

Distr.: General  
30 March 2021  
English  
Original: English, French and  
Russian

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## **Economic Commission for Europe**

Inland Transport Committee

**Working Party on Customs Questions affecting Transport**

**Group of Experts on Conceptual and  
Technical Aspects of Computerization of the TIR Procedure**

**Second session**

Geneva, 25–28 May 2021

Item 6 (b) of the provisional agenda

**eTIR conceptual, functional and technical documentation version 4.3:**

**eTIR concepts**

**eTIR conceptual, functional and technical documentation  
version 4.3:**

**eTIR concepts**

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## **1. High-level description of the eTIR system**

As elaborated in the introduction to the eTIR conceptual, functional and technical documentation, the final objective of the computerization of the TIR procedure encompasses the computerization of the whole TIR Carnet life cycle from distribution, issuance and via the TIR transport to return and repository and it should, ultimately, be aimed at replacing the current paper TIR Carnet without changing the basic philosophy of the TIR Convention. In order to streamline the work towards this challenging objective, the Working Party agreed (and later confirmed) that the approach of the computerization process should be focused on the establishment of an international, centralized database, whose aim is to allow the management by customs of data on guarantees and the exchange of information between customs authorities, being two elements of the TIR Carnet life cycle not computerized so far.

Holders, or his/her representative, are required to send their advance TIR data and advance amendment data only to countries of departure of the TIR Transports. The holder can send this information directly to the country of departure using the national declaration mechanisms. Alternatively, the holder can use the national customs system in his country of residence to send declarations to third countries (this functionality is optional for customs systems), use the declaration mechanism in the eTIR international system or use other private services. The eTIR functional specifications define standard messages for that purpose.

Annex 11 and the eTIR specifications provide a set of provisions and instructions on how to implement the eTIR procedure. However, unless a specific provision of Annex 11 replaces or complements a provision of the TIR convention, all provisions of the TIR Convention apply, *mutatis mutandis*, to the eTIR procedure, such as the approval of an international organization, national associations, transport operators and vehicles the organization and functioning of the guarantee system or the management of claims.

However, the proper implementation of the eTIR procedure replaces the legal requirements for data submission, as set out in Annex 10, paragraph 1, 3 and 4, and Annex 11 contains specific provisions related to the administration of the eTIR specifications

### **1.1 Actors and roles**

This section describes the different tasks and obligations related to the actors and their roles.

#### **1.1.1 Customs authorities**

As defined in the TIR Convention, customs authorities can perform the following roles:

- 
- *Customs office of departure*
  - *Customs office of destination*
  - *Customs office of entry (en route)*
  - *Customs office of exit (en route)*
  - *Customs office of discharge.*

*They are responsible for providing declaration mechanisms that will ensure that the holder can send advance TIR data and advance amendment data. They are also responsible for registering declaration data in the eTIR international system and sending TIR operation data (start, termination and discharge) to the eTIR international system.*

### **1.1.2 eTIR international system**

The eTIR international system interfaces with the guarantee chain and ensures the management by customs of data on guarantees at international level. Moreover, it interfaces with the national customs systems of the customs authorities and ensures the secure exchange of declaration data and TIR operations data between customs administrations.<sup>1</sup>

### **1.1.3 Holder**

The holder performs the TIR transport and is responsible for providing the advance TIR data and advance amendment data and for presenting the goods to the relevant Custom offices referred to in Chapter 1.1.1 above.

### **1.1.4 Guarantee Chain**

A guarantee chain is composed of an international organization, authorized by AC.2 to take on responsibility for the effective organization and functioning of an international guarantee system in accordance with the provisions of Article 6.2bis of the Convention and national associations, approved by Contracting Parties in accordance with the provisions of Article 6 and Annex 9, Part II of the Convention to act as guarantors. A guarantee chain provides holders with international guarantees, i.e. guarantees recognized by each of the Contracting Parties involved in a TIR transport, and is responsible for registering them in the eTIR international system.

## **1.2 Fundamental principles**

### **1.2.1 eTIR international system brief**

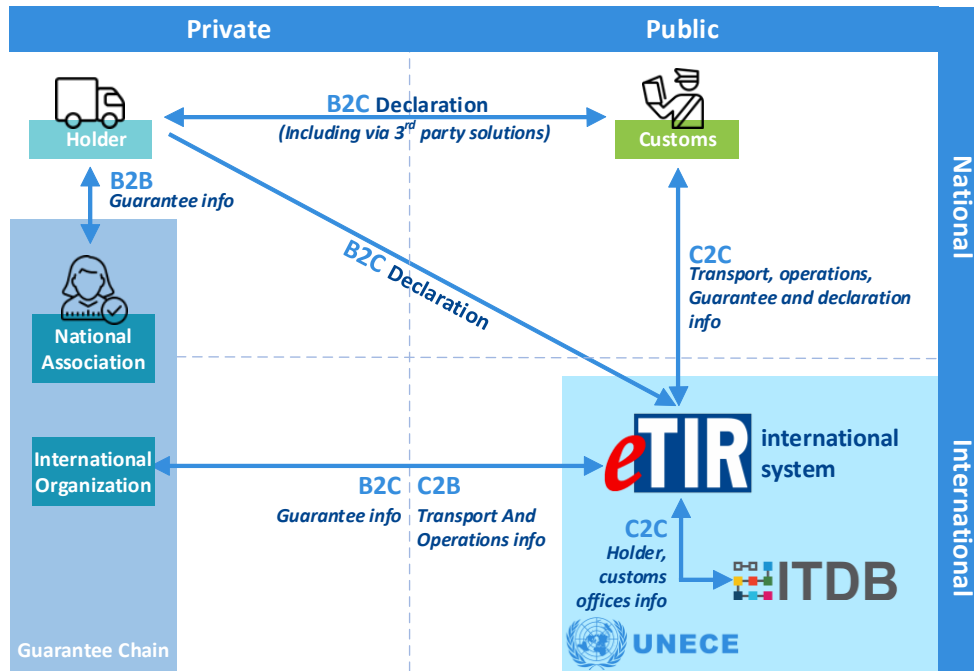
The eTIR international system is devised to allow the management by customs of data on guarantees and the secure exchange of data between national customs systems related to the international transit of goods, vehicles and/or containers according to the provisions of the TIR Convention.

Therefore, only a part of the information flow required for the functioning of the eTIR procedure is managed using the eTIR international system. The following picture graphically represents the information exchange between the actors (see figure below).

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<sup>1</sup> In accordance with the instructions by the WP.30 at its 106th session, the eTIR system administration shall be established on the basis of an international, centralized database whose aim it is to facilitate the secure exchange of data between national Customs systems (TRANS/WP.30/212, para. 26).

Figure 1  
The new public private partnership



On the one hand, the guarantee chain transmits, to the eTIR international system, information on the guarantees it has issued to the holders so that they can be registered in the eTIR international system. The guarantee chain can also query at any time the status of guarantees it has issued and obtain related TIR transport information. On the other hand, customs authorities use the eTIR international system to check the status of guarantees and to exchange information related to the TIR transport and to TIR operations.

The management by customs of the data on guarantees and the secure exchange of data between national customs systems in relation to TIR transport information are therefore the two fundamental features of the eTIR international system. Furthermore, the declaration mechanisms allowing the submission of advance TIR data and advance amendment data by the holder to customs authorities are detailed in Annex I.

### 1.2.2 Management by customs of data on guarantees

The management by customs of data on guarantees requires a strong relationship between the guarantee chain and the eTIR international system. The guarantee chain sends information on each issued guarantee to the eTIR international system. The recording of this information in the eTIR international system is conditional on checks made against the International TIR Data Bank (ITDB) concerning authorized holders.

#### 1.2.2.1 Registration of the guarantee

After having issued a guarantee to the holder, in accordance with international, national and internal rules, the guarantee chain shall register it in the eTIR international system by sending a standard electronic message.

The following elements shall be part of the guarantee registration:

- *Holder (M)<sup>2</sup>*

Information on the physical or legal person to whom the guarantee has been issued.

<sup>2</sup> M: Mandatory; O: Optional; D: Dependent.

- 
- *Guarantee chain (M)*  
Information on the guarantee chain.
  - *Guarantee (M)*  
Information on the guarantee (guarantee reference number, validity date, guarantee type, ...)

#### 1.2.2.2 *Cancellation of a guarantee*

Once a guarantee has been registered in the eTIR international system, the guarantee chain may cancel any guarantee which has not yet been used. It may also request the cancellation of a guarantee which is in use but the guarantee will only be cancelled after the ongoing TIR operation has been terminated.

#### 1.2.2.3 *Verification of the guarantee*

The data on guarantees will be accessible to all customs offices. If a holder presents to customs a declaration covered by a guarantee which is not recorded in the eTIR international system or has been cancelled by the guarantee chain, then customs authorities shall not accept it.

#### 1.2.2.4 *Querying guarantee status*

Once a guarantee has been registered in the eTIR international system, the guarantee chain can query at any time the status of that guarantee and obtain declaration data and TIR operations data, other than information which is restricted to customs.

#### 1.2.2.5 *Notifications to the guarantee chain*

The eTIR international system notifies the guarantee chain of all events related to the guarantees it has issued.

### **1.2.3 Exchange of declaration data and TIR operation data**

#### 1.2.3.1 *Registration of declaration data*<sup>3</sup>

Customs authorities shall validate and accept the customs declaration before transmitting the declarations data to the eTIR international system. The eTIR international system forwards this information to the subsequent customs authorities involved in the TIR transport.

The following elements shall compose the declaration data.

- *Holder (M)*  
Information on the physical or legal person who is responsible for transporting the goods and submitting the declaration.
- *Guarantee (M)*  
The guarantee reference number under which the TIR transport will be undertaken.
- *Goods (M)*  
Information on the goods transported (e.g.: type, quantity, identifications, customs office of departure, customs office of destination, ...).

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<sup>3</sup> For a detailed explanation see Annex I.

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- *Mean of Transport/Containers (M)*

Information on the mean of transport and/or containers used to transport and /or carry the goods.

- *Attached documents (O)*

Reference to all documents, paper or electronic, which are attached to the declaration/advance TIR data.

- *Consignee (O)*

Information on the physical or legal persons to whom goods are shipped.

- *Intended itinerary (Country level) (M)*

Countries intended to be involved in the TIR transport.

- *Consignor (O)*

Information on the physical or legal persons from whom goods are shipped.

- *[Subcontractors (O)]*

Information on the physical or legal person who performs the transport or a part of the transport on behalf of the holder.]<sup>4</sup>

#### 1.2.3.2 *Registration of TIR operation data*

##### a) *Start TIR operation data*

The customs office starting a TIR operation shall register the start TIR operation data in the eTIR international system. In case seals are affixed, removed or changed, the eTIR international system forwards the start TIR operation data to the subsequent customs administrations involved in the TIR transport.

The following elements shall compose the start TIR operation data:

- *Operation sequence number and national operation reference number (M)*
- *Date of start (M)*
- *Seals (D)*

*Information on the seal(s) affixed to the vehicle(s) and/or container(s) if seals are affixed, changed or removed.*

- *Results of checks*
- *Time limit for transit (O)*

Time limit for the TIR operation

- *National itinerary (O)*

Customs office(s) at which the road vehicle, the combination of vehicles or the container together with the load have to be produced.

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<sup>4</sup> The concept of subcontractors is still under discussion.



- 
- *Customs office (M)*

b) *Terminate TIR operation data*

The customs office terminating a TIR operation shall register the terminate TIR operation data in the eTIR international system. In case seals are affixed, removed or changed, the eTIR international system forwards the terminate TIR operation data to the subsequent customs administrations involved in the TIR transport.

The following elements shall compose the terminate TIR operation data:

- *Operation sequence number and national operation reference number (M)*
- *Date of termination (M)*
- *Seals (D)*

*Information on the seal(s) affixed to the vehicle(s) and/or container(s) if seals are affixed, changed or removed.*

- *Results of checks*
- *Reservations (M)*

In case of doubts with regard to the TIR operation, the customs office of destination or exit indicates that it has terminated the TIR operation with reservations.

- *Customs office (M)*
- *Type of termination (M)*

Indication of the type of termination, i.e. partial discharge, final discharge, partial loading, suspension, exit or accident / incident.

c) *Discharge TIR operation data*

The customs office discharging a TIR operation shall register the discharge TIR operation data in the eTIR international system.

- *The following elements shall compose the discharge TIR operation data: Date of discharge (M)*
- *Customs office (M)*

## **1.2.4 Other aspects**

### *1.2.4.1 Issuance of guarantees*

The holder requests a guarantee from the guarantee chain, which will, on the basis of international, national and internal rules, decide if the guarantee can be issued to the holder. The guarantee chain will then provide the holder with a guarantee reference number for that specific guarantee. This procedure is outside the scope of the development of the eTIR international system but is a prerequisite for its well functioning.

The guarantee chain registers the guarantee internationally as foreseen in point 1.2.2.1.

### *1.2.4.2 Submission of advance TIR data and advance amendment data*

The holder submits the advance TIR data or the advance amendment data by electronic means to the customs administration of the country of departure, making reference to a guarantee issued by a guarantee chain, using authentication mechanisms. The advance TIR data and the advance amendment data shall be submitted prior to the presentation of the

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goods at the customs office of departure. Alternatively, the holder can make use of declaration mechanisms provided by the eTIR international system, the customs system of his country of residence (if available) or third-party solutions. National customs systems and authorized private sector declaration systems can use the declaration mechanism of the eTIR international system to forward the declaration to the country of departure.

The data comprising the advance TIR data and advance amendment data are those required to form the declaration data (see 1.2.3.1).

#### *1.2.4.3 Pre-arrival information*

One of the objectives of the eTIR international system, as defined by the Contracting Parties, is to provide customs authorities with information prior to the arrival of cargos. This applies to information provided by the private sector as well as to information exchanged between customs authorities. Therefore, the eTIR international system forwards to customs authorities all information as soon as it is received (push principle).

### **1.2.5 Data exchange**

#### *1.2.5.1 Central platform*

The eTIR system is built around a central platform, the eTIR international system, which is composed of hardware and software, including databases and web services. The databases serve to store and make the information available and act as a repository for all information concerning the TIR system, whereas the web services allow for an efficient and secure interfacing between the Contracting Parties, the guarantee chain and the central platform. The eTIR international system shall store and archive data for a minimum period of ten [10] years.

#### *1.2.5.2 Communication*

The eTIR international system may use secure Internet connections to exchange messages.

#### *1.2.5.3 Standard messages*

The exchange of data with the eTIR international system is achieved by means of a set of predefined standard messages. All messages needed to ensure the functioning of the eTIR international system are described in the functional specifications document.

### **1.2.6 Security**

#### *1.2.6.1 The elements of security from the TIR Convention*

The provision of the TIR convention relating to the security of the TIR procedure apply, mutatis mutandis, to the eTIR procedure.

#### *1.2.6.2 Controlled access*

Controlled access remains a major principle of the TIR system (TIR Convention, Annex 9, Part II). The ITDB and authentication mechanisms will be used to ensure that only authorized holders use the TIR system.

#### *1.2.6.3 Security data elements*

Data elements related to supply chain security in transit, as defined in the SAFE framework of standards of the World Customs Organization, are included in the relevant eTIR messages, which are described in details in the functional specifications document.

#### *1.2.6.4 eTIR international system security*

The eTIR international system is secured with security methods applicable to systems communicating via the internet. Messages are encrypted and access is restricted to authorized users. The system is available 24/7.

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## **1.2.7 Accompanying document / Certified report**

An accompanying document, generated by the customs office of departure, provides all information regarding the TIR transport. This document also covers the need in case of accidents and incidents and replaces the certified report.

## **1.2.8 Fallback scenarios**

In case, once a TIR transport has begun, customs administrations are not in a position to communicate with the eTIR international system, they will mainly rely on the accompanying document to obtain or provide the required information.

A general presentation of the fallback scenario is contained in the use case descriptions in chapter 3 and a more in-depth description of the fallback scenarios can be found in chapter 1.2 of the functional specifications document.

# **1.3 Deliverables**

## **1.3.1 National deliverables**

### *1.3.1.1 National management of data*

The national computer systems of the countries process electronically the data from and to the eTIR international system. The national applications are primarily focused on reception and validation of the electronic declaration as well as on the management of the TIR operations.

### *1.3.1.2 Bridges to the eTIR international system*

National computer systems communicate with the eTIR international system using a predefined set of standard messages and technology.

### *1.3.1.3 User manuals and training*

Customs administrations provide their customs officers with the necessary documentation and training to ensure the proper use of the national parts of the eTIR international system. They can also provide documentation for holders.

## **1.3.2 International deliverables**

### *1.3.2.1 eTIR database*

The eTIR international system<sup>5</sup> is based on a central database system, the eTIR database, which stores the data and contains the functional rules that allow the functioning of the eTIR system.

This database contains information on the data on guarantees and their coverage and link the issued guarantees with the holder. Moreover, it contains all data regarding the TIR transports linking them to the guarantee information.

In order to technically restrict access to the eTIR international system to those users who have been authorized, this database also contains the credentials of the IT systems of guarantee chains as well as the customs central systems. Furthermore, holders who would request the use of the centralized declaration mechanism will also have their credentials included.

### *1.3.2.2 eTIR web services*

Web services allow authorized information systems to interact securely with the eTIR international system. The web services provide, in a standard format, the functions which

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<sup>5</sup> The eTIR international system, as introduced in 1.1.2, is composed of a central database and web services.

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allow querying and updating the central database, as well as the centralized submission of advance TIR data and advance amendment data.

#### *1.3.2.3 eTIR web site*

The eTIR web site is an information platform which contains all the relevant information for all the actors to connect to the eTIR international system.

#### *1.3.2.4 Definitions of standard messages*

All messages sent to or received from the eTIR international system are defined and listed in the functional specifications document.

#### *1.3.2.5 Technical documentation*

The technical documentation will ensure that the customs authorities and the guarantee chain can successfully interconnect their information systems with the eTIR international system.

#### *1.3.2.6 User manuals and training for trainers*

The user manuals and the training for trainers serve as basis for the development of national user manuals and national training programs. They describe the procedures, the best practices as well as all tools available in the eTIR international system.

#### *1.3.2.7 Service desk*

A service desk is available to customs authorities and the guarantee chain to support the implementation of the eTIR international system and its assistance can be requested for selected fallback procedure.

### **1.3.3 Other required systems**

#### *1.3.3.1 Authorized access database*

To ensure that guarantees are only issued to authorized holders, the eTIR international system links to the ITDB.

#### *1.3.3.2 Customs offices database*

To check that customs offices are approved for eTIR, the eTIR international system retrieves the necessary information from ITDB using a web service. In version v4.3, no error messages will be sent after these checks.

### **1.3.4 Languages and character sets**

The eTIR international system will allow for the translation of all coded information in order to ensure maximum transparency. In order to allow the transmission and display of all languages, the character set used by the eTIR international system is Unicode.

In case of textual descriptions, the language of the country where the information has been provided shall be used. Nevertheless, translations in other languages can also be provided and are sometimes required.

## **2 Transition to eTIR**

While the introduction of the eTIR procedure (Annex 11) does not remove the possibility for transport operators to continue using paper TIR Carnets, the greater facilities provided by the eTIR procedure should progressively encourage transport operators to use it for itineraries where it is possible. However, before being able to replace the TIR procedure by the eTIR procedure along an itinerary, all parties involved in a TIR transport will have to be able to securely exchange declaration data, TIR operations data and data on guarantees.

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Furthermore, customs administration will have to ensure that national and foreign transport operators can submit advance TIR Data and advance amendment data.

As a result, for TIR transports involving countries not yet interconnected with the eTIR international system, the usage of paper TIR Carnets will remain the only possibility to benefit from the TIR Convention.

In view of the wide geographical coverage of the TIR Convention, the different levels of technological development of the countries concerned and the existence of customs unions, the duration of the transition may vary from country to country.

### **3 Use cases analysis**

The use case analysis provides a high-level view on the interactions (uses) between the actors and the eTIR international system.

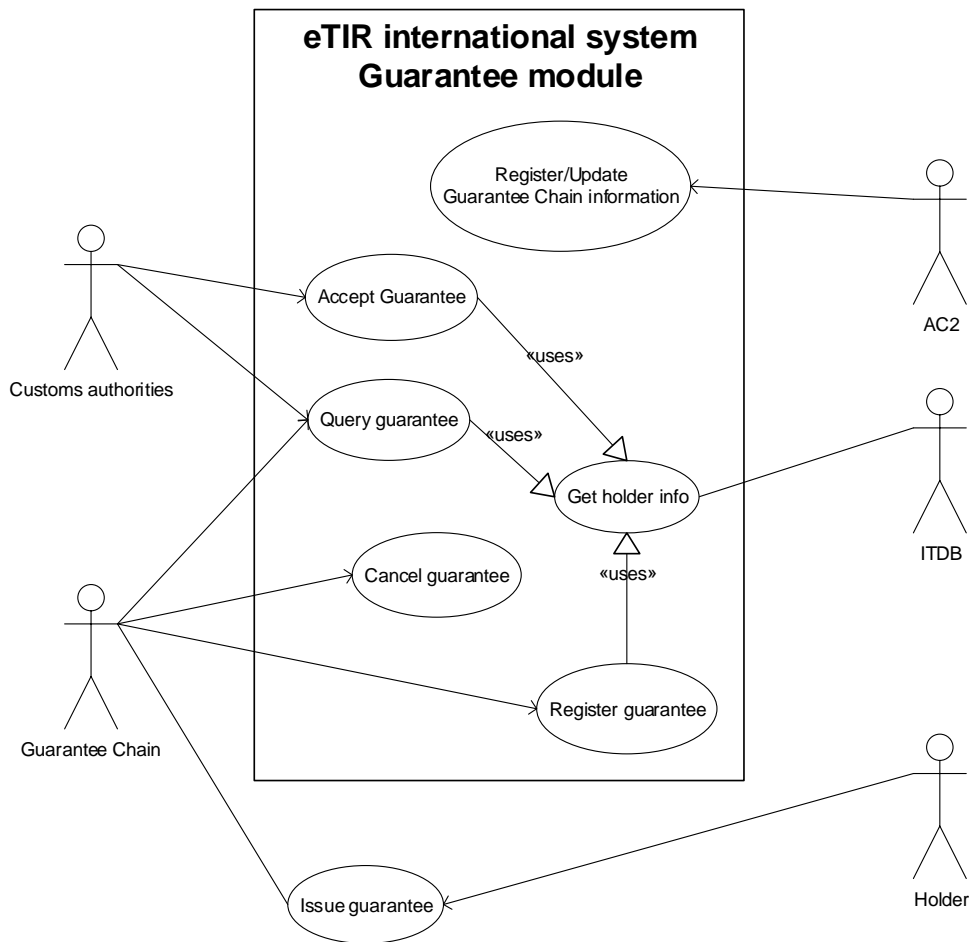
#### **3.1 Management by customs of data on guarantees**

The management by customs of data on guarantees requires that the guarantee chain registers the guarantees directly in the eTIR international system right after having issued them to holders.

### 3.1.1 Management by customs of data on guarantees use case diagram

Figure 2

Customs management of guarantees use case diagram



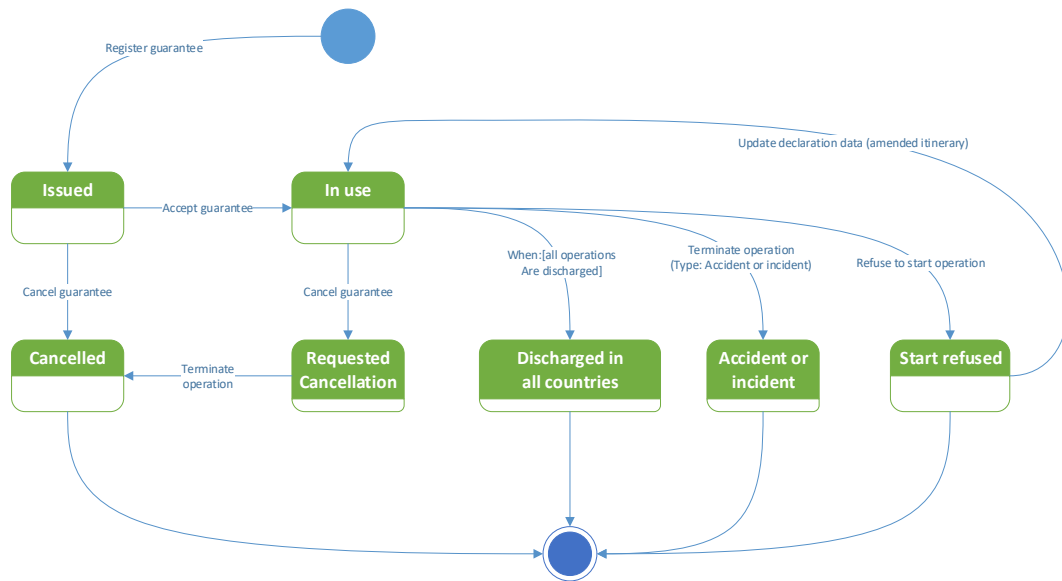
### 3.1.2 Guarantee state chart diagram

The guarantees registered in the eTIR international system will have their status updated all along the TIR transport. The following state chart diagram shows the various statuses as well as the transition even between them.

The guarantee status can be:

- *Issued*
- *In use*
- *Requested cancellation*
- *Cancelled*
- *Discharged in all countries*
- *Accident or incident*
- *Start refused*

Figure 3  
**Guarantee state chart diagram**



### 3.1.3 Register guarantee chain use case description

Table 1  
**Register/Update guarantee chain information use case description**

Name	Register/Update guarantee chain information use case
Description	Once the guarantee chain has been authorized, it is registered in the eTIR international system.
Actors	AC.2
Performance Goals	Only authorized guarantee chains can register guarantees in the eTIR international system.
Preconditions	-
Postconditions	-
Scenario	<p><b>Registration</b></p> <p>The AC.2 authorizes an international organization to manage the guarantee chain in accordance with article 6.2bis of the TIR Convention. It records the guarantee chain in the eTIR international system and inserts the information on the type of guarantees it is allowed to register (including the geographical coverage of its</p>

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Name *Register/Update guarantee chain information use case*

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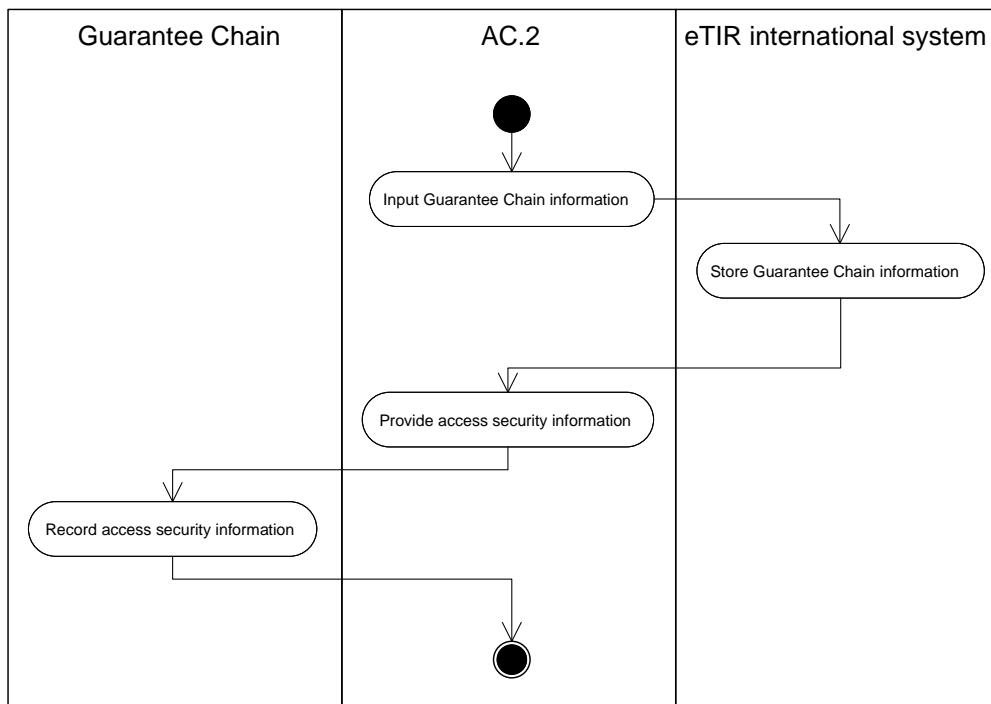
guarantees). It also provides the necessary security information to the guarantee chain in order to allow it to access the system.

Alternative Scenario -  
 Special requirements -  
 Extension Points -  
 Requirements Covered -

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### 3.1.4 Register/Update guarantee chain information activity diagram

Figure 4  
 Register/Update guarantee chain information activity diagram





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### 3.1.5 Register guarantee use case description

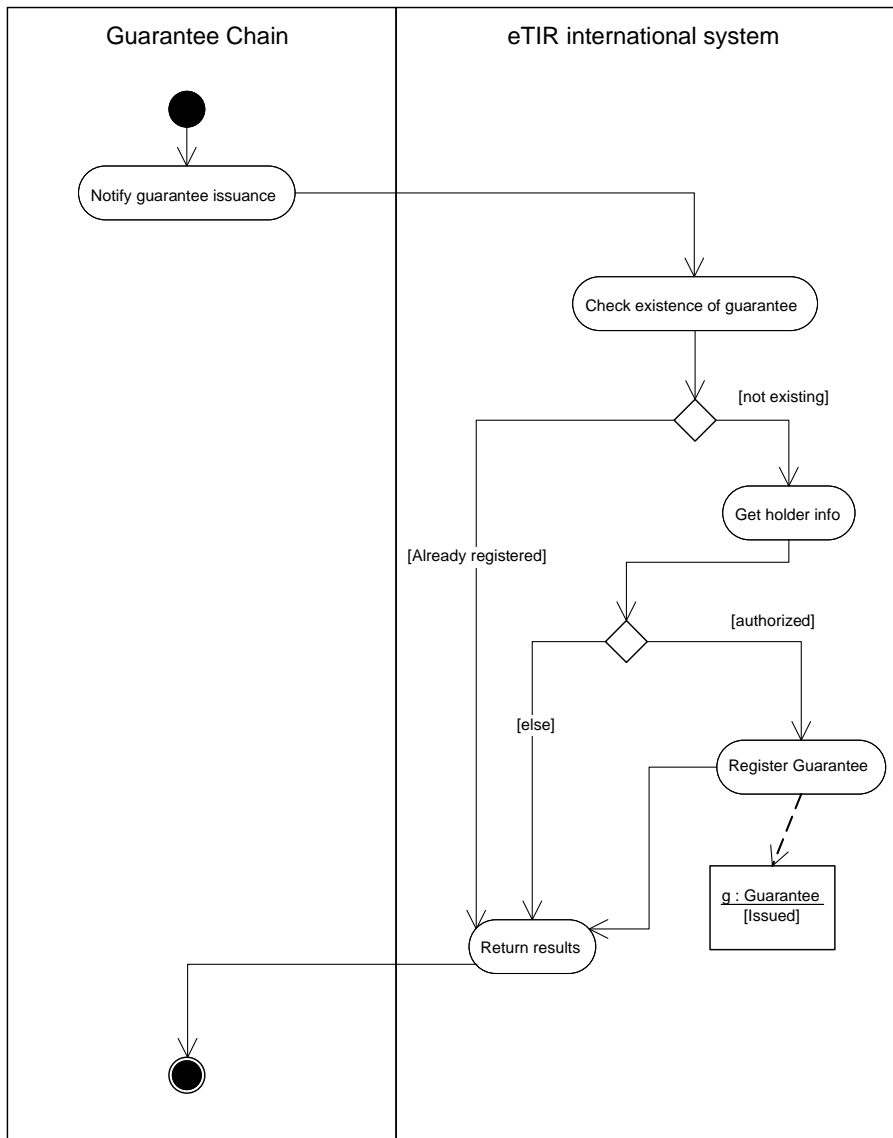
Table 2  
**Register guarantee use case description**

<i>Name</i>	<i>Register guarantee use case</i>
Description	The guarantee chain registers each guarantee issued to a holder in the eTIR international system by sending an electronic message.
Actors	Guarantee chain
Performance Goals	Any guarantee, issued to a holder, shall be registered in the eTIR international system before it can be used by a holder to accompany a declaration.
Preconditions	The holder, to whom the guarantee chain has issued a guarantee, must be authorized and registered in the ITDB and the eTIR international system should not contain a prior registration of the guarantee.
Postconditions	The guarantee information is stored in the eTIR international system with status “issued”.
Scenario	<b>Registration</b> The guarantee chain issues a guarantee to a holder and sends a secure electronic message with all information regarding the guarantee to the eTIR international system. The eTIR international system checks if the guarantee has not yet been registered. Then it gets holder information, including its current status. In case the guarantee has not yet been registered and the holder is authorized, the system registers the guarantee and notifies the results of the registration of the guarantee to the guarantee chain. If the registration fails for any reason, the guarantee chain is informed accordingly.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be sent to the eTIR international system by means of the web services, no functional fallback is foreseen, and the information should be sent as soon as it is possible.
Special requirements	The guarantee chain cannot update any information it has registered in the eTIR international system. Only the cancellation of the guarantee is possible.
Extension Points	-
Requirements Covered	-

---

### 3.1.6 Register guarantee activity diagram

Figure 5  
Register guarantee activity diagram



---

### 3.1.7 Cancel guarantee use case description

Table 3  
Cancel guarantee use case description

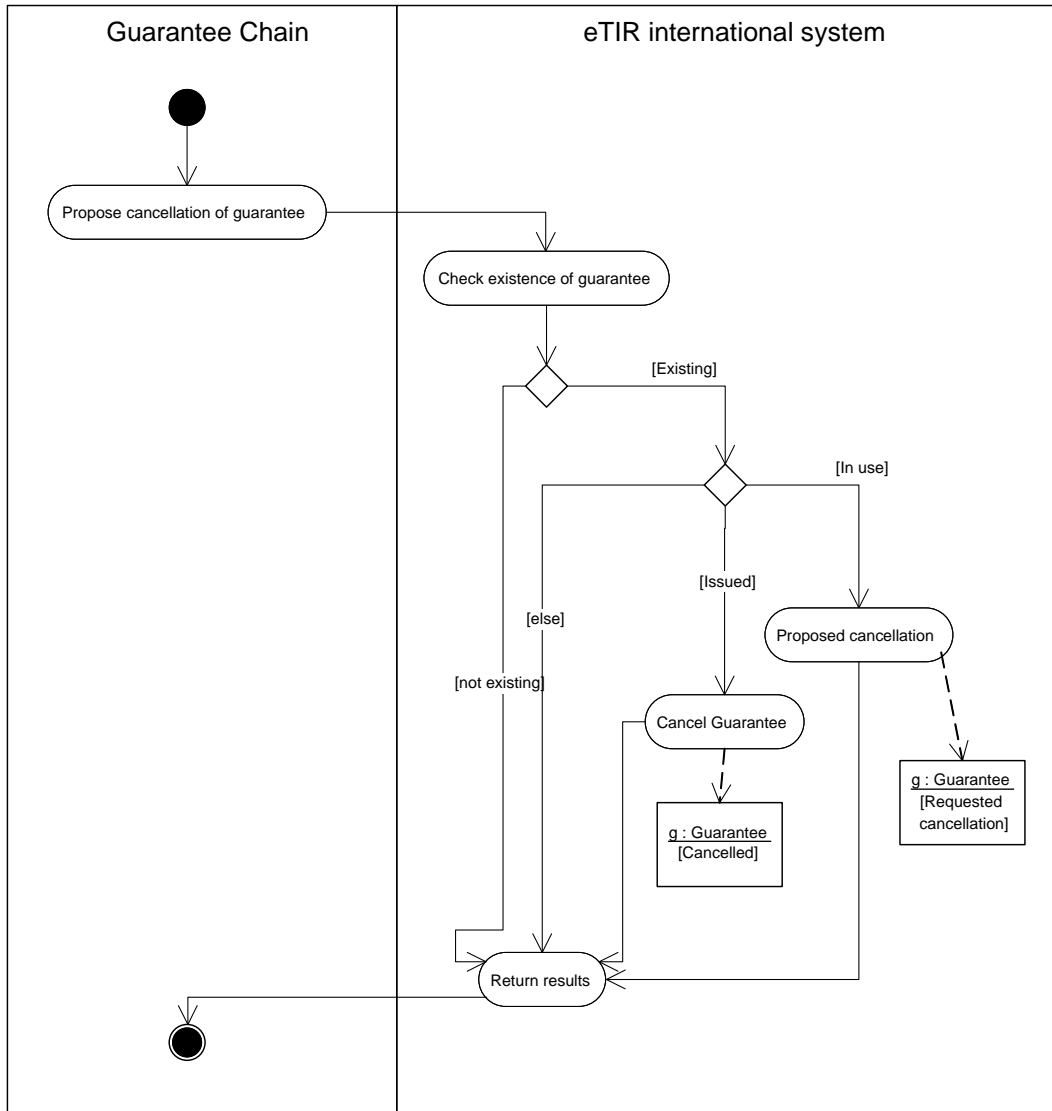
Name	Cancel guarantee use case
Description	The guarantee chain cancels a guarantee after it has been issued to a holder by sending an electronic message to the eTIR international system.
Actors	Guarantee chain
Performance Goals	-
Preconditions	The guarantee must have been registered and have the status “issued”. The guarantee can also have the status “in use”.
Postconditions	The guarantee status is changed to “cancelled”, “requested cancellation” or remains in its current status.
Scenario	<b>Cancellation</b> The guarantee chain sends a secure electronic message to the eTIR international system to request the cancellation of a guarantee. First the eTIR international system checks that the guarantee is registered. Then in case the guarantee status is “issued”, the eTIR international system changes the guarantee status to “cancelled”. If the guarantee status is “in use”, its status is turned to “requested cancellation”.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be sent to the eTIR international system by means of the web services, the guarantee chain should contact the eTIR service desk to transmit the cancellation information.
Special requirements	
Extension Points	-
Requirements Covered	-

---

### 3.1.8 Cancel guarantee activity diagram

Figure 6

#### Cancel guarantee activity diagram



---

### 3.1.9 Accept guarantee use case description

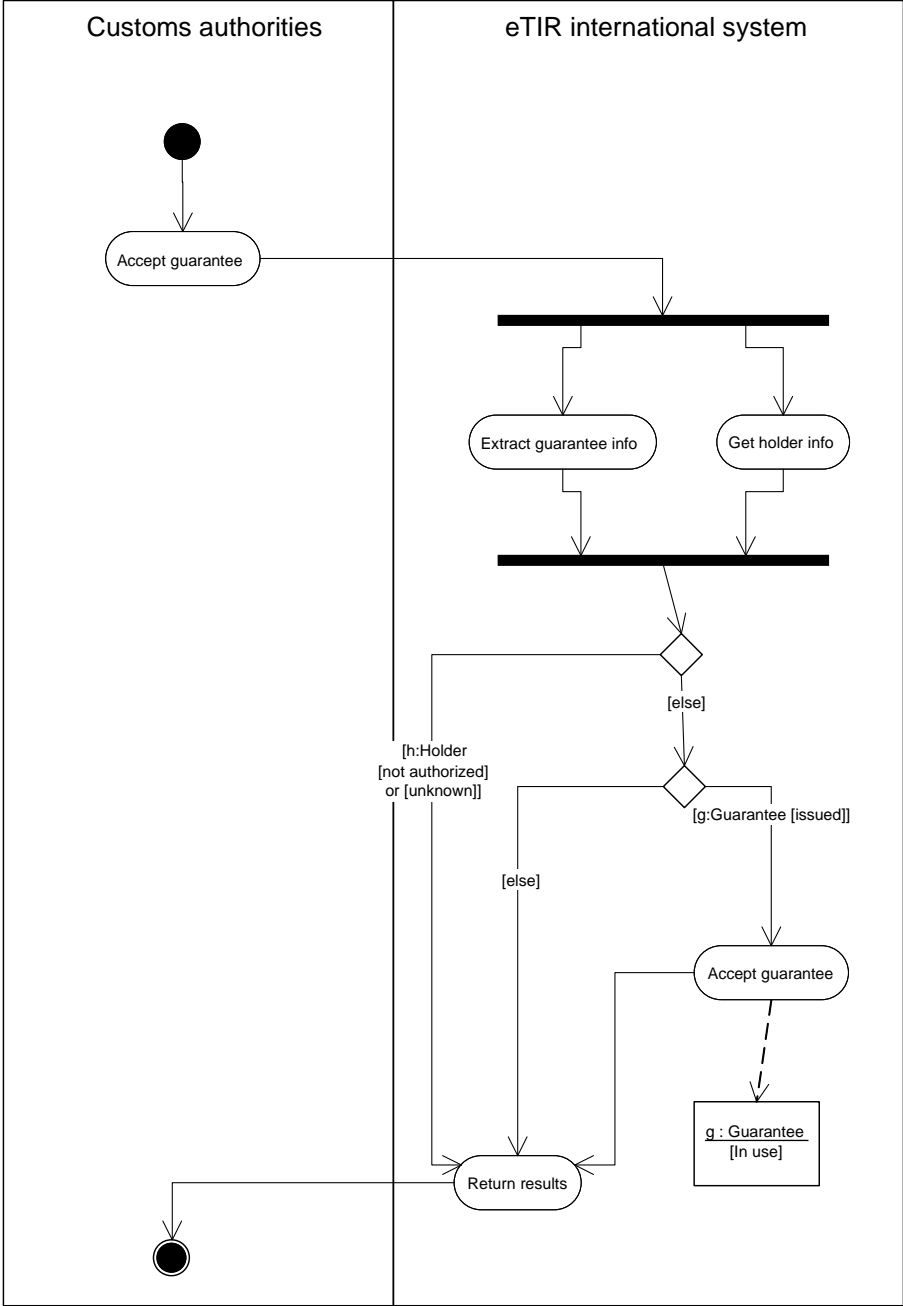
Table 4  
**Accept guarantee use case description**

<i>Name</i>	<i>Accept guarantee use case</i>
Description	The customs authorities notify the eTIR international system that the guarantee has been accepted.
Actors	Customs authorities
Performance Goals	-
Preconditions	The guarantee must be registered and its status must be “issued”. The customs authorities at departure must also have received a TIR declaration. The holder must be registered in ITDB and authorized.
Postconditions	The guarantee status is changed to “in use” or remains at its current status.
Scenario	<b>Accept guarantee</b> Customs authorities send a secure electronic message to the eTIR international system informing that the guarantee has been accepted for a TIR transport.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be sent to the eTIR international system by means of the web services, the accompanying document will serve as a proof that the guarantee has been accepted.
Special requirements	-
Extension Points	-
Requirements Covered	-

---

3.1.10 Accept guarantee activity diagram

Figure 7  
Accept guarantee activity diagram



---

### 3.1.11 Get holder info use case description

Table 5

#### Get holder info use case description

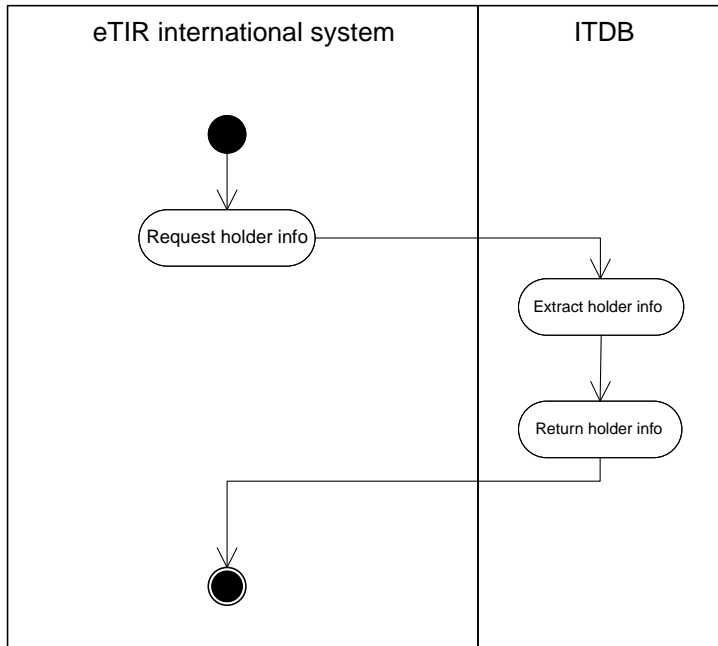
<i>Name</i>	<i>Get holder info use case</i>
Description	The eTIR international system queries the ITDB and receives data on a holder.
Actors	ITDB
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	The eTIR international system sends a query to the ITDB about a holder. The ITDB returns the data about this holder or sends a message indicating that the holder is unknown.
Alternative Scenario	<b>Fallback scenario</b> The eTIR international system uses a local replica of the ITDB.
Special requirements	This use case is internal to the system and is used in the following use cases: <ul style="list-style-type: none"><li>• Register guarantee</li><li>• Query guarantee</li><li>• Accept guarantee</li></ul> The holder status can be: <ul style="list-style-type: none"><li>- “unknown”</li><li>- “authorized”<ul style="list-style-type: none"><li>▪ Withdrawn from date x to date y</li><li>▪ Excluded from date x to date y in country z</li></ul></li><li>- “not authorized”<ul style="list-style-type: none"><li>▪ Permanently withdrawn</li><li>▪ End of activity</li></ul></li></ul>
Extension Points	-
Requirements Covered	-

---

### 3.1.12 Get holder info activity diagram

Figure 8

#### Get holder info activity diagram



### 3.1.13 Query guarantee use case description

Table 6

#### Query guarantee use case description

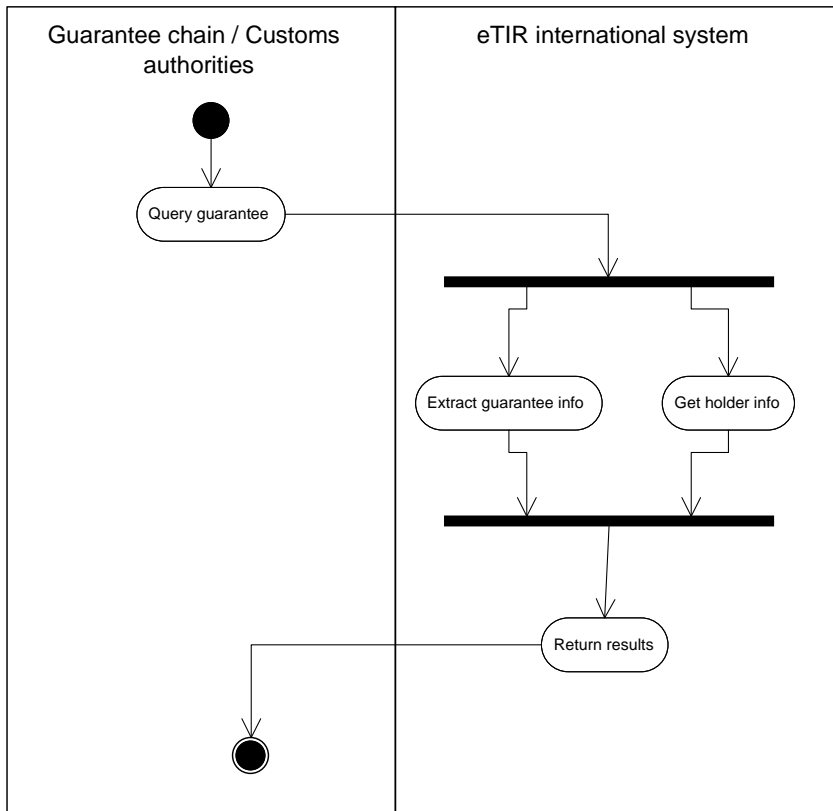
<i>Name</i>	<i>Query guarantee use case</i>
Description	Customs authorities or a guarantee chain request the eTIR international system information on issued guarantees.
Actors	Guarantee chain, Customs authorities
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	<p><b>Query the guarantee</b></p> <p>A guarantee chain or customs authorities send a secure electronic query to the eTIR international system. The eTIR international system extracts all data from the database concerning the guarantee and combines them with data on the holder (get holder info) and sends all information to customs authorities or to the guarantee chain. If the guarantee has not yet been registered, the customs authorities or the guarantee chain are informed accordingly.</p>
Alternative Scenario	<p><b>Fallback scenario</b></p> <p>Customs authorities can obtain information about the transport from the accompanying document and can use the web services or consult the web application developed by the guarantee chain.</p>
Special requirements	A guarantee chain can only query information on those guarantees which it has issued and which have been registered by the eTIR international system. The eTIR international system also provides the



<i>Name</i>	<i>Query guarantee use case</i>
	guarantee chain with information on TIR transports attached to the guarantees it has issued.
Extension Points	-
Requirements	-
Covered	

**3.1.14 Query guarantee activity diagram**

Figure 9  
**Query guarantee activity diagram**

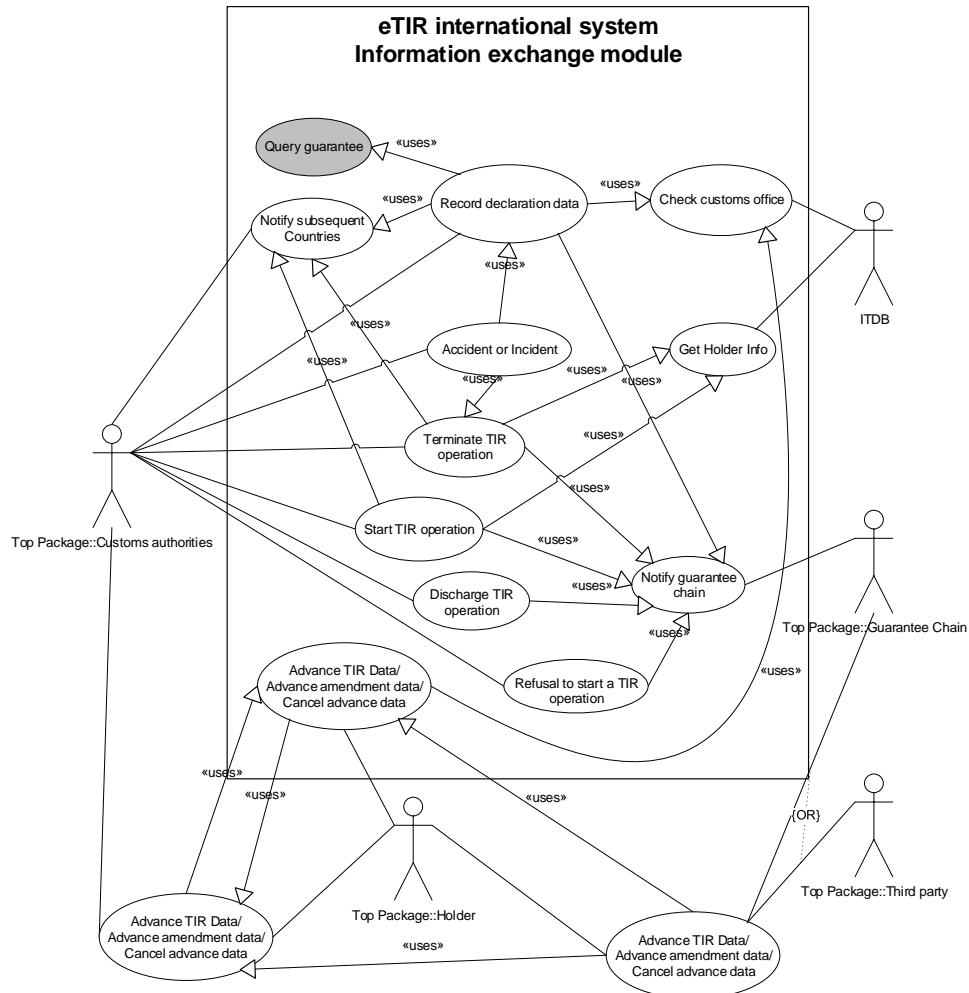


## 3.2 Data exchange use case

### 3.2.1 Data exchange use case diagram

Figure 10

Data exchange use case diagram<sup>6</sup>



<sup>6</sup> Use cases in grey are defined in chapter 3.1.

### 3.2.2 Record declaration data use case description

Table 7

#### Record declaration data use case description

<i>Name</i>	<i>Record declaration data use case</i>
Description	The declaration data is recorded to the eTIR international system.
Actors	Customs authorities
Performance Goals	
Preconditions	<p>The guarantee must have been accepted. The holder should be authorized and not currently excluded from any country along the itinerary.</p> <p>The declaration has been accepted by customs authorities.</p>
Postconditions	-
Scenario	<p><b>First customs office of departure</b></p> <p>The first customs office of departure will send the declaration data to the eTIR international system after having accepted the declaration and sealed the loading unit. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the information. Customs authorities will provide the holder with an accompanying document.</p>
Alternative Scenario	<p><b>Intermediate customs office of departure</b></p> <p>The intermediate customs office of departure will send all data contained in the declaration to the eTIR international system together with the information on the new seals, after having accepted the declaration and resealed the vehicle or container. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information. Customs authorities will provide the holder with an accompanying document.</p> <p><b>Intermediate customs office of destination</b></p> <p>After having sent a termination message and unloaded the goods concerned, the intermediate customs office of destination will send information on the new seals affixed. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information. Customs authorities provide the holder with an updated accompanying document.</p> <p><b>Customs checks</b></p> <p>Having removed the seals from the vehicle or container, performed the necessary checks and resealed the vehicle or container, customs authorities send a message to provide the eTIR international system with information on the new seals affixed. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information. Customs authorities provide the holder with an updated accompanying document.</p> <p><b>Change of itinerary</b></p> <p>After having been informed by the holder that the routing of the transport has changed, customs authorities send a message to provide the eTIR international system with information on the new itinerary.</p>

The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information. It also informs the countries removed from the itinerary that the TIR transport will not transit their country. Customs authorities provide the holder with an updated accompanying document.

#### **Vehicles change**

After having been informed by the holder that a new vehicle (usually the tractor unit) will be used, customs authorities send a message to provide the eTIR international system with information on the new vehicle. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information.

#### **Rerouting due to a refusal to start**

After having been refused to start a TIR operation in a country and assuming the guarantee still allows for sufficient TIR operations, the holder can request to amend the itinerary in order to use its guarantee to return to the departure or select a new itinerary avoiding the country that refused to start the TIR operation. If Customs accept the amendment of the declaration data, they will record the new declaration data in the eTIR international system. The eTIR international system changes back the guarantee status to “in use” and provides all subsequent countries indicated in the itinerary and the guarantee chain with the updated information.

#### **Fallback scenario**

In case the transmission of information to the eTIR international system fails, the customs authorities nevertheless accept the holder to start the TIR transport. Customs authorities will transmit the electronic data to the eTIR international system at the first opportunity. In the meantime, other customs authorities will obtain the required information from the accompanying document.

Special requirements

Extension Points -

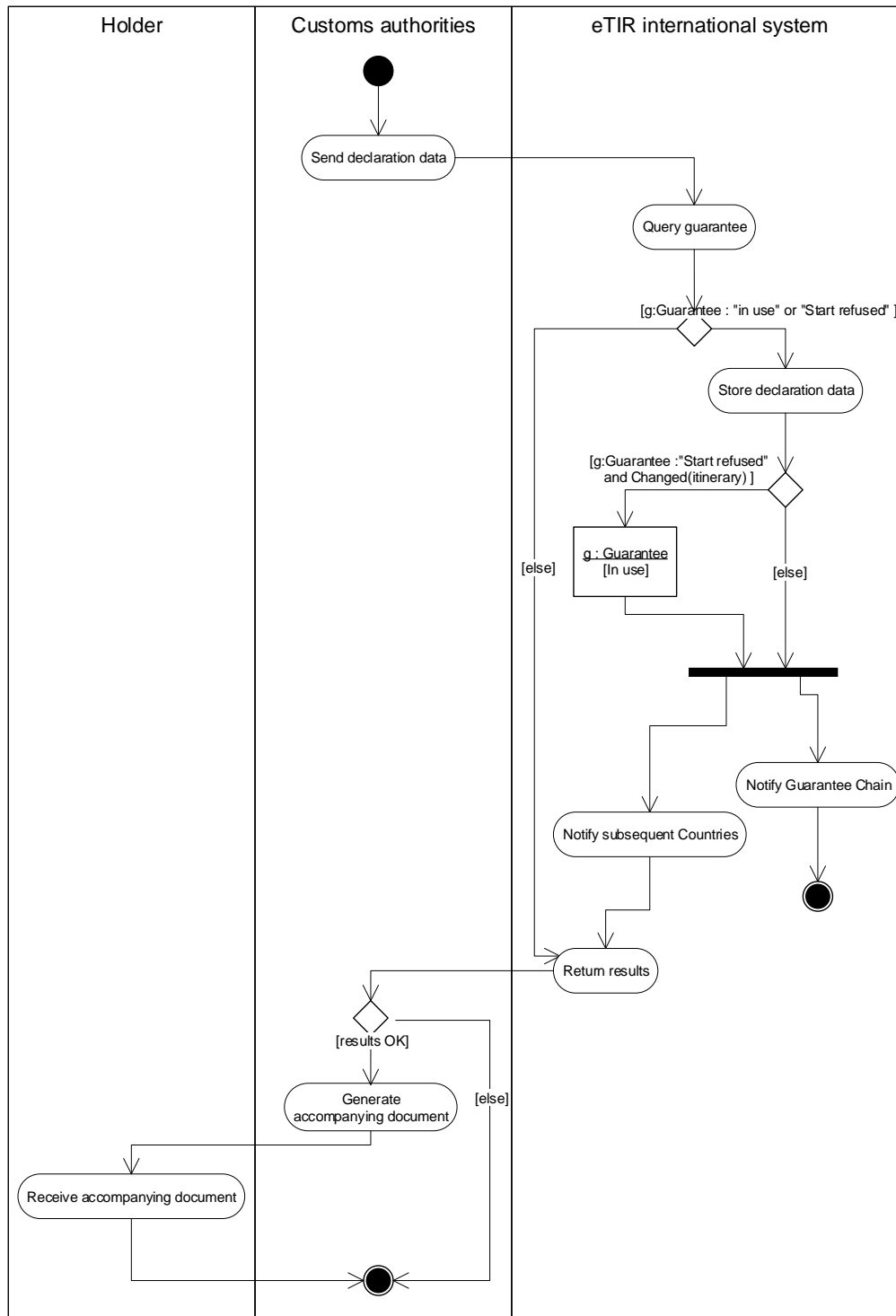
Requirements -

Covered

### 3.2.3 Record declaration data activity diagram

Figure 11

Record declaration data activity diagram



---

### 3.2.4 Starting of TIR operation use case description

Table 8  
Starting of TIR operation use case description

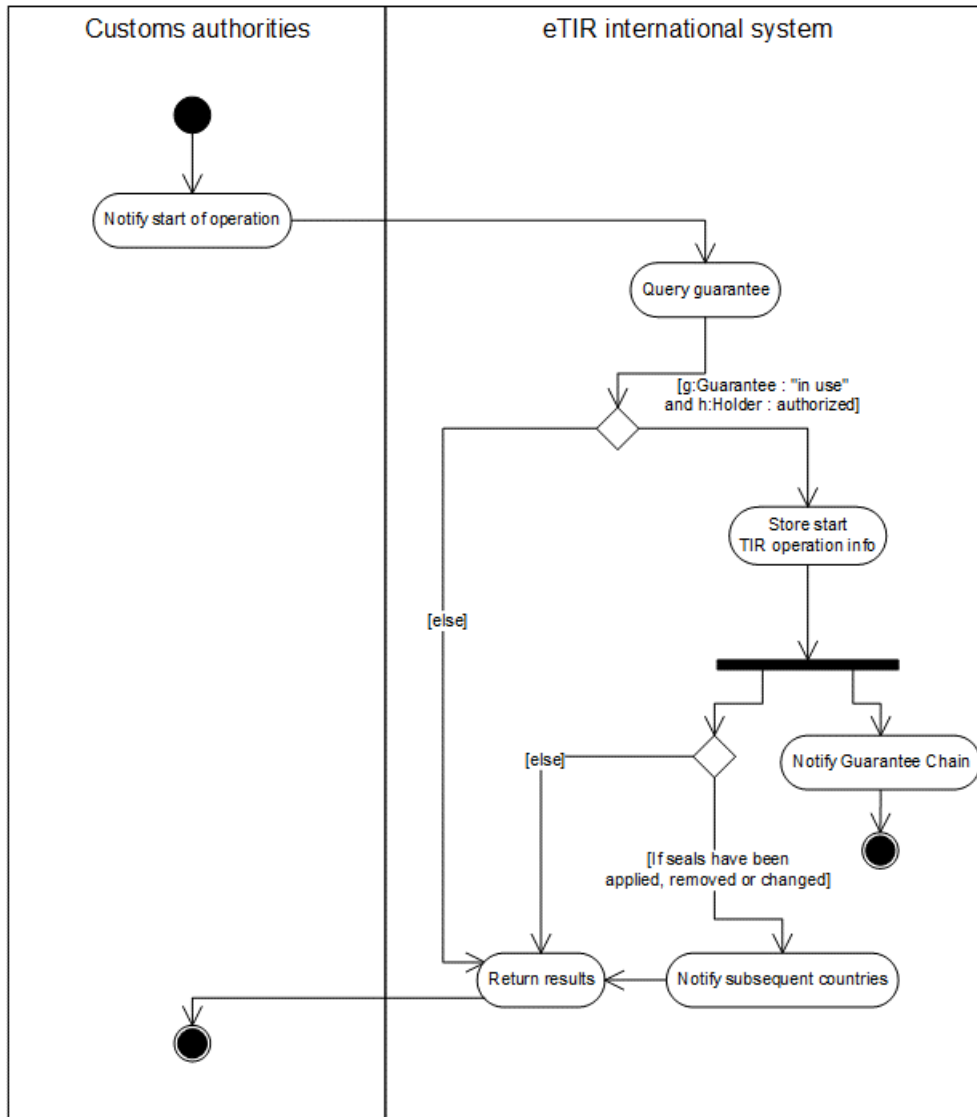
<i>Name</i>	<i>Starting of TIR operation use case</i>
Description	Customs authorities provide the eTIR international system with information regarding the start of a TIR operation.
Actors	Customs authorities
Performance Goals	-
Preconditions	Ensure the validity of the guarantee and the authorization for the holder.
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that a TIR operation has started. If the holder is authorized and the guarantee status is “in use”, the eTIR system saves the information and notifies the guarantee chain of the start of a TIR operation. If seals have been applied, removed or changed, the eTIR international system notifies all subsequent countries.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be exchanged with the eTIR international system, the information regarding the start should be provided on the accompanying document. The status of the guarantee can be queried using the web services or the web application developed by the guarantee chain. Customs authorities will nevertheless send the start message at a later stage.
Special requirements	-
Extension Points	-
Requirements Covered	-

---

### 3.2.5 Starting of TIR operation activity diagram

Figure 12

Starting of TIR operation activity diagram



---

### 3.2.6 Terminate TIR operation use case description

Table 9

#### Terminate TIR operation use case description

<i>Name</i>	<i>Terminate TIR operation use case</i>
Description	Customs authorities provide the eTIR international system with information regarding the termination of a TIR operation.
Actors	Customs authorities
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that a TIR operation has terminated. The eTIR system stores the information, changes the status of the guarantee to cancelled in case the guarantee chain has requested cancellation and notifies the guarantee chain of the termination of all TIR operations, including the final termination, providing the data as required by Annex 10 of the TIR Convention. When the termination type is incident or accident, the status of the guarantee is changed accordingly. If seals have been applied, removed or changed, the eTIR international system notifies all subsequent countries.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be exchanged with the eTIR international system, the information regarding the termination should be provided on the accompanying document. Customs authorities will nevertheless send the termination message at a later stage.
Special requirements	Termination can be made with reservations.
Extension Points	-
Requirements Covered	-

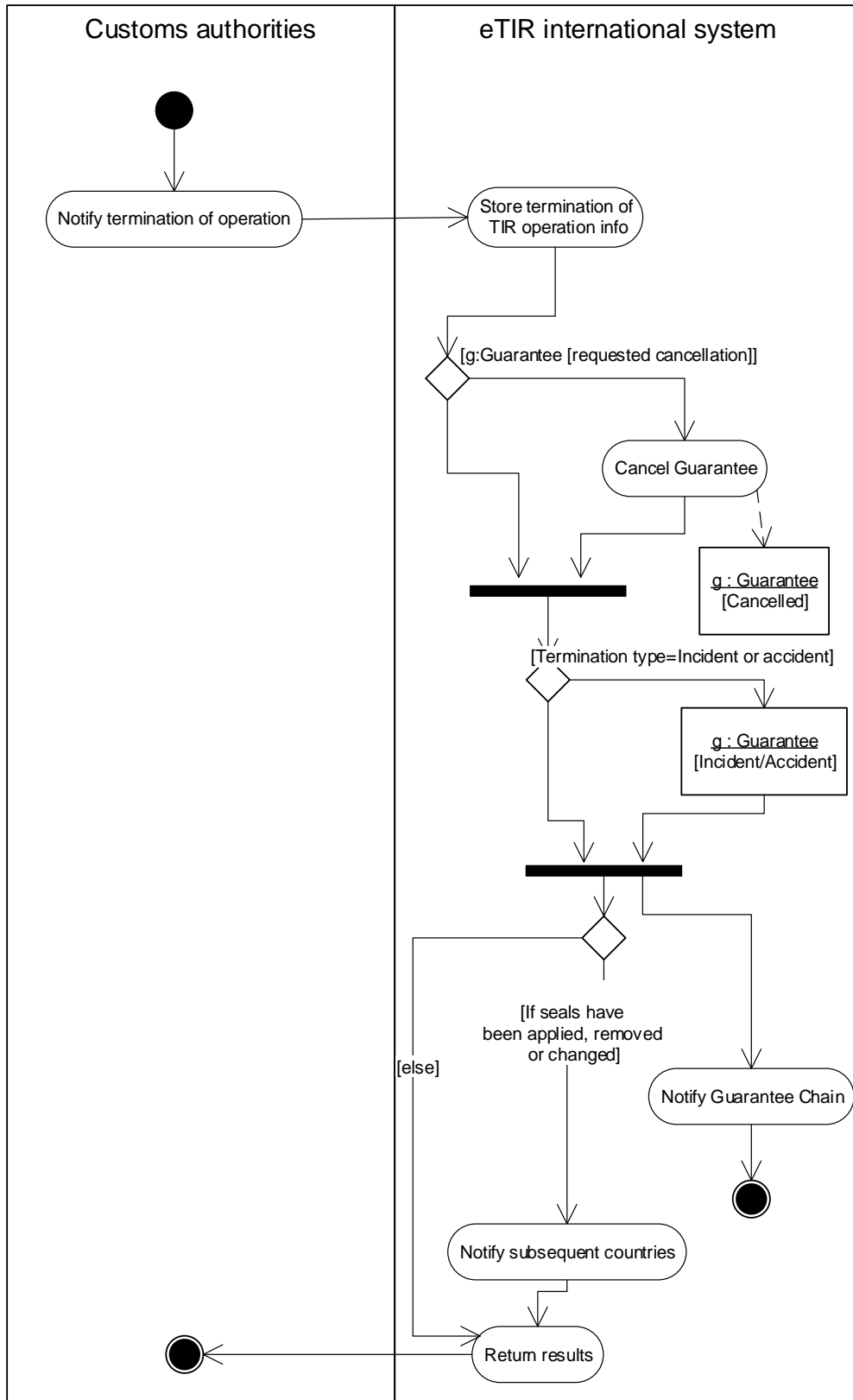
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3.2.7 Terminate TIR operation activity diagram

Figure 13

Terminate TIR operation activity diagram



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### 3.2.8 Discharge TIR operation use case description

Table 10

#### Discharge TIR operation use case description

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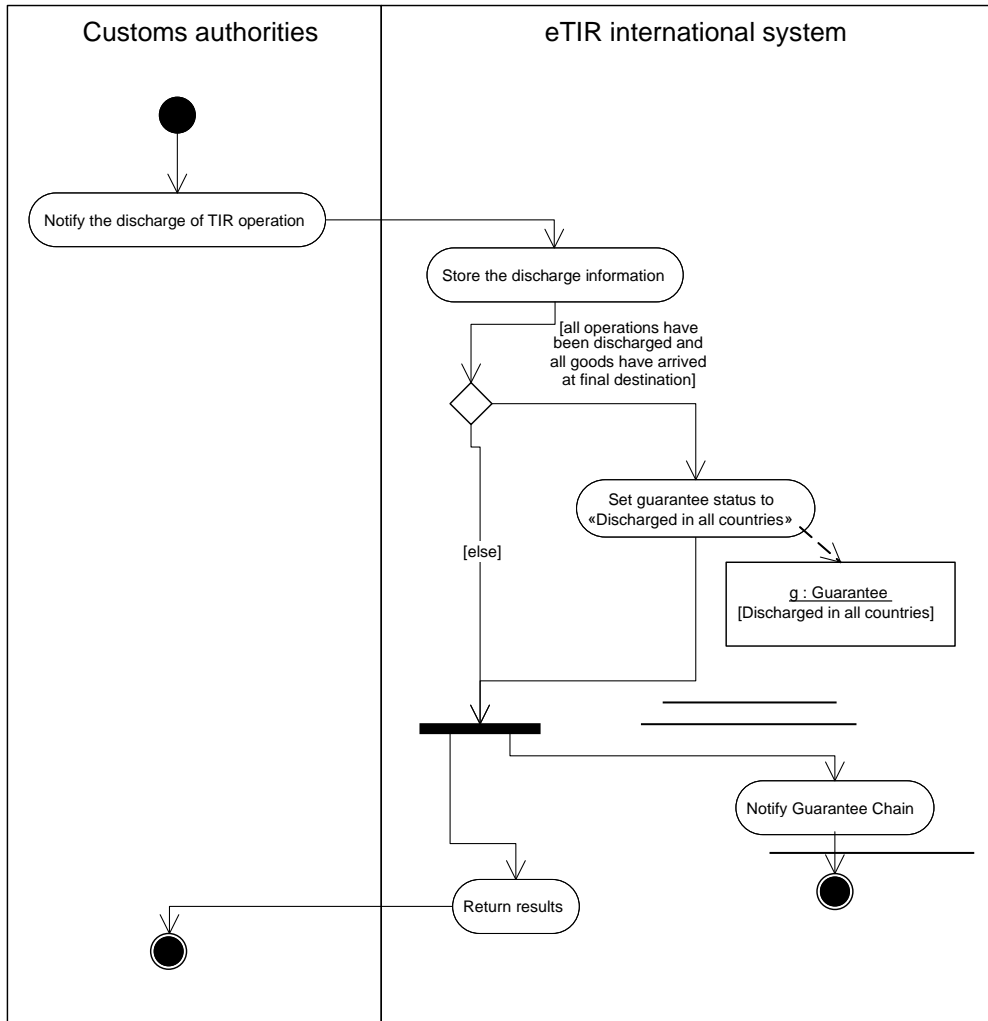
<i>Name</i>	<i>Discharge TIR operation use case</i>
Description	Customs authorities provide the eTIR international system with information regarding the discharge of a TIR operation.
Actors	Customs authorities
Performance Goals	
Preconditions	-
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that a TIR operation has been discharged. The eTIR international system stores the information and notifies the guarantee chain of the discharge of the TIR operations constituting a single TIR transport. When all goods have reached their final destination and all TIR operations covered by the guarantee have been discharged, the status of the guarantee is changed to “discharged in all countries”.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be exchanged with the eTIR international system, customs authorities will nevertheless send the discharge message at a later stage.
Special requirements	-
Extension Points	-
Requirements Covered	-

---

### 3.2.9 Discharge TIR operation activity diagram

Figure 14

Discharge TIR operation activity diagram



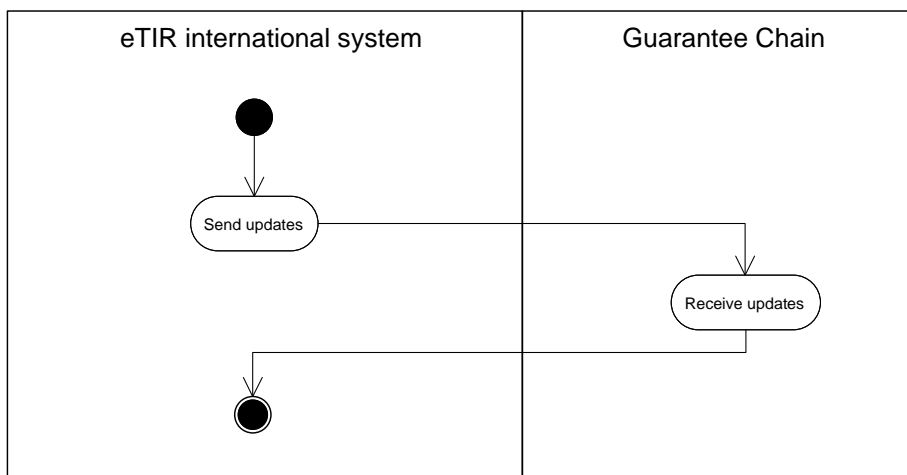
### 3.2.10 Notify guarantee chain use case description

Table 11  
**Notify guarantee chain use case description**

Name	<i>Notify guarantee chain use case</i>
Description	The eTIR international systems notifies the guarantee chain of changes in the information related to a guarantee it has issued.
Actors	Guarantee chain
Performance Goals	
Preconditions	-
Postconditions	-
Scenario	The eTIR international system notifies the guarantee chain of changes in the information related to a guarantee it has issued by sending an electronic message.
Alternative Scenario	<p><b>Fallback scenario</b></p> <p>In case the computer system of the guarantee chain cannot be reached, the eTIR international system will continue to try sending the information. A monitoring system will detect problems and trigger prompt and appropriate reactions.</p>
Special requirements	-
Extension Points	-
Requirements Covered	-

### 3.2.11 Notify guarantee chain activity diagram

Figure 15  
**Notify guarantee chain activity diagram**



### 3.2.12 Notify subsequent Countries use case description

Table 12

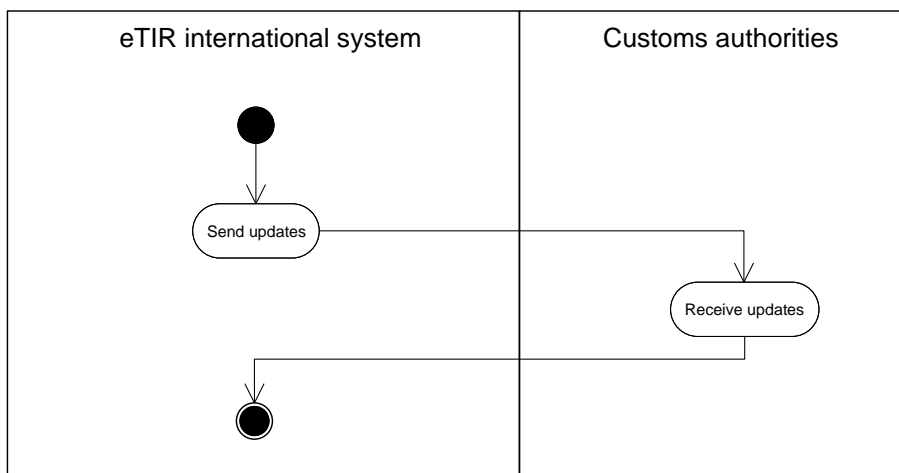
#### Notify subsequent Countries use case description

Name	<i>Notify subsequent Countries use case</i>
Description	The eTIR international system notifies customs authorities of information related to a consignment that will transit their territory.
Actors	Customs authorities
Performance Goals	
Preconditions	-
Postconditions	-
Scenario	The eTIR international system notifies customs authorities of information related to consignments that will transit their territory by sending them electronic messages.
Alternative Scenario	<p><b>Fallback scenario</b></p> <p>In case a national system is not available, the eTIR international system will continue to try sending the information. A monitoring system will detect problems and trigger prompt and appropriate reactions.</p>
Special requirements	-
Extension Points	-
Requirements Covered	-

### 3.2.13 Notify subsequent Countries activity diagram

Figure 16

#### Notify subsequent Countries activity diagram



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### 3.2.14 Advance data use case description

Table 13

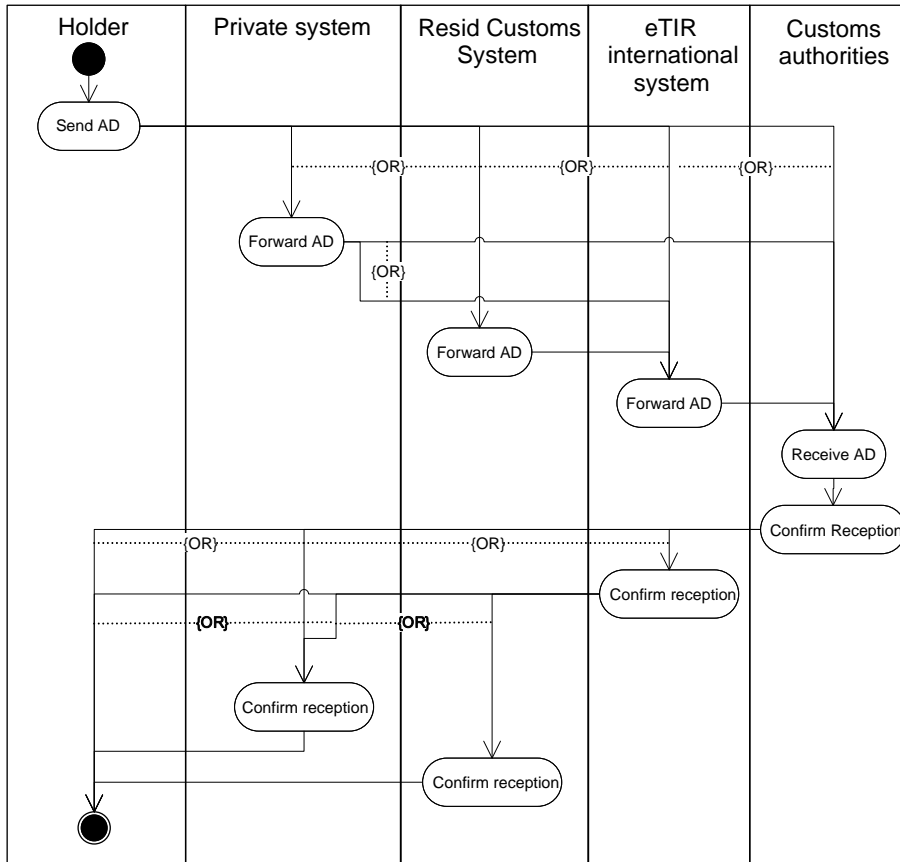
#### Advance data use case description

<i>Name</i>	<i>Advance data use case</i>
Description	<p>Sending advance data covers 3 cases: sending advance TIR data, sending advance amendment data or cancelling advance data.</p> <p>The holder transmits advance TIR data to the eTIR international system, either directly via a declaration mechanism provided by the customs authorities of his/her country of residence or a private international declaration mechanism, which will then forward the data to the customs authorities of the country of first customs office of departure.</p> <p>Before the declaration is accepted, the holder may send a cancel advance data message to cancel previously sent advance TIR data.</p> <p>Once the declaration has been accepted by customs, the holder may then transmit advance amendment data to request an amendment to the accepted declaration data. The holder may then also send a cancel advance data message to cancel previously sent advance amendment data.</p>
Actors	Holder, Customs authorities, private provider of an international declaration services (e.g. guarantee chain).
Performance Goals	
Preconditions	The holder, the customs system of the country of residence of the holder or the private provider of an international declaration services is registered in the authentication database (see 1.3.2.9).
Postconditions	-
Scenario	.
Alternative Scenario	<b>Fallback scenario</b> In case transmission by means of web services is not available, the holder should use other available declaration mechanisms.
Special requirements	-
Extension Points	-
Requirements Covered	-

---

### 3.2.15 Advance data activity diagram

Figure 17  
Advance data activity diagram



### 3.2.16 Refusal to start TIR operation use case description

Table 14  
Refusal to start TIR operation use case description

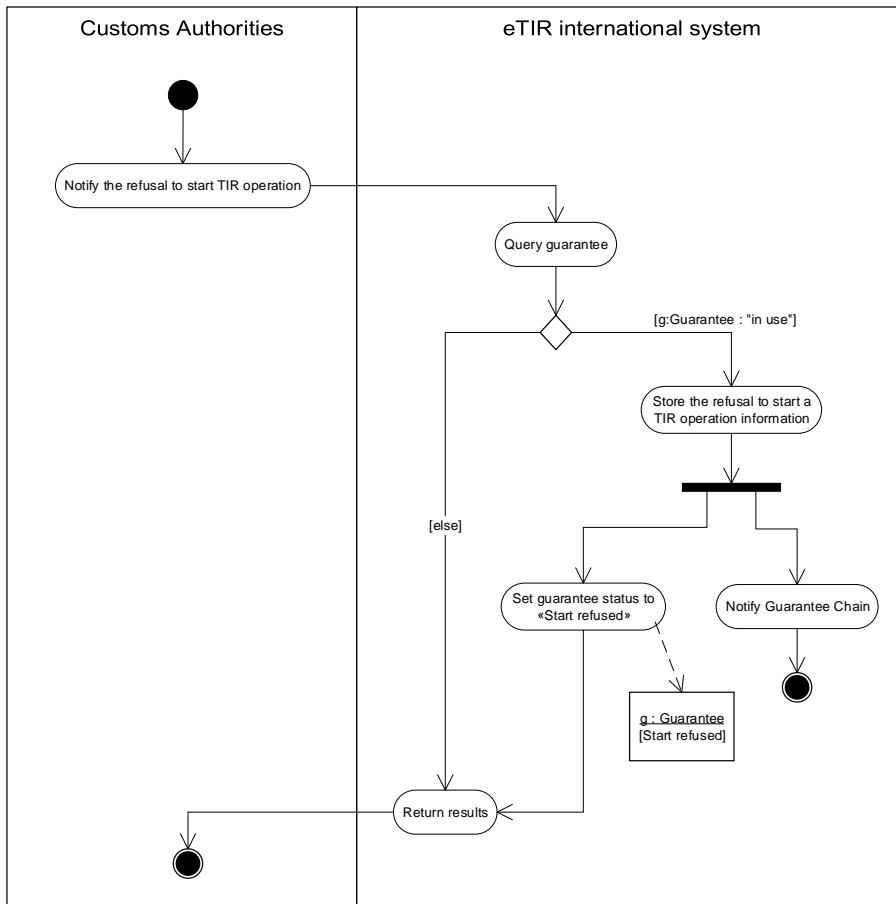
Name	<i>Refusal to start a TIR operation use case</i>
Description	Customs authorities provide the eTIR international system with information regarding the refusal to start a TIR operation.
Actors	Customs authorities
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that they refused to start a TIR operation (including the reason). The eTIR international system saves the information and notifies the guarantee chain of the refusal to start a TIR operation.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be exchanged with the eTIR international system, the information regarding the refusal to start a TIR operation should be provided on the accompanying document. Customs authorities will nevertheless send the refusal to start electronic message at a later stage.

Name	Refusal to start a TIR operation use case
Special requirements	-
Extension Points	-
Requirements Covered	-

### 3.2.17 Refusal to start TIR operation activity diagram

Figure 18

#### Refusal to start TIR operation activity diagram



### 3.2.18 Accident or incident use case description

Table 15

#### Accident or incident use case description

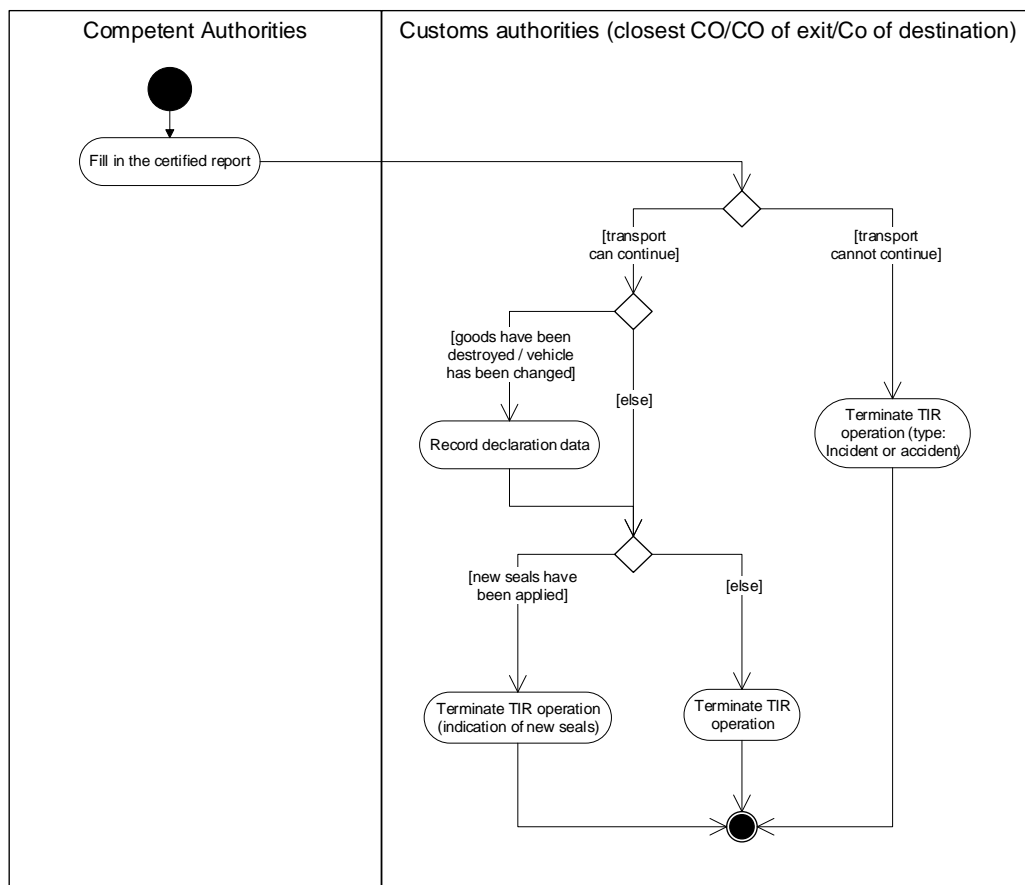
Name	Accident or incident use case
Description	An Accident or incident happens en route.
Actors	Customs authorities, other authorities en route (e.g. police)
Performance Goals	-
Preconditions	-
Postconditions	-



Name	<i>Accident or incident use case</i>
Scenario	Authorities en route fill in the certified report at the back of the accompanying document. At the first opportunity, customs authorities provide the eTIR international system with information regarding the accident or incident, either by updating the TIR transport information, if the TIR transport could continue, or by sending a termination message with type "Accident or incident" in case the TIR transport could not be resumed.
Alternative Scenario	<b>Fallback scenario</b> If electronic messages cannot be exchanged with the eTIR international system, information regarding the accident or incident is already available in the certified report and customs authorities shall amend the accompanying document accordingly. Customs authorities will nevertheless send the required electronic messages at a later stage.
Special requirements	-
Extension Points	-
Requirements Covered	-

### 3.2.19 Accident or incident activity diagram

Figure 19  
Accident or incident activity diagram

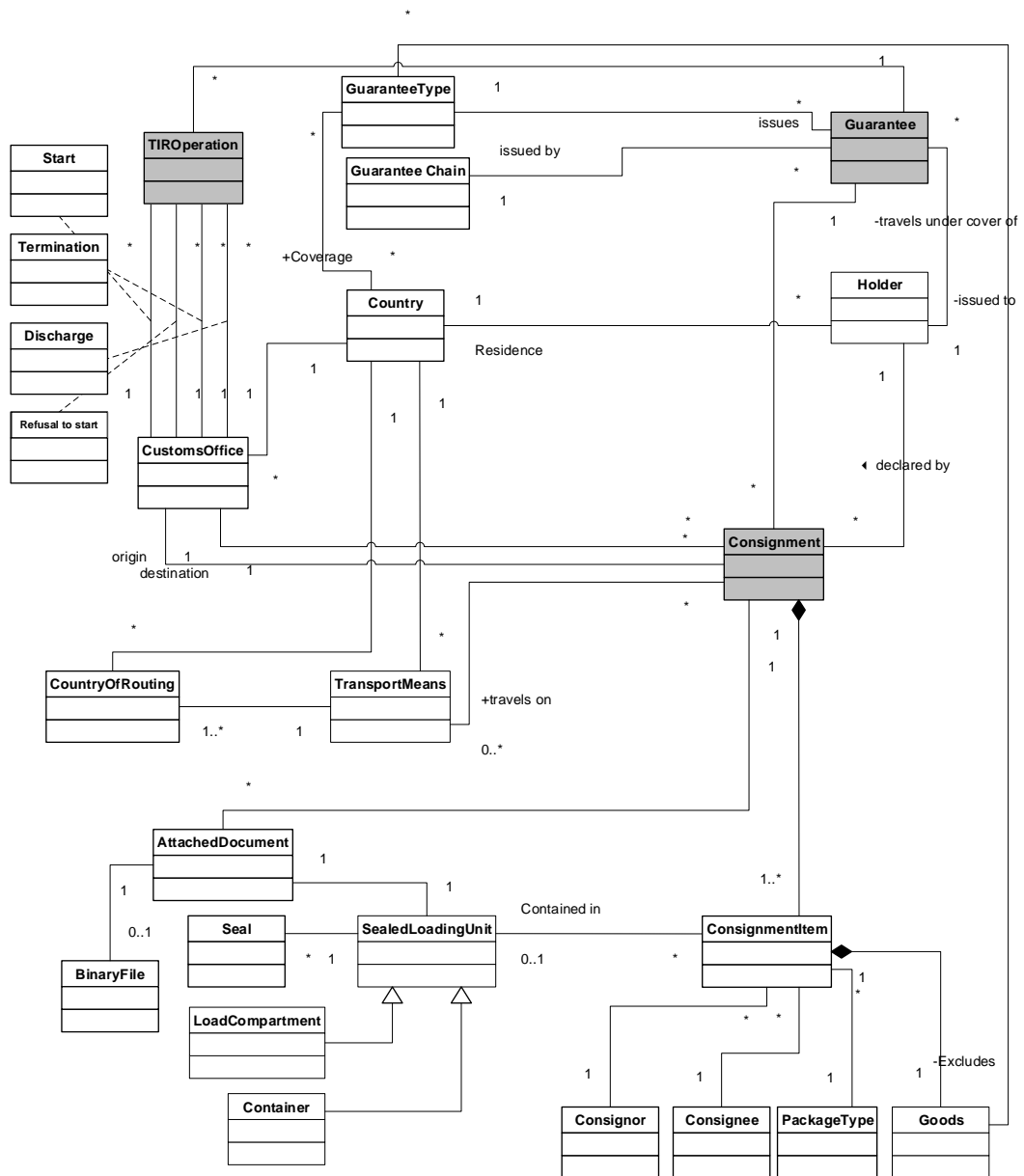


## 4 Class diagram

The class diagram in Figure 21 is articulated around 3 main classes (in grey): the guarantee, the consignment and the TIR operation.

- The guarantee class, because the majority of information exchanged with the eTIR international system is referenced using the guarantee identifier.
- The consignment class, because it links all information regarding the goods in transit.
- The TIR operation class, because it allows the exchange of information previously contained in the counterfoils.

Figure 20  
General eTIR class diagram



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## **Annex I eTIR declaration mechanism**

Following the provisions of Article 6 of Annex 11 to the TIR Convention, Chapter 1.2.4.2 stipulates that “the holder submits the advance TIR data or advance amendment data by electronic means to the customs office of departure, making reference to a guarantee issued by a guarantee chain, using authentication mechanisms. The advance TIR data and the advance amendment data shall be submitted prior to the presentation of the goods at the customs office of departure. Alternatively, the holder can make use of declaration mechanisms provided by the eTIR international system, the customs system of his/her country of residence (if available) or third-party solutions provided by the private sector (including by the guarantee chains). National customs systems and authorized international private sector declaration systems can use the declaration web service of the eTIR international system to forward the declaration to the country of departure. Customs authorities shall, if the results of the controls are satisfactory, validate and accept the declaration and transmit the declaration data to the eTIR international system. The eTIR international system forwards this information to the following customs authorities involved in the transport.”

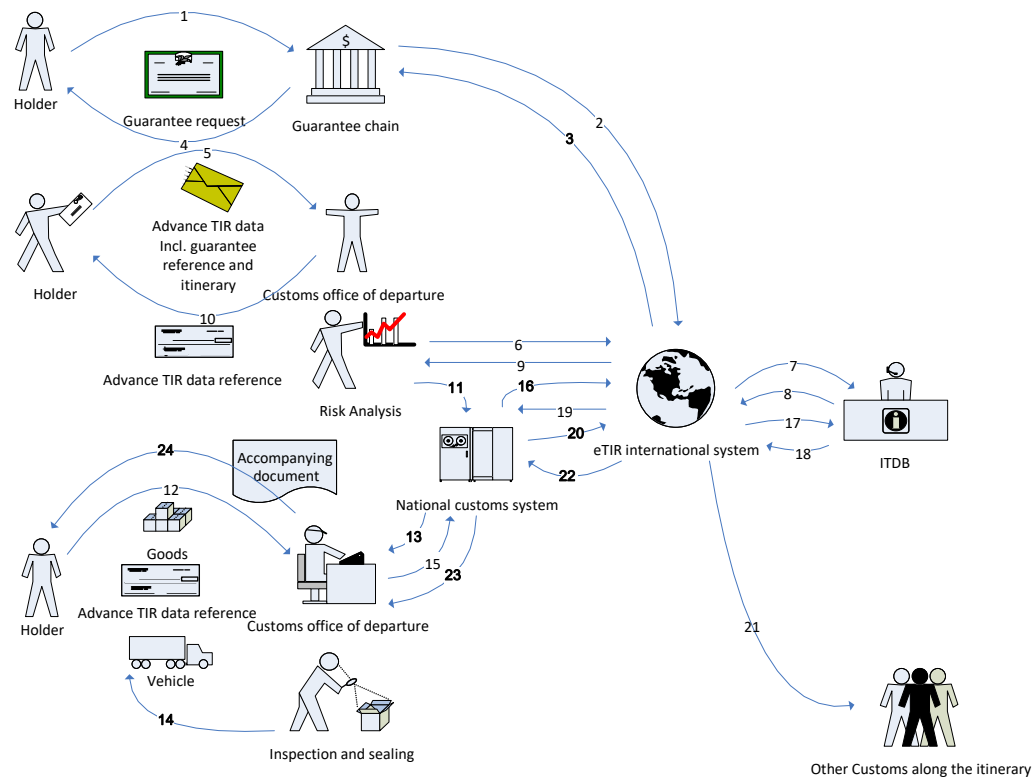
The declaration mechanism envisages that the holder sends his/her advance TIR data and advance amendment data only to the customs administration where the customs office of departure of the TIR transport is located. The customs office of departure uses this information when the holder, or his or her representative, lodges his/her customs declaration by presenting to the customs office of departure the goods, the vehicle and the reference to the guarantee which he/she has obtained from the guarantee chain and which was included in the advance TIR data or advance amendment data. The customs office of departure, after having accepted the customs declaration, registers the declaration data as well as other TIR transport information (e.g. the information on seals) in the eTIR international system. The eTIR international system forwards the declaration data to all customs authorities declared by the holder as part of his/her itinerary.

The fact that the holder is obliged to provide customs with advance TIR data and advance amendment data does not relieve him/her from his/her responsibility to lodge his/her declaration by presenting himself/herself at the customs office of departure, together with the goods, the vehicle and the reference to the guarantee, in line with Article 21 of the TIR Convention. It is then the responsibility of customs to accept the declaration.

### **I.1. The eTIR declaration at the first customs office of departure**

Figure I.1 describes all steps related to the declaration submission process at the first customs office of departure. Steps are numbered and described in the text following the figure.

Figure I.1  
**Declaration at the first customs office of departure**



1. The holder requests a guarantee from the guarantee chain;
2. The guarantee chain accepts the request and registers the guarantee with the eTIR international system;
3. The eTIR international system acknowledges registration of the guarantee;
4. The guarantee chain provides the holder with a unique reference to the guarantee;
5. The holder sends the advance TIR data to the central customs system in the country of departure, using a national declaration mechanism of the country of departure (if he has the required credentials), the declaration mechanism of his/her country of residence (if available for declarations made in other countries), the web service made available in the eTIR international system or an approved declaration mechanism provided by the private sector;
6. As part of their risk analysis, customs authorities check the validity of the guarantee in the eTIR international system;
7. The eTIR international system queries the ITDB to check that the holder is authorized;
8. The ITDB provides information on the holder to the eTIR international system;
9. The eTIR international system provides the information on holder and guarantee to customs;
10. Customs confirm the reception and the validity of the advance TIR data to the holder and provide him/her with a unique reference (if applicable);
11. Customs store the advance TIR data in their internal system, possibly together with the results of their risk assessment;
12. The holder presents the vehicle, the goods and the reference to the guarantee (or the reference provided by customs) to the customs office of departure to lodge the declaration;

- 
13. The customs office of departure retrieves from the national customs system the advance TIR data which will become the declaration data. ;
  14. In line with the results of risk assessment, customs make the required controls of the vehicle and goods against the declaration data and seals the vehicle if the controls are satisfactory;
  15. The results of the checks and the seals numbers are stored in the customs system;
  16. The customs office of departure (national customs system) informs the eTIR international system that it accepts the guarantee;
  17. The eTIR international system queries the ITDB on the status<sup>7</sup> of the holder to whom the guarantee has been issued;
  18. The ITDB returns the status of the holder to the eTIR international system;
  19. The eTIR international system confirms the acceptance of the guarantee to the national customs system;
  20. After having accepted the declaration, the national customs system forwards the declaration data to the eTIR international system by means of the “Record declaration data” message;<sup>8</sup>
  21. The eTIR international system provides all customs administrations involved in the TIR transport with the declaration data and the relevant TIR transport data. This information, exchanged in a customs secure environment, will serve as the declaration data for the subsequent customs authorities;
  22. The eTIR international system confirms the reception of the information;
  23. The customs officer sees the results on his/her screen and generates/prints the accompanying document;
  24. The customs officer hands out the paper accompanying document to the holder if it was printed. Otherwise the national system sends the generated accompanying document to the holder by electronic means.

## **I.2. The eTIR declaration at the customs office of entry**

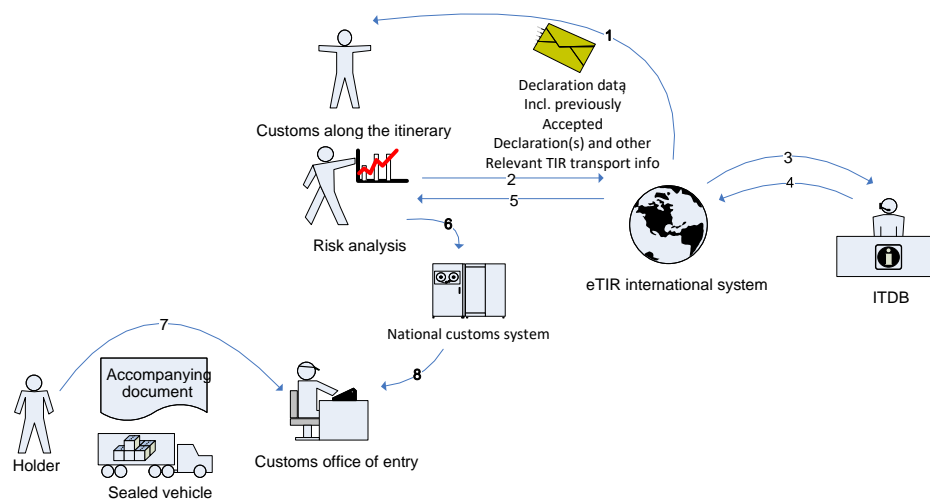
Figure I.2 describes all steps related to the declaration submission process at the customs office of entry. Steps are numbered and described in the text following the figure.

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<sup>7</sup> The status of the holder refers to his/her status as contained in the ITDB, i.e. authorized, withdrawn, or end of activity, as well as information regarding exclusions (art. 38)

<sup>8</sup> Customs perform other activities in line with national or international requirements, such as sending a “Start TIR operation” message. However, as this is not part of the declaration submission mechanism but rather follows the acceptance of the declaration by Customs, it is not further described in this document.

Figure I.2  
**Declaration at the customs office of entry**



1. Customs authorities along the itinerary receive the declaration data from the eTIR international system, indicating that a holder is performing a TIR transport which will enter their territory (see step 21 of the customs office of departure);
2. As part of their risk analysis, customs authorities check the validity of the guarantee with the eTIR international system;
3. The eTIR international system queries the ITDB to check that the holder is authorized;
4. The ITDB provides information on the holder to the eTIR international system;
5. The eTIR international system provides the information on holder and guarantee to customs;
6. Customs store the declaration data in their national customs system, possibly together with the results of their risk assessment;
7. The holder presents the sealed vehicle (containing the goods) together with the accompanying document and the guarantee reference at the customs office of entry en route;
8. The customs office of entry en route retrieves the declaration data from the national customs system.<sup>9</sup>

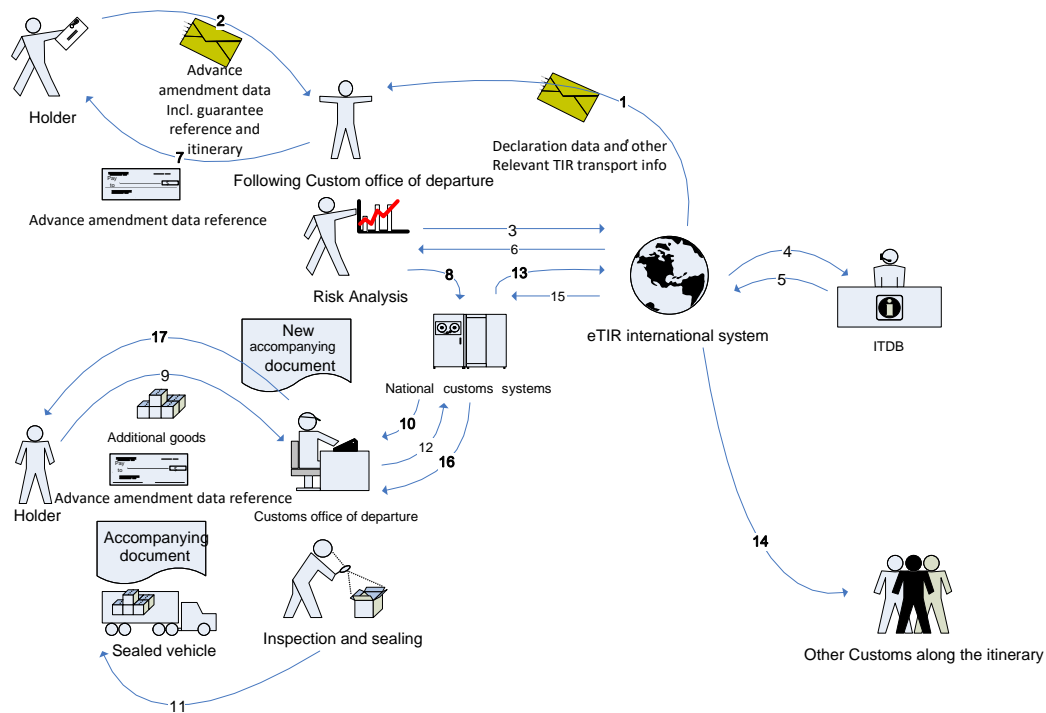
In case the geographical distance between the customs office of departure and the following customs office of entry en route is too close to meet national deadlines regarding the submission of advance information, customs authorities at the customs office of entry en route should accept the declaration data forwarded through the eTIR international system. In a computerized environment, even short time lags are sufficient to perform automatic risk assessment and should allow for adequate channelling of the holder upon his/her arrival at the border.

### I.3. The eTIR declaration at the following customs offices of departure

Figure I.3 describes all steps related to of the declaration submission process at a customs office of departure, other than the first customs office of departure, in case of multiple loading places. Steps are numbered and described in the text following the figure.

<sup>9</sup> After accepting the declaration, Customs perform other activities in line with national or international requirements, such as sending a “Start TIR operation” message. However, as this is not part of the declaration submission mechanism but rather follows the acceptance of the declaration by Customs, it is not further described in this annex.

Figure I.3  
**Declaration at the following customs offices of departure**



1. The eTIR international system sends the declaration data to the customs authorities along the itinerary (see step 21 at the first customs office of departure and step 14 below);
2. The holder, or his/her representative, sends the advance amendment data to the central customs system in the country of departure, using a national declaration mechanism of the country of departure (if he/she has the required credentials), the declaration mechanism of his/her country of residence (if available for declarations made in other countries), the web service made available in the eTIR international system or an approved declaration mechanism provided by the private sector;
3. As part of their risk analysis, customs authorities check the validity of the guarantee with the eTIR international system;
4. The eTIR international system queries the ITDB to check that the holder is authorized;
5. The ITDB provides information on the holder to the eTIR international system;
6. The eTIR international system provides the information on holder and guarantee to customs;
7. Customs confirm the reception and the validity of the advance amendment data to the holder and provide him/her with a unique reference (if applicable);
8. Customs store the advance amendment data in their internal system, possibly together with the results of their risk assessment;
9. The holder presents the sealed vehicle (containing goods loaded at previous loading points), together with the accompanying document. Moreover, he/she presents the additional goods to be loaded, together with the reference to the guarantee (or the unique reference provided by customs) to the customs office of departure to lodge the declaration;
10. The customs office of departure retrieves from the national customs system the declaration data and the advance amendment data which will compose the complete declaration data;
11. Customs remove the seals, in line with the results of the risk assessment, make the required controls of the vehicle and goods against the declaration data. If the controls are satisfactory, and after the additional goods are loaded, they seal the vehicle;

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12. The results of the checks and the seals numbers are stored in the customs system;
  13. After having accepted the declaration, the national customs system forwards the declaration data to the eTIR international system by means of the “Record declaration data” message;<sup>10</sup>
  14. The eTIR international system provides all subsequent customs administrations involved in the TIR transport with the declaration data. This information, exchanged in a customs secure environment, will serve as declaration data for the subsequent customs authorities;
  15. The eTIR international system confirms the reception of the information;
  16. The customs officer sees the results on his/her screen and prints/generates the accompanying document;
  17. The customs officer hands out the paper accompanying document to the holder if it was printed. Otherwise the national customs system sends the generated accompanying document to the holder by electronic means.

In case the geographical distance between the customs office of departure and the previous customs office of departure is too close to meet national deadlines for the submission of advance information, customs authorities at the customs office of departure should accept the declaration data forwarded through the eTIR international system. In a computerized environment, even short time lags are sufficient to perform automatic risk assessment and should allow for adequate channelling of the holder upon his/her arrival at the border.

## **I.4. Remarks**

### **I.4.1. Submission of the declaration in foreign countries**

The declaration submission procedure described above is designed to facilitate the sending of advance TIR data or advance amendment data by the holder to customs administrations in countries other than the holder’s country of residence. The responsibility to provide adequate submission procedures lies at the national level and is a matter between the holder and the customs authorities. However, further to defining a standard set of elements to be contained in the advance TIR data and advance amendment data messages, the eTIR international system will also provide a declaration web service that will be made available to authorized holders, third party service providers and customs.

There is a general agreement that the requirement of a national electronic declaration system does not pose a problem in the relationship between the holder and customs authorities of the country in which he/she is established or resident. However, there seems to be a potential problem with regard to how the holder can establish secure electronic communications with customs authorities in other countries where the beginning of the TIR transport could take place, without having to call upon the paid services of a customs broker or any other third party. In order to achieve this, customs administrations will have to ensure not only that their national declaration submission system is accessible by all holders (in particular when considering authentication requirements), but also that it is available in, at least, one of the three official languages of the TIR Convention (English, French or Russian). A generalized use of standard codes will also further simplify this issue. In order to provide holders with additional options to submit their declaration to customs, a declaration web service is also available in the eTIR international system and made available to authorized holders, customs systems and authorized third party declaration mechanisms. This web service allows to forward advance TIR data and advance amendment data to the customs system of the country of departure. Furthermore, customs administrations may wish to extend the scope of their national declaration mechanism to allow their national holders to send advance TIR data and

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<sup>10</sup> Customs perform other activities in line with national or international requirements, such as sending a “Start TIR operation” message. However, as this is not part of the declaration submission mechanism but rather follows the acceptance of the declaration by Customs, it is not further described in this annex.



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advance amendment data to other customs systems when the TIR transport starts abroad (making use of the eTIR international system declaration web service). Finally, third party solutions may also be used to transmit the advance TIR data and advance amendment data directly to customs or via the eTIR international system declaration web service.

#### **I.4.2. Comparison with the current paper environment**

The declaration mechanism only differs slightly from the current paper-based procedure. The declaration continues to be formally lodged by the holder at the time he/she presents himself/herself at the customs office of departure or entry en route, together with the vehicle and the goods. However, the eTIR system introduces, as new requirement, that customs should receive data before the physical presentation of the vehicle and goods at the customs office of departure or entry en route. The purpose of this is to allow customs to perform certain checks (including the validity of the guarantee) and to determine the risk profile of the TIR transport prior to its arrival at the customs office concerned. In addition, the eTIR system is designed in such a way that the holder only needs to submit advance TIR data (and possibly advance amendment data) once, thus avoiding the multiple submission to various national customs systems. The customs office of departure, by registering all relevant TIR transport information in the eTIR international system, ensures that the data required for lodging the declaration, as well as other TIR transport information (e.g. seals), are provided to all subsequent countries involved in the TIR transport prior to the arrival of the vehicle so that all customs administrations involved can perform their risk assessment in advance. As it is the case today, the holder remains responsible for the presentation at each customs office of the vehicle, load and guarantee reference in accordance with the principles set out in Article 21 of the TIR Convention. The change in the procedure regards only the submission of the information required to lodge the declaration, which is done by means of the TIR Carnet in the TIR procedure and which is done electronically by means of the mechanisms described above for the eTIR procedure.

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