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

Geneva, 8 October 2024

Item 4 (b) of the provisional agenda

**eTIR international system:****Connection of national customs systems to the eTIR international system****Possible technical solution for the interconnection of the countries of the Eurasian Economic Union with the eTIR international system****Note by the secretariat.****I. Background****A. Eurasian Economic Commission Customs Code requirements**

1. The Government of the Russian Federation and other member States of the Eurasian Economic Union (EEAU) have in intergovernmental sessions related to the development of eTIR procedure presented the additional requirements that their national law and the Eurasian Union customs code stipulate. Submission of documents including those requirements took place at the extraordinary session of the Group of Experts on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) (April 2021), and at the first session of TIB (January 2022).

2. TIB took the following decisions on the issues of the languages for text fields, additional data requirements, format and structure of messages and on the concept of trusted third parties (TTP):

(a) Languages for text fields

TIB 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.

(b) Additional data requirements, format and structure of messages

While taking note that not only some data elements required for transit within the Eurasian Customs Union are missing from the eTIR messages but also that the structure and format of the common data elements are not always similar, TIB decided that an in-depth comparison of the requirements of the Eurasian Customs Union and eTIR was necessary to present concrete amendment proposals for consideration by TIB. TIB requested the relevant experts from the Russian Federation and, possibly,



from other members States of the Eurasian Customs Union to carry out a gap analysis in collaboration with the secretariat and prepare concrete amendment proposals aimed at bridging the gaps identified.

(c) Trusted third parties

While considering the possible issue of legal significance of eTIR data brought forward by the Russian Federation, TIB mandated the secretariat to present, at one of its future sessions, how Annex 11 and version 4.3 of the eTIR specifications deal with this issue.

## **B. Input received from interconnection projects - consultants**

3. For three of the five countries, members of the EAEU, i.e., Armenia, Kazakhstan and Kyrgyzstan, the secretariat engaged consultants to analyse, and possibly initiate, the interconnection of the national customs systems with the eTIR international system. In their draft and final reports, the consultants provided valuable information which has been used by the secretariat to prepare this document.

4. Following proposals from the respective customs authorities the following consultants worked with the secretariat: for Armenia, Ms. L. Kusikyan worked from October 2021 to January 2022, for Kazakhstan, Mr. K. Aldaniyazov and for Kyrgyzstan Mr. T. Dzhakipov both worked from October 2023 to May 2024.

## **C. Proposal by the secretariat**

5. In light of the presented requirements for the application of the eTIR procedure in the EAEU, the considerations by WP.30/GE.1 and TIB on the matter, the outcome of the interconnection projects in Armenia, Kazakhstan and Kyrgyzstan and recalling Article 9 of Annex 11 which allows competent authorities to request additional data stipulated by national legislation, and Article 11 that requests ECE to assist countries in connecting their customs systems to the eTIR international system, the secretariat has taken the initiative to prepare this document presenting possible technical solution for the application of the eTIR procedure in the EAEU.

# **II. Data requirements**

## **A. Additional data requirements**

6. On the basis of the information received from the various consultants, the secretariat prepared Annex I of document ECE/TRANS/WP.30/AC.2/TIB/2024/11 of document ECE/TRANS/WP.30/AC.2/TIB/2024/11, which contains the latest available message structure of the EAEU transit declaration in line with Article 107 of the Customs Code of the EAEU (<https://www.alt.ru/codex-2018/R3/GL17/ST107/>). Annex II of document ECE/TRANS/WP.30/AC.2/TIB/2024/11 presents a draft mapping of the I7 message with the EAEU transit declaration data elements.

7. The Member States of the EAEU may wish to confirm that the structure of the transit declaration as presented in Annex I is correct and provide detailed feedback to the secretariat to identify which mandatory data elements are missing from the E9 message and could be reconsidered as additional data elements. The Member States of the EAEU may also wish to further improve the draft mapping of the I7 message with the EAEU transit declaration by providing detailed feedback.

8. When reflecting upon the question of additional data, the secretariat tried to design a sustainable solution that could accommodate the current and future data needs of all contracting parties without requiring to change the eTIR technical specifications and the eTIR messages every time a new data element is requested to be included.

(a) As each contracting party may have different additional data requirements, the solution should try to limit the changes to the current eTIR messages, in order to avoid a large increase in the number of data required for the advance TIR data which would make the eTIR procedure too cumbersome.

(b) Requirements for additional data may change over time. Frequent changes to the requirement would necessitate a generic solution which would avoid the extra costs and resources related to the maintenance of multiple structures of additional data changing over time and across contracting parties.

(c) Legal requirements related to other procedures already provide obligations to submit electronic documents or data to customs authorities. In such cases, it would be possible not to request the holder to declare data already submitted to customs but instead provide references to previously submitted electronic documents or data. For example, in the EAEU many required fields not part of the advance TIR data or advance amendment data can be found in the export declaration. In this instance, a single reference to the export declaration could be used as additional data and cover all the requirements in case of exports.

(d) Although a number of additional data required in the EAEU are not present in the TIR carnet today, TIR transport under cover of TIR carnets are still carried out. Today, holders are able to provide the required additional data, either directly or via third parties. Solutions to solve the same issue for the eTIR procedure can take advantage and build on solutions already used for the paper-based TIR procedure.

## **B. Commodity Code**

9. The current version of the eTIR specifications allows for multiple commodity codes that describe the goods. While Rule R008 stipulates that “the first occurrence of GOODS.CLASSIFICATION must be of type “HS””, nothing prevents the holder to include additional commodity codes, including one based on the requirements of the EAEU.

10. In the light of the above, an additional commodity code should be considered additional data, as it can be included in the relevant messages defined in the eTIR specifications.

## **C. Translation of text fields in Russian**

11. While eTIR messages have been designed to make use of available international code list and avoid, to the extent possible, textual information, some text fields, including the description of the goods, still exist. In Annex I to the TIR convention, Rule 10.a of the Rules regarding the use of the TIR Carnet, specifies that “The manifest shall be completed in the language of the country of departure, unless the Customs authorities allow another language to be used. The Customs authorities of the other countries traversed reserve the right to require its translation into their own language. In order to avoid delays which might ensue from this requirement, carriers are advised to supply the driver of the vehicle with the requisite translations.” Considering that the provision of the TIR conventions shall apply mutatis mutandis for the eTIR procedure, the secretariat proposed a solution which would allow the provision of translations in eTIR messages with minimum changes to the eTIR specifications. The proposal, presented in detail in Chapter II.A.1 of document ECE/TRANS/WP.30/AC.2/TIB/2024/7, can be summarized as follows.

12. Considering that translations are currently not written directly on the TIR Carnet, the Remarks class in the AdditionalInformation class, at the level of the declaration, could be used to provide translations if:

(a) The maximum cardinality of the AdditionalInformation class would be set at unbounded;

(b) The attribute statementType.coded would be included and a new type (translation) would be added to the United Nations Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT) code list 4451 (e.g. TRN);

(c) The class Pointer would be included (with cardinality 0..1) to allow the translation to point at the element which is translated. Its status would be dependant (D) and the following condition should be added:

```
IF statementType,coded ="TRN"  
THEN NOT EMPTY (POINTER)
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13. Would this proposal be accepted, the translation of text fields in Russian would not have to be considered as additional data. However, should the proposal not be accepted or take too much time to be included in the eTIR specifications, Russian translation of text fields can be dealt with in the same way as other additional data.

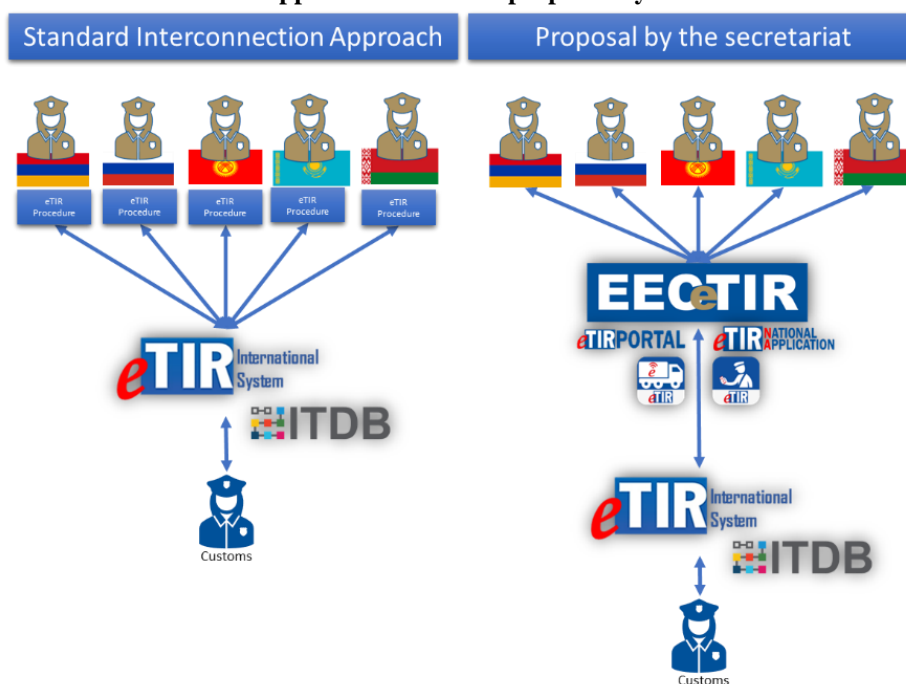
### **III. Concept - proposed solution**

#### **A. The EECeTIR solution**

14. In order for the eTIR procedure to be implemented in the EEC region based on Annex 11, each member State should interconnect their national customs system to the eTIR international system. The experience of the TIR secretariat so far with several interconnection projects has proven that, on average, an interconnection project could last 12 months requiring a lot of resources from the customs authority and the Secretariat involved in the project. In the case of EEC member States and considering the additional requirements foreseen in the EEC customs code, the time required to interconnect the five member States would be more than 12 months for each of them. Annex 11 mentions that "ECE shall assist countries in connecting their customs systems to the eTIR international system, including by means of conformance tests to ensure their proper functioning prior to the operational connection". The secretariat, following discussions and approval received by TIRExB, in order to dramatically reduce the interconnection time and resources required and therefore accelerate the implementation of the eTIR procedure developed the eTIR national application (eTIR NA). The eTIR NA will be provided to the customs authorities at no cost and it is already interconnected and tested with the eTIR international system hosted by the TIR secretariat. It has its own user interface and database permitting the customs authority to perform the eTIR procedure immediately as long as the application is installed on their servers.

15. Against this background and following the requirements set by EEC customs code and member States national requirements, the Secretariat designed and proposes with this document a solution, the EECeTIR, that would cover all requirements following always Annex 11. Most importantly, if accepted, this solution could be implemented rapidly, permitting the five EEC member States to use immediately the eTIR procedure following the requirements of their respective national laws and EEC customs code. The secretariat suggests – unless the member States wish differently - this application to be hosted and operated by the EEC secretariat. The following schema illustrates the concept of the solution suggested by the secretariat vis a vis a standard interconnection.

Figure 1

**Standard interconnection approach vs solution proposed by the secretariat**

Source: TIR secretariat

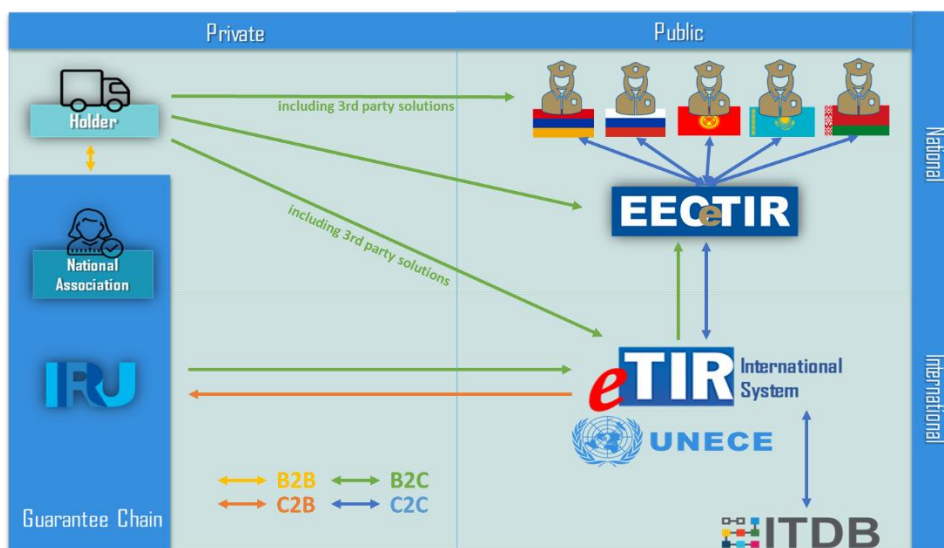
16. Based on Annex 11 and following the practice of other customs authorities such as Uzbekistan or Azerbaijan, each of the five member States of EEC based on the standard interconnection approach, should develop a module in their national customs systems that performs the eTIR procedure. Such a module should have its own user interface and database. Then, each national customs system should be interconnected with the eTIR international system hosted by the TIR secretariat including the performance of conformance tests. Additionally, in order for the eTIR procedure to be initiated, the customs authorities should develop a mechanism in their national customs system, enabling them to receive advance TIR data and advance amendment data. Alternatively, based on Annex 11, they could use the eTIR international system mechanism or any other third-party solution.

17. By following secretariat's proposal, none of the tasks described above would be required to be performed by the customs authorities of the five countries. The secretariat will provide to the five countries and the EEC secretariat the EECeTIR application, which includes already, all processes required in order to perform the eTIR procedure to be implemented in the Union including the mechanism to receive advance TIR data. The application will already be interconnected with the eTIR international system having successfully undergone the conformance tests. The application will be in the Russian language or in any other language a country may wish to operate in. Furthermore, APIs will be provided in order for the customs authorities to be able to interconnect their national customs systems with the application for risk analysis or any other purposes. Customs officers have only to log in to the system using their current credentials and use it!

## B. High level architecture of the proposed solution

18. Figure 2 illustrates the high-level architecture of the EECeTIR solution, following the eTIR high level architecture as agreed by the contracting parties and described in the eTIR concepts and technical specifications. Green arrows show the data flows related to advance TIR data, advance amendment data (external messages) as well as any additional data required by national legislation. Blue arrows show the custom-to-customs data flows (internal messages). Yellow arrows show business-to-Business flow, such as the issuance of guarantee and orange arrows represent customs-to-business information flows.

Figure 2  
High level architecture



### C. Principles and Objectives

Table 1  
SWOT analysis

<i>Strengths</i>	<i>Weaknesses</i>
<p>There is no need for the customs authorities of the EEC member States to invest time and resources in order to develop new modules in their national customs systems and perform interconnection with eTIR IS.</p> <p>All requirements set by the EEC customs code and the customs authorities – except electronic signatures – are met and covered by the proposed solution.</p> <p>When the solution is agreed and further improved by the Customs Authorities feedback, then it could be delivered by the secretariat in a few months making it possible for the EEC member States to be able to use the eTIR procedure during 2025.</p> <p>The application will be provided at no cost – pro bono – to the Governments by the secretariat as a public good including its source code and interconnection APIs providing the possibility for the Customs Authorities to further develop and expand it if they wish.</p> <p>Any updates of the application following the new specifications approved by TIB will be provided by the TIR secretariat.</p> <p>The Union will have a central platform to perform the eTIR procedure which could, however, be developed or expanded to a central platform of cooperation and exchange of data among the customs authorities for any other customs data and services.</p> <p>There is no duplication of data. All systems will be interconnected, therefore, there is no need from anyone to re-insert data that already exists in one of the systems.</p>	<p>Customs officers are required in order to perform the eTIR procedure to use an application outside their own customs system.</p> <p>One of the stakeholders should host this application in its servers. The secretariat suggests the EEC secretariat as the neutral central coordination platform and natural equivalent to the TIR Secretariat. However, this is a prerogative of the Contracting Parties to decide where the application will be hosted. Hosting of the application though involves some operational and maintenance costs.</p> <p>The application will be provided at no cost including its source code and APIs to perform interconnections. Those interconnections though will have some burden on member States directly and there will be no involvement from the TIR secretariat unless its support and advice is required.</p> <p>United Nations information technology services have provided clearance to the applications developed by the TIR secretariat concerning cybersecurity risks. However, each Government’s information technology services and especially the one that will host the application (EEC?) should perform their own risk analysis / cybersecurity coverage following national laws requirements.</p>

*Strengths*

While using the EECeTIR, the customs officers will be able next to each of the TIR operations to see the risk analysis results already performed in their national customs system.

The platform could be used for different purposes such as pilot projects, training of the customs officers on the eTIR procedures etc., offering such an integrated solution.

*Weaknesses**Opportunities*

Governments do not have to invest today in funds and resources in order to be able to perform the eTIR procedure. They can use the application testing in parallel what has been agreed in the framework of Annex 11, suggesting new amendments if needed as a result of the practical use of the eTIR procedure.

In the future, when the volumes on electronic guarantees issued as result of the eTIR procedure justify it (cost benefit analysis), the Governments can always proceed to the full interconnection of their national customs systems directly to the eTIR international system. Then the interconnection will be result of experience and real use of the eTIR procedure.

Countries outside the EEC region have already started their interconnection to the eTIR international system either directly as Uzbekistan, Azerbaijan and Pakistan or indirectly by using the eTIR National Application as Iran did and soon Tajikistan. Therefore, if this solution is implemented, the EEC member States will have the opportunity to immediately test and use it with their neighboring countries.

Such a development will pave the way, during 2025, to initiate the interconnection project with China and India.

*Threats*

A major threat is that none of the stakeholders, neither the 5 contracting parties nor the EEC secretariat would like to host the application. Then, the whole approach could not be operational. Still, if the contracting parties suggest or wish for, the TIR secretariat could host and maintain the solution but then the five contracting parties should cover the additional funds required to cover those services.

A standard agreement prepared by the United Nations legal department should be signed between the ECE and the entity / country that will host the application and possibly (legal department of United Nations should be asked for) with each of the five contracting parties. This agreement only prescribes the terms and conditions based on which the United Nations offers this application as public good to the five countries and the EEC secretariat at no cost including its source code, having though no liability after that. Such an agreement is required but also could be a cumbersome and time-consuming process. There is a risk that we might have the application ready to be used and still pending the finalization of the agreement with the stakeholders. Furthermore, if it transpires, as described under a) of this column, i.e., the secretariat hosts the application, then a new agreement would need to be negotiated and prepared that may take several months.

There are some minimum technical requirements in order for the TIR secretariat to be able to install the application in the premises agreed. The TIR secretariat will be able to travel and perform the installation on site. However, all those technical requirements should be in place and tested before the Secretariat performs any installation.

National legislation and / or the EEC Customs Union code should include provisions that permit the functioning of Annex 11. This might be a time-consuming process that would further delay the implementation of eTIR procedure in the region.

#### IV. Proposed high-level business processes

19. Following the analysis of the proposed concept and of its high-level architecture, in this part of the document the secretariat presents Business Process Model and Notation (BPMN) diagrams which show how eTIR processes can be performed using the EECeTIR solution. Table 2 summarizes the scenarios being analyzed. There are three main categories of scenarios: goods being exported from, imported to and transiting through the EAEU. Under each category several scenarios are analyzed. The scenarios differ mainly on the basis

of the mechanism being used by the transported to submit advance TIR data and advance amendment data.

Table 2

**List of scenarios**

<i>No.</i>	<i>Name of the scenarios</i>	<i>Short Description</i>
<i>A</i>	<i>Exports from EAEU</i>	
A.1	Exports from EAEU with advance TIR data and additional data submission using a national declaration mechanism	The transporter submits advance TIR data and the required additional data (possibly including a reference to the export declaration) by using the mechanism developed in the national customs system. Advance TIR data is being sent in the form of E9 message to EECeTIR.
A.2	Exports from EAEU with advance TIR data and additional data submission using the mechanism developed in the EECeTIR	The transporter submits advance TIR data and the required additional data (possibly including a reference to the export declaration) by using the mechanism developed in the EECeTIR.
A.3a	Exports from EAEU with advance TIR data and additional data submission using a third party solution (such as TIR-EPD) directly connected with customs	The transporter submits advance TIR data and the required additional data (possibly including a reference to the export declaration) using a third party solution (such as TIR-EPD). The third-party solution is directly connected with the national customs system of the country of departure. In this case the national customs system should send the advance TIR data to EECeTIR.
A.3b	Exports from EAEU with advance TIR data and additional data submission using a third party solution (such as TIR-EPD) which transmits the data to customs via the eTIR IS and the repository for additional data	The transporter submits advance TIR data and the required additional data (possibly including a reference to the export declaration) using a third party solution (such as TIR-EPD). The third-party solution is not connected with the national customs system but with the eTIR international system and the repository for advance TIR data. In this case the national customs system retrieves the advance TIR data and the additional data from the eTIR international system and the repository for additional data.
<i>B</i>	<i>Import into EAEU</i>	
B.1	Imports into EAEU using the national customs system mechanism of the country of departure for submitting advance TIR data and a customs broker for addition data required in the EAEU.	The transporter submits advance TIR data to the customs authorities of the country of departure using their national declaration mechanism. The declaration data accepted by the country of departure are transmitted to all countries on the itinerary, including to EECeTIR for the country of entry in the EAEU. At the customs office of entry into the EAEU, the transporter submits, via a customs broker, the additional data required in the EAEU.
B.2a	Imports into EAEU using a third party solution (such as TIR-EPD) directly connected with the customs system of the country of departure.	The transporter submits advance TIR data and the required additional data using a third party solution (such as TIR-EPD). The third-party solution forwards the advance TIR data directly to the national customs system of the country of departure. The third-party solution forwards the additional data to the repository for additional data. The declaration data accepted by the country of departure are transmitted to all countries on the itinerary, including to EECeTIR for the country of entry into the EAEU.
B.2b	Imports into EAEU using a third party solution (such as TIR-EPD) not connected with the customs system of the country of departure.	The transporter submits advance TIR data and the required additional data using a third party solution (such as TIR-EPD). The third-party solution forwards the advance TIR data to the national customs system of the country of departure via the eTIR international system. The third-party solution forwards the additional data to the repository for additional data. The declaration data accepted by the country of departure are transmitted to all countries on the itinerary, including to EECeTIR for the country of entry into the EAEU.



No.	Name of the scenarios	Short Description
<b>C Transit through EAEU</b>		
C.1	Transit through EAEU using the national customs system mechanism of the country of departure for submitting advance TIR data and a customs broker for additional data required in the EAEU.	The transporter submits advance TIR data to the customs authorities of the country of departure using their national declaration mechanism. The declaration data accepted by the country of departure are transmitted to all countries on the itinerary, including to EECeTIR for the country of entry in the EAEU. At the customs office of entry into the EAEU, the transporter submits, via a customs broker, the additional data required in the EAEU.
C.2a	Imports into EAEU by using a third party solution (such as TIR-EPD) directly connected with the customs system of the country of departure.	The transporter submits advance TIR data and the required additional data using a third party solution (such as TIR-EPD). The third-party solution forwards the advance TIR data directly to the national customs system of the country of departure. The third-party solution forwards the additional data to the repository for additional data. The declaration data accepted by the country of departure are transmitted to all countries on the itinerary, including to EECeTIR for the country of entry into the EAEU.
C.2b	Imports into EAEU by using a third party solution (such as TIR-EPD) not connected with the customs system of the country of departure.	The transporter submits advance TIR data and the required additional data using a third party solution (such as TIR-EPD). The third-party solution forwards the advance TIR data to the national customs system of the country of departure via the eTIR international system. The third-party solution forwards the additional data to the repository for additional data. The declaration data accepted by the country of departure are transmitted to all countries on the itinerary, including to EECeTIR for the country of entry into the EAEU.

20. Finally, a BPMN diagram presents an optional feature which could be integrated in any of the proposed options and would allow the display inside the EECeTIR solution of selected information available in the customs systems of the countries of EAEU, such as the results of the risk analysis or additional data.

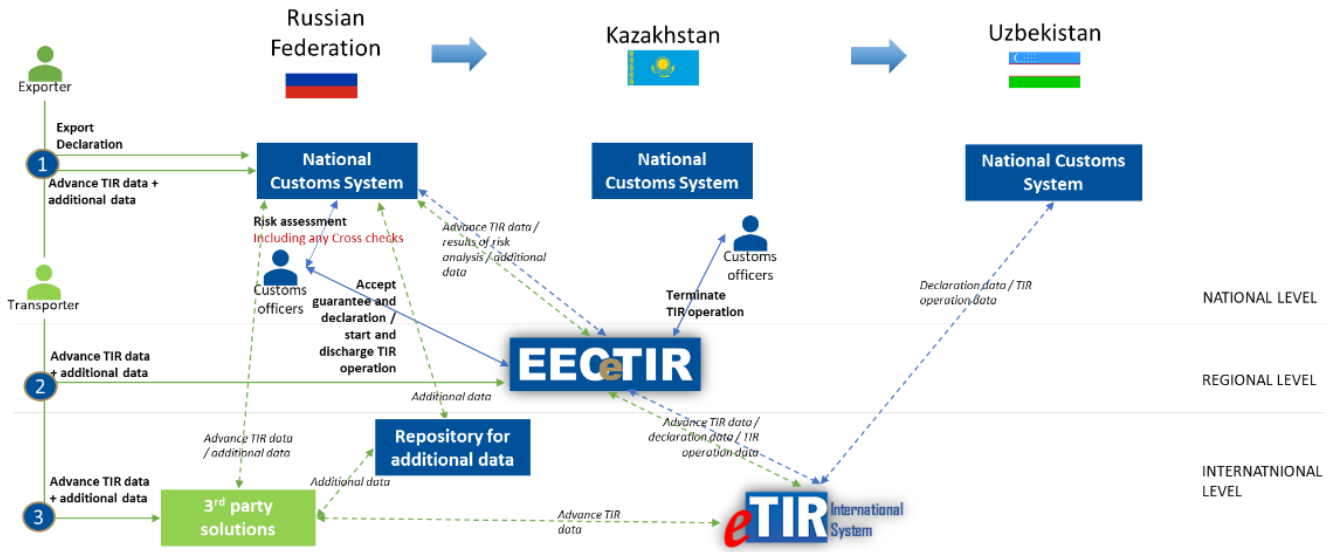
## A. Export from EAEU

21. When goods are exported from the EAEU and then transported under the TIR or eTIR procedure, it is understood that the export declaration is used in the risk assessment for the transit procedure. While for the TIR procedure, a TIR carnet is presented at the customs office of departure, together with attached documents, for the eTIR procedure, in line with Article 6 of Annex 11, the holder is requested to submit advance TIR data (and advance amendment data) to customs authorities. In line with Article 9 of Annex 11, customs authorities are also entitled to request additional data stipulated by national legislation.

22. Taking into consideration that Annex 11 envisages various options for the submission of advance TIR data and that Customs administrations are free to select how additional data can be submitted, the following chapters analyse different scenarios for the submission of the required data to begin a TIR transport under the eTIR procedure using the proposed EECeTIR solution.

23. Figure 3 presents a high-level view of the data flows (*italics*) and the processes (**bold**) covering various scenarios envisaged for a TIR transport carried out under the eTIR procedure following and export procedure in the EAEU. In this example, goods are exported from the Russian Federation and transported to Uzbekistan via Kazakhstan.

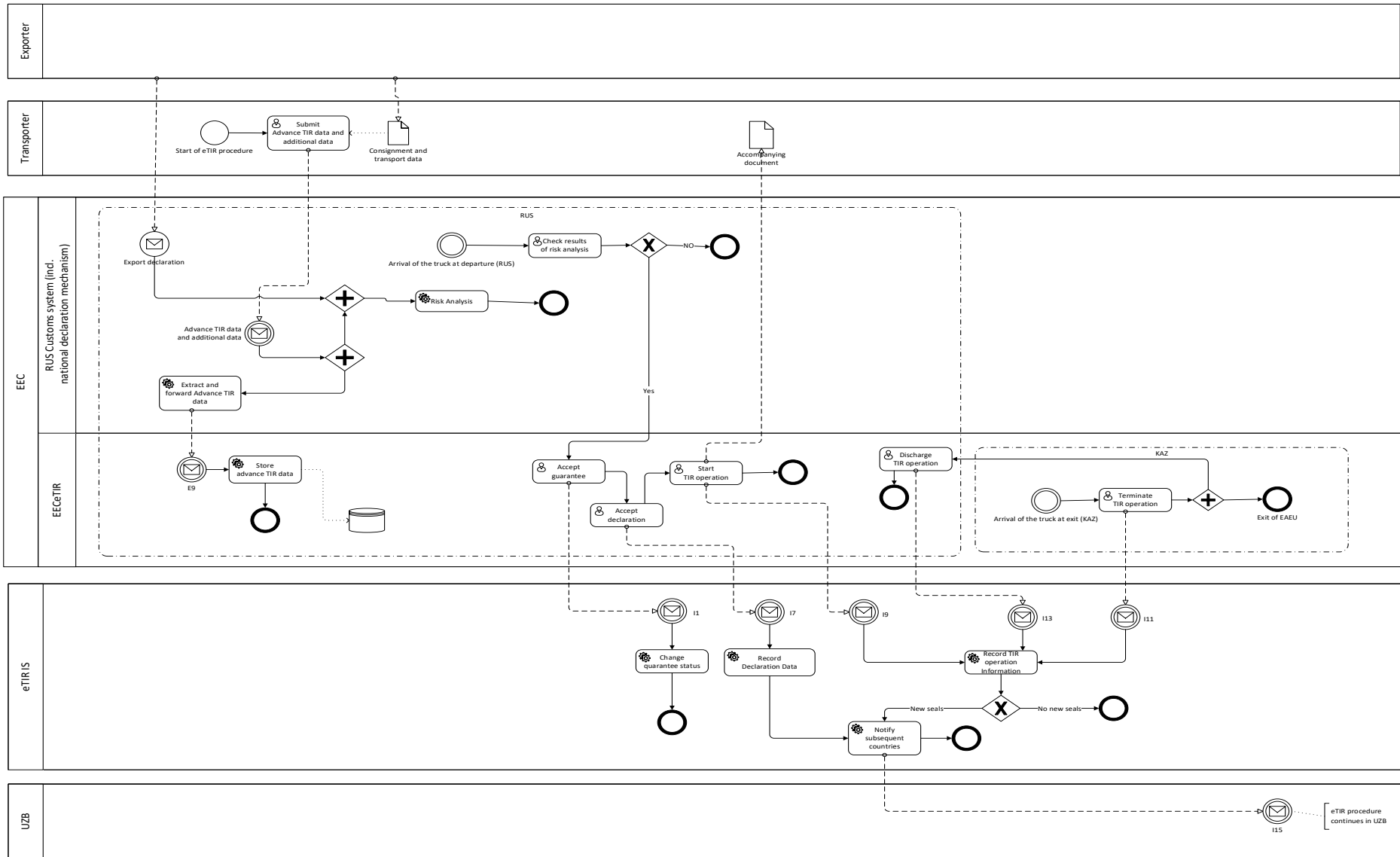
Figure 3  
**Data flows (italics) and processes (bold)** for a TIR transport following an export procedure in EAEU



**1. Scenario A.1**

24. In this scenario, the transport company uses the national declaration mechanism of the national customs system to submit advance TIR data and additional data required for beginning a TIR transport under the eTIR procedure in the EAEU. Figure 4 presents the high-level business process of such TIR transport, focusing on the processes relevant to the countries of the EAEU.

Figure 4  
 BPMN for a TIR transport carried out under the eTIR procedure for goods exported from EAEU and data submitted using a national declaration mechanism

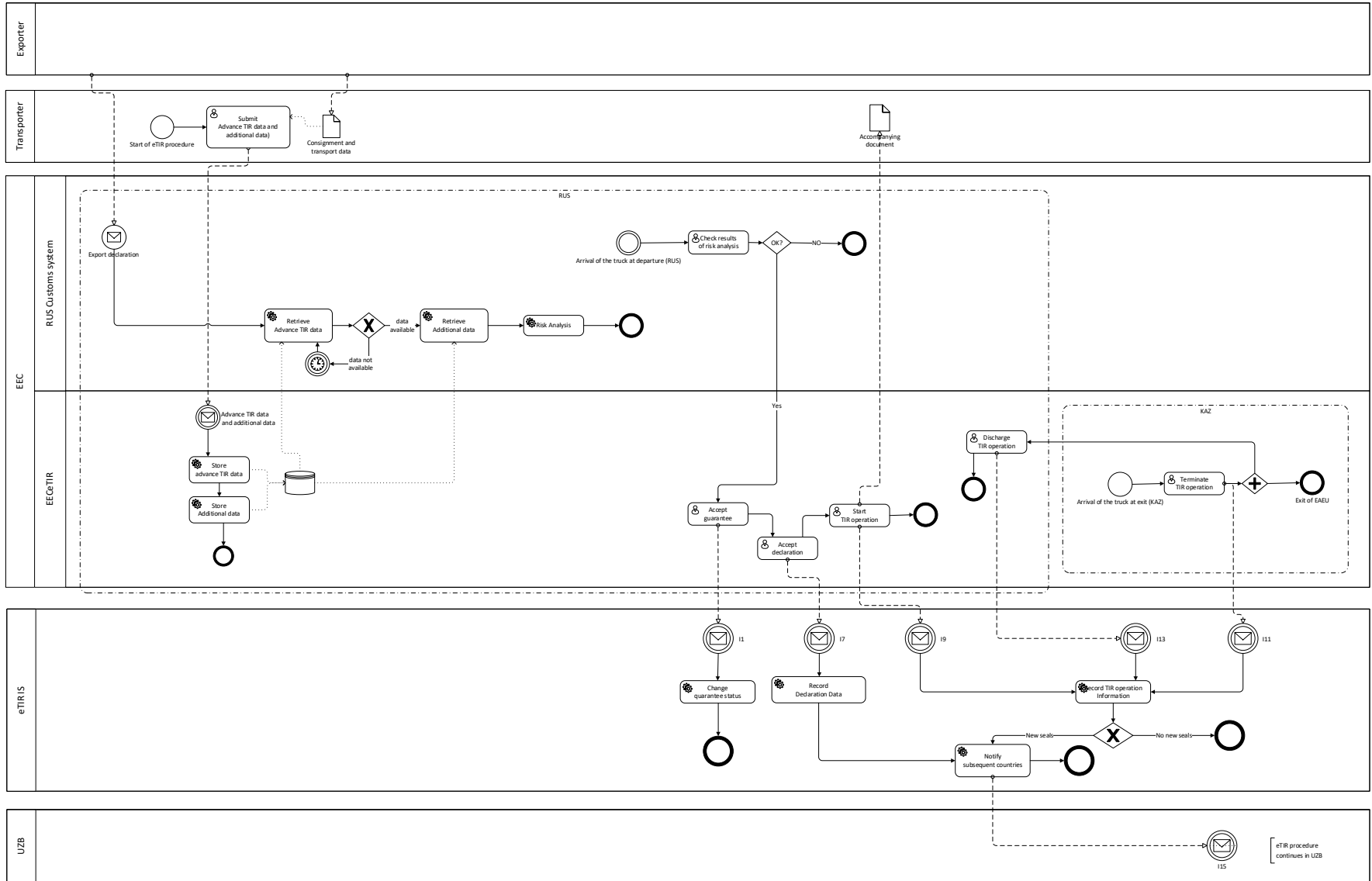


**2. Scenario A.2**

25. In this scenario, the transport company uses the declaration mechanism included in the proposed EECeTIR solution to submit advance TIR data and additional data required for beginning a TIR transport under the eTIR procedure in the EAEU. Figure 5 presents the high-level business process of such TIR transport, focusing on the processes relevant to the countries of the EAEU.

Figure 5

BPMN for a TIR transport carried out under the eTIR procedure for goods exported from EAEU and data submitted using the EECeTIR solution



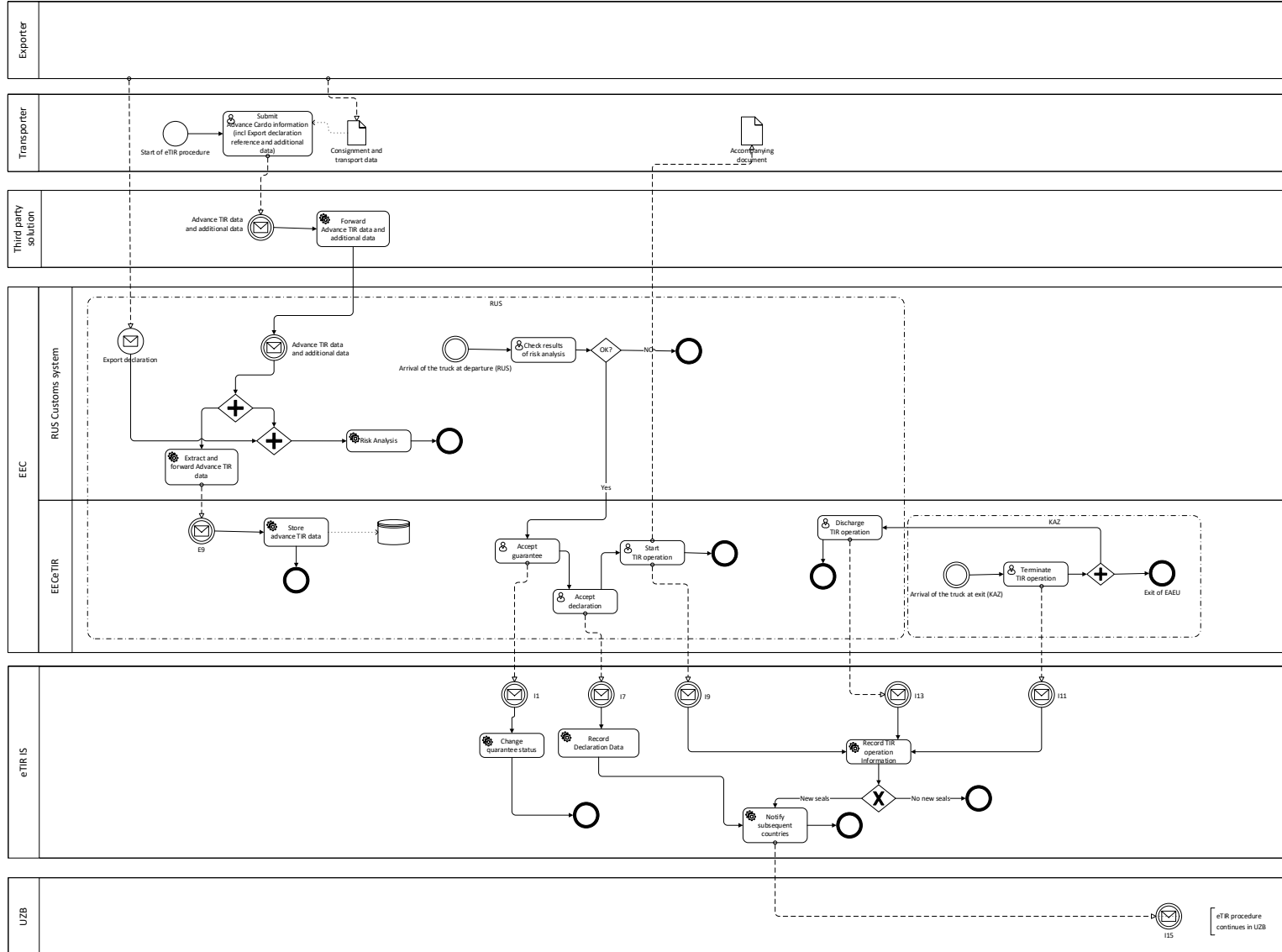
### 3. Scenario A.3

26. In this scenario, the transport company uses a third party solution, such as TIR EPD or other, to submit advance TIR data and additional data required for beginning a TIR transport under the eTIR procedure in the EAEU. The scenario is subdivided into two sub-scenarios to show that data could be either forwarded directly to national customs systems of any of the countries of the EAEU (A.3a) or to the proposed EECeTIR solution (TIR advance data) via the eTIR international system. In this later scenario additional data would be made available to the national customs system via a repository for additional data (A.3.2). Figures 6 and 7 present the high-level business processes of such TIR transports, focusing on the processes relevant to the countries of the EAEU.

(a) Scenario A.3a

Figure 6

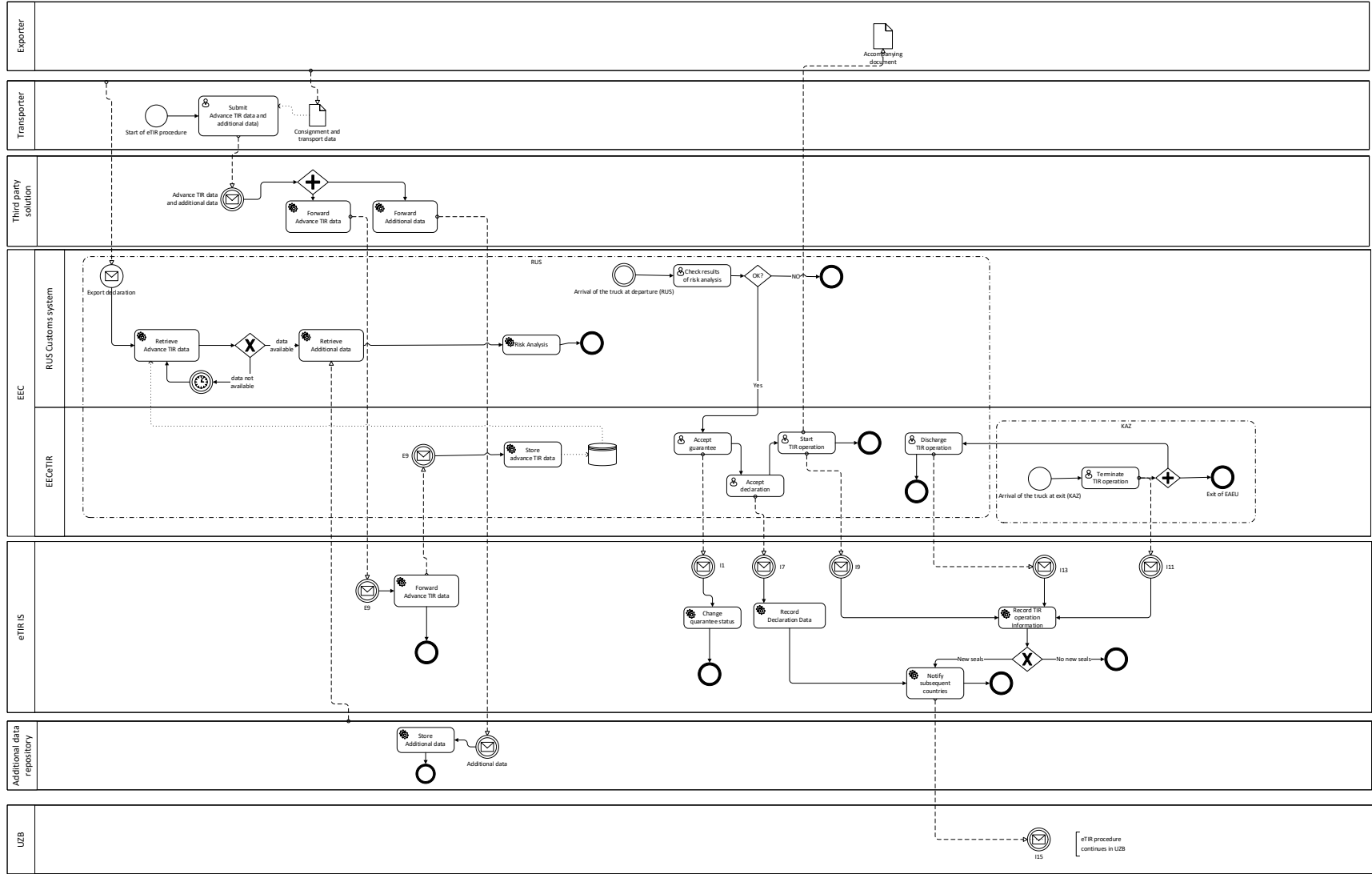
BPMN for a TIR transport carried out under the eTIR procedure for goods exported from EAEU and data submitted using third party solutions (direct)



(b) Scenario A.3b

Figure 7

BPMN for a TIR transport carried out under the eTIR procedure for goods exported from EAEU and data submitted using third party solutions (indirect)





## B. Import into EAEU

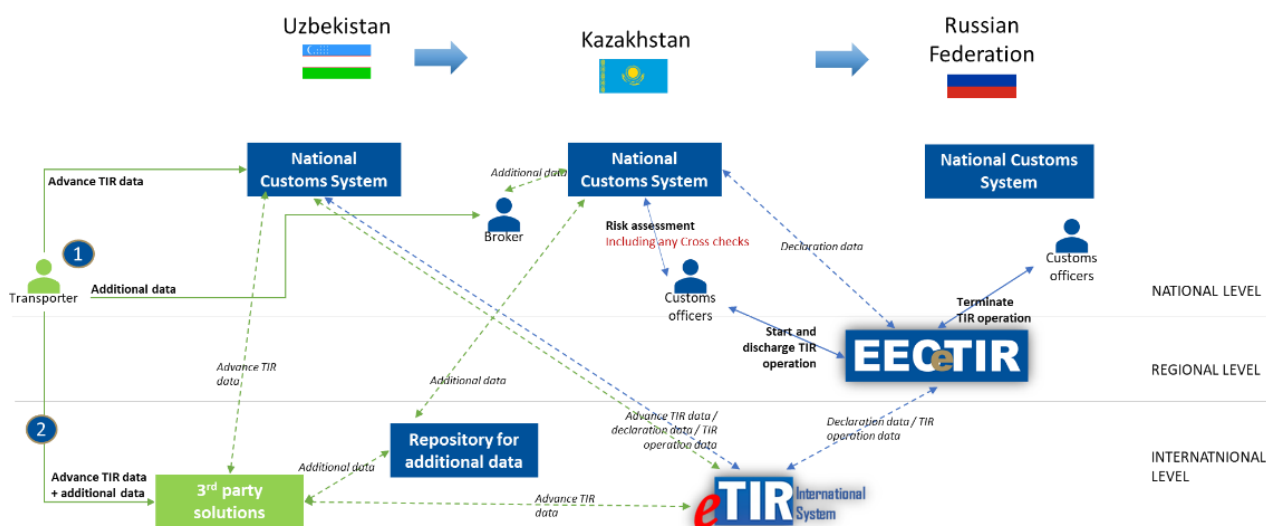
27. When goods are transported under the TIR or eTIR procedure with destination in the EAEU (to be imported), it is understood that the customs administration of the EAEU require additional data in order to perform the risk assessment for the transit procedure. While for the TIR procedure, a TIR carnet is presented at the customs office of entry, together with attached documents, for the eTIR procedure, in line with Article 2 (f) of Annex 11, the declaration data transferred to the eTIR international system shall constitute the legal equivalent of an accepted TIR Carnet. In line with Article 9 of Annex 11, customs authorities are also entitled to request additional data stipulated by national legislation.

28. Taking into consideration that Annex 11 envisages various options for the submission of advance TIR data and that Customs administrations are free to select how additional data can be submitted, the following chapters analyse different scenarios for the submission of the required data to ensure the completion of a TIR transport under the eTIR procedure using the proposed EECeTIR solution.

29. Figure 8 presents a high-level view of the data flows (*italics*) and the processes (**bold**) covering various scenarios envisaged for a TIR transport carried out under the eTIR procedure with final destination in the EAEU. In this example, goods are transported from Uzbekistan to the Russian Federation via Kazakhstan.

Figure 8

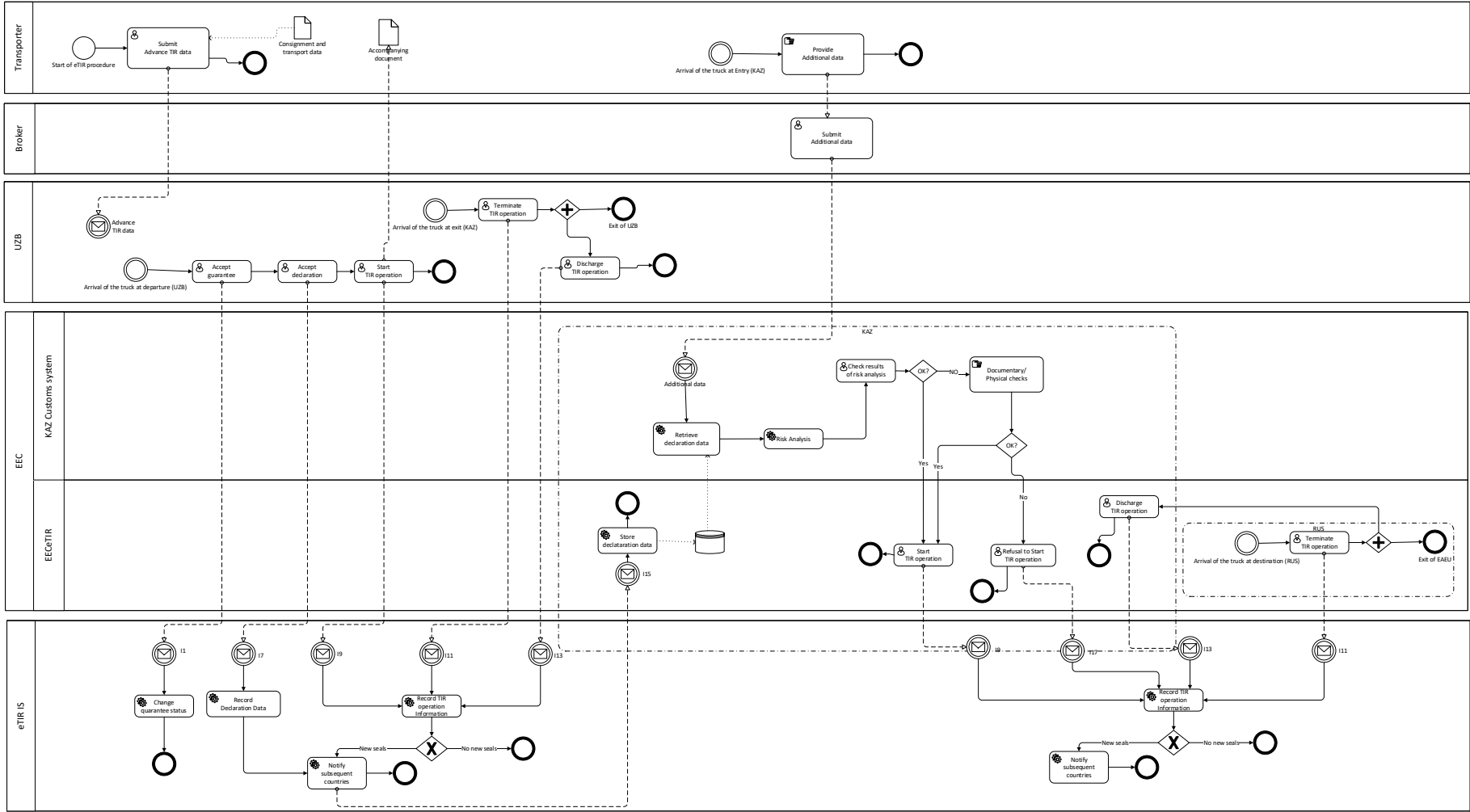
**Data flows (*italics*) and processes (**bold**) for a TIR transport of goods to be imported into the EAEU**



### 1. Scenario B.1

30. In this scenario, the transport company uses the national declaration mechanism of the national customs system to submit all the data required to begin a TIR transport under the eTIR procedure in Uzbekistan. When reaching the customs office of entry into the EAEU, the driver will contact a customs broker to ensure that any additional data required to continue the eTIR procedure into the EAEU is adequately submitted to customs. Figure 9 presents the high-level business process of such TIR transport, focusing on the processes relevant to the countries of the EAEU.

Figure 9  
BPMN for a TIR transport carried out under the eTIR procedure for goods imported into the EAEU and data submitted using a national declaration mechanism and a customs broker



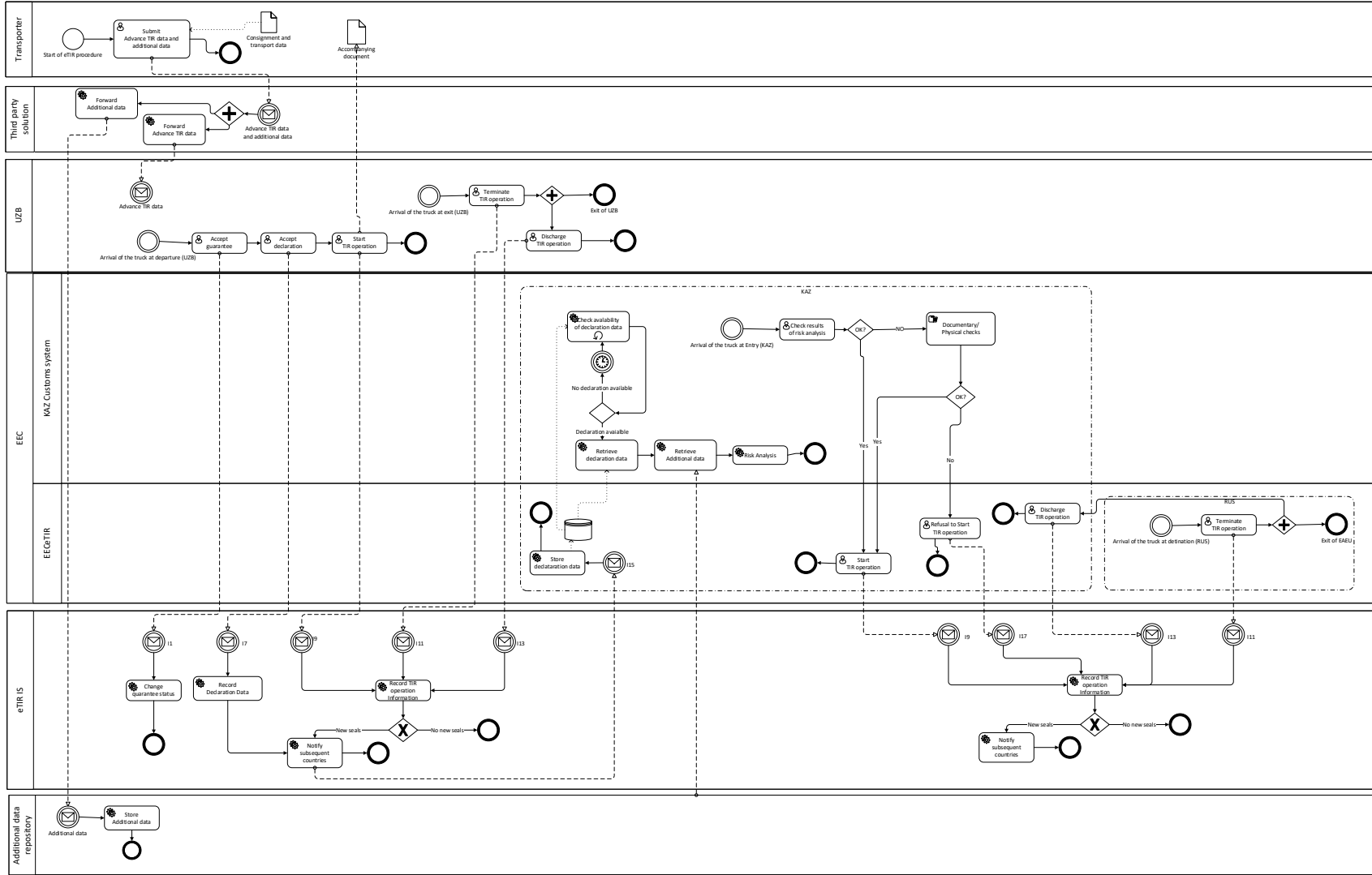
## 2. Scenario B2

31. In this scenario, the transport company uses IRU TIR-EPD or another third-party system to submit all the data required for a TIR transport under the eTIR procedure departing from Uzbekistan with a final destination in the EAEU. The scenario is subdivided into two sub-scenarios to show that data could be either forwarded directly to national customs systems or to the proposed EECeTIR solution, via the eTIR international system and a repository for additional data. Figures 10 and 11 present the high-level business processes of such TIR transports, focusing on the processes relevant to the countries of the EAEU.

(a) Scenario B.2a

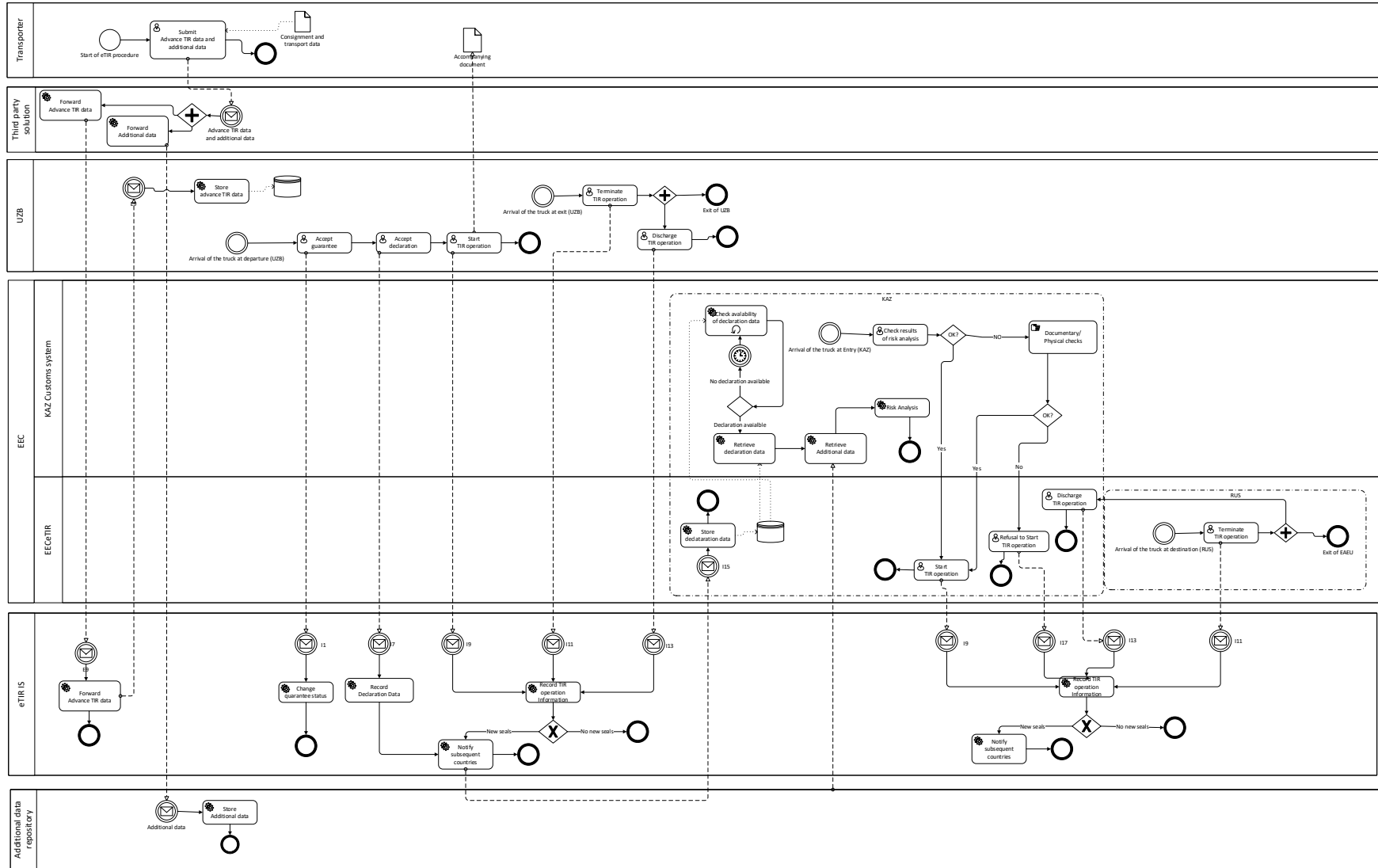
Figure 10

BPMN for a TIR transport carried out under the eTIR procedure for goods imported into the EAEU and data submitted using third party solutions (direct)



(b) Scenario B.2b

Figure 11  
 BPMN for a TIR transport carried out under the eTIR procedure for goods imported into the EAEU and data submitted using TIR-EPD (indirect)



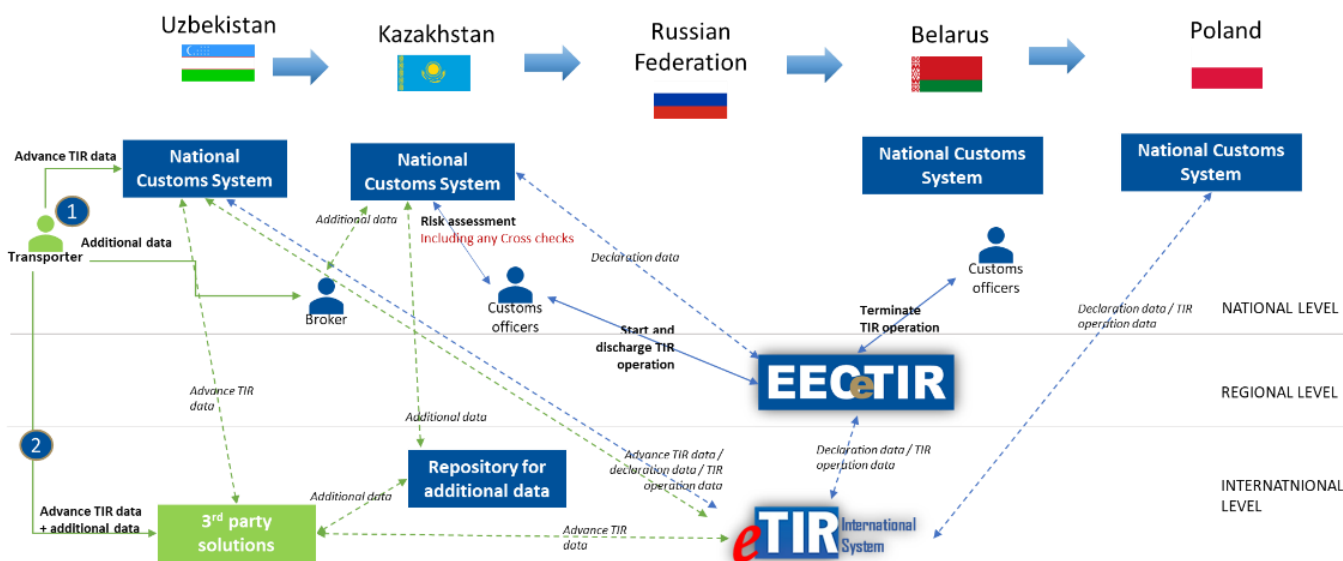
### C. Transit through EAEU

32. When goods are transported under the TIR or eTIR procedure through the EAEU, it is understood that customs administration of the EAEU require additional data in order to perform the risk assessment for the transit procedure. While for the TIR procedure, a TIR carnet is presented at the customs office of entry, together with attached documents, for the eTIR procedure, in line with Article 2 (f) of Annex 11, the declaration data transferred to the eTIR international system shall constitute the legal equivalent of an accepted TIR Carnet. In line with Article 9 of Annex 11, customs authorities are also entitled to request additional data stipulated by national legislation.

33. Taking into consideration that Annex 11 envisages various options for the submission of advance TIR data and that Customs administrations are free to select how additional data can be submitted, the following chapters analyse different scenarios for the submission of the required data to ensure the continuation of a TIR transport under the eTIR procedure using the proposed EECeTIR solution.

34. Figure 12 presents a high-level view of the data flows (italics) and the processes (bold) covering various scenarios envisaged for a TIR transport carried out under the eTIR procedure which transits through the territory of the EAEU. In this example, goods are transported from Uzbekistan to Poland via the EAEU.

Figure 12  
**Data flows (italics) and processes (bold) for a TIR transport of goods that transit through the EAEU**

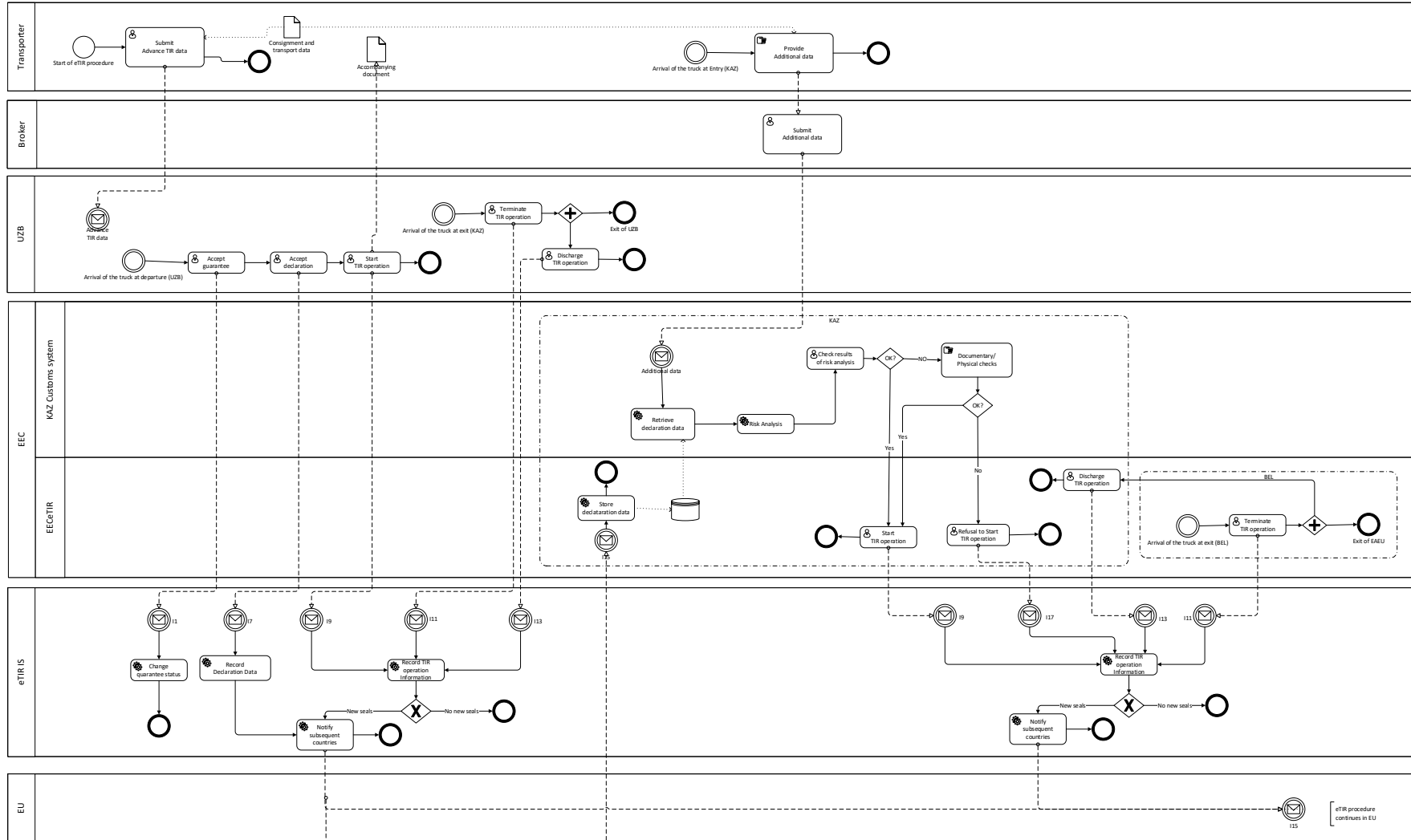


#### 1. Scenario C.1

35. In this scenario, the transport company uses the national declaration mechanism of the national customs system to submit all the data required to begin a TIR transport under the eTIR procedure in Uzbekistan. When reaching the customs office of entry into the EAEU, the driver will contact a customs broker to ensure that any additional data required to continue the eTIR procedure into the EAEU is adequately submitted to customs. Figure 13 presents the high-level business process of such TIR transport, focusing on the processes relevant to the countries of the EAEU.

Figure 13

**BPMN for a TIR transport carried out under the eTIR procedure for goods in transit through the EAEU and data submitted using a national declaration mechanism and a customs broker**



## **2. Scenario C.2**

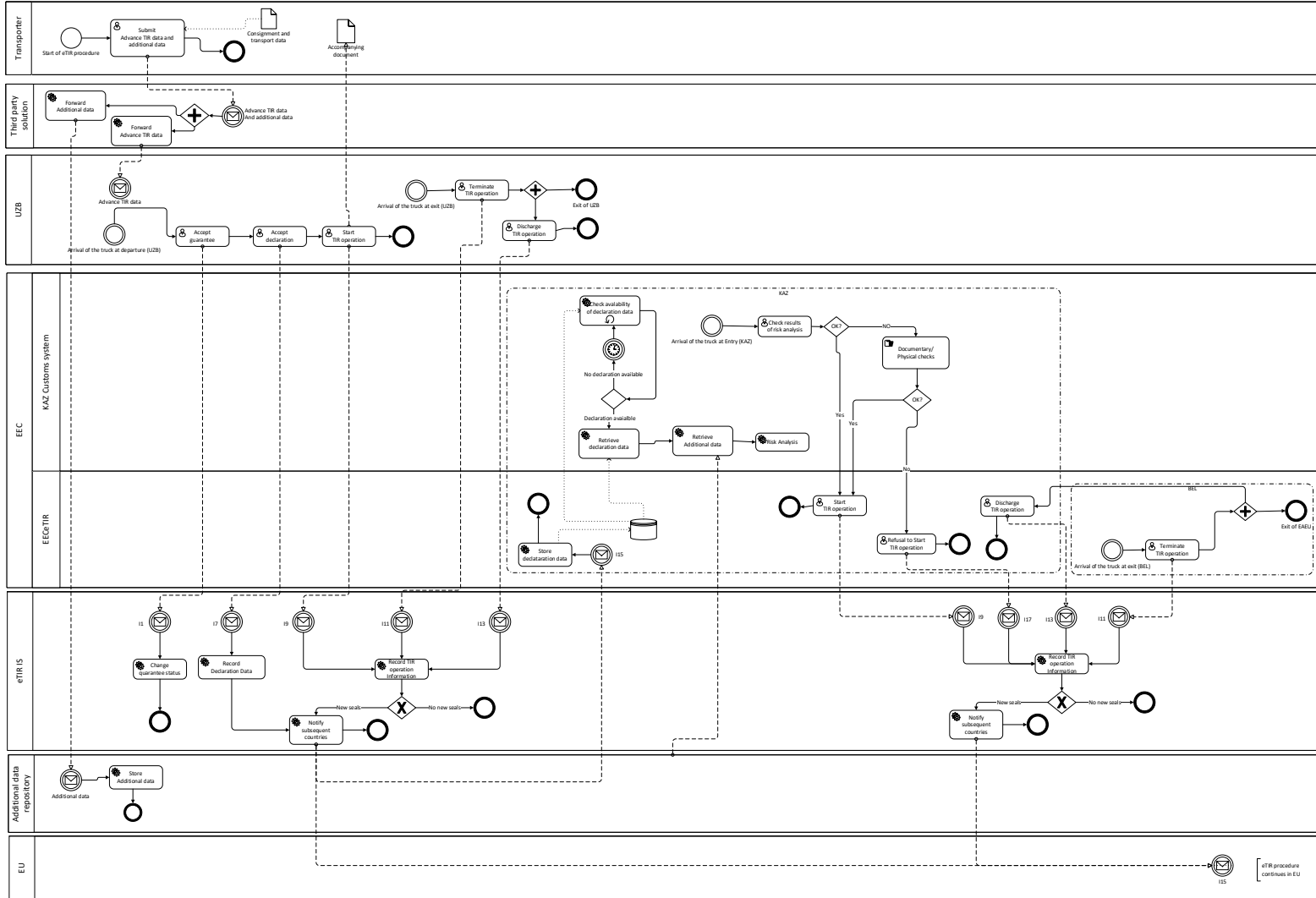
36. In this scenario, the transport company uses IRU TIR-EPD or another third-party system to submit all the data required for a TIR transport under the eTIR procedure departing from Uzbekistan, through the EAEU and with a final destination in Poland. The scenario is subdivided into two sub-scenarios to show that data could be either forwarded directly to national customs systems or to the proposed EECeTIR solution, via the eTIR international system and a repository for additional data. Figures 14 and 15 present the high-level business processes of such TIR transports, focusing on the processes relevant to the countries of the EAEU.



(a) Scenario C.2a

Figure 14

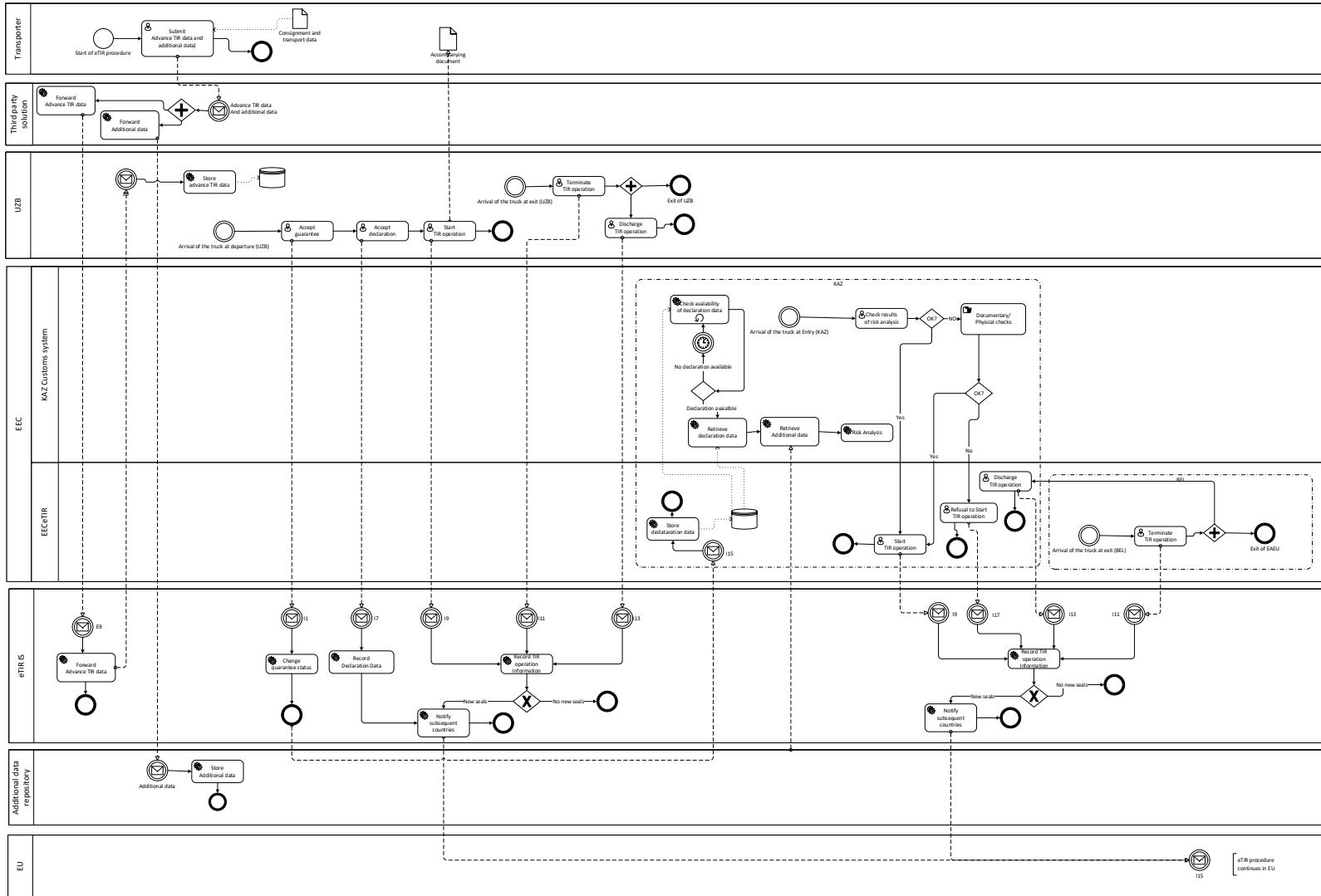
**BPMN for a TIR transport carried out under the eTIR procedure for goods in transit through the EAEU and data submitted using third party solutions (direct)**



(b) Scenario C.2b

Figure 15

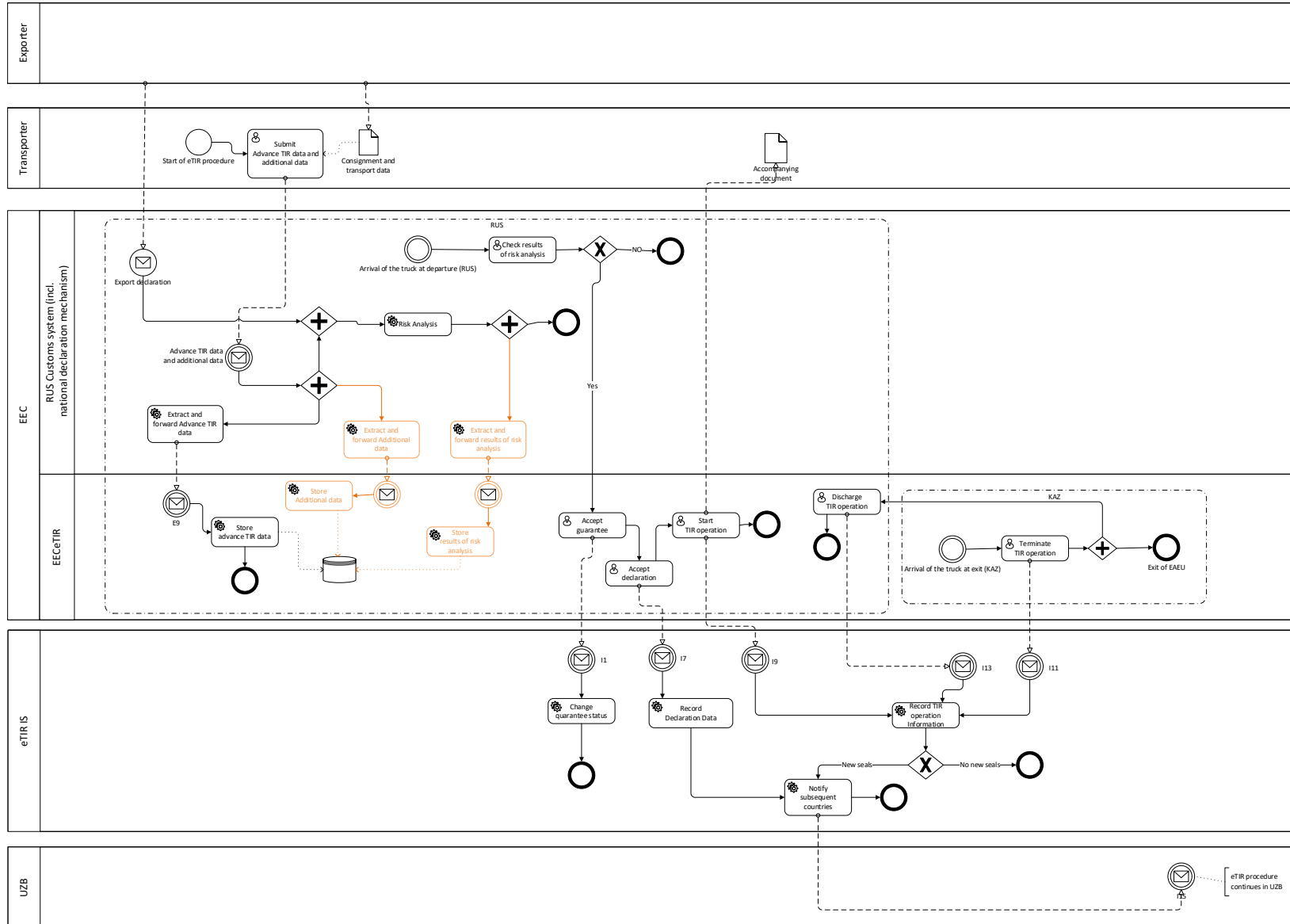
BPMN for a TIR transport carried out under the eTIR procedure for goods in transit through the EAEU and data submitted using third party solutions (indirect)



#### **D. Optional usage of national data in EECeTIR**

37. The EECeTIR solution could also accommodate the exchange and the display of national data, such as additional data and the results of the risk analysis. Figure 16 provides an example of how the exchange of national data could be integrated in the eTIR procedure processes.

Figure 16  
BPMN for a TIR transport carried out under the eTIR procedure for goods exported from EAEU and data submitted using a national declaration mechanism - including an optional data exchange (in orange) between EECeTIR and the national customs systems



## V. Application mock-ups

38. This chapter presents mock-ups of the possible interfaces of the ECEeTIR solution for the various eTIR processes.

### A. Accept guarantee

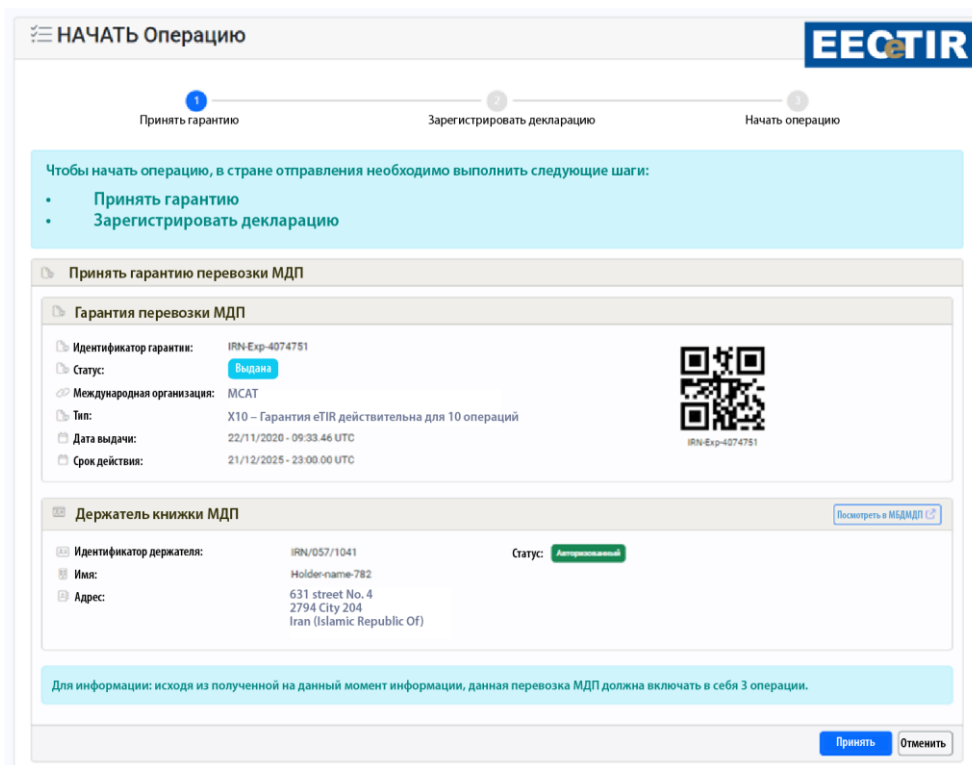
39. Figure 17 presents a mock-up of the interface of the EECeTIR solution to be used by the customs officers of the EAEU to accept a guarantee.

Figure 17

#### Accept guarantee mock-ups

(available in English and Russian only)

The screenshot displays the 'START Operation' interface for EECeTIR. At the top right is the EECeTIR logo. A progress bar at the top shows three steps: 1. Accept guarantee (active), 2. Record declaration, and 3. Start operation. Below the progress bar, a light blue box contains instructions: 'As the departure country, the following steps are required to start this operation:' followed by a list: 'Accept the guarantee' and 'Record the declaration'. The main content area is titled 'Accept TIR transport guarantee' and contains two sections. The first section, 'TIR transport guarantee', lists details: Guarantee ID: IRN-Exp-4074751, Status: Issued, International organization: IRU, Type: X10 - eTIR guarantee valid for 10 operations, Issuing date: 22/11/2020 - 09:33:46 UTC, and Validity date: 21/12/2025 - 23:00:00 UTC. To the right of these details is a QR code with the ID IRN-Exp-4074751 below it. The second section, 'TIR carnet holder', shows Holder ID: IRN/057/1041, Name: Holder-name-782, and Address: 631 street No. 4, 2794 City-204, Iran (Islamic Republic Of). The Status is Authorized. A 'View in ITDB' link is present. At the bottom, a light blue box states: 'For your information: based on the current information received, this TIR transport should contain 3 operations.' At the bottom right are 'Accept' and 'Cancel' buttons.



## B. Accept declaration

40. Figure 18 presents a mock-up of the interface of the EECeTIR solution to be used by the customs officers of the EAEU to accept a declaration.

Figure 18  
**Accept declaration mock-ups**  
 (available in English and Russian only)

☰ START Operation

1 ✓ Accept guarantee     2 Record declaration     3 Start operation

Acceptance of the guarantee was completed successfully.

As the departure country, the following steps are required to start this operation:
 

- Record the declaration

☰ Record declaration

☰ General information

📅 Date/Time: 09/10/2023 - 07:34:18 UTC	📦 Total number of consignments: 1
🔑 Guarantee: IRN-Exp-4074751	👤 Agent:
👤 Holder ID: IRN/057/1041	🚚 Carrier(s):
📝 General remarks: Write any remark here	📄 National references:

📦 Consignments - #1

From: <a href="#">69002</a>	To: <a href="#">AZ12004</a>
→ Transport means:	
• Means detail: Truck - 1234 (GE 🚚)	
📦 Transport equipment:	
• Trailer - TE1	
Full itinerary:	
🚚 69002	Departure
🚚 69110	Exit
🇸🇪 AZ11004	Entry
🇸🇪 AZ12004	Destination

☰ НАЧАТЬ Операцию

1 ✓ Принять гарантию     2 Зарегистрировать декларацию     3 Начать операцию

Принятие гарантии успешно завершено

Чтобы начать операцию, в стране отправления необходимо выполнить следующие шаги:
 

- Зарегистрировать декларацию

☰ Зарегистрировать декларацию

☰ Общая информация

📅 Дата/время: 09/10/2023 - 07:34:18 UTC	📦 Общее кол-во партий груза: 1
🔑 Идентификатор гарантии: IRN-Exp-4074751	👤 Агент:
👤 Идентификатор держателя: IRN/057/1041	🚚 Перевозчик(и):
📝 Общие замечания: Здесь можно указать любые замечания	📄 Национальные ссылки:

📦 Партия груза: 1

Из: <a href="#">69002</a>	В: <a href="#">AZ12004</a>
→ Транспортные средства:	
• Сведения о ТС: Грузовое ТС-1234 (GE 🚚)	
📦 Транспортное оборудование:	
• Прицеп – TE1	
Полное описание маршрута:	
🚚 69002	Отправление
🚚 69110	Выезд
🇸🇪 AZ11004	Въезд
🇸🇪 AZ12004	Пункт назначения

## C. Start TIR operation

41. Figure 19 present a mock-up of the interface of the EECeTIR solution to be used by the customs officers of the EAEU to start a TIR operation.

31

Figure 19  
**Start TIR operation mock-ups**  
 (available in English and Russian only)

The figure displays two mock-up screenshots of the EECeTIR interface for starting a TIR operation. The top screenshot is in English, and the bottom is in Russian. Both show a progress bar, a success message, and a form with various fields and buttons.

**English Screenshot (START Operation):**

- Progress Bar:** Shows three steps: 'Accept guarantee' (completed), 'Record declaration' (completed), and 'Start operation' (current step).
- Message:** 'Запись декларации успешно завершена.' (Declaration record successfully completed).
- Form Fields:**
  - Operation sequence #: 1
  - Operation ID\*: National\_Operation\_Id
  - Customs office\*: 69010 (Choose)
  - Expected end date/time: [Empty]
  - Control\*: Seals check (dropdown), Satisfactory (dropdown)
  - National itinerary: [Empty] (Choose)
  - Remarks: [Text area]
- Customs seals affixing:** Transport equipment: TE1\*
 

#	Type	Number
1	Mechanical seal	123456

 (Add another seal button)
- Confirmation:** 'Do you want to start this TIR operation?' (Start operation, Cancel buttons)

**Russian Screenshot (НАЧАТЬ Операцию):**

- Progress Bar:** Shows three steps: 'Принять гарантию' (completed), 'Зарегистрировать декларацию' (completed), and 'Начать операцию' (current step).
- Message:** 'Регистрация декларации успешно завершена' (Declaration registration successfully completed).
- Form Fields:**
  - Порядковый номер операции\*: 1
  - Идентификатор операции\*: National\_Operation\_Id
  - Таможня\*: 69010 (Выбрать)
  - Дата/время ожидаемого окончания: [Empty]
  - Контроль\*: Проверка пломб (dropdown), Удовлетворительно (dropdown)
  - Национальный маршрут: [Empty] (Выбрать)
  - Примечания: [Text area]
- Наложение таможенных пломб:** Транспортное оборудование: TE1\*
 

№	Тип	Номер
1	Механическая пломба	123456

 (Добавить пломбу button)
- Confirmation:** 'Начать данную операцию МДП?' (Начать операцию, Отменить buttons)

## D. Terminate TIR operation

42. Figure 20 present a mock-up of the interface of the EECeTIR solution to be used by the customs officers of the EAEU to terminate a TIR operation.



Figure 20  
**Terminate TIR operation mock-ups**  
 (available in English and Russian only)

☰ TERMINATE Operation
EECTIR

**TERMINATE**

Number of packages unloaded\*

Customs office\*  Choose

Termination type\*

Control\* Seals check Satisfactory

Remarks

Customs seals affixing

Transport equipment: TE1\*

#	Type	Number
1	Mechanical seal	123456

Add another seal

Do you want to terminate this TIR operation?
Terminate operation Cancel

☰ ПРЕКРАТИТЬ Операцию
EECTIR

**ПРЕКРАТИТЬ**

Число выгруженных грузовых мест:

Таможня:  Выбрать

Тип прекращения:

Контроль: Проверка пломб Удовлетворительно

Примечания

Наложение таможенных пломб: Транспортное оборудование: TE1\*

№	Тип	Номер
1	Механическая пломба	123456

Добавить пломбу

Прекратить данную операцию МДП?
Прекратить операцию Отменить

## E. Discharge TIR operation

43. Figure 21 present a mock-up of the interface of the EECeTIR solution to be used by the customs officers of the EAEU to discharge a TIR operation.

Figure 21  
**Discharge TIR operation mock-ups**  
 (available in English and Russian only)

☰ DISCHARGE Operation
EECTIR

**DISCHARGE**

Customs office\*  Choose

Do you want to discharge this TIR operation?
Discharge operation Cancel

The mock-up shows a window titled "ЗАВЕРШИТЬ Операцию" (Complete Operation) with the EECeTIR logo in the top right. Below the title bar, there is a sub-header "ЗАВЕРШИТЬ". A form field labeled "Таможня:" (Customs office) contains the value "69010" and a blue "Выбрать" (Choose) button. Below this, a light blue banner asks "Завершить данную операцию МДП?" (Complete this operation MDP?). At the bottom right, there are two buttons: "Завершить операцию" (Complete operation) in blue and "Отменить" (Cancel) in grey.

## F. Refuse to start TIR operation

44. Figure 22 present a mock-up of the interface of the EECeTIR solution to be used by the customs officers of the EAEU to refuse to start a TIR operation.

Figure 22

### Refuse to start TIR operation mock-ups

(available in English and Russian only)

The first mock-up is titled "REFUSE TO START Operation" with the EECeTIR logo. It contains a form with the following fields: "Operation sequence #" with value "2", "Operation ID" with value "00000000", "Customs office" with value "69010" and a blue "Choose" button, "Control" with a dropdown menu showing "Seals check" and "Satisfactory", and "Remarks" with a text box containing "Entry refused". A light blue banner asks "Do you want to refuse to start this TIR operation?". At the bottom right, there are two buttons: "Refuse to start" in blue and "Cancel" in grey.

The second mock-up is titled "ОТКАЗ НАЧАТЬ операцию" (Refuse to start operation) with the EECeTIR logo. It contains a form with the following fields: "Порядковый номер операции:" (Operation sequence number) with value "2", "Идентификатор операции:" (Operation ID) with value "00000000", "Таможня:" (Customs office) with value "69010" and a blue "Выбрать" (Choose) button, "Контроль:" (Control) with a dropdown menu showing "Проверка пломб" (Seals check) and "Удовлетворительно" (Satisfactory), and "Примечания:" (Remarks) with a text box containing "Во входе отказано" (Refused in the process). A light blue banner asks "Отказать в начале данной операции МДП?" (Refuse to start this operation MDP?). At the bottom right, there are two buttons: "Отказать в начале" (Refuse to start) in blue and "Отменить" (Cancel) in grey.

## G. Optional display of addition data

45. Figure 23 present a mock-up of the interface of the EECeTIR solution in which customs officers of the EAEU could visualize any additional information.

Figure 23  
**Addition data mock-ups**  
 (available in English and Russian only)

The figure displays two mock-up screenshots of the EECeTIR interface, one in English and one in Russian, showing the 'Addition data' section for a TIR transport.

**English Version (Top Screenshot):**

- Header: EECTIR, Transports, Associations, Holders, Account. Customs office: 69010 - BCP "Lagodekhi".
- Transport ID: IRN-Exp-4074751. Status: To be started locally. Buttons: Activate fallback, Generate document, Refresh, Back.
- Itinerary: GE → AZ. Consignment 1 - (GE,AZ). Progress bar.
- TIR operations table:
 

#	Country	Operation ID	Description	Start office	Termination office	Start	Termination	Discharge
1	GE	-	Departure	69002	69110	Start	<input type="checkbox"/>	<input type="checkbox"/>
- TIR transport data: Advance data (pending), Additional data. General information.

**Russian Version (Bottom Screenshot):**

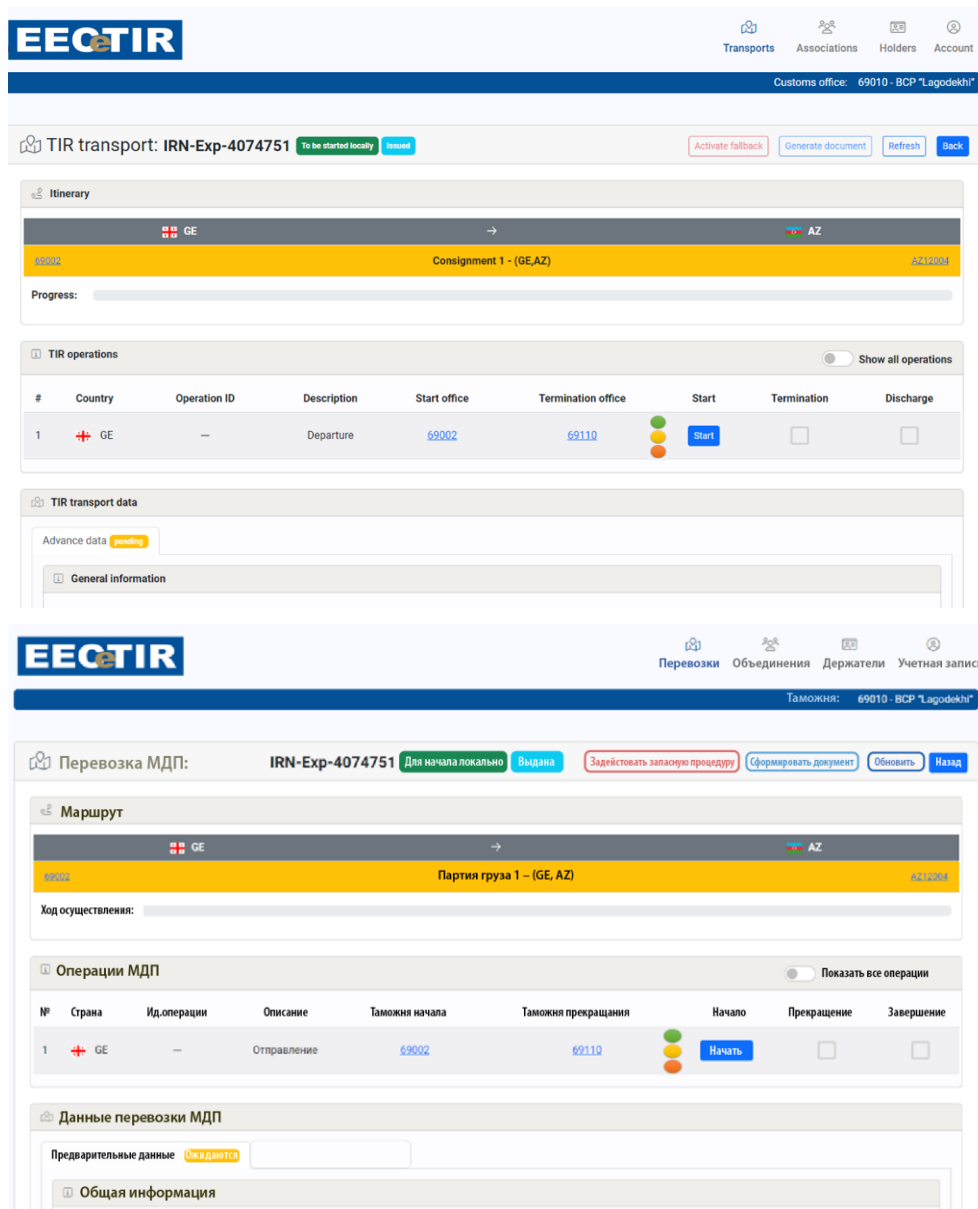
- Header: EECTIR, Перевозки, Объединения, Держатели, Учетная запись. Таможня: 69010 - ВСП "Лагодехи".
- Transport ID: Перевозка МДП: IRN-Exp-4074751. Status: Для начала локально. Buttons: Выдана, Задействовать запасную процедуру, Сформировать документ, Обновить, Назад.
- Маршрут: GE → AZ. Партия груза 1 - (GE, AZ). Ход осуществления: Progress bar.
- Операции МДП table:
 

№	Страна	Ид.операции	Описание	Таможня начала	Таможня прекращения	Начало	Прекращение	Завершение
1	GE	-	Отправление	69002	69110	Начать	<input type="checkbox"/>	<input type="checkbox"/>
- Данные перевозки МДП: Предварительные данные (Ожидается), Дополнительные данные. Общая информация.

## H. Optional display of the results of the risk analysis

46. Figure 24 present a mock-up of the interface of the EECeTIR solution in which customs officers of the EAEU could visualize the results of the risk analysis.

Figure 24  
**Results of the risk analysis mock-ups**  
 (available in English and Russian only)



## VI. Next steps

47. The Secretariat, acknowledging the technical requirements that the National laws of the five EAEU Member States stipulate and the EAEU customs union code enforces, which are not covered by the eTIR technical specifications today, and, second, recognizing the important role that the five EAEU Member States and the Eurasian Economic Commission (EEC) could have in a future for the global roll-out and functioning of a sustainable TIR system / eTIR procedure prepared this document. The technical solution described is quite innovative and tries to cover all business requirements of the EEC region without complicating the eTIR procedure itself and the exchange of eTIR messages. On the other hand, it follows Annex 11 and its spirit regarding additional data requirements.

48. ECE has a major obligation based on Annex 11: shall assist countries in connecting their customs systems to the eTIR international system, including by means of conformance tests to ensure their proper functioning prior to the operational connection. TIR Convention serves a vast region with 78 Contracting Parties. Almost each of those contracting parties have additional requirements on data and processes following their business requirements.

The TIR Secretariat with full respect on the Convention and those requirements will make any effort possible to cover those requirements through – if possible – the existing eTIR functional and technical specifications.

49. On the other hand, the Technical Implementation Body shall monitor the technical and functional aspects of implementing the eTIR procedure, as well as coordinate and foster the exchange of information on matters falling within its competence.

50. Against this background, the Secretariat could envisage the following steps:

- This document is prepared to be submitted to TIB for its October 2024 session. Therefore, it will be translated in three ECE working languages.
  - Before the October session of TIB, the secretariat will try to organize a technical workshop with the five member States of the EAEU including experts from the EEC Secretariat since the proposed solution includes the EEC Secretariat. The experts participating at this technical workshop should be senior customs experts and senior IT experts from the customs authorities.
  - Based on input received on this technical workshop and from the TIB session in October, the secretariat will prepare a revised version of the document and of the solution.
  - If needed, another technical workshop will be organized with the five member States and EEC Secretariat towards the end of 2024, early 2025. Maybe, depending on the comments received during the TIB session, a friends of the TIB chair meeting will be organized having invited the five member States, the EEC Secretariat and any other contracting party interested in finding a proper solution.
  - A lot on this plan depends on the acceptance, in principle, by the customs authorities of the five-member States and EEC Secretariat of the proposed by the Secretariat Solution. In parallel, a lot depends on TIB feedback and suggestions on the proposal solution. This proposal could be the technical solution based on which the eTIR procedure will be implemented in the EEC region, if everything is positive, even during 2025, or could be rejected and remain a simple exercise on a map.
  - However, the TIR Secretariat stands ready if both, TIB and EEC Secretariat / five member States are positive on the solution pending final improvements and finetuning, to engage and raise the funds that are necessary in order to have this solution developed and operational as soon as possible.
-