



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

Geneva, 6 and 7 June 2023

Report of the Technical Implementation Body on its fourth session
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I. Attendance

1. The Technical Implementation Body (TIB) held its fourth session on 6 and 7 June 2023 in Geneva. The session was attended by representatives of the following countries: Belarus, Belgium, Bulgaria, Denmark, Greece, Hungary, Iran (Islamic Republic of), Kazakhstan, Kyrgyzstan, Latvia, the Netherlands, Serbia, Türkiye and Uzbekistan. Representatives of the European Union and the German Agency for International Cooperation (GIZ) were also present. The following non-governmental organizations were also represented: International Road Transport Union (IRU) and the Rabat Center for Political and Strategic Studies.

2. In the absence of a quorum,¹ 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 rollcall 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/7.

III. Adoption of the report of the third session (agenda item 2)

4. TIB adopted the report of its third session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/6.

IV. Election of officers (agenda item 3)

5. TIB elected Mr. P. Arsic (Serbia) and Ms. L. Jacobs (Belgium) respectively as Chair and Vice-Chair for its sessions in 2023.

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 development of the “eTIR National Application”, which will be made available to customs administration to allow the activation of the eTIR procedure even before the complete interconnection of their Customs system with the eTIR international system.

7. TIB further noted the progress made toward improving the International TIR Data Bank (ITDB), in particular, the number of records and usage figures in ITDB (1,170 web application users, 29,663 authorized TIR Carnet holders, 276 customs stamps and seals records and 2,851 customs offices operational for TIR procedures). The secretariat also informed TIB about ITDB workshops with the customs authorities of Pakistan and India the ITDB customs office data import support provided to Georgia and Pakistan, and the focus on eTIR National Application project implementation.

8. The delegation of IRU requested the secretariat to consider the preparation of fallback procedures when the ITDB web services are not working. The secretariat responded that the

¹ Fourteen Contracting States to the TIR Convention bound by Annex 11 had official governmental representatives present. Official representation of at least nineteen Contracting States was required to reach the quorum.

fallback procedures already exist and that they have to be brought to the attention of customs authorities using the ITDB web services.

9. The delegation of Uzbekistan informed TIB that, in their country, the procedure to authorize transport companies to become TIR Carnet holders was fully computerized and regretted that it was not possible to automatically push data about TIR carnet holders to the ITDB. It further highlighted the fact that Customs officers having to manually insert data in the ITDB was a source of errors. Recalling that the ITDB is under the supervision of the TIR Executive Board (TIRExB), the secretariat stated that it would bring this proposal to the attention of TIRExB.

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

10. TIB recalled that five countries have interconnected their customs system with the eTIR international system (Azerbaijan, Georgia, Pakistan, Tunisia and Uzbekistan), while work in Türkiye was underway. It further noted that Azerbaijan, Georgia, and Uzbekistan had successfully passed the conformance tests.

11. TIB took note of the intervention by the delegation of Kazakhstan, which stated that the countries of the Eurasian Customs Union (EACU) were still facing issues to interconnect to the eTIR international system because of the EACU transit requirements, notably, data elements required in their systems which are not yet available in eTIR messages; the usage of different code lists; and the obligation to use electronic signatures.

12. TIB confirmed that it was aware of these issues and that some were already under consideration for version 4.4 of the eTIR specifications. The secretariat further explained that a meeting had been organized in Astana the previous week to make progress on these issues. Furthermore, it recalled that a meeting, TIRExB Friends of the Chair, was organized to take place in Samarkand (Uzbekistan) on 21 and 22 June 2023, with the aim of promoting the eTIR procedure in countries along the middle corridor.

13. The delegation of Uzbekistan and GIZ informed TIB about the IRU promoted digital TIR projects in Central Asia for which GIZ was providing financial assistance. IRU stated that these projects were aimed at helping countries' transition to eTIR. The secretariat pointed out that at this stage, efforts should be focused on the implementation of the eTIR procedure in line with Annex 11. TIB noted that these projects would be presented the same week in the course of the 163rd session of the Working Party on Customs Questions affecting Transport (WP.30).

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

A. Version 4.3

14. TIB took note of the second revision of two of the documents composing version 4.3 of the eTIR specification, i.e., ECE/TRANS/WP.30/AC.2/TIB/2022/2/Rev.1-ECE/TRANS/WP30/AC2/2022/11/Rev.1 (Introduction) and ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2-ECE/TRANS/WP30/AC.2/2022/12/Rev.2 (eTIR concepts). It noted that revision 2 of the eTIR functional and technical specifications would be prepared for the next session. TIB also 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 the revised documents referred to above.

15. TIB decided to postpone the adoption of the minor corrections related to the eTIR concepts contained in Chapter A of Informal document TIB No.1 (2023) and consider the minor corrections related to the eTIR functional and technical specifications as soon as all documents composing revision 2 of version 4.3 of the eTIR specifications will be available.

16. TIB mandated the secretariat to prepare a corrigendum to document ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2-ECE/TRANS/WP30/AC.2/2022/12/Rev.2 to amend the Guarantee state chart diagram (Figure 3) in the eTIR Concepts to reflect that after a suspension Customs authorities can still refuse to start a TIR operation.

17. While acknowledging possible differences on how Customs administrations might deal with amendments, TIB agreed with the need to clarify (and possibly prepare rules regarding) the kind of amendments to the declaration data that can or cannot be requested by the holder or that can or cannot be directly inserted by the customs officers. It mandated the secretariat to send out short surveys to customs and association TIR focal points to identify the type of amendments that customs officers currently accept/refuse or directly include on the TIR Carnet as well as the kind of amendments that are requested by holders.

18. The results of the survey will be presented at the next session together with references to national or regional examples which will be transmitted to the secretariat, such as article 173 of the Union Customs Code (UCC).

19. Under this agenda item the IRU informed TIB that they would contact the secretariat to discuss a few possible discrepancies between the definition of eTIR messages as contained in the eTIR functional specifications and the XML schema definitions (XSDs).

B. Version 4.4

1. Concrete amendment proposals

20. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2023/2, containing concrete amendment proposals related to the issues which TIB, at previous sessions, considered important for inclusion in version 4.4 of the eTIR specifications. TIB reviewed them individually and took the following decisions:

(a) Requirements of the Eurasian Customs Union

Languages for text fields

21. No new proposal was made regarding how holders could provide text fields of eTIR messages in various languages. IRU recalled holders could provide translations when sending advance cargo information (ACI) by means of the TIR -EPD system and that customs systems can use the eGuarantee reference number to link the ACI with the declaration data.

22. TIB invited the countries which are member of the Eurasian Customs Union to contact the secretariat to jointly analyze the requirements they would like to have included in version 4.4 of the eTIR specifications and prepare a concrete list of amendment proposals.

(b) Generation of the accompanying document

23. TIB welcomed the presentation by the secretariat on the generation of the accompanying document on the basis of the declaration data. TIB noted that the template developed by the secretariat will be made available to contracting parties upon request. It further noted that, currently, the template did not contain the name of the issuing association as this information is not contained in the declaration data and also not registered in the eTIR international system.

24. TIB took note that, taking into account the current rules set by the IRU regarding the issuance of eGuarantees, the holder ID allows to identify the issuing association. However, it requested the secretariat to prepare a concrete amendment proposal for version 4.4 to include the issuing association code in the relevant eTIR messages, in particular the E1 message.

(c) Exchanging attached documents

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

(d) Access to TIR transport data by holders

26. TIB recalled that, at its third session, it had welcomed a presentation by the secretariat on the proof of concept for the possible access of TIR transport data by holders via the web and mobile applications dedicated to holders. It further recalled that the email notifications, the eTIR portal and the eTIR mobile application had been developed to provide access to holders on their status as contained in the ITDB. The secretariat stressed that the eTIR portal and the eTIR mobile application could be ideal tools to allow holders to get access to their TIR transport data.

27. TIB noted that, while it might make sense for holders to have access to their own data as stored in the eTIR international system, figure 1 of the eTIR concepts does not foresee any C2B information flow from the eTIR international system to the holders. Furthermore, chapter 1.2.2.4 clearly shows that only the guarantee chain can query the eTIR international system to obtain information on the guarantees it has issued.

28. TIB acknowledged that the changes required in the eTIR specifications would be rather minor and that this new feature, while not yet deployed in production, has already been developed and tested in the development versions of the eTIR portal and eTIR holder mobile application, thus proving its technical feasibility. However, TIB noted that IRU and its member associations are not in favour of deploying this new feature, in particular due to the additional administrative burden that would fall on transport companies to manage the access to the information by their administrative staff and drivers. IRU further stressed that such solutions had never been requested by the private sector.

29. In conclusion, TIB felt that this question, since it requires changes to the eTIR concepts, should be first considered by the contracting parties to the TIR convention bound by Annex 11 in the framework of AC.2. The IRU also invited the secretariat to present the eTIR portal and eTIR holder mobile application at the September 2023 meeting of the Commission on Customs Affairs (CAD) to further clarify the functionalities and management of both applications.

(e) Structure of the eTIR specifications

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

(f) Procedure for drawing samples and additional control types

31. TIB considered the proposal by the secretariat, as contained in chapter II.F of document ECE/TRANS/WP.30/AC.2/TIB/2023/2, regarding the procedure for drawing samples, as described in Explanatory Note 0.21-3, and the possible inclusion of additional control types. TIB noted that, at the moment, the information regarding controls, including those which require drawing samples, is not handled by the European Union's New Computerized Transit System (NCTS) and that a further analysis would be required by the member States of the European Union. TIB also noted that in the framework of the data exchanges related to Annex 10 of the TIR Convention (Safe TIR), the information is simply provided in plain language in a free text field.

32. TIB decided to continue at its next session the discussions on the technical solution allowing reporting samples drawn as proposed in chapter II.F of document ECE/TRANS/WP.30/AC.2/TIB/2023/2.

(g) Preventing the amendment of customs offices already visited

33. TIB welcomed the proposal to include a new rule to prevent the amendment of customs offices already visited. However, it mandated the secretariat to analyse the possible impact of such rule on the notifications related to prescribed routes imposed on TIR Carnet holders and report its findings at the next session.

34. TIB decided to continue discussing at its next session a revision of the rule proposed in chapter II.G of document ECE/TRANS/WP.30/AC.2/TIB/2023/2 to prevent the amendment of customs offices already visited.

(h) Termination data for heavy or bulky goods

35. TIB agreed to make optional the “Number of packages” attributes in the termination message and to include a rule as described in chapter II.H of document ECE/TRANS/WP.30/AC.2/TIB/2023/2.

(i) Consignor at consignment level

36. TIB agreed with the inclusion of consignor and consignee classes at consignment level and their respective rules as presented in chapter II.I of document ECE/TRANS/WP.30/AC.2/TIB/2023/2.

2. New proposals by the secretariat

37. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2023/4, 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:

38. TIB decided to revert to the simplification of the amendment mechanism as presented in chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2023/4, after discussions on the possible inclusion of functional rules to limit the kind of amendments, which are being discussed under agenda item 5(a), have been finalized by the relevant bodies.

39. TIB decided that the seals information shall remain in the Advance TIR data (E9) and advance amendment data (E11) messages but decided to continue discussing the need to clarify how seals information is transmitted, in particular, when TIR transports start at the premise of an authorized consignor.

3. Proposals by governments

40. TIB took note that Government had not submitted any new proposals.

VII. Other business (agenda item 6)**Date and place of the next sessions of TIB**

41. TIB took note of the dates currently reserved for its fifth session, i.e., 12–13(am) October 2023.

42. The delegation of the European Union indicated that it regretted that the meetings of TIB are scheduled the same week as those of WP.30 and AC.2. It further stressed that different experts attend those meetings and requested the secretariat to look into the possibility to organize the meetings of TIB separately in 2024. Other delegations indicated that they prefer having meetings of TIB organized in conjunction with those of WP.30 and AC.2 as this allows to reduce the number of travels. The secretariat clarified that the ECE schedule of meetings is already very tight but that it would look into alternatives and inform TIB at its next session on available options, if any.

VIII. Adoption of the report (agenda item 7)

43. TIB agreed with the list of tentative decisions to be circulated under the silence procedure, as presented in Annex. After the closure of the silence procedure and considering its outcome, TIB further 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 fourth 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/7.
3	2	4	TIB adopted the report of its third session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/6.
4	3	5	TIB elected Mr. P. Arsic (Serbia) and Ms. L. Jacobs (Belgium) as Chair and Vice-Chair for its sessions in 2023.

eTIR specifications, version 4.3

5	5(a)	15	TIB decided to postpone the adoption of the minor corrections related to the eTIR concepts contained in Chapter A of Informal document TIB No.1 (2023) and consider the minor corrections related to the eTIR functional and technical specifications as soon as all documents composing revision 2 of version 4.3 of the eTIR specifications will be available.
6	5(a)	116	TIB mandated the secretariat to prepare a corrigendum to document ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2-ECE/TRANS/WP30/AC.2/2022/12/Rev.2 to amend the Guarantee state chart diagram (Figure 3) in the eTIR Concepts to reflect that after a suspension Customs authorities can still refuse to start a TIR operation.
7	5(a)	17	While acknowledging possible differences between how Customs administrations might deal with amendments, TIB agreed with the need to clarify, (and possibly prepare rules regarding) the kind of amendments to the declaration data that can or cannot be requested by the holder or that can or cannot be directly inserted by the customs officers. It mandated the secretariat to send out short surveys to customs and association TIR focal points to identify the type of amendments that customs officers currently accept/refuse or directly include on the TIR Carnet as well as the kind of amendments that are requested by holders.

eTIR specifications, version 4.4

8	5(b)(i)	22	TIB invited the countries which are member of the Eurasian Customs Union to contact the secretariat to jointly analyze the requirements they would like to have included in version 4.4 of the eTIR specifications and prepare a concrete list of amendment proposals.
9	5(b)(i)	24	TIB took note that, taking into account the current rules set by the IRU regarding the issuance of eGuarantees, the holder ID allows to identify the issuing association. However, it requested the secretariat to prepare a concrete amendment proposal for version 4.4 to include the issuing association code in the relevant eTIR messages, in particular the E1 message.
10	5(b)(i)	32	TIB decided to continue at its next session the discussions on the technical solution allowing reporting samples drawn as proposed in chapter II.F of document ECE/TRANS/WP.30/AC.2/TIB/2023/2.

<i>No</i>	<i>Agenda item</i>	<i>Reference in final report (para.)</i>	<i>Short description of decision</i>
11	5(b)(i)	34	TIB decided to continue discussing at its next session a revision of the rule proposed in chapter II.G of document ECE/TRANS/WP.30/AC.2/TIB/2023/2 to prevent the amendment of customs offices already visited.
12	5(b)(i)	35	TIB agreed to make optional the “Number of packages” attributes in the termination message and to include a rule as described in chapter II.H of document ECE/TRANS/WP.30/AC.2/TIB/2023/2.
13	5(b)(i)	36	TIB agreed with the inclusion of consignor and consignee classes at consignment level and their respective rules as presented in chapter II.I of document ECE/TRANS/WP.30/AC.2/TIB/2023/2.
14	5(b)(ii)	38	TIB decided to revert to the simplification of the amendment mechanism as presented in chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2023/4, after discussions on the possible inclusion of functional rules to limit the kind of amendments, which are being discussed under agenda item 5(a), have been finalized by the relevant bodies.
15	5(b)(ii)	39	TIB decided that the seals information shall remain in the Advance TIR data (E9) and advance amendment data (E11) messages but decided to continue discussing the need to clarify how seals information is transmitted, in particular, when TIR transports start at the premise of an authorized consignor.
16	7	43	TIB agreed with the list of tentative decisions to be circulated under the silence procedure.
