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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-ninth session**

Rotterdam, 14-15 November 2018

Item 5 (b) of the provisional agenda

**eTIR conceptual, functional and technical documentation**

## **Approved amendments to the eTIR conceptual, functional and technical documentation - v.4.2a**

**Note by the secretariat**

### **I. Introduction**

1. At its twenty-seventh and twenty-eighth sessions, the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) considered a number of amendments to version 4.2 of the eTIR conceptual, functional and technical specifications.
2. Further to the decisions taken by GE.1 at those sessions, the secretariat prepared this document, containing a list of amendments approved by GE.1, which will be included in the next revision of the eTIR specifications, if necessary, after approval by the competent bodies.

### **II. Approved amendments**

#### **(a) Sequence of messages**

3. The sequence diagrams describing the standard sequences of eTIR messages for countries of departure, transit and destination (as contained in Annex) will be included in the next revision of the eTIR functional specifications as a new Annex.

**(b) Guarantee status**

4. GE.1 took note that the status of the guarantee could not remain “in use” in case of accidents or incidents nor in the case of a refusal to start a TIR operation. Consequently, it requested the secretariat to introduce two new codes for the guarantee status and the corresponding rules for the eTIR international system in the next version of the eTIR specifications.

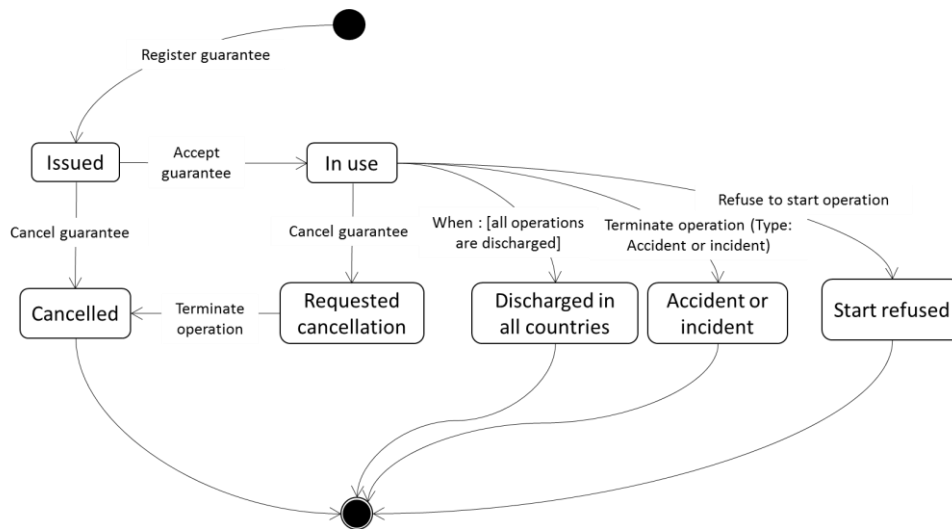
5. As a result, in the next revision of the eTIR specifications, the code list CL22 will be as follows:

CL22	Guarantee status (eTIR)
001	Issued
002	In use
003	Cancelled
004	Requested cancellation
005	Discharged in all countries
006	Accident or incident
007	Start refused

6. Chapter “3.1.2 Guarantee state chart diagram” of the eTIR concepts document will list the two additional guarantee statuses.

7. Figure 3 in the same document will be amended as follows:

Figure 3  
**Guarantee status chart diagram**



**(c) Refusal to start TIR operation**

8. The “refusal to start TIR operation” use case will be included in Chapter 3.2 of the next version of the eTIR concepts document.

**(d) Definition of the declaration**

9. The definition of the term “declaration” in the next version of the TIR glossary contained in Annex II to the Introduction of the eTIR conceptual, functional and technical

documentation will be amended as follows: *“Act whereby the holder, or his or her representative, indicates in the prescribed form and manner the intent to place goods under the TIR or eTIR procedure”*.

**(e) Storage of information**

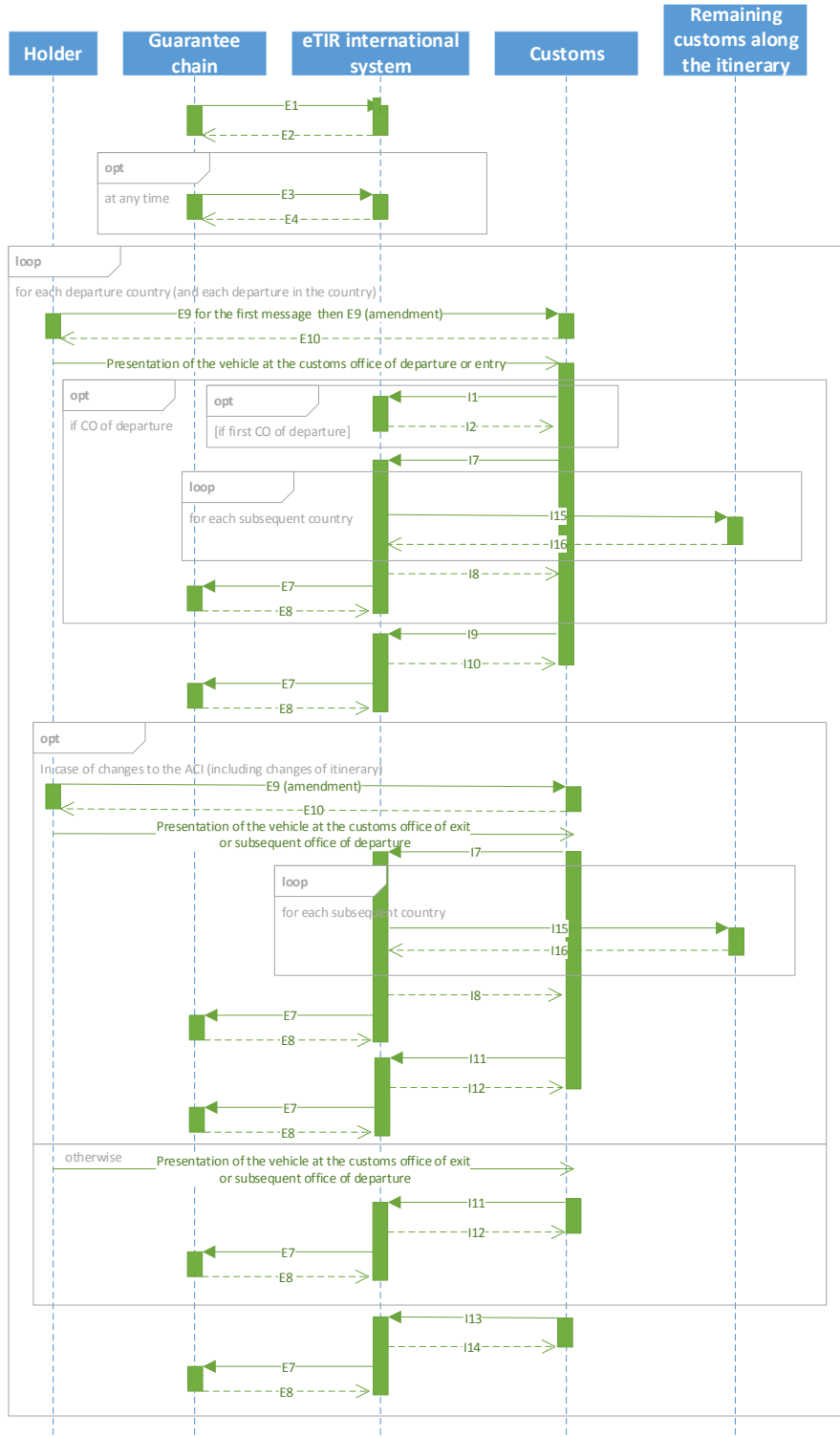
10. In Chapter “1.2.5.1 Central platform”, the following sentence will be added at the end of the existing text: *“The eTIR international system shall store and archive data for a minimum period of ten [10] years”*.

**(f) Hash code**

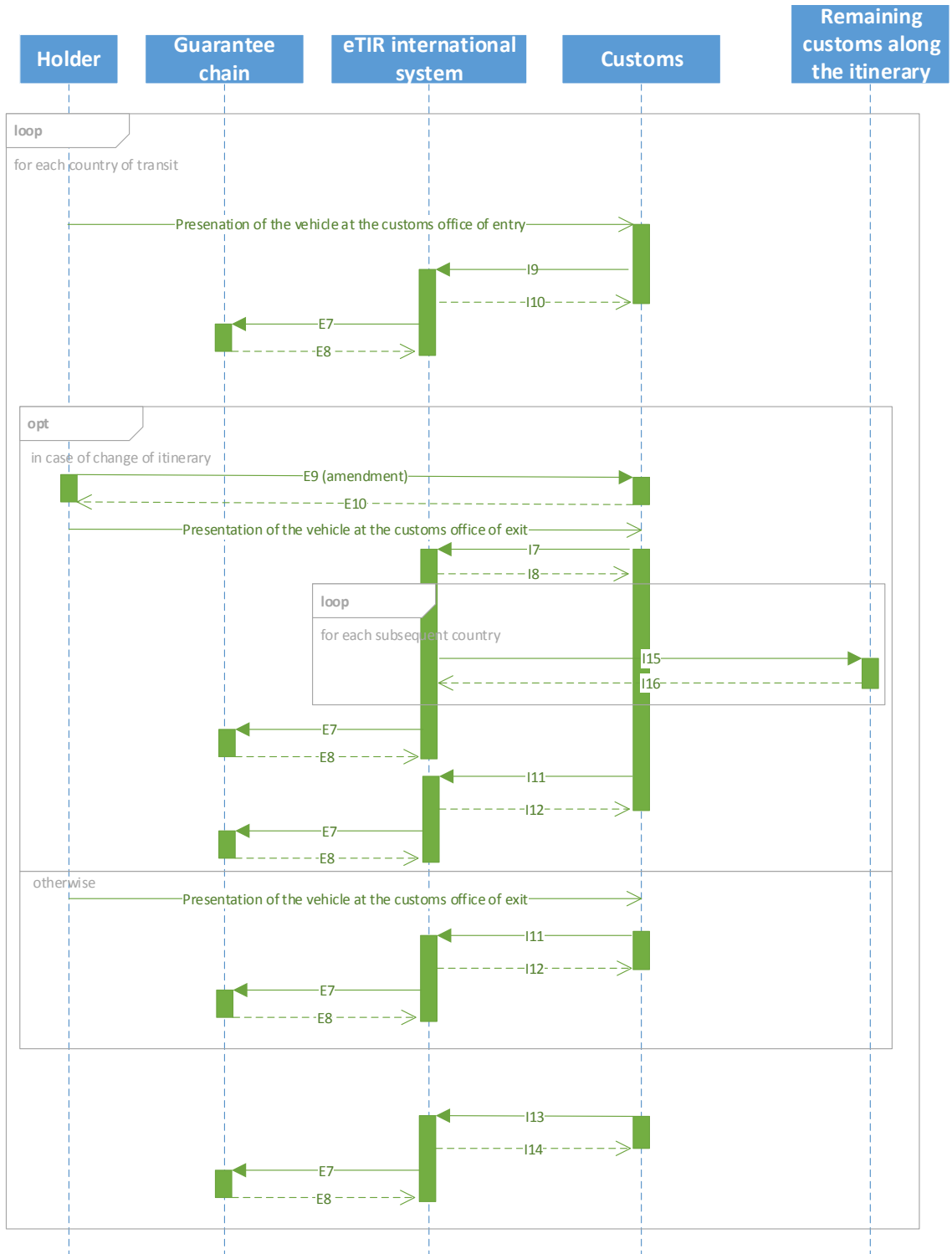
10. In Chapter “I.4.3.b Liability of the holder if an error occurs in the course of the transmission of data from customs to customs through the eTIR international system” contained in Annex I of the eTIR concepts document, a footnote will be added to indicate that : “GE.1 was of the view that the inclusion of the hash code would complicate the submission of advance cargo information for transport operators. Furthermore, it underlined that, upon registration of the declaration by the custom office of departure in the eTIR international system, the data was not only forwarded to all customs offices en route and of destination but also to the guarantee chain. Thus, the information could easily be shared with transport operators to ensure that the data is identical to the data contained in the advance cargo information they submitted originally, but could also be used as evidence in case of claims or court cases. (ECE/TRANS/WP.30/2018/22, para. 21)”.

## Annex Sequence of messages

### a. Message sequence for countries of departure



b. Message sequence for countries of transit



c. Message sequence for countries of destination

