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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-eighth session**

Geneva, 28-29 June 2018

Item 6 (c) of the provisional agenda

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

## **Reconciliation procedure**

### **Note by the secretariat**

#### **I. Introduction**

1. At its twenty-seventh session, the Informal Ad Hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1 or the Expert Group) took note that GE.2 (Group of Experts on the Legal Aspects of Computerization of the TIR Procedure) had discussed the possible need to devise a special reconciliation procedure (annex 10, paragraph 2) for eTIR. IRU stressed that, in its view, an automatic reconciliation procedure for eTIR (by means of a new message) was necessary, in particular in case of missing messages. The European Union stressed that, while its New Computerized Transit System (NCTS) had a built-in procedure in case of discrepancies, it would be preferable in eTIR, due to the potentially large number of customs offices involved in a single eTIR transport, to leave the reconciliation procedure on paper and limit any automatic procedure to missing messages.

2. The Expert Group requested the secretariat, possibly with the assistance of IRU, to prepare a document for its next meeting, presenting various options for a reconciliation procedure in eTIR.

3. In line with this request, the secretariat, with the assistance of the IRU, prepared the proposal contained in this document.

## II. Proposed options

4. In the course of an eTIR transport, the eTIR international system should receive the following messages from the customs administrations involved in the transport:

- Country(ies) of departure: I7, I9, I11, I13
- Country(ies) of transit: I9, I11, I13
- Country(ies) of destination: I9, I11, I13

5. The guarantee chain is automatically notified of the reception of those messages and the customs administrations of all countries involved in the transport can, at any time, query the eTIR international system to obtain all data related to a specific TIR transport.

6. In the paper TIR procedure, the reconciliation procedure allows the guarantee chain to request from customs administrations missing information about the transmission of termination data (at customs offices of destination) in line with annex 10 of the TIR Convention. In an electronic environment, to ensure that all data related to an eTIR transport are sent to the eTIR international system, it would make sense to enlarge the scope of the reconciliation procedure to any missing electronic information, i.e. any message that has not been received by the eTIR international system.

7. Considering that eTIR messages should be transmitted in real-time, messages should arrive in a specific sequence (apart the discharge message – I13). The absence of a message will, therefore, be noticed when the next sequential message arrives, or after a predetermined period of time.

8. At present, when the termination information is considered missing, the guarantee chain is initiating a reconciliation procedure. In eTIR, however, all data sent to the eTIR international system are not only important for the guarantee chain but also for all customs administrations involved in the TIR transport as well as to extract aggregate statistics. Consequently, it could be envisaged that the eTIR international system could be designed to start automatically reconciliation procedures when specific triggers are activated.

9. The reconciliation procedure could be triggered automatically by the eTIR intranational system in the following cases:

- a. *Missing start message (I11) from offices of intermediate departure, entry or intermediate termination*

Trigger: Reception of the first message regarding any following TIR operation, in particular the I11 (termination) message related to the same TIR operation

- b. *Missing termination message (I11) from offices of intermediate departure, exit or intermediate termination*

Trigger: Reception of the first message regarding any following TIR operation, in particular the I9 message (start) of the next TIR operation

- c. *Missing termination message (I11) from the office of final termination*

Trigger: one month after the reception of the last message related to that eTIR transport

- d. *Missing discharge message (I11) from any office*

Trigger: one week after the reception of the I11 message (termination)

10. The eTIR international system could send emails to focal points to ensure that appropriate actions are taken to ensure that the missing messages are transmitted. As long as the missing messages are not received, the eTIR international system could send reminders at regular intervals.

11. In summary, answers to the following questions should help GE.1 to identify the best option to introduce a reconciliation procedure in eTIR:

- Should the scope of the reconciliation procedure be extended to all electronic messages?
- Should reconciliation be initiated by the guarantee chain or by the eTIR international system (automatic)?
- Which timeframe is required before a reconciliation procedure should start for missing I13 messages (discharge) and for missing I11 messages (termination) from the office of final destination?
- How often should reminders be sent?

### **III. Next steps**

12. GE.1 is invited to discuss the options to deal with the reconciliation procedure presented in this document and provide the secretariat with detailed instructions on how to further proceed.

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