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**Economic Commission for Europe**
**Administrative Committee for the TIR Convention, 1975**
**Technical Implementation Body**
**Second session**

Geneva, 30 August – 1 September 2022

**Report of the Technical Implementation Body on its second session**
**Contents**

	<i>Paragraphs</i>	<i>Page</i>
I. Attendance.....	1–2	3
II. Adoption of the agenda (agenda item 1) .....	3	3
III. Adoption of the report of the first session (agenda item 2) .....	4	3
IV. Election of officers (agenda item 3) .....	5	3
V. eTIR international system (agenda item 4) .....	6–10	3
A. Progress report on the development of the eTIR international system .....	6–7	3
B. Progress report on the connection of national customs systems to the eTIR international system .....	8–10	3
VI. eTIR conceptual, functional and technical specifications (agenda item 5) .....	11–34	4
A. Version 4.3.....	11–12	4
Conformance tests .....	13–14	4
B. Version 4.4.....	15–34	5
1. Concrete amendment proposals;.....	15–28	5
(a) Prescribed national itinerary .....	16–18	5
(b) Requirements of the Eurasian Customs Union.....	19–21	5
(i) Languages for text fields.....	19	5
(ii) Additional data requirements, format and structure of messages.....	20	5
(iii) Trusted third parties .....	21	5
(c) Distribution of eTIR code lists .....	22	5
(d) Generation of the accompanying document.....	24	6
(e) Exchanging attached documents .....	25	6

(f)	Notifications to countries when the transport will not reach a country.....	26–27	6
(g)	Access to TIR transport data by holders .....	28	6
2.	New proposals by the secretariat;.....	29–32	6
3.	Proposals by governments.....	33–34	6
VII.	Other business (agenda item 6).....	35	7
	Date and place of the next sessions of TIB .....	35	7
VIII.	Adoption of the report (agenda item 7).....	36	7
Annex			
	List of decisions taken at the second session of the Technical Implementation Body .....		8

## **I. Attendance**

1. The Technical Implementation Body (TIB) held its second session from 30 August to 1 September 2022, virtually and in-person, in Geneva. The session was attended by representatives of the following countries: Belarus, Belgium, Czechia, Denmark, Finland, Georgia, Germany, Greece, Hungary, Iran (Islamic Republic of), Italy, Jordan, Morocco, Netherlands, Poland, Republic of Moldova, Romania, Serbia, Slovakia, Switzerland, Türkiye, Ukraine and Uzbekistan. Representatives of the European Union were also present. The following non-governmental organization was represented: International Road Transport Union (IRU).

2. In the absence of a quorum<sup>1</sup>, the Technical Implementation Body (TIB) mandated the secretariat to use the silence procedure, as per Rules 26 and 27 of its Rules of Procedure. TIB stressed the importance of government representatives of contracting States to be present during the roll-call in order to avoid having to revert to the silence procedure at future sessions.

## **II. Adoption of the agenda (agenda item 1)**

3. TIB adopted the agenda of the session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/3.

## **III. Adoption of the report of the first session (agenda item 2)**

4. TIB adopted the report of its first session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/2.

## **IV. Election of officers (agenda item 3)**

5. In the absence of candidates, TIB could not elect a Vice Chair for the remaining sessions in 2022, but invited delegates to volunteer for the position of Vice-Chair, for possible election at the third session.

## **V. eTIR international system (agenda item 4)**

### **A. Progress report on the development of the eTIR international system**

6. TIB took note of the continuous improvements of the eTIR international system and that the secretariat was currently focusing its efforts on the preparation of the conformance tests.

7. TIB further noted the progress made toward improving the International TIR Data Bank (ITDB), in particular the new eTIR portal and Customs and Holder mobile applications.

### **B. Progress report on the connection of national customs systems to the eTIR international system**

8. TIB recalled that Azerbaijan, Georgia, Tunisia and Uzbekistan have finalized their interconnection projects and that Pakistan and Türkiye have made significant progress and should also soon be ready for the conformance tests.

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<sup>1</sup> Fifteen Contracting States to the TIR Convention bound by Annex 11 had official governmental representatives present during the roll-call. Official representation of at least nineteen Contracting States was required to reach the quorum.

9. While TIB has dealt with the issue transmitted by AC.2 regarding the possibility to allow the platform used to issue eGuarantees to query the eTIR international system to obtain status data of holders, it also requested IRU to prepare a presentation of the associations-IRU joint system which will be used to distribute, issue and register eGuarantees, at one if its future sessions. On the basis of a presentation delivered by the representative of the Union of Chambers and Commodity Exchanges of Türkiye (TOBB), TIB confirmed that the applications developed by IRU and used by national associations to issue eGuarantees to authorized TIR holders mirror the procedures used for the distribution and issuance of paper TIR Carnets. Without prejudice to the decisions to be taken by TIRExB and, ultimately, AC.2, TIB was of the view that, since the registration of eGuarantees in the eTIR international system, by means of the E1 message, is triggered by an action performed by the issuing association, the provisions of Article 6 paragraph 3 seem to be respected.

10. Regarding the issuance of eGuarantees and the need for customs administrations to indicate the issuing association in box 3(b) of the accompanying document, TIB discussed the possible need to add the code of the issuing association to the guarantee registration message (E1). Taking into consideration that, different from the issuance of paper TIR Carnets, associations will only issue eGuarantees to their own members, TIB considered that the code of the association included in the holder identification number would be sufficient for customs to fill in box 3(b) of the accompanying document and that no changes to message E1 were required at this stage.

## **VI. eTIR conceptual, functional and technical specifications (agenda item 5)**

### **A. Version 4.3**

11. TIB took note of the revised version 4.3 of the eTIR specifications, as contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/2/Rev.1-ECE/TRANS/WP30/AC2/2022/11/Rev.1 (Introduction), ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.1-ECE/TRANS/WP30/AC.2/2022/12/Rev.1 (eTIR concepts), ECE/TRANS/WP.30/AC.2/TIB/2022/4-ECE/TRANS/WP30/AC.2/2022/13 (eTIR functional specifications) and ECE/TRANS/WP.30/AC.2/TIB/2022/5-ECE/TRANS/WP.30/AC.2/2022/14 (eTIR technical specifications). TIB also took note of Chapter II of Informal document TIB (2022) No. 1, which contains various corrections of editorial, consistency or logical nature that have been included in the revised documents referred to above.

12. Furthermore, TIB agreed with the minor corrections 2 to 6, contained in Chapter III of Informal document 1 (2022) and decided to further discuss correction 1, together with the possible need to restrict to kilograms the measurement unit of the gross weight (at consignment item level) and total gross weight (at declaration level).

#### **Conformance tests**

13. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2022/11, containing the framework for the conformance tests, referred to in Annex 11, Article 11.2, and welcomed a presentation on the overview of the scenarios and sub scenarios to be used for the conformance tests. TIB also took note of the interest of IRU to take part in the conformance tests and clarified that, while up to phase 3 the tests should only involve the administration that is undergoing the conformance tests, holders and the guarantee chain would take part in the optional phase 4. TIB further clarified that customs administrations will remain responsible to run regression testing in case of updates to their systems and also stressed that, in the case of major updates, it should be left to the customs administration concerned to assess if undergoing conformance tests would be necessary and, eventually, request ECE to run the conformance tests on the updated system, in full or partially.

14. TIB decided to attach the conformance tests framework, as contained in document ECE/TRANS/WP.30/AC.2/TIB/2022/11, as an Annex to the eTIR technical specifications

version 4.3 and to publish a description of the scenarios and sub-scenarios on the eTIR website as separate files.

## **B. Version 4.4**

### **1. Concrete amendment proposals**

15. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2022/12, containing concrete amendment proposals related to the issues which TIB, at its first session, considered important for inclusion in version 4.4 of the eTIR specifications. TIB reviewed them individually and took the following decisions:

#### **(a) Prescribed national itinerary**

16. TIB considered the proposals contained in chapter II.A.1 of document ECE/TRANS/WP.30/AC.2/TIB/2022/12 and started by confirming that, while it appears that this information is mainly relevant nationally/regionally (since this information is indicated on the counterfoils of the TIR Carnet), it should also be available in eTIR messages. TIB also noted the interest to, possibly, have the possibility for customs unions to indicate the itinerary at the level of countries, e.g., by providing the country codes of the countries that would need to be part of the itinerary. TIB further noted that in the TIR Carnet the prescribed national itinerary is actually called “route prescribed” and expressed a preference towards this terminology as it would also better apply to customs unions.

17. TIB welcomed the proposal regarding the notification mechanism, in case of a forced change in the itinerary. It also clarified that notifications would not be required when the change in customs office of exit would coincide with a change of mode of transport, e.g., at a port or intermodal terminal.

18. TIB decided to continue its discussions on the national itinerary at the next session, on the basis of an amended proposal which would, if possible, solve the concerns voiced during the session.

#### **(b) Requirements of the Eurasian Customs Union**

##### *(i) Languages for text fields*

19. TIB recalled that it had 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. After an introduction of the proposal, contained in Chapter II.B.1 of document ECE/TRANS/WP.30/AC.2/TIB/2022/12, and at the request of a member of the Eurasian Customs Union present at the session, TIB decided to continue discussing the translation of text fields at its next session.

##### *(ii) Additional data requirements, format and structure of messages*

20. In the absence of a gap analysis or concrete amendment proposals aimed at bridging the gaps, TIB was not in a position to discuss this issue.

##### *(iii) Trusted third parties*

21. In the absence of additional information, TIB did not discuss this issue.

#### **(c) Distribution of eTIR code lists**

22. TIB considered the “pull and push” options, proposed by the secretariat, to ensure that, for each update cycle of the eTIR specifications, code lists are automatically disseminated to all stakeholders, including the private sector, but could not decide on a preferred option. TIB was of the view that, if handled properly, neither option would pose significant security concerns and stressed that regardless of the option chosen, a repository of code lists should be available and up-to-date at all times.

23. TIB decided to continue its discussions on the distribution of code lists to all stakeholders at its next session, on the basis of more detailed information about both options (push and pull) as well as possible hybrid solutions.

**(d) Generation of the accompanying document**

24. TIB noted that the TIR secretariat was working on the generation of accompanying documents and would present a concrete proposal at a future session. TIB also questioned the need to look into a possible inconsistency between the functional and technical eTIR specifications regarding the terminology used. While the functional specifications seem to refer to the “provision” of the accompanying document to the holder, the technical specifications refer to the “generation” of the accompanying document.

**(e) Exchanging attached documents**

25. In the absence of concrete proposal, TIB did not discuss this issue.

**(f) Notifications to countries when the transport will not reach a country**

26. TIB considered and agreed on the inclusion of a mechanism to notify countries when a TIR transport will not reach a country, as described in chapter F of document ECE/TRANS/WP.30/AC.2/TIB/2022/12, pending the inclusion of the cancellation of the guarantee as a third reason for a transport not to reach a country.

27. TIB further clarified that if the holder would not present the vehicle and the goods at an office of exit this would imply the transport will not to reach a country. However, since the claims procedure is the same for the TIR and eTIR procedure, the eTIR international system will not be able to send notifications in those cases.

**(g) Access to TIR transport data by holders**

28. In the absence of additional information, TIB did not discuss this issue.

**2. New proposals by the secretariat**

29. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2022/13, containing a list of new issues brought forward by the secretariat for possible consideration in the elaboration of version 4.4 of the eTIR specifications and took the following decisions:

30. TIB agreed with the proposals on the overview of changes, presented in chapter II.A of document ECE/TRANS/WP.30/AC.2/TIB/2022/13.

31. TIB welcomed the proposals related to the usage of modeling diagrams to be used in the framework of the eTIR specifications, presented in chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2022/13 and requested the secretariat to present an example comparing the existing diagrams (in Unified Modelling Methodology – UML) with the proposed new diagrams (in Business Process Model and Notation – BPMN) as well as simplified class diagrams. TIB also encouraged delegations to enquire about national practices/preferences with their relevant services before the next session.

32. TIB welcomed the proposals related to the structure of the eTIR specifications, presented in chapter II.C of document ECE/TRANS/WP.30/AC.2/TIB/2022/13 and mandated the secretariat to prepare a detailed proposal for one of its next sessions. TIB also recalled that changes to the structure of the eTIR specifications, even between versions, will require submitting the relevant amendment requests to TIB and AC.2.

**3. Proposals by governments**

33. TIB noted that no written proposals related to issues to be included in version 4.4 of the eTIR specifications had yet been submitted by governments.

34. However, TIB welcomed the introduction by the European Union of a few possible amendment proposals that will be submitted to TIB, as outcome of the NCTS-eTIR Proof of Concept (see ECE/TRANS/WP.30/GE.1/2021/40 and ECE/TRANS/WP.30/GE.1/2021/41).

## **VII. Other business (agenda item 6)**

### **Date and place of the next sessions of TIB**

35. TIB took note of the dates currently reserved for its third session, i.e. 19–20 December 2022 and the tentative dates of the meetings in 2023 (1–2 May 2023; 30 August–1 September 2023 and 18–20 December 2023).

## **VIII. Adoption of the report (agenda item 7)**

36. TIB agreed with the list of tentative decisions to be circulated under the silence procedure, as presented in Annex and mandated the secretariat to prepare and circulate the complete draft report for comments and submit it for adoption at its next session.

## Annex

### List of decisions taken at the second session of the Technical Implementation Body

No.	Agenda item	Reference in final report (para.)	Short description of decision
1	-	2	In the absence of a quorum, the Technical Implementation Body (TIB) mandated the secretariat to use the silence procedure, as per Rules 26 and 27 of its Rules of Procedure.
2	1	3	TIB adopted the agenda of the session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/3.
3	2	4	TIB adopted the report of its first session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/2.
4	4(b)	9	On the basis of a presentation delivered by the representative of TOBB, TIB confirmed that the applications developed by the International Road Transport Union (IRU) and used by national associations to issue eGuarantees to authorized TIR holders mirror the procedures used for the distribution and issuance of paper TIR Carnets. Without prejudice to the decisions to be taken by TIRExB and, ultimately, AC.2, TIB was of the view that, since the registration of eGuarantees in the eTIR international system, by means of the E1 message, is triggered by an action performed by the issuing association, the provisions of Article 6 paragraph 3 seem to be respected.
<b>eTIR specifications, version 4.3</b>			
5	5(a)	12	TIB agreed with the minor corrections 2 to 6, contained in Chapter III of Informal document 1 (2022) and decided to further discuss correction 1, together with the possible need to restrict to kilograms the measurement unit of the gross weight (at consignment item level) and total gross weight (at declaration level).
6	5(a)	14	TIB decided to attach the conformance tests framework, as contained in document ECE/TRANS/WP.30/AC.2/TIB/2022/11, as an Annex to the eTIR technical specifications version 4.3 and to publish a description of the scenarios and sub-scenarios on the eTIR website as separate files.
<b>eTIR specifications, version 4.4</b>			
7	5(b)(i)	18	TIB decided to continue its discussions on the national itinerary at the next session, on the basis of an amended proposal which would, if possible, solve the concerns voiced during the session.
8	5(b)(i)	19	At the request of a member of the Eurasian Customs Union present at the session, TIB decided to continue discussing the translation of text fields at its next session.
10	5(b)(i)	26	TIB agreed with the inclusion of a mechanism to notify countries when a TIR transport will not reach a country, as described in chapter F of document ECE/TRANS/WP.30/AC.2/TIB/2022/12, pending the inclusion of the cancellation of the guarantee as a third reason for a transport not to reach a country.
11	5(b)(ii)	30	TIB agreed with the proposals on the overview of changes, presented in chapter II.A of document ECE/TRANS/WP.30/AC.2/TIB/2022/13.
12	5(b)(ii)	31	TIB welcomed the proposals related to the usage of modeling diagrams to be used in the framework of the eTIR specifications, presented in chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2022/13 and requested the secretariat to present an example comparing the existing diagrams (in Unified Modelling Methodology –



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<i>No.</i>	<i>Agenda item</i>	<i>Reference in final report (para.)</i>	<i>Short description of decision</i>
			UML) with the proposed new diagrams (in Business Process Model and Notation – BPMN) as well as simplified class diagrams.
13	5(b)(ii)	32	TIB welcomed the proposals related to the structure of the eTIR specifications, presented in chapter II.C of document ECE/TRANS/WP.30/AC.2/TIB/2022/13 and mandated the secretariat to prepare a detailed proposal for one of its next sessions.
14	7	36	TIB agreed with the list of tentative decisions to be circulated under the silence procedure.

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