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Administrative Committee for the TIR Convention, 1975

Technical Implementation Body

Second session
Geneva, 31 August–2 September 2022
Item 5 (b) (ii) of the provisional agenda
**eTIR conceptual, functional and technical specifications:
Version 4.4**

Concrete amendment proposals

Note by the secretariat

I. Introduction and mandate

1. At its first session, the Technical Implementation Body (TIB) considered document ECE/TRANS/WP.30/AC.2/TIB/2022/8, containing a list of issues which could not be included in version 4.3 of the eTIR specifications. It requested the secretariat to prepare concrete proposals to resolve those issues for one if its future sessions.

II. Detailed proposals

A. Prescribed national itinerary

1. Additional data field

2. When starting a TIR operation, customs authorities can prescribe a national itinerary. In the TIR Carnet; this information is written by the customs officer in box 22 of vouchers 1 and 2 as well as in box 5 of the first counterfoil.

3. At its first session. TIB considered the need to allow customs administrations to prescribe a national itinerary, different from indicating a customs office, and mandated the secretariat to prepare a proposal for one of its future sessions, which would provide flexibility to customs administrations, e.g., by introducing a free text field.

4. In the World Customs Organization (WCO) data model, under the class used in eTIR for the national itinerary (Itinerary), while not yet activated, a class AdditionalInformation, with its free text attribute "Statement", could allow, if added to the I9 message, to provide a national itinerary different from indicating a customs office. Considering that customs could either provide an itinerary as a customs office or use the new statement to include free text, the classes AdditionalInformation and NationalItineraryCustomsOffice would be conditional, with a condition ensuring that, one or both of those classes should be present in the message if the class NationalItinerary is present.

5.   The I9 message would look as follows (changes are underlined):

eTIR class and data element name	Min / Max occurrence			Status
Message		..		
├── Message function, coded	1	..	1	R
├── Message identifier	1	..	1	R
├── Type, coded	1	..	1	R
└── **Guarantee**	**1**	**..**	**1**	**R**
├── Reference	1	..	1	R
└── **TIROperation**	**1**	**..**	**1**	**R**
├── Sequence number	1	..	1	R
├── Registration number	1	..	1	R
└── **Start**	**1**	**..**	**1**	**R**
├── End date time	1	..	1	R
├── Time limit date time	0	..	1	O
└── **AdditionalInformation**	**0**	**..**	**1**	**O**
└── Remarks	1	..	1	R
└── **Consignment**	**0**	**..**	**1**	**O**
└── **TransportEquipment**	**1**	**..**	**unbounded**	**R**
├── Identifier	1	..	1	R
└── **Seal**	**1**	**..**	**unbounded**	**R**
├── Sequence number	1	..	1	R
├── Seal number	1	..	1	R
└── Seal type, coded	0	..	1	O
└── **Control**	**1**	**..**	**1**	**R**
├── Type, coded	1	..	1	R
└── **ControlResult**	**1**	**..**	**1**	**R**
└── Result, coded	1	..	1	R
└── **NationalItinerary**	**0**	**..**	**1**	**O**
└── **NationalItineraryCustomsOffice**	**0**	**..**	**1**	**D**
└── Identifier	1	..	1	R
└── **AdditionalInformation**	**0**	**..**	**1**	**D**
└── Statement	1	..	1	R
└── **CustomsOffice**	**1**	**..**	**1**	**R**
└── Identifier	1	..	1	R

6.   The condition could read as follows:

> IF NOT EMPTY(NATIONALITINERARY)
> THEN NOT EMPTY (NATIONALITINERARYCUSTOMSOFFICE)
> OR NOT EMPTY (ADDITIONALINFORMATION)

2.   Notification regarding a forced change in the itinerary

7.   At its first session, TIB agreed that when customs administrations use the national itinerary to prescribe a different customs office of exit in order not to have to force the holder to amend the declaration data to indicate a new customs office of entry in the next country, the eTIR international system could make use of the information provided in the start TIR operation message (I9) to inform the following countries of the change of itinerary. TIB mandated the secretariat to present a detailed proposal, e.g., making use of the information about adjacent border customs offices in the International TIR Data Bank (ITDB).

8.   The first prerequisite to allow such notification mechanism, is to ensure that the information on adjacent border crossing points is adequately registered in ITDB for all countries having enabled the eTIR procedure on their territory.

9.   In practice, on the basis of the NationalItineraryCustomsOffice sent by a country by means of an I9 message, the eTIR international system, using data contained in ITDB, would first check if the customs office is on the border with the next country of the itinerary. If so, it would amend, in the declaration data, the customs office of exit of the current country and the customs office of entry of the next country, as contained in ITDB, and inform the following countries along the route by means of an I15 message that would contain the revised declaration data (with the new itinerary). The relevant new code would also have to be added to the code list CL16 (Message function code) which is used by the attribute Message function, coded in the I15 message.

B. Requirements of the Eurasian Customs Union

1. Languages for text fields

10.   At its first session, TIB mandated the secretariat to present a detailed proposal, at one of its future sessions, on possible technical solutions which would allow the submission by holders of text fields in more than one language.

11.   From a technical perspective, the most straightforward option to allow for the provision of the text fields in multiple languages would be to transform text fields from attributes to classes with an unbounded maximum cardinality (*). However, in many cases this would first require significant changes in the WCO data model as well as in all customs systems designed on the basis of the WCO data model.

12.   Therefore, and considering that translations are currently not written directly on the TIR Carnet, the Remarks class in the AdditionalInformation class, at the level of the declaration, could be used to provide translations if:

(a)   Its maximum cardinality of the AdditionalInformation class would be set to unbounded.

(b)   The attribute statementType,coded would be included and a new type (translation) would be added to the UN/EDIFACT code list 4451 (e.g. TRN).

(c)   The class Pointer would be included (with cardinality 0..1) to allow the translation to point as the element which is translated. Its status would be dependant (D) and the following condition should be added:

> IF statementType,coded =”TRN
> THEN NOT EMPTY (POINTER)

13.   As an example, if the description of the goods of the first consignment item of the first consignment is provided in English as “Apples”, its translation in French could be provided as follows:

```
AditionalInformation
    Sequence = 1
    Remark
        Text.Content = "Pommes"
        Language identifier = "FR"
    statementType,coded = "TRN"
    Pointer
            Location =
            "Message/Consignement[1]/ConsignementItem[1]/Goods/Decription
```

14.   Such mechanism would allow the provision by the holder of the required translations along the itinerary (for any text field of the advance TIR data), while ensuring that they could easily be identified as translation by the country of departure, which does not need them.

C. Distribution of eTIR code lists

15.   At its first session, TIB mandated the secretariat to prepare, for one of its future sessions, a document presenting a concrete proposal aimed at ensuring that, for each update cycle of the eTIR specifications, code lists are automatically disseminated to all stakeholders.

16.   The synchronous distribution of code lists could be done following either a push or pull approach.

17.   In order to push the code lists to customs administrations after each update cycle, dedicated webservices would be deployed by customs administrations. The messages exchanged on those webservices would be based on the update cycles and code lists class diagram presented in Figure 29 of the eTIR technical specifications.

18.   The pull mechanism could be based either on webservices calls from customs administrations to the eTIR international system, or on a file repository. Customs

administrations would then, at scheduled intervals (e.g. once a week), call the webservice or download the code lists from the repository.

19.   TIB might want to consider both approaches and provide guidance to the secretariat on which approach to explore further.

D.   Generation of the accompanying document

20.   The secretariat will present a detailed proposal at one of the future sessions of TIB.

E.   Exchanging attached documents

21.   The secretariat will present a detailed proposal at one of the future sessions of TIB.

F.   Notifications to countries when the transport will not reach a country

22.   The eTIR international system already notifies customs administrations by means of the I15 message that a transport will not reach their country. The message function code contained in the message allows customs administration to know what kind of information to expect in the I15 message, i.e., Amended declaration data, Refusal to start operation guarantee, Seals information (Start) or Seals information (Terminate).

23.   An easy notification mechanism in case a transport will not reach a country could be implemented on the basis of an I15 message by including two additional message function codes, i.e., "transport interrupted due to an accident or incident" and "transport rerouted through other countries". The I15 message would in that case only need to contain a reference to the guarantee or the declaration data, in order to allow customs to identify the TIR transport.

G.   Access to TIR transport data by holders

24.   The secretariat will present a detailed proposal at one of the future sessions of TIB.

III.   Considerations by the Technical Implementation Body

25.   TIB may wish to consider the proposals above and provide guidance to the secretariat on how it wishes to proceed.

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