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**Economic Commission for Europe****Administrative Committee for the TIR Convention, 1975****Technical Implementation Body****Fifth session**

Geneva, 12 and 13(p.m.) October 2023

Item 4 (a) of the provisional agenda

**eTIR conceptual, functional and technical specifications:****Version 4.3****Minor corrections included in revision 2****Note by the secretariat****I. Introduction**

1. At its 158th session, the Working Party on Customs Questions affecting Transport (WP.30) welcomed the fact that the Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) had completed its mandate on time and that WP.30/GE.1 had agreed on a complete version 4.3 of the eTIR specifications. Recalling Annex 11, Article 5 of the TIR Convention, WP.30 mandated the secretariat to transfer version 4.3 of the eTIR specifications to AC.2 and, more specifically, the countries bound by Annex 11, for consideration and possible adoption of the eTIR concepts and the eTIR functional specifications and to the Technical Implementation Body (TIB) for consideration and possible adoption of the eTIR technical specifications.

2. At its first session, TIB considered and adopted version 4.3 of the eTIR technical specifications, as contained in document ECE/TRANS/WP.30/AC.2/TIB/2022/5-ECE/TRANS/WP.30/AC.2/2022/14, and confirmed their alignment with version 4.3 of the eTIR concepts (ECE/TRANS/WP.30/AC.2/TIB/2022/3-ECE/TRANS/WP30/AC.2/2022/12) and the eTIR functional specifications (ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP30/AC.2/2022/13), pending their adoption by AC.2, ideally at its seventy-seventh session (February 2022) (ECE/TRANS/WP.30/AC.2/TIB/2, para. 12). TIB also mandated the secretariat to make the required changes in the already adopted version 4.3 of the eTIR specifications and prepare the relevant revisions of the documents for its next session (see ECE/TRANS/WP.30/AC.2/TIB/2, paras. 13 and 14).

3. At its seventy-seventh session, AC.2 the Committee adopted the eTIR concepts and the eTIR functional specifications, contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/3-ECE/TRANS/WP30/AC.2/2022/12 and ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP30/AC.2/2022/13, including the amendments adopted by TIB at its first session (ECE/TRANS/WP.30/AC.2/157, para. 33).

4. At its second session, TIB agreed with the minor corrections 2 to 6, contained in Chapter III of Informal document 1 (2022) (ECE/TRANS/WP.30/AC.2/TIB/4, para. 12). At

its third session, TIB agreed with the corrections contained in chapter IV of ECE/TRANS/WP.30/AC.2/TIB/2022/16, i.e. to make the total gross weight (at declaration level) optional in all messages, restrict all weights measurements to kilograms (in line with box 11 of the TIR carnet) and add the fall back procedure for the check of customs offices (I19/I20) (ECE/TRANS/WP.30/AC.2/TIB/6, para. 9).

5. Chapter II presents additionally minor corrections of an editorial, consistency or logical nature introduced by the secretariat in revision 2 of version 4.3 of the eTIR specifications.

6. Chapter III presents issues which will possibly have to be resolved in a future revision.

## II. Minor corrections

### A. Concepts

7. Various changes had to be introduced in Table 7, 8 and 9 as well as in Figures 11, 12 and 13 because of the following reasons:

- Annex 11, Article 10, paragraph 1 states clearly that the eTIR procedure cannot be started in fallback mode
- Seals information is transmitted by means of the I9 and I11 messages
- The accompanying document contains information on seals and is reprinted when they are changes, e.g. after customs controls (see Functional specifications Chapter IV.1.1.1).

Table 7

#### Record declaration data use case description

<i>Name</i>	<i>Record declaration data use case</i>
Description	The declaration data is recorded to the eTIR international system.
Actors	Customs authorities
Performance Goals	
Preconditions	The guarantee must have been accepted. The holder should be authorized and not currently excluded from any country along the itinerary.  The declaration has been accepted by customs authorities.
Postconditions	-
Scenario	<b>First customs office of departure</b>  The first customs office of departure will send the declaration data to the eTIR international system after having accepted the declaration and sealed the loading unit. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the information. <del>Customs authorities will provide the holder with an accompanying document.</del>
Alternative Scenario	<b>Intermediate customs office of departure</b>  The intermediate customs office of departure will send <u>all the updates to data contained in the declaration data</u> to the eTIR international system <del>together with the information on the new seals</del> , after having accepted the declaration and resealed the vehicle or container. The eTIR international system provides all subsequent countries indicated

Name

Record declaration data use case

in the itinerary and the guarantee chain with the updated information. ~~Customs authorities will provide the holder with an accompanying document.~~

#### **Intermediate customs office of destination**

After having sent a termination message and unloaded the goods concerned, the intermediate customs office of destination will send information on the new seals affixed. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information. ~~Customs authorities will provide the holder with an accompanying document.~~

#### **Customs checks**

~~Having removed the seals from the vehicle or container, performed the necessary checks and resealed the vehicle or container, customs authorities send a message to provide the eTIR international system with information on the new seals affixed. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information. Customs authorities provide the holder with an updated accompanying document.~~

#### **Change of itinerary**

After having been informed by the holder that the routing of the transport has changed, customs authorities send a message to provide the eTIR international system with information on the new itinerary. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information. It also informs the countries removed from the itinerary that the TIR transport will not transit their country. ~~Customs authorities will provide the holder with an accompanying document.~~

#### **Vehicles change**

After having been informed by the holder that a new vehicle (usually the tractor unit) will be used, customs authorities send a message to provide the eTIR international system with information on the new vehicle. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information.

#### **Rerouting due to a refusal to start**

After having been refused to start a TIR operation in a country and assuming the guarantee still allows for sufficient TIR operations, the holder can request to amend the itinerary in order to use its guarantee to return to the departure or select a new itinerary avoiding the country that refused to start the TIR operation. If Customs accept the amendment of the declaration data, they will record the new declaration data in the eTIR international system. The eTIR international system changes back the guarantee status to “in use” and provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information.

#### **Fallback scenario**

In case the transmission of information to the eTIR international system fails, the customs authorities, other than at the first customs office of departure, nevertheless accept the holder to start the TIR transport will provide the required information on the accompanying document. Customs authorities will transmit the electronic data to the

<i>Name</i>	<i>Record declaration data use case</i>
	eTIR international system at the first opportunity. In the meantime, other customs authorities will obtain the <del>required</del> information from the accompanying document.
Special requirements	
Extension Points	-
Requirements	-
Covered	

Figure 11  
Record declaration data activity diagram

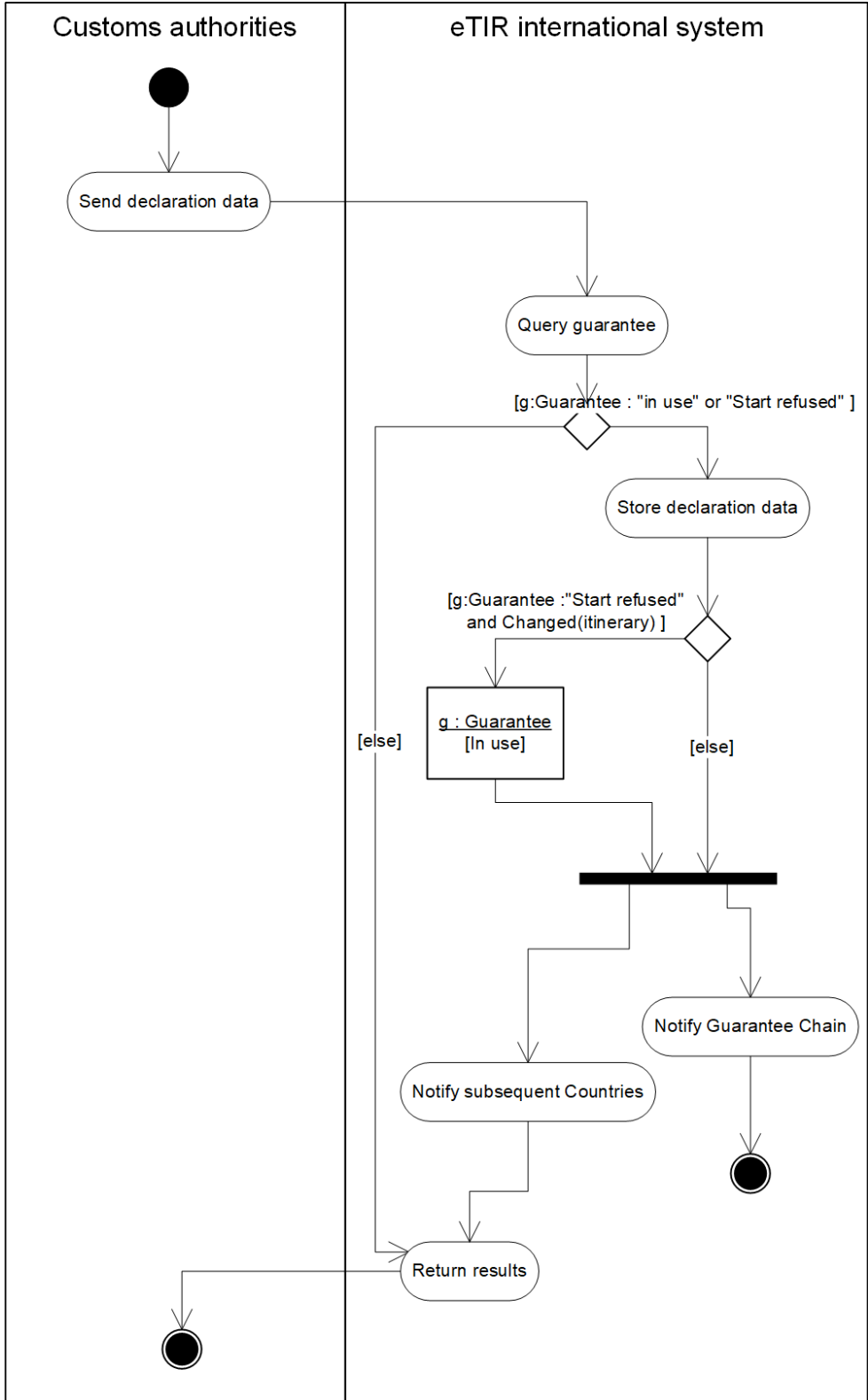


Table 8  
**Starting of TIR operation use case description**

<i>Name</i>	<i>Starting of TIR operation use case</i>
Description	Customs authorities provide the eTIR international system with information regarding the start of a TIR operation.
Actors	Customs authorities
Performance Goals	-
Preconditions	Ensure the validity of the guarantee and the authorization for the holder.
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that a TIR operation has started, <u>including information on the seal at the customs offices of departure, intermediate termination and after customs checks at customs offices of entry (en route)</u> . If the holder is authorized and the guarantee status is “in use”, the eTIR system saves the information and notifies the guarantee chain of the start of a TIR operation. If seals have been applied, removed or changed, the eTIR international system notifies all subsequent countries. If the transport had been previously suspended the start of the TIR operation will set back the status of the guarantee to “in use”. <u>If the start of the TIR operation follows the recording of declaration data (original or amendments) or if seals have been applied, removed or changed, an accompanying document is generated and provided to the holder.</u>
Alternative Scenario	<p><b>Fallback scenario</b></p> <p>If electronic messages cannot be exchanged with the eTIR international system, the information regarding the start, <u>eventually including seals</u>, should be provided on the accompanying document. The status of the guarantee can be queried using the web services or the web application developed by the guarantee chain. Customs authorities will nevertheless send the start message at a later stage.</p>
Special requirements	-
Extension Points	-
Requirements Covered	-

Figure 12  
Starting of TIR operation activity diagram

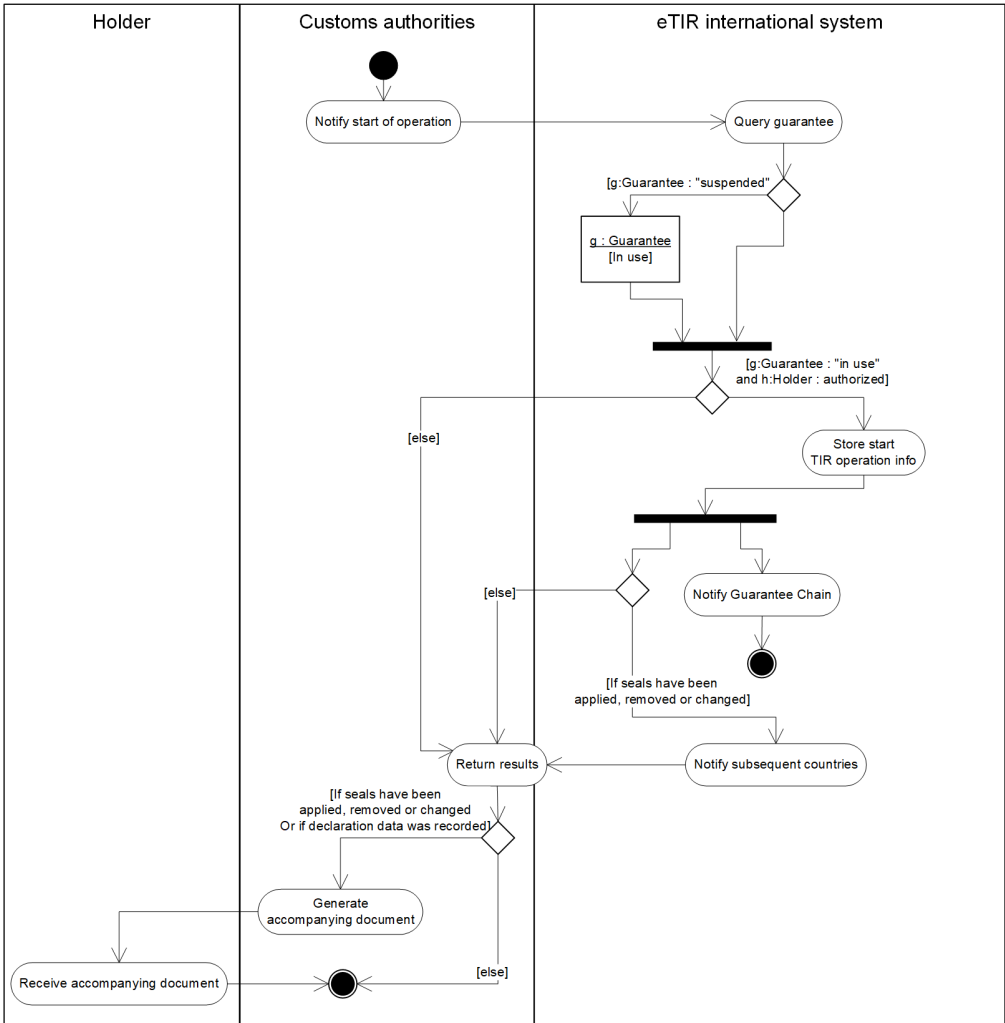


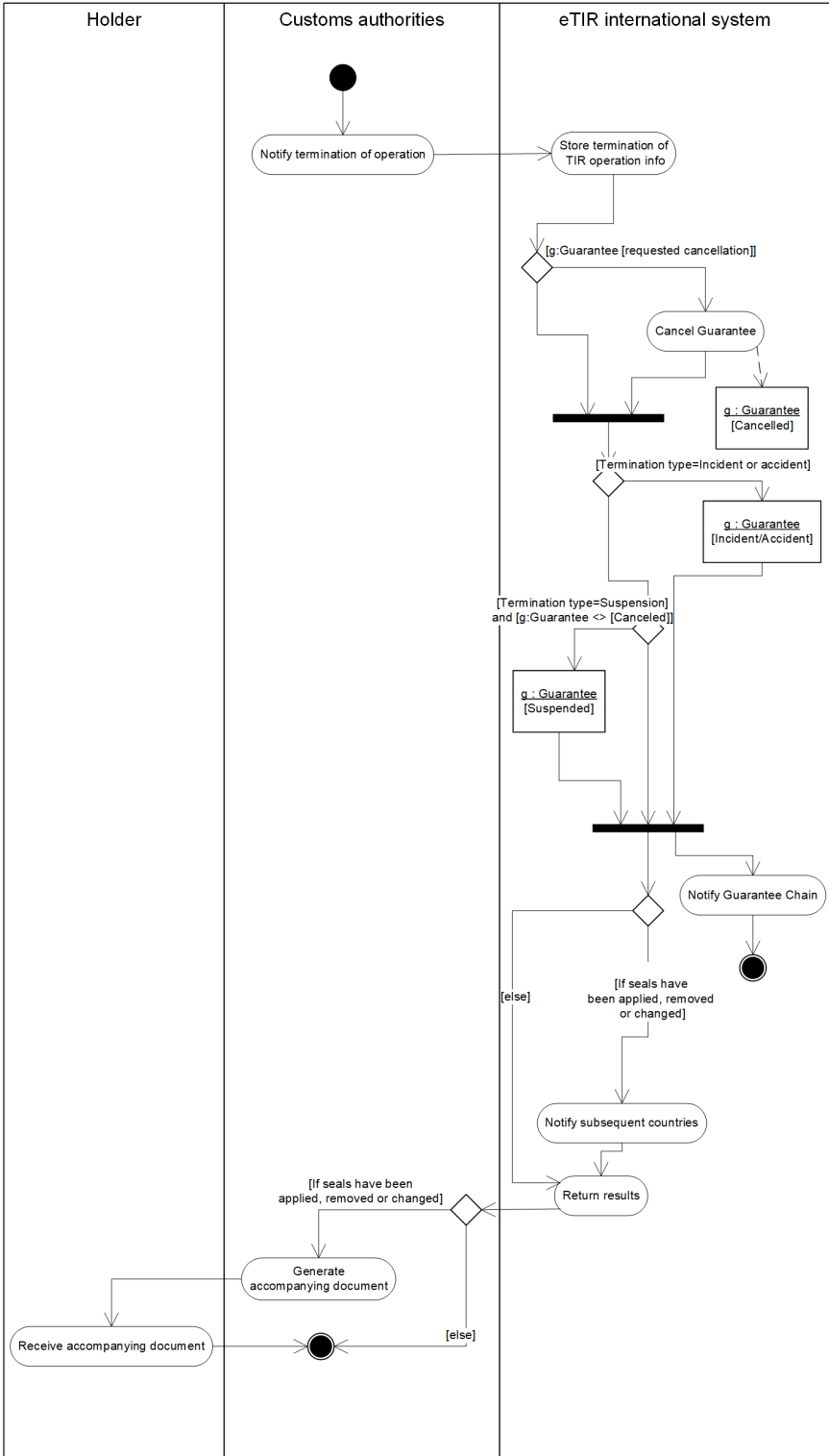
Table 9  
**Terminate TIR operation use case description**

<i>Name</i>	<i>Terminate TIR operation use case</i>
Description	Customs authorities provide the eTIR international system with information regarding the termination of a TIR operation.
Actors	Customs authorities
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	<p>Customs authorities send a message to the eTIR international system notifying that a TIR operation has terminated, <u>including information on the applied, removed or changed seal after customs checks at custom offices of exit (en route)</u>. The eTIR system stores the information, changes the status of the guarantee to cancelled in case the guarantee chain has requested cancellation and notifies the guarantee chain of the termination of all TIR operations, including the final termination, providing the data as required by Annex 10 of the TIR Convention. When the termination type is incident or accident or suspension, the status of the guarantee is changed accordingly. If seals have been applied, removed or changed, the eTIR international system notifies all subsequent countries. <u>If seals have been applied, removed or changed (e.g. after customs checks) an accompanying document is generated and provided to the holder.</u></p>
Alternative Scenario	<p><b>Fallback scenario</b></p> <p>If electronic messages cannot be exchanged with the eTIR international system, the information regarding the termination, <u>eventually including seals</u>, should be provided on the accompanying document. Customs authorities will nevertheless send the termination message at a later stage.</p>
Special requirements	Termination can be made with reservations.
Extension Points	-
Requirements Covered	-



3.2.7 Terminate TIR operation activity diagram

Figure 13  
Terminate TIR operation activity diagram



8. For the same reason the text of the second paragraph of Annex I was also amended as follows:

“The declaration mechanism envisages that the holder sends his/her advance TIR data and advance amendment data only to the customs administration where the customs office of departure of the TIR transport is located. The customs office of departure

uses this information when the holder, or his or her representative, lodges his/her customs declaration by presenting to the customs office of departure the goods, the vehicle and the reference to the guarantee which he/she has obtained from the guarantee chain and which was included in the advance TIR data or advance amendment data. The customs office of departure, after having accepted the customs declaration, registers the declaration data as well as information other about the start of the TIR transport operation information (e.g. the information on seals) in the eTIR international system. The eTIR international system forwards the declaration data as well as information on the seals to all customs authorities declared by the holder as part of his/her itinerary.”

9. In Figure 20, since the consignee and consignor information are optional, the cardinality between the ConsignmentItem and the Consignee and Consignor classes has been changed from 1 to 0..1. Furthermore, since the certificate of approval is optional for containeres, the cardinality between the SealedLoadingUnit and the AttachedDocument classes has been changed from 1 to 0..1.

## B. Functional specifications

10. The eTIR data model has been aligned to the WCO data model version 3.11. The references to the WCO data model throughout the eTIR specifications have been adjusted accordingly, including the Annex V containing the required extension to the WCO data model.

11. In the English and Russian documents, in code list 16 (Chapter 2.8.12), codes 70-73 have been renumbered 96-99 (in line with UN/EDICT code list 1225).

12. In code list 99, the short and long descriptions of the code 335 have been changed to:

**335**                    Transport equipment not *declared*  
The transport equipment not found in the *declatation*

13. At its second session, the Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) had agreed on the definitions for Conditions and Rules contained in ECE/TRANS/WP.30/GE.1/2021/37, para. 59 (see ECE/TRANS/WP.30/GE.1/4, para. 49). These definitions have been added to Chapter 2.6.

14. Since seals need to be removed before an intermediate unloading, in Annex IV, Chapter IV.1.1.1.5. was amended as follows:

~~In case of inspection, the~~ The customs officer will print a new accompanying document containing a reference to the newly affixed seals..

15. For the sake of readability, in chapter 2.6.1, parenthesis have been added to conditions which have multiple terms in the IF and THEN parts.

16. In chapter 2.8.14 (CL20 – Language name), further to the addition of the Language. Identifier attribute and references to code list CL20 in the various text fields in all messages as well as to be aligned to the description of the other code lists, the indication “Is used as a Core Data Type” was deleted.

17. The eTIR description of the “Message” class in all messages was incorrect and has been deleted as the role of that class is obvious.

## C. Technical specifications

18. Because the various documents composing one version of the eTIR specifications are not all published at the same date, the column “Date of publication of the eTIR specifications” was deleted from table 32. In the same table the various revisions of version 4.3 have been included.

19. For the sake of consistency, in all relevant messages, the WCO ID and the WCO description have been added to the BinaryFile class and its sub-attributes. Similarly, they have been included in the Customs office class and sub-attributes and classes in Messages I19 and I20.

### **III. New issues**

#### **A. Equipment size and type**

20. Code list CL01 contains the codes for equipment size and type used to describe the transport equipment used for TIR transport. The code list is based on the UN/EDIFACT 8155 code list. However, UN/EDIFACT 8155 code list also refers to the possibility to use of the ISO 6346 code list, which is also recommended by the Bureau International des Containers et du Transport Intermodal (BIC), but which codes are not included in the current version of the code list CL01 distributed with the eTIR XSDs.

21. TIB may wish to consider if the code list distributed with the eTIR XSDs, which is used to validate of the codes of the transport equipment type and size, should be extended to also include the codes contained in code list ISO 6346.

#### **B. Loading location**

22. The data elements recommended for transit by the World Customs Organization (WCO) SAFE framework of standards have been included as optional to the relevant eTIR messages. While it is obvious how these data elements should be filled in most cases, questions were raised regarding how the loading location (a data element with a 0..1 cardinality to the consignment) should be filled in.

23. TIB may wish to consider if additional explanation should be included to the eTIR specifications regarding the content of this data element.

### **IV. Consideration by TIB**

24. TIB is invited to take note of the minor corrections introduced by the secretariat in revision 2 of version 4.3 of the eTIR specifications and consider the new issues raised in Chapter III.

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