p>The Customs officer may exceptionally carry out an examination of the goods, particularly when an irregularity is suspected (Art. 5 par. 2 of the TIR Convention). In case of examination of the load of a road vehicle, combination of vehicles or the container, the Customs Officer affixes new seals and records on the TIR Carnet vouchers used in that Contracting Party, on the corresponding counterfoils, and on the vouchers remaining in the TIR Carnet, particulars of the new seals affixed and of the controls carried out (Art. 24 of the TIR Convention).</p> <p>If the checks are not satisfactory to the Customs officer, because he notices any irregularity in connection with the TIR operation itself, he may certify the termination of this TIR operation with reservation. In this case, the Customs officer completes field 24 of the appropriate detachable green sheet of voucher No. 2 by inscribing the name of the Customs office of exit (<u>en route</u>), crosses out box 25 (or does not cross out box 25, if the reason for the reservation is that seals or identification marks were indeed not found to be intact), completes field 27 by placing an "R" and fills-in field 28 by putting a stamp, date and a signature. Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of exit (<u>en route</u>) in field 1, crossing out box 2 (or does not cross out box 2, if the reason for the reservation is that seals or identification marks were indeed not found to be intact), repeating "R" under item 5 inscribing the reason why the TIR operation is terminated with reservation, and completing field 6 by putting</p> |

¹ The procedure to terminate the TIR operation at an intermediate office of departure is slightly different than at Customs offices of exit or destination.

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| | <p>the Customs stamp, date and signature.</p> <p>If the checks are satisfactory to the Customs officer, he completes field 24 of the appropriate detachable green sheet of voucher No. 2 of the TIR Carnet by inscribing the name of the Customs office of exit (<u>en route</u>), crosses out box 25 and completes field 28 by putting a stamp, date and a signature. Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of exit (<u>en route</u>) in field 1, crossing out box 2 and completing field 6 by putting the Customs stamp, date and signature.</p> <p>After completing voucher and counterfoil number 2 with or without reservation, the Customs officer removes the green voucher number 2 of the TIR Carnet, and returns the TIR Carnet to the holder. The TIR operation is now terminated (Art. 1 lit. d of the TIR Convention). The Customs officer further tears off the detachable green sheet of voucher No. 2 of the TIR Carnet.</p> |
| Scenario 2 | <p>Terminate TIR operation at the Customs office of destination:</p> <p>The holder presents the road vehicle, the goods and the TIR Carnet to the Customs Office of destination for purposes of control. The Customs officer checks the validity of the TIR Carnet, checks the integrity of the seals and their number against the seals' number mentioned in the TIR Carnet.</p> <p>The Customs officer may also examine all parts of a vehicle in addition to the sealed load compartment (Explanatory Note 0.21-1 to Article 21 of the TIR Convention).</p> <p>The Customs officer takes the seals off and checks the goods.</p> <p>If the checks are not satisfactory to the Customs Officer because he noticed some irregularities connected with the TIR operation itself, he may certify the termination of this TIR operation with reservation. In this case, the Customs officer completes field 24 of the appropriate detachable green sheet of voucher No. 2 of the TIR Carnet by inscribing the name of the Customs office of destination, crosses out box 25 (or does not cross out box 25, if the reason for the reservation is that seals or identification marks were indeed not found to be intact), inscribes the number of packages for which the termination of the TIR operation is certified in field 26, completes field 27 by placing an "R" and fills-in field 28 by putting a stamp, date and a signature. Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of destination in field 1, crossing out box 2 (or does not cross out box 2, if the reason for the reservation is that seals or identification marks were indeed not found to be intact), inscribing the number of packages for which the termination of the TIR operation is certified in field number 3, repeating "R" under item 5 inscribing the reason why the TIR operation is terminated with Reservation, and completing field 6 by putting the Customs stamp, date and signature.</p> <p>If the checks are satisfactory to the Customs officer, he completes field 24 of the appropriate detachable green sheet of voucher No. 2 of the TIR Carnet by inscribing the name of the Customs office of destination, crosses out box 25, inscribes the number of packages for which the termination of the TIR operation is certified in field 26 and completes field 28 by putting a stamp, date and a signature. Then the Customs officer completes accordingly the corresponding green counterfoil namely by inscribing the name of the Customs office of destination in field 1, crossing out box 2, inscribing the number of packages for which the termination of the TIR</p> |

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| | <p>operation is certified in field number 3, and completing field 6 by putting the Customs stamp, date and signature.</p> <p>After completing voucher and counterfoil No. 2 with or without reservation, the Customs officer removes the green voucher No. 2 of the TIR Carnet and returns the TIR Carnet to the holder. The Customs officer further tears off the detachable green sheet of voucher No. 2 of the TIR Carnet, keeps the upper part of the green voucher number 2 at the Customs office of destination.</p> <p>The TIR operation is now terminated (Art. 1(d) of the TIR Convention). The Customs office of destination sends the SafeTIR message confirming the correct termination of the TIR operation at the Customs office of destination to the competent national guaranteeing association.</p> <p>The Customs officer sends the detachable green sheet to the Customs office of entry (en route).</p> |
| Scenario 3 | <p>Intermediate Customs office of destination</p> <p>In case a TIR transport consists of various part loads, one or two TIR operations will be terminated at intermediate Customs offices of destination. Such Customs office will play both the role of Customs office of destination (see scenario 2) as well as of Customs office of departure (see also: Use Case 1.4.5.)</p> |
| Alternative Scenario | <p>The main scenarios do not take account of the following scenarios:</p> <ol style="list-style-type: none"> 1. Non validation of the TIR Carnet by Customs; 2. Falsified acceptance of the TIR Carnet; 3. Use of lost or stolen TIR Carnets |
| Special requirements | <p>Goods which have arrived at their Customs office of destination are no longer under the TIR regime. Therefore, they are put under another Customs regime.</p> |
| Extension Points | <p>In the process of checking the validity of the TIR Carnet, Customs authorities may make use of information stored in the electronic control system maintained by the international organization.</p> |
| Requirements Covered | - |

Activity diagram of the terminate TIR operation use case

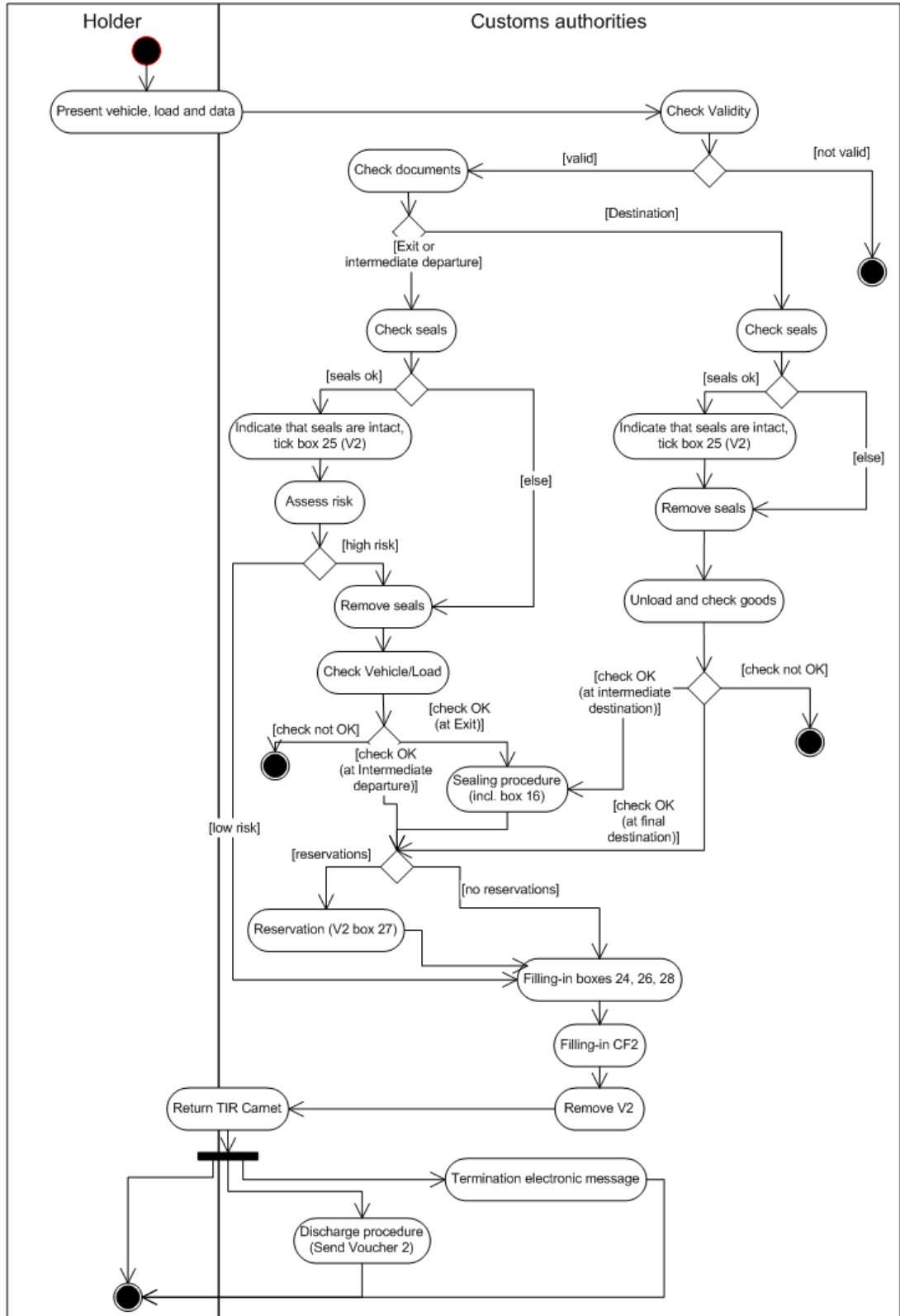


Figure 1.12 Terminate TIR operation activity diagram

Structured description of the activity diagram of the terminate TIR operation use case

1. The termination of a TIR operation **BEGINS** when the TIR Carnet holder presents a valid and duly filled-in TIR Carnet, together with the goods and a TIR approved vehicle at a Customs office (exit, destination or intermediate office of departure). The Customs officer may first check the validity of the TIR Carnet and **END** the procedure if the TIR Carnet is not valid.
The Customs officer may also examine all parts of the vehicle in addition to the sealed load compartment (Explanatory Note 0.21-1 to Article 21 of the TIR Convention).
 - Customs of destination: **go to 1.1**;
 - Customs of exit or intermediate departure: **go to 1.2**;
 - 1.1. The Customs officer checks the integrity of all seals and their number against the seals' number(s) mentioned in the TIR Carnet
 - If seals are OK: **go to 1.1.1**;
 - If seals are not OK: **go to 1.1.2**.
 - 1.1.1. Indicate that seals were intact by ticking box 25 in voucher N°2; **Go to 1.1.2**.
 - 1.1.2. The Customs officer takes the seals off and checks the goods
 - If checks are OK at intermediate Customs office of destination: **go to 1.2.2.1**;
 - If checks are OK at final Customs office of destination: **go to 2**;
 - If checks are not OK: **END**.
 - 1.2. The Customs officer checks the integrity of all seals and their number against the seals' number(s) mentioned in the TIR Carnet
 - If seals are OK: **go to 1.2.1**;
 - If seals are not OK: **go to 1.2.2**.
 - 1.2.1. The Customs officer indicates that seals are intact by ticking box 25 in voucher N°2; he assesses the risk of fraud:
 - If the risk is high: **go to 1.2.2**;
 - If the risk is low: **go to 3**.
 - 1.2.2. The Customs officer removes the seals and checks the load and vehicle.
 - If everything is OK at customs office if exit: **go to 1.2.2.1**;
 - If everything is OK at intermediate Customs office of departure: **go to 2**;
 - If a problem is encountered: **END**.
 - 1.2.2.1. The Customs officer affixes new seals and records on the TIR Carnet vouchers used in that Contracting Party, on the corresponding counterfoils, and on the vouchers remaining in the TIR Carnet, particulars of the new seals affixed and of the controls carried out (Art. 24 of the TIR Convention): **go to 2**.
2. If the Customs officer is not satisfied by the checks, because he notices any irregularity in connection with the TIR operation itself, he may nevertheless certify the termination of this TIR operation but with reservation. In this case, the Customs officer completes field 27 by placing an "R": **go to 3**.
3.
 - The Customs officer completes fields 24, 26 and 28 of voucher No. 2 corresponding to the TIR operation;
 - he completes counterfoil No. 2;
 - he removes voucher No. 2;
 - he returns the TIR Carnet to the holder;

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| <ul style="list-style-type: none">- he also should send an electronic message to the control system for TIR Carnets;- and finally send a termination message to the discharge office (see discharge use case for details): END. |
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C. FINAL CONSIDERATIONS

3. The secretariat is of the opinion that this combined elaboration of the use case diagrams of the TIR Carnet life cycle meet both the requirements of the Customs and IT Experts and provide a solid basis for continuing the modelling process. Therefore, the Expert Group is requested to discuss and, possibly, validate the revised chapter 1.4.
