



**Economic and Social
Council**

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ENGLISH ONLY

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 May 2005)

Activities of the Informal ad hoc Expert Group

Preliminary results of the eTIR Questionnaire

Note by the secretariat

A. INTRODUCTION

At its sixth session, the Expert Group welcomed a proposal from the secretariat to undertake a survey to gather information from Customs administrations on existing systems and on their needs and constraints regarding the eTIR system. The results of the survey should be presented to the Expert Group at one of its future sessions. (ExG/COMP/2004/24, para. 8).

To this end, the secretariat drafted a questionnaire, which was sent to Director-General of Customs (with a copy to the TIR Customs Focal Points) on 28 February 2005. The deadline for replying to the questionnaire was set at 1 April 2005. This document contains an overview of the state of play at 4 May 2005 of the outcome of the questionnaire, providing preliminary observations by the secretariat.

Until 4 May 2005, 24 countries replied to the questionnaire.

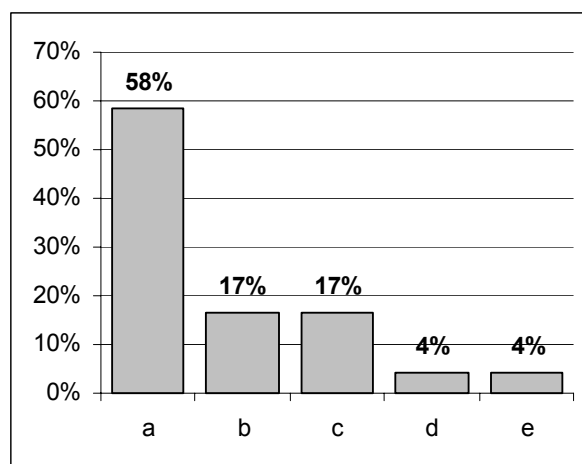
B. RESULTS RECEIVED UNTIL THE 4 MAY 2005

Unless otherwise specified, the results in form of percentage represent the ratio of people having selected the answer divided by 24, the number of countries which submitted the questionnaire before the 4 may 2005. This means that percentages do not sum to hundred percent for those questions allowing multiple answers.

STATUS OF COMPUTERISATION IN GENERAL IN YOUR CUSTOMS ADMINISTRATION

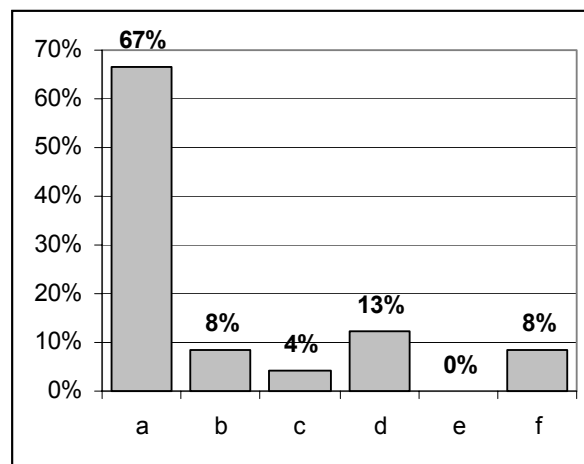
4. Which computerized system do you use today for the management of Customs procedures?

- | | | |
|----|--|-----|
| a. | System developed nationally, please specify (14)
<i>(CYP: THESEAS clearance processing system; CZE: NCTS, TIR, Export/Import, air transport, warehouses, simplified procedures, inward processing, summary declarations, CIM (rail), ATA (temporary admission); DNK: Import System and Export System incl Risk Analyse System; ESP: BUDANET (Customs integrated system with all customs applications); FIN: Integrated Clearance System, Transit System; GBR: CHIEF (Customs Handling Import and Export Freight; HUN: CDPS (earlier developed national customs procedure system); ITA: AIDA; MLT: Customs Electronic System; NLD: Sagitta Import: for import declarations, Sagitta Export: for export declaration, Incoming system: for the summary declaration at the harbours and airports; NOR: TVINN (national developed customs clearance system); POL: CELINA; SCG: Customs Administration IS (ISCS))</i> | 58% |
| b. | National system based on another system, please specify the name of the system it's based on (4)
<i>(LUX: SADBEL; KWT: Micro Clear; SVN: NCTS, based on EU application MCC; TUR: BILGE (Computerized Customs Activities) based on SOFIX)</i> | 17% |
| c. | ASYCUDA or ASYCUDA++ (4) | 17% |
| d. | Other, please specify (1)
<i>(LVA: Central Custom Information System (CCIS), NCTS (MCC) and ASYCUDA or ASYCUDA++)</i> | 4% |
| e. | None (1) | 4% |



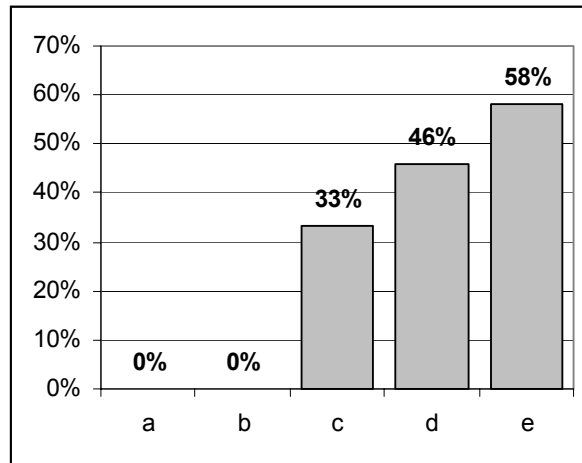
5. Which computerized system will you use in 5 years (2010) for the management of Customs procedures?

- a. System developed nationally, please specify (16) 67%
(CYP: The same system taking into consideration the necessary modification required by the EU legislation; CZE: NCTS (including TIR), Export/Import, air transport, warehouses, simplified procedures, inward processing, summary declarations, CIM (rail), ATA (temporary admission); DNK: Same as Q 4; ESP: BUDANET with more applications; EST: ENCTS and nationally developed system for processing declarations and simplified declarations and nationally developed system for TIR.; FIN: same systems as in question 4 ; GBR: CHIEF as above; HUN: CDPS; ITA: DEVELOPMENT ON AIDA; LUX: New system will be developed for 01.01.2007; NLD: combination of systems developed nationally and centrally by EU: Export: National Exportsystem + Centrally developed Export Control System + National Outgoing system; Import: National Importsystem + Centrally developed Import Control System;; NOR: TVINN (National developed customs clearance system); POL: CELINA; SCG: New Customs Administration IS (New ISCS); SVK: National Transit Application based on NCTS System)
- b. National system based on another system, please specify the name of the system it's based on (2) 8%
(SVN: NCTS; SYR: ASYCUDA WORLD)
- c. ASYCUDA or ASYCUDA++ (1) 4%
- d. Other, please specify (3) 13%
(LVA: NCTS (MCC), Import Control System, Export Control System, maybe ASYCUDA++; MLT: Not decided yet; TUR: We are going to improve BILGE by using web technology)
- e. None (0) 0%
- f. Don't know (2) 8%



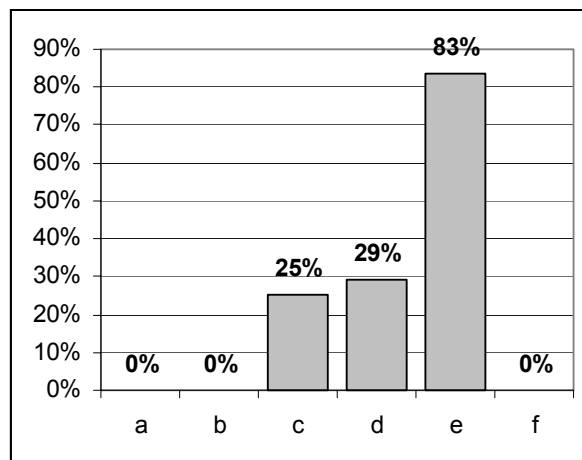
6. What is the level of inter-connection of your Customs system today?

a.	No computers (0)	0%
b.	Stand-alone computers (0)	0%
c.	Local networks (8)	33%
d.	National network (11)	46%
e.	National network + supra-national connectivity (14)	58%



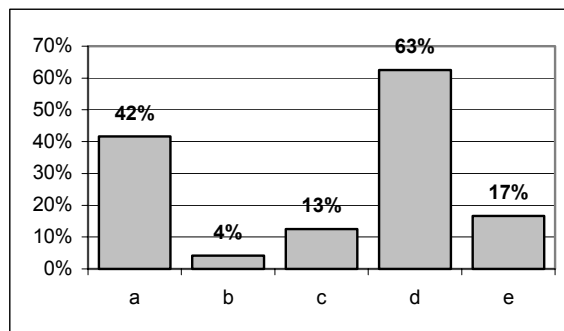
7. What is the level of inter-connection of your Customs system will you use in 5 years?

a.	No computers (0)	0%
b.	Stand-alone computers (0)	0%
c.	Local networks (6)	25%
d.	National network (7)	29%
e.	National network + supra-national connectivity (20)	83%
f.	Don't know (0)	0%



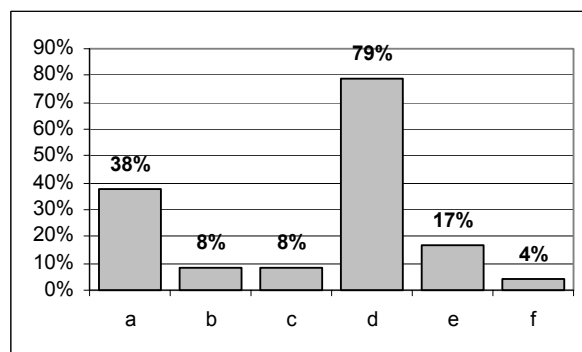
8. What type of connectivity do you use today for the electronic transmission of data?

- | | | |
|----|---|-----|
| a. | Dedicated lines (10) | 42% |
| b. | Dial up (private networks) (1) | 4% |
| c. | Dial up to ISP (Internet Service Provider) (3) | 13% |
| d. | Permanent Internet connection (DSL, T1, T3, LAN, ...) (15) | 63% |
| e. | Other, please specify (4)
(<i>FIN: private network; GBR: Electronic Data Interchange System via e mail or internet; LTU: Internet, extranet VPN; NLD: datanet and Digi Acces (X-400 protocol)</i>) | 17% |



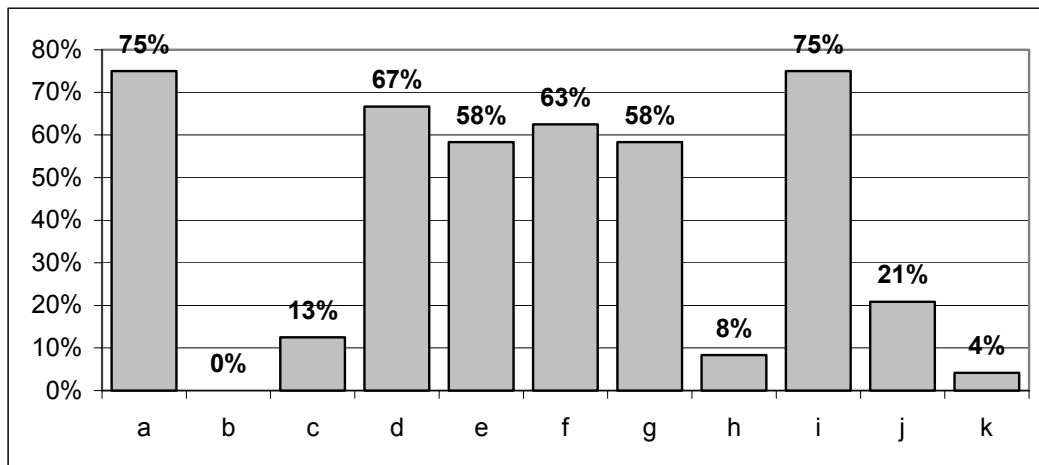
9. What type of connectivity do you plan to use in 5 years for the electronic transmission of data?

- | | | |
|----|---|-----|
| a. | Dedicated lines (9) | 38% |
| b. | Dial up (private networks) (2) | 8% |
| c. | Dial up to ISP (Internet Service Provider) (2) | 8% |
| d. | Permanent Internet connection (DSL, T1, T3, LAN, ...) (19) | 79% |
| e. | Other, please specify (4)
(<i>FIN: private network; LTU: Internet, extranet VPN; NLD: X400 and Dial up to internet and to private networks. All via our Single Acces Point; SCG: Wireless network</i>) | 17% |
| f. | Don't know (1) | 4% |



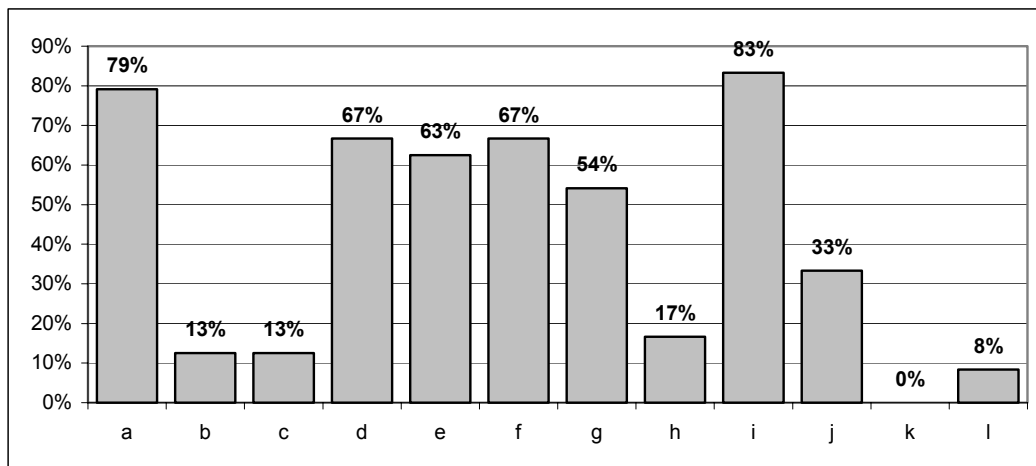
10. Which of the following standards do you use today for the transmission of data?

a.	TCP/IP (18)	75%
b.	IPV6 (0)	0%
c.	ATM (3)	13%
d.	HTML (Web based system) (16)	67%
e.	FTP (14)	58%
f.	Email (POP3, IMAP, ...) (15)	63%
g.	UN/EDIFACT (14)	58%
h.	ebXML (2)	8%
i.	XML (18)	75%
j.	Others, please specify (5) <i>(EST: HTTP(S); FRA: frame relay; HUN: TXT extension files; POL: RDP; TUR: web services)</i>	21%
k.	None (1)	4%



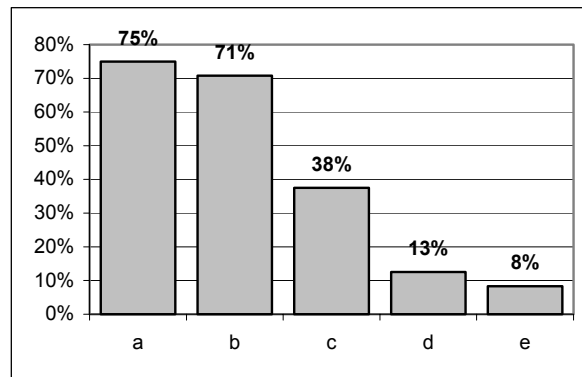
11. Which of the following standards will you use in 5 years for the transmission of data?

a.	TCP/IP (19)	79%
b.	IPV6 (3)	13%
c.	ATM (3)	13%
d.	HTML (Web based system) (16)	67%
e.	FTP (15)	63%
f.	Email (POP3, IMAP, ...) (16)	67%
g.	UN/EDIFACT (13)	54%
h.	ebXML (4)	17%
i.	XML (20)	83%
j.	Others, please specify (8) <i>(EST: HTTP(S); FRA: frame relay; KWT: Regular Mail; LTU: WSDL; LVA: SOAP; NLD: all new developed standards; POL: RDP; TUR: web services)</i>	33%
k.	None (0)	0%
l.	Don't know (2)	8%



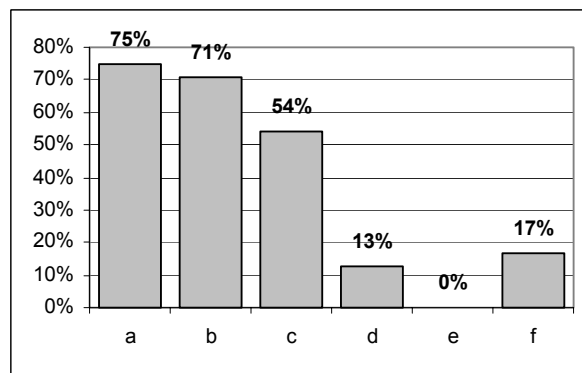
12. Which technologies do you use today to secure your connections?

- a. VPN (Virtual Private Network) (18) 75%
- b. SSL (e.g. HTTPS) (17) 71%
- c. Certificates (9) 38%
- d. Other, please specify (3)
(EST: SSA; NLD: closed network protocol X 400 with PKI (public key infrastructure); NOR: SSH) 13%
- e. None (2) 8%



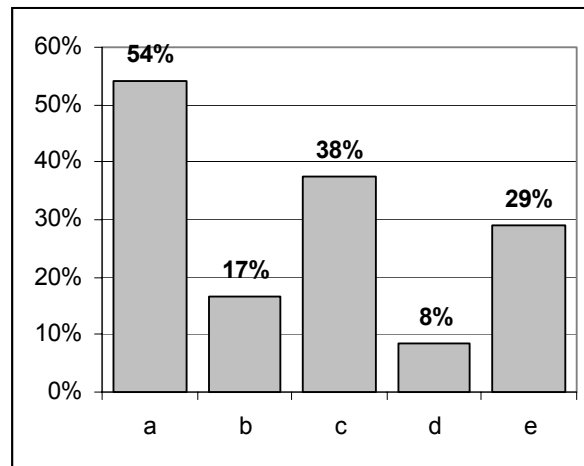
13. Which technologies will you use in 5 years to secure your connections?

- a. VPN (Virtual Private Network) (18) 75%
- b. SSL (e.g. HTTPS) (17) 71%
- c. Certificates (13) 54%
- d. Other, please specify (3)
(EST: SSA; NLD: Single Acces Point DIGI D + Personal Domain; NOR: SSH) 13%
- e. None (0) 0%
- f. Don't know (4) 17%



14. What could be the reasons for not connecting computers at Customs offices to the Internet?

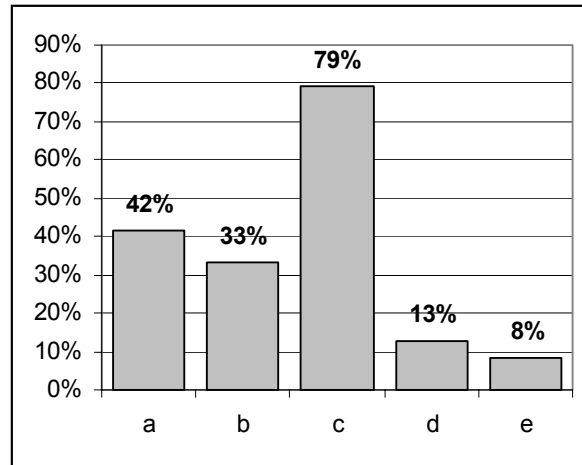
- | | | |
|----|--|-----|
| a. | Security issues (13) | 54% |
| b. | Financial constraints (4) | 17% |
| c. | Management policy (9) | 38% |
| d. | Other, please specify (2)
<i>(LVA: Customs offices have restricted connections to Internet; SYR: not enough experienced IT staff)</i> | 8% |
| e. | None (7) | 29% |



STATUS OF THE COMPUTERIZATION OF TRANSIT

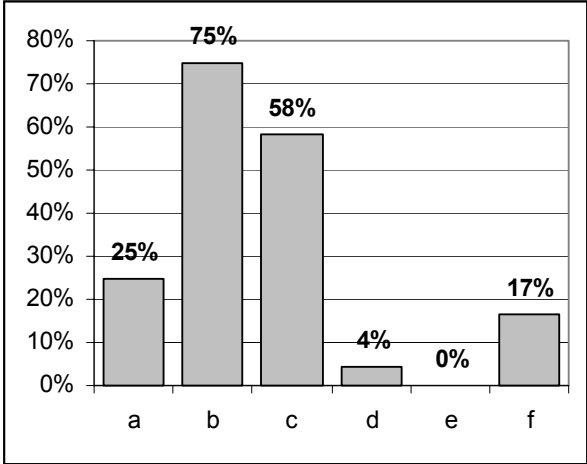
15. Which transit procedures are computerized today?

- | | | |
|----|--|-----|
| a. | National transit procedure (10) | 42% |
| b. | TIR (8) | 33% |
| c. | NCTS (19) | 79% |
| d. | Other, please specify (3)
<i>(EST: First Identification Procedure; LTU: ATA; SVN: TIR procedure is computerised partly)</i> | 13% |
| e. | None (2) | 8% |



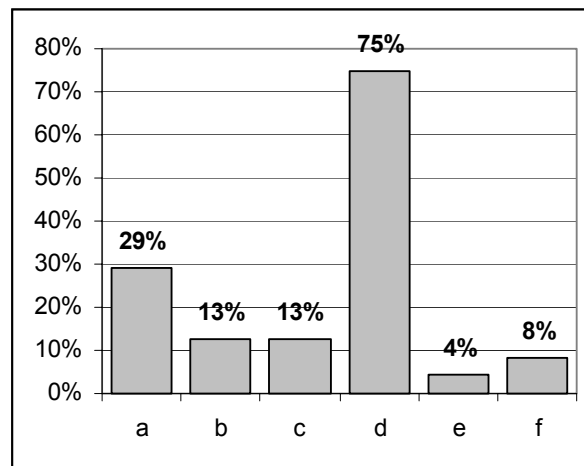
16. Which transit procedures will be computerized in 5 years?

- a. National transit procedure (6) 25%
- b. TIR (18) 75%
- c. NCTS (14) 58%
- d. Other, please specify (1)
(LTU: ATA) 4%
- e. None (0) 0%
- f. Don't know (4) 17%



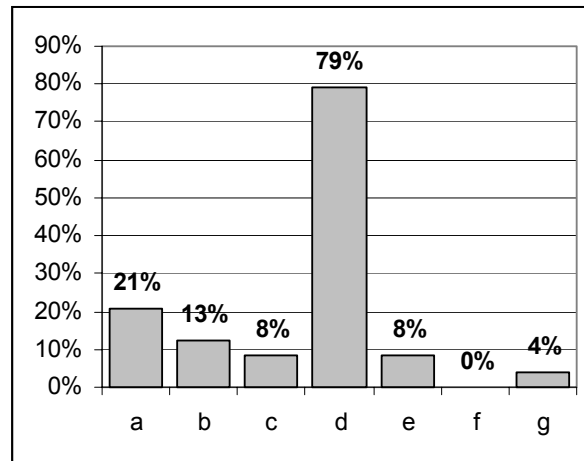
17. Which computerized system(s) do you use today for the management of transit procedures?

- a. System developed nationally, please specify (7) 29%
(CYP: For national movements we use THESEAS manifest system ; CZE: TIR, CIM, ATA, air (cargo manifests); ESP: BUDANET (Customs integrated system with all customs applications); ITA: AIDA and STRADA; SCG: Customs Administration IS (ISCS); SVN: CIS national system (partly); TUR: for TIR procedure; TIR Program (based on Client Server Arthitecture run on the Customs WAN developed by using Delphi)
- b. National system based on another system, please specify the name of the system it's based on (3) 13%
(NOR: NCTS, TET (National transit application based on MCC/NCTS); SVK: National Transit System based on NCTS System; TUR: for national transit procedure; BILGE (Computerized Customs Activities) based on SOFIX)
- c. ASYCUDA or ASYCUDA++ (3) 13%
- d. NCTS (18) 75%
- e. Other, please specify (1) 4%
(GBR: CUTEWISE to review TIR data)
- f. None (2) 8%



18. Which computerized system(s) will you use in 5 year (2010) for the management of transit procedures

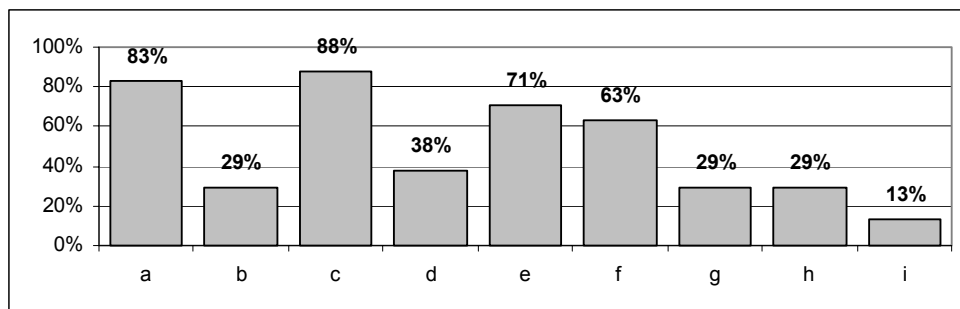
- | | | |
|----|--|-----|
| a. | System developed nationally, please specify (5)
(CYP: THESEAS manifest system; ESP: BUDANET with more applications;
ITA: AIDA and STRADA; SCG: New Customs Administration IS (New ISCS);
TUR: TIR Program) | 21% |
| b. | National system based on another system, please specify the name of the system it's based on (3)
(NOR: NCTS, TET (National transit application based on MCC/NCTS); SYR: ASYCUDA WORLD; TUR: web based BILGE (Computerized Customs Activities) based on SOFIX) | 13% |
| c. | ASYCUDA or ASYCUDA++ (2) | 8% |
| d. | NCTS (19) | 79% |
| e. | Other, please specify (2)
(EST: Nationally developed system for TIR; NLD: TIR) | 8% |
| f. | None (0) | 0% |
| g. | Don't know (1) | 4% |



19. Which data from the TIR Carnet do you capture at the offices of entry/departure and exit/destination?

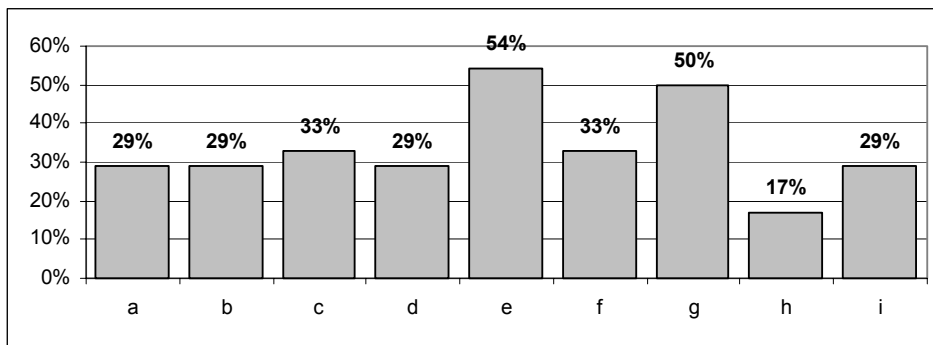
Entry/Departure, please specify box number(s)

- | | | |
|----|---|-----|
| a. | TIR Carnet number | 83% |
| b. | TIR Carnet holder ID number (Cover box 3) | 29% |
| c. | TIR Carnet holder Name/Address/Country (Cover box 3) | 88% |
| d. | Other information on the cover page
(CZE: 1, 2, 6, 7, 8, 9, 10; ESP: Cover boxes 1, 6 and 7; EST: 1,2,6,7,8,9,(10); JOR: 1,9; LTU: 8, 9 ; LVA: -; NLD: the whole page is captured; SCG: 6,7,8,11; SVN: registration no, 8) | 38% |
| e. | Goods manifest information
(CZE: 9, 10, 11; ESP: Box 10: Description of goods; EST: (9),10,11; FIN: 10; FRA: rubrique 10 (description des marchandises); HUN: 9, 10, 11, 12; JOR: 9,10,11; KWT: 9 to 15; LTU: 9,10,11,12; LUX: 10; LVA: -; NLD: the whole page is captured; POL: 9, 10, 11, 12, 16; SCG: 11; SVK: voucher n 1-box 10; SVN: gross weight, description; TUR: 9,10,11) | 71% |
| f. | Information you provide on voucher N°1
(CZE: 1, 2, 4, 5, 6, 7, 8, 12, 16, 18, 19, 20, 21, 22; ESP: Boxes 2 and 9 a); EST: 1, 2, 3, 4, 5, 6, 7, 8, 12, 13, 16, 17, 19, 20, 21, 22, 23; FIN: 1-23; FRA: date d'enregistrement ; HUN: 22; JOR: 18-23; LTU: 2, 5, 6, 8, 16, 18, 19, 20, 21, 22; LUX: 16, 19, 20, 21, 22; LVA: -; NLD: the whole page is captured; POL: 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23; SCG: 19, 20, 21, 22, Page No.; SVN: status of goods; TUR: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 18, 19, 20) | 63% |
| g. | Information you provide on voucher N°2
(CZE: see voucher No.1+subsequently data from the return voucher - 24, 27 when it arrives back; ESP: Box 27 if any; EST: The same as in voucher No 1; LUX: 16,19,20,21,22; LVA: -; POL: 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23; TUR: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 18, 19, 20) | 29% |
| h. | Information Customs offices from other countries have provided on counterfoil N°1
(CZE: 1; ESP: Boxes 1 and 2; HUN: 3; JOR: 18,21,22,23; LUX: 16,17; LVA: - ; POL: 1, 2, 3) | 29% |
| i. | Information Customs offices from other countries have provided on counterfoil N°2
(HUN: 3; LVA: -; NLD: the whole page is captured;) | 13% |



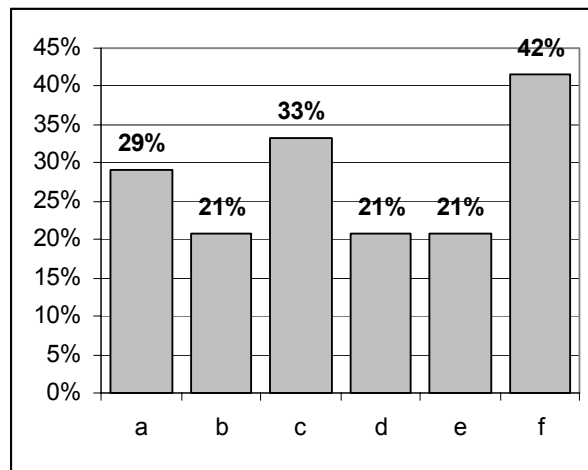
Exit/Destination, please specify box number(s)

a.	TIR Carnet number	29%
b.	TIR Carnet holder ID number (Cover box 3)	29%
c.	TIR Carnet holder Name/Address/Country (Cover box 3)	33%
d.	Other information on the cover page (CZE: 1, 2, 6, 7, 8, 9, 10; ESP: Country of departure and destination; JOR: 1,9; LTU: 8, 9; LVA: -; NLD: the whole page is captured; SVN: registration no, 8)	29%
e.	Goods manifest information (CZE: 9, 10, 11; ESP: Description of goods; FIN: 10; HUN: 9, 10, 11, 12; JOR: 9,10,11; KWT: 9 to 15; LTU: 9,10,11,12; LUX: 10; LVA: -; NLD: the whole page is captured; SVK: voucher n 1-box 10; SVN: gross weight; TUR: 9,10,11)	54%
f.	Information you provide on voucher N°1 (ESP: Boxes 2, 9 and 17; EST: The same as in Entry/Departure; HUN: 26; JOR: 16; LTU: 2, 5, 6, 8, 16, 18, 19, 20, 21, 22; LVA: -; SCG: 21; TUR: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 16, 25, 26, 27)	33%
g.	Information you provide on voucher N°2 (CZE: 1, 2, 4, 5, 6, 7, 8, 12, 16, 18, 19, 21, 24, 25, 26, 27; ESP: Box 27 if any; EST: 25,26,27,28; FIN: 1-17; FRA: fin partielle ou définitive; JOR: 24-28; LTU: 24, 25, 26, 27; LUX: 25,26,.; LVA: -; NLD: the whole page is captured; SCG: 25,27,28; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,24,25,26,27)	50%
h.	Information Customs offices from other countries have provided on counterfoil N°1 (CZE: 1; ESP: Boxes 1 and 2; HUN: 3; LVA: -)	17%
i.	Information Customs offices from other countries have provided on counterfoil N°2 (FRA: réserves + nom du bureau de douane; HUN: 3; JOR: 24-28; LUX: 16,17,19,20,21,22; LVA: -; NLD: the whole page is captured; POL: 1, 2, 6)	29%



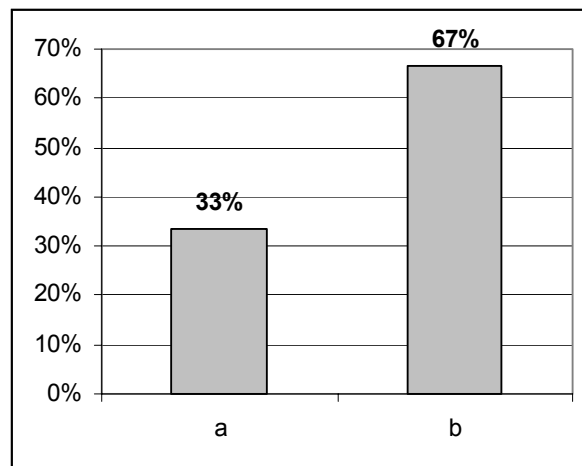
20. In relation to the management of TIR operations, which additional data not contained in the TIR Carnet do you key in?

- a. HS code of the goods (7) 29%
- b. Value (or estimated value) of the goods (5) 21%
- c. Consignee (8) 33%
- d. Consignor (5) 21%
- e. Other, please specify (5) 21%
(CZE: Page number; GBR: UK Customs Discharge reference number; JOR: Invoices Numbers; KWT: Invoic; SCG: Unload type)
- f. None (10) 42%



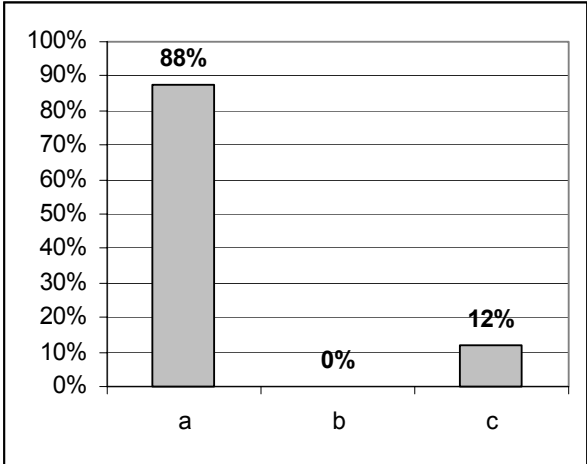
21. Do you establish discharge electronically?

- a. Yes (8) 33%
- b. No (16) 67%



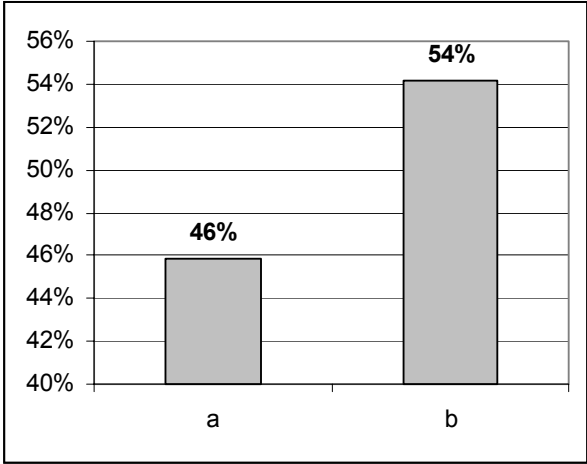
22. Will you establish discharge electronically in 5 years?

- a. Yes (21) 88%
- b. No (0) 0%
- c. Don't know (3) 12%



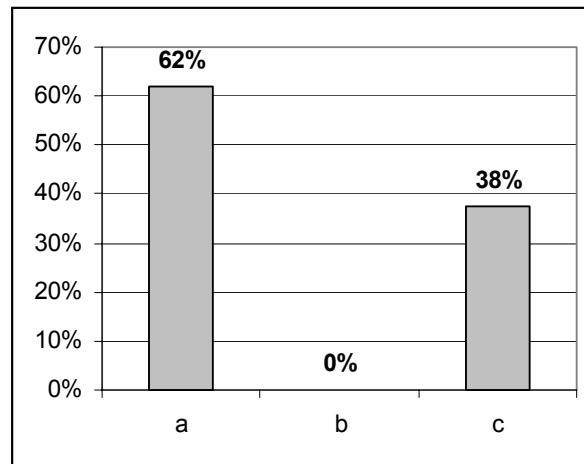
23. Do you dispose of a central database in which all data concerning TIR operations are stored?

- a. Yes (11) 46%
- b. No (13) 54%



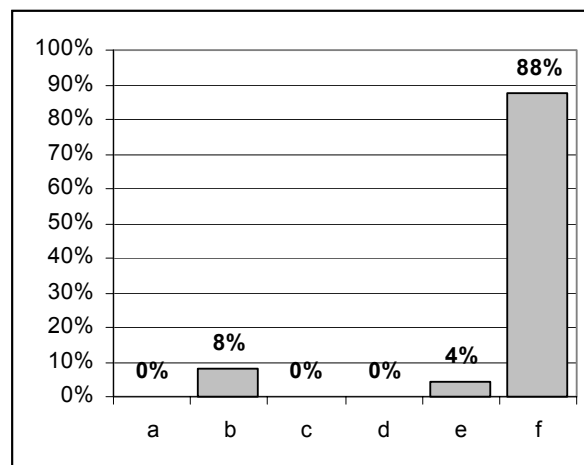
24. Will you dispose in 5 years of a central database in which all data concerning TIR operations are stored?

- a. Yes (15) 62%
- b. No (0) 0%
- c. Don't know (9) 38%



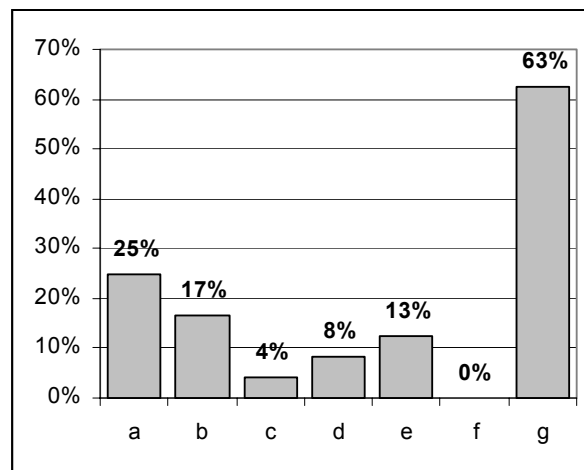
25. Which of the following electronic devices do you use today in connection to the management of TIR operations?

- a. Electronic seals (0) 0%
- b. Satellite tracking (2) 8%
- c. RFID (Radio frequency identification) (0) 0%
- d. Smart carts (0) 0%
- e. Other, please specify (1)
(SVK: Data Exchange through national network) 4%
- f. None (21) 88%



26. Which of the following electronic devices do you plan to use in 5 years in connection to the management of TIR operations?

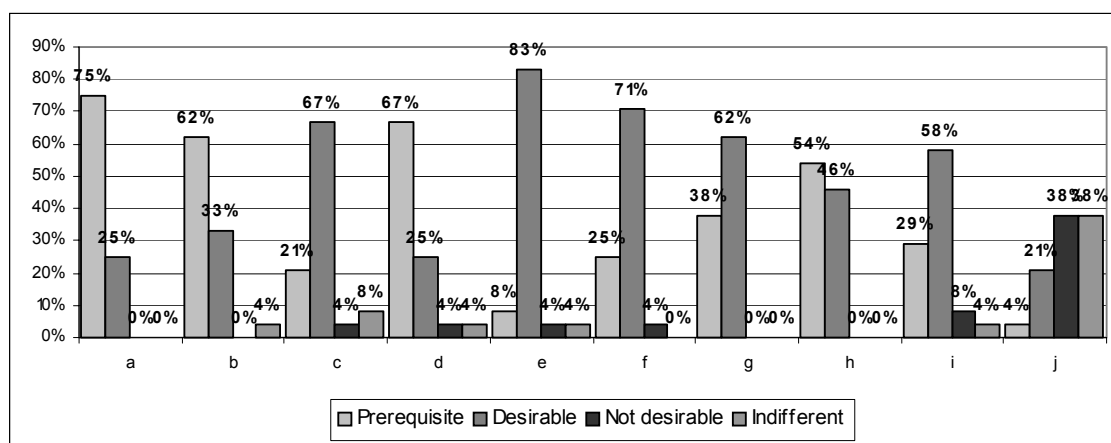
- | | | |
|----|---|-----|
| a. | Electronic seals (6) | 25% |
| b. | Satellite tracking (4) | 17% |
| c. | RFID (Radio frequency identification) (1) | 4% |
| d. | Smart carts (2) | 8% |
| e. | Other, please specify (3)
(FIN: monile tracking; NLD: open to all new developments; SVK: Data Exchange through national network) | 13% |
| f. | None (0) | 0% |
| g. | Don't know (15) | 63% |



FUNCTIONALITIES OF THE ETIR SYSTEM

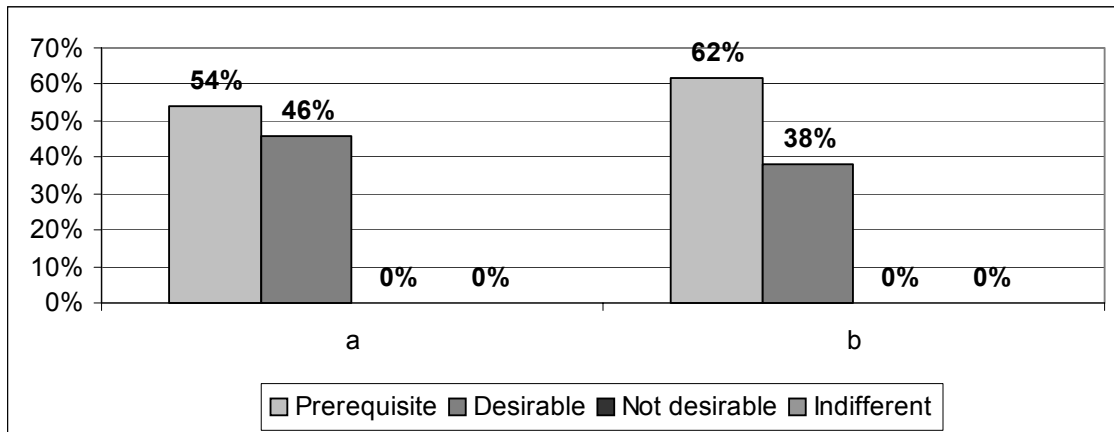
27. Indicate the degree of necessity for Customs authorities of the following functionalities in the eTIR system?

	Prerequisite	Desirable	Not desirable	Indifferent
a. Real time information	75%	25%	0%	0%
b. Advance cargo information	62%	33%	0%	4%
c. Prior notification system (early declaration system)	21%	67%	4%	8%
d. International Guarantee management for Customs	67%	25%	4%	4%
e. Electronic link with prior and subsequent Customs regimes	8%	83%	4%	4%
f. International risk management database	25%	71%	4%	0%
g. International risk management tools (warning systems)	38%	62%	0%	0%
h. International validation of TIR Carnet holders against the ITDB (Authorisation, Withdrawal, ...)	54%	46%	0%	0%
i. International validation of the itinerary (Exclusions of TIR Carnet holders, coverage of the Guarantee,...)	29%	58%	8%	4%
j. Third party cargo inspection	4%	21%	38%	38%



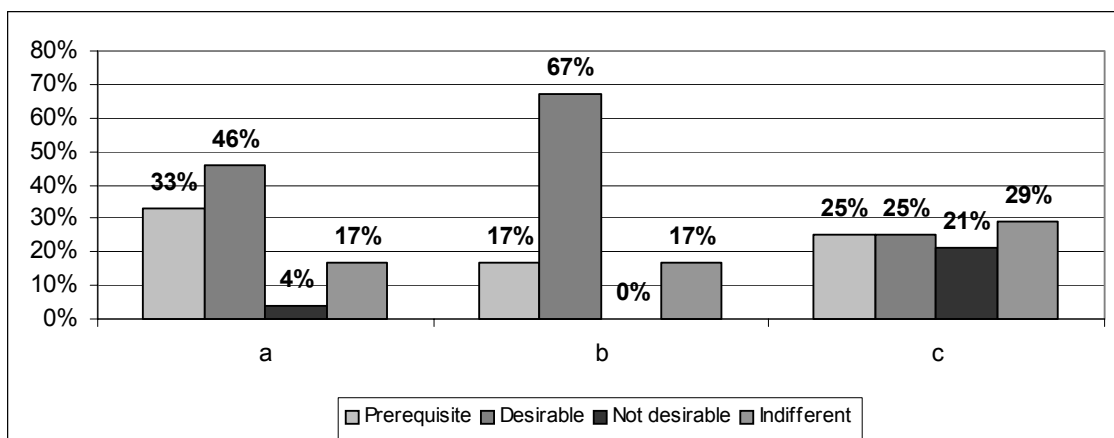
28. In your view what is the degree of necessity for guarantors of the following functionalities in the eTIR system?

	Prerequisite	Desirable	Not desirable	Indifferent
a. Termination notification	54%	46%	0%	0%
b. Discharge notification	62%	38%	0%	0%



29. In your view what is the degree of necessity for the private sector of the following functionalities in the eTIR system?

	Prerequisite	Desirable	Not desirable	Indifferent
a. International declaration mechanism (for those countries not having developed their own)	33%	46%	4%	17%
b. International declaration mechanism (enabling declarations in Countries other than the one of residence of the transport operator)	17%	67%	0%	17%
c. Access by authorised third parties	25%	25%	21%	29%



30. If any, indicate other possible functionalities of the eTIR system.

For Customs authorities

Prerequisite

GBR: Validation of authorised consignee details.

KWT: Third Party declaration, Country of Destination or departure.

LTU: Reports with statistical information

LVA: Automatic discharge, and selection of non-discharged procedures.

Desirable

CYP: statistics for national TIR carnet

LVA: Data input of TIR carnet by traders.

TUR: It is desirable that eTIR allows accession to the samples of Customs stamps and seals of TIR Contracting Parties.

Not desirable

-

Indifferent

-

For the guarantors

Prerequisite

LVA: Information about discharge of TIR movements.

Desirable

CYP: status of TIR carnet to be available

Not desirable

-

Indifferent

-

For the private sector

Prerequisite

-

Desirable

CYP: status of TIR carnet to be available

LVA: TIR carnet data submission to the Customs information systems.

TUR: It is desirable that eTIR allows partial transportation.

Not desirable

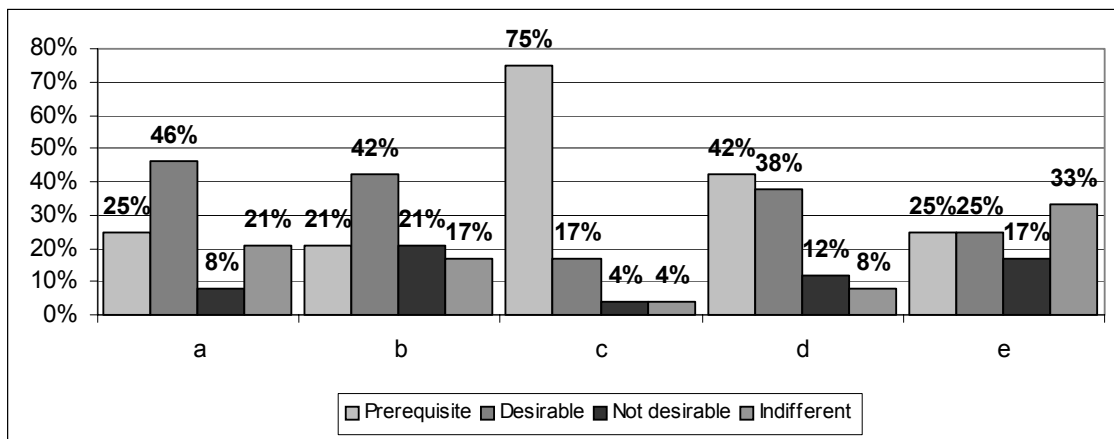
-

Indifferent

-

31. Indicate the degree of necessity of the following data elements for the eTIR system?

	Prerequisite	Desirable	Not desirable	Indifferent
a. HS code	25%	46%	8%	21%
b. Value of the goods	21%	42%	21%	17%
c. Consignee	75%	17%	4%	4%
d. Consignor	42%	38%	12%	8%
e. Subsequent transport operator	25%	25%	17%	33%



32. If any, indicate other possible new data elements for the eTIR system.

Prerequisite

CYP: Consignee address consignor address guarantor address

*JOR: TIR Holder
Description of goods*

LVA: -

Desirable

JOR: yes yes

Not desirable

-

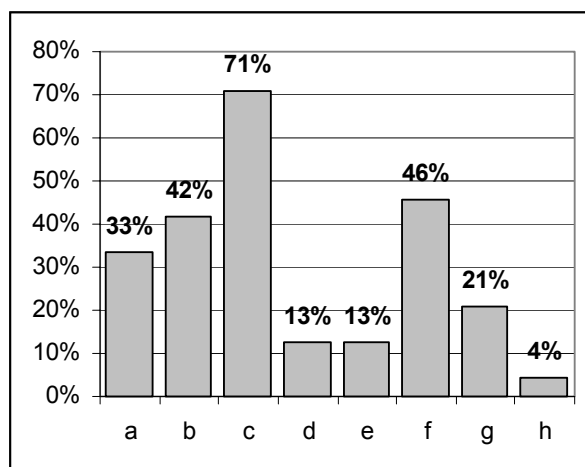
Indifferent

-

NATIONAL CONSTRAINTS

33. The eTIR system should be compatible or interfacing with the following project(s).

a.	ITDB (8)	33%
b.	SafeTIR (10)	42%
c.	NCTS (17)	71%
d.	ASYCUDA++ (3)	13%
e.	UNTDDED (3)	13%
f.	National Customs system(s) (11)	46%
g.	Other, please specify (5) (CZE: Automated Export system/Import control system; EST: CuteWise; NLD: WCO dataset, EU: AIS and AES; SCG: WCO Data Model; SYR: ASYCUDA WORLD)	21%
h.	None (1)	4%


34. If any, please specify other technical constraints.

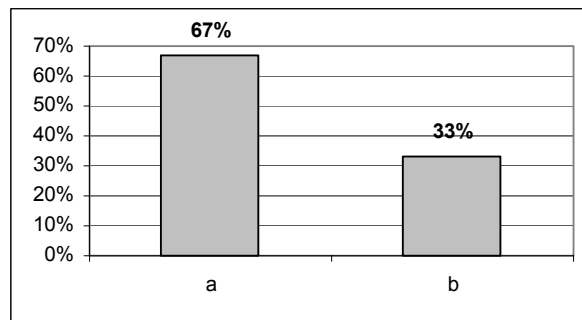
FRA: A priori, aucune donnée qui serait intégrée dans eTIR ne pose problème. Une information sur les données mises en ligne devrait être transmise à la CNIL (commission nationale informatique et liberté)

LUX: XML messages

POL: XML preferred for the National System

Political/legal constraints**35. Do you have data protection laws preventing the exchange of certain electronic data?**

- a. Yes (16) 67%
- b. No (8) 33%

**36. What kind of data cannot be exchanged electronically?**

CYP: Personal data protected by the National Law titled "The Processing Of Personal Data (Protection Of individuals Law 138(I)/2001)

DNK: Data of purely private nature relating to individuals, incl. data on race, religious belief, color of skin; on membership of organizations; on sexual or criminal matters; and on health, essential social problems, or excessive use of intoxicants and the like must be exchanged electronically encrypted

EST: Data specified by the State Secrets Act, Databases Act and Personal Data Protection Act.

GBR: As defined by the Data Protection Act and the Freedom of Information Act

KWT: Goods value and the sale agents names.

LTU: Data of the natural person

LUX: personal data under certain conditions

LVA: Which contain sensitive data about persons.

MLT: Personal data

NLD: Sensitive private information

NOR: Information of high level of secrecy ("top secret"). Only to be exchanged in protected networks.

POL: no available

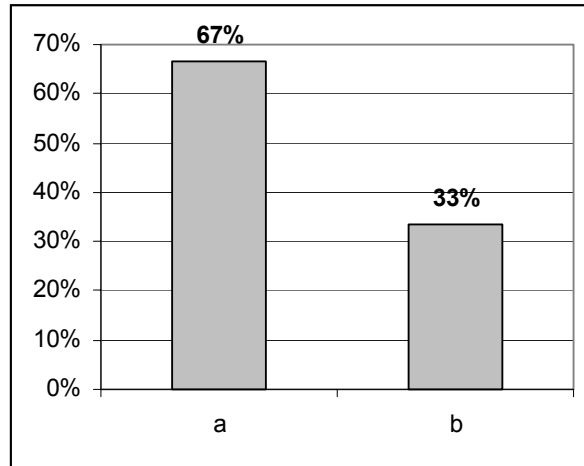
SVN: secret data can be exchanged only under special circumstances

SYR: Non

TUR: commercially confidential information

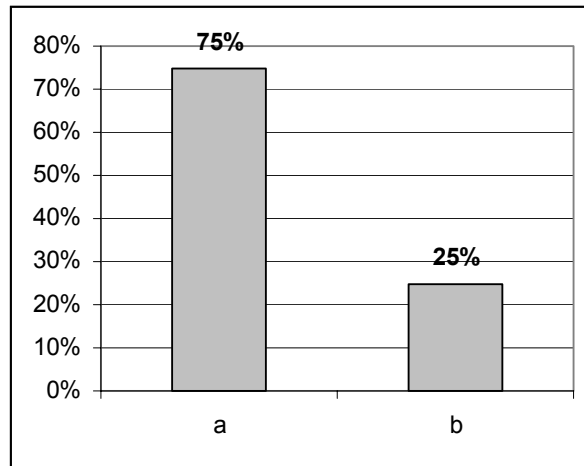
37. Do you consider that the development of an eTransit Convention would be an alternative to the amendment of the present TIR Convention?

- a. Yes (16) 67%
- b. No (8) 33%



38. Can/should eTIR force direct communications between Contracting Parties?

- a. Yes (18) 75%
- b. No (6) 25%



39. If any, please specify other political/legal constraints.

CZE: The reference to the Council of Europe Convention of 28 January 1981 for the protection of individuals with regard to automatic processing of personal data (see Article 44 of Common Transit Convention) should be made in the new annex to the TIR Convention

FRA: la langue française doit être utilisée lorsque les opérations ont lieu au départ de France.

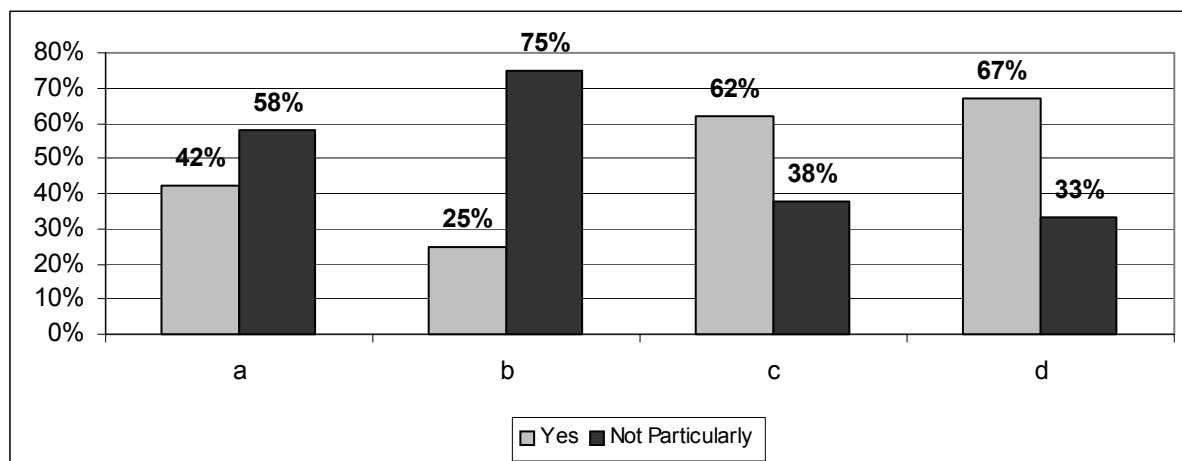
GBR: UK bound by EU community decisions.

SYR: The principle of the boycott to the Israeali products

Financial/economical constraints

40. Should an emphasis be put on the minimisation of investments at the level of...

	Yes	Not Particularly
a. the international public bodies (TIR Secretariat, United Nations);	42%	58%
b. the international private bodies (International Organisations, Guarantors);	25%	75%
c. national public administrations (Customs authorities);	62%	38%
d. national private sector (Transport, Trade, Associations,...).	67%	33%



41. Indicate how much time would be required, in accordance with standing national budgetary procedures, to get the development/implementation of the national part of the eTIR system funded by your national budget.

(CYP: No study has been carried out; CZE: basic implementation-12, full-24; DNK: 24; ESP: From 3 to 6 months ; EST: 24 months; FIN: 36; FRA: cette réponse nécessite une analyse plus poussée; GBR: Not known.; HUN: 36 months, calculated from the particular needings arisen; ITA: At the most 12 months; JOR: 12; KWT: 18; LTU: 6-9; LUX: 24; LVA: 18; MLT: 24; NLD: 24; NOR: technically minimum 18 months ; POL: difficult to define at the moment; SCG: 18; SVK: 12; SVN: 12; SYR: 50; TUR: 24)

The average is **22 months**.

42. If any, please specify other financial/economical constraints.

CYP: Cyprus as a small Member State would like the development of TIR system to be undertaken by the Commission for the benefit of all Member States

FRA: De nombreux projets informatiques sont en cours et mobilisent ressources financières.

GBR: Budgets have to be prioritised and funding cannot always be guaranteed.

JOR: if the cost of implementing the system will be very high, we will need economical support

KWT: To comply with international agreements and Conventions.

LTU: Budget is planned for a program for 12 month, procurement of goods takes 2-4 month

MLT: Very low volume of TIR transactions

NOR: Dependent on the general budgetary situation. (See further comments in box 50)

SCG: Lack of funds needed for such a project (very limited budget).

Other constraint

43. If any, please specify other constraints.

CYP: Lack of sufficient human resources at a national level

FRA: Des ressources humaines sont également nécessaires.

GBR: Possible changes to National and EU legislation.

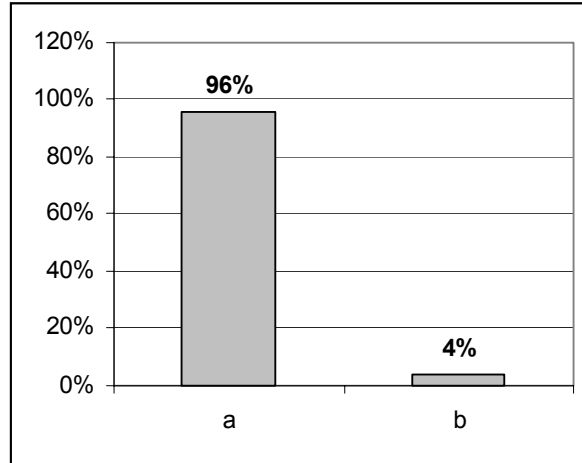
LVA: Specifications from EC should be available at least 18 months before systems should be in operational mode.

NOR: Norwegian Customs & Excise has not planned in major economical investments in the development of e-TIR. As Norway's major trading partners are within the EU, NCTS is the transit system being used. Our priority has been to assist in developing and maintenance the NCTS product. (Details box 50)

LEGAL ASPECTS OF COMPUTERIZATION

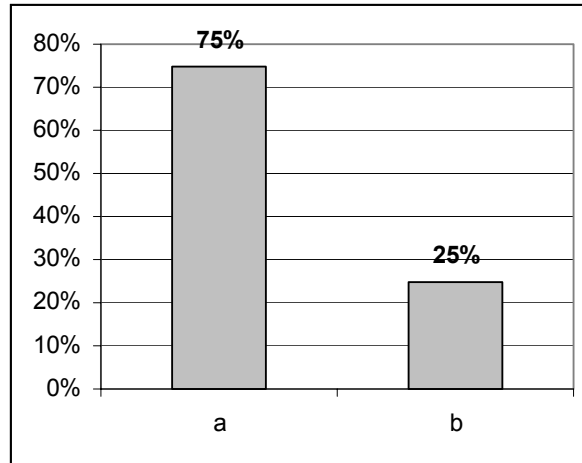
44. Does your national legislation accept electronically lodged Customs declarations?

- a. Yes (23) 96%
- b. No (1) 4%



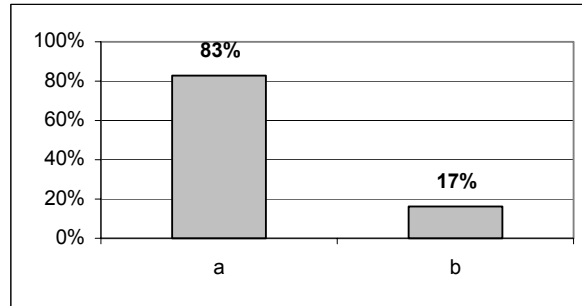
45. Does you national legislation accepts electronic signatures?

- a. Yes (18) 75%
- b. No (6) 25%



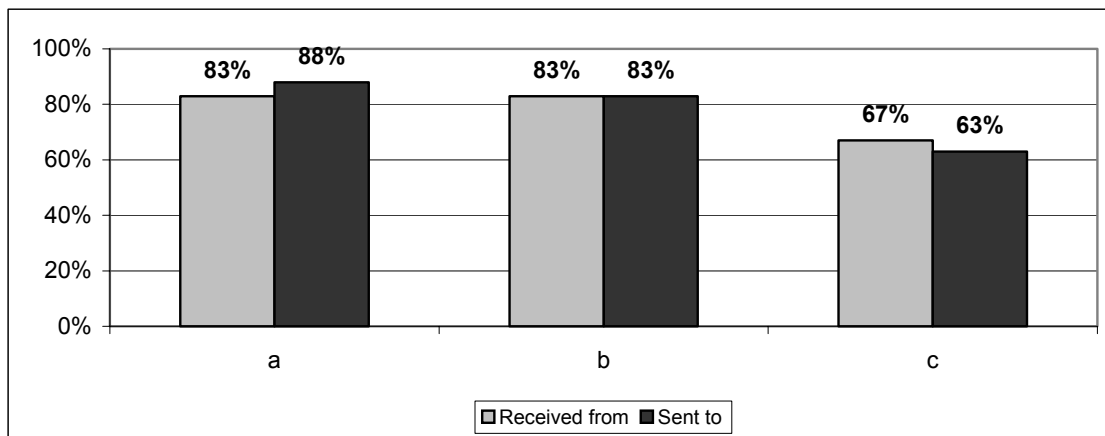
46. Does electronic discharge have a legal value?

- a. Yes (20) 83%
- b. No (4) 17%



47. Does electronic data received / sent by your Administration have a legal value (tick boxes when "yes")?

	Received from	Sent to
a. Private sector	83%	88%
b. Administrations from other countries	83%	83%
c. International bodies (UN, ..)	67%	63%



48. If "No", please specify the nature of the legal impediment(s) preventing your administration from accepting or sending electronic information.

EST: Depends on the requirements established by law for the information to be transferred. Information must be processed according to the rules provided by law.

GBR: We do not currently have an electronic system for TIR procedure.

NOR: There is no international agreement at present that regulates the transmission of legal information (incl customer information) between our NA and other intl bodies

POL: International bodies are not the parts of administrative relation

STATISTICAL QUESTIONS

In order to quantify the investments that will be necessary at national level, this section gathers statistical information.

49. How many Customs offices are there in your Country?

Inland

Total: 1356

(CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DNK: 9; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: 48; HUN: 24; ITA: 130; JOR: 1; KWT: 5; LTU: 25; LUX: 7; LVA: 37; MLT: 1; NLD: 55; NOR: 20; POL: 36; SCG: 66; SVK: 46; SVN: 15; SYR: SEVEN; TUR: 130)

Approved for TIR: 1294

(CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DNK: 5; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: 44; HUN: 23; ITA: 130; JOR: 1; KWT: 3; LTU: 25; LUX: 7; LVA: 33; NLD: 15; NOR: 20; POL: 36; SCG: 60; SVK: 46; SVN: 15; SYR: SEVEN; TUR: 130)

Approved for TIR and computerised: 1045

(CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DNK: 5; ESP: 174; EST: 14; FIN: 60; FRA: 333; HUN: 23; ITA: 0; JOR: 1; KWT: 3; LTU: 25; LUX: 7; LVA: 33; MLT: 1; NLD: 15; NOR: 20; POL: 36; SCG: 60; SVK: 46; SVN: 15; SYR: NON; TUR: 61)

At the border

Total: 390

(CYP: 4; CZE: 1 customs office; DNK: 14; ESP: 4; EST: 8; FIN: 10; HUN: 22; ITA: 115; JOR: 2; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MLT: 4; NLD: 10; NOR: 11; POL: 15; SCG: 59; SVK: 9; SVN: 13; SYR: FIFTY THREE; TUR: 11)

Approved for TIR: 345

(CYP: 4; CZE: 1 customs office; DNK: 14; ESP: 4; EST: 8; FIN: 10; HUN: 22; ITA: 115; JOR: 2; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MLT: 4; NLD: 10; NOR: 11; POL: 15; SCG: 14; SVK: 9; SVN: 13; SYR: FIFTY THREE; TUR: 11)

Approved for TIR and computerised: 169

(CYP: 4; CZE: 1 customs office; DNK: 14; ESP: 4; EST: 8; FIN: 10; HUN: 22; ITA: 0; JOR: 1; KWT: 3; LTU: 12; LUX: 1; LVA: 9; NLD: 10; NOR: 11; POL: 15; SCG: 14; SVK: 9; SVN: 13; SYR: NON; TUR: 8)

REMARKS

- 50. Please provide below any additional information or suggestion on the computerization process of the TIR procedure or send them by email to the UNECE secretariat (eTIRQuestionnaire@unece.org). In particular if you have felt that the questionnaire did not allow you to express all your requirements, constraints and views with regards to the eTIR project.**

*CYP: 1. Value of work
2. Expenses
3. Human resources*

ESP: The eTIR project should be based on the experience of NCTS using particular messages in order to give the best treatment to the TIR Convention instead of use the actual messages tha exist for Common/Community transit.

*FRA: Certaines questions auraient nécessité une étude beaucoup plus approfondie et donc un temps plus long de réponse, notamment en ce qui concerne les aspects financiers et le délai dans lequel une informatisation du TIR peut être envisagée.
De plus, à ce jour, le développement du projet e-TIR, même s'il est considéré important par la France, n'est pas immédiatement prévu. Il nécessiterait des ressources humaines et financières qui sont actuellement mobilisées pour d'autres projets informatiques en cours, tel que le NSTI.
Une analyse poussée des besoins financiers nécessaires au développement du projet et la répartition de ce coût entre organisations publiquesou privées (ONU, IRU, douanes, associations garantes...) devrait être effectuée. les associations garantes pourraient également être consultées ultérieurement, certaines questions les concernant également.*

*GBR: Question 49 We have not distinguished between inland Customs offices and Customs offices at the border.
Question 19 Data is only captured at the Central Community Transit Office (CCTO) and is not captured at any ports or airports - Ports and airports are normally the offices of destination and departure therefore we cannot provide an answer to this question
The actual carnets are returned to the drivers at ports and airports - the only documentation that is received at the CCTO is the import volets and vouchers, export volets from UK ports & airports and export discharge vouchers from foreign customs. Due to this point, the question regarding information from the front cover of a carnet or the information provided from other countries on counterfoils 1 & 2 cannot be answered.*

*LTU: Question 38 was not understood properly therefore no answer was provided.
Regarding question 46 - electronical discharge has a legal value in NCTS but not in TIR at this moment.*

MLT: It is suggested that eTIR is developed and implemented on NCTS being used within EU Member States

NLD: The questionnaire fulfilled all expectations

NOR: General comments to the questionnaire:

Question 6+7: For safety reasons we do have (and will in the future also have) stand alone computers in addition to network computers.

Question 19+20: No TIR information are captured and keyed in electronically in our computer system and we will not be able to electronically trace any of these information. TIR information in Cute Wise is however accesseable.

Question 42+43: We would like to comment further on the development of the e-TIR from the norwegian point of view. As expressed in the answers to question 42+43, our involvement in the development and maintainance of NCTS have been and still is significant and our priority. TIR operations in Norway constitutes less than 0,5 % (export: aprx 500 TIR carnets // import: aprx 1000 TIR carnets)of the total transit movements for Norway. The way we see it , adding a lot of resources and economical investments in the development of the e-TIR project cannot be justified.

Bearing in mind the relative small number of TIR movements in Norway, a manual handling of the TIR operation will work fine.

SVK: computerization process of the TIR Procedure- inevitable requirements from our side:

- compatibility with existing systems

- limited amendments to the TIR Convention

- the computerization project has to take into account and explain to the parties interested financial impact at national and international level

TUR: It is envisaged to connect with CCN/CSI system in the next 1-2 years, in order to communicate with the European Union in electronic manner.

- 51. The Expert Group has extensively discussed at its last session document ExG/COMP/2004/23. This strategic document contains a high-level description of the future eTIR system as proposed by the secretariat. The Expert Group requested its member to provide the secretariat with written comments on the document for its next session. The AC2, at its last session and in the view of the highly strategic nature of the document, extended this call for comments to all Contracting Parties. In line with AC.2 request, please provide your comments on document ExG/COMP/2004/23.**

EST: Estonia has already sent the requested comments on 14.January 2005 by Mail to Mr Andre Sceia.

FRA: Le document ExG/COMP/2004/23 décrit de manière précise le processus général du e-TIR et contient nombre d'informations importantes. Cependant, certains sujets majeurs ne sont pas abordés :

-un document papier sera-t'il délivré après validation des données dans e TIR? si oui, sous quelle forme?

-en cas de panne du système, une procédure de secours précise doit être définie.

- développement d'un système de questions/réponses permettant aux autorités contractantes de communiquer entre elles (ce système existe dans NCTS).

- développement d'un échange de messages permettant de constater les éventuelles différences à destination (à ajouter au point 1.2.5.2.2).

- développement d'une procédure de recherche en TIR intégrée dans e TIR.

-prévoir une connexion avec la liste des marchandises exclues dans l'Union européenne afin d'éviter la création d'opérations TIR pour ce type de marchandises. Idem avec la liste des entreprises exclues du TIR (art.38).

-contrôle du certificat d'agrément : proposition de créer une base de données des certificats d'agrément délivrés (numérotés).

-développer les procédures à destination : déchargements partiels, destinataire agréé, apurement de l'opération TIR..

En point 1.2.2.2, il est indiqué que plusieurs déclarations avec un n° unique et concernant la même marchandise peuvent être effectuées par un opérateur. Seule la version finale devrait être validée et présentée au bureau de douane de départ.

En point 1.2.2.3, il est indiqué que la partie tierce qui effectue une déclaration dans e-TIR doit être autorisée. Les dispositions relatives à l'autorisation devraient être décrites et un modèle type d'autorisation proposé. Des codes d'accès devraient être délivrés par la douane pour accéder à l'e-TIR. De plus, la tierce personne a-t'elle seulement un rôle de commissionnaire en douane ou assure-t'elle aussi une prestation technique (fourniture de moyens techniques pour la transmission des messages).

En point 1.2.3, la nature des traitements à effectuer dans l'application nationale ne sont pas précisés.

En point 1.2.2.5, il est préconisé de ne pas utiliser de texts mais l'utilisation des codes ISO et SH. Le débat sur l'utilisation

du code SH en plus de la description des marchandises n'est pas clos (un système de traduction en ligne pourrait être prévu?).

En point 1.2.2.6, la description des données du message devrait être affinée en évitant les rubriques "multi-usages". La rubrique "goods", par exemple, pourrait être décomposée en plusieurs sous-rubriques : type, quantité, identification... le schéma technique du message devrait permettre ces précisions.

En point 1.2.2.6.1, il est fait mention d'une signature électronique obligatoire. Quel moyen technique est retenu (certificat électronique).

En point 1.2.2.6.6, des documents papier pourraient être joints au message : de quelle façon? des documents électroniques pourraient aussi être joints : sous quel format?

En point 1.2.8.1.3, il est indiqué que le garant doit confirmer pour chaque opération, la validité de la garantie. Cette validation devrait avoir lieu en amont, lorsque le titulaire demande au garant à effectuer une opération TIR. Cette étape devrait avoir lieu avant présentation des marchandises au bureau de douane, afin d'éviter un retard pour le transporteur.

En point 1.3.2.5, la documentation technique est-elle déjà disponible?

GBR: The UK is committed to the concept of e-TIR and we will most likely adopt the EU wide solution based on NCTS.

We have not yet had an opportunity to perform full technical analysis of document ExG/COMP/2004/23 at this stage, but we are aware of the concerns expressed by the IRU regarding this document.

A decision will need to be made as to whether a central system for e-TIR should be based on a new customs built system designed and operated by the UN TIR Secretariat or whether the IRU's SafeTIR system should be enhanced.

Costs and resourcing will be an important consideration on the above decision.

HUN: The Hungarian customs administration agrees with the content of the document.

ITA: The Italian Customs Administration has no comments to provide about document ExG/COMP/2004/23; in meantime while waiting the view of the Expert Group about the said document we can't consider it not acceptable.

LTU: For better understanding and conformity with the TIR Convention we propose to combine the definitions of terms (subsections 1.1.4.3. and 1.1.4.4) and to use the same term as in the Convention - "Customs office en route" instead of "Customs office of entry" and "Customs office of exit".

Section 1.2.2 We suggest to remove a part of the last sentence of the 1st paragraph "together with the goods and vehicles and/or containers" otherwise the reference to the goods and vehicles should be made in all subsequent subsections.

Subsection 1.2.2.6.6. We suggest this data element should be optional.

Subsection 1.2.2.6.7. We suggest this data element should be optional.

Subsection 1.2.2.6.9. we suggest to remove this data element.

Subsection 1.2.2.6.10. we suggest to remove this data element.

Subsection 1.2.5.2.1. we suggest to remove this data element or provide the definition of the term in section 1.1.4.

Subsection 1.2.5.2.2. we suggest this data element should be mandatory.

Section 1.2.6. Definition "TIR movement" should be replaced by definition "TIR Transport".

Section 1.2.7. Definition "Cargo" should be replaced by "Goods".

Subsection 1.2.7.1.2. We suggest that when rerouting occurs and there is no rerouting notification, the Customs officer should be able to get the TIR data from the system after entering the TIR Carnet number (for example).

Section 1.2.11 1st paragraph should contain a detailed description of the fallback procedure.

Subsection 1.3.2.1.1. in the Guarantee database there should be information regarding the guarantors and their national branches in all countries.

Section 1.3.3.3. What HS classification database you have in mind?

MLT: It is considered very important that, once EU Member States already implement the Transit Procedure between their Customs Administrations the eTIR system is made fully compatible and interfaces with NCTS (or MCC). This should save on both human and financial resources where national development is concerned.

NLD: 1.2.1. The document mentions an international system and a network composed of national Customs systems. The international platform is composed of web services, databases and web applications. What does the national system do? Can't everything be done by the international e-TIR system?

The e-TIR system has interfaces with other systems (e.g. guarantors, TIR operators ...). Are they going to grade the security and are we going to look in their administration? Do they also get a TIR declarant application or do they only get the specifications and build their own system? What kind of exchange of information do we have to think of?

1.2.2.1. There are two methods to submit the declaration. Why two methods? Why not one method and everything via the e-TIR system? How does the national system look like? What are the functionalities and does it contain a national database? E-TIR can be used by the declaration procedure, only if there is no national TIR system? Is that a less desirable option?

The Netherlands hav

NOR: As expressed from the IRU the document ExG/COMP/2004/23 is not yet approved/adopted by WP30. We share the concern that the financing of e-TIR is not yet decided. This have to be determined (also see our comments in box 50). The progress and development of the e-TIR should go parallel to the continuous maintenance of the paper based TIR system. We will not be forced to choose either e-TIR or the existing manual system. If the manual TIR operation will disappear in favour of the new e-TIR system, the chances of excluding certain contracting parties could be the result. We welcome the development of e-Tir but are a bit worried about the economic aspect.

SCG: We think that introducing "TIR movement" concept should be very carefully considered, especially in connection with one guarantor

(guarantee) for the one TIR movement concept. It is not quite clear how this concept will fit in present guarantee chain concept where one guarantee is connected with one country.

Apart from conceptual considerations, there are a few (possibly technical) errors:

- Page 3, bullet 1.1.4.2. (Customs office of destination): In second paragraph stands that "The Customs office of departure ending the last TIR movement of a TIR transport..." but it is obvious that it should be "The Customs office of destination ending the last TIR movement of a TIR transport..."

- Page 16, heading 1.5. (Languages and character sets): In first paragraph there is Unicode (UFT-16) coding standard mentioned; correct is UTF-16.

SYR: We will reply as soon as we get all the documents, since we have to fill this Questionnaire first.

TUR: It is considered that "web services" as well as EDI message, online form and Customs office can be used as a declaration method.

C. PRELIMINARY OBSERVATIONS FROM THE SECRETARIAT

The following comments are based on the preliminary results presented in part B of this document. The

- Answers to question 4 indicate that a majority of countries uses a nationally developed system for the management of Customs procedure and the answers to question 5 give rise to the assumption that this tendency will increase in the coming years. Answers to question 6 point out that the level of inter-connection of Customs system is relatively high and that, according to the plans, more than 80% of the systems will be inter-connected at national level within the next 5 years.
- Answers to questions 8 to 13 will assist the Expert Group, at a later stage, to identify the standards already in place in countries and those that countries plan to use in the coming years (not clear).
- According to the answers to question 14, it seems that there are concerns with regard to the connection of computers at Customs offices to the Internet. Unless these concerns are solved (e.g. high security patterns, management of controlled access to the Internet for specific applications/function), the connection should be made to a central point in Customs.
- Answers to questions 15 and 16 highlight some misunderstanding of the question since it seems unlikely that less countries than now will use NCTS in five years. In any case, the answers indicate a strong willingness to computerize the TIR procedure within the next 5 years, at least at the national level.
- Answers to questions 17 and 18 show that NCTS is an important tool in the management of transit procedures and will be even more so in 5 years.
- Answers to questions 19 will allow the Expert Group to identify those elements of the TIR Carnet, which are of priority to computerize.
- Answers to questions 20 should assist the ExG in its discussion on the necessity to include additional data elements in the eTIR messages. The current practice to key-in elements, which are not in the TIR Carnet indicates that there may be a need from Customs authorities. Therefore, the ExG may wish to propose to include them at an early stage in order to avoid that Customs offices will have to revert to paper even when the TIR procedure will be computerize in order to complement the eTIR messages by hand.
- Answers to questions 21 and 22 indicate that, despite the fact that only 33% of countries establish discharge electronically today, almost 90% of countries plan to have a management of TIR operation allowing electronic discharge within 5 years. The eTIR project should take account of this reality and provide countries with solution meeting this timeframe.
- Answers to questions 23 and 24 confirm the tendency of Customs to store TIR related data in a central database. The majority of countries plan to computerize national TIR operations within the 5 coming year.
- Answers to question 25 show a limited use of electronic devices in the current application of the TIR Convention. Nevertheless in the light of the answers to question 26, it seems that countries are in the process of taking advantage of the latest technologies also in the context of the TIR procedure. Such development should be taken in to account within the

framework of the project or even promoted if considered to be relevant in the TIR context for the security or the efficiency of the procedure.

- The purpose of questions 27, 28, 29 and 30 is to identify the Customs requirements for the future eTIR system. The answers indicate that all those listed under these 3 questions except the “Third party cargo inspection”, are considered by the large majority to be desirable or even prerequisites for the computerization of the TIR procedure.
 - The preliminary observations concerning the answers to question 31 are similar to those of question 20 . A number of new data elements seem to be necessary or at least requested by Customs to improve or secure the TIR procedure.
 - Answers to question 33 confirm that countries would like to see an eTIR system compatible with most of the current systems used today around TIR.
 - Answers to questions 35 and 36 underline the requirement to take particular care of the nature of the elements to be exchanged electronically, in particular in relation to personal data.
 - Answers to question 37 show that a majority of countries is not adverse to the idea to prepare a new Convention as an alternative to amending the present TIR Convention.
 - Answers to question 38 indicate a willingness from countries to change the current application of the TIR Convention. At this moment, due to the use of the paper TIR Carnet, countries do not have to establish direct communication channels between each other in order to facilitate an uninterrupted TIR transport. In an electronic environment, countries may see an advantage in establishing links with other Contracting Parties to the TIR Convention. It should be kept in mind that this could lead to a multitude of connections for each Customs authority.
 - Answers to question 40 show that Countries are particularly interested in the minimization of costs at any level, international and national, public as well as private.
 - Answers to questions 41 and 42 confirm that the investment at national level should be minimized. A similar conclusion can not be drawn concerning the funding at international level for the development of applications or assistance to countries.
 - Answers to questions 44 and 45 show the readiness of countries to use electronic data. In the light of the answers to these two questions it seems that in certain countries an electronic declaration is accepted without requiring an electronic signature.
 - Answers to question 46 also show that more than 80% of counties have already a legal framework allowing for electronic discharge.
 - Answers to question 47 confirm that the exchange of electronic data between countries and with the private sector could replace in more than 80% of countries the use of paper. Nevertheless, the answers to question 47 also confirm an issue already identified by question 38, indicating that in some countries exchange of electronic information at with international bodies does not have the same legal value as exchange of electronic information at national level or with administrations from other countries. Answers to question 49 should help the Expert Group, at a later stage, to estimate the investments for the eTIR project.
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