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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**

Twenty-fifth session

Geneva, 19–20 September 2016

Item 6(b) of the provisional agenda

Reference Model of the TIR Procedure

Amendments

Document transmitted by the European Commission

I. Introduction

1. The European Commission takes the view that the eTIR Reference Model is an extensive and well-structured document which has been created over a period of more than 10 years. Some parts of it are already outdated. The European Commission questions if the Working Party on Customs Questions affecting Transport (WP.30) needs this document as one package or whether it should be divided into separate parts whereby some of those parts would have to be updated.
2. With regard to previous discussions by the Group of Experts on Legal Aspects of the Computerization of the TIR Procedure (GE.2), the European Commission has made a general assessment of the eTIR Reference Model. This assessment was focused on the structure of the document and did not involve a technical analysis of specific details. It is presented to the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (GE.1) for consideration and discussion about the future development of technical documentation needed for the eTIR procedure.
3. The European Commission would suggest moving the following technical parts of this document to a separate one which should form a technical basis for eTIR: Chapter 2, in particular Chapter 2.3 (Use case analysis - Activity diagrams), Chapter 3 and Chapter 4. This technical documentation should be discussed by a competent body for eTIR (currently GE.1).

II. Comments on the individual parts

(a) Introduction

1a Background to the document and 1b Introduction to the eTIR Reference Model (pages 25-26) as well as the Table 0.3 (page 31) should be updated (in particular in the light of the results of the 140th session of WP.30 where the eTIR Reference Model was supported by WP.30). The Joint Statement¹ should be also included.

(b) Business domain modelling (Chapter 1)

1.1.3.2 Reference to ExG/COMP/2002/10, Annex 4 – should be Annex 3.

1.1.4.2 Statistics should be updated.

1.1.5 References are contained in Annex IX – Annex IX is on technical fallback.

1.1.6 To be updated, e.g. customs office list database, ITDB updates, management and financing of eTIR.

1.1.7 Constrains – to be updated in relations with findings of GE.1 and GE.2.

1.1.8 Needs – to be updated.

(c) e-Business requirements (Chapter 2)

2.1.1.4 Guarantee chain (IRU, in collaboration with national guaranteeing associations) – reference is made to Article 6.2 of the Convention. This Article refers to TIR Carnets, not to guarantees. The same applies later on when referring to issuance and registration of guarantees by the guarantee chain. In this context, it should be clear (from the legislative point of view) that guarantee means the TIR Carnet and the actor that issue it, as Article 6.3 authorizes associations to issue TIR Carnets not the guarantee chain (IRU, in collaboration with national guaranteeing associations).

2.1.2.1. Annex 10 on control system for TIR Carnets – this Annex 10 refers to paper TIR Carnets – will it be needed in case of eTIR? The eTIR Reference Model states that this Annex 10 is outside the scope of the project – what consequence needs to be drawn?

2.1.2.4.2(v) Attached documents – paper or electronic (HOW?)

2.1.2.7 Accompanying document/Certified report – what shall be the form, data content. Shall incidents be registered electronically? Is it the same document which is to be used for the fallback procedure (3.1.2.2)?

2.1.2.8 Fallback solutions - not clear (use of eTIR website, information from the accompanying document instead of electronic data)?

2.1.3.2 A description of eTIR international system should be added.

2.1.3.2.3 eTIR website – made available internationally – by whom/how?

2.1.3.2.5 Technical documentation – to be specified!

2.2 Step-by-step implementation including schedule (planning) should be more developed or perhaps as separate documentation.

¹ See Annex

(d) Analysis workflow (Chapter 3)

3.1 Description part used in activity diagrams is missing.

3.1.2 Fallback scenarios – should be further developed. The use of the paper TIR Carnet should also be made available (instead of an accompanying document).

(e) Design workflow (Chapter 4)

4. Design workflow

4.2 Activity – missing.

4.3 System architecture – missing (including 4.3.1 eTIR international system).

(e) Annexes

Annex I – not needed as a part of technical documents.

Annex II – glossary could be a part of technical documents, but in a different form (without references to sources and dates).

Annex III – does not relate to eTIR, but to the paper TIR procedure only, not needed as a part of technical documents.

Annexes IV and V – to be annexed to Chapter 3.

Annex VI - not needed as a part of technical documents. Update/further consideration is needed. VI.2 – a specific deadline regarding the arrival of advance information to be defined in the legal provisions for eTIR?

Annex VII - not needed as a part of technical documents.

Annexes VIII-IX – on fallback – to be completed at later stage?

Annexes X-XII – lists of tables, figures, references – to be updated.

III. Considerations by GE.1

23. GE.1 is invited to consider the comments and the suggested amendments.

Annex

Joint Statement on the computerization of the TIR procedure

Endorsed in Geneva, on 11 June 2015,

We, the representatives of the Contracting Parties at the session of the Administrative Committee for the TIR Convention, 1975, on 11 June 2015,

Recognizing the significance of economic globalization and the role of transport and border crossing facilitation as a prerequisite for more efficient international trade and competitiveness,

Aware of the essential need for modern, efficient, and coordinated functions of both customs and transport operations at border crossings,

Conscious of the need to foster transport and border crossing facilitation by further enhancing of the existing legal framework offered by the TIR Convention,

Noting the decision of the ECE Inland Transport Committee of February 2014 to urge Contracting Parties to the TIR Convention to accelerate efforts to complete and launch the computerization of the TIR procedure,

Welcoming the progress made towards the finalization of the electronic TIR (eTIR) Reference Model,

Aware of the need to develop an appropriate legal framework that will allow the TIR procedure to function electronically,

Dedicated to further facilitate legitimate trade and transport, protect government revenues,

Emphasizing the importance of a systematic electronic exchange of information between customs administrations to further improve management and controls,

Considering the need to allow a step-by-step introduction of a computerized TIR procedure,

Convinced that the computerization will not only improve the TIR system but also allow it to expand beyond its current frontiers,

Recognizing that, in times where customs administrations have or are in the process to computerize all customs procedure, the TIR Convention would become even more attractive if computerized,

1. *Invite* all Contracting Parties to the TIR Convention, 1975 to support the computerization of the TIR system by:

(a) Constructively contributing to the development of a legal framework that would enable progressive implementation of a computerized TIR procedure;

(b) Considering the eTIR Reference Model and all relevant international standards when computerizing the management of TIR operation at the national level;

(c) Actively taking part in the finalization and implementation of the eTIR by means of an integrated approach, taking into account all technical, legal, administrative and financial aspects and, thus,

(d) Providing, to the extent possible, support to those Contracting Parties that wish to implement computerization by means of exchange of information and technical know-how.

2. *Invite* other United Nations Member States to join and implement the TIR Convention and in this way support customs transit facilitation, ensuring that the TIR Convention remains an effective, efficient transport and border crossing facilitation tool.
