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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**

Twentieth session

Prague, 19-20 April 2012

Item 5 of the provisional agenda

Financial implications of the introduction of the eTIR international system

Technical and financial aspects of development of the SPEED platform

Transmitted by the European Commission

I. Introduction

1. This document provides an overview of the Pilot project for the exchange of the information on the TIR Carnet by electronic means between EU Member States and the Federal Customs Service of the Russian Federation, technical details as well as financial aspects of the development and implementation of the SPEED platform.

II. Background

2. In 2009 the European Commission and the Federal Customs Service of the Russian Federation have launched a Pilot Project with an objective to provide the Federal Customs Service of the Russian Federation with advance information available on the TIR Carnet by electronic means.

3. 13 customs authorities of the EU Member States (Austria, Belgium, the Czech Republic, Estonia, Finland, Germany, Hungary, Italy, Latvia, Lithuania, Poland, Slovak Republic and Sweden) have chosen to participate in the Pilot Project together with the European Commission, acting as the system owner and the system developer.

A. Scope of the exchange of information

4. Exchanges of information include goods, with destination in the Russian Federation, for which an NCTS/TIR movement was created in one of the Member States participating in the Pilot Project. This includes 'national' TIR operations created in Member States bordering Russia, which currently do not require an international message exchange via CCN/CSI. The initial focus will be on flows of goods from the EU to Russia.

5. The electronic system of the EU used as a basis for the exchange of information from the EU to Russia is the New Computerised Transit System, NCTS/TIR, which became mandatory in EU as of 1 January 2009.

6. Exchanges of information take place automatically. In regard of EU-Russia exchanges, the information needed is derived from the Anticipated Arrival Record message (IE001) of NCTS as used for TIR purposes.

7. The information transmitted contains at least the data elements shown in the first column of the following table which are obtained from the relevant box of the TIR Carnet. These data elements correspond to the data attributes of NCTS as shown in the second column of the table.

<i>Box Content TIR</i>	<i>Field Name NCTS</i>
Country/ies of Departure (Cover page box 6)	Country of Dispatch (box 15a)
Country/ies of Destination (Cover page box 7)	Destination Country (box 17a)
Registration No of Vehicles (Cover page box 8)	Identity at Departure (box 18)
Cert(s) of Approval of Vehicles (Cover page box 9)	Produced Docs/Certificates (box 44)
Container Number(s) (Cover page box 10)	Container (box 19), Container number (box 31)
No of TIR Carnet (Volet box 1)	Produced Document Reference (box 44),
Holder (Volet box 4)	Trader Principal (box 50)
Country/ies of Departure (Volet box 5)	Country of Dispatch (box 15a)
Country/ies of Destination (Volet box 6)	Destination Country (box 17a)
Registration No of Vehicles (Volet box 7)	Identity at Departure (box 18)
Documents Attached (Volet box 8)	Produced Docs/Certificates (box 44)
Containers, Packages Marks and Nos. (Volet box 9)	Container number (box 31), Marks & Nos of Packages (box 31)
Packages and Articles Number and Type (Volet box 10)	Kind of Packages (box 31), Number of Packages (box 31), Item Number (box 32), Textual Description (box 31)
Gross Weight (Volet box 11)	Total Gross Mass (box 35)
Declaration Place and Date (Volet box 14)	Declaration Acceptance Date

<i>Box Content TIR</i>	<i>Field Name NCTS</i>
Seals Number and Identification (Volet box 16)	Seals Number, Seals Identity (box D)
Office of Departure or Entry (Volet box 18)	Reference No OoDep (box C)
Time-limit for Transit (Volet box 20)	Date Limit (box D)
Registry No at Off. of Dep. (Volet box 21)	Movement Reference Number (MRN)
Office of Destination (Volet box 22)	Office of Dest. (box 53), addressee of IE01
Consignee (Produced docs)	Trader Consignee (box 8)

B. Roles of the parties involved

1. Role of the Commission

- Ensure coordination with the 13 participating Member States,
- draft and endorse functional and technical specifications together with participating Member States and the Federal Customs Service,
- define the practical actions which are needed to set up the information exchanges,
- create, test and deploy the SPEED platform including related security and telecom aspects,
- end to end conformance and international testing of data exchange,
- monitor and compile statistics,
- provide assistance to Member States and the Federal Customs Service in relation to 'Common domain' aspects of the project,
- widen the scope of the current central help desk facilities to cover this project.

2. Role of the Member States

- Specifications, development and testing of national applications in accordance with the functional and technical specifications of the pilot project,
- participate in conformance and international testing activities,
- send data via CCN/CSI and the SPEED platform to the Federal Customs Service.

3. Role of the Federal Customs Service

- Specifications, development and testing of national application to ensure compatibility with the EU application,
- participate in international testing,
- receive information and ensure that it is forwarded to the appropriate customs office at the EU-Russia border,
- ensure security and confidentiality.

C. Platform for the exchange of information

8. Exchanges of information take place through the Single Portal for Entry and Exit Data (SPEED), which is a single interface between the EU and its partner countries.

9. SPEED allows for automatic high speed transmission of messages. It supports both UN/EDIFACT and XML message formats. Furthermore, SPEED provides for the filtering of the agreed data elements of the relevant NCTS/TIR message and their transmission.

10. However, SPEED does not store the business content of the message, which implies that the portal does not cover databases to solve problems concerning the message content but only concerning communication services and availability.

11. The portal only provides for a validation of the syntax (message form) and the semantics (message field type). An error in this respect generates an error message to the sender. A validation against the business rules and conditions falls under the responsibility of the system at the Member State of departure.

III. SPEED technical implementation

A. Objectives

12. SPEED platform has been developed for the following objectives:

- Exchange of electronic Customs data between EU and Third Countries (e.g.: RU, CN, US)
- Minimise integration effort & impacts for the EU & Third Countries
- Single entry/exit point between EU and Third Countries, instead of at least 27
- Operational environment targeting thousands of messages per month
- Fully automated solution compliant to the protocols and products defined in the SPEED documentation

B. Information flow

13. For national TIR operations within EU the TIR Carnet data between the office of departure/entry and the office of destination/exit is exchanged using NCTS/TIR system. In case the goods are destined for Russia, the national NCTS/TIR application creates a copy (message IE012) of the Anticipated Arrival Record (message IE001) and forwards this information through CCN/CSI to SPEED.

14. SPEED selects the data from the message IE012 and converts it into agreed message IES01 and sends it to the Federal Customs Service of the Russian Federation.

15. In case of errors the error messages (E907 and IE917) are sent back.

16. The information exchange is depicted in the figure bellow.

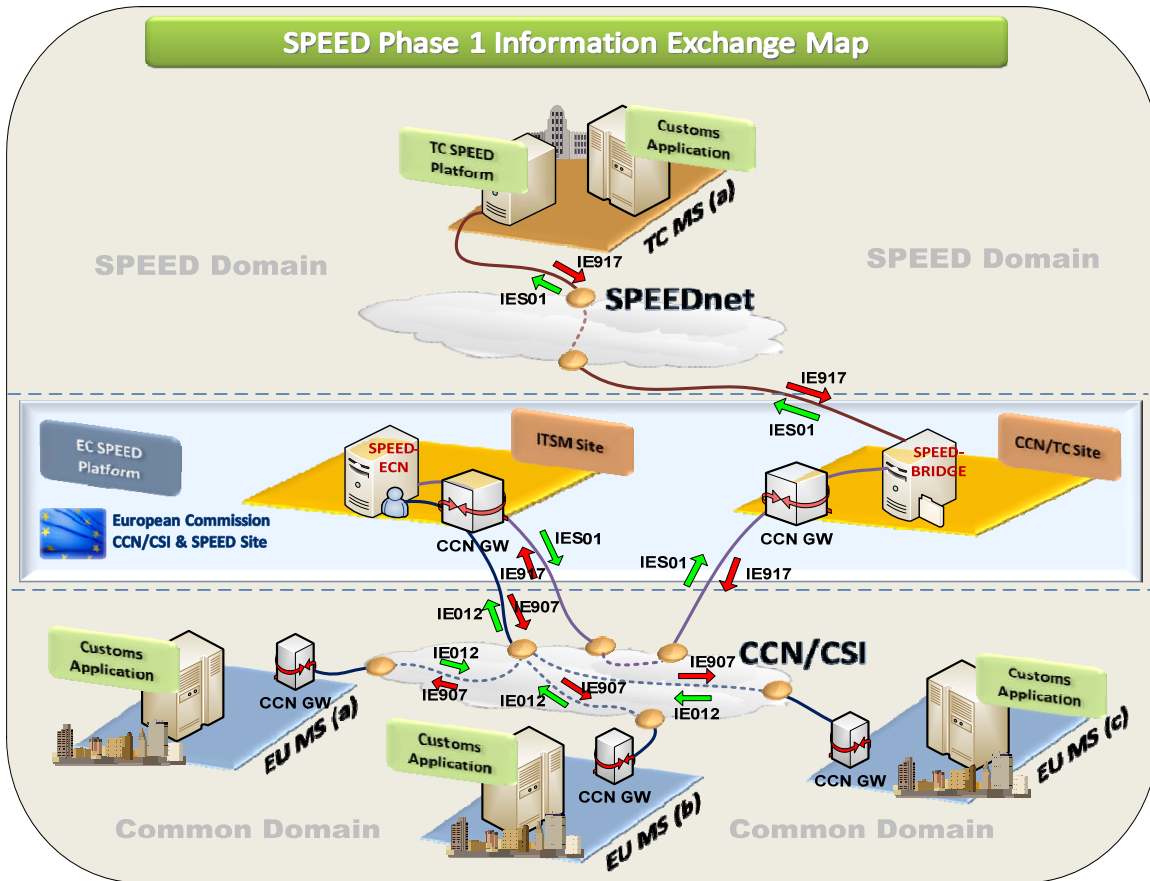
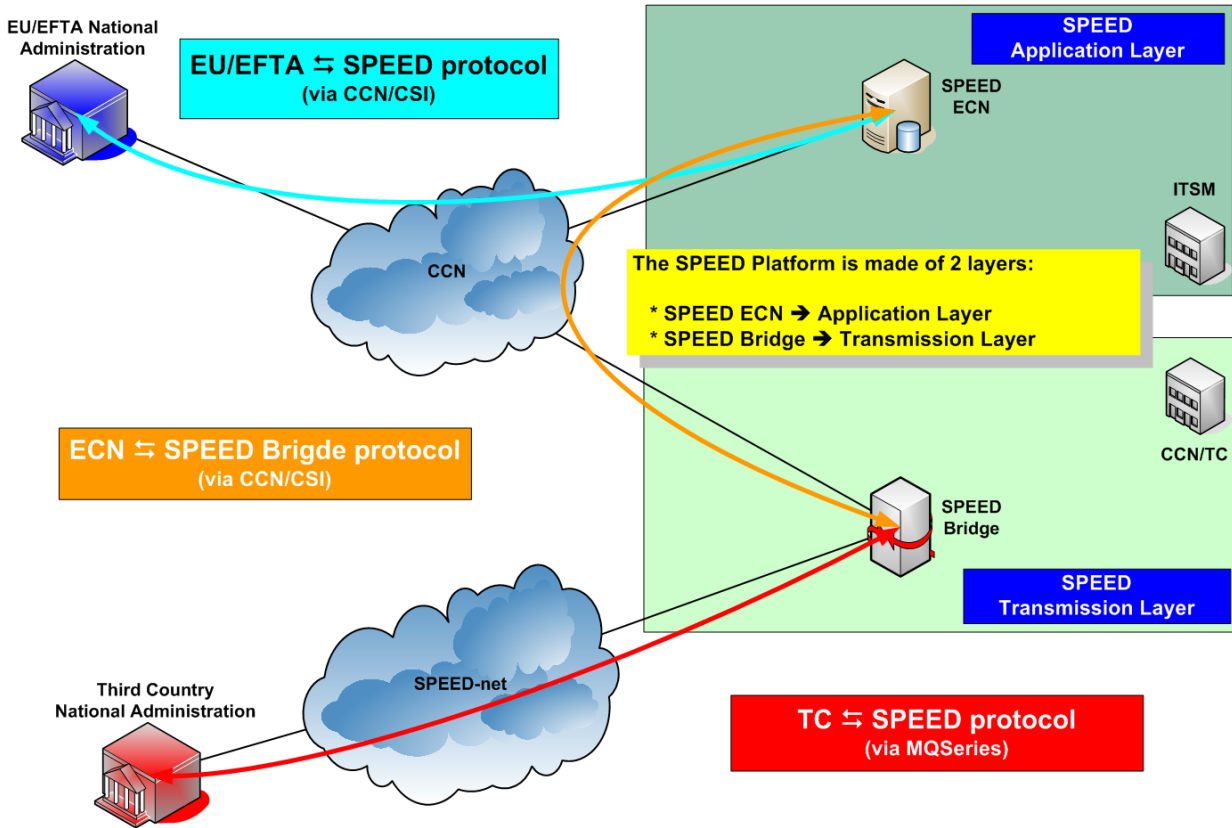


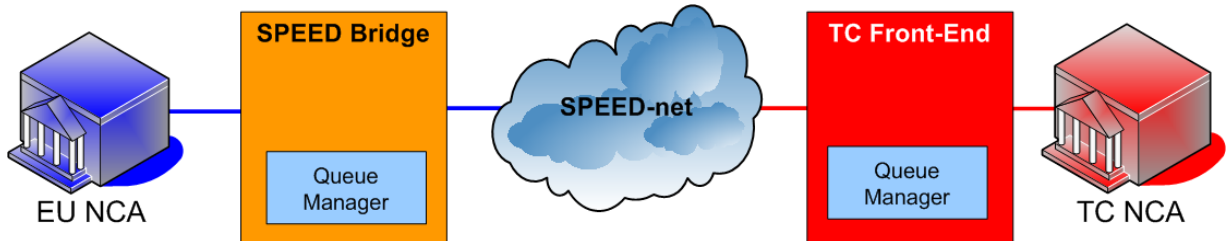
Figure 1 SPEED Phase 1 Information Exchange Map

C. Technical solution

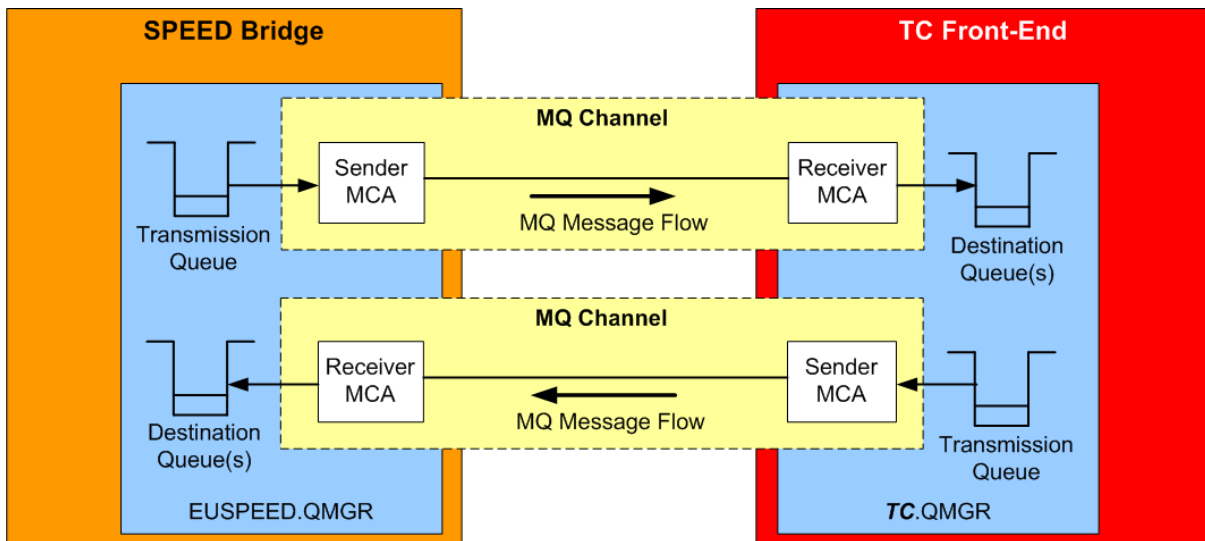


D. Mode of data exchange

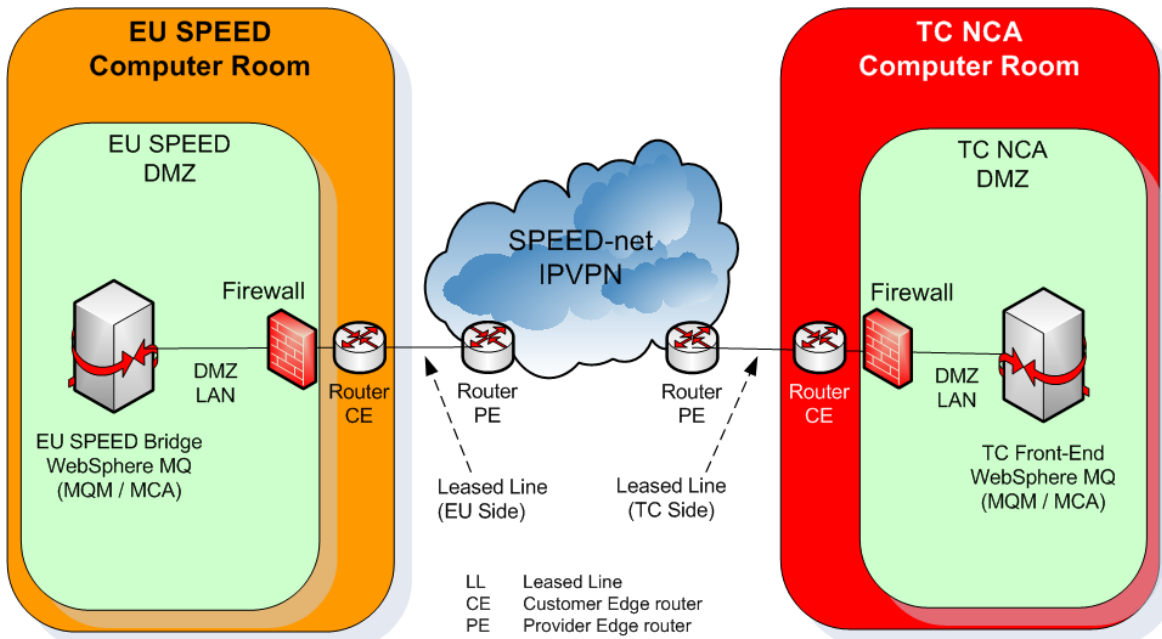
Asynchronous Data Exchange using Queue Managers



Asynchronous Data Exchange over MQ Channels



Network Architecture



F. Number of messages exchanged

17. During the period from 2009/01/01 till 2012/01/23 more than 4.6 million messages were exchanged through SPEED.

18. The numbers are split as follows:

Number of messages sent to SPEED (IE012)	2501880
Number of IE907 sent from SPEED	8424
Number of NCTS/TIR notifications sent from SPEED (IES01)	2105777
Number of IE917 sent from SPEED	498
Total number of messages exchanged	4616579

IV. Financial aspects of implementation of SPEED

19. This section provides an overview of the budget allocated by the Commission and the Member States for the development of SPEED. However, the costs for infrastructure, telecommunication and internet, facilities, staff, governance, operations and support are not provided in this document.

20. The above mentioned costs were incurred as part of the implementation of e-customs initiative and were covered by the budget allocated to other projects and activities. E.g. training sessions for SPEED organised by the Commission in 2008 were part of the overall training budget of 533396 EUR covering trainings for several IT systems¹.

A. Costs of the Commission and the Member States

1. Costs incurred by the Commission

21. In 2008 the following resources have been allocated to the development and implementation of SPEED:

<i>Costs</i>	<i>Amount EUR</i>
Specific to TIR exchange with RU (Specifications, SPEED-ECN, test tool)	1200000
SPEED platform - Security	1250000
SPEED platform - Other	1250000
Total	3700000

22. In 2009 the Commission has committed the budget of 390000 EUR for evolutive maintenance of the SPEED platform.

23. In 2010 no costs for evolutive maintenance of the SPEED platform were incurred.

¹ The information on overall costs incurred by the Commission and the Member States on e-customs implementation can be found in the annual e-customs progress reports which are available on the DG TAXUD website
http://ec.europa.eu/taxation_customs/customs/policy_issues/electronic_customs_initiative/index_en.htm

2. Costs incurred by the Member States

<i>Year</i>	<i>Amount EUR</i>
2008	327211
2009	99568
Total	426779

24. No costs for evolutive maintenance have been reported by the Member States in 2010.

B. Human resources

25. For the initial development and implementation of SPEED in 2008 the following human resources have been allocated by all participating parties:

	<i>Persons</i>	<i>FTE</i>
DG TAXUD (IT and business units)	15	4
Contractors*	60	5
Federal Customs Service of the Russian Federation	20	6
9 Member States	36	9
Total	131	24

* HR costs of the contractor are included in the budget

26. Additional human resources are required for the helpdesk activities. Helpdesk operating 24x7 requires 6 FTE/year.