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**INLAND TRANSPORT COMMITTEE**

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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

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Item 2 (a) of the provisional agenda

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## REFERENCE MODEL OF THE TIR PROCEDURE

### Pending issues

Comments and questions to the document No ECE/TRANS/WP.30/2008/8/Rev.1

Transmitted by the Czech Republic

#### **Paragraph 4:**

Holder of TIR Carnet shall lodge his/her electronic customs declaration using the authentication mechanism at the COoDep ONLY. It also means that authentication mechanism shall be valid and recognise ONLY in the country of departure (e.g. using e-signature). COoDep shall release the declared goods for transit procedure (i.e. for whole TIR transport and at the same time for first TIR operation) and it shall send information to all customs administration involved in transport.

**Q1:** Will the principle of a TIR transport as a chain of TIR operations be changed, i.e. a chain of national transit procedures?

**Q2:** How the information on release of goods for transit procedure (i.e. for whole TIR transport and at the same time for first TIR operation) sent to all COoEntry and to COoDest shall be considered? As a set of electronic customs declarations?

#### **Paragraph 5:**

Holder of TIR Carnet shall lodge his/her electronic customs declaration only once, i.e. at the COoDep, instead of sending his/her electronic declaration to each and every Customs authorities en route. At present COoDep shall mark all pages used for TIR transport with information on

affixed seals. Only 2 pages of TIR Carnet are used for one TIR operation.

**Q3:** How one (initial) electronic customs transit declaration could work with the present possibility of 2 partial unloadings?

**Q4:** Who will be responsible for the amendment of this initial electronic customs transit declaration, i.e. which customs office?

**Paragraph 6:**

Holder shall be obliged to provide Customs with advance cargo information. Holder shall be also obliged to produce his/her declaration, together with the goods and vehicle, to Customs for acceptance in accordance with Article 21 of the TIR Convention.

**Q5:** Does it mean that the Holder shall be obliged to lodge his/her electronic customs declaration for transit procedure (for TIR operation) at each Customs office en route?

**Paragraph 7 (figure 1):**

Process 16: The Customs office of departure (national system) informs the eTIR international system that it accepts the guarantee.

Process 17: The eTIR international system queries the ITDB on the status of the holder to whom the guarantee has been issued.

Process 18: The ITDB returns the status of the holder to the eTIR international system.

Process 20: The national system forwards the relevant TIR transport data (Customs declaration and the seals numbers) to the eTIR international system by means of the "Record Consignment" message.

Process 22: The eTIR international system provides all Customs administrations involved in the TIR transport with the TIR transport information, including the content of the holder's customs declaration for transit procedure (i.e. for whole TIR transport and at the same time for first TIR operation).

**Q6:** Shall the Processes 16 and 17 be considered as an allocation of guarantee at the Office of guarantee?

**Q7:** What does the status of the holder mentioned in processes 17 and 18 mean?

**Q8:** Does it mean that the relevant TIR transport data (Customs declaration and the seals numbers) mentioned in processes 20 and 22 shall not be considered as a electronic customs

declarations for further TIR operations?

**Paragraph 8 (figure 2):**

Process 6: Customs store the downloaded advance declaration in their national system, possibly together with their risk assessment.

Process 8: The Customs office of entry en route retrieves the declaration from the Customs system, possibly together with the risk assessment.

**Q9:** What does the downloaded advance declaration mentioned in processes 6 and 8 mean? Is it an electronic customs declaration for transit procedure? Is it a notification of future arrival of goods at COoEntry?

**Q10:** Shall the retrieved advance declaration be considered as a customs declaration lodged by the Holder at COoEntry? If YES, where is a signature of the holder? If NOT, we do not have a TIR transport with a chain of TIR operations.

**Paragraph 9:**

In case the geographical distance between the Customs office of departure and the Customs office of entry en route is too close to meet deadlines for the submission of advance cargo information, Customs authorities at the Customs office of entry en route should accept the advance cargo information forwarded through the eTIR international system

**Q11:** What is an advance cargo information? Is it sent and downloaded advance declaration?

**Paragraph 10 (figure 3):**

Process 2: The holder sends the advance electronic declaration regarding the additional goods to be loaded to the Customs offices of departure or to a central Customs system, in accordance with national requirements (outside the scope of the eTIR project).

Process 7: Customs confirm the reception and the validity of the advance declaration to the holder and provide him with a unique reference to the declaration.

Process 8: Customs store the advance declaration in their internal system, possibly together with their risk assessment.

Process 13: The national system forwards the new declaration and the new seals data to the eTIR international system by means of the “Update Consignment” message.

Process 15. The eTIR international system provides all Customs administrations involved in the

TIR transport with the TIR transport information, including the content of the holder's declaration.

**Q12:** How the advance electronic declaration regarding the additional goods to be loaded mentioned in process 2 shall be considered? As a new customs declaration for transit procedure or as an amendment of previous customs declaration for transit procedure?

**Q13:** Shall the reception (acceptance) of advance electronic declaration (regarding the additional goods to be loaded) be registered by customs in line with the process 7 with new unique reference number?

**Q14:** Shall the data of previous and subsequent advance electronic declaration be stored by customs in line with the process 8 under one unique reference number (old unique reference number or new unique reference number) or with two different unique reference numbers?

**Q15:** Shall new customs declaration mentioned in process 13 contain the data of all loaded goods or only the data of additional loaded goods?

**Q16:** Shall eTIR international system provide under the process 15 all customs administration with data of two customs declarations for transit procedure (old customs declaration for transit procedure for goods from first COoDep and new customs declaration for transit procedure for additional loaded goods) or with data of one customs declaration for transit procedure (for goods from first COoDep and for additional loaded goods)?

**Paragraph 11:**

In case the geographical distance between the Customs office of departure and the Customs office of entry en route is too close to meet deadlines for the submission of advance cargo information, Customs authorities at the Customs office of entry en route should accept the advance cargo information forwarded through the eTIR international system

**Q17:** What is an advance cargo information? Is it sent and downloaded advance declaration? If YES, shall this customs declaration for transit procedure contain the data for goods from first COoDep and for additional loaded goods?

**Paragraph 13:**

There is a requirement for the holder to send an advance electronic declaration to other Customs administrations than his own national administration. It means that authentication mechanism shall be valid and recognise ONLY in the respective countries of departure (e.g. using e-signature).

The eTIR project only prescribes a minimal set of elements which need to be included in the national submissions at all respective Customs Offices of Departure.

**Q18:** Does it mean that one declaration for transit procedure shall be lodged at several customs offices? If YES, there is a chain of transit procedures, i.e. a chain of TIR operations, within a TIR transport.

**Q19:** If there is a chain of TIR operations, we have to speak about the means of authentication set up by customs administrations at each customs territory. How this problem shall be solved?

**Paragraph 15:**

The declaration mechanism contained in the eTIR Project only differs slightly from the current paper-based procedure. The declaration continues to be formally produced by the holder at the time he presents himself at the Customs office of departure or entry en route, together with the vehicle and the goods. However, the eTIR system introduces, as new requirement, that the holder submits certain data electronically to Customs prior to the physical presentation of the vehicle, goods and declaration at the Customs office of departure or entry en route.

**Q20:** Does it mean that the Holder shall be obliged to lodge his/her electronic customs declaration for transit procedure (for TIR operation) at each Customs office en route?

**Paragraph 17:**

... as the cornerstone of the information exchange between Customs authorities and providing a legal basis for a secure electronic exchange of TIR data, which would replace the current exchange of information based on the paper TIR Carnet.

**Q21:** If there is a chain of TIR operations, we have to speak about the means of authentication set up by customs administrations at each customs territory. How this problem shall be solved?

**Paragraph 18:**

The holder is and will remain responsible, and thus liable, for the accuracy and the completeness of the information he provides.

The eTIR system nevertheless provides the holder with means to ensure the authenticity of the information.

The eTIR system foresees that the advance declaration will be electronically signed and will therefore provide the holder with a “key” of it electronic declaration. The Customs office of departure will include the “key” in the printed accompanying document, providing the holder with a quick mean to ensuring that the correct information has been considered.

**Q22:** How the holder shall prove his/her responsibility for validity, accuracy and completeness of data of lodged customs declaration (a standard way is his/her signature)?

**Q23:** Why the eTIR system shall provide the holder with a “key”? What is a purpose of this “key” at the next/subsequent customs offices (en route and destination)?

**Q24:** On which base the “key” shall be accepted as a mean of authentication at next/subsequent customs offices (en route and destination)?

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