



Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Technical Implementation Body

Third session

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Item 5 (a) of the provisional agenda

eTIR conceptual, functional and technical specifications:

Version 4.3

Minor corrections to version 4.3 of the eTIR specifications

Note by the secretariat

I. Introduction

1. During the development and improvement of the eTIR international system as well as in the course of the revision of the documents composing the eTIR specifications and the preparation of the conformance tests, the secretariat has identified several minor issues of an editorial, consistency or logical nature.

II. Corrections contained in revision 1

2. At its second session, the Technical Implementation Body (TIB) took note of Chapter II of Informal document TIB (2022) No.1, which contains various corrections of an editorial, consistency or logical nature that have been included in revision 1 of the eTIR specifications version 4.3. These corrections are reproduced in the table below:

<i>ID</i>	<i>Issue</i>	<i>Correction</i>
1	At its second session, WP.30/GE.1 decided to remove the “Validity” attribute from the Guarantee class under the class “Declaration data” in the I7 message. However, it failed to request the same change under the class “Declaration data” in the E6, I6 and I15 messages.	In messages E6, I6 and I15, in the Guarantee class under the class “Declaration data”, the “Validity” attribute has been deleted.
2	In messages E6, I6 and I15, in the Guarantee class under the class “Declaration data”, the attribute “Guarantee type, coded” also appears, despite the fact that it is not part of the data transmitted by customs offices with the I7 message.	In messages E6, I6 and I15, in the Guarantee class under the class “Declaration data”, the “Guarantee type, coded” attribute has been removed.
3	The format for the “Issuing, date time” in message E1 and I6 is 208. In messages E6, it	In messages E6 and I6, the format and eTIR description of the attribute



<i>ID Issue</i>	<i>Correction</i>
remained at I02. Furthermore, the eTIR description of the attribute in message I6 incorrectly refers to the issuing date and time of message E9.	“Issuing date time” has been aligned to those contained in message E1.
4 Further to the change in condition C008, in message I7, it should not apply anymore to the “AdditionalInformation” class under the class “DeclarationData” and its status should have changed from dependent (D) to optional (O).	In message I7, the reference to condition C008 in the “AdditionalInformation” class under the class “DeclarationData” was removed and the status was changed to optional (O).
5 The code list 31 (CL31) contains the roles of customs offices. It was originally developed to reflect the various roles defined in the Customs module of ITDB (i.e., Departure, Destination, “en route”). With the inclusion of the itinerary at the level of customs offices, the attribute “Role, coded” was reused together with CL31. In order to adequately describe the itinerary at the level of customs offices, it is necessary to provide more detail in the roles of customs offices. Indeed, in a course of a TIR transport, customs offices “en route” will either be customs offices of entry (en route) or exit (en route). These roles are also mentioned in Chapter 1.1.1. of the eTIR Concepts. Furthermore, in the same list of roles for custom offices, the specific role of “customs office of discharge” is also mentioned.	The following codes have been added to CL31: 4 Customs office of entry (en route) Customs office of a contracting party through which a road vehicle, combination of vehicles or container enters this contracting party in the course of a TIR transport. 5 Customs office of exit (en route) Customs office of a contracting party through which a road vehicle, combination of vehicles or container exits this contracting party in the course of a TIR transport. 6 Customs office of discharge. Customs office responsible for the discharge of a TIR operation. To ensure the proper usage of the codes, in message I20, the codes to be used for the “Role, coded” have been restricted to 1, 2 and 3. Furthermore, in messages E6, E9, E11, I5, I7 and I15, the codes to be used for the “Role, coded” have been restricted to 1, 2, 4 and 5.
6 When the guarantee status is “Suspended” or “Start refused”, no TIR operation is ongoing, therefore, in case of cancellation of the guarantee, it is incorrect to set the Guarantee status to “Request cancellation”. Instead, the guarantee status should directly be set to Cancelled. Furthermore, should the transport not be restarted after a suspension (e.g., after an accident on a maritime lag) the suspension could also be a final status for the guarantee.	Figures 3 and 6 of the eTIR Concepts document have been corrected as well as the cancellation scenario description which now reads as follows: 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”, “suspended” or “start refused”, the eTIR international system changes the guarantee status to “cancelled”. If the guarantee status is “in use”, its status is turned to “requested cancellation”.

3. The descriptions of the code list CL09 have been further clarified as follows:

CL09 Reply type (eTIR)

List of codes specifying a type of reply/response to be sent.

00	Return all data Return all information regarding the guarantee
01	Return guarantee data Return only information about the guarantee and the holder
02	Return declaration data Return only information about the declaration, the guarantee and the holder
03	Return TIR operations data Return only information about the TIR operations, the guarantee and the holder

4. In code list CL16, code 69 was changed from “Advance cargo information” to “New Declaration data” and the description amended accordingly: Codes T2, T6, T7 and T8 were replaced respectively by codes 70 to 73, further to their addition in the official UN/CEFACT code list 1225.

5. The following error codes were added to CL99.

335	Transport equipment not registered The transport equipment not found in the database
336	Declaration already received The transport equipment not found in the database

6. Further to the introduction of the itinerary at the level of customs offices (see ECE/TRANS/WP.30/AC.2/TIB/2, para. 14 and ECE/TRANS/WP.30/AC.2/TIB/2022/6), in addition to the inclusion of the relevant classes and attributes in the tables described in the eTIR messages and in order to clarify that in case of change of customs office in the itinerary the holder will not always be required to send an E11 message, in Annex III of the eTIR functional specifications, the following footnote was added to chapters III.1, III.2 and III.3: “In cases of change of itinerary, it is foreseen that the holder is required to send an E11 message. This is true when the change of itinerary implies a change of country. However, if the change of itinerary is only a change of customs office, the holder is only required to send an E11 message if one of the countries affected by the change is among the list of countries requesting amendments of the itinerary at the level of customs offices. This list is published on the eTIR website.”

7. For the sake of readability as well as to avoid duplication and potential inconsistencies, in the functional specifications, the change logs have been removed from the tables presenting the detailed messages. They can still be found in chapter 2.7 (Overview of Changes).

III. Corrections to be included in revision 2

8. At its second session, TIB agreed with the minor corrections 2 to 6, contained in Chapter III of Informal document 1 (2022). The table below presents those corrections.

<i>ID</i>	<i>Issue</i>	<i>Required correction</i>
2	The terminology in code list CL27 (Termination type) for codes 01 and 02 (partial and final discharge) is misleading since the term discharge has a very specific meaning in the TIR Convention.	The following wording should be used instead: 01 Partial unloading 02 Final unloading
3	The Guarantee type, coded element contains erroneously an attribute MeasureUnit.Code.	The attribute should be deleted.

<i>ID</i>	<i>Issue</i>	<i>Required correction</i>
4	Text fields miss the attribute Language.code.	The attribute should be added.
5	Date and DateTime fields miss the attribute formatCode which allows to specify in which format the date is specified.	The attribute should be added and the format restriction should be indicated as a list of restricted codes.
6	When transporting heavy or bulky goods, no seals are used and, consequently, they cannot be checked during the start or the termination of the TIR operations. While box 19 of the TIR Carnet states “Seals or identification marks found to be intact”, the equivalent in eTIR has been represented by a control of the type “Seals check” and is mandatory for all starts and terminations of TIR operations.	The control type 001 should be reworded as follows: 001 Seals or identification marks check).

IV. Additional corrections

9. At its second session, TIB decided to further discuss correction 1, contained in Chapter III of Informal document 1 (2022), 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). The table below presents the corrections at stake.

<i>ID</i>	<i>Issue</i>	<i>Required correction</i>
1	The status and cardinality of the total gross weight at the level of the consignment is not consistent throughout the messages, sometime optional sometimes required.	Considering that this attribute was added because it was recommended in the WCO SAFE framework of standards and, as for all the attributes that were added for the same reason, its status should always be optional and its cardinality 0..1.

10. While the functional specification do not include any limitation on the measurement unit of the gross weight (at consignment item level) and total gross weight (at declaration level), the technical specifications contain a recommendation to only use gram; kilogram, decitonne (quintal) and tonne (metric ton) (see para. 354). However, box 11 of the Model of the TIR Carnet presented in Annex 1 of the TIR Convention, specifically indicates kilograms as the unit in which the gross weight needs to be indicated. With that in mind, TIB might wish to consider the need to restrict the measurement unit to kilograms in the description of the messages (E6, E9, E11, I6, I7 and I15) contained in the functional specifications and amend the technical specifications accordingly.

11. TIB might also want to note the fallback for check of customs offices is missing from the functional specifications and might want to agree to add the following chapter, which is identical to the fallback for Get holder information (1.2.1.4).

1.2.1.6. Check customs offices

Potential problems:

- (a) The ITDB is not functioning;
- (b) The connection between the ITDB and the eTIR international system is broken.

Fall-backs:

(a) The eTIR international system will use a local replica of the ITDB and include a warning code, informing that a replica of the ITDB is the source of the information and that the information might not be up to date;

- (b) Same as

V. Considerations by TIB

12. TIB is invited to take note of the corrections presented in Chapter II and III and instruct the secretariat on how to proceed with the issues contained in Chapter IV.
