



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

Geneva, 6–7 June 2023

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. Simplification of the amendment mechanism**

2. 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 the pointers used in messages E11 and I7 (when customs administrations record amendments to the declaration). While the current mechanism allows maximum flexibility it also requires the systems to deal with a large number of possible amendment scenarios.

3. With reference to the issue raised in Chapter III.B of document ECE/TRANS/WP.30/AC.2/TIB/2023/1, would functional limitations be included to the kind of amendments which can be submitted, the technical specifications could also be amended to include specific rules of how those amendments shall be submitted.

* This document was submitted late for processing since clearance in finalizing this document took longer than anticipated.

B. Remove seals information from advance TIR data and advance amendment data

4. Advance TIR data (E9) and advance amendment data (E11) contain the following classes and attributes under the transport equipment class:

Seal	0 .. unbounded	O
Sequence number	1 .. 1	R
Seal number	1 .. 1	R
Seal type, coded	0 .. 1	O

5. While in messages E9 and E11, the seals information cannot refer to customs seals, those fields led to some confusion in the course of the eTIR interconnection projects. Customs seals information was erroneously included in the similar data structure within the I7 message (declaration data). Instead, the eTIR specifications foresee that customs seals information is exchanged among customs administrations by means of the start and termination messages (I9 and I11).

6. In version 4.3 of the eTIR technical specifications, this was clarified for all messages in the usage field of those classes and attributes with the following text: “/!\ In the context of the eTIR specifications v4.3, this element shall not be provided /!\” (e.g. for the E9 message see ECE/TRANS/WP.30/AC.2/TIB/2022/5/Rev.2, Table 96).

7. With this in mind, TIB might wish to consider if the seals information should not be removed from the E9 and E11 messages as well as from all the message that contain the declaration data (i.e. E6, I6, I7 and I15).

III. Considerations by TIB

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