



Economic and Social Council

Distr.: General
2 August 2024

Original: English

Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Eighty-fourth session

Geneva, 10 October 2024

Item 6 (b) of the provisional agenda

eTIR:

Activities of the Technical Implementation Body

Issues transmitted by the Technical Implementation Body*

Note by the secretariat

I. Background

1. The Committee may wish to consider the two issues transmitted by the Technical Implementation Body below.

II. Access to TIR transport data by holders

A. Background and mandate

2. At its seventy-fourth session, the Committee considered document ECE/TRANS/WP.30/AC.2/2020/18/Rev.1, presenting technological solutions to address concerns about exclusions and withdrawals in ITDB, raised by the Government of Uzbekistan and IRU.

3. After consideration by the Committee and its recommendations of adjustments as recorded in the report of the seventy-fourth session, in the document ECE/TRANS/WP.30/AC.2/151 (para. 29), the technological solutions proposed by the secretariat was approved.

4. At its seventy-ninth session, the Committee was presented the latest updates to the eTIR information technologies projects, in particular for the eTIR Portal and eTIR Mobile applications, the new functionalities, ready to be activated, to give access to the TIR Transport information to the holders, by querying this information from the eTIR international system.

5. Before consideration to activate such features in production by the Committee, the secretariat noticed that in its current state the eTIR specifications were not explicitly giving access to the TIR Carnet holders to the E5 - query guarantee eTIR message/functionality. This one is necessary to allowing the holders to access the information related to their own

* The present report was submitted to the conference services for processing after the deadline for technical reasons beyond the control of the submitting office.



TIR transports. This document will describe the proposed amendments to the current eTIR specifications (version 4.3), required for the holders to access the TIR transport and guarantee information recorded in the eTIR information system.

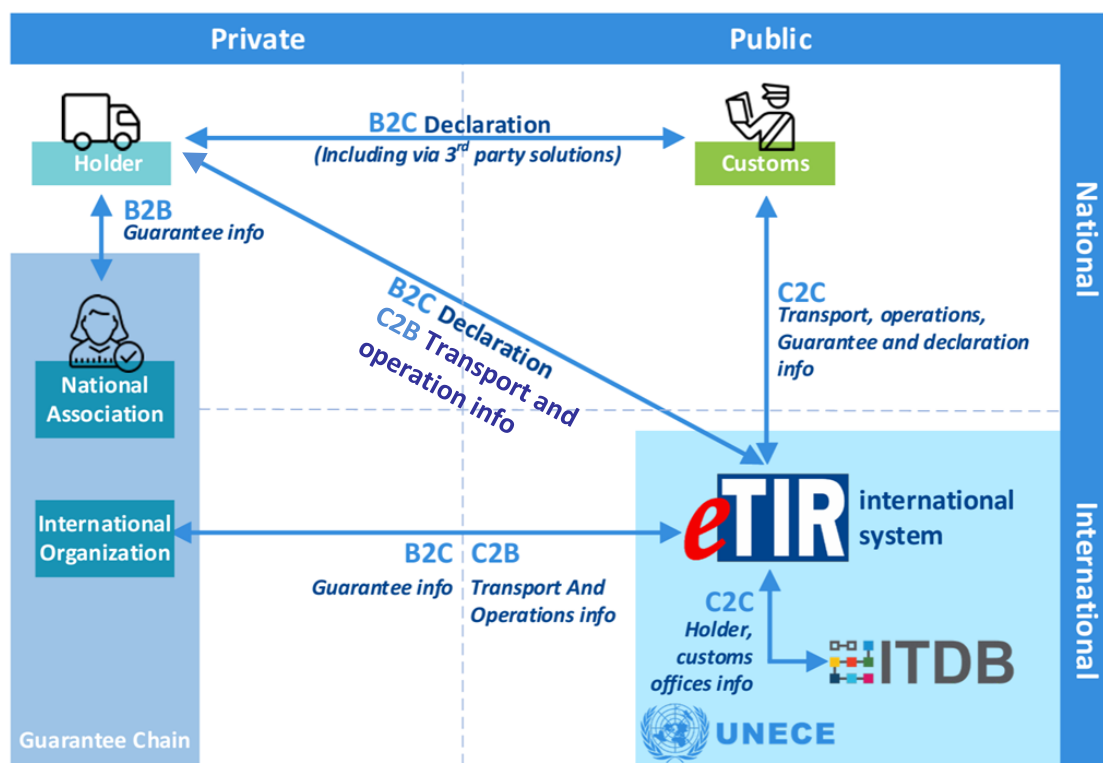
B. Proposed amendment to the eTIR specifications

6. Considering the existing E5 - Query guarantee / E6 - Query results eTIR messages that are currently accessible to the guarantee chain to get the latest guarantee and transport information data as recorded by the customs authorities. The proposal is to update the eTIR specifications to extend the access to these eTIR messages (to access the latest recorded guarantee and transport information) also to authenticated TIR Carnet holders.

7. Allowing TIR carnet holders to access E5 - Query guarantee / E6 - Query results eTIR messages would enable the implementation and deployment of technological solutions such as web and mobile applications for TIR carnet holders to have access to TIR transport data related to their own transports only. The benefits are a higher transparency on the TIR procedure for the transport operators as well as an improved capacity to share guarantee and TIR transport information with the customs officers by the holder mobile personnel/drivers.

8. In the figure below, is highlighted the updated flow of information that would result as a result to approving this proposal and that would be:

eTIR communication channel high level overview



C. Considerations by the Committee

9. Considering elements presented in this document and the technical feasibility of this change in the current version of the application, the secretariat would like to propose to amend the eTIR specifications 4.3 to extend the access to the existing E5 - Query guarantee / E6 - Query results eTIR messages to the TIR carnet holders to access their own guarantee and TIR transport data. The Committee may consider this proposal and provide overall guidance on this matter.

III. Refusal to start a TIR operation

A. Introduction and background

10. In case a country decides not to allow a TIR transport to enter the territory of their country, the best practices with regard to the use of TIR Carnets (Chapter 7.2 of the TIR Handbook) states that Customs authorities of the Customs office of entry en route are strongly recommended to apply the following procedure:

(a) Fill-in, stamp and tear off Voucher No.1 and 2, certifying the start and termination of the TIR operation for their country;

(b) Indicate in Box “For official use” of all remaining Vouchers No. 1/2, the precise reason for the decision to refuse entry to the TIR transport. A reference to the decision leading to the refusal should be indicated as well as to the provisions of national or international law on which this decision is based;

(c) Indicate in Box 5 of the concerned counterfoils No. 1 and 2 “Access refused”.

(d) Upon return at the Customs office of exit en route, Customs authorities should endorse the changes made to Box 6 (Country/countries of destination) in the remaining Vouchers No. 1/2 and proceed to open the TIR Carnet for a TIR operation in the territory of their country.

11. In version 4.3 of the eTIR specifications, points (a) to (c) are replaced by sending a refusal to start message (I17) and point (d) by a request to amend the itinerary (E11) followed by the registration of the amended declaration date (I7).

12. While using a pair of vouchers of the TIR Carnet reduces the number of TIR operations which can be covered by the TIR Carnet, in eTIR, a simple rule could be added to ensure that an operation which did not happen because of a refusal to start does not affect the number of operations which are covered by an eGuarantee.

13. At its sixth session, TIB agreed that the refusal to start a TIR operation should not reduce the coverage of an eGuarantee, pending confirmation by the Administrative Committee of the TIR Convention, 1975, and requested the secretariat to prepare a detailed proposal for a rule for its next session.

14. At its seventh session, TIB considered and agreed, pending approval by AC.2, with the inclusion of the rule presented below in the TIROperation class of the E6, I6 and I15 messages.:

Number and Name: R0XX

Description: Operations which customs have refused to start must not be counted when considering the number of operation covered by a Guarantee.

B. Consideration by the Committee

15. In the light of the above, the Committee may wish to consider if the inclusion of the new rules is acceptable and provides the eTIR procedure with an added advantage for the private sector without prejudice to the security required by Customs administrations.