

Distr.: General  
4 June 2015

English only

---

## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on Customs Questions affecting Transport**

##### **140th session**

Geneva, 9–12 June 2015

Item 3 (b) (ii) of the provisional agenda

**Customs Convention on the International Transport of Goods under Cover of TIR**

**Carnets (TIR Convention, 1975):**

**Revision of the Convention –**

**Preparation of Phase III of the TIR revision process**

### **Comments to the eTIR Reference Model version 4.1**

#### **Note by the secretariat**

#### **I. Background**

1. At its 139th session (February 2015), the Working Party took note that, for technical reasons, document ECE/TRANS/WP.30/2011/4/Rev.1 containing version 4.1 of the eTIR Reference Model was not available in all working languages and decided to postpone the discussion and possible endorsement of this document to its June 2015 session. It was agreed that, upon issuance of the document in all working languages, Contacting Parties will be notified and asked to provide comments which would be consolidated by the secretariat. The Working Party underlined the wide scope of possible comments, for example, the translation of the eTIR concepts in technical requirements or errors in the technical requirements. The Working Party also took note that the summary of GE.1 activities in document ECE/TRANS/WP.30/2015/4 was prepared to facilitate the consideration of the eTIR Reference Model and decided to consider this document together with the eTIR Reference Model at its June 2015 session. (ECE/TRANS/WP.30/278, para. 17)

2. On 24 February 2015, the secretariat informed all WP.30 and AC.2 participants, with copy to all TIR and eTIR focal points, that the eTIR Reference Model, version 4.1 was available in all UNECE working languages and invited them to provide their comments, if any.

## II. Comments received

### 1. Netherlands

- Code lists should be removed from the eTIR Reference Model. If not, each change in the code lists would require a new version of the eTIR Reference Model. Instead, code lists could be published as separate documents, which could be particularly relevant when the code lists are under discussion. When the code lists are finalized, they should be published separately on the eTIR website.
- In parallel to the eTIR Reference Model, a Message Implementation Guideline (MIG) document should be developed in order to present details, such as message formatting, Extensible Markup Language (XML) guidelines, introduction of the process, etc.

### 2. Switzerland<sup>1</sup>

- Bien que le nombre de carnets TIR émis par l'association garante nationale soit peu élevé (entre 300 et 400 carnets par année), l'administration des douanes suisses (AFD) n'est pas opposée à l'informatisation du système TIR.
- L'AFD estime que les questions juridiques doivent être traitées de manière approfondie au sein du Groupe d'experts et appuie la création de cet organe. En effet, l'étude de ces questions est à notre avis prioritaire. Pour rappel, la délégation suisse avait déjà souligné l'importance de l'aspect juridique du projet eTIR à l'occasion d'une réunion du WP.30 tenue il y a plusieurs années.
- L'AFD est d'avis que le carnet TIR papier ne devrait pouvoir être utilisé que pendant une période transitoire aussi courte que possible à partir du moment où le système eTIR sera appliqué par les Parties contractantes à la Convention.

De plus, nous tenons à souligner le caractère strictement confidentiel du traitement des données qui seront échangées au niveau international. Dans cette perspective, nous espérons que la question concernant l'option à retenir pour l'implantation de la banque de données centralisées parmi les 6 solutions techniques envisagées (cf. ch. VII.2.3 du document mentionné en l'objet) pourra être débattue valablement au sein du WP.30 et de

---

<sup>1</sup> *Informal translation*

- Although the number of TIR Carnets issued by the national guaranteeing association is low (between 300 and 400 TIR Carnets per year), the Swiss Customs Administration (AFD) is not opposed to the computerization of the TIR system.

- AFD considers that the legal issues must be thoroughly addressed in the Legal Expert Group and supports the creation of this body. Indeed, the study of these issues is, in our view, a priority. We would like to recall that the Swiss delegation had already stressed the importance of the legal aspect of the eTIR project during a meeting of WP. 30 held several years ago.

- AFD believes that, after the eTIR system will be applied by the Contracting Parties to the Convention, the paper TIR Carnet should be only used for the shortest possible a transitional period. In addition, we emphasize the confidentiality requirement for the processing of the data to be exchanged internationally. In this perspective, we hope that the selection among the 6 technical solutions for the implementation of the centralized database (see chapter VII.2.3 of the eTIR Reference Model v.4.1) can be discussed by WP.30 and AC.2. Would this not happen, the establishment of an ad hoc Group should be considered. This decision, however, falls within the competence of the WP.30 and/or AC. 2.

l'AC.2. Si tel ne devait pas être le cas, peut-être faudra-t-il alors envisager la création éventuelle d'un Groupe ad hoc. Cette décision relève cependant de la compétence du WP.30 et/ou de l'AC.2.

### **3. Belarus<sup>2</sup>**

По результатам рассмотрения Справочной модели eTIR версии 4.1. сообщаем следующее.

Концептуальных замечаний по Справочной модели eTIR не имеем. Предлагаем вернуться к рассмотрению технических аспектов Справочной модели eTIR после создания соответствующей нормативной правовой базы.

---

---

<sup>2</sup> *Informal translation*

Further to our review of the eTIR Reference Model Version 4.1 we do not have comments and propose to revert to the technical aspects contained in the eTIR Reference Model after the establishment of an appropriate legal and regulatory framework.