



**Economic and Social  
Council**

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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting Transport

Informal Ad hoc Expert Group on Conceptual and  
Technical aspects of Computerization of the TIR Procedure  
(14 and 15 November 2005)

**Activities of the Informal ad hoc Expert Group**

**Results of the eTIR Questionnaire**

**Note by the secretariat**

**A. INTRODUCTION**

At its sixth session, the Expert Group welcomed a proposal from the secretariat to undertake a survey to gather information from Customs administrations on existing systems and on their needs and constraints regarding the eTIR system. The results of the survey should be presented to the Expert Group at one of its future sessions (ExG/COMP/2004/24, para. 8).

To this end, the secretariat drafted a questionnaire, which was sent to Director-General of Customs (with a copy to the TIR Customs Focal Points) on 28 February 2005. The deadline for replying to the questionnaire was set at 1 April 2005. At its seventh session, the Expert Group used the preliminary results of the questionnaire contained in document ExG/COMP/2005/3 to finalize the first chapter of the Reference Model and to assess the future requirement of the eTIR project. The Expert Group also requested the secretariat to continue requesting answers to the questionnaire from those countries which had not yet replied, in particular countries from outside the European Community.

**B. RESULTS RECEIVED UNTIL THE 31 OCTOBER 2005\***

Unless otherwise specified, the results in form of percentage represent the ratio of people having selected the answer divided by 40, the number of countries which submitted the questionnaire before the 31 October 2005. This means that percentages do not sum to hundred percent for those questions allowing multiple answers.

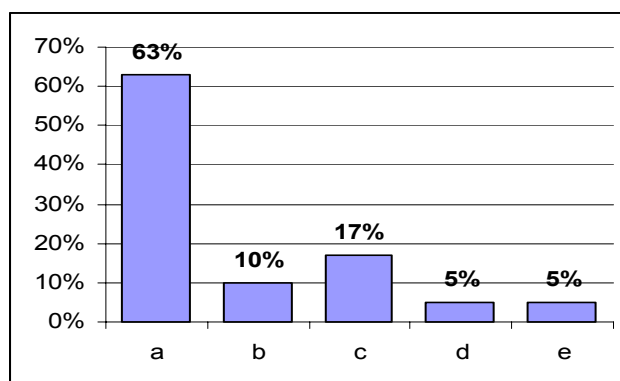
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**STATUS OF COMPUTERISATION IN GENERAL IN YOUR CUSTOMS ADMINISTRATION**


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**4. Which computerized system do you use today for the management of Customs procedures?**

- |    |   |     |
|----|---|-----|
| a. | System developed nationally, please specify (25)<br><i>(AUT: ZEUS, eZoll.at; AZE: Automated Customs Registration and Control System (ACRCS); BEL: SADBEL (automatic clearance system of Belgian and Luxembourg Customs. The system is developed on a BULL mainframe; BGR: BICIS(Bulgarian Integration Customs Information System), including: transit-national level, Customs debt, Authorization, Customs clearance, Report and system control, Risk analysis; BLR: "DOKA", "Delivery Control"; CHE: ; CYP: THESEAS clearance processing system; CZE: NCTS, TIR, Export/Import, air transport, warehouses, simplified procedures, inward processing, summary declarations, CIM (rail), ATA (temporary admission); DEU: IT-System ATLAS for all customs procedures; DNK: Import System and Export System incl Risk Analyze System; ESP: BUDANET (Customs integrated system with all customs applications); FIN: Integrated Clearance System, Transit System; FRA: ; GBR: CHIEF (Customs Handling Import and Export Freight; GRC: Integrated Customs Information System (ICIS); HRV: ; HUN: CDPS (earlier developed national customs procedure system); IRL: Automated Entry Processing (AEP) - Import/Export Electronic Procedure; ITA: AIDA; MLT: Customs Electronic System; NLD: Sagitta Import: for import declarations, Sagitta Export: for export declaration, Incoming system: for the summary declaration at the harbours and airports; NOR: TVINN (national developed customs clearance system); POL: CELINA; SCG: Customs Administration IS (ISCS) ; SWE: TDS)</i> | 63% |
| b. | National system based on another system, please specify the name of the system it's based on (4)<br><i>(KWT: Micro Clear; LUX: SADBEL; SVN: NCTS, based on EU application MCC ; TUR: BILGE (Computerized Customs Activities) based on SOFIX)</i>  | 10% |
| c. | ASYCUDA or ASYCUDA++ (7)  | 17% |
| d. | Other, please specify (2)<br><i>(LVA: Central Custom Information System (CCIS), NCTS (MCC) and ASYCUDA or ASYCUDA++; MDA: ASYCUDA WORLD)</i>  | 5%  |
| e. | None (2)  | 5%  |

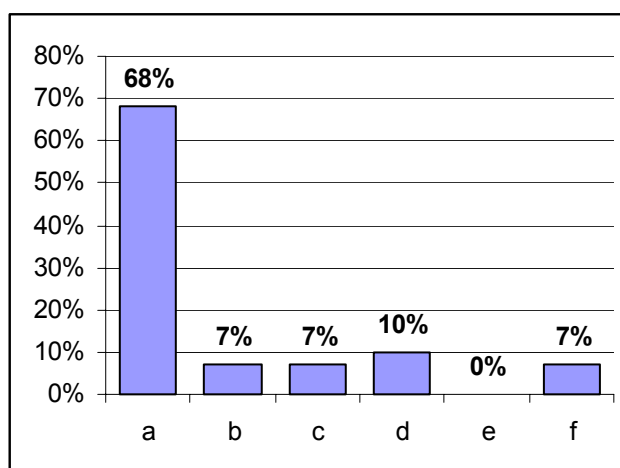


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The replies to the questionnaire are reproduced as received.

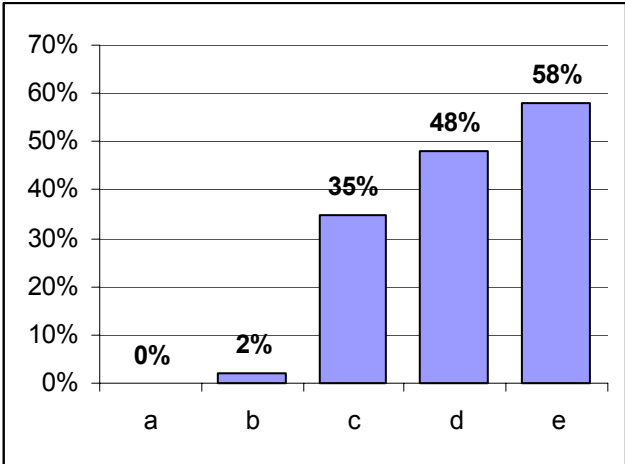
## 5. Which computerized system will you use in 5 years (2010) for the management of Customs procedures?

- a. System developed nationally, please specify (27) 68%  
 (AUT: eZoll.at; AZE: Automated Customs Registration and Control System (ACRCS) ; BEL: From the the 1st of Jan 2006 ==> Paperless customs and excise. This system will be based on the newest technical solutions; BGR: BICIS(Bulgarian Integration Customs Information System), including: NCTS, ITMS(Integration Taric Management System), e-Customs, ECS(Export Control System), BEMS(Bulgarian Excise Management System), SDM(Simplified Declaration Module), Post clearance control; BLR: "DOKA", "Delivery Control"; CHE: ; CYP: The same system taking into consideration the necessary modification required by the EU legislation; CZE: NCTS (including TIR), Export/Import, air transport, warehouses, simplified procedures, inward processing, summary declarations, CIM (rail), ATA (temporary admission); DEU: see No. 4; DNK: Same as Q 4; ESP: BUDANET with more applications; EST: ENCTS and nationally developed system for processing declarations and simplified declarations and nationally developed system for TIR.; FIN: same systems as in question 4 ; FRA: ; GBR: CHIEF as above; GRC: ; HRV: ; HUN: CDPS; IRL: New AEP; ITA: DEVELOPMENT ON AIDA; LUX: New system will be developed for 01.01.2007; NLD: combination of systems developed nationally and centrally by EU: Export: National Exportsystem + Centrally developed Export Control System + National Outgoing system; Import: National Importsystem + Centrally developed Import Control System;; NOR: TVINN (National developed customs clearance system); POL: CELINA; SCG: New Customs Administration IS (New ISCS); SVK: National Transit Application based on NCTS System; SWE: TDS (National System))
- b. National system based on another system, please specify the name of the system it's based on (3) 7%  
 (KGZ: unified automated information system "Bajy"; SVN: NCTS; SYR: ASYCUDA WORLD)
- c. ASYCUDA or ASYCUDA++ (3) 7%
- d. Other, please specify (4) 10%  
 (LVA: NCTS (MCC), Import Control System, Export Control System, maybe ASYCUDA++; MDA: ASYCUDA WORLD; MLT: Not decided yet; TUR: We are going to improve BILGE by using web technology)
- e. None (0) 0%
- f. Don't know (3) 7%



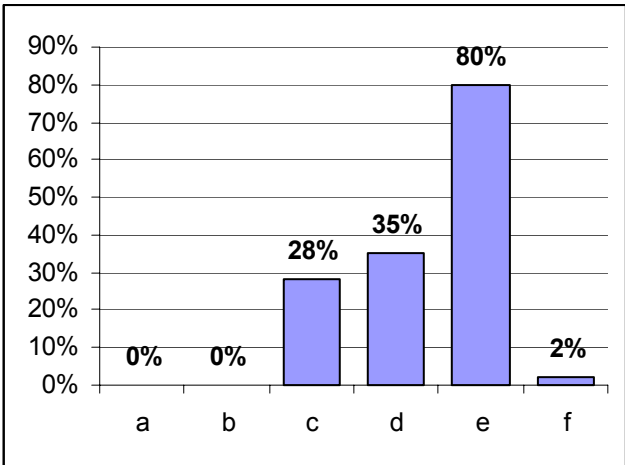
**6. What is the level of inter-connection of your Customs system today?**

- a. No computers (0) 0%
- b. Stand-alone computers (1) 2%
- c. Local networks (14) 35%
- d. National network (19) 48%
- e. National network + supra-national connectivity (23) 58%



**7. What is the level of inter-connection of your Customs system will you use in 5 years?**

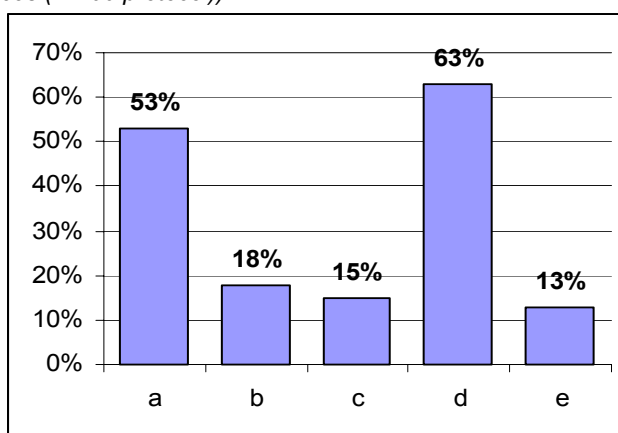
- a. No computers (0) 0%
- b. Stand-alone computers (0) 0%
- c. Local networks (11) 28%
- d. National network (14) 35%
- e. National network + supra-national connectivity (32) 80%
- f. Don't know (1) 2%



**8. What type of connectivity do you use today for the electronic transmission of data?**

- a. Dedicated lines (21) 53%
- b. Dial up (private networks) (7) 18%
- c. Dial up to ISP (Internet Service Provider) (6) 15%
- d. Permanent Internet connection (DSL, T1, T3, LAN, ...) (25) 63%
- e. Other, please specify (5) 13%

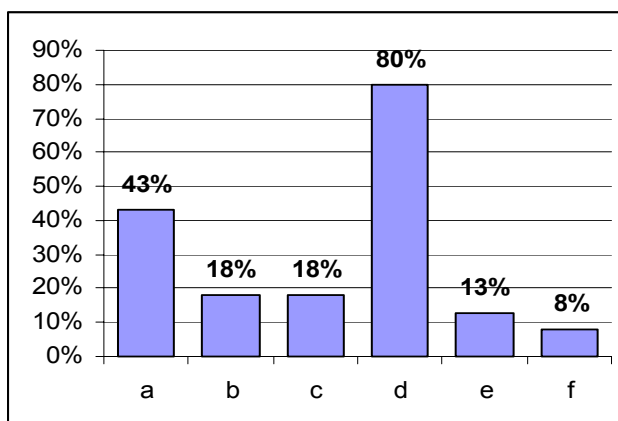
*(BEL: DCS (Data Communication System of BELGACOM); FIN: private network; GBR: Electronic Data Interchange System via e mail or internet; LTU: Internet, extranet VPN; NLD: datanet and Digi Acces (X-400 protocol))*



**9. What type of connectivity do you plan to use in 5 years for the electronic transmission of data?**

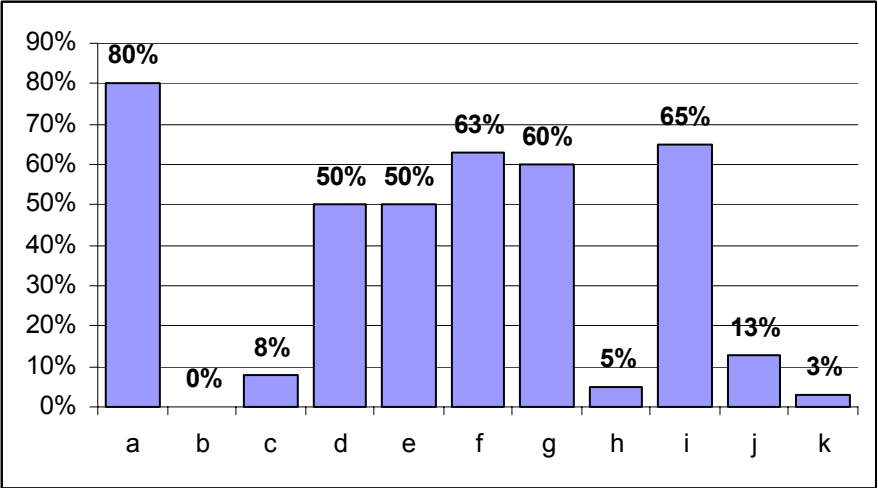
- a. Dedicated lines (17) 43%
- b. Dial up (private networks) (7) 18%
- c. Dial up to ISP (Internet Service Provider) (7) 18%
- d. Permanent Internet connection (DSL, T1, T3, LAN, ...) (32) 80%
- e. Other, please specify (5) 13%
- f. Don't know (3) 8%

*(FIN: private network; KGZ: Radioaccess; LTU: Internet, extranet VPN; NLD: X400 and Dial up to Internet and to private networks. All via our Single Acces Point; SCG: Wireless network)*



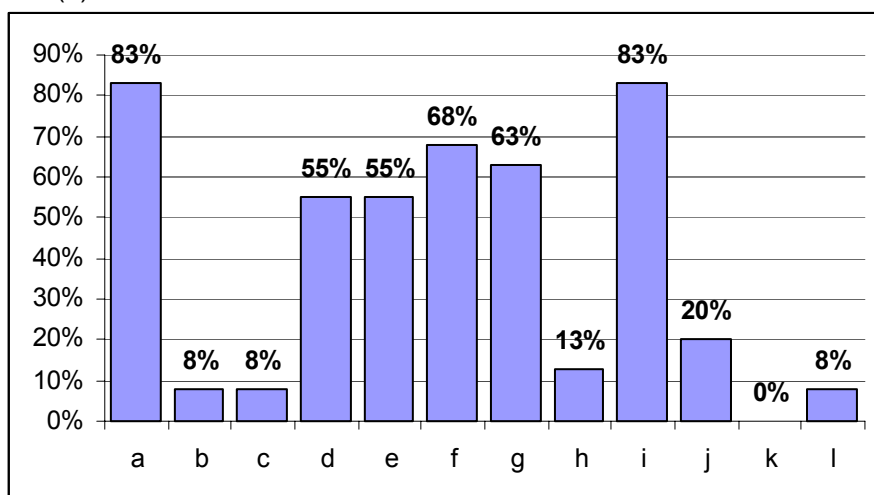
**10. Which of the following standards do you use today for the transmission of data?**

a.	TCP/IP (32)	80%
b.	IPV6 (0)	0%
c.	ATM (3)	8%
d.	HTML (Web based system) (20)	50%
e.	FTP (20)	50%
f.	Email (POP3, IMAP, ...) (25)	63%
g.	UN/EDIFACT (24)	60%
h.	ebXML (2)	5%
i.	XML (26)	65%
j.	Others, please specify (5) <i>(EST: HTTP(S); FRA: frame relay; HUN: TXT extension files; POL: RDP; TUR: web services)</i>	13%
k.	None (1)	3%



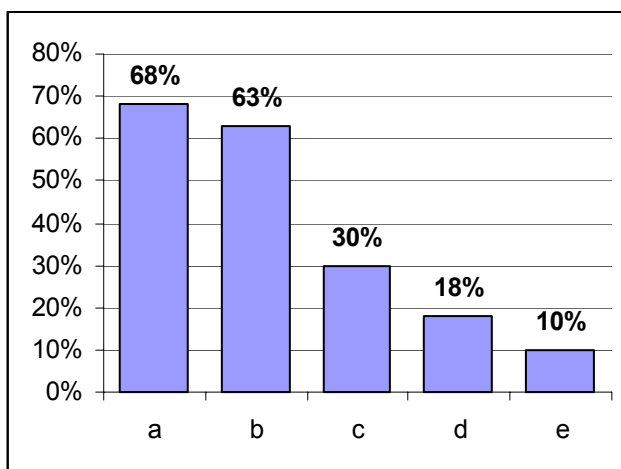
**11. Which of the following standards will you use in 5 years for the transmission of data?**

a.	TCP/IP (33)	83%
b.	IPV6 (3)	8%
c.	ATM (3)	8%
d.	HTML (Web based system) (22)	55%
e.	FTP (22)	55%
f.	Email (POP3, IMAP, ...) (27)	68%
g.	UN/EDIFACT (25)	63%
h.	ebXML (5)	13%
i.	XML (33)	83%
j.	Others, please specify (8) <i>(EST: HTTP(S); FRA: frame relay; KWT: Regular Mail; LTU: WSDL; LVA: SOAP; NLD: all new developed standards; POL: RDP; TUR: web services)</i>	20%
k.	None (0)	0%
l.	Don't know (3)	8%



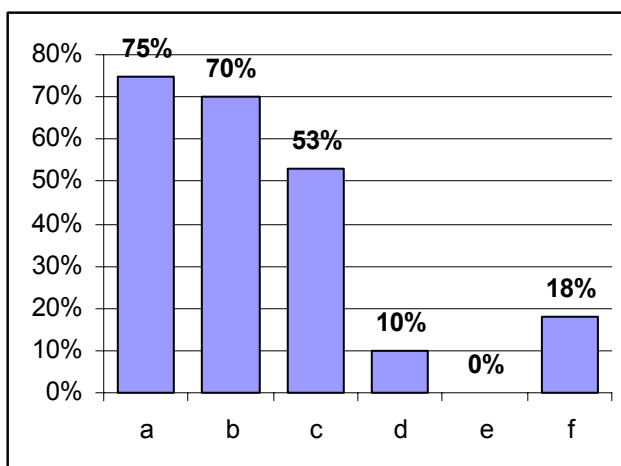
**12. Which technologies do you use today to secure your connections?**

- a. VPN (Virtual Private Network) (27) 68%
- b. SSL (e.g.HTTPS) (25) 63%
- c. Certificates (12) 30%
- d. Other, please specify (7) 18%  
*(BEL: USER ID + password; CHE: S-mime; EST: SSA; IRL: Private Network; NLD: closed network protocol X 400 with PKI (public key infrastructure); NOR: SSH; SWE: Electronic seals whit personal cards)*
- e. None (4) 10%



**13. Which technologies will you use in 5 years to secure your connections?**

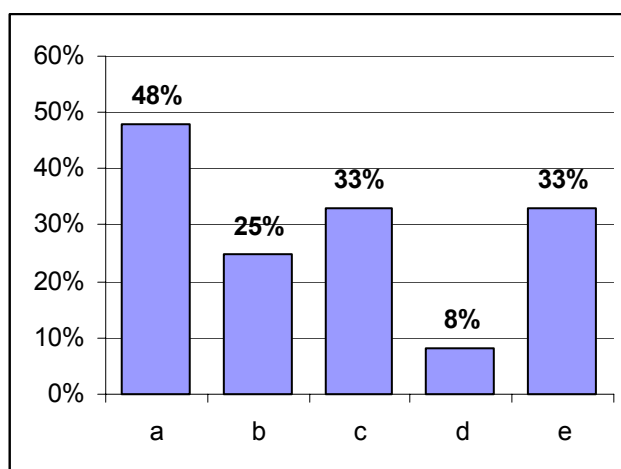
- a. VPN (Virtual Private Network) (30) 75%
- b. SSL (e.g.HTTPS) (28) 70%
- c. Certificates (21) 53%
- d. Other, please specify (4) 10%  
*(CHE: S-mime; EST: SSA; NLD: Single Acces Point DIGI D + Personal Domain; NOR: SSH)*
- e. None (0) 0%
- f. Don't know (7) 18%





**14. What could be the reasons for not connecting computers at Customs offices to the Internet?**

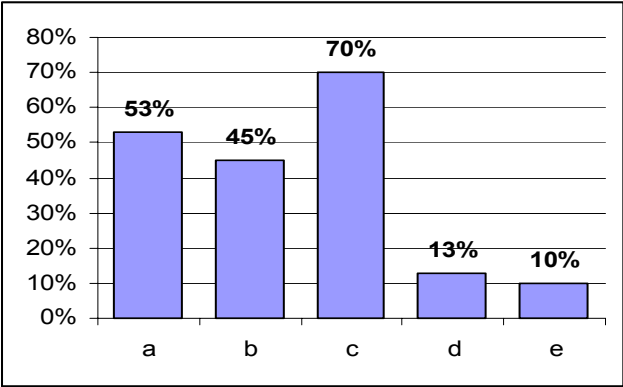
- |    |  |     |
|----|--|-----|
| a. | Security issues (19)   | 48% |
| b. | Financial constraints (10)   | 25% |
| c. | Management policy (13)   | 33% |
| d. | Other, please specify (3)<br><i>(KGZ: technical; LVA: Customs offices have restricted connections to Internet; SYR: not enough experienced IT staff)</i> | 8%  |
| e. | None (13)  | 33% |



**STATUS OF THE COMPUTERIZATION OF TRANSIT**

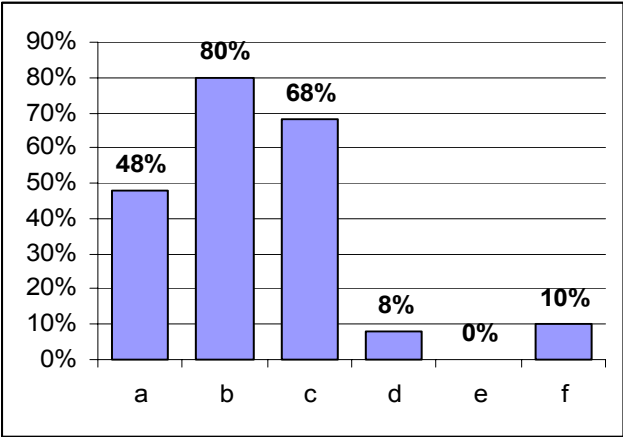
**15. Which transit procedures are computerized today?**

- a. National transit procedure (21) 53%
- b. TIR (18) 45%
- c. NCTS (28) 70%
- d. Other, please specify (5) 13%  
*(BGR: ATA, CIM, SMGS; EST: First Identification Procedure; HRV: ATA; LTU: ATA; SVN: TIR procedure is computerized partly)*
- e. None (4) 10%



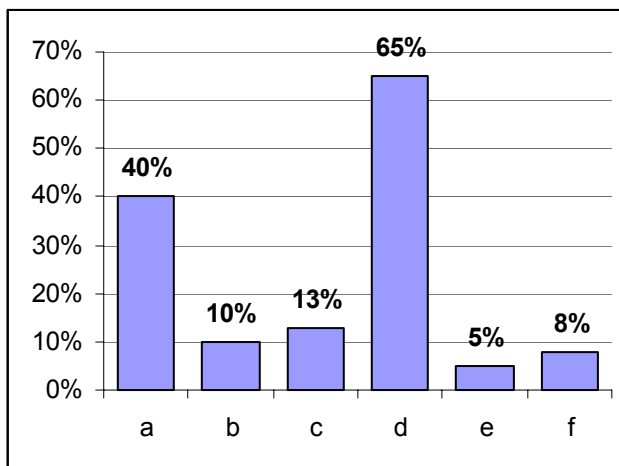
**16. Which transit procedures will be computerized in 5 years?**

- a. National transit procedure (19) 48%
- b. TIR (32) 80%
- c. NCTS (27) 68%
- d. Other, please specify (3) 8%  
*(HRV: ATA; LTU: ATA; ROM: ATA Carnets)*
- e. None (0) 0%
- f. Don't know (4) 10%



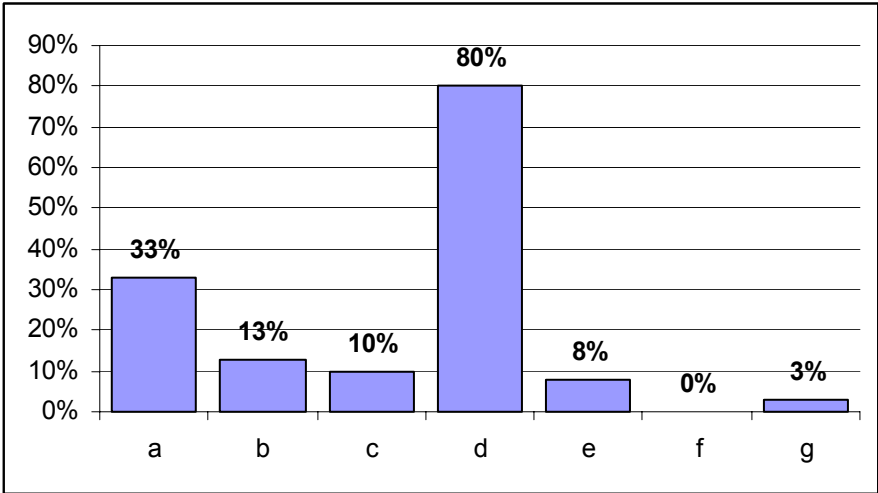
**17. Which computerized system(s) do you use today for the management of transit procedures?**

- a. System developed nationally, please specify (16) 40%  
*(AUT: ZITAT for the management of TIR and community/common transit procedure (Fallback procedure); AZE: "Chatdirma" (Delivery) software; BEL: SADBEL (automatic clearance system of Belgian and Luxembourg Customs. The system is developed on a BULL mainframe; BGR: BICIS, Transit-national level BTMS1(Bulgarian Transit Management System-phase1) compatible with NCTS; BLR: AC "Delivery Control"; CYP: For national movements we use THESEAS manifest system ; CZE: TIR, CIM, ATA, air (cargo manifests); DEU: ; ESP: BUDANET ( Customs integrated system with all customs applications); GRC: Integrated Customs Information System (ICIS); HRV: ; ITA: AIDA and STRADA; SCG: Customs Administration IS (ISCS); SVN: CIS national system (partly); SWE: TDS (National system); TUR: for TIR procedure; TIR Program (based on Client Server Architecture run on the Customs WAN developed by using Delphi)*
- b. National system based on another system, please specify the name of the system it's based on (4) 10%  
*(NOR: NCTS, TET (National transit application based on MCC/NCTS); ROM: MODTRANS (MOTRAST broker module) based on the ASYCUDA platform; SVK: National Transit System based on NCTS System; TUR: for national transit procedure; BILGE (Computerized Customs Activities) based on SOFIX)*
- c. ASYCUDA or ASYCUDA++ (5) 13%
- d. NCTS (26) 65%
- e. Other, please specify (2) 5%  
*(GBR: CUTEWISE to review TIR data; MDA: ASYCUDA WORLD)*
- f. None (3) 8%



**18. Which computerized system(s) will you use in 5 year (2010) for the management of transit procedures**

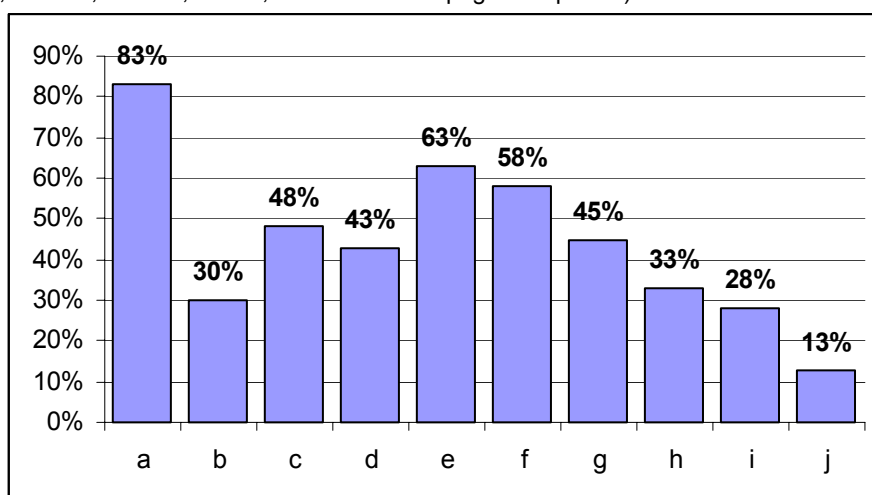
- a. System developed nationally, please specify (13) 33%  
*(AUT: ; AZE: "Chatdirma" (Delivery) software; BEL: from the 1st of Jan 2006 a new system "paperless customs and excise" will be available; BGR: BICIS, BTMS2 including NCTS; BLR: "Delivery Control"; CYP: THESEAS manifest system; DEU: ; ESP: BUDANET with more applications; GRC: See comments point 50; HRV: ; ITA: AIDA and STRADA; SCG: New Customs Administration IS (New ISCS); TUR: TIR Program)*
- b. National system based on another system, please specify the name of the system it's based on (5) 13%  
*(CHE: NCTS; KGZ: unified automated information system "Bajy"; NOR: NCTS, TET (National transit application based on MCC/NCTS); SYR: ASYCUDA WORLD; TUR: web based BILGE (Computerized Customs Activities) based on SOFIX)*
- c. ASYCUDA or ASYCUDA++ (4) 10%
- d. NCTS (32) 80%
- e. Other, please specify (3) 8%  
*(EST: Nationally developed system for TIR; MDA: ASYCUDA WORLD; NLD: TIR)*
- f. None (0) 0%
- g. Don't know (1) 3%



## 19. Which data from the TIR Carnet do you capture at the offices of entry/departure and exit/destination?

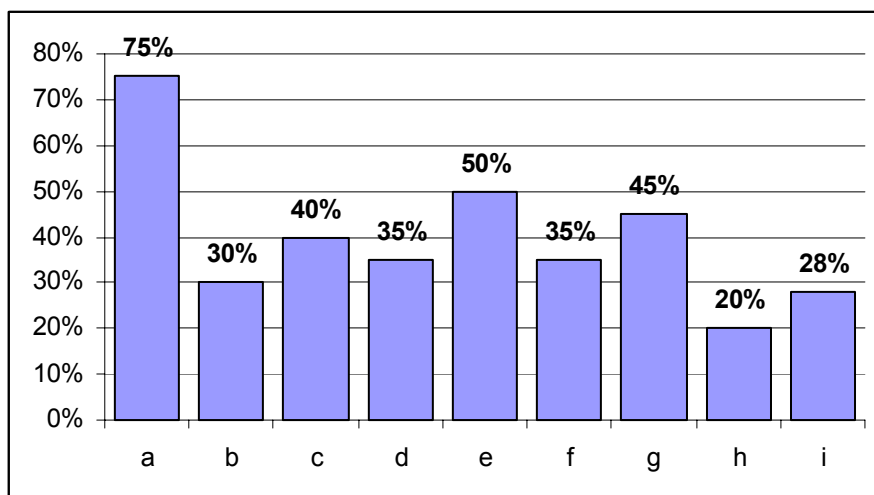
### Entry/Departure, please specify box number(s)

- |    |   |     |
|----|---|-----|
| a. | TIR Carnet number   | 83% |
| b. | TIR Carnet holder ID number (Cover box 3)   | 30% |
| c. | TIR Carnet holder Name/Address/Country (Cover box 3)  | 48% |
| d. | Other information on the cover page<br>(BEL: 3; BGR: 6,7; BLR: 6, 7, 8, 10; CZE: 1, 2, 6, 7, 8, 9, 10; ESP: Cover boxes 1, 6 and 7; EST: 1,2,6,7,8,9,(10); GRC: CONTAINERS Cover 10; IRL: 5,6,7,8; JOR: 1,9; LTU: 8, 9 ; LVA: -; MKD: 6-10; NLD: the whole page is captured; ROM: 6,7,8; SCG: 6,7,8,11; SVN: registration no, 8; SWE: Vehicle Reg. No)  | 43% |
| e. | Goods manifest information<br>(AZE: 1; BGR: 10,11,16,12; BLR: 9, 10, 11, 12; CZE: 9, 10, 11; ESP: Box 10: Description of goods; EST: (9), 10, 11; FIN: 10; FRA: rubrique 10 (description des marchandises); GEO: -; GRC: ex.9, ex.10, ex.11, sum. of 12; HUN: 9, 10, 11, 12; IRL: 9,10,11; JOR: 9,10,11; KGZ: 9,10,11; KWT: 9 to 15; LTU: 9,10,11,12; LUX: 10; LVA: -; MKD: 11; NLD: the whole page is captured; POL: 9, 10, 11, 12, 16; SCG: 11; SVK: voucher n 1-box 10; SVN: gross weight, description; TUR: 9,10,11)  | 63% |
| f. | Information you provide on voucher N°1<br>(AUT: 10,11; AZE: 1; BEL: 1,2,3,4,5; BGR: 19,20,22,2; BLR: 1, 4, 5, 6, 7, 8, 16, 18-23; CZE: 1, 2, 4, 5, 6, 7, 8, 12, 16, 18, 19, 20, 21, 22; ESP: Boxes 2 and 9 a); EST: 1,2,3,4,5,6,7,8,12,13,16,17,19,20,21,22,23; FIN: 1-23; FRA: date d'enregistrement; HUN: 22; IRL: 12,16,17 also 24 to 28; JOR: 18-23; LTU: 2, 5, 6, 8, 16, 18, 19, 20, 21, 22; LUX: 16,19,20,21,22; LVA: -; MKD: All; NLD: the whole page is captured; POL: 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23; ROM: *; SCG: 19,20,21,22, Page No.; SVN: status of goods; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,18,19,20) | 58% |
| g. | Information you provide on voucher N°2<br>(AUT: 10,11; AZE: 1; BGR: 5,6,7,21,23; CZE: see voucher No.1+subsequently data from the return voucher - 24, 27 when it arrives back; ESP: Box 27 if any; EST: The same as in voucher No 1; GRC: 21,23; IRL: 12,16,17; LUX: 16,19,20,21,22; LVA: -; POL: 1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 19, 20, 21, 22, 23; ROM: *; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,18,19,20)   | 33% |
| h. | Information Customs offices from other countries have provided on counterfoil N°1<br>(AZE: 1; BGR: 1,2,3,4,5; CZE: 1; ESP: Boxes 1 and 2; GEO: -; HUN: 3; IRL: 18 to 23; JOR: 18,21,22,23; LUX: 16,17; LVA: -; POL: 1, 2, 3)  | 28% |
| i. | Information Customs offices from other countries have provided on counterfoil N°2<br>(AZE: 1; HUN: 3; IRL: 16; LVA: -; NLD: the whole page is captured)   | 13% |



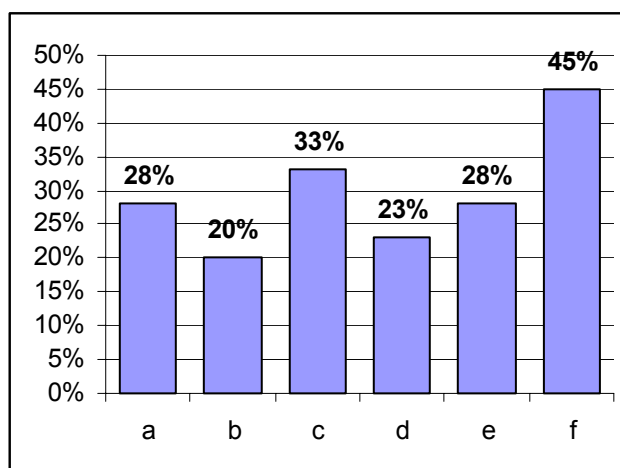
**Exit/Destination, please specify box number(s)**

- |    |  |     |
|----|--|-----|
| a. | TIR Carnet number  | 75% |
| b. | TIR Carnet holder ID number (Cover box 3)  | 30% |
| c. | TIR Carnet holder Name/Address/Country (Cover box 3)   | 40% |
| d. | Other information on the cover page<br>(BEL: 3; BGR: 6,7; BLR: 6, 7, 8, 10; CZE: 1, 2, 6, 7, 8, 9, 10; ESP: Country of departure and destination; GRC: Containers Cover 10; IRL: 5,6,7,8; JOR: 1,9; LTU: 8, 9; LVA: -; MKD: 6-10; NLD: the whole page is captured; ROM: *; SVN: registration no, 8)  | 35% |
| e. | Goods manifest information<br>(AZE: 2; BLR: 9, 10, 11, 12; CZE: 9, 10, 11; ESP: Description of goods; FIN: 10; GEO: -; GRC: ex.9, ex.10, ex.11, sum. of 12; HUN: 9, 10, 11, 12; IRL: 9,10,11; JOR: 9,10,11; KGZ: 9,10,11; KWT: 9 to 15; LTU: 9,10,11,12; LUX: 10; LVA: -; MKD: 11; NLD: the whole page is captured; SVK: voucher n 1-box 10; SVN: gross weight; TUR: 9,10,11)  | 50% |
| f. | Information you provide on voucher N°1<br>(AUT: 10,11; AZE: 2; BEL: 1,2,3,4,5; BLR: 1, 4, 7, 8, 9, 24, 28; ESP: Boxes 2, 9 and 17; EST: The same as in Entry/Departure; HUN: 26; IRL: 12,16,17; JOR: 16; LTU: 2, 5, 6, 8, 16, 18, 19, 20, 21, 22; LVA: -; ROM: *; SCG: 21; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,25,26,27)  | 35% |
| g. | Information you provide on voucher N°2<br>(AUT: 10,11; AZE: 2; BGR: 25,26,27,28; CZE: 1, 2, 4, 5, 6, 7, 8, 12, 16, 18, 19, 21, 24, 25, 26, 27; ESP: Box 27 if any; EST: 25,26,27,28; FIN: 1-17; FRA: fin partielle ou définitive; IRL: 12,16,17; JOR: 24-28; LTU: 24, 25, 26, 27; LUX: 25,26; LVA: -; MKD: All; NLD: the whole page is captured; ROM: *; SCG: 25,27,28; TUR: 1,2,4,5,6,7,8,9,10,11,12,16,24,25,26,27,) | 45% |
| h. | Information Customs offices from other countries have provided on counterfoil N°1<br>(AZE: 2; CZE: 1; ESP: Boxes 1 and 2; GEO: -; GRC: 24, 26, 28; HUN: 3; IRL: 18 to 23; LVA: -)  | 20% |
| i. | Information Customs offices from other countries have provided on counterfoil N°2<br>(AUT: 22; AZE: 2; BGR: 1,2,3,4,5; FRA: réserves + nom du bureau de douane; HUN: 3; IRL: 16; JOR: 24-28; LUX: 16,17,19,20,21,22; LVA: -; NLD: the whole page is captured; POL: 1, 2, 6)  | 28% |



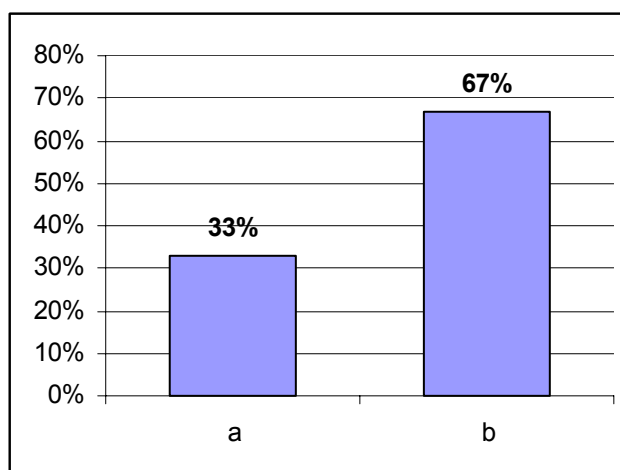
**20. In relation to the management of TIR operations, which additional data not contained in the TIR Carnet do you key in?**

- a. HS code of the goods (11) 28%
- b. Value (or estimated value) of the goods (8) 20%
- c. Consignee (13) 33%
- d. Consignor (9) 23%
- e. Other, please specify (11) 28%  
*(AUT: date of presentation and date of departure; BLR: Passport data of driver; additional unit of measure; numbers of carnet TIR pages; VIN number of vehicles.; CZE: Page number; GBR: UK Customs Discharge reference number; GRC: EXPORT DOCUMENTS(SAD); JOR: Invoices Numbers; KGZ: number of CMR; KWT: Invoice; MKD: Selectivity Management Remarks; SCG: Unload type; SWE: Id No of the import declaration; Goods No at the Customs warehouse - if the loaded goods is not in free circulation)*
- f. None (18) 45%



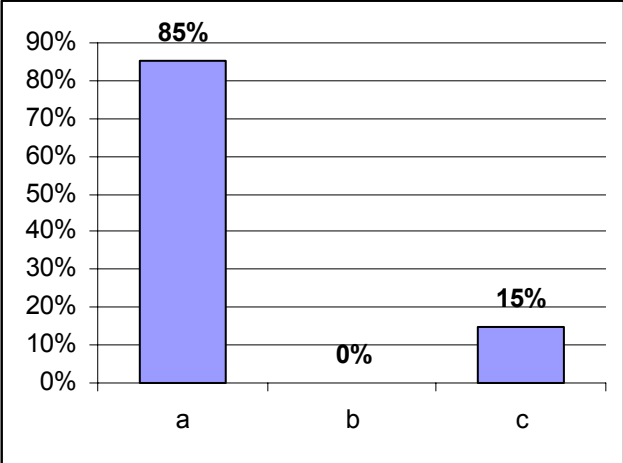
**21. Do you establish discharge electronically?**

- a. Yes (13) 33%
- b. No (27) 67%



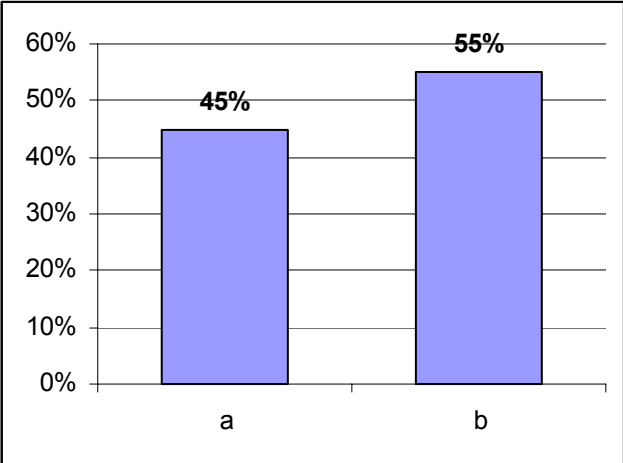
**22. Will you establish discharge electronically in 5 years?**

- a. Yes (34) 85%
- b. No (0) 0%
- c. Don't know (6) 15%



**23. Do you dispose of a central database in which all data concerning TIR operations are stored?**

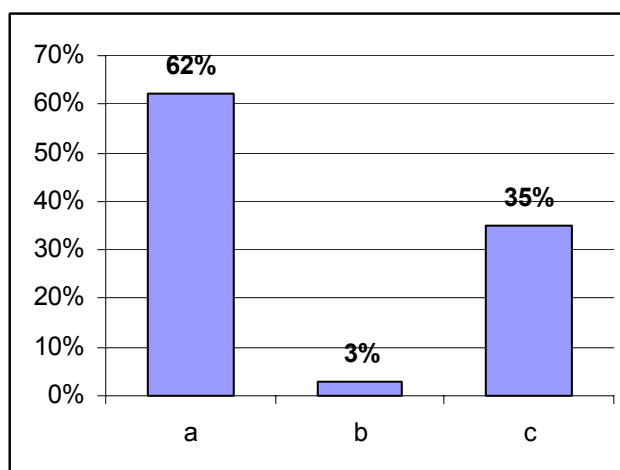
- a. Yes (18) 45%
- b. No (22) 55%





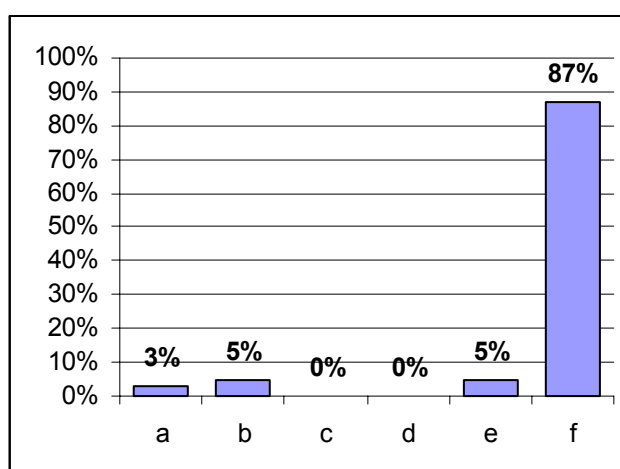
**24. Will you dispose in 5 years of a central database in which all data concerning TIR operations are stored?**

- a. Yes (25) 62%
- b. No (1) 3%
- c. Don't know (14) 35%



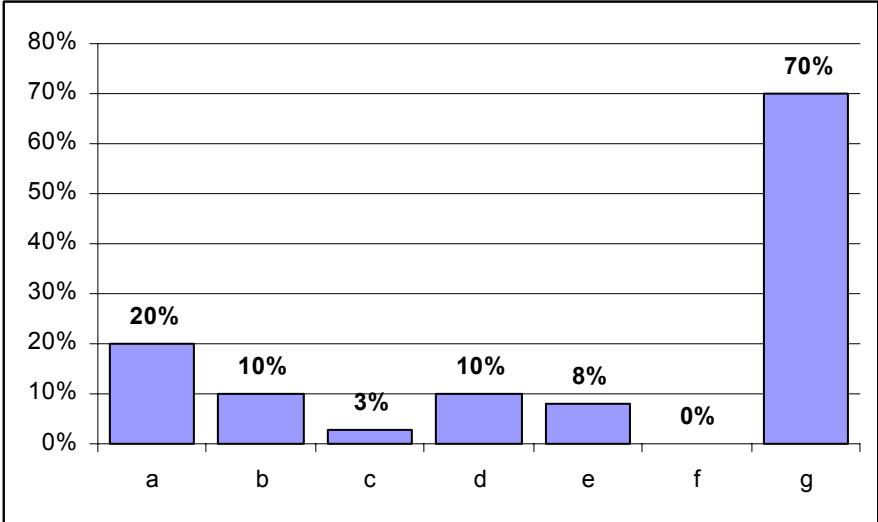
**25. Which of the following electronic devices do you use today in connection to the management of TIR operations?**

- a. Electronic seals (1) 3%
- b. Satellite tracking (2) 5%
- c. RFID (Radio frequency identification) (0) 0%
- d. Smart carts (0) 0%
- e. Other, please specify (2) 5%  
(BGR: Bar code reader; SVK: Data Exchange through national network)
- f. None (35) 87%



**26. Which of the following electronic devices do you plan to use in 5 years in connection to the management of TIR operations?**

- a. Electronic seals (8) 20%
- b. Satellite tracking (4) 10%
- c. RFID (Radio frequency identification) (1) 3%
- d. Smart carts (4) 10%
- e. Other, please specify (3) 8%  
*(FIN: monile tracking; NLD: open to all new developments; SVK: Data Exchange through national network)*
- f. None (0) 0%
- g. Don't know (28) 70%



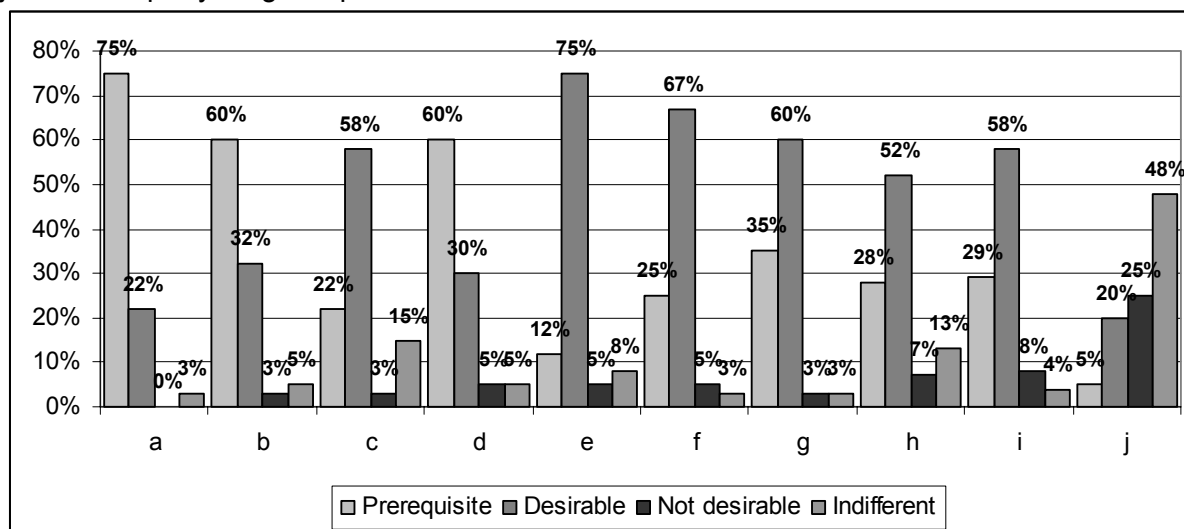
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**FUNCTIONALITIES OF THE ETIR SYSTEM**


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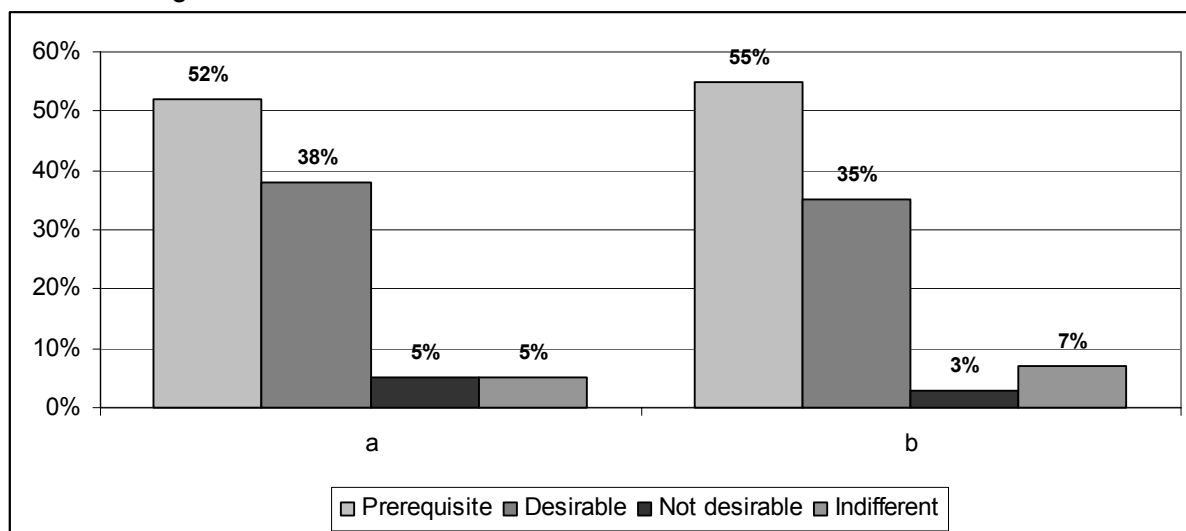
**27. Indicate the degree of necessity for Customs authorities of the following functionalities in the eTIR system?**

	Prerequisite	Desirable	Not desirable	Indifferent
a. Real time information	75%	22%	0%	3%
b. Advance cargo information	60%	32%	3%	5%
c. Prior notification system (early declaration system)	22%	58%	3%	15%
d. International Guarantee management for Customs	60%	30%	5%	5%
e. Electronic link with prior and subsequent Customs regimes	12%	75%	5%	8%
f. International risk management database	25%	67%	5%	3%
g. International risk management tools (warning systems)	35%	60%	3%	3%
h. International validation of TIR Carnet holders against the ITDB (Authorisation, Withdrawal, ...)	28%	52%	7%	13%
i. International validation of the itinerary (Exclusions of TIR Carnet holders, coverage of the Guarantee, ...)	29%	58%	8%	4%
j. Third party cargo inspection	5%	20%	25%	48%



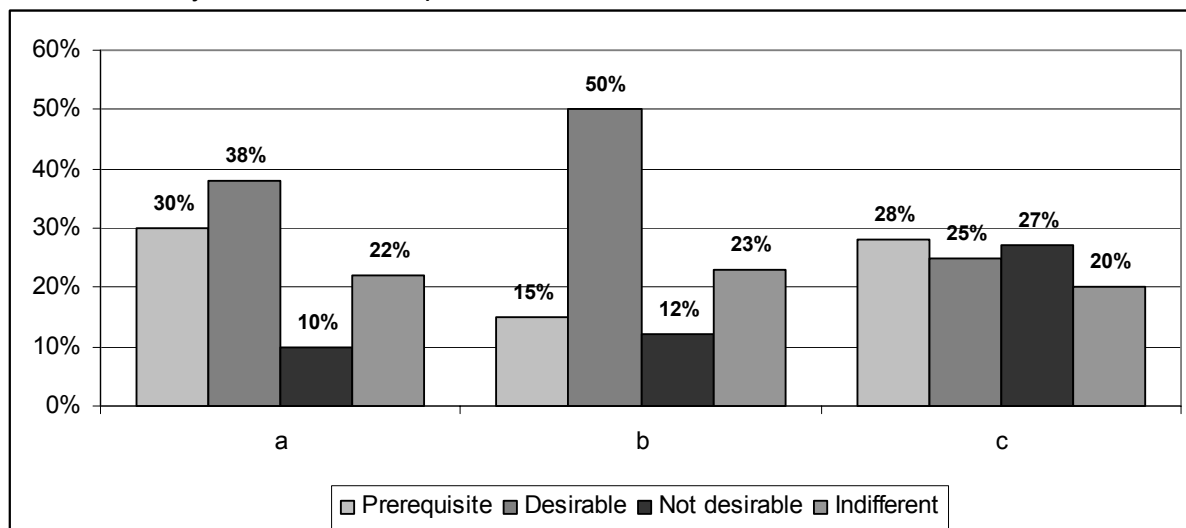
**28. In your view what is the degree of necessity for guarantors of the following functionalities in the eTIR system?**

	Prerequisite	Desirable	Not desirable	Indifferent
a. Termination notification	52%	38%	5%	5%
b. Discharge notification	55%	35%	3%	7%



**29. In your view what is the degree of necessity for the private sector of the following functionalities in the eTIR system?**

	Prerequisite	Desirable	Not desirable	Indifferent
a. International declaration mechanism (for those countries not having developed their own)	30%	38%	10%	22%
b. International declaration mechanism (enabling declarations in Countries other than the one of residence of the transport operator)	15%	50%	12%	23%
c. Access by authorised third parties	28%	25%	27%	20%



**30. If any, indicate other possible functionalities of the eTIR system.****For Customs authorities****Prerequisite**

- BLR: Information security*
- GBR: Validation of authorized consignee details.*
- GEO: no*
- KWT: Third Party declaration, Country of Destination or departure.*
- LTU: Reports with statistical information*
- LVA: Automatic discharge, and selection of non-discharged procedures.*

**Desirable**

- CYP: statistics for national TIR carnet*
- GEO: no*
- LVA: Data input of TIR carnet by traders.*
- TUR: It is desirable that eTIR allows accession to the samples of Customs stamps and seals of TIR Contracting Parties.*

**Not desirable**

- GEO: no*

**Indifferent**

- BEL: Indifferent*
- GEO: no*

**For the guarantors****Prerequisite**

- GEO: no*
- LVA: Information about discharge of TIR movements.*

**Desirable**

- CYP: status of TIR carnet to be available*
- GEO: no*

**Not desirable**

- GEO: no*

**Indifferent**

- BEL: Indifferent*
- GEO: no*

**For the private sector****Prerequisite**

- GEO: no*

**Desirable**

- AUT: Follow up status*
- CYP: status of TIR carnet to be available*
- GEO: no*
- LVA: TIR carnet data submission to the Customs information systems.*

TUR: *It is desirable that eTIR allows partial transportation.*

Not desirable

GEO: *no*

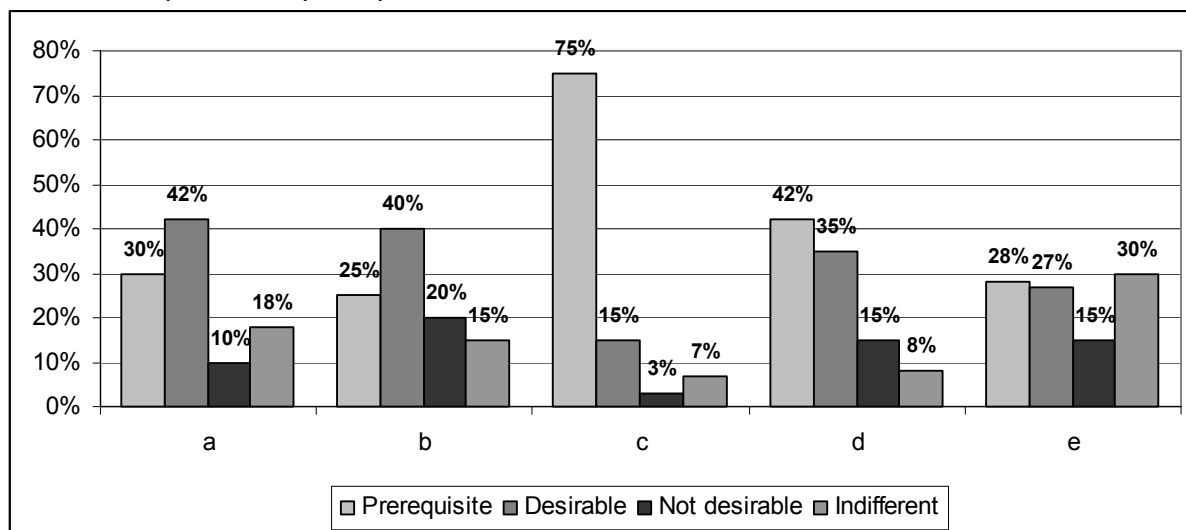
Indifferent

BEL: *Indifferent*

GEO: *no*

**31. Indicate the degree of necessity of the following data elements for the eTIR system?**

	Prerequisite	Desirable	Not desirable	Indifferent
a. HS code	30%	42%	10%	18%
b. Value of the goods	25%	40%	20%	15%
c. Consignee	75%	15%	3%	7%
d. Consignor	42%	35%	15%	8%
e. Subsequent transport operator	28%	27%	15%	30%



**32. If any, indicate other possible new data elements for the eTIR system.**

## Prerequisite

AUT: *Driver-Personal datas*  
CHE: *The data required in TIR must be consistent with NCTS.*  
CYP: *Consignee address consignor address guarantor address*  
GEO: *no*  
GRC: *DESCRIPTION OF GOODS*  
HRV: *specific goods (ADR), weight of goods, vehicle identity*  
JOR: *TIR Holder*  
*Description of goods*  
LVA: *-*  
ROM: *lorry identification,*

## Desirable

BGR: *Seals of identification marks*  
GEO: *no*  
GRC: *PREVIOUS DOCUMENT(S)*  
JOR: *yes*  
*yes*

## Not desirable

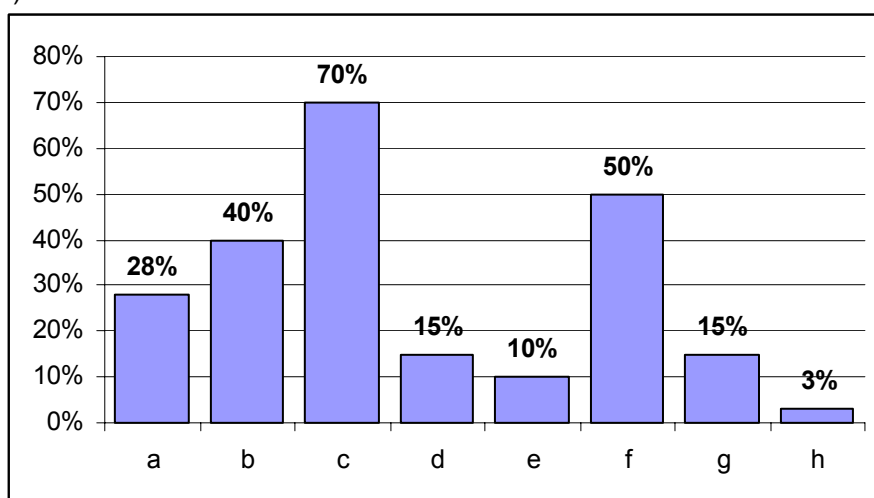
BEL: *Not desirable*  
GEO: *no*

## Indifferent

**GEO: no**

**NATIONAL CONSTRAINTS**

33. *The eTIR system should be compatible or interfacing with the following project(s).*
- |    |   |     |
|----|---|-----|
| a. | ITDB (11)   | 28% |
| b. | SafeTIR (16)  | 40% |
| c. | NCTS (28)   | 70% |
| d. | ASYCUDA++ (6)   | 15% |
| e. | UNTDDED (4)   | 10% |
| f. | National Customs system(s) (20)   | 50% |
| g. | Other, please specify (6)<br><i>(CZE: Automated Export system/Import control system; EST: CuteWise; MDA: ASYCUDA WORLD; NLD: WCO dataset, EU: AIS and AES; SCG: WCO Data Model; SYR: ASYCUDA WORLD)</i> | 15% |
| h. | None (1)  | 3%  |

**34. If any, please specify other technical constraints.**

*BEL:* No

*FRA:* A priori, aucune donnée qui serait intégrée dans eTIR ne pose problème. Une information sur les données mises en ligne devrait être transmise à la CNIL (commission nationale informatique et liberté)

*GEO:* no

*KGZ:* Solving of problems on communication

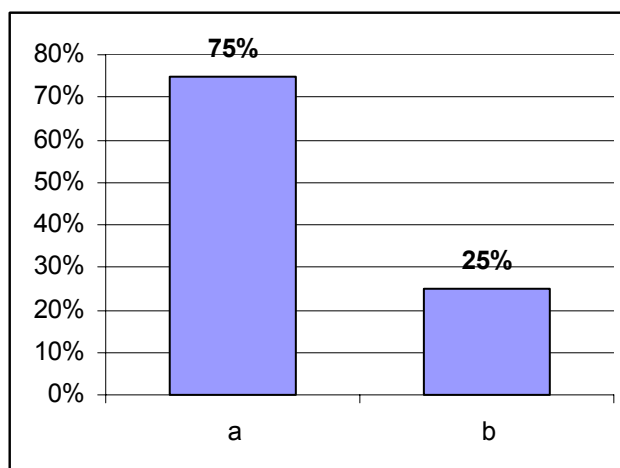
*LUX:* XML messages

*POL:* XML preferred for the National System



**Political/legal constraints****35. Do you have data protection laws preventing the exchange of certain electronic data?**

- a. Yes (30) 75%
- b. No (10) 25%

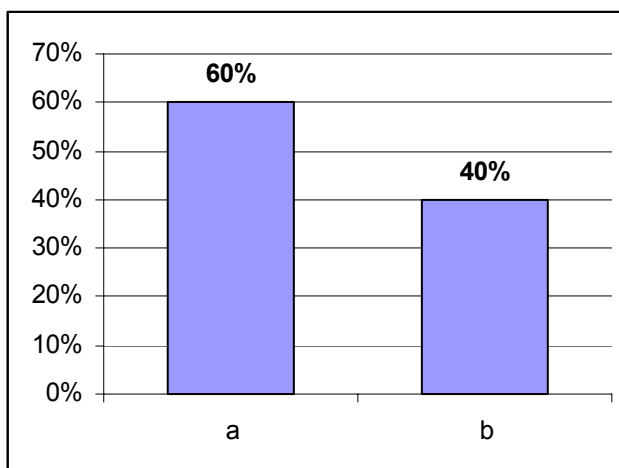
**36. What kind of data cannot be exchanged electronically?**

- BEL:** Certificat d'origine, Certificat de circulation EUR..., autres en intra-communautaire comme T5,...
- BGR:** All kind of data can be exchanged electronically at relevant security measures in accordance with the laws in force: Customs Act, Law for the Protection of classified information, Law for the Protection of personal data
- BLR:** In accordance with Customs Code information presented for the customs purposes is confidential and cannot be transmitted to the third persons.
- CHE:** See the relevant European and international privacy instruments
- CYP:** Personal data protected by the National Law titled "The Processing Of Personal Data (Protection Of individuals Law 138(I)/2001)
- DNK:** Data of purely private nature relating to individuals, incl. data on race, religious belief, color of skin; on membership of organizations; on sexual or criminal matters; and on health, essential social problems, or excessive use of intoxicants and the like must be exchanged electronically encrypted
- EST:** Data specified by the State Secrets Act, Databases Act and Personal Data Protection Act.
- GBR:** As defined by the Data Protection Act and the Freedom of Information Act
- GEO:** no
- GRC:** The data contained in the messages of NCTS can be exchanged.
- IRL:** Personal Data
- KWT:** Goods value and the sale agents names.
- LTU:** Data of the natural person
- LUX:** personal data under certain conditions
- LVA:** Which contain sensitive data about persons.
- MKD:** Personal data

<i>MLT:</i>	<i>Personal data</i>
<i>NLD:</i>	<i>Sensitive private information</i>
<i>NOR:</i>	<i>Information of high level of secrecy ("top secret"). Only to be exchanged in protected networks.</i>
<i>POL:</i>	<i>no available</i>
<i>SVN:</i>	<i>secret data can be exchanged only under special circumstances</i>
<i>SWE:</i>	<i>Personal data, confidential business info</i>
<i>SYR:</i>	<i>Non</i>
<i>TUR:</i>	<i>commercially confidential information</i>

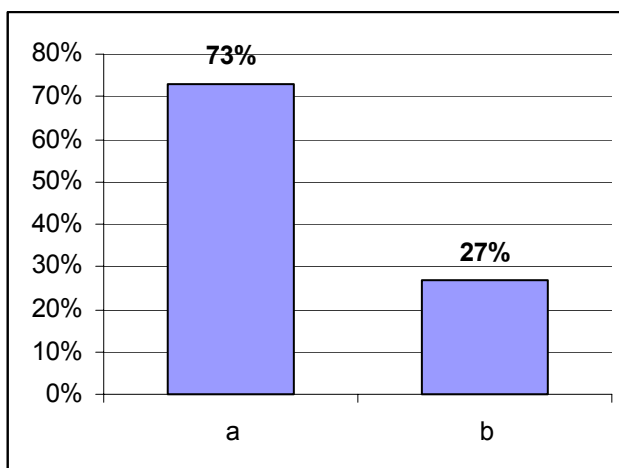
**37. Do you consider that the development of an eTransit Convention would be an alternative to the amendment of the present TIR Convention?**

- a. Yes (24) 60%
- b. No (16) 40%



**38. Can/should eTIR force direct communications between Contracting Parties?**

- a. Yes (29) 73%
- b. No (11) 27%



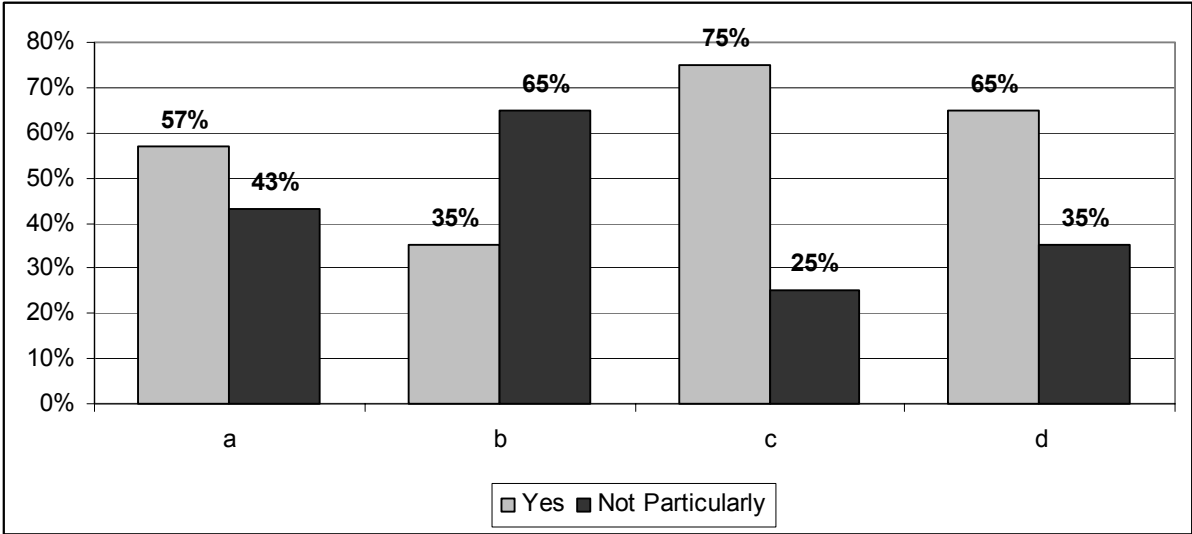
**39. If any, please specify other political/legal constraints.**

- AZE: 20% of Azerbaijan's territory was occupied by Armenia
- BEL: No
- CZE: The reference to the Council of Europe Convention of 28 January 1981 for the protection of individuals with regard to automatic processing of personal data (see Article 44 of Common Transit Convention) should be made in the new annex to the TIR Convention which will form the basis for the eTIR proje
- FRA: la langue française doit être utilisée lorsque les opérations ont lieu au départ de France.
- GBR: UK bound by EU community decisions.
- GEO: no
- MKD: Legal Framework Needed
- SYR: The principle of the boycott to the Israeli products

**Financial/economical constraints**

**40. Should an emphasis be put on the minimisation of investments at the level of...**

	Yes	Not Particularly
a. the international public bodies (TIR Secretariat, United Nations);	57%	43%
b. the international private bodies (International Organisations, Guarantors);	35%	65%
c. national public administrations (Customs authorities);	75%	25%
d. national private sector (Transport, Trade, Associations,...).	65%	35%



**41. Indicate how much time would be required, in accordance with standing national budgetary procedures, to get the development/implementation of the national part of the eTIR system funded by your national budget.**

(AUT: don't know; AZE: 3 years; BEL: minimum 24 months; BGR: Can not be estimated at this stage.; BLR: 12-24; CHE: currently out of question for the Swiss Parliament.; CYP: No study has been carried out; CZE: basic implementation-12, full-24; DEU: 12; DNK: 24; ESP: From 3 to 6 months ; EST: 24 months; FIN: 36; FRA: cette réponse nécessite une analyse plus poussée; GBR: Not known.; GEO: 12; GRC: Do not know; HRV: 24; HUN: 36 months, calculated from the particular needing arised; IRL: 24; ITA: At the most 12 months; JOR: 12; KGZ: 6-10; KWT: 18; LTU: 6-9; LUX: 24; LVA: 18; MDA: 12; MKD: The Budget for the next year, is adopted by the end of the previous calendar year.; MLT: 24; NLD: 24; NOR: technically minimum 18 months ; POL: difficult to define at the moment; ROM: 36; SCG: 18; SVK: 12; SVN: 12; SWE: "-"; SYR: 50; TUR: 24)

The average is **22 months**.

**42. If any, please specify other financial/economical constraints.**

AUT: *It depends of decisions of the national computerization steering committee*

AZE: *financial*

BEL: *No*

BGR: *Limited funds for investment from national budget.*

BLR: *Allocation of budget resources for eTIR is not planned.*

CHE: *Currently non-financial resources available.*

CYP: *Cyprus as a small Member State would like the development of TIR system to be undertaken by the Commission for the benefit of all Member States*

FRA: *De nombreux projets informatiques sont en cours et mobilisent ressources financières.*

GBR: *Budgets have to be prioritized and funding cannot always be guaranteed.*

GEO: *no*

IRL: *Due to the small number of TIR transits dealt with by this Administration, this is not a project that we could justify investing significant resources in*

JOR: *if the cost of implementing the system will be very high, we will need economical support*

KGZ: *absence of financial means*

KWT: *To comply with international agreements and Conventions.*

LTU: *Budget is planned for a program for 12 months, procurement of goods takes 2-4 months*

MLT: *Very low volume of TIR transactions*

NOR: *Dependent on the general budgetary situation. (See further comments in box 50)*

SCG: *Lack of funds needed for such a project (very limited budget).*

### ***Other constraint***

#### **43. If any, please specify other constraints.**

*BEL: No*

*CYP: Lack of sufficient human resources at a national level*

*FRA: Des ressources humaines sont également nécessaires.*

*GBR: Possible changes to National and EU legislation.*

*GEO: no*

*KGZ: qualification of a staff*

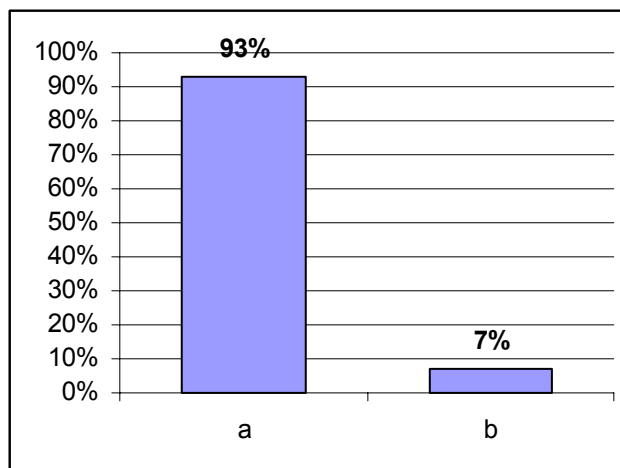
*LVA: Specifications from EC should be available at least 18 months before systems should be in operational mode.*

*NOR: Norwegian Customs & Excise has not planned in major economical investments in the development of e-TIR. As Norway's major trading partners are within the EU, NCTS is the transit system being used. Our priority has been to assist in developing and maintenance the NCTS product. (Details box 50)*

**LEGAL ASPECTS OF COMPUTERIZATION**

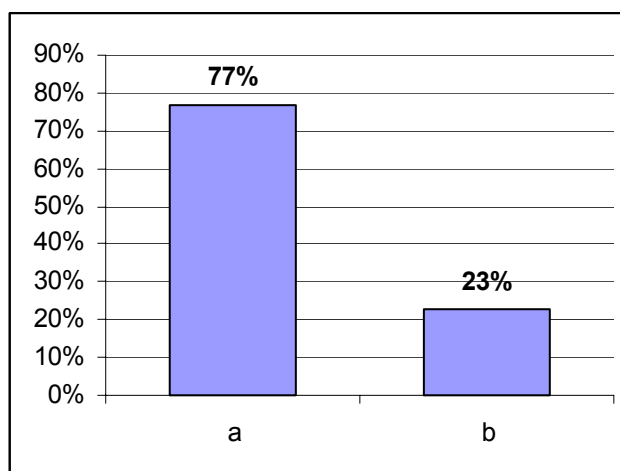
**44. Does your national legislation accept electronically lodged Customs declarations?**

- a. Yes (37) 93%
- b. No (3) 7%



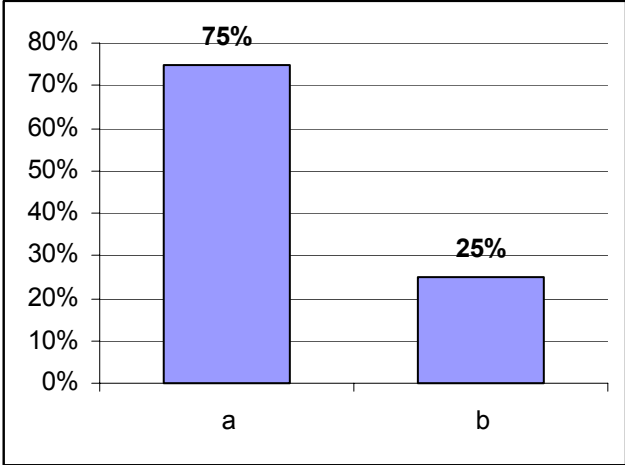
**45. Does your national legislation accepts electronic signatures?**

- a. Yes (31) 77%
- b. No (9) 23%



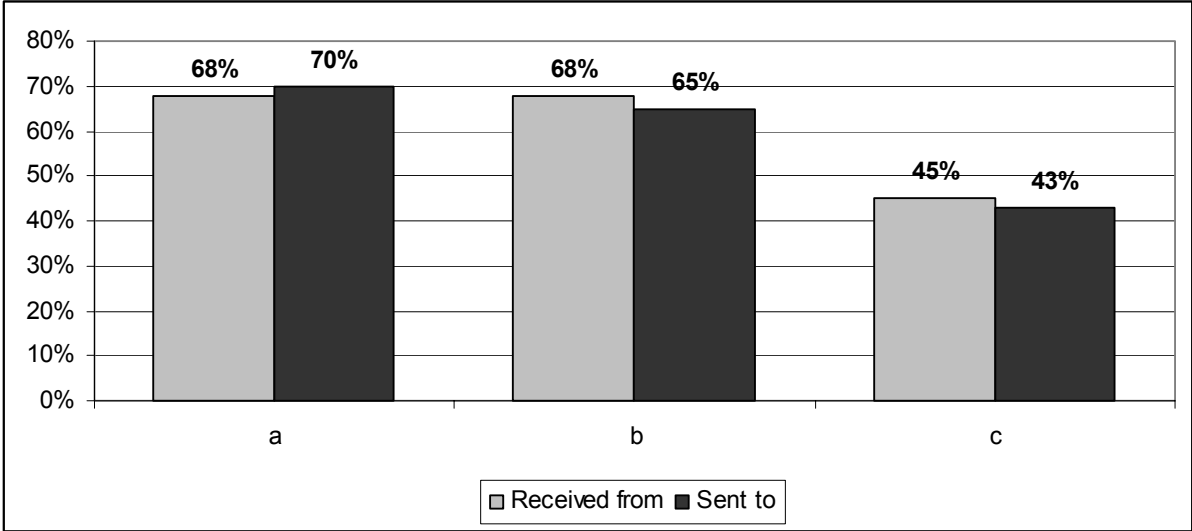
**46. Does electronic discharge have a legal value?**

- a. Yes (30) 75%
- b. No (10) 25%



**47. Does electronic data received / sent by your Administration have a legal value (tick boxes when "yes")?**

	Received from	Sent to
a. Private sector	68%	70%
b. Administrations from other countries	68%	65%
c. International bodies (UN, ..)	45%	43%





**48. If "No", please specify the nature of the legal impediment(s) preventing your administration from accepting or sending electronic information.**

*BEL: No*

*BLR: The absence of a legal regulation stipulating the use of an electronic customs document.*

*CHE: Yes only if explicitly recognized by an intergovernmental agreement.*

*EST: Depends on the requirements established by law for the information to be transferred. Information must be processed according to the rules provided by law.*

*GBR: We do not currently have an electronic system for TIR procedure.*

*GEO: no*

*HRV: Legislation is in the process of development*

*KGZ: The law on electronic signature is not developed finally*

*MKD: Legislation not complete*

*NOR: There is no international agreement at present that regulates the transmission of legal information (incl. customer information) between our NA and other intl. bodies*

*POL: International bodies are not the parts of administrative relation*

*ROM: no legislation acts referring to*

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**STATISTICAL QUESTIONS**


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In order to quantify the investments that will be necessary at national level, this section gathers statistical information.

#### 49. How many Customs offices are there in your Country?

##### Inland

Total: 2276

(AUT: 90; AZE: 7; BEL: 35; BGR: 75; BLR: 3; CHE: 27; CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DEU: 194; DNK: 9; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: 48; GEO: 6; GRC: 122; HRV: 86; HUN: 24; IRL: 111; ITA: 130; JOR: 1; KGZ: 46; KWT: 5; LTU: 25; LUX: 7; LVA: 37; MDA: 6; MKD: 25; MLT: 1; NLD: 55; NOR: 20; POL: 36; ROM: 83; SCG: 66; SVK: 46; SVN: 15; SWE: 4; SYR: SEVEN; TUR: 130)

Approved for TIR: 2063

(AUT: 90; AZE: 7; BEL: 18; BGR: 70; BLR: 2; CHE: 27; CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DEU: 194; DNK: 5; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: 44; GEO: 6; GRC: 97; HRV: 60; HUN: 23; IRL: 43; ITA: 130; JOR: 1; KGZ: 40; KWT: 3; LTU: 25; LUX: 7; LVA: 33; MDA: 6; MKD: 22; MLT: -; NLD: 15; NOR: 20; POL: 36; ROM: 83; SCG: 60; SVK: 46; SVN: 15; SWE: 4; SYR: SEVEN; TUR: 130)

Approved for TIR and computerised: 1669

(AUT: 90; AZE: 7; BEL: 0; BGR: 70; BLR: 2; CHE: 27; CYP: 1; CZE: 53 customs offices+33 customs branches+26 external customs departments; DEU: 194; DNK: 5; ESP: 174; EST: 14; FIN: 60; FRA: 333; GBR: not known; GEO: 6; GRC: 64; HRV: all; HUN: 23; IRL: None; ITA: 0; JOR: 1; KGZ: NA; KWT: 3; LTU: 25; LUX: 7; LVA: 33; MDA: 6; MKD: All; MLT: 1; NLD: 15; NOR: 20; POL: 36; ROM: 72; SCG: 60; SVK: 46; SVN: 15; SWE: 4; SYR: NON; TUR: 61)

##### At the border

Total: 886

(AUT: 19; AZE: 13; BEL: 24 (ceci comprend des bureaux intérieurs à la communauté européenne; BGR: 52; BLR: 10; CHE: 33; CYP: 4; CZE: 1 customs office; DEU: 96; DNK: 14; ESP: 4; EST: 8; FIN: 10; FRA: ?; GBR: not known; GEO: 14; GRC: 11; HRV: 109; HUN: 22; IRL: 4; ITA: 115; JOR: 2; KGZ: 40; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MDA: 9; MKD: 18; MLT: 4; NLD: 10; NOR: 11; POL: 15; ROM: 25; SCG: 59; SVK: 9; SVN: 13; SWE: 19; SYR: FIFTY THREE; TUR: 11)

Approved for TIR: 748

(AUT: 19; AZE: 13; BEL: 16; BGR: 52; BLR: 10; CHE: 33; CYP: 4; CZE: 1 customs office; DEU: 96; DNK: 14; ESP: 4; EST: 8; FIN: 10; FRA: ?; GBR: not known; GEO: 14; GRC: 9; HRV: 66; HUN: 22; IRL: 4; ITA: 115; JOR: 2; KGZ: 10; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MDA: 9; MKD: 16; MLT: 4; NLD: 10; NOR: 11; POL: 15; ROM: 17; SCG: 14; SVK: 9; SVN: 13; SWE: 19; SYR: FIFTY THREE; TUR: 11)

Approved for TIR and computerised: 536

(AUT: 19; AZE: 13; BEL: 0; BGR: 52; BLR: 10; CHE: 33; CYP: 4; CZE: 1 customs office; DEU: 96; DNK: 14; ESP: 4; EST: 8; FIN: 10; FRA: ?; GBR: not known; GEO: 14; GRC: 9; HRV: all; HUN: 22; IRL: None; ITA: 0; JOR: 1; KGZ: NA; KWT: 3; LTU: 12; LUX: 1; LVA: 9; MDA: 9; MKD: 12; MLT: -; NLD: 10; NOR: 11; POL: 15; ROM: 15; SCG: 14; SVK: 9; SVN: 13; SWE: 19; SYR: NON; TUR: 8)

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**REMARKS**

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**50. Please provide below any additional information or suggestion on the computerization process of the TIR procedure or send them by email to the UNECE secretariat (eTIRQuestionnaire@unece.org). In particular if you have felt that the questionnaire did not allow you to express all your requirements, constraints and views with regards to the eTIR project.**

*BEL: En ce qui concerne la question 19, il y a lieu de se référer à la Convention TIR.*

*POUR LES REPONSES PUREMENT INFORMATIQUE :*

*CONTACT : ROGER BEECKMAN*

*roger.beeckman@minfin.fed.be*

*POUR LES PROBLEMES DE PROCEDURE /*

*CONTACT : RUDY STEVENS*

*rudy.stevens@minfin.fed.be*

*SERGE KERKHOF*

*serge.kerkhof@minfin.fed.be*

*BGR: We are suggesting:*

*1. To use the experience of NCTS*

*2. To develop a detailed strategic document in which the faces of the project to be defined on a top level*

*CHE: - The Swiss Customs Administration does not want any other electronic transit system.*

*- There are no resources available for development of another electronic transit system.*

*- The private sector has been involved in the development and implementation phases of NCTS centrally in Brussels (TAG) as well as in each country which has implemented NCTS. So, as far as possible, their wishes have been taken into consideration.*

*- According to a recent survey made by the Swiss Customs Administration, the Swiss traders are very satisfied with NCTS.*

*- The plans of the EU Commission are clear concerning the interaction between NCTS and TIR. The Swiss Customs Administration fully supports the views of DG TAXUD in this context.*

*CYP: 1. Value of work*

*2. Expenses*

*3. Human resources*

*CZE: No remarks at this moment*

*DNK: -*

*ESP: The eTIR project should be based on the experience of NCTS using particular messages in order to give the best treatment to the TIR Convention instead of use the actual messages that exist for Common/Community transit.*

*FRA: Certaines questions auraient nécessité une étude beaucoup plus approfondie et donc un temps plus long de réponse, notamment en ce qui concerne les aspects financiers et le délai dans lequel une informatisation du TIR peut être envisagée. De plus, à ce jour, le développement du projet e-TIR, même s'il est considéré important par la France, n'est pas immédiatement prévu. Il nécessiterait des ressources humaines et financières qui sont actuellement mobilisées pour d'autres*

*projets informatiques en cours, tel que le NSTI.*

*Une analyse poussée des besoins financiers nécessaires au développement du projet et la répartition de ce coût entre organisations publiques ou privées (ONU, IRU, douanes, associations garantes...) devrait être effectuée. Les associations garantes pourraient également être consultées ultérieurement, certaines questions les concernant également.*

- GBR:** *Question 49 We have not distinguished between inland Customs offices and Customs offices at the border.  
Question 19 Data is only captured at the Central Community Transit Office (CCTO) and is not captured at any ports or airports - Ports and airports are normally the offices of destination and departure therefore we cannot provide an answer to this question  
The actual carnets are returned to the drivers at ports and airports - the only documentation that is received at the CCTO is the import volets and vouchers, export volets from UK ports & airports and export discharge vouchers from foreign customs. Due to this point, the question regarding information from the front cover of a carnet or the information provided from other countries on counterfoils 1 & 2 cannot be answered.*
- GEO:** *no*
- GRC:** *1. Concerning questions 15,16,18 we inform that National procedures are/will be partially computerized. Some customs offices are not connected to the NCTS.  
2. Concerning question 37 it is not possible to answer with "yes" or "no". It is important to notice that the e TIR Convention shall include provisions for a non paper system but it is also important to have provisions for a manual (paper) system for various reasons (fall back for example).  
3. Concerning questions 44,45 we inform you that our legislation accepts it but not applicable yet.  
4. Concerning question 46 we inform you that it is applied in NCTS.*
- IRL:** *As per question 42 this Administration only deals with approx. 400 TIR transits per annum. We would not therefore be in a position to develop ourselves an eTIR system capable of communicating data to all Contracting Parties. We could see ourselves in a position to utilize a system similar to Safetir, if provided to us.*
- KGZ:** *For including of the component on automatization of TIR procedure during the development of national automated system, trainings and workshops on TIR system are required for a staff of the related divisions.*
- LTU:** *Question 38 was not understood properly therefore no answer was provided.  
Regarding question 46 - electronic discharge has a legal value in NCTS but not in TIR at this moment.*
- LVA:** *-*
- MDA:** *no comments*
- MKD:** *-*
- MLT:** *It is suggested that eTIR is developed and implemented on NCTS being used within EU Member States*
- NLD:** *The questionnaire fulfilled all expectations*
- NOR:** *General comments to the questionnaire:  
Question 6+7: For safety reasons we do have (and will in the future also have) stand alone computers in addition to network computers.  
Question 19+20: No TIR information are captured and keyed in electronically in our computer system and we will not be able to electronically trace any of these information. TIR information in Cute Wise is however accessible.  
Question 42+43: We would like to comment further on the development of the e-TIR from the Norwegian point of view. As expressed in the answers to question 42+43, our involvement in the development and maintenance of NCTS have been and still is significant and our priority. TIR operations in Norway constitutes less than 0,5 % (export: approx 500 TIR carnets // import: approx 1000 TIR carnets) of the total transit movements for Norway. The way we see it, adding a lot of resources and economical investments in the development of the e-TIR project cannot be justified.*

*Bearing in mind the relative small number of TIR movements in Norway, a manual handling of the TIR operation will work fine.*

ROM: a

SVK: *computerization process of the TIR Procedure- inevitable requirements from our side:*

*- compatibility with existing systems*

*- limited amendments to the TIR Convention*

*- the computerization project has to take into account and explain to the parties interested financial impact at national and international level*

SWE: "-"

TUR: *It is envisaged to connect with CCN/CSI system in the next 1-2 years, in order to communicate with the European Union in electronic manner.*

**51. The Expert Group has extensively discussed at its last session document ExG/COMP/2004/23. This strategic document contains a high-level description of the future eTIR system as proposed by the secretariat. The Expert Group requested its member to provide the secretariat with written comments on the document for its next session. The AC2, at its last session and in the view of the highly strategic nature of the document, extended this call for comments to all Contracting Parties. In line with AC.2 request, please provide your comments on document ExG/COMP/2004/23.**

AUT: *no comments*

AZE: *no comments*

BEL: *DOCUMENT PAS ENCORE DISPONIBLE*

BGR: *Notes will be presented on the next session of the Expert Group.*

BLR: *To study and analyze document 23 its Russian version is necessary.*

CHE: *-----*

CYP: *I will contact with you in a later stage for this matter*

CZE: *No comments at this moment.*

DEU: *The document seems to be elaborated by the TIR-secretariat without any participation of other bodies or other delegations of the various Contracting Parties. We believe therefore a very intensive discussion at the level of the Expert Group as well as of the AC.2 has to follow the analysis of the answers to the questionnaire to develop further ideas in respect of the computerization of the TIR-system.*

DNK: *-*

ESP: *-*

EST: *Estonia has already sent the requested comments on 14.January 2005 by Mail to Mr. Andre Sceia.*

FIN: *-*

FRA: *Le document ExG/COMP/2004/23 décrit de manière précise le processus général du e-TIR et contient nombre d'informations importantes. Cependant, certains sujets majeurs ne sont pas abordés :*

*-un document papier sera t'il délivré après validation des données dans e TIR? si oui, sous quelle forme?*

*-en cas de panne du système, une procédure de secours précise doit être définie.*

*- développement d'un système de questions/réponses permettant aux autorités contractantes de communiquer entre elles (ce système existe dans NCTS).*

*- développement d'un échange de messages permettant de constater les éventuelles différences à destination (à ajouter au point 1.2.5.2.2).*

*- développement d'une procédure de recherche en TIR intégrée dans e TIR.*

*-prévoir une connexion avec la liste des marchandises exclues dans l'Union européenne afin d'éviter la création d'opérations TIR pour ce type de marchandises. Idem avec la liste des entreprises exclues du TIR (art.38).*

*-contrôle du certificat d'agrément : proposition de créer une base de données des certificats d'agrément délivrés (numérotés).*

*-développer les procédures à destination : déchargements partiels, destinataire agréé, apurement de l'opération TIR..*

*En point 1.2.2.2, il est indiqué que plusieurs déclarations avec un n° unique et concernant la même marchandise peuvent être effectuées par un opérateur. Seule la version finale devrait être validée et présentée au bureau de douane de départ.*

*En point 1.2.2.3, il est indiqué que la partie tierce qui effectue une déclaration dans e-TIR doit être autorisée. Les dispositions*

*relatives à l'autorisation devraient être décrites et un modèle type d'autorisation proposé. Des codes d'accès devraient être délivrés par la douane pour accéder à l'e-TIR. De plus, la tierce personne a t'elle seulement un rôle de commissionnaire*

*en douane ou assure t'elle aussi une prestation technique (fourniture de moyens techniques pour la transmission des messages).*

*En point 1.2.3, la nature des traitements à effectuer dans l'application nationale ne sont pas précisés.*

*En point 1.2.2.5, il est préconisé de ne pas utiliser de textes mais l'utilisation des codes ISO et SH. Le débat sur l'utilisation*

*du code SH en plus de la description des marchandises n'est pas clos (un système de traduction en ligne pourrait être prévu?).*

*En point 1.2.2.6, la description des données du message devrait tre affine en évitant les rubriques "multi-usages". La rubrique "goods", par exemple, pourrait être décomposée en plusieurs sous-rubriques : type, quantité, identification... le schéma technique du message devrait permettre ces précisions.*

*En point 1.2.2.6.1, il est fait mention d'une signature électronique obligatoire. Quel moyen technique est retenu (certificat électronique).*

*En point 1.2.2.6.6, des documents papier pourraient être joints au message : de quelle façon? des documents électroniques pourraient aussi être joints : sous quel format?*

*En point 1.2.8.1.3, il est indiqué que le garant doit confirmer pour chaque opération, la validité de la garantie. Cette validation devrait avoir lieu en amont, lorsque le titulaire demande au garant à effectuer une opération TIR. Cette étape devrait avoir lieu avant présentation des marchandises au bureau de douane, afin d'éviter un retard pour le transporteur.*

*En point 1.3.2.5, la documentation technique est-elle déjà disponible?*

**GBR:** *The UK is committed to the concept of e-TIR and we will most likely adopt the EU wide solution based on NCTS.*

*We have not yet had an opportunity to perform full technical analysis of document ExG?COMP/2004//23 at this stage, but we are aware of the concerns expressed by the IRU regarding this document.*

*A decision will need to be made as to whether a central system for e-TIR should be based on a new customs built system designed and operated by the UN TIR Secretariat or whether the IRU's SafeTIR system should be enhanced.*

*Costs and resourcing will be an important consideration on the above decision.*

**GEO:** *no*

**GRC:** *1.1.2.It is not clear why the term "TIR movement" needs to be defined.*

*1.1.5.1.The "TIR operator" has to be responsible for the presentation of the goods placed under the TIR procedure, the vehicle and the relevant documentation or proof of the guarantee at the customs offices of departure/entry, destination/exit.*

*1.1.6.The definition of the "authorized third parties" is not clear enough. Could a third party be a guarantor without been the national branch of the guarantee chain?*

*According to the definition the "authorized third person" could be an authorized consignee but if you look the whole document the idea you get is that the "authorized third parties" are those who key the data to the eTIR system.*

*1.2.2.6.9.We are not sure that we need that subcontractors are involved in the e-tir system as till now the carnet holder (TIR operator) is the person directly liable.*

*1.2.2.6.10 We believe that the value of the goods should not be mandatory.*

*1.2.7.1.1.It has to be clarified how the TIR operators inform customs of the rerouting of a cargo. If that is done electronically and the system automatically changes the messages sent to those customs offices expecting the cargo, it is not acceptable.*

*1.3.2.1.2.-1.3.2.1.3. It is not clear why different database is needed for the TIR movements and the TIR operations.*

*1.3.2.7.Is the helpdesk established in UNECE premises?*

*All the above mentioned issues must be discussed in the relevant bodies before the content of this document is included into the Reference Model.*

**HRV:** *The mentioned document (and the others) should contain and reflect the provisions and decisions of the Expert Group, WP. 30, and particularly, AC. 2.*

**HUN:** *The Hungarian customs administration agrees with the content of the document.*

**IRL:** *-*

- ITA: The Italian Customs Administration has not comments to provide about document ExG/COMP/2004/23; in meantime while waiting the view of the Expert Group about the said document we can't consider it not acceptable.*
- JOR: None*
- KGZ: -*
- KWT: -*
- LTU: For better understanding and conformity with the TIR Convention we propose to combine the definitions of terms (subsections 1.1.4.3. and 1.1.4.4) and to use the same term as in the Convention -"Customs office en route" instead of "Customs office of entry" and "Customs office of exit".  
Section 1.2.2 We suggest to remove a part of the last sentence of the 1st paragraph "together with the goods and vehicles and/or containers" otherwise the reference to the goods and vehicles should be made in all subsequent subsections.  
Subsection 1.2.2.6.6. We suggest this data element should be optional.  
Subsection 1.2.2.6.7. We suggest this data element should be optional.  
Subsection 1.2.2.6.9. we suggest to remove this data element.  
Subsection 1.2.2.6.10. we suggest to remove this data element.  
Subsection 1.2.5.2.1. we suggest to remove this data element or provide the definition of the term in section 1.1.4.  
Subsection 1.2.5.2.2. we suggest this data element should be mandatory.  
Section 1.2.6. Definition "TIR movement" should be replaced by definition "TIR Transport".  
Section 1.2.7. Definition "Cargo" should be replaces by "Goods".  
Subsection 1.2.7.1.2. We suggest that when rerouting occurs and there is no rerouting notification, the Customs officer should be able to get the TIR data from the system after entering the TIR Carnet number (for example).  
Section 1.2.11 1st paragraph should contain a detailed description of the fallback procedure.  
Subsection 1.3.2.1.1. in the Guarantee database there should be information regarding the guarantors and their national branches in all countries.  
Section 1.3.3.3. What HS classification database you have in mind?*
- LUX:*
- LVA: -*
- MDA: no comments*
- MKD: -*
- MLT: It is considered very important that, once EU Member States already implement the Transit Procedure between their Customs Administrations the eTIR system is made fully compatible and interfaces with NCTS (or MCC). This should save on both human and financial resources where national development is concerned.*
- NLD: 1.2.1. The document mentions an international system and a network composed of national Customs systems. The international platform is composed of web services, databases and web applications. What does the national system do? Can't everything be done by the international e-TIR system?  
  
The e-TIR system has interfaces with other systems (e.g. guarantors, TIR operators ...). Are they going to grade the security and are we going to look in their administration? Do they also get a TIR declarant application or do they only get the specifications and build their own system? What kind of exchange of information do we have to think of?  
  
1.2.2.1. There are two methods to submit the declaration. Why two methods? Why not one method ans everything via the e-TIR system? How does the national system look like? What are the functionalities and does it contain a national database? E-TIR can be used by the declaration procedure, only if there is no national TIR system? Is that a less desirable option?  
  
The Netherlands have made the choice not to accept direct trader input, to key in a declaration at the custom office is not possible.  
  
The Netherlands are going to authorize the operators for the e-TIR system. If it goes through Internet a system of user ID and password will be used. More details are needed to say anything about this.*



1.2.2.1.1. *The national system will request a validation by the e-TIR system. If the information in and the structure of the declaration are valid, the declaration is sent to the customs office of departure. Why this cumbersome method? Why not validation by the national system or direct submit the declaration to the e-TIR system? Isn't it better to cut off the national system?*

1.2.2.1.2. *Each country may define their own declaration form (if it meets the international standards). Isn't it more efficient to have this centralized? Comparable as the EWSE system.*

1.2.2.1.3. *This possibility will not be provided at Dutch customs offices.*

1.2.2.1.4. *Does the Customs office of departure need in this case a national system? Or can the office of departure use the e-TIR system?*

1.2.2.1.5. *Same question as mention in paragraph 1.2.2.1.4.*

1.2.2.1.6. *Not desirable in the Netherlands*

1.2.2.2. *If we choose NCTS as national system then we have a problem concerning the MRN number. In that case we have two unique identifiers.*

*The system of different versions is unclear. Is this applicable for rejected and or corrected declarations?*

1.2.2.3. *How are we going to authorize third parties? By separate authorizations?*

1.2.2.4. *Is a final declaration submitted in a later stage or is there only a sign that the cargo is leaving?*

1.2.2.5. *The use of world standards seems to be necessary if you want to exchange information worldwide. Do not forget the WCO dataset.*

1.2.3. *In this paragraph it is said that the e-TIR system fulfils everything. What is the added value of the national system? If we do not want a national system can we in that case use the e-TIR system for the acceptance of the declaration?*

*The e-TIR system sends information to the different customs offices. How does the e-TIR system send this information? Through Internet?*

1.2.4.2.2. *Can we choose our own systematic of electronic signatures?*

1.2.5.2.1. *What kind of ledger is meant?*

1.2.6. *Will the guarantee be given by the documents or can it be graded?*

1.2.9.1. *We do not read anything about the consult rights to the central database.*

1.2.9.2. *Is internet the only possibility? In the Netherlands a closed network, like the X400 protocol, is also used for the exchange of information to the declarant. If Internet is the only possibility then NCTS is no option because in NCTS a CCN/CSI network is used for internal messages.*

1.2.10.3. *Do we get an authorization module or are we supposed to make this nationally?*

1.3.3.1. *Is the list of the customs offices based on the Unlocode?*

1.4. *Who is going to develop the e-TIR a*

NOR: *As expressed from the IRU the document ExG/COMP/2004/23 is not yet approved/adopted by WP30. We share the concern that the financing of e-TIR is not yet decided. This has to be determined (also see our comments in box 50). The progress and development of the e-TIR should go parallel to the continuous maintenance of the paper based TIR system. We will not be forced to choose either e-TIR or the existing manual system. If the manual TIR operation will disappear in favour of the new e-TIR system, the chances of excluding certain contracting parties could be the result. We welcome the development of e-Tir but are a bit worried about the economic aspect.*

POL: -

ROM: a

SCG: *We think that introducing "TIR movement" concept should be very carefully considered, especially in connection with one guarantor (guarantee) for the one TIR movement concept. It is not quite clear how this concept will fit in present guarantee*

*chain concept where one guarantee is connected with one country.*

*Apart from conceptual considerations, there are a few (possibly technical) errors:*

*- Page 3, bullet 1.1.4.2. (Customs office of destination): In second paragraph stands that "The Customs office of departure ending the last TIR movement of a TIR transport..." but it is obvious that it should be "The Customs office of destination ending the last TIR movement of a TIR transport..."*

*- Page 16, heading 1.5. (Languages and character sets): In first paragraph there is Unicode (UFT-16) coding standard mentioned; correct is UTF-16.*

*SVK: no comment*

*SVN: We don't have any comments.*

*SWE: "-"*

*SYR: We will reply as soon as we get all the documents, since we have to fill this Questionnaire first.*

*TUR: It is considered that "web services" as well as EDI message, online form and Customs office can be used as a declaration method.*

## **C. FINAL CONSIDERATIONS**

The Expert Group may wish to take note of the updated results of the questionnaire contained in this document and see if and/or to what extent the conclusions drawn at the last meeting need to be revised.

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