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

Twenty-ninth session
Rotterdam, 14-15 November 2018
Item 5 (b) of the provisional agenda
eTIR conceptual, functional and technical documentation

Approved amendments to the eTIR conceptual, functional and technical documentation - v.4.2a

Note by the secretariat

I. Introduction

1. At its twenty-seventh and twenty-eighth sessions, the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) considered a number of amendments to version 4.2 of the eTIR conceptual, functional and technical specifications.

2. Further to the decisions taken by GE.1 at those sessions, the secretariat prepared this document, containing a list of amendments approved by GE.1, which will be included in the next revision of the eTIR specifications, if necessary, after approval by the competent bodies.

II. Approved amendments

(a) Sequence of messages

3. The sequence diagrams describing the standard sequences of eTIR messages for countries of departure, transit and destination (as contained in Annex) will be included in the next revision of the eTIR functional specifications as a new Annex.
(b) Guarantee status

4. GE.1 took note that the status of the guarantee could not remain “in use” in case of accidents or incidents nor in the case of a refusal to start a TIR operation. Consequently, it requested the secretariat to introduce two new codes for the guarantee status and the corresponding rules for the eTIR international system in the next version of the eTIR specifications.

5. As a result, in the next revision of the eTIR specifications, the code list CL22 will be as follows:

<table>
<thead>
<tr>
<th>CL22</th>
<th>Guarantee status (eTIR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>Issued</td>
</tr>
<tr>
<td>002</td>
<td>In use</td>
</tr>
<tr>
<td>003</td>
<td>Cancelled</td>
</tr>
<tr>
<td>004</td>
<td>Requested cancellation</td>
</tr>
<tr>
<td>005</td>
<td>Discharged in all countries</td>
</tr>
<tr>
<td>006</td>
<td>Accident or incident</td>
</tr>
<tr>
<td>007</td>
<td>Start refused</td>
</tr>
</tbody>
</table>

6. Chapter “3.1.2 Guarantee state chart diagram” of the eTIR concepts document will list the two additional guarantee statuses.

7. Figure 3 in the same document will be amended as follows:

Figure 3
Guarantee status chart diagram

(c) Refusal to start TIR operation

8. The “refusal to start TIR operation” use case will be included in Chapter 3.2 of the next version of the eTIR concepts document.

(d) Definition of the declaration

9. The definition of the term “declaration” in the next version of the TIR glossary contained in Annex II to the Introduction of the eTIR conceptual, functional and technical
documentation will be amended as follows: “Act whereby the holder, or his or her representative, indicates in the prescribed form and manner the intent to place goods under the TIR or eTIR procedure”.

(e) **Storage of information**

10. In Chapter “1.2.5.1 Central platform”, the following sentence will be added at the end of the existing text: “The eTIR international system shall store and archive data for a minimum period of ten [10] years”.

(f) **Hash code**

10. In Chapter “I.4.3.b Liability of the holder if an error occurs in the course of the transmission of data from customs to customs through the eTIR international system” contained in Annex I of the eTIR concepts document, a footnote will be added to indicate that: “GE.1 was of the view that the inclusion of the hash code would complicate the submission of advance cargo information for transport operators. Furthermore, it underlined that, upon registration of the declaration by the custom office of departure in the eTIR international system, the data was not only forwarded to all customs offices en route and of destination but also to the guarantee chain. Thus, the information could easily be shared with transport operators to ensure that the data is identical to the data contained in the advance cargo information they submitted originally, but could also be used as evidence in case of claims or court cases. (ECE/TRANS/WP.30/2018/22, para. 21)”.
Annex  Sequence of messages

a. Message sequence for countries of departure

- Presentation of the vehicle at the customs office of departure or entry
- In case of changes to the ACI (including changes of itinerary)
- Otherwise, presentation of the vehicle at the customs office of exit or subsequent office of departure
b.  Message sequence for countries of transit

- Holder
- Guarantee chain
- eTIR international system
- Customs

Remaining customs along the itinerary

- Loop for each country of transit
- Presentation of the vehicle at the customs office of entry
- Presentation of the vehicle at the customs office of exit
- Loop for each subsequent country
- opt in case of change of itinerary
- E9 (amendment)
- E10

Otherwise

- Presentation of the vehicle at the customs office of exit
- Loop for each subsequent country

- E7
- E8
- I11
- I12
- I13
- I14
c. Message sequence for countries of destination

For each country of destination (and each destination in the country):

- Presentation of the vehicle at the customs office of entry (or intermediate destination)

In case of change of itinerary:

- E9 (amendment)
- E10

Otherwise:

- Presentation of the vehicle at the customs office of destination or exit

For each subsequent country:

- Loop

Remaining customs along the itinerary