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

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Item 5 (b) (ii) of the provisional agenda

**eTIR conceptual, functional and technical specifications:****Version 4.4****New proposals by the secretariat****Note by the secretariat****I. Introduction and mandate**

1. This document presents potential amendments to be included in the eTIR specifications, version 4.4, identified during the development of the eTIR international system and the preparation of the conformance tests.

**II. Possible amendment proposals****A. Guarantee Validity Extension**

2. In the paper-based TIR procedure, if the number of the remaining vouchers is not enough to complete a TIR transport, the office which uses the last voucher 2 of the first TIR Carnet, can use the first voucher 1 of a new TIR Carnet and act as customs office of departure.

3. The Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) reached the following conclusion at its thirty-first session (March 2020), which was endorsed by the Working Party on Customs Questions affecting Transport (WP.30) at its 155th session (October 2020):

“36. The Expert Group noted that Figure 1.17 of the eTIR Functional specifications shows that a declaration can refer to multiple guarantees. This can also be seen in the definitions of the messages in Chapter 2.5, e.g. in message E9, where the cardinality of the guarantee is 0..unbounded. However, Figure 1.18 shows that a TIR operation refers to one and only one guarantee.

37. The Expert Group was of the view that the use of multiple TIR Carnets was a reality in the paper environment, in particular for TIR transport with more than ten TIR operations, but that, in an electronic environment, this is dealt by simply issuing guarantees which allow more TIR operations. Consequently, the Expert Group decided that the class diagrams and the relevant messages should be amended to limit

the cardinality of the guarantee to 1..1. It also requested the secretariat to ask WP.30 to confirm this particular change (ECE/TRANS/WP.30/2020/5, paras. 36-37).”

4. Code list CL12 - Guarantee type (eTIR) shows that there are multiple types of guarantees with different validity, which are all based on the number of maximum TIR operations (i.e. 2, 3, 4, 7 and 10 operations).

5. With that in mind, in case the holder wishes to make additional loadings, or if a country en route refuses to start a TIR operation and the holder pursues the TIR transport by passing through the territory of another country, the eGuarantee that has been issued might not be sufficient completing the amended TIR transport.

6. Therefore, recalling that only one guarantee can be issued per TIR transport, a new pair of external messages for extending the validity of a guarantee could be added. Alternatively, a new type of guarantee without any limitation on the number of TIR operations but limiting the number of places of loading and unloading as foreseen by the TIR Convention (which is currently eight) could also be considered.

## **B. Amending the “Total Gross Weight” Field**

7. It is understood that the “Declaration/TotalGrossMassMeasure” field reflects the total sum of the weights of the consignment items declared by the holder. However, it is not clear how this value is dealt with in cases of amendments, unloading of goods and incident or accidents during which parts of the load are destroyed.

8. As the holder does not submit advance amendment data before partial unloading, nor in cases of incident or accident, if this field corresponds to the current total weight transported, it is unclear how the total gross weight will be dealt with.

9. A possible solution would be to include a field in the I11 message (terminate TIR operation) which should be filled in in case of partial discharge. This value could then be subtracted from the total gross weight. Additionally, the total gross weight value should be amended after an incident or accident that led to the goods being destroyed.

10. Alternatively, if the fields “Declaration/TotalGrossMassMeasure” and “ConsignmentItem/GoodsMeasure/GrossMassMeasure” are restricted to kilograms (see document ECE/TRANS/WP.30/AC.2/TIB/2022/16, para. 10), the total gross weight could be automatically amended after partial unloading.

## **C. Procedure for Drawing Samples**

11. The Group of Experts (WP.30/GE.1), at its first session, discussed the procedure described in Explanatory Note 0.21-3 of the TIR Convention, regarding the notification of the drawing of samples of goods by customs authorities in the course of an examination. This issue was left to version 4.4 of the eTIR specifications (ECE/TRANS/WP.30/GE.1/2, paras. 55-56).

12. The option proposed by the secretariat to WP.30/GE.1 to increase the cardinality of the “Control” class contained within the “I9 – start TIR operation” and “I11 – terminate TIR operation” messages and introducing “drawing samples” as an additional control type could possibly resolve this issue. The Technical Implementation Body (TIB) might wish to discuss the relevance of including additional control types.

13. Furthermore, the control results could also be expanded to include attached documents that could, for example, be the result of the analysis of a sample or the image of an Xray in case countries would feel like sharing this kind of information with the countries remaining on the itinerary.

**D. Preventing the amendment of customs offices already visited**

14. It is understood that when sending an “E11 – advance amendment data” message for changing the itinerary, the itinerary that is subject to change is being re-sent in its entirety, including the customs offices that have already been visited.

15. TIB might wish to consider whether there should be a testable rule that would prevent amendments of customs offices already visited (e.g. overwriting the customs office of departure).

**E. Termination data for heavy or bulky goods**

16. In case of partial or final unloading, message I11 (terminate TIR operation) should contain the number of packages unloaded. In case there are unpacked heavy or bulky goods that are unloaded it is unclear how this field should be filled-in and how customs could specify either a number of items (e.g. for cars) or a weight (e.g. for wheat).

17. In the light of the above, TIB might wish to consider if the termination data should be changed in version 4.4 of the eTIR specifications.

**F. Simplification of the amendment mechanism**

18. In the course of the development of the eTIR international system based on version 4.3 of the eTIR specifications, Information and Communication Technology (ICT) experts of the TIR secretariat expressed concerns with regard to the complexity of the amendment mechanism by means of pointers. While the current mechanism allows maximum flexibility it also requires the systems to deal with a large number of possible amendment scenarios. With that in mind, they were of the view that the amendment mechanism could be simplified by introducing rules that would limit the possible pointers that could be used. Such simplification would imply that amendment messages would have to contain data that has not been amended but would limit the number of possible amendments scenarios the systems would have to deal with.

**III. Considerations by TIB**

19. TIB might wish to consider the above issues and, possibly, instruct the secretariat to present more concrete proposals at one of its next sessions.

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