

As announced in the agenda for the twelfth session of the informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure, Informal document No. 1 contains the English version of document ECE/TRANS/WP.30/GE.1/2007/2/Rev.1, highlighting, in track changes, the differences in relation to the previous version of the document in reference.

ACTIVITIES OF THE INFORMAL AD HOC EXPERT GROUP

Reference Model of the TIR Procedure

Revision of Chapter 2 – E-Business Requirements

Note by the secretariat*

I. BACKGROUND

1. At its fourth session, the Informal Ad hoc Expert Group on Conceptual and Technical aspects of Computerization of the TIR Procedure (further referred as “the Expert Group”) held first considerations with regard to preparing a high-level description of the eTIR Project (Informal document ExG/COMP/2004/10, paras. 15-17). At its seventh session, the Group continued its consideration on the basis of Informal document ExG/COMP/2004/23 drafted by the secretariat and of a presentation made by the European Commission. The Expert Group requested the secretariat to collaborate with the Commission to prepare a new document for its next session combining the ideas from the Commission's presentation and elements of Informal document ExG/COMP/2004/23.

2. At their first meeting, the European Commission and the secretariat were of the view that it would be more effective to devise not one but two separate documents. The first document

* The UNECE Transport Division has submitted the present document after the official documentation deadline.

should present the general ideas on how the eTIR system would replace all functionalities integrated in the TIR Carnet with the aim of presenting it for endorsement to the WP.30 at its October 2005 session. The second document, intended for the Expert Group, should elaborate the ideas, contained in the first document, in the form of high-level functional specifications.

3. At the eighth session, the experts from Customs authorities extensively discussed document TRANS/WP.30/GE.1/2005/2 prepared by the secretariat with the assistance of the European Commission and taking into account the guidelines provided by the Working Party in Informal document No. 9 (2005). They updated the document and requested the secretariat to prepare and distribute a revised version before 25 November 2005. They also mandated the secretariat to continue its work on the basis of the revised document and to draft for its ninth session a document on the possible steps that would lead to a fully computerized eTIR system.

4. At its ninth session the Expert Group proposed to combine document TRANS/WP.30/GE.1/2005/2/Rev.1 with document TRANS/WP.30/GE.1/2006/3, containing a proposal of a step-by-step implementation of the eTIR project, and present this as the high level description of the eTIR project, to be included in the Reference Model at the next session of WP.30 for endorsement.

5. At its tenth session the Expert Group extensively discussed document ECE/TRANS/WP.30/GE.1/2006/9, containing a proposal for the e-Business Requirement Chapter of the Reference Model, as prepared by the group of Customs experts, which had met in Ankara. The Expert Group agreed that, subject to a number of specific amendments, the document was providing the necessary information for inclusion as Chapter 2 of the Reference Model. It requested the secretariat to prepare and distribute a new document, containing the complete Chapter 2 of the Reference Model, which would combine and align the introduction contained in document ECE/TRANS/WP.30/2006/8 with the revised document ECE/TRANS/WP.30/GE.1/2006/9. This document was issued by the secretariat as document ECE/TRANS/WP.30/GE.1/2007/2.

6. At its eleventh session, the Expert Group extensively discussed document ECE/TRANS/WP.30/GE.1/2007/2 containing draft proposals for Chapter 2 of the Reference Model. The Expert Group highlighted three areas where the document should be improved:

- Alignment of the terminology used in draft Chapter 2 with the text of the TIR Convention, with the aim to clarify that the proposals are in line with the basic philosophy and structure of the TIR procedure;
- Further linkage between Chapters 1 and 2 of the Reference Model, in order to ensure that the future eTIR system encompasses the computerization of all current procedures;
- Refinement of technical issues raised by the IRU and others.

7. The group proposed to convene a small drafting group composed of 2 to 3 Customs IT experts, 2 to 3 representatives for the private sector, who should be assisted by the UNECE secretariat. The drafting group should meet once with the mandate to, where appropriate, review,

reformulate and amend document ECE/TRANS/WP.30/GE.1/2007/2 in line with the above instructions by the Expert Group. The European Commission, Turkey as well as Serbia agreed to participate in this drafting group from the Customs side, whereas the IRU proposed to coordinate with its member associations and provide the experts representing the private sector. The drafting group was requested, when redrafting document ECE/TRANS/WP.30/GE.1/2007/2, to clearly highlight the changes with regard to the previous version of the document. The Expert Group requested the document to be available in all 3 official languages for its next meeting.

~~5.~~

~~6.8. The annex to this document contains the proposed Chapter 2 of the Reference Model of the computerization of the TIR Procedure as revised by the small drafting group. The specifications are compliant with the general guidelines for the computerization of the TIR system, as endorsed by the TIR Administrative Committee at its forty-second session (ECE/TRANS/WP.30/AC.2/85, paragraph 38). The annex to this document contains the proposed Chapter 2 of the Reference Model of the computerization of the TIR Procedure. These specifications are compliant with the general ideas contained in WP.30 Informal document No. 9 (2005) prepared jointly by the secretariat and the European Commission whose principles had been endorsed by WP.30 at its one hundred and eleventh session (TRANS/WP.30/222, para. 33).~~

II. E-BUSINESS REQUIREMENT OF THE eTIR SYSTEM

7.9. The e-business requirements Chapter starts with a high level description of the eTIR system providing an overview of the system on which the future functional and technical specifications of the project will be based. It provides not only a general view, but also establishes guidelines allowing for a smooth step-by-step transition from the paper-based system to a computerized system.

8.10. The Chapter follows with presenting the requirements in the form of a use case analysis of the two modules of the system: the international Customs management of guarantees and the exchange of information regarding TIR transports among Customs authorities.

III. FINAL CONSIDERATIONS

9.11. The Expert Group may wish to discuss and amend the Annex and possibly request its submission to WP.30 for endorsement. The requirements presented in this Chapter will be the guideline for the future work of the Expert Group: Chapter 3 (Analysis) and Chapter 4 (Design).

Annex

TABLE OF CONTENTS

2.	E-BUSINESS REQUIREMENTS	6268
2.1.	HIGH-LEVEL DESCRIPTION OF THE ETIR PROJECT	6268
2.1.1.	<i>Actors and roles</i>	6268
2.1.1.1.	Customs authorities.....	6268
2.1.1.2.	eTIR international system.....	7279
2.1.1.3.	Holder.....	7279
	Guarantee Chain	7279
2.1.2.	<i>Fundamental principles</i>	82810
2.1.2.1.	eTIR International System brief.....	82810
2.1.2.2.	Management by Customs of data on guarantees.....	1021012
2.1.2.2.1.	Registration of the guarantee.....	1021012
	Cancellation of a guarantee	1021012
2.1.2.2.3.	Verification of the guarantee.....	1121113
2.1.2.2.4.	Querying guarantee status	1121113
2.1.2.2.5.	Transmission of TIR transport and TIR operation data	1121113
2.1.2.3.	Exchange of TIR transport and TIR operation information.....	1121113
2.1.2.3.1.	Data handling at the beginning of the TIR transport	1121113
2.1.2.3.2.	Data handling related to TIR operations.....	1221214
2.1.2.4.	Other aspects.....	1321315
2.1.2.4.1.	Issuance of guarantees.....	1321315
2.1.2.4.2.	Declaration	1321315
2.1.2.4.3.	Pre-arrival information	1421416
2.1.2.5.	Data exchange.....	1521517
2.1.2.5.1.	Central platform	1521517
2.1.2.5.2.	Communication	1521517
2.1.2.5.3.	Standard messages.....	1521517
2.1.2.6.	Security.....	1521517
2.1.2.6.1.	The elements of security from the TIR Convention	1521517
2.1.2.6.2.	Controlled access (Annex 9, Part II).....	1521517
2.1.2.6.3.	Security data elements.....	1521517
2.1.2.6.4.	eTIR international system security	1521517
2.1.2.7.	Accompanying document / Certified report.....	1521618
2.1.2.8.	Fallback solutions	1621618
2.1.3.	<i>Deliverables</i>	1621618
2.1.3.1.	National deliverables.....	1621618
2.1.3.1.1.	National management of data	1621618
2.1.3.1.2.	Bridges to the eTIR international system	1621618
2.1.3.1.3.	User manuals and training.....	1621618
2.1.3.2.	International deliverables.....	1621618
2.1.3.2.1.	Central databases.....	1621718
2.1.3.2.2.	Web services.....	1721719
2.1.3.2.3.	Definitions of standard exchange messages	1721719
2.1.3.2.4.	Technical documentation.....	1721719
2.1.3.2.5.	User manuals and training for trainers.....	1721719
2.1.3.2.6.	Helpdesk.....	1721719
2.1.3.2.7.	Customs offices database.....	1721719
2.1.3.2.8.	Countries database.....	1721820
2.1.3.3.	Other required systems	1821820
2.1.3.3.1.	Authorized access database	1821820
	Authentication database.....	1821820
2.1.3.4.	Languages and character sets.....	1821820
2.2.	STEP-BY STEP IMPLEMENTATION.....	1821820
2.2.1.	<i>Management by Customs of data on guarantees module</i>	1921921
2.2.2.	<i>Data exchange module</i>	1921921

2.2.3.	<i>Abolition of the present TIR Carnet: a geographical expansion</i>	2022022
2.2.4.	<i>Parallel projects</i>	2022022
2.2.4.1.	Declaration mechanisms	2022022
2.2.5.	<i>Schedule</i>	2022022
2.2.5.1.	Paper to electronic <i>step-by-step</i> transition.....	2122224
2.3.	USE CASES ANALYSIS	2222325
2.3.1.	<i>Management by Customs of data on guarantees use case</i>	2222325
2.3.1.1.	Management by Customs of data on guarantees use case diagram	2322426
2.3.1.2.	Guarantee state chart diagram	2422628
2.3.1.3.	Register Guarantee Chain use case description.....	2522729
2.3.1.4.	Register Guarantee Chain activity diagram.....	2622830
2.3.1.5.	Register guarantee use case description	2723032
2.3.1.6.	Register guarantee activity diagram	Error! Bookmark not defined. 23234
2.3.1.7.	Cancel guarantee use case description	3023537
2.3.1.8.	Cancel guarantee activity diagram	3123638
2.3.1.9.	Accept guarantee use case description	3323941
2.3.1.10.	Accept guarantee activity diagram	3424042
2.3.1.11.	Get holder info use case description.....	3624244
2.3.1.12.	Get holder info activity diagram	3724345
2.3.1.13.	Query guarantee use case description	3824345
2.3.1.14.	Query guarantee activity diagram	3924547
2.3.2.	<i>Data exchange use case</i>	4124749
2.3.2.1.	Data exchange use case diagram	4124749
2.3.2.2.	Record consignment information use case description	4325052
2.3.2.3.	Record consignment information activity diagram	4425153
2.3.2.4.	Update consignment information use case description	4625456
2.3.2.5.	Update consignment information activity diagram	4825658
2.3.2.6.	Starting of TIR operation use case description.....	5025961
2.3.2.7.	Starting of TIR operation activity diagram	5126062
2.3.2.8.	Terminate TIR operation use case description	5326365
2.3.2.9.	Terminate TIR operation activity diagram	5426466
2.3.2.10.	Discharge TIR operation use case description	5626769
2.3.2.11.	Discharge TIR operation activity diagram	5726870
2.3.2.12.	Notify Guarantee Chain use case description.....	5927173
2.3.2.13.	Notify Guarantee Chain activity diagram	5927173
2.3.2.14.	Notify subsequent Countries use case description	6027274
2.3.2.15.	Notify subsequent Countries activity diagram	6127476
2.4.	CLASS DIAGRAM	6127476

2. E-BUSINESS REQUIREMENTS

2.1. High-level description of the eTIR projectsystem

As elaborated in Chapter 1 of the Reference Model, the final objective of the computerization of the TIR procedure encompasses the computerization of the whole TIR Carnet life cycle from distribution, issuance and via the TIR transport to return and repository and it should, ultimately, be aimed at replacing the current paper TIR Carnet without changing the basic philosophy of the TIR Convention. In order to streamline the work towards this challenging objective, the Working Party agreed (and later confirmed) that the approach of the computerization process should be focused on the establishment of an international, centralized database, whose aim it is to allow the management by Customs of data on guarantees and the exchange of information between Customs authorities, being two elements of the TIR Carnet life cycle not computerized so far.

At the request of Contracting Parties, the development of an electronic declaration system is outside the scope of the eTIR project. However, the eTIR project will define standard declaration messages. The technical realization of declaration mechanisms will be left up to initiatives at national or private level. Other elements falling outside the scope of the eTIR project concern the approval of international organizations, national associations, transport operators and vehicles, the organization and functioning of the guarantee system, the management of a control system under Annex 10 and the administration of the TIR Convention.

The first part of this Chapter aims at providing a high level description of the international, centralized database, the eTIR international system, whose aim it is to complement developments and achievements at the national and private level relating to the computerization of the TIR Carnet life cycle. It also provides general guidelines for the smooth transition from the current paper based system to full computerization. The second part of the Chapter describes the functioning of the eTIR international system by means of use cases and activity diagrams.

2.1.1. *Actors and roles*

This section describes the different tasks and obligations related to the actors and their roles.

2.1.1.1. Customs authorities

Customs authorities can perform the following roles:

- Customs office of departure
- Customs office of destination
- Customs office of entry (en route)

- Customs office of exit (en route)
- ~~{Customs office of discharge}~~.

~~The different tasks and obligations related to these roles are described in the various fundamental principles in Chapter 2.~~

2.1.1.2. eTIR international system

The eTIR international system interfaces with the ~~guarantor~~ Guarantee Chain and will ensure the ~~proper~~ management by Customs of ~~data on the~~ data on the ~~guarantees system~~ at international level ~~by the competent Customs authorities~~. Moreover, in view of the fact that, within the eTIR system, electronic direct exchange of information between the Customs administrations located in the different Contracting Parties is neither currently feasible nor enforceable, it will facilitate the secure circulation of standardized information between Customs administrations.¹

2.1.1.3. ~~Holder~~ Operator

The ~~operator~~ holder² performs the TIR transport³ and is responsible for providing the related declaration data electronically and for presenting the goods to the relevant Custom offices referred to in Chapter 2.1.1.1 above.

2.1.1.4. ~~Guarantor~~ Guarantee Chain

The ~~guarantor~~ Guarantee Chain^{4,5} as described in this document is composed of an international organization, authorized by AC.2 to take on responsibility for the effective organization and functioning of an international guarantee system in accordance with the provisions of Article 6.2bis of the Convention and national associations, approved

¹ In accordance with the instructions by the WP.30 at its 106th session, the eTIR system administration shall be established on the basis of an international, centralized database whose aim it is to facilitate the secure exchange of data between national Customs systems (TRANS/WP.30/212, para. 26).

² ~~The role of the operator holder is comparable to the one of the TIR Carnet holder in the paper-based system.~~

³ ~~The TIR transport is the transport of goods from a Customs office of departure to a Customs office of destination under a procedure, called the TIR procedure, laid down in the TIR Convention.~~

⁴ ~~At present the IRU and the national guaranteeing associations are authorized to perform the role as guaranteeing chain. It is envisaged that this role as a whole is equivalent to the role of the guarantor as described in this document.~~

⁵ ~~In the TIR Convention (e.g. Article 6, Annex 9 part I), the term guarantor Guarantee Chain is used to describe the guaranteeing role of associations at national level. This document, however, uses the term guarantor Guarantee Chain to identify an international guarantee chain without reference to its organisational structure or the requirements with regard to authorization procedures at national or international level (see 2.1.2.2).~~

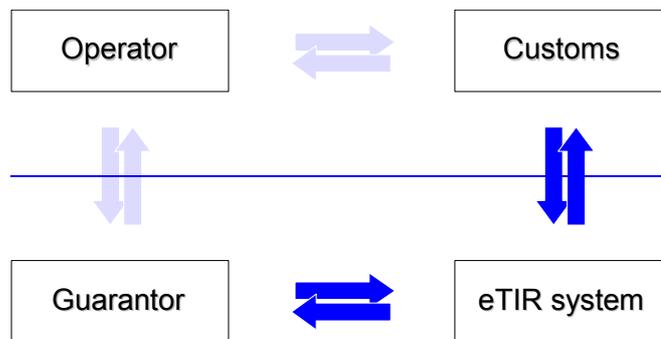
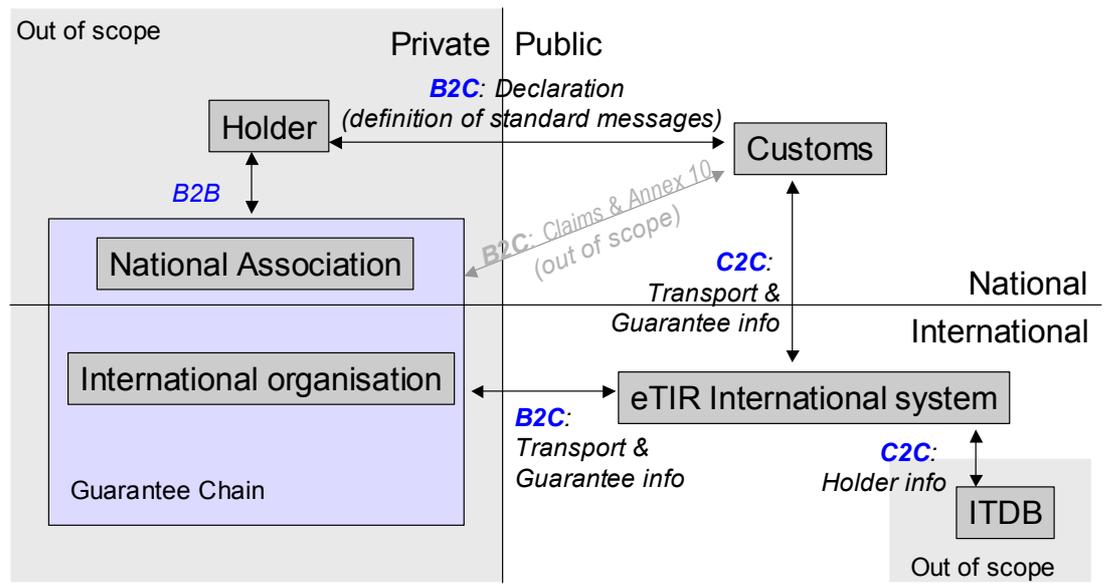
~~by Contracting Parties in accordance with the provisions of Article 6 and Annex 9, Part II of the Convention to act as guarantors. The Guarantee Chain provides the operatorholder with an valid-international guarantee i.e. a guarantee recognized by each of the Contracting Parties involved in the TIR transport. Moreover, the guarantor Guarantee Chain must have a legal representative in each country involved in the TIR transports it guarantees. Therefore, the guarantor constitutes de facto a guarantee chain.~~

2.1.2. *Fundamental principles*

2.1.2.1. eTIR International System brief

The eTIR international system is devised primarily to allow the management by Customs of data on the guarantees by Customs and the secure exchange of data between national Customs systems of Customs information related to the international transit of goods, vehicles and/or containers according to the provisions of the TIR Convention.

Therefore, only a part of the information flow required for the functioning of the TIR procedure is managed by the eTIR international system. The following picture graphically represents the information exchange between the actors. It also shows that the eTIR international system does not communicate with the operatorholder; and that Customs do not communicate directly with the guarantor. It is important to recall, at this stage, that the management of claims and the information to be provided by Customs authorities to authorized associations (under Article 42ter and an international organization (under Article 6.2bis) as provided for by Annex 10 of the TIR Convention are outside the scope of the eTIR project (see figure below). Dark arrows show the interactions with the eTIR systems, light ones depict interactions which will be dealt with at national or private sector level.



On the one hand, the ~~guarantor~~ Guarantee Chain ~~interacts~~ transmits to ~~with~~ the eTIR international system information on ~~to ensure that~~ the guarantees ~~it~~ has issued to the ~~operator~~ holders so that they can be ~~are properly~~ registered in the eTIR international system. The Guarantee Chain can also query at any time the status of guarantees it has issued and obtain related TIR transport information. On the other hand, Customs authorities use the eTIR international systems to check ~~the~~ the status of guarantees but also and to exchange information related to the TIR transport and to TIR operations.

The ~~Customs~~ management by Customs of the data on guarantees and the secure exchange of data between national Customs systems exchange of in relation to TIR transport information are therefore the two major fundamental principles features of the eTIR international system. For the time being, g Guidelines will also be provided to promote harmonization, especially in the context of the dialogue between the ~~operator~~ holder and Customs authorities. Other aspects might be dealt with at a later stage.

Agreement on Communication, security and fallback solutions constitute will be other pillars key features of the system.

2.1.2.2. Management by Customs ~~management~~ of data on guarantees

The ~~Customs~~ management by Customs of data on guarantees ~~implies~~ requires a strong relationship between the ~~guarantor~~ Guarantee Chain and the eTIR international system. The ~~guarantor~~ Guarantee Chain, ~~or the guarantee chain~~, is composed of ~~national affiliates, authorized by Customs administrations, and of an international organization authorized by the AC.2 to manage the guarantee chain. The international organization receives from its national affiliates information on the guarantees issued to the operators and~~ sends this information on each issued guarantee to the ~~Guarantee database, managed by the~~ eTIR international system. The recording of this information in the eTIR international system ~~Guarantee database~~ is conditional on checks made against the International TIR database (ITDB) concerning authorized holders.

2.1.2.2.1. *Registration of the guarantee*

After having issued a guarantee to the ~~operator~~ holder, the ~~guarantor~~ Guarantee Chain shall register it in the eTIR international system by sending an standard appropriate agreed electronic message.

a. Elements composing comprising the registration of the guarantee⁶

(i) ~~Operator~~ Holder (M)⁷

Information on the physical or legal person to whom the guarantee has been issued.

(ii) ~~Guarantor~~ Guarantee Chain (M)

Information on the ~~guarantor~~ Guarantee Chain.

(iii) *Guarantee* (M)

Information on the guarantee (~~G~~ guarantee Reference ~~reference~~ Number ~~(GRN)~~, validity date, ~~maximum~~ n° number of operations, ~~access code~~, ...)

2.1.2.2.2. ~~Invalidation~~ Cancellation of a guarantee

Once a guarantee has been registered in the eTIR international system, the ~~guarantor~~ Guarantee Chain ~~can~~ may ~~invalidate~~ cancel any guarantee which has not yet been used. It ~~can~~ may also cancel the validity of a guarantee which is ~~currently~~ in use but only for the TIR operations which have not yet started. Such cancellation will, however, only become effective at the start of the first consecutive TIR operation.

⁶ ~~The mandatory or optional status of the information contained in the messages in this document will be discussed at a later stage.~~

⁷ M: Mandatory; O: Optional. C: Conditional.

2.1.2.2.3. *Verification of the guarantee*

The ~~information about~~data on the guarantees will be accessible to all Customs offices. If an ~~operator~~holder presents to Customs a declaration covered by a guarantee, which is not recorded in the eTIR international system guarantee database ~~or invalid~~or has been cancelled by the Guarantee Chain, then ~~the~~ Customs authorities shall not accept it.

2.1.2.2.4. *Querying guarantee status*

Once a guarantee has been registered in the eTIR international system, the ~~guarantor~~Guarantee Chain can query at any time the status of ~~the~~ guarantees it has issued ~~and obtain the TIR transport information attached to it. An automated notification system from the eTIR international system to the guarantor and Customs authorities will also be established.~~

2.1.2.2.5. *Transmission of TIR transport and TIR operation data*

The eTIR international system forwards to the Guarantee Chain information on TIR transports and TIR operations related to the guarantees it has issued, other than information which is restricted to Customs.

2.1.2.3. Exchange of TIR ~~transport~~transport and TIR operation information

2.1.2.3.1. *Data handling at the beginning of the TIR transport*

Once the Customs office of departure accepts the declaration, according to national procedures, it will send a message containing that information, together with additional Customs data, to the eTIR international system, in line with agreed requirements. The latter will then store the declaration information and link it with the guarantee information. This information is then available, upon request, to all Customs offices.

- a. Recording of the elements ~~composing~~comprising the TIR transport (and its subsequent updates)

The elements required for the TIR transport recording are those of the TIR operation 'start information' (see point 2.1.2.3.2.a(i)) plus all the elements provided in the declaration(s) (see 2.1.2.4.2.a). In addition, the Customs office of departure provides the following elements:

- (i) *Seals (C)*

Information on the seal(s) affixed to the vehicle(s) and/or container(s).

- (ii) *Identification marks (C)*

Identification marks of heavy and bulky goods.

(iii) *References to other information (O)*

Reference to other information required for heavy and bulky goods, such as packing lists, photographs, drawings, etc.

2.1.2.3.2. *Data handling related to TIR operations*

a. Elements composing the TIR operation registration

(i) *TIR operation start information*

The Customs office of departure/entry provides ~~at least~~ the following information:

Operation Reference Number and date of start (M)

Time limit for transit (O)

Time limit for the TIR operation.

National itinerary (O)

Customs office(s) at which the cargo-road vehicle, the combination of vehicles or the container together with the load ~~have~~s to be produced.

Customs office/officer (M)

(ii) *TIR operation termination information*

The Customs office of destination/exit provides ~~at least~~ the following information:

Date of termination (M)

Reservations (OM)

In case of doubts with regard to the TIR operation, the Customs office of destination or exit ~~can~~ indicates that ~~it~~s has terminated the TIR operation with reservations.

Customs office/officer (M)

(iii) *TIR operation discharge information*

The Customs office of discharge is responsible for discharging the TIR operation and providing ~~at least~~ the following information:

Date of discharge (M)

Customs office/officer (M)

2.1.2.4. Other aspects

2.1.2.4.1. *Issuance of guarantees*

The ~~operator~~holder requests a guarantee from the ~~guarantor~~Guarantee Chain, ~~which~~e will, on the basis of international, national and internal rules, decide if the guarantee can be issued to the ~~operator~~holder. The ~~guarantor~~Guarantee Chain will then provide ~~the holder with~~a guarantee reference number (GRN) for that specific guarantee; ~~associate an access code to it, and provide both to the operator.~~ This procedure is outside the scope of the development of the eTIR international system but is a prerequisite for its well functioning.

The ~~guarantor~~Guarantee Chain registers the guarantee internationally as foreseen in point 2.1.2.2.1.

2.1.2.4.2. *Declaration*

The ~~operator~~holder submits the ~~eTIR~~declaration by electronic means to the Customs office of departure, making reference to a guarantee issued by a ~~guarantor~~Guarantee Chain, using authentication mechanisms. The declaration shall be submitted prior to the presentation of the goods at the Customs office of departure.

Customs authorities shall, if satisfied, validate and accept the Customs declaration and transmit it to the eTIR International system. The eTIR international system ~~takes care of forwarding forwards the this~~ information to the following Customs authorities involved in the TIR transport. ~~The declaration shall be submitted prior to the presentation of the goods at the Customs office of departure.~~

The declaration is dealt with at national level between the ~~operator~~holder and the Customs ~~Authorities~~authorities, according to the standards defined by the eTIR project. ~~Nevertheless, it is advised that t~~The following elements ~~are~~shall be provided in the declaration since these elements are also part of the registration of the TIR transport information (see 2.1.2.3.1.a).

a. Elements ~~composing~~comprizing the declaration(i) ~~Operator~~Holder (M)

Information on the physical or legal person who is responsible for transporting the goods and submitting the declaration. ~~together with an electronic signature.~~

(ii) *Guarantee (M)*

The ~~GRN~~guarantee reference number of the ~~guarantee~~ under which the TIR transport will be undertaken.

(iii) *Goods (M)*

Information on the goods transported (e.g.: type, quantity, identifications, Customs office of departure, Customs office of destination, ...). ~~as well as other accompanying data. Optionally the value of the goods can also be provided.~~

(iv) *Vehicles/Containers (M)*

Information on the vehicles and/or containers used to transport and /or carry the goods.

(v) *Accompanying documents (O)*

Reference to all documents, paper or electronic, which are accompanying the declaration.

(vi) ~~[Consignee (FO)]~~

Information on the physical or legal persons to whom goods are shipped.]

(vii) Intended itinerary (Country level) (M)

Countries intended to be involved in the TIR transport.

~~(viii) Electronic signature (M)~~

~~Element ensuring the identity of the operator submitting the advance declaration and certifying its contents has not been updated since the signature has been created.~~

~~(ix)(viii)~~ [Consignor (M)

Information on the physical or legal persons from whom goods are shipped.]

~~(ix)(ix)~~ [Subcontractors

Information on the physical or legal person who performs the transport or a part of the transport on behalf of the operator holder.] *under discussion*

2.1.2.4.3. *Pre-arrival information*

[One of the objectives of the eTIR international system, as defined by the Contracting Parties, is to provide Customs authorities with information prior to the arrival of cargos. This applies to information provided by the private sector as well as to information exchanged between Customs authorities. Therefore, the eTIR international system makes all information available to all authorized Customs offices concerned. ~~If requested~~ Alternatively, automated messages could be sent from the eTIR international system to Customs authorities as soon as information is received.] ~~to be discussed~~

2.1.2.5. Data exchange

2.1.2.5.1. *Central platform*

The eTIR international system is built around a central platform, ~~the eTIR international system~~, which is composed of hardware and software, including databases and web services. The databases serve to store and make the information available and acts as repository for all information concerning ~~the~~ TIR system, whereas the web services allow for an efficient and secure interfacing between the Contracting parties, the Guarantee Chain and the central platform.

2.1.2.5.2. *Communication*

The eTIR international system may use ~~the secure~~ Internet connections to exchange messages.

2.1.2.5.3. *Standard messages*

The exchange of data with the eTIR international system is achieved by means of a set of predefined standard messages. All messages needed to ensure the functioning of the eTIR international system are described in ~~the functional and technical specifications~~ Chapter 3.

2.1.2.6. Security

2.1.2.6.1. *The elements of security from the TIR Convention*

2.1.2.6.2. *Controlled access* (Annex 9, Part II)

Controlled access ~~remains~~ is a major principle of the TIR system. The ITDB will be fully used to ensure that only authorized operator holders use the TIR system.

2.1.2.6.3. *Security data elements*

~~In line with international recommendations concerning supply chain security, a number of data~~ Data elements ~~may have to be added to increase~~ concerning the security of the eTIR international system supply chain security are contained in Chapter 3.

2.1.2.6.4. *eTIR* international *system security*

The eTIR international system is secured with ~~the latest~~ security methods applicable to systems communicating via the Internet. ~~All M~~ messages are encrypted and ~~the~~ access is restricted to authorized users. The system is ~~set up to~~ available function 24/7.

2.1.2.7. Accompanying document / Certified report

An accompanying document, printed by the Customs office of departure, provides all information regarding the TIR transport. This document also covers the need in case of accidents and incidents and replaces the certified report.

~~2.1.2.7.~~ 2.1.2.8. Fallback solutions ~~and certified report~~

~~In case of problems in the course of a TIR transport, the n accompanying document, printed by the Customs office of departure, provides all information regarding the TIR transport. will be used. This document also covers the need in case of accidents and incidents and replaces the certified report.~~

~~Access to the TIR transport information by other authorities like police will be made available by means of portable technologies such as those embarked in modern cell phones or PDAs.~~

2.1.3. Deliverables

2.1.3.1. National deliverables

2.1.3.1.1. *National management of eTIR data*

The national computer systems of the countries ~~connected to the eTIR system~~ process electronically the data from and to the eTIR international system. The national applications are primarily focused on reception and validation of the electronic declaration as well as on the management of the TIR operations.

2.1.3.1.2. *Bridges to the eTIR international eTIR system*

National computer systems communicate with the eTIR international system using a predefined set of standard messages and technology. ~~such as web services.~~

2.1.3.1.3. *User manuals and training*

Customs administrations provide their Customs officers with the necessary documentation and training to ensure the proper use of the national parts of the eTIR international system. They can also provide documentation for holders.

2.1.3.2. International deliverables

2.1.3.2.1. *Central databases*

The centraleTIR platform is based on a central database system, which. ~~The databases~~ stores the data and contains the functional rules that allow the proper functioning of the eTIR international system.

The databases contain information on the data on guarantees and their coverage, and link the issued guarantees with the operator holder. Moreover, they contain all data regarding the TIR transports linking them to the guarantee information.

2.1.3.2.2. *Web services*

~~The eTIR w~~Web services implemented on the central platform allow authorized computer systems to interact securely with the eTIR international system. The web services provide, in a standard format, the functions which allow querying and updating the centraleTIR database.

2.1.3.2.3. *Definitions of standard exchange messages*

All messages sent to or received from the eTIR international system are defined and listed in ~~the functional and technical specifications~~Chapter 3.

2.1.3.2.4. *Technical documentation*

The technical documentation will help ensure that the Customs authorities and the ~~private sector~~Guarantee Chain to can develop their specific applications connected to the eTIR international system. ~~It mainly describes the web services and the standard messages.~~

2.1.3.2.5. *User manuals and training for trainers*

The user manuals and the training for trainers serve as basis for the development of national user manuals and national training programs. They describe the procedures, the best practices as well as all tools available in eTIR international system.

2.1.3.2.6. *Helpdesk*

The helpdesk is available to Customs authorities and the ~~private sector~~Guarantee Chain to help in the implementation ~~of specifies parts~~ of the eTIR international system as well as ongoing operations.

~~2.1.3.3. Other deliverables~~

~~Other elements which may be necessary for the functioning of the eTIR international system are not necessarily integrated into it the eTIR international system.~~

~~2.1.3.3.1.~~2.1.3.2.7. *Customs offices database*

A database in which information on all Customs offices involved in the eTIR international system is stored.

~~2.1.3.3.2.~~2.1.3.2.8. *Countries database*

A database containing information on all countries involved in the eTIR system.

2.1.3.2.9. Authentication database

In order to technically restrict access to the eTIR international system to those users who have been authorized, a security database is used.

2.1.3.3. Other required systems

2.1.3.3.3.2.1.3.3.1. Authorized access database

To ensure that guarantees are only issued to authorized ~~TIR operators~~holders, the eTIR international system links to the ITDB.

2.1.3.3.4.eTIR sSecurity database

~~In order to technically restrict access to the eTIR international system to those users who have been authorized, the eTIR systems uses a security database is used.~~

2.1.3.4. Languages and character sets

The eTIR international system will allow for the translation of all coded information in order to ensure the maximum transparency. In order to allow the transmission and display of all languages, the character set used by the eTIR international system is Unicode ~~(UTF-16)~~.

In case of textual descriptions, the language of the country where the information has been provided shall be used. Nevertheless, translations in other languages can also be provided and are sometimes required.

2.2. Step-by step implementation

The eTIR international system as defined in Chapter 2.1 is subdivided in two major ~~parts~~modules: ~~Customs~~ management by Customs of data on guarantees and data exchange, which should be developed simultaneously in order to obtain maximum benefits. ~~When implemented, at the international level, in the given order, these two parts progressively bring the advantage of a fully computerized eTIR system, while, at the same time, gradually replacing the present paper TIR Carnet.~~

The full computerization of the TIR procedure depends on the complete implementation of both modules ~~of the computerization~~ by all parties involved. ~~Therefore, T~~ transitional steps will be required after the implementation of each module at the international level before all Contracting Parties of the Convention will ~~be in a position to~~ exchange electronic information. In view of the wide geographical coverage of the TIR Convention and the different levels of technological development of the countries concerned, the duration of the transition ~~steps~~ may vary from country to country.

2.2.1. *MCustoms management by Customs of data on guarantees module*

The Customs-management by Customs of data on guarantees module, as described in Chapter 2.1.2.2, allows the guarantorGuarantee Chain to electronically register in the eTIR international system all guarantees issued to the operatorholders. Moreover, it enables Customs authorities to check the validity of the guarantee in the course of a TIR transport and before each TIR operation.

Introducing the Customs-management by Customs of data on guarantees into the eTIR international system will increase the security of the TIR system by making available, at any time, information on the validity of the guarantees. Moreover, by linking the consultation of the status of the guarantee to the ITDB, it will further secure the system by ensuring that unauthorized operator holders will not be allowed to perform TIR transports. Logically, it will also further discourage attempts to falsify the TIR Carnet.

~~The implementation of the Customs management of guarantees module will not lead to the abolition of the present paper TIR Carnet because the data transmission role of the TIR Carnet will continue to exist.~~

The corner stone of the Customs-management by Customs of data on guarantees module is the registration of the guarantee by the guarantorGuarantee Chain. It implies the development of the eTIR international system with all related functionalities and the development or the amendment of a tool allowing for real-time transmission by the guarantorGuarantee Chain of guarantee data to the eTIR international system. ~~Once both systems are in place, Customs administrations can progressively start implementing and aligning their internal procedures and systems.~~

~~A transition phase will be required to ensure that all Contracting Parties, as of a certain moment, will make use of the Customs management of guarantees module.~~

2.2.2. *Data exchange module*

The second step-module of the eTIR project ~~will be to~~focuses on developing the TIR transport and TIR operations information exchange, ~~building~~ combining them with the guarantee information provided by the Guarantee Chain ~~on the already developed Customs management of guarantees module.~~

~~Once the data exchange module will be functional at the international level, national Customs system can transmit and obtain information via the central system.~~

In view of the fact that not all Customs offices will immediately have access to the eTIR international system, the use of present paper TIR Carnet will be maintained and remains mandatory. Nevertheless, all eTIR compatible Customs offices will already be in a position to have access to and update the central system with TIR transport/TIR operation information.

It can be envisaged that, ~~with a view to accelerate the initiation of this step~~, one or more pilot projects concerning the exchange of data between Contracting Parties can be initiated ~~in parallel to step 1~~, in line with the mandate provided by WP.30 (TRANS/WP.30/212, para 21).

2.2.3. *Abolition of the present TIR Carnet: a geographical expansion*

Before being able to completely abandon the present paper TIR Carnet, all parties involved in a TIR transport will have to be able to securely exchange electronic information on the TIR transport, the TIR operations and on the guarantee. To enable a smooth transition towards a fully computerized TIR system, the use of the present paper TIR Carnet will be discontinued for itineraries where all Customs offices will be ~~compatible~~ ~~linked to with~~ the eTIR international system.

As a result, for those TIR transports where the TIR Carnet will no longer be required, the full implementation of the second phase of the eTIR project will become mandatory for all Customs offices involved. Issues with regard to rerouting ~~will need~~ ~~are to be~~ addressed ~~during~~ ~~in~~ the analysis and design ~~phases~~ chapters.

2.2.4. *Parallel projects*

2.2.4.1. Declaration mechanisms

In parallel to the implementation of the eTIR international system, standard eTIR national electronic declaration mechanisms will also have to be developed, aided by guidelines established in the analysis ~~chapter of the second module~~. In this context, it can also be envisaged that standard declaration mechanisms are facilitated by developments from Customs administrations or from the private sector, nationally or internationally.

2.2.5. *Schedule*

The eTIR sub-projects imply developments at public and private level. Moreover, the public developments will be of both an international and national nature.⁸

The following schedule does not provide any timeframe; it only aims at showing the dependencies between the various ~~sub~~-projects in their different ~~steps~~ phases of development. The national implementations of the ~~sub~~-projects by Contracting Parties will certainly not be achieved ~~in parallel~~ simultaneously. Therefore, the schedule below considers three different timeframes, covering the possibilities for countries to develop their ~~part of the sub~~-projects at their own speed.

⁸ The same might apply to the private sector development but it is not the aim of this project to provide the private sector with instructions on how their systems will have to be developed or updated in order to meet the requirements of the eTIR project.

Sub-projects	Steps ⁹					
Customs management of guarantees eTIR project	I	E	C	T		
Public international						
Public national						
Contracting Party 1		<i>E</i>	<i>C</i>	<i>T</i>		
Contracting Party 2			<i>E</i>	<i>C</i>	<i>T</i>	
Contracting Party 3				<i>E</i>	<i>C</i>	<i>T</i>
Private ^{10,11}		<i>E</i>	<i>C</i>	<i>T</i>		
<i>Parallel projects</i>						
National declaration mechanism						
Contracting Party 1		<i>E</i>	<i>C</i>	<i>T</i>		
Contracting Party 2			<i>E</i>	<i>C</i>	<i>T</i>	
Contracting Party 3				<i>E</i>	<i>C</i>	<i>T</i>
<u>Private</u> ¹²		<u><i>E</i></u>	<u><i>C</i></u>	<u><i>T</i></u>		
<i>Paper to electronic step-by-step transition</i>						
	1				2	<u>3</u>
						<u>4</u> 3b

2.2.5.1. Paper to electronic step-by-step transition

The transition from the paper TIR Carnet to the eTIR system will be achieved progressively, with the completion and implementation of the ~~sub~~-projects at the national and international level. In the schedule above, four major steps are identified:

1: Before the ~~Customs management of guarantees module~~ eTIR international system will be in place, allowing the exchange of information between the ~~guarantor~~ Guarantee Chain and the eTIR international system as well as allowing countries to exchange data, the paper TIR Carnet and the actual private or public systems will remain the only possible tool for the management of the TIR procedure.

⁹ The letters in the cells represent the different phases as identified in table 0.1 of the Reference Model (I: Inception, E: Elaboration, C: Construction, T: Transition). Steps in italics are performed at national level or at private sector level. Steps in bold need to be finalized before reaching the milestone (indicated by vertical lines).

¹⁰ The well functioning of the private/public partnership is essential to ~~reach the milestone~~ successfully implement this project.

¹¹ The IRU emphasised that this part of the computerization has already been largely accomplished.

¹² It is envisaged that the private sector will provide declaration mechanisms, in particular to operator authorized holders submitting declarations in a cCountry other than their country of registration.

2: Once the ~~eTIR international system~~ guarantee information is available ~~in the eTIR international system and the Guarantee Chain interoperates with the system in order to provide the Guarantee information~~, countries will start linking up to the eTIR international system, in order to obtain validation of the guarantees ~~submitted~~ provided by the ~~operator~~ holders. ~~This second step ends when the eTIR international system and, at least, one country have implemented the second step.~~

~~3a: Once the data exchange module is implemented at international and national level, at least in one country, Customs authorities will start updating and consulting the eTIR international system, possibly in combination with nationally or privately developed declaration mechanisms. Because the information in the central database will not be complete until all Customs authorities involved in a TIR transport have become eTIR compatible, the paper TIR Carnet will remain the main reference.~~

~~3b: When all Contracting Parties along a specific itinerary will have been computerized (the guarantee and data exchange modules as well as the declaration mechanisms), there will be no more need to use the present paper TIR Carnet for TIR transports along this itinerary. During this step, some TIR transports will continue to use paper TIR Carnets whereas others will be performed under cover of eTIR.~~

4: ~~Only~~ When all Contracting Parties of the TIR Convention will have implemented both modules as well as the appropriate declaration mechanisms, the present TIR Carnet will be completely abandoned.

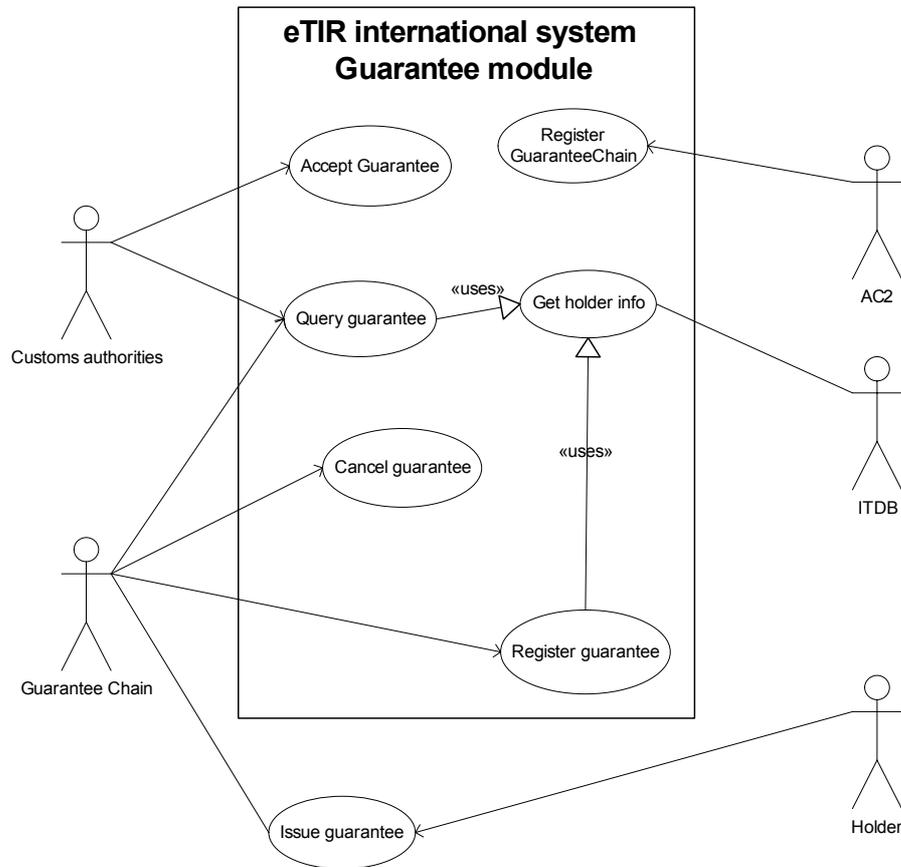
2.3. Use cases analysis

The elaboration of the use case analysis is based on the instruction by the WP.30 that the eTIR ~~p~~Project should evolve around the establishment of an international centralized database in order to facilitate the secure exchange of data between national Customs systems and that the management of the data on guarantees, once the ~~guarantor~~ International Guarantee Chain had issued a guarantee to an ~~operator~~ holder, should lie with Customs (ECE/TRANS/WP.30/226, para. 41).

2.3.1. Customs management by Customs of data on guarantees use case

The ~~Customs~~ management by Customs of data on guarantees requires that the ~~Guarantor~~ Guarantee Chain updates the guarantees directly in the eTIR international system right after having issued them to ~~operator~~ holders.

2.3.1.1. MCustoms management by Customs of data on guarantees use case diagram



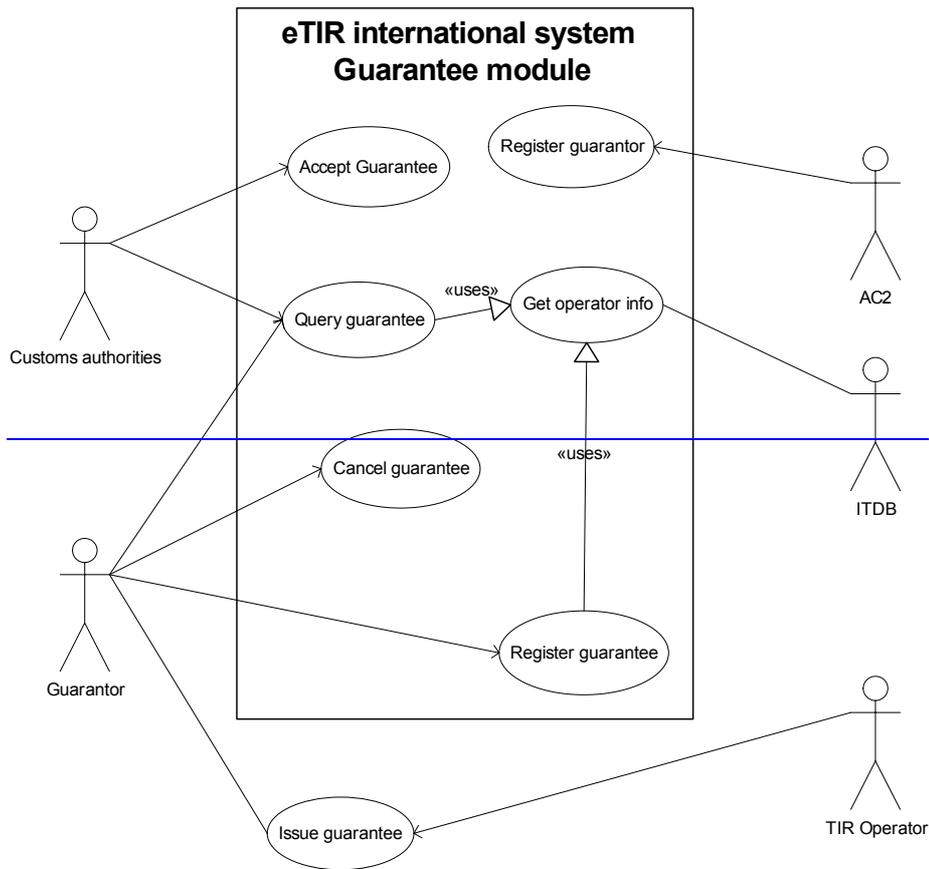


Figure 2.1 Customs management of guarantees use case diagram

2.3.1.2. Guarantee state chart diagram

The guarantees registered in the eTIR international system will have their status updated all along the TIR transport. The following state chart diagram shows the various statuses as well as the transition even between them.

The guarantee status can be:

- Issued
- In use
- Proposed cancellation
- Cancelled
- Released

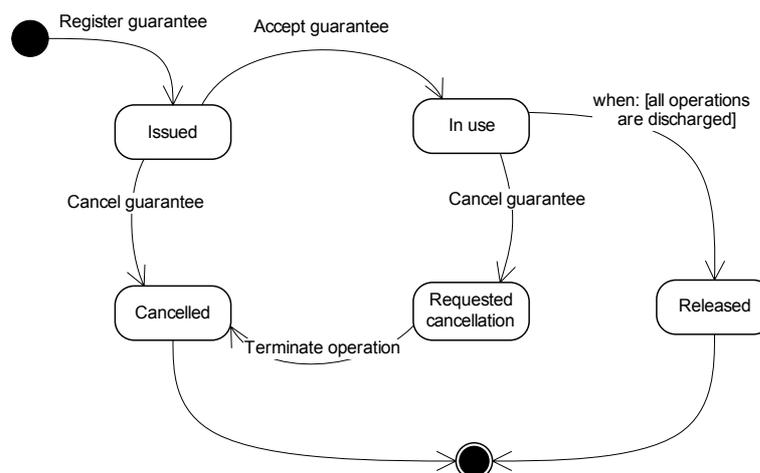


Figure 2.2 Guarantee state chart diagram

2.3.1.3. Register ~~guarantor~~ **Guarantee Chain** use case description

Name	Register guarantor Guarantee Chain use case
Description	Once the AC.2 has authorized a the guarantor Guarantee Chain has been authorized to manage a guarantee chain, the guarantor it is registered in the eTIR international system.
Actors	AC.2
Performance Goals	Only authorized guarantor Guarantee Chains can be authorized to register guarantees in the eTIR international system.
Preconditions	-
Postconditions	-
Scenario	Registration The AC.2 authorizes an international organization to manage the Guarantee Chain to perform the role of guarantor in accordance with article 6.2bis of the TIR Convention . It records the guarantor Guarantee Chain in the eTIR international system and inserts the information on the type of guarantees it is allowed to register (including the geographical coverage of its guarantees). It also provides the necessary security information to the guarantor Guarantee Chain in order to allow it to access the system.
Alternative Scenario	-
Special requirements	-
Extension	-

Points	
Requirements Covered	-

2.3.1.4. Register ~~guarantor~~ Guarantee Chain activity diagram

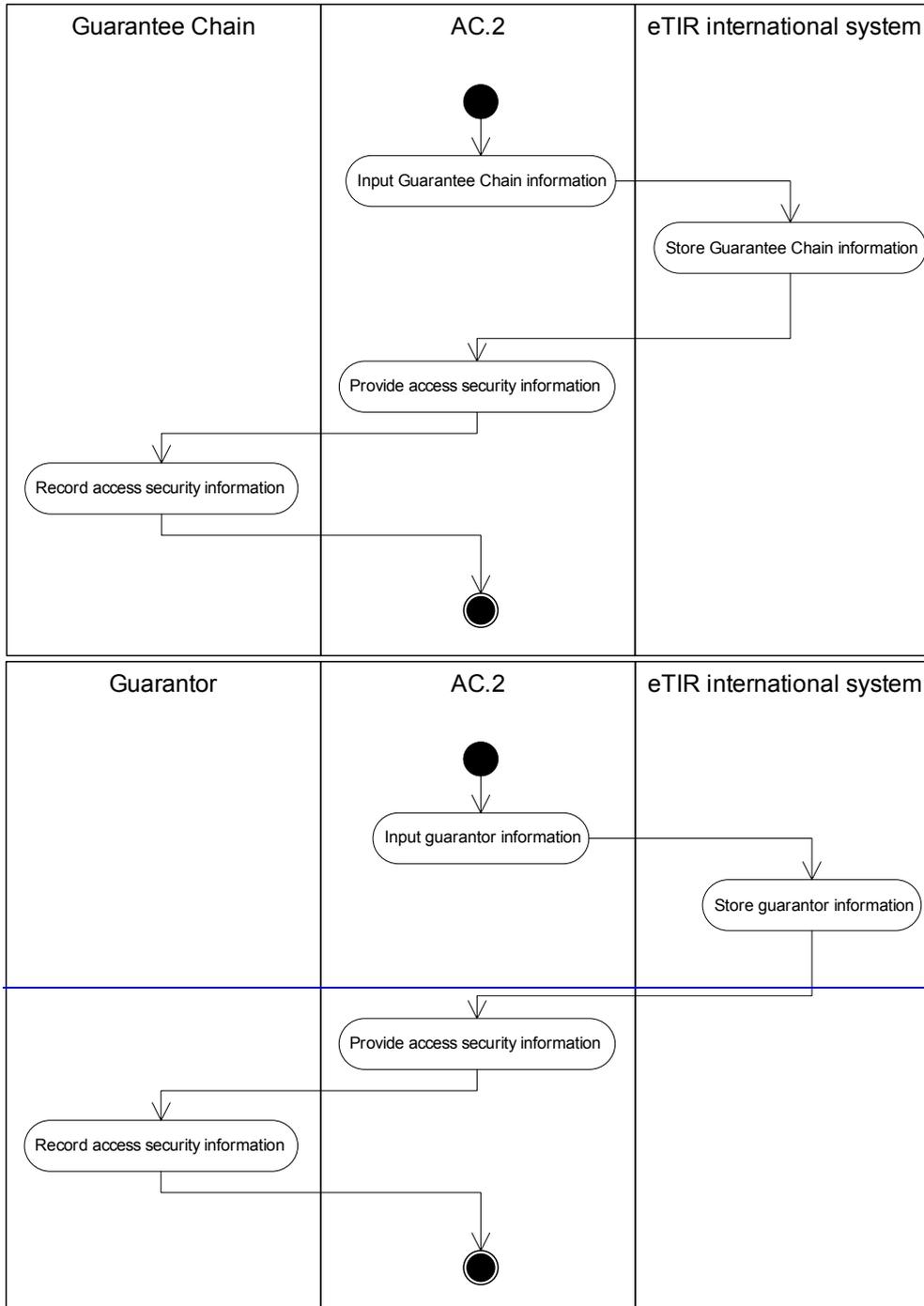
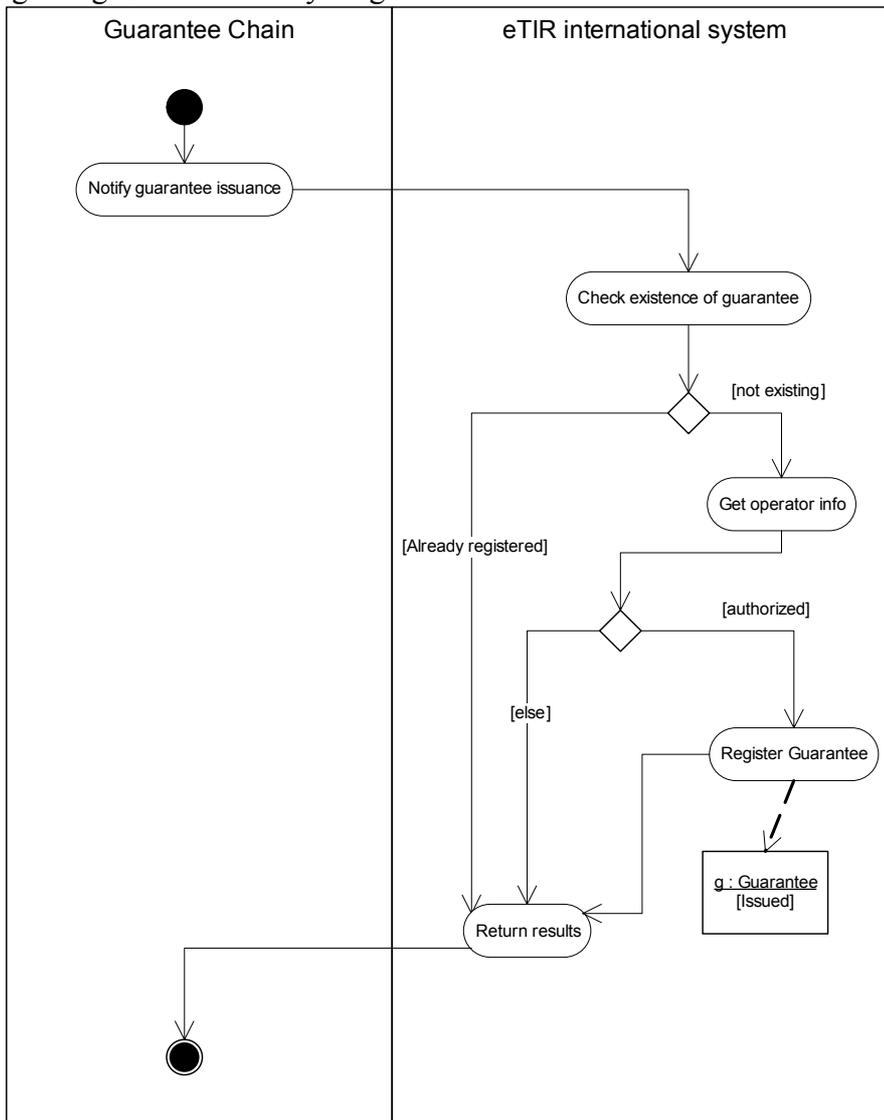


Figure 2.3 Register ~~guarantor~~ Guarantee Chain activity diagram

2.3.1.5. Register guarantee use case description

Name	Register guarantee use case
Description	The guarantor <u>Guarantee Chain</u> registers each guarantee issued to an operator <u>holder</u> in the eTIR international system by sending an electronic message.
Actors	Guarantor <u>Guarantee Chain</u>
Performance Goals	Any guarantee, issued to an operator <u>holder</u> , shall be registered in the eTIR international system before it can be used by an operator <u>holder</u> to accompany a declaration.
Preconditions	The operator <u>holder</u> , to whom the guarantor <u>Guarantee Chain</u> has issued a guarantee, must be authorized and registered in the ITDB and the eTIR international system should not contain a prior registration of the guarantee.
Postconditions	The guarantee information is stored in the eTIR international system with status “issued”.
Scenario	Registration The guarantor <u>Guarantee Chain</u> issues a guarantee to an operator <u>holder</u> and sends a secure electronic message with all information regarding the guarantee to the eTIR international system. The eTIR international system checks if if the guarantee has not yet been registered. Then it gets operator <u>holder</u> information, including its current status. In case the guarantee has not yet been registered and the operator <u>holder</u> is authorized, the system registers the guarantee and notifies the results of the registration of the guarantee to the guarantor <u>Guarantee Chain</u> . If the registration fails for any reason, the guarantor <u>Guarantee Chain</u> is informed accordingly.
Alternative Scenario	Fallback scenario If electronic messages cannot be sent to the eTIR international system, the information can also be provided via a secured web interface. If both the electronic messaging and web interface are unavailable, the information can also be sent by other secure means of communication.
Special requirements	The guarantor <u>Guarantee Chain</u> cannot update any information it <u>he</u> has registered in the eTIR international system. Only the cancellation of the guarantee is possible.
Extension Points	-
Requirements Covered	-

2.3.1.6. Register guarantee activity diagram



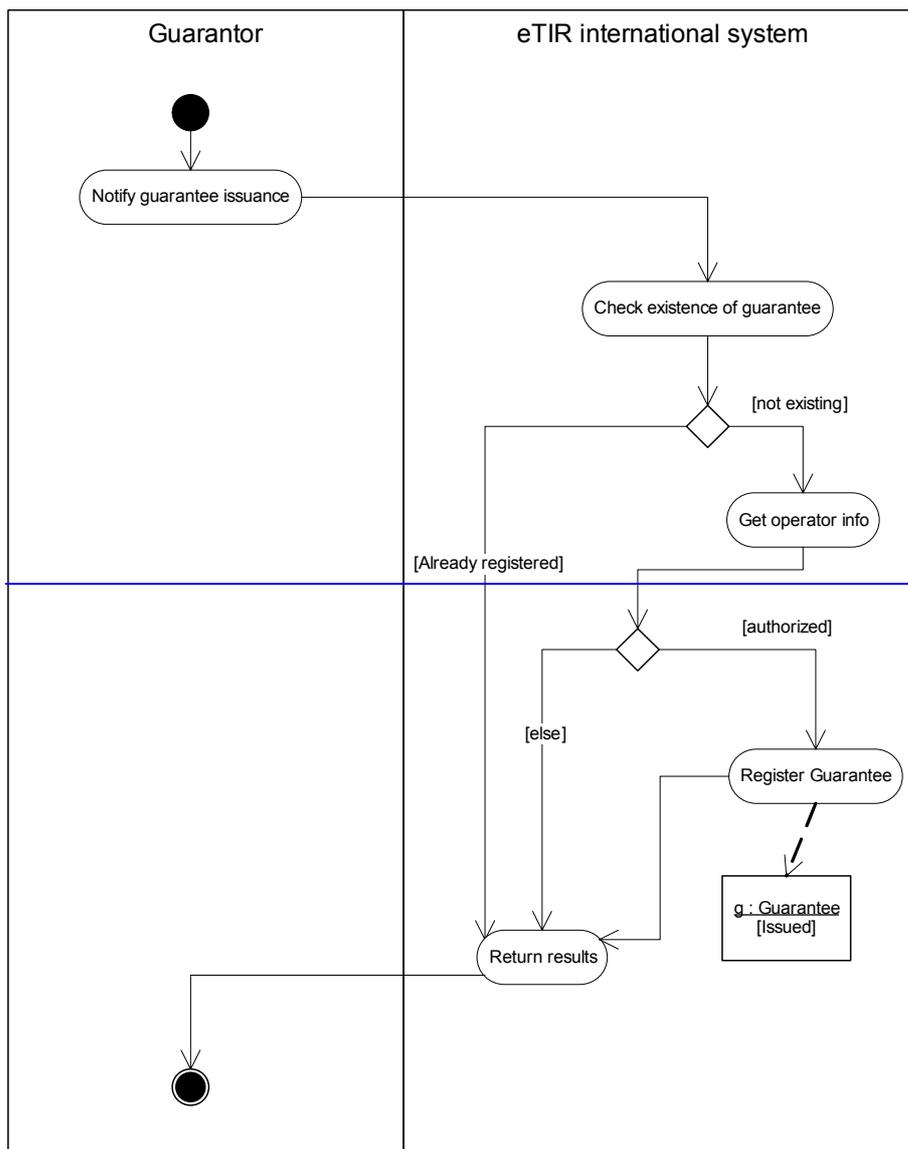
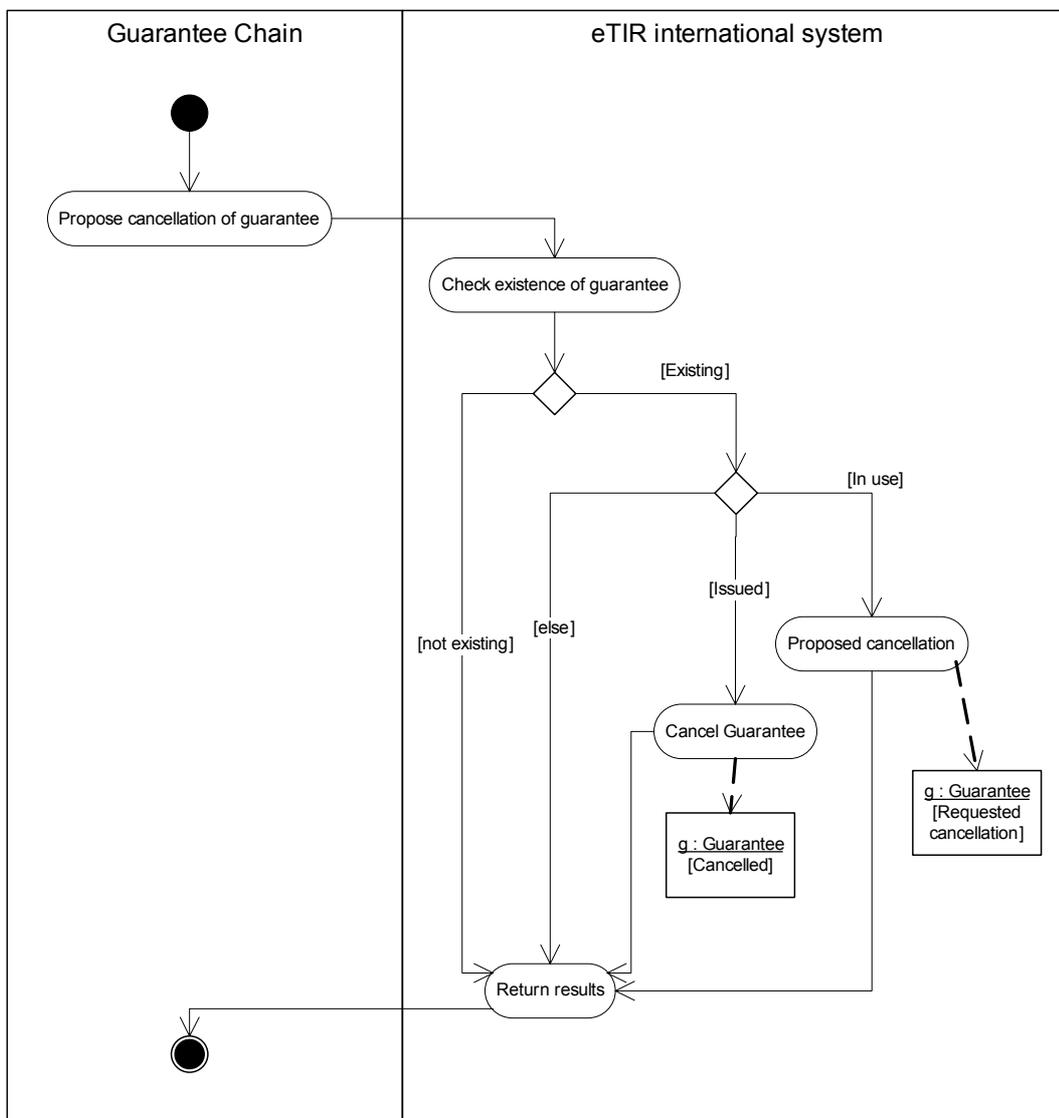


Figure 2.4 Register guarantee activity diagram

2.3.1.7. Cancel guarantee use case description

Name	Cancel guarantee use case
Description	The guarantor <u>Guarantee Chain</u> cancels a guarantee after it has been issued to an operator <u>holder</u> by sending an electronic message to the eTIR international system.
Actors	Guarantor <u>Guarantee Chain</u>
Performance Goals	-
Preconditions	The guarantee must have been registered and have the status “issued”. The guarantee can also have the status “in use”.
Postconditions	The guarantee status is changed to “cancelled”, “requested cancellation” or remains in its current status.
Scenario	Cancellation The guarantor <u>Guarantee Chain</u> 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”, the eTIR international system changes the guarantee status to “cancelled”. If the guarantee status is “in use”, its status is turned to “requested cancellation”. [Pending further discussion in this and other fora]
Alternative Scenario	Fallback scenario If electronic messages cannot be sent to the eTIR international system, the information can also be provided via a secured web interface. If both the electronic messaging and web interface are unavailable, the information can also be sent by other secure means of communication.
Special requirements	
Extension Points	-
Requirements Covered	-

2.3.1.8. Cancel guarantee activity diagram



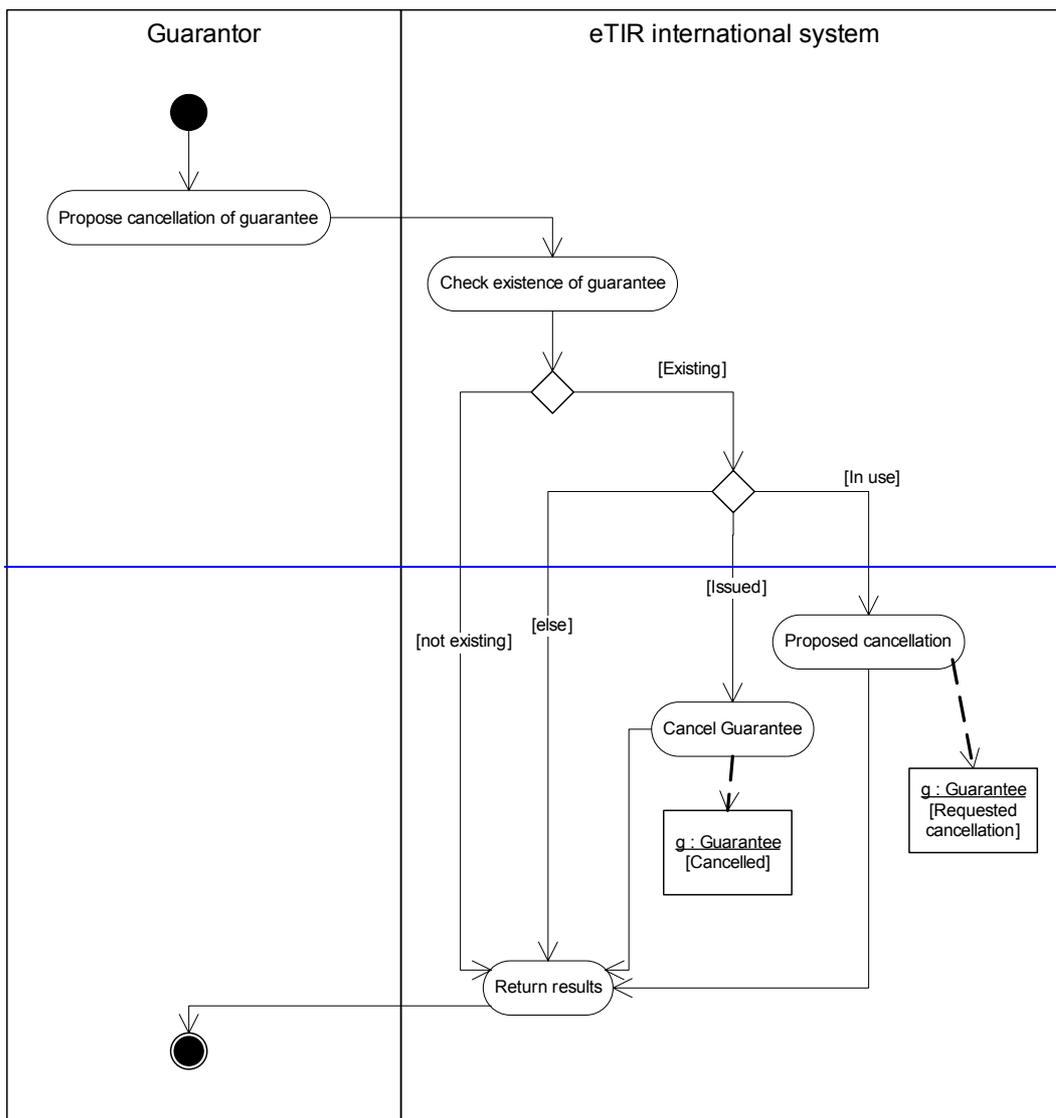
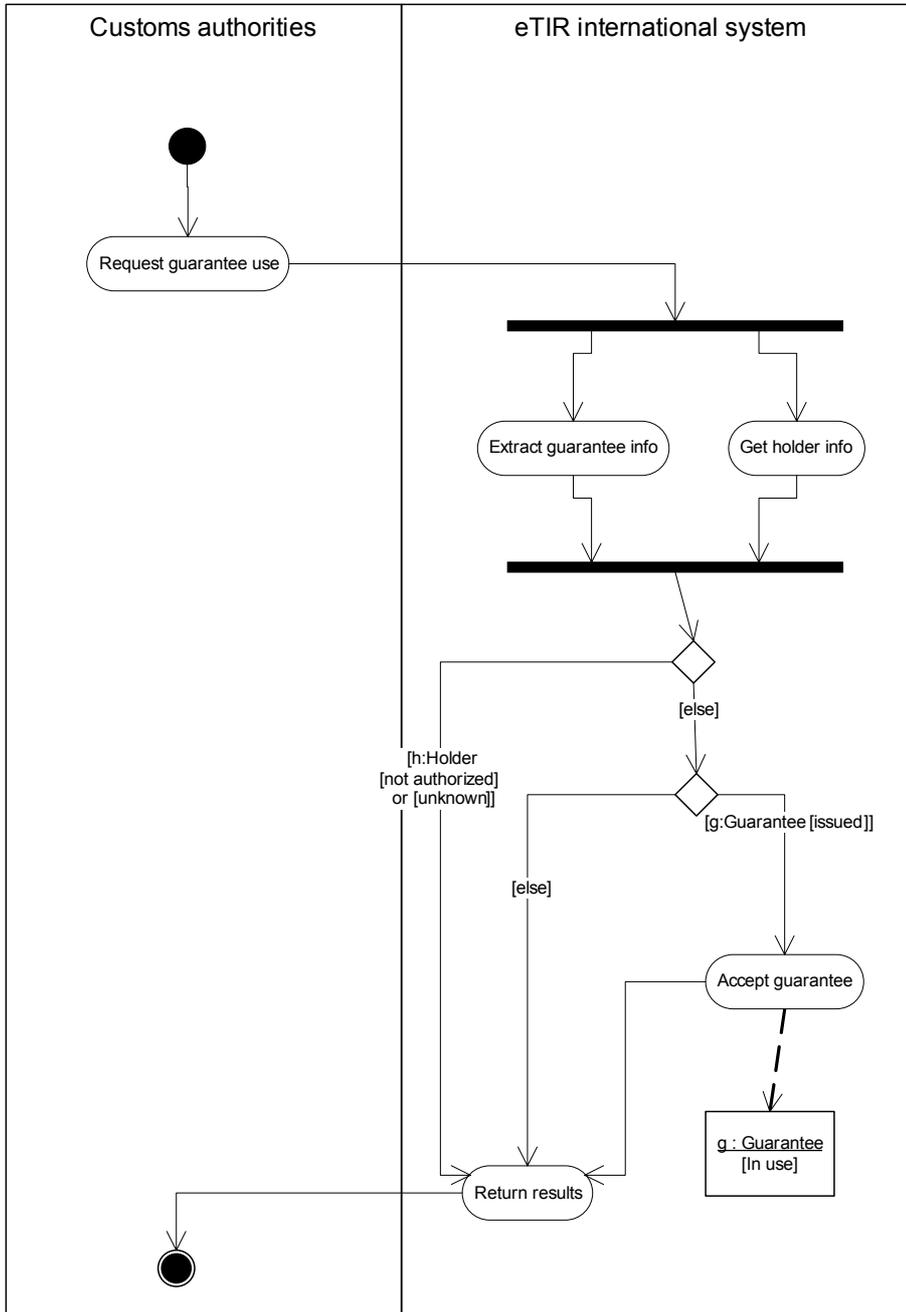


Figure 2.5 Cancel guarantee activity diagram

2.3.1.9. Accept guarantee use case description

Name	Accept guarantee use case
Description	The Customs authorities notify the eTIR international system that the guarantee has been accepted.
Actors	Customs authorities
Performance Goals	-
Preconditions	The guarantee must be registered and its status must be “under consideration” or “issued”. The Customs authorities at departure must also have received a TIR declaration.
Postconditions	The guarantee status is changed to “in use” or remains at its current status.
Scenario	Accept guarantee Customs authorities send a secure electronic message to the eTIR international system informing that the guarantee has been accepted for a TIR transport.
Alternative Scenario	Fallback scenario If electronic messages cannot be sent to the eTIR international system, the information can also be provided via a secured web interface. If both the electronic messaging and web interface are unavailable, the information can also be sent by other secure means of communication.
Special requirements	-
Extension Points	-
Requirements Covered	-

2.3.1.10. Accept guarantee activity diagram



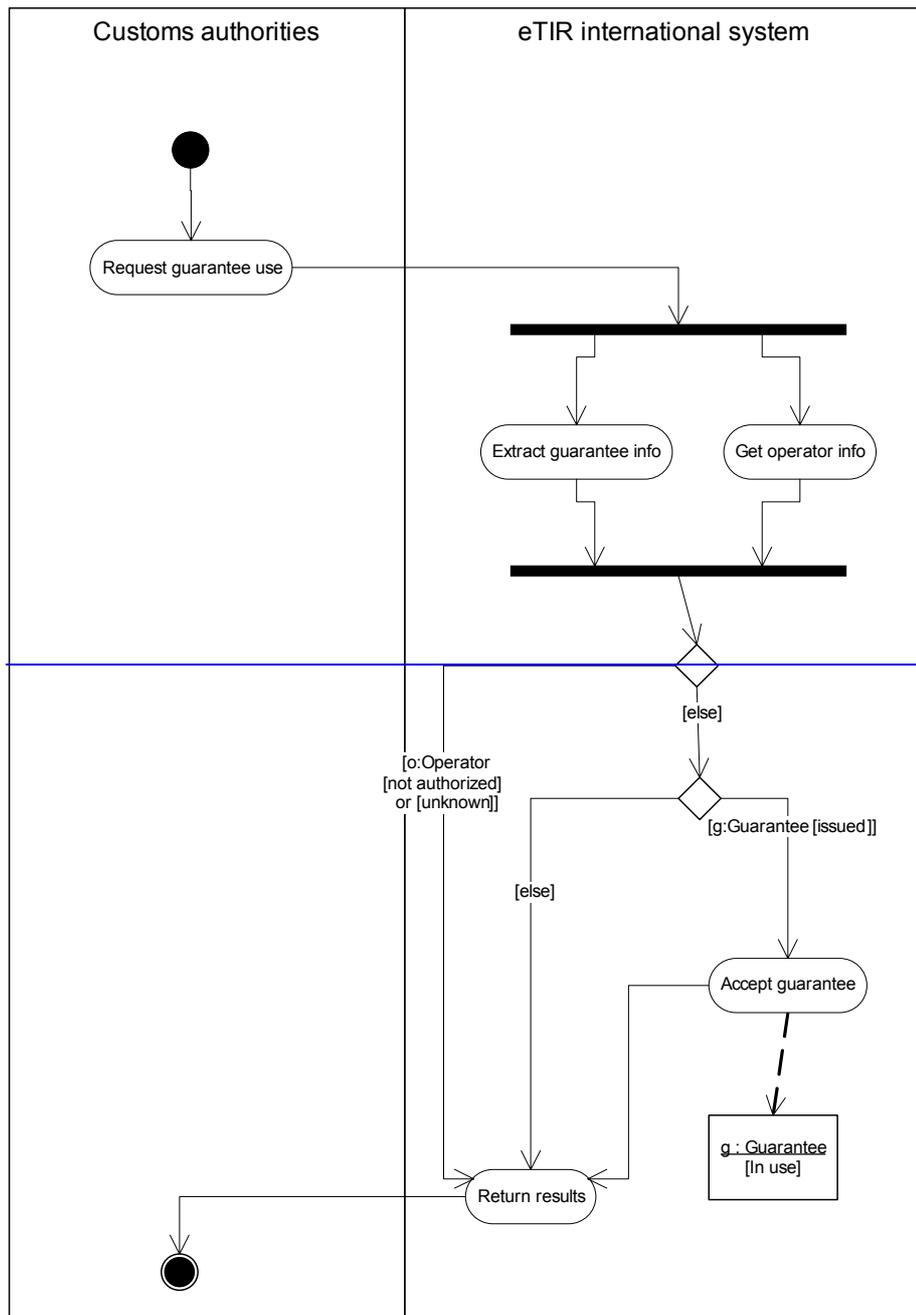


Figure 2.6666669 Accept guarantee activity diagram

2.3.1.11. Get **operatorholder** info use case description

Name	Get operatorholder info use case
Description	The eTIR international system queries the ITDB and receives data on an operatorholder .
Actors	ITDB
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	The eTIR international system sends a query to the ITDB about an operatorholder . The ITDB returns the data about this operatorholder or sends a message indicating that the operatorholder is unknown.
Alternative Scenario	Fallback scenario The operatorholder status is returned as “not available”.
Special requirements	This use case is internal to the system and is used in the following use cases: <ul style="list-style-type: none"> • Register guarantee • Query guarantee • Accept guarantee <p>The operatorholder status can be:</p> <ul style="list-style-type: none"> – “unknown” – “authorized” – “not authorized” <ul style="list-style-type: none"> ▪ Withdrawn ▪ Permanently withdrawn ▪ Excluded ▪ End of activity – “not available”
Extension Points	-
Requirements Covered	-

2.3.1.12. Get ~~operator~~holder info activity diagram

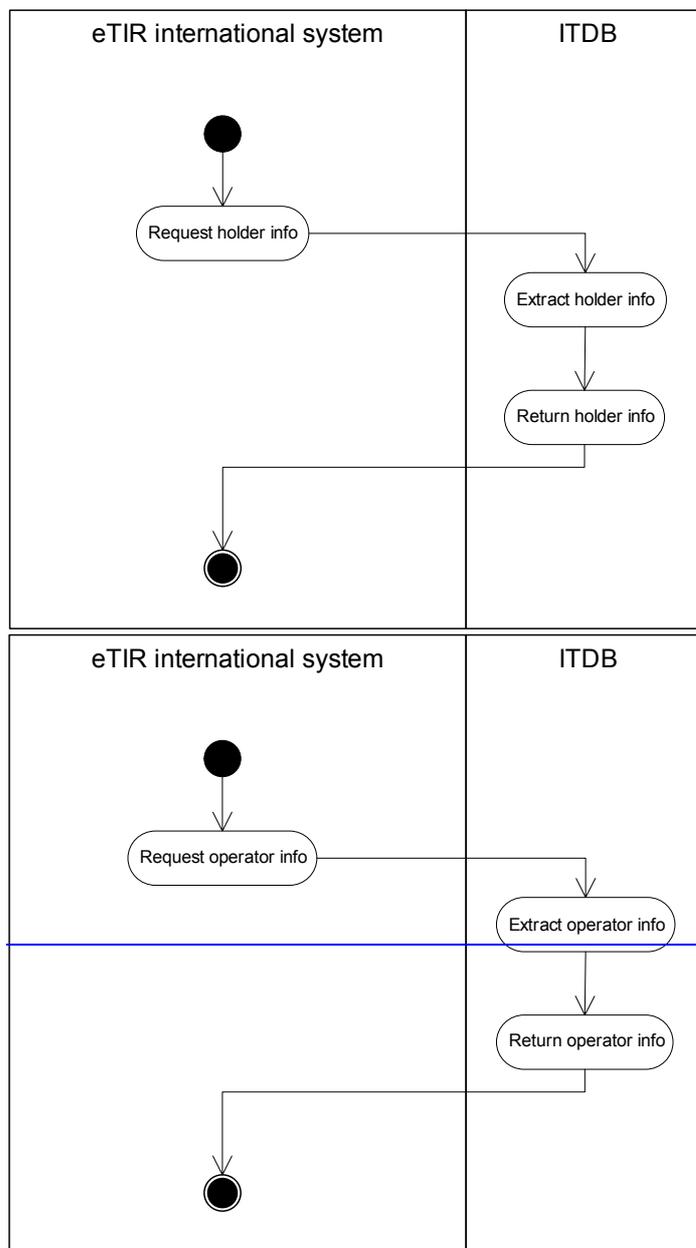
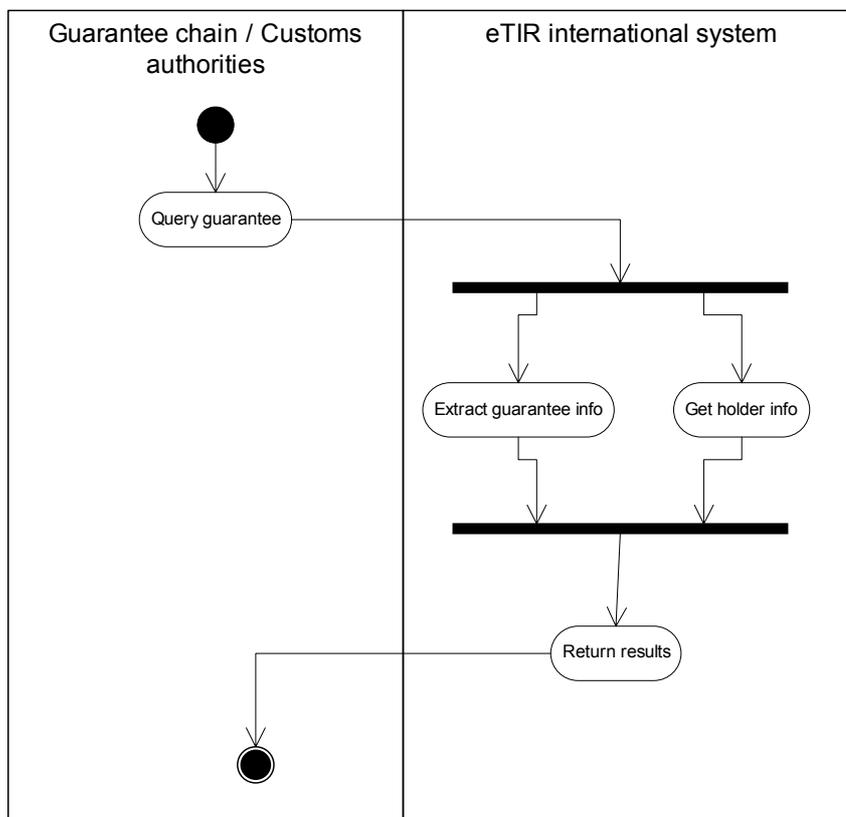


Figure 2.777777710 Get ~~operator~~holder info activity diagram

2.3.1.13. Query guarantee use case description

Name	Query guarantee use case
Description	Customs authorities or a guarantor Guarantee Chain request the eTIR international system information on issued guarantees.
Actors	Guarantor Guarantee Chain , Customs authorities
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	<p>Query the guarantee</p> <p>A guarantorGuarantee Chain or Customs authorities send a secure electronic query to the eTIR international system. The eTIR international system extracts all data from the database concerning the guarantee and combines them with data on the operatorholder (get operatorholder info) and sends all information to Customs authorities or to the guarantorGuarantee Chain. If the guarantee has not yet been registered, the Customs authorities or the guarantorGuarantee Chain are informed accordingly.</p>
Alternative Scenario	<p>Fallback scenario</p> <p>Since Customs authorities and the guarantorGuarantee Chain are automatically notified of all updates regarding guarantees, no fallback procedure is foreseen in case the eTIR international system is temporarily down. They will have to try again at a later stage.</p>
Special requirements	A guarantor Guarantee Chain can only query information on those guarantees which he has issued and which have been registered by the eTIR international system. The eTIR international system also provides him with information on TIR transports attached to the guarantees issued by him.
Extension Points	-
Requirements Covered	-

2.3.1.14. Query guarantee activity diagram



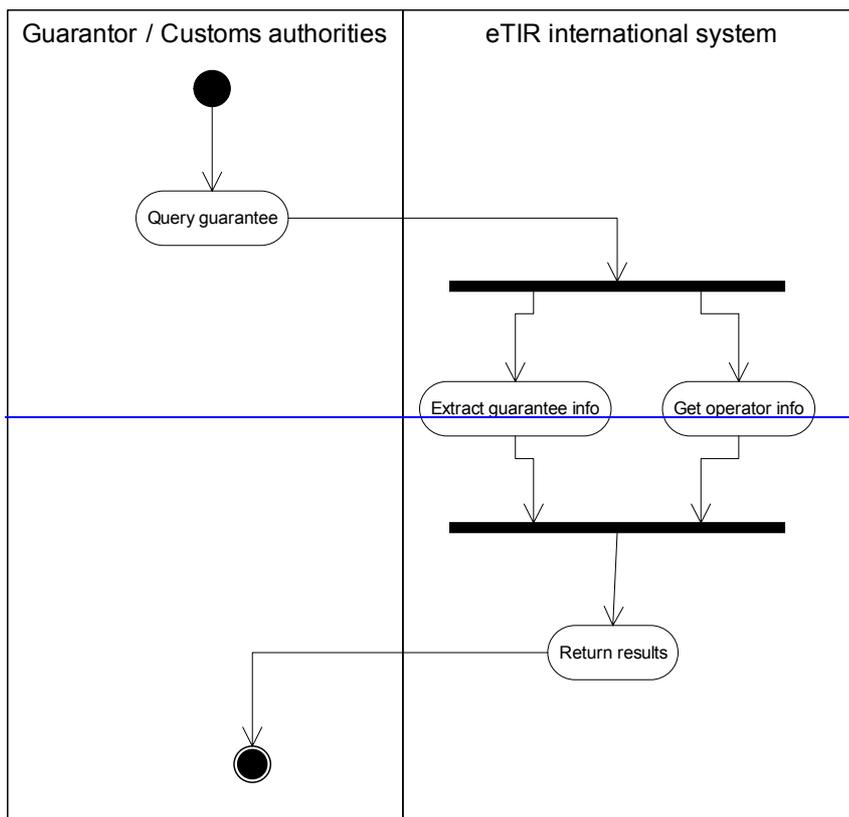
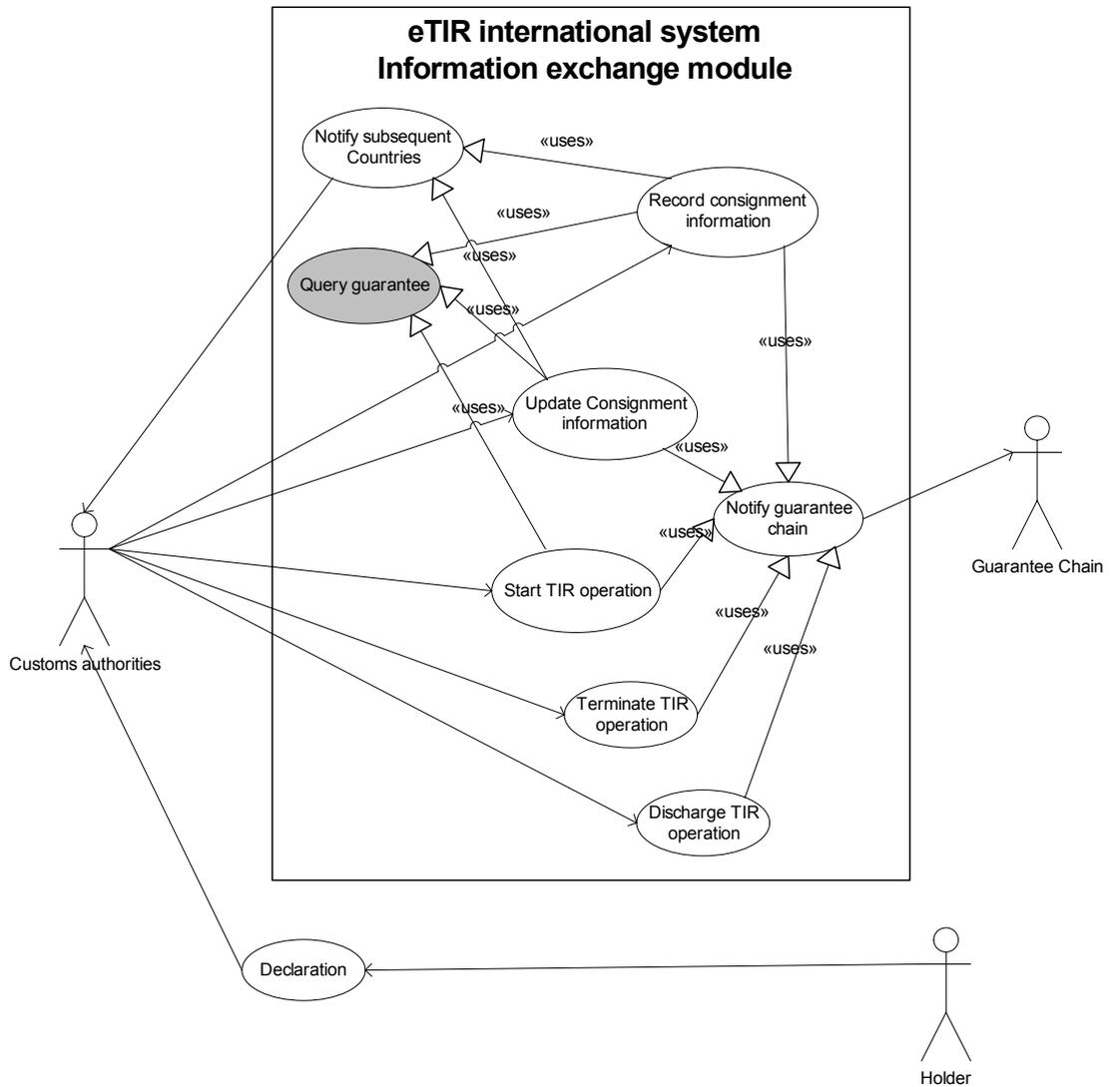


Figure 2.88888811 Query guarantee activity diagram

2.3.2. Data exchange use case

2.3.2.1. Data exchange use case diagram



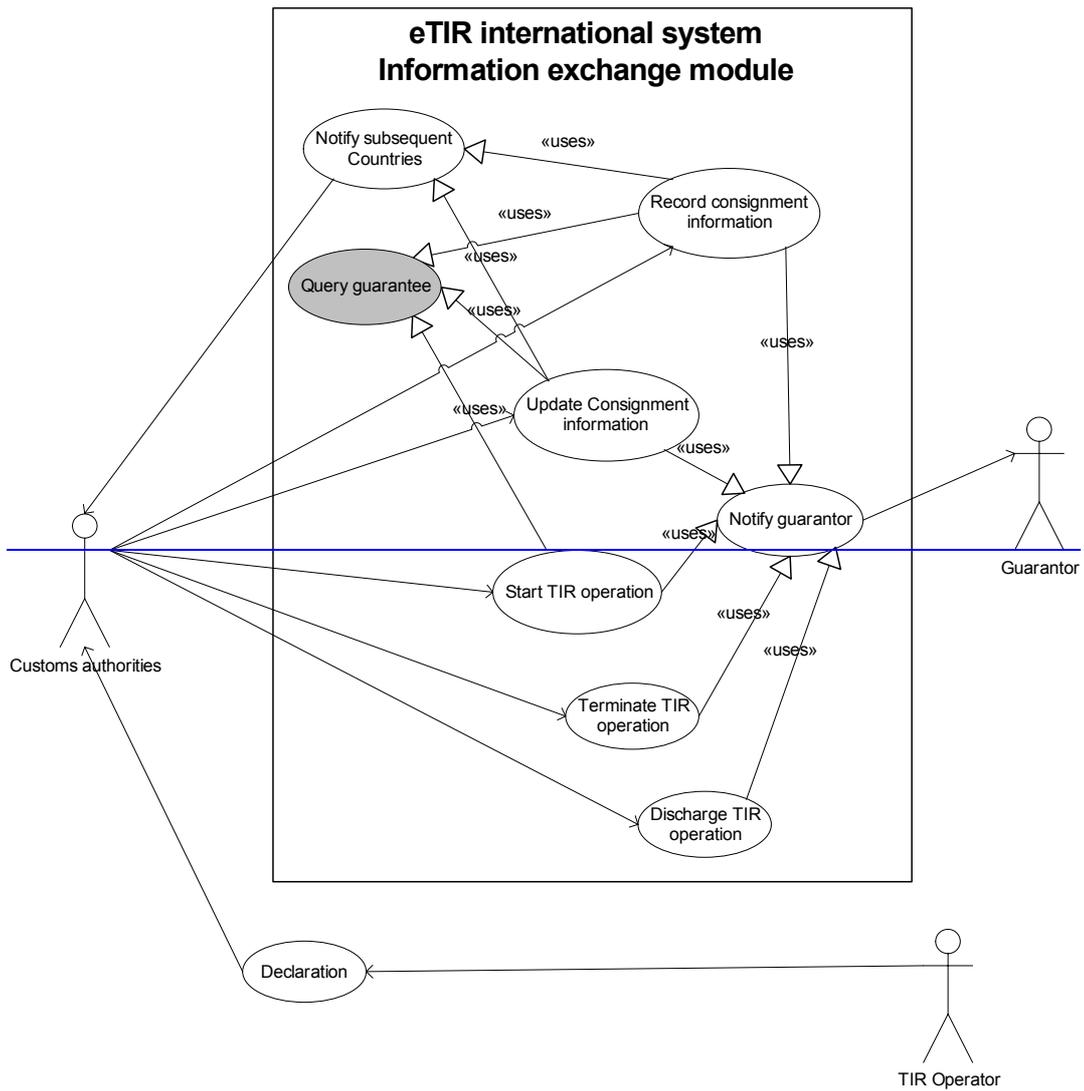


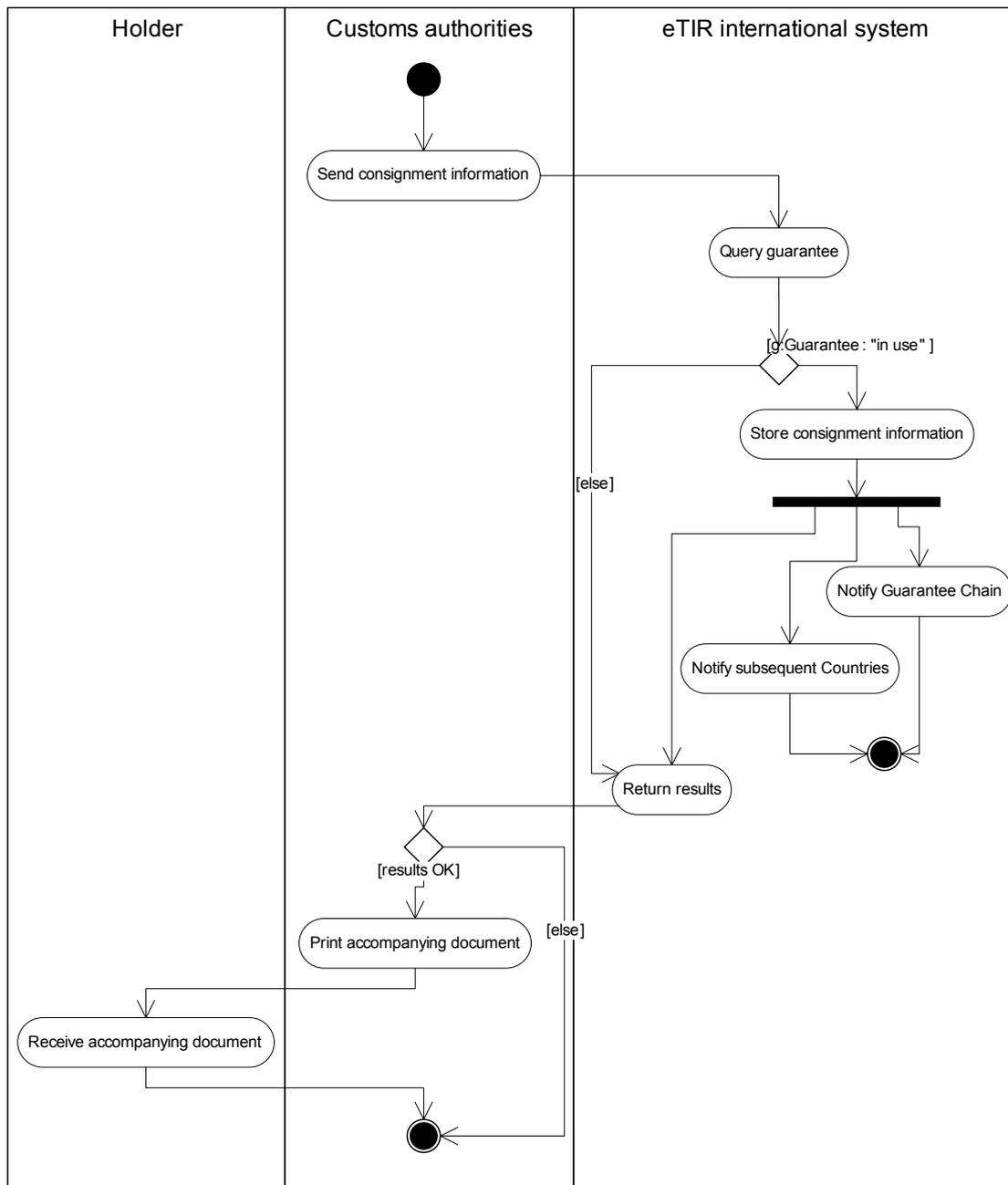
Figure 2. ~~999999912~~ Data exchange use case diagram¹³

¹³ Use cases in grey are defined in chapter 2.3.1.

2.3.2.2. Record consignment information use case description

Name	Record consignment information use case
Description	Information about the consignment is centrally stored.
Actors	Customs authorities
Performance Goals	
Preconditions	The guarantee must have been accepted (status “in use”). The declaration has been accepted by Customs Authorities.
Postconditions	-
Scenario	The first Customs office of departure will send all data contained in the electronic declaration together with the information on seals affixed to the eTIR international system after having accepted the declaration and sealed the loading unit. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantor Guarantee Chain with the information. Customs authorities will provide the operator holder with an accompanying paper document.
Alternative Scenario	Fallback scenario In case the transmission of information to the eTIR international system fails, the Customs authorities nevertheless accept the transport operator holder to start the TIR transport. Customs authorities will transmit the electronic data to the eTIR international system at the first opportunity.
Special requirements	
Extension Points	-
Requirements Covered	-

2.3.2.3. Record consignment information activity diagram



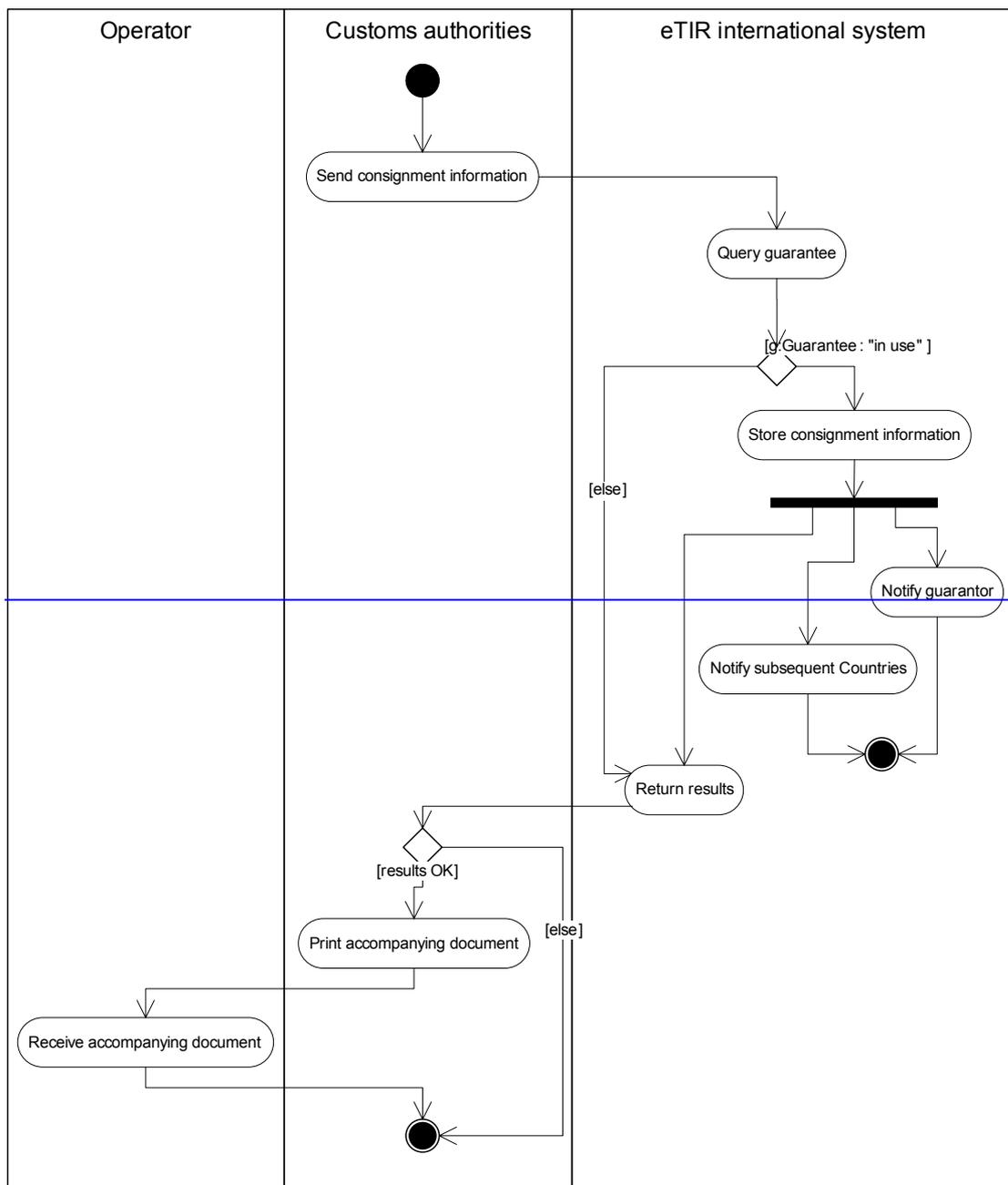


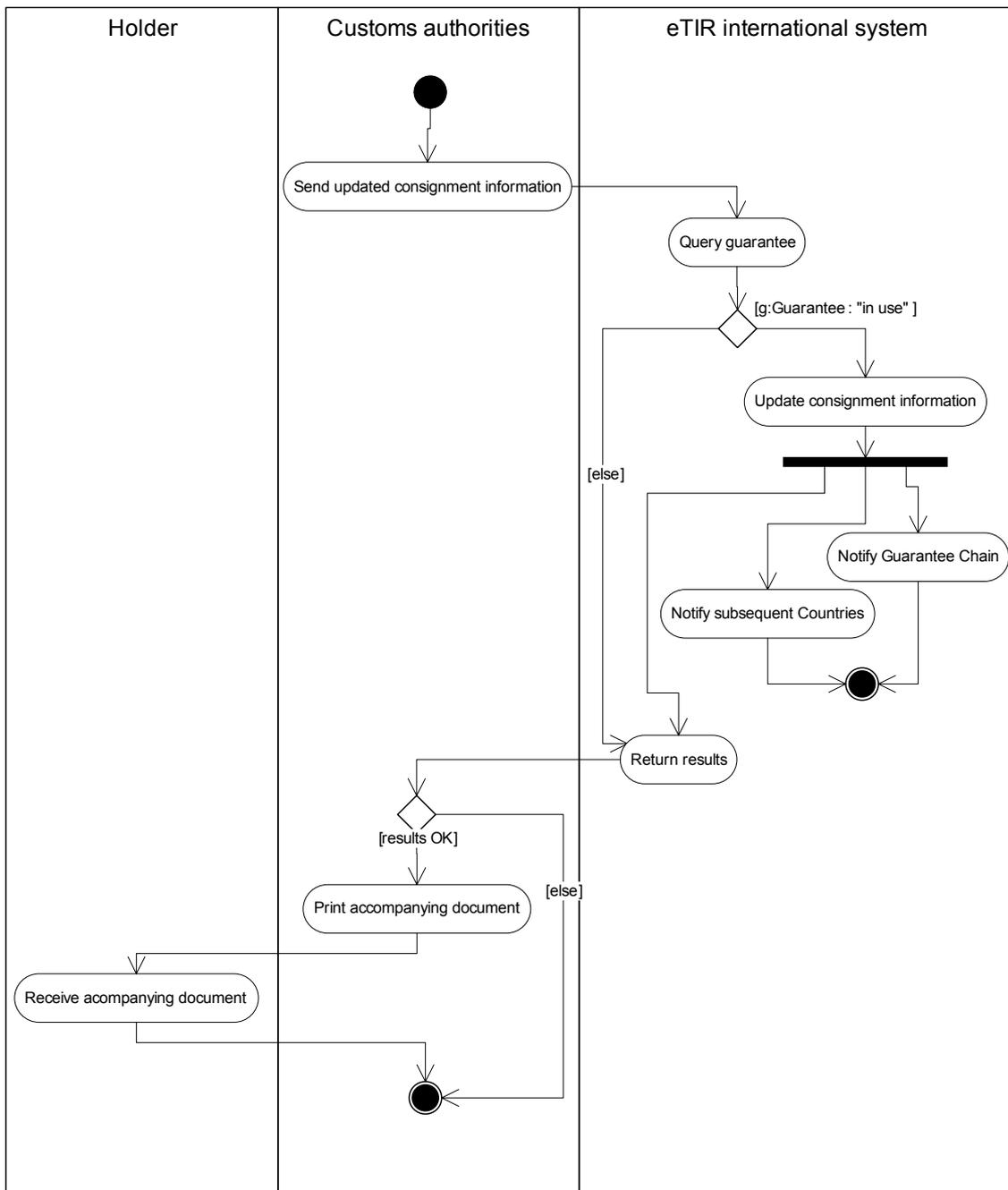
Figure 2. ~~10101010101013~~ Record consignment information activity diagram

2.3.2.4. Update consignment information use case description

Name	Update consignment information use case
Description	The information related to a declaration is updated after subsequent loading or partial unloading, after the truck and/or the goods have been submitted to checks, after the itinerary has been changed or after the vehicle has been changed.
Actors	Customs authorities, Operator holder
Performance Goals	
Preconditions	The declaration updates have been accepted by Customs Authorities.
Postconditions	-
Scenario	<p>Intermediate loading points</p> <p>The intermediate Customs office of departure will send all data contained in the declaration to the eTIR international system together with the information on the new seals, after having accepted the declaration and resealed the vehicle or container. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantorGuarantee Chain with the updated information.</p>
Alternative Scenario	<p>Intermediate Unloading points</p> <p>After having sent a termination message and unloaded the goods concerned, the intermediate Customs office of destination will send information on the new seals affixed. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantorGuarantee Chain with the updated information. Customs authorities provide the operatorholder with an updated accompanying paper document.</p> <p>Customs checks</p> <p>Having removed the seals from the vehicle or container, performed the necessary checks and resealed the vehicle or container, Customs authorities send a message to provide the eTIR international system with information on the new seals affixed. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantorGuarantee Chain with the updated information. Customs authorities provide the operatorholder with an updated accompanying paper document.</p>

	<p>Change of itinerary</p> <p>After having been informed by the operatorholder that the routing of the transport has changed, Customs authorities send a message to provide the eTIR international system with information on the new itinerary. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantorGuarantee Chain with the updated information. It also informs the countries removed from the itinerary that the TIR transport will not transit their country. Customs authorities provide the operatorholder with an updated accompanying paper document.</p> <p>Vehicles change</p> <p>After having been informed by the operatorholder that a new vehicle (usually the tractor unit) will be used, Customs authorities send a message to provide the eTIR international system with information on the new vehicle. The eTIR international system provides all subsequent countries indicated in the itinerary and the guarantorGuarantee Chain with the updated information. It also informs the countries removed from the itinerary that the TIR Transport will not transit their country. Customs authorities provide the operator authorized holderHolder with an updated accompanying paper document.</p> <p>Fallback scenario</p> <p>In case the transmission of information to the eTIR international system fails, the Customs authorities nevertheless accept the transport operatorholder to start the TIR transport. Customs authorities will transmit the electronic data to the eTIR international system at the first opportunity.</p>
Special requirements	
Extension Points	-
Requirements Covered	-

2.3.2.5. Update consignment information activity diagram



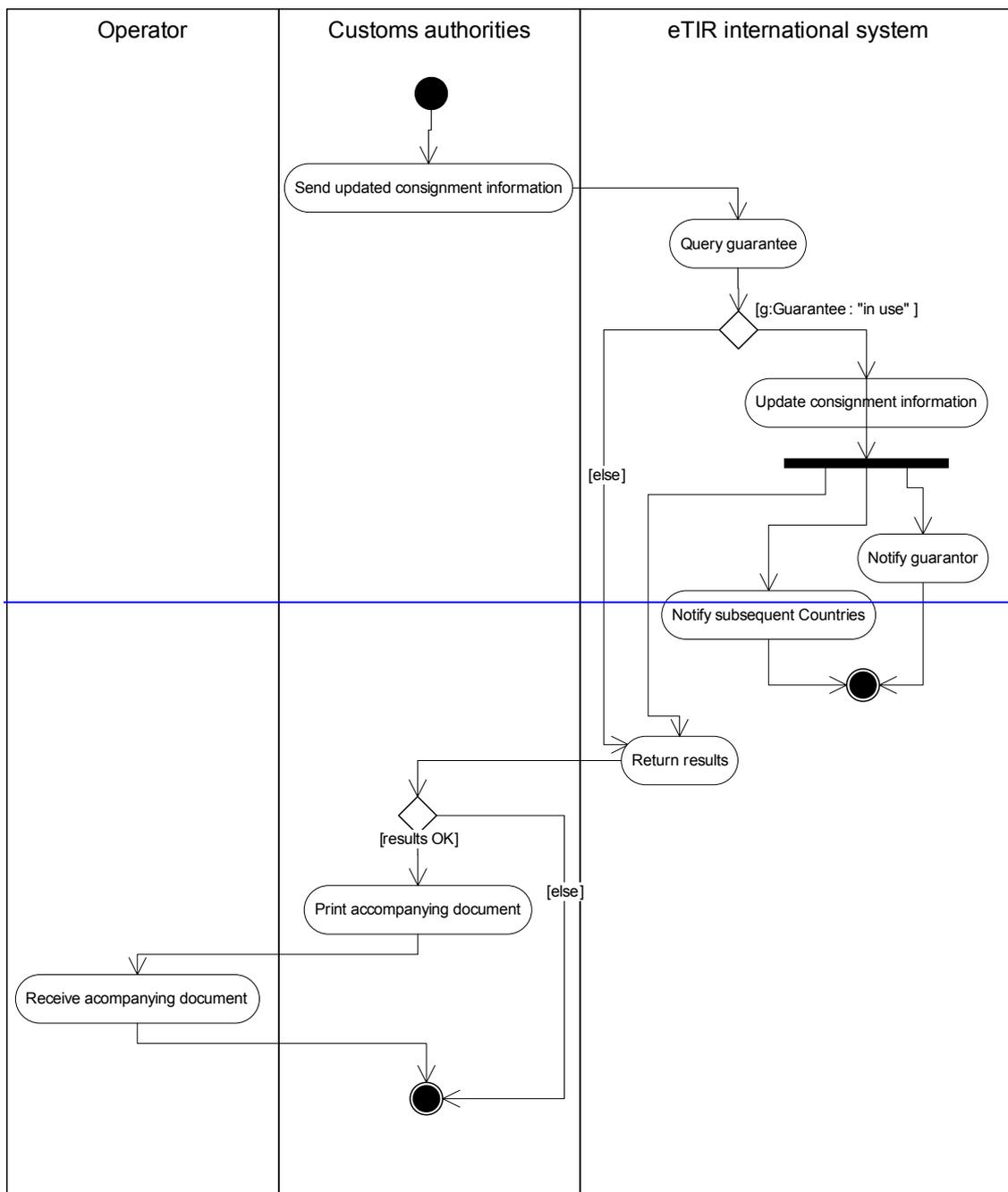
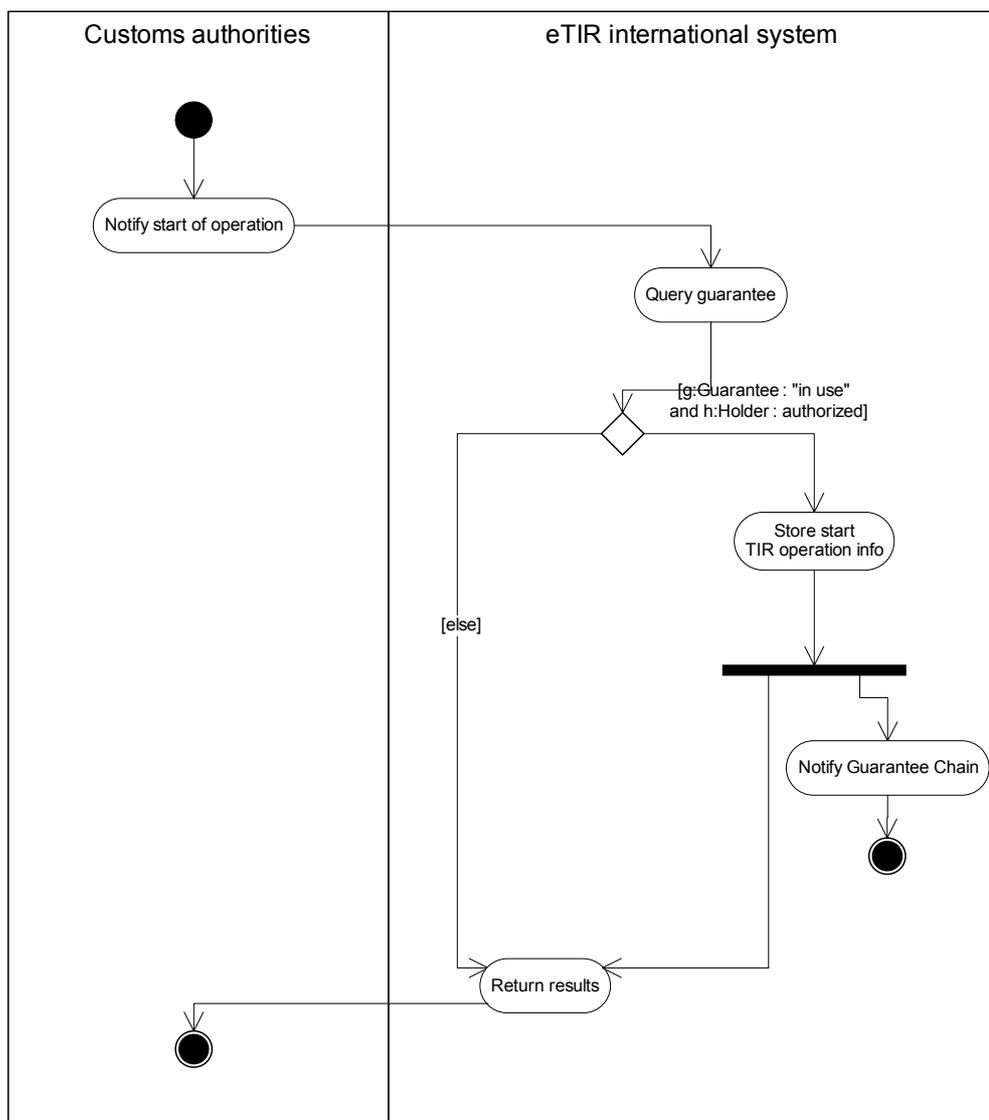


Figure 2. Update consignment information activity diagram

2.3.2.6. Starting of TIR operation use case description

Name	Starting of TIR operation use case
Description	Customs authorities provide the eTIR international system with information regarding the start of a TIR operation.
Actors	Customs authorities
Performance Goals	-
Preconditions	Ensure the validity of the guarantee and the authorization for the operator <u>holder</u> .
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that a TIR operation has started. If the operator <u>holder</u> is authorized and the guarantee status is “in use”, the eTIR system saves the information and notifies the guarantor <u>Guarantee Chain</u> of the start of a TIR operation.
Alternative Scenario	Fallback scenario If electronic messages cannot be exchanged with the eTIR international system, the information can also be provided via a secured web interface. If both the electronic messaging and web interface are unavailable, the information regarding the start should be provided on paper to the operator <u>holder</u> and the status of the guarantee queried by other secure means of communication that will be made available. Customs authorities should nevertheless continue to try sending the start message at a later stage or from another Customs office.
Special requirements	-
Extension Points	-
Requirements Covered	-

2.3.2.7. Starting of TIR operation activity diagram



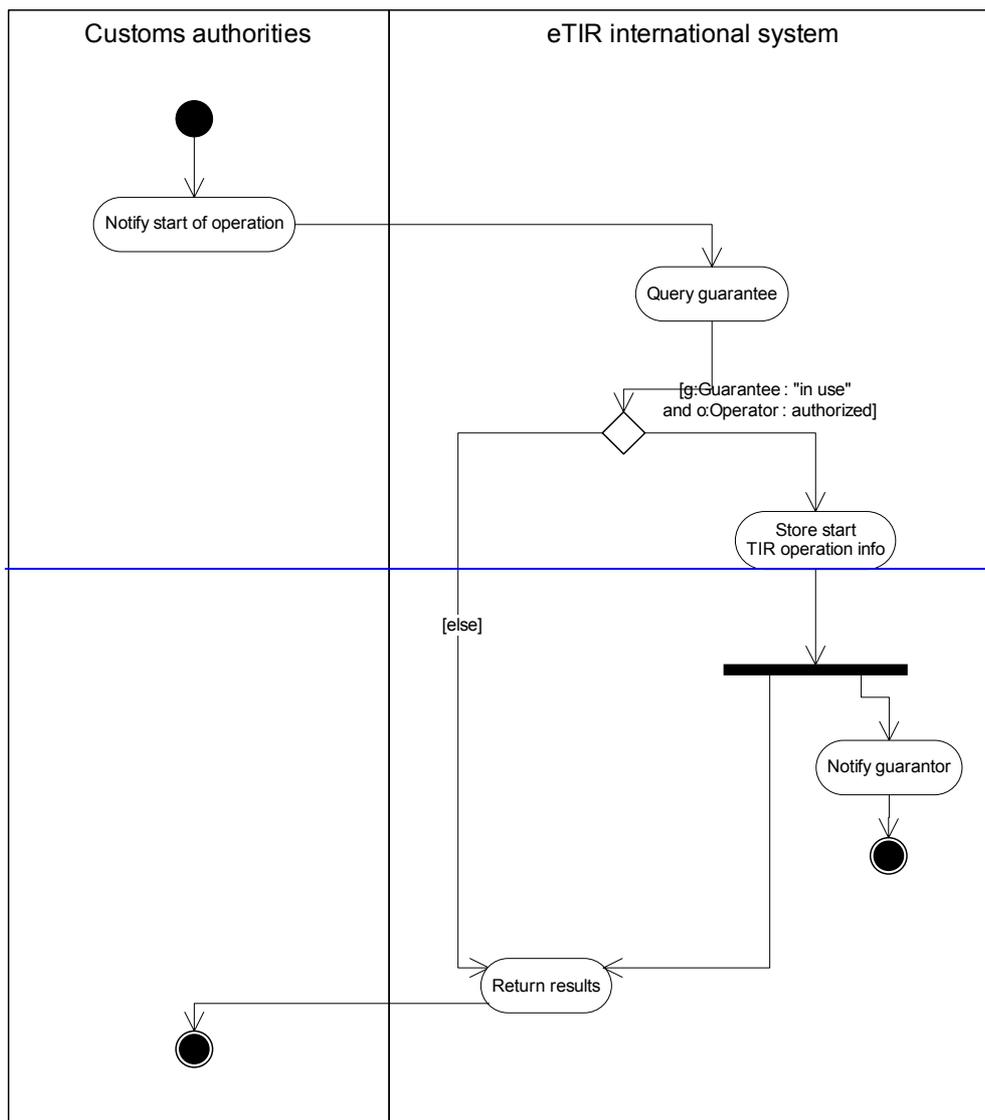
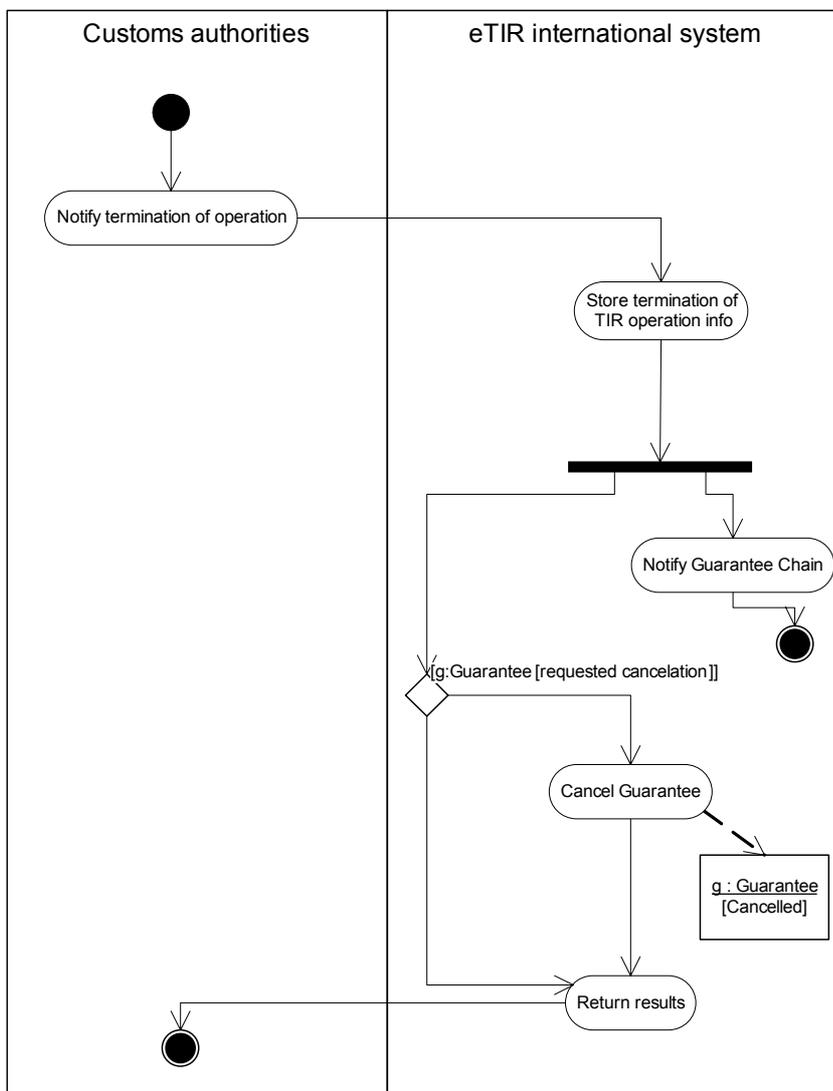


Figure 2. [1212121212121215](#) Starting of TIR operation activity diagram

2.3.2.8. Terminate TIR operation use case description

Name	Terminate TIR operation use case
Description	Customs authorities provide the eTIR international system with information regarding the termination of a TIR operation.
Actors	Customs authorities
Performance Goals	-
Preconditions	-
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that a TIR operation has terminated. The eTIR system stores the information, changes the status of the guarantee to cancelled in case the guarantor Guarantee Chain has requested cancellation and notifies the guarantor Guarantee Chain of the termination of the all TIR operations, <u>including the final termination, providing the data as required by Annex 10 of the TIR Convention.</u>
Alternative Scenario	Fallback scenario If electronic messages cannot be exchanged with the eTIR international system, the information can also be provided via a secured web interface. If both the electronic messaging and web interface are unavailable, the information regarding the termination should be provided on paper. Customs authorities should nevertheless continue to try sending the termination message at a later stage or from another Customs office.
Special requirements	Termination can be made with reservations.
Extension Points	-
Requirements Covered	-

2.3.2.9. Terminate TIR operation activity diagram



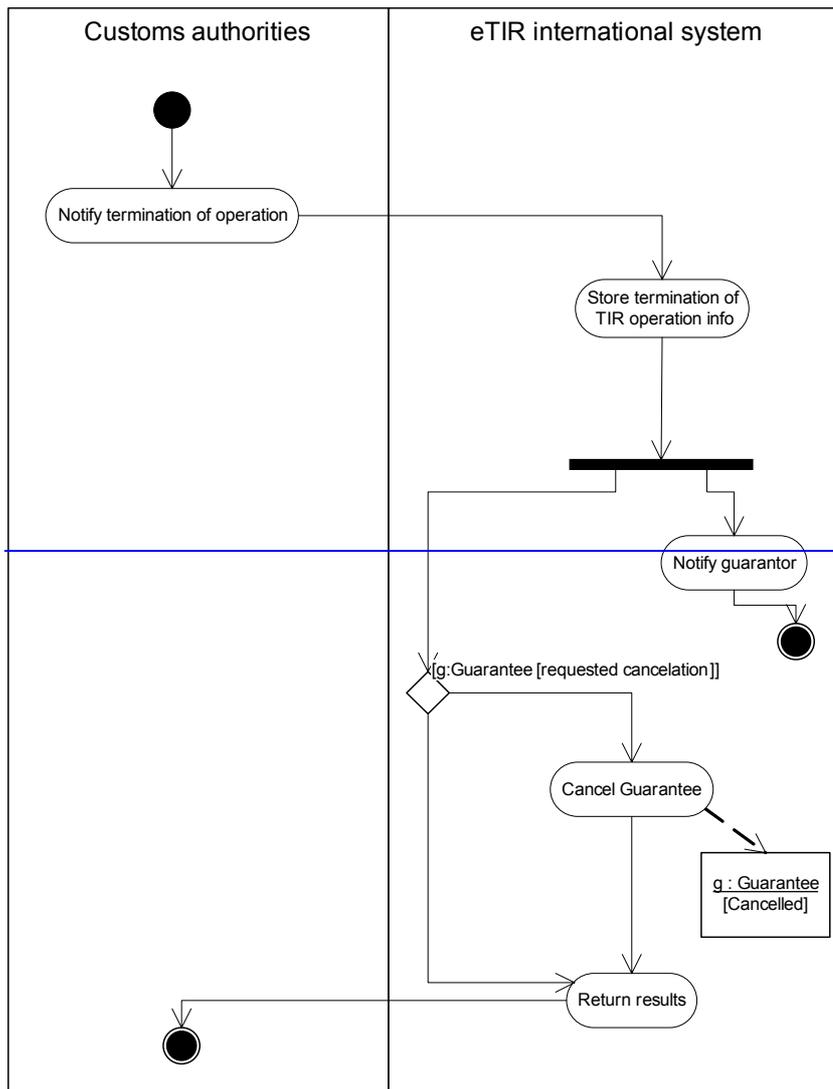
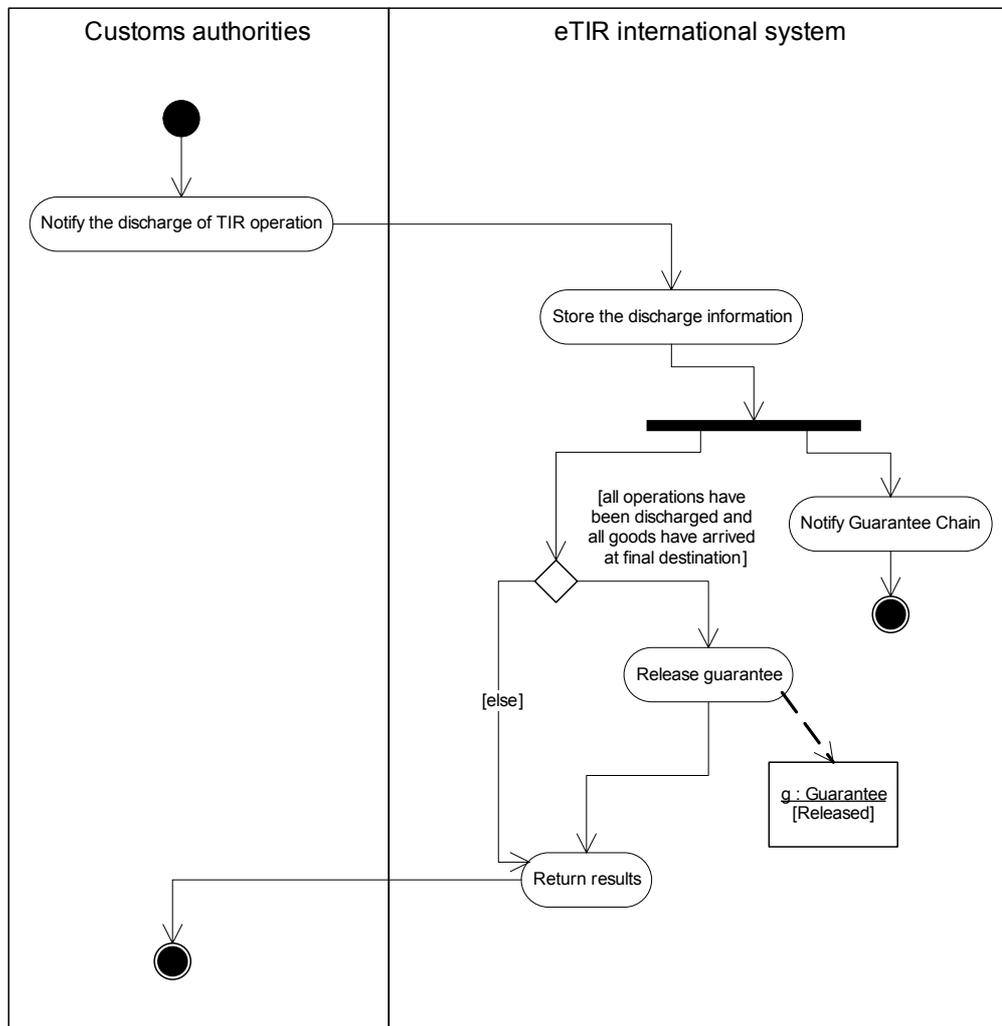


Figure 2. ~~1313131313131316~~ Terminate TIR operation activity diagram

2.3.2.10. Discharge TIR operation use case description

Name	Discharge TIR operation use case
Description	Customs authorities provide the eTIR international system with information regarding the discharge of a TIR operation.
Actors	Customs authorities
Performance Goals	
Preconditions	-
Postconditions	-
Scenario	Customs authorities send a message to the eTIR international system notifying that a TIR operation has been discharged. The eTIR international system stores the information and notifies the guarantor <u>Guarantee Chain</u> of the discharge of the TIR operations <u>constituting a single TIR Transport</u> . When all goods have reached their final destination and all TIR operations covered by the guarantee have been discharged, the status of the guarantee is changed to “released”.
Alternative Scenario	Fallback scenario If electronic messages cannot be exchanged with the eTIR international system, the information can also be provided via a secured web interface. If both the electronic messaging and web interface are unavailable, Customs authorities should nevertheless continue to try sending the discharge message at a later stage or from another Customs office.
Special requirements	-
Extension Points	-
Requirements Covered	-

2.3.2.11. Discharge TIR operation activity diagram



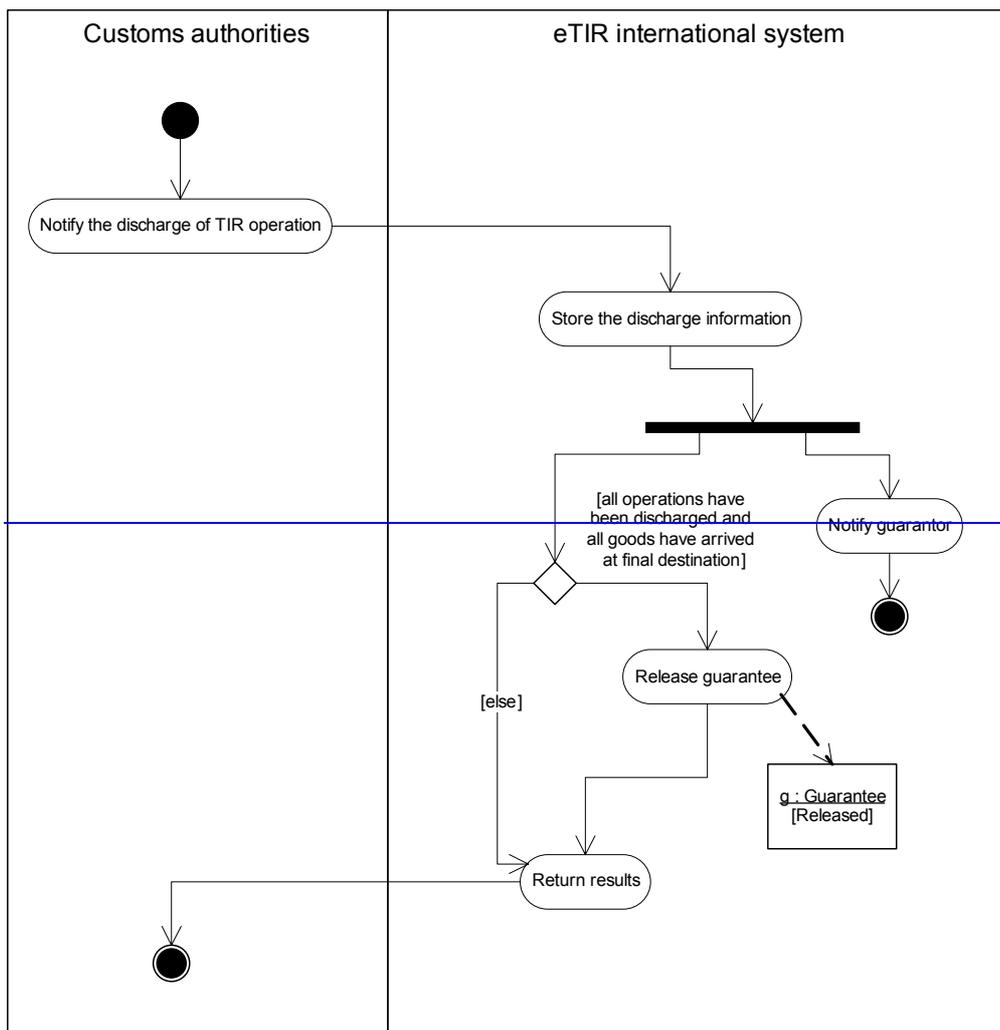
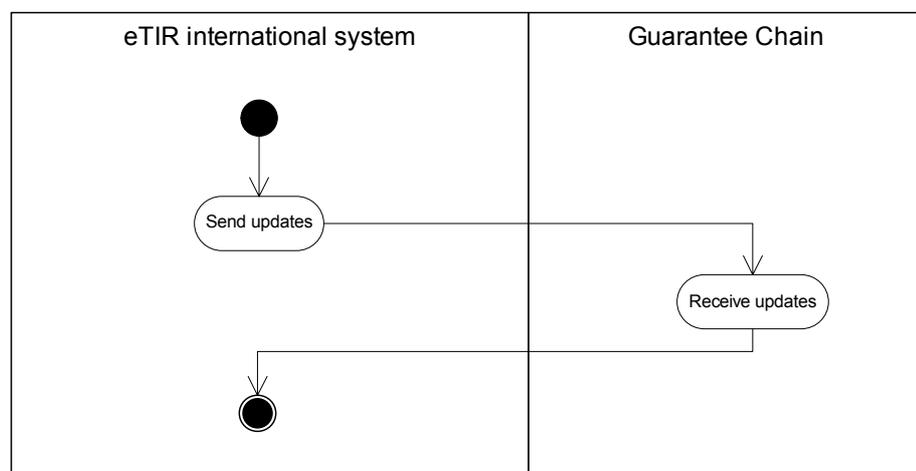


Figure 2. ~~1414141414141417~~ Discharge TIR operation activity diagram

2.3.2.12. Notify Guarantee Chain use case description

Name	Notify guarantor <u>Guarantee Chain</u> use case
Description	The eTIR international systems notifies the guarantor <u>Guarantee Chain</u> of changes in the information related to a guarantee it has issued.
Actors	Guarantor <u>Guarantee Chain</u>
Performance Goals	
Preconditions	-
Postconditions	-
Scenario	The eTIR international system notifies the guarantor <u>Guarantee Chain</u> of changes in the information related to a guarantee it has issued by sending an electronic message.
Alternative Scenario	Fallback scenario In case <u>any guarantor <u>Guarantee Chain's computer</u></u> system cannot be reached, the eTIR international system will continue to try sending the information.
Special requirements	-
Extension Points	-
Requirements Covered	-

2.3.2.13. Notify ~~guarantor~~ Guarantee Chain activity diagram

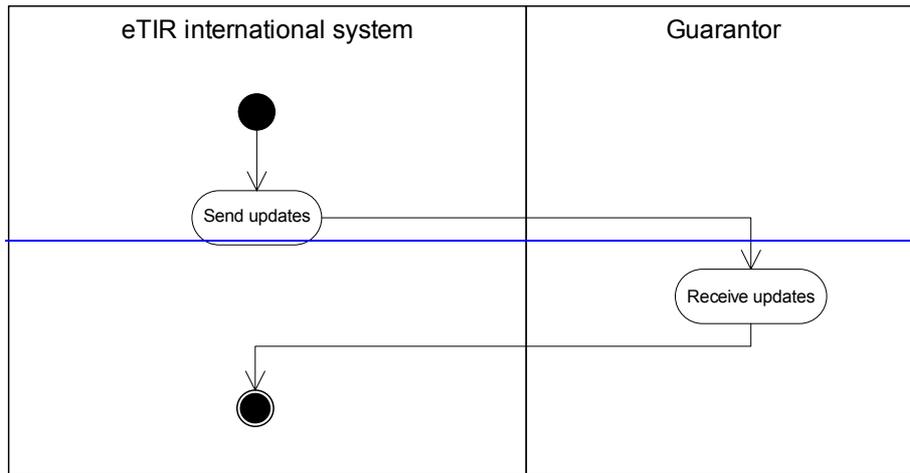


Figure 2. ~~1515151515151518~~ Notify ~~guarantor~~ Guarantee Chain activity diagram

2.3.2.14. Notify subsequent Countries use case description

Name	Notify subsequent Countries use case
Description	The eTIR international system notifies Customs authorities of information related to a consignment that will transit their territory.
Actors	Customs authorities
Performance Goals	
Preconditions	-
Postconditions	-
Scenario	The eTIR international system notifies Customs authorities of information related to consignments that will transit their territory by sending them electronic messages.
Alternative Scenario	Fallback scenario In case a national system is not available, the eTIR international system will continue to try sending the information.
Special requirements	-
Extension Points	-
Requirements Covered	-

2.3.2.15. Notify subsequent Countries activity diagram

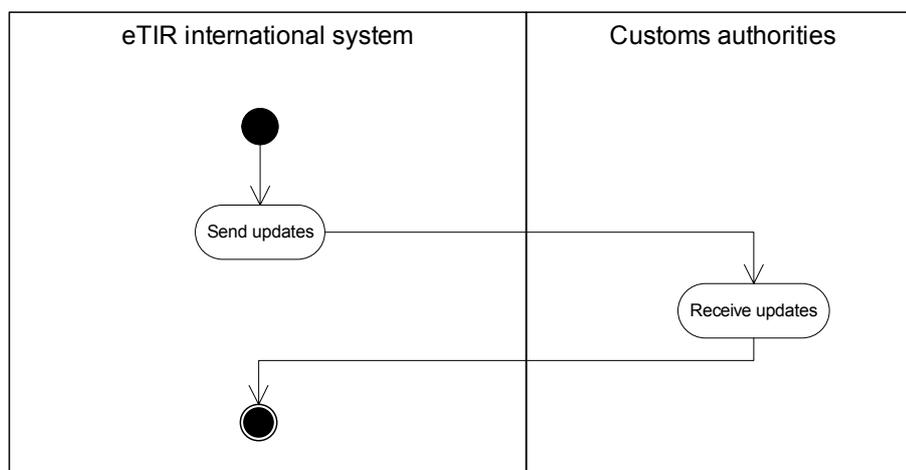


Figure 2.1616161616161619 Notify subsequent Countries activity diagram

2.4. Class diagram

The class diagram in [Figure 2.17](#)[Figure 2.17](#)[Figure 2.17](#)[Figure 2.17](#)[Figure 2.20](#) is articulated around 3 main classes (in grey): the guarantee, the consignment and the TIR operation.

- The guarantee class, because the majority of information exchanged with the eTIR international system will be referenced by means of the GRN.
- The consignment class, because it links all information regarding the goods in transit.
- The TIR operation class, because it allows the exchange of information previously contained in the counterfoils.

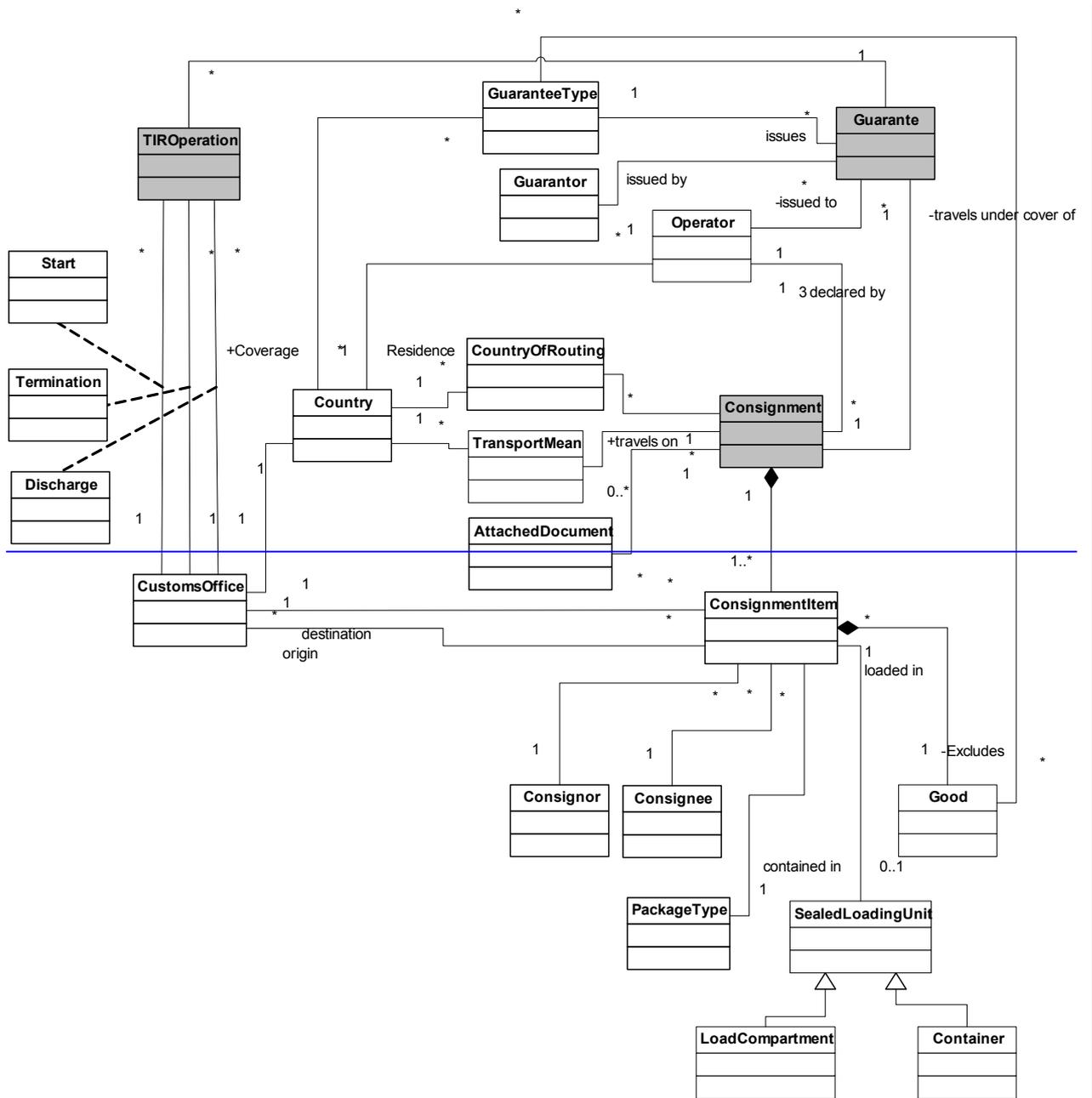


Figure 2. [1717171717171720](#) eTIR class diagram
