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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-sixth session

Geneva, 18-19 May 2017

Item 6(c) of the provisional agenda

**eTIR conceptual, functional and technical documentation
Amendments**

Amendments to the eTIR conceptual, functional and technical documentation - v.4.2a

Note by the secretariat

I. Introduction

1. At its 140th session (9-12 June 2015), the Working Party on Customs Questions affecting Transport (WP.30) considered and supported document ECE/TRANS/WP.30/2011/4/Rev.1, containing version 4.1 of the eTIR Reference Model, as a basis for future work of the Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2) as well as for pilot projects. At the same time, WP.30 recalled that the eTIR Reference Model is not “carved in stone”. WP.30 agreed that the eTIR Reference Model might require further improvements, in particular, as a follow-up to pilot projects and the outcome of the work of the legal Expert Group.

2. Further to the practical experiences gained with the various eTIR pilot project as well as feedback/requests from GE.1, GE.2 and WP.30, the secretariat prepared the following list of considerations and possible amendments.

II. Considerations and possible amendment

(a) Safety and security data elements in eTIR messages

3. Considering that safety and security data requirements have their own legal basis and in view of the difficulty in agreeing on common requirements, WP.30 had decided that, even though related to TIR transports, safety and security requirements should be left optional in the standard eTIR declaration (see ECE/TRANS/WP.30/274, para. 15). In light of the above, at its twenty fourth session, the GE.1 confirmed that the E9 declaration message does not need to be further amended at this stage. When Contracting Parties would make specific modification requests or ask for the inclusion of new optional data elements, eTIR focal points or the GE.1 would assess those requests and deliver the appropriate recommendations to WP.30.

4. At its twenty-fifth session, GE.1 requested the secretariat to submit to WP.30 a proposal by Turkey for the inclusion of additional optional data elements. However, GE.1 did not provide any recommendation for WP.30 on that matter. Moreover, it should be clarified that, to ensure the functioning of the single submission of advance cargo information, all countries should be able to not only receive any optional safety and security data elements but should also ensure that these elements are included in the I7 message, which serves as a basis for the eTIR international system to send the declaration data to all countries along the itinerary. GE.1 might want to clarify in the functional specifications that all national IT customs systems would have to be in a position to receive and send all data elements, including all the optional ones, regardless if it concerns data elements that they use or not.

5. In the course of the UNECE-IRU pilot project between Iran (Islamic Republic of) and Turkey, transport operators could only send to customs advanced cargo information by means of the TIR-EPD web application, allowing them to submit at the same time the data contained in the TIR Carnet as well as specific safety and security data requested by both countries. With the objective to move future projects closer to the specifications contained in the eTIR functional and technical specifications, UNECE and IRU considered using the standard eTIR messages to send advance cargo information to customs, using the standard E9 message. However, considering that numerous safety and security data elements are not yet contained in standard eTIR messages, solutions need to be identified to allow transport operators to send a single message containing all the required data elements to start TIR operations in all countries.

6. One possible solution to include safety and security data elements into standard eTIR messages would be to use the AttachedDocuments field. However, in order to respect the principle of a single submission of the advance cargo information, this would require that all participating customs administrations would be in a position to forward the data contained in the AttachedDocuments fields, including those that are not of any use to them. This solution would have the advantage that data contained in the AttachedDocuments fields would not be part of the data which the customs office of departure would have verified, thus leaving this task to the customs administration requesting those specific safety and security data.

7. Alternatively, safety and security information could be sent (possibly together with the advance cargo information) directly to each customs administration. However, keeping in mind that authentication is often a requirement for sending electronic information, this would most likely imply that transport operators will have to use the services of multiple customs brokers or use the TIR-EPD application.

(b) Accompanying document

8. At its twenty-fifth session, GE.1 mandated the secretariat to start working on a template for the paper accompanying document. Annex I contains a first draft of a paper accompanying document for consideration by GE.1.

(c) Usage of the eTIR functional and technical specifications

9. The eTIR functional and technical specifications (formerly the eTIR Reference Model) as well as the eTIR XML schemas (XSD) are available on the eTIR website. To this date, no specific decision has been taken with regard to the conditions governing their usage and distribution as well as the liabilities of the United Nations with respect to this material.

10. The eTIR Reference Model V.4.1, being contained in a United Nations official document, is in the public domain, i.e. not copyrighted. However, it is unclear if this also applies to the material included in informal documents, such as those prepared for GE.1, or to the eTIR XSDs, to which reference is made in the eTIR Reference Model.

11. GE.1 might want to discuss and provide its views on this matter before instructing the secretariat to prepare, in consultation with the United Nations Office of Legal Affairs, a notice and a disclaimer to be attached to all material developed in the framework of the eTIR project, in particular the material not included in official documents. To facilitate the deliberations of the GE.1, the secretariat reproduces below the notice attached to XML schemas developed by UN/CEFACT.

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12. Furthermore, a disclaimer, such as the one provided below, could also be attached to all materials developed in the framework of the eTIR project to clarify the liabilities of the United Nations.

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(d) Direct submission of advance cargo information by transport operators

13. GE.1 and WP.30 have confirmed, at various occasions, that transport operators should only submit their advance cargo information to the customs administration of country of departure. Once the declaration is accepted, customs will forward the data to the eTIR international system which will forward the data to all countries included in the itinerary.

14. However, if the customs office of departure is very close to the border, it is possible that the declaration data would not reach the customs office of entry en route of the next country in time to meet with the requirement related to the advance submission of advance cargo information. Two options could be envisaged to solve this problem: (a) request the transport operator to send the advance cargo information to both countries, or (b) clarify in the functional specifications (and possibly in the eTIR legal provisions) that in those cases customs administrations should accept a shorter time frame between the arrival of the data and the arrival of the vehicle.

(e) Refusal by customs to begin a TIR transport or to start a TIR operation

15. When customs refuse to begin a TIR transport or to start a TIR operation, they mention this on the TIR Carnet, which is later returned to the issuing association and to IRU. This procedure has no equivalent in the eTIR functional and technical specifications, thus leaving the transport operator an opportunity to reuse an eTIR guarantee which was indicated in the advance cargo information of the TIR transport that was refused. Moreover, in case of refusal to start a TIR operation, the status of the eTIR guarantee would remain as “in-use” despite the fact that the TIR transport has been interrupted. Whereas the first case might not seem to be a problem considering that the guarantee has actually never been used, the second issue possibly deserves more attention.

16. To solve this issue, a new message to notify the refusal to start a TIR operation could be added to the list of standard eTIR messages. GE.1 might want to instruct the secretariat to prepare this new message.

(f) Attribute for the termination type

17. While at this stage SafeTIR is not included in the eTIR scope, the termination message (I11) contains almost the same data as the SafeTIR message that customs at destination have to send to the international organization or to the national associations. The type of termination is the only attribute present in the SafeTIR message that is missing from the termination message.

18. Originally, GE.1 considered that, since the itinerary for each part of the load is identified in the advance cargo information and is updated in cases of changes to the itinerary, the I11 message does not need to indicate the type of termination (e.g. partial, final, exit, subsequent departure). However, would the termination message contain all data requirements of the SafeTIR message, it could be easily be envisaged to include SafeTIR in the eTIR scope and consider that, after sending a termination message, customs of offices of destination would not be required to send a SafeTIR message.

19. GE.1 might wish to request the secretariat to include the type of termination in the I11 message and, if required, request the necessary changes to the WCO data model.

(g) Change of seals *en route*

20. Start and termination messages (I9 and I11) allow customs administrations to update seals information after having inspected the load compartment and applied new seals.

However, would the load compartment be inspected *en route*, there is no specific message to allow for an update of the seal information in the course of a TIR operation.

21. The functional and technical specifications are also silent with regard to any procedure to follow in case of change of seals *en route*. However, a logical way to proceed in the absence of a message designed to update seals information, would be that the customs (or police) officer *en route* would indicate the news seals information on the accompanying document and that the new seals information would be updated by the customs office of exit *en route* or destination using the termination message (I11).

22. GE.1 may wish to consider if a message specifically designed to update the seals information is required or if the procedure to be followed in case of changes of seals *en route* should be included in the functional specifications.

(h) Sequence of messages

23. In the course of the pilot projects, IT developers pointed at the fact that the eTIR Reference Model is not very specific with regard to the possible sequences of eTIR messages, in particular with regard to the possibility to amend or cancel the declaration by means of an E9 message at various stages of a TIR operation (before start, started, terminated or discharged).

24. With that in mind, GE.1 might wish to request the secretariat to include a description of the possible sequences of eTIR messages in the functional and technical specifications documents.

(j) Holder and guarantee information in TIR operation related messages

25. In the course of the pilot projects, questions were raised with regard to the usefulness of the inclusion of TIR Carnet holder or guarantee information in the I9 (start), I11 (termination) and I13 (discharge) messages, i.e. the validity, type, guarantee chain, holder ID. Considering that this information has already been transmitted at the moment of registration of the guarantee and that it cannot be changed, those data elements could be removed from those messages without changing the functioning of the system and, thus avoiding potential errors in case of discrepancies.

(k) Compatibility with standards

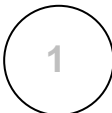
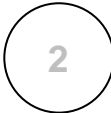
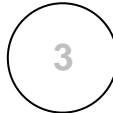




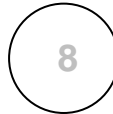

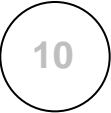

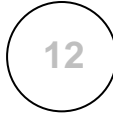
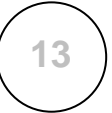


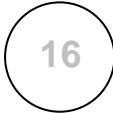
26. Currently, the eTIR functional and technical specifications are based on the WCO data model version 3.5. However, the WCO data model is constantly evolving and newer versions are adopted regularly. GE.1 might wish to consider how to ensure the compatibility of the eTIR system with customs systems developed on later versions of the WCO data model and, possibly, how to benefit from new features introduced in those versions, such as safety and security data elements related to transit.

27. GE.1 might also wish to take note that the WCO data model is generally kept in line with the UN/CEFACT Core Components Library (CCL). However, the eTIR data model has not yet been directly modelled according to the CCL standard. GE.1 might wish to request the secretariat to liaise with the UN/CEFACT secretariat to explore the possibilities thereof.

III. Next steps

28. GE.1 is invited to discuss the considerations and amendments presented in this document and to provide the secretariat with detailed instructions on how to further proceed.

Annex I eTIR accompanying document

	1. eTIR guarantee number		
2. Customs office(s) of departure	3.(a) Name of the international organization 3.(b) Name of the issuing association		
For official use	4. Holder of the carnet (identification number, name, address and country)		
	5. Country/Countries of departure	6. Country/Countries of destination	
7. Registration No(s). of road vehicle(s)	8. Documents attached to the manifest		
GOODS MANIFEST			
9. (a) Customs office of destination (b) Load compartment(s) or container(s) (c) Marks and Nos. of packages or articles	10. Number and type of packages or articles; description of goods		11. Gross weight in kg
			16. Seals or identification marks applied, (number, identification)
Officer's signature and Customs office date stamp: 	Officer's signature and Customs office date stamp:  New seals:	Officer's signature and Customs office date stamp:  New seals:	Officer's signature and Customs office date stamp:  New seals:
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