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<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Signification</th>
</tr>
</thead>
<tbody>
<tr>
<td>B2C/C2B</td>
<td>Business to customs</td>
</tr>
<tr>
<td></td>
<td>Customs to Business</td>
</tr>
<tr>
<td>C2C</td>
<td>Customs to customs</td>
</tr>
<tr>
<td>eGuarantee</td>
<td>TIR electronic guarantee</td>
</tr>
<tr>
<td>EPD</td>
<td>Electronic pre-declaration</td>
</tr>
<tr>
<td>RTS</td>
<td>Real-Time SafeTIR</td>
</tr>
</tbody>
</table>

Table 0-1: List of abbreviations

VERSION HISTORY

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<td>1.0</td>
<td>16.05.2014</td>
<td>First IRU draft sent to UNECE for review</td>
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<td>1.01</td>
<td>19.05.2014</td>
<td>Comments by UNECE</td>
</tr>
<tr>
<td>1.02</td>
<td>21.05.2014</td>
<td>Integration of UNECE comments + updates by IRU</td>
</tr>
<tr>
<td>1.03</td>
<td>23.05.2014</td>
<td>Validation of all changes. Some issues left to be discussed.</td>
</tr>
<tr>
<td>1.04</td>
<td>02.06.2014</td>
<td>Fixed figures based on comments, added TIR guarantee message description and other minor changes (table style, references, etc.)</td>
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Table 0-2: Version history
1 INTRODUCTION

1.1 Preamble

At its seventy-sixth session, the Inland Transport Committee urged Contracting Parties to accelerate efforts to complete and launch the eTIR project (ECE/TRANS/240). On this basis and considering that the work on the conceptual and technical aspects of the computerization of the TIR procedure is nearing completion, the secretariat met with representatives of IRU to discuss possible ways to speed up the launching of the eTIR project by means of a pilot as well as outlining a common long term vision.

1.2 Purpose of this document

The aim of this document is to present the concept of the eTIR pilot (including high level functionalities and technical requirements) as well as presenting a possible roadmap towards the full implementation of the eTIR Reference Model. This document also allows assessing the activities to be deployed by interested pilot countries.

---

1 For further details, see document ECE/TRANS/WP.30/2014/9
2 ETIR PILOT

2.1 Presentation

2.1.1 Objective

The objective of this pilot project is to allow a rapid and minimum cost launch of a paper-less TIR procedure between two pilot countries, building on the investments that have already been made by both customs administrations and the private sector in the framework of the computerization of the TIR procedure.

2.1.2 Main concepts

The pilot project builds on the existing investments and constitutes a first step towards implementing the fully fledged eTIR system, as designed by Contracting Parties and described in the eTIR Reference Model. To accelerate its implementation within a limited geographical area and timeframe, the pilot project will not encompass all eTIR concepts.

The pilot project will involve two Contracting Parties to the TIR Convention that have already computerized the management of TIR operations at the national level and that are, ideally, already connected to the Real-Time SafeTIR (RTS) and TIR-EPD (electronic pre-declaration) systems of IRU. The IRU central databases, used by the RTS and TIR-EPD systems, will function as repositories for customs-to-customs (C2C) information exchange related to TIR operations and the data will be replicated in a minimized eTIR international system, hosted by UNECE. The minimized system will only be used for audit purposes and ensure full consistency, integrity and reliability of the data available in the IRU systems.

Upon issue of an electronic guarantee, the guarantee data will be recorded in the eTIR international system, as foreseen in the eTIR project. However, at this stage, the eTIR international system will not be available 24/7 in order to minimize the costs of the pilot. Pilot countries will have two options to verify the validity of the guarantee, against the eTIR international system or against the IRU database which will be operational at all times.
Furthermore, pilot countries will receive, by means of the TIR-EPD system, differentiated declarations in line with their national requirements, in particular when it comes to safety and security data. The declaration checked by customs in the country of departure will be stored in the IRU system and made available to customs in the country of destination. The pilot countries will send messages to IRU at the start and termination of each TIR operation. This information will be available to the pilot countries and replicated in the eTIR international systems to ensure integrity.

2.1.3  **Pilot high-level architecture**

The pilot architecture leverages existing systems. Customs check the validity of the guarantee and exchange TIR operation data, using the IRU systems. At the same time, all data are also replicated to the UNECE eTIR international system to ensure data integrity and can be consulted by customs on request.

![Diagram](image)

**Figure 2-1: Pilot high-level architecture**

Please refer to the eTIR Reference Model\(^1\) for further description of Ex/Ix messages.

---

2.1.4 **Scope of the pilot**

The geographical scope of the pilot is limited to a single corridor composed of two Contracting Parties and four defined customs offices (two in each country). Furthermore, the pilot will only cover simple TIR transports (i.e. with one loading point, one border crossing and one unloading point), conducted by a limited number of TIR transport operators.

![Figure 2-2: Corridor (between two countries)](image)

During the pilot phase, the TIR Convention does not need to be amended. A bilateral agreement between the two participating Contracting Parties will suffice.

2.1.5 **Modus operandi**

2.1.5.1 **Issuance of electronic guarantees**

Holders will order electronic guarantees online. The corresponding national guaranteeing association issues the electronic guarantee after conducting the necessary controls.

2.1.5.2 **Real-time TIR operation monitoring**

Associations will monitor in real-time transport operations covered by electronic guarantees they have issued. This allows to quickly identify problems, irregularities or fraud cases and contact holder or customs authorities accordingly.

2.1.5.3 **TIR operation data transmission and retrieval**

Customs will send TIR operation data (Departure, Exit, Entry, Termination, Discharge) to IRU’s database. TIR customs data (mainly seals number affixed at the customs office of departure) will be queried by customs from IRU’s database, which will be accessible 24/7.

2.1.5.4 **Replication to the UNECE eTIR international system**

Data on electronic guarantees (issued to holders) and TIR operation data centralized at IRU’s database, are replicated to a simplified eTIR international system, hosted by UNECE, where customs may also retrieve TIR data but whose availability cannot be ensured 24/7.
2.1.6 Stakeholders roles

This section describes the roles and responsibilities of all stakeholders during the pilot.

Holder (i.e. hauliers)

- Order the electronic guarantee online.
- Print their electronic guarantee reference (see 2.1.7-Unique electronic guarantee identifier).
- Submit advance cargo information via TIR-EPD (including the electronic guarantee identifier).
- Present the truck, the goods and the electronic guarantee identifier to customs.

Customs

- Receive advance cargo information (pre-declaration) and perform their risk assessment.
- Approve/reject the holders pre-declaration.
- Upon the presentation of the truck at the departure and entry, check the validity of the electronic guarantee and, possibly, retrieve eTIR transport information from the IRU data base using the guarantee reference.
- Perform controls and procedures according to the TIR procedure. Then authorize the truck to depart/continue its transport in their country.
- Send TIR operations data to the IRU (Departure, Exit, Entry, Termination, Discharge).

IRU national associations

- Issue electronic guarantees.
- Monitor risk, identify potential irregularities or fraud cases and take appropriate actions.

IRU

- Provide IRU systems to support the pilot: Holder Portal (i.e. TIR-EPD), Association Portal (i.e. AskTIRWeb), Customs Portal (i.e. TIRCUTEWeb, CUTE-Wise and RTS). Amend the systems if required.
- Manage electronic guarantees.
- Receive/provide TIR operation data from/to customs and to associations.
- Transmit electronic guarantees and TIR operation data to UNECE’s eTIR international systeme using eTIR standard messages.

UNECE

- Manage UNECE’s eTIR international system, which contains a replica of the electronic guarantees and TIR operation data contained in IRU’s systems.
- Provide access to the data to customs.
2.1.7 Unique electronic guarantee identifier

Holders do not travel with a paper TIR Carnet anymore but instead with a printable reference which uniquely identifies the electronic guarantee. The exact format of this identifier (barcode/QR code, number, etc.) will be defined at a later stage, but a possible example is shown in the Figure below. Customs will also use this identifier as reference to the TIR operation data in their system.

![eGuarantee reference XB43215678](image)

Figure 2-3: Simple example of an electronic guarantee reference (printable by holders)

2.1.8 Message exchange

The following sequence diagram shows the sequence of messages which are exchanged among systems during a normal pilot TIR transport. The precondition is that an electronic guarantee has been issued to the holder by his/her national guaranteeing association (see 2.1.5.1-Issuance of electronic guarantees).

The process ends after the discharge of both TIR operations. Alternative scenarios (e.g. EPD rejections, etc.) are described in Annex (see 5.1-Message exchange (special cases))

It is important to note that guarantee and operational data are managed by IRU in real-time. The data are replicated to the UNECE eTIR international system by means of the E1-E4/I15-I16 messages shown in Figure 2-1: Pilot high-level architecture. The data can be accessed by customs via the UNECE portal (as shown in the below part of the Figure 2-4: Sequence diagram -eTIR pilot –Normal scenario).

Systems are represented by vertically dotted lines, each message is represented by a horizontal arrow going from the system sending this message to the system receiving this message. In case a message sends a specific result back, it is represented by a horizontally dotted line and by the Result text. Comments like Truck arrives at the customs of departure are displayed as the process progresses.
Figure 2-4: Sequence diagram –eTIR pilot –Normal scenario
2.2 Prerequisites

2.2.1 B2C/C2B Messages

2.2.1.1 Guarantee registration

![Figure 2-5: Guarantee registration]

Precondition:
Electronic guarantee issued to the holder by his association

Sender:
IRU

Recipient:
eTIR international system

Content:
Detailed information about the holder and the electronic guarantee, which may be retrieved by customs at any time.

Nature of changes required for the pilot?
The IRU/UNECE eTIR replication should be put in place

2.2.1.2 EPD notification

![Figure 2-6: EPD notification]

Precondition:
Electronic guarantee issued to the holder by his association

Sender:
Holder (via IRU Holder Portal (i.e. TIR-EPD))

Recipient:
Central customs of both countries

Content:
Detailed information about the holder, the TIR transport and possibly additional data requested by customs

Nature of changes required for the pilot?
No changes required
2.2.1.3 Customs reference

**Precondition:**
EPD notification received

**Sender:**
Central customs of both countries

**Recipient:**
Holder (via IRU Holder Portal (i.e. TIR-EPD))

**Content:**
Customs reference (MRN/LRN), etc.

**Nature of changes required for the pilot?**
No changes required

---

2.2.1.4 TIR guarantee data

**Precondition:**
Electronic guarantee issued

**Sender:**
IRU

**Recipient:**
Customs, UNECE eTIR international system

**Content:**
Detailed information about the holder and the electronic guarantee, which may be retrieved by customs at any time.

**Nature of changes required for the pilot?**
No change required
2.2.1.5 Release for transit (departure and entry)

**Precondition:**
Customs reference received, holder present at the customs office of departure/entry, customs controls OK

**Sender:**
Customs

**Recipient:**
IRU, UNECE eTIR international system (via IRU)

**Content:**
All information contained in the pre-declaration as well as the seals information and the results of the controls, if any.

**Nature of changes required for the pilot?**
Include information about cargo, equipment and seals in the Release for Transit message sent to IRU. The IRU/UNECE eTIR replication should be put in place.

2.2.1.6 Exit notification

**Precondition:**
Release for transit received, holder present at the customs office of exit, customs controls OK

**Sender:**
Customs

**Recipient:**
IRU, UNECE eTIR international system (via IRU)

**Content:**
Electronic guarantee identifier, customs office reference, exit date, control results, etc. and optionally: seals information

**Nature of changes required for the pilot?**
This is a new message to be transmitted (however data should be available in the customs systems). The IRU/UNECE eTIR replication should be put in place.
2.2.1.7 Discharge

Precondition:
Exit notification/termination received, customs reconciliation OK

Sender:
Central customs of both countries

Recipient:
IRU, UNECE eTIR international system (via IRU)

Content:
Electronic guarantee identifier, customs office reference, discharge date, etc.

Nature of changes required for the pilot?
This is a new message to be transmitted (however data should be available in customs systems). The IRU/UNECE eTIR replication should be put in place.

2.2.1.8 TIR transport data

Precondition:
Electronic guarantee issued

Sender:
IRU

Recipient:
Customs

Content:
Detailed information about the holder, the electronic guarantee and the TIR transport, which may be retrieved by customs at any time. If the TIR transport has begun, then the following information is also available: cargo, equipment, seals and journey history

Nature of changes required for the pilot?
Include information about cargo, equipment, seals and journey history information.
2.2.1.9 Final termination

Precondition:
Release for transit received, holder present at the customs office of termination, customs controls OK or with reservations

Sender:
Customs

Recipient:
IRU, UNECE eTIR international system (via IRU)

Content:
Electronic guarantee identifier, customs office reference, termination date, package quantity, etc. and optionally reservations

Nature of changes required for the pilot?
None for customs. The RTS message exists, is already implemented and does not require modification. The IRU/UNECE eTIR database replication should be put in place.

2.2.1.10 Specific case-EPD rejection

Precondition:
EPD notification sent

Sender:
Central customs of both countries

Recipient:
Holder (via IRU Holder Portal (i.e. TIR-EPD))

Content:
electronic guarantee reference number, customs office reference, rejection reason, LRN, etc.

Nature of changes required for the pilot?
No change required
### 2.2.1.11 Specific case - EPD Cancellation decision (optional)

#### Precondition:
Customs reference received

#### Sender:
Central customs of both countries

#### Recipient:
Holder (via IRU Holder Portal (i.e. TIR-EPD))

#### Content:
electronic guarantee reference number, customs office reference, MRN, etc. and optionally LRN

#### Nature of changes required for the pilot?
As this message is implemented only by customs which decided to use it (mainly to notify holders that the unused EPDs and related MRNs are cancelled from customs systems after a certain time), no change is required.

#### Figure 2-15: Specific case - EPD Cancellation decision (optional)

### 2.2.1.12 Specific case - No release for transit

#### Precondition:
Customs reference received, holder present at the customs office of departure/entry, customs controls not OK

#### Sender:
Customs of departure/entry

#### Recipient:
Holder (via IRU Holder Portal (i.e. TIR-EPD))

#### Content:
electronic guarantee reference number, customs office reference, no release motivation

#### Nature of changes required for the pilot?
None for customs. The message exists and does not require modification. Just the IRU/UNECE eTIR database replication should be put in place.

#### Figure 2-16: Specific case - No release for transit
2.2.1.13 Claims, audits and other-TIR transport data

Precondition:
Electronic guarantee issued to the holder by his association

Sender:
IRU / eTIR international system

Recipient:
Customs

Content:
Detailed information about the holder, the electronic guarantee and the TIR transport, which may be retrieved by customs at any time. If the TIR transport has begun, then the following information is also available: cargo, equipment, seals and journey history

Nature of changes required for the pilot?
The UNECE eTIR system and interfaces need to be developed
2.2.2 eTIR pilot readiness checklist

The table hereafter summarizes required B2C/C2B messages and systems required in order to launch the pilot and their current status.

This section will be customized with customs according to the country’s status to provide a quick overview of what should be done to be ready for the pilot.

<table>
<thead>
<tr>
<th>Status</th>
<th>Sys/Msg</th>
<th>Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sys</td>
<td>Holder Portal (TIR-EPD)</td>
<td>IRU’s TIR-EPD integrated with customs systems</td>
<td></td>
</tr>
<tr>
<td>Sys</td>
<td>Customs Portal (TIRCuteWeb, CUTE-Wise)</td>
<td>Customs have access</td>
<td></td>
</tr>
<tr>
<td>Sys</td>
<td>Real Time SafeTIR (RTS)</td>
<td>IRU’s RTS integrated with customs systems</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>EPD notification</td>
<td>Message already exists. No modification</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>EPD rejection</td>
<td>Message already exists. No modification</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>Customs reference</td>
<td>Message already exists. No modification</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>Cancellation decision</td>
<td>Message already exists. No modification</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>electronic guarantee Information</td>
<td>Message already exists. Must be amended with new information which must be retrieved by customs</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>Release for transit</td>
<td>Message already exists. Must be amended with new information which must be provided by customs</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>No release for transit</td>
<td>Message already exists. No modification</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>Exit notification</td>
<td>New message (equivalent to termination)</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>Discharge</td>
<td>Message already exists. Must be activated by customs</td>
<td></td>
</tr>
<tr>
<td>Msg</td>
<td>Termination</td>
<td>Message already exists. No modification</td>
<td></td>
</tr>
</tbody>
</table>

Table 2-1: eTIR pilot readiness checklist
2.3 eTIR pilot, next steps

Following steps are envisaged in order to launch the pilot:

- Kickoff meeting
  - Joint meeting customs, UNECE, IRU, national association
  - Detailed IRU-UNECE eTIR pilot presentation
  - Objectives review
  - B2C/C2B technical readiness review
  - Project planning & organization
- Technical assessment (review of B2C/C2B message exchanges; identification of necessary amendments or additions) (customs, IRU, UNECE)
- Signature of bilateral agreements (participating Contracting Parties, IRU, national associations)
- Development of necessary changes (i.e. messages amendment) and of the light version of the UNECE eTIR international system (customs, IRU, UNECE)
- Selection of customs offices which will be part of the pilot (customs)
- Selection of transport operators which will be part of the pilot (national association & customs)
- Training of customs employees (customs)
- Testing
  - Integration with IRU (emission/reception of messages)
  - Integration with UNECE (reception of messages)
  - Dry run (simulation of a real transport)
- Go-live
3 NEXT STEPS TOWARDS FULLY FLEDGED ETIR

3.1 eTIR longer-term high-level architecture

The fully fledged eTIR system architecture looks as follows:

![Diagram of eTIR longer-term high-level architecture]

Please refer to the eTIR Reference Model for further description of Ex/Ix messages.
3.2 Path from pilot to fully fledged system

The pilot will gradually evolve towards the fully fledged system as envisaged in the eTIR Reference Model by gradually removing limitations as described hereafter.

<table>
<thead>
<tr>
<th></th>
<th>Pilot</th>
<th>Progressive transition</th>
<th>Full eTIR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Step 1</td>
<td>Step 2</td>
<td>Step 3</td>
</tr>
<tr>
<td># of countries</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td># of customs offices</td>
<td>4</td>
<td>All</td>
<td>All</td>
</tr>
<tr>
<td># of operators</td>
<td>2</td>
<td>All</td>
<td>All</td>
</tr>
<tr>
<td>Max # of loading and unloading</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>eTIR message standard</td>
<td>× partial</td>
<td>× partial</td>
<td>✓</td>
</tr>
<tr>
<td>Use of any declaration mechanism</td>
<td>× EPD only</td>
<td>× EPD only</td>
<td>× EPD only</td>
</tr>
<tr>
<td>Fully functional eTIR international system</td>
<td>× light</td>
<td>× light</td>
<td>× light</td>
</tr>
<tr>
<td>Possible schedule (months)</td>
<td>6</td>
<td>6</td>
<td>3</td>
</tr>
</tbody>
</table>

Table 3-1: Path from pilot to fully fledged system
5 ANNEXES

5.1 Message exchange (special cases)

The following sequence diagram shows the first messages exchanged when specific cases occur (such as EPD rejection, no presentation to first customs in time, etc.). In these three specific cases, the TIR operation has not started. Thus, the normal case (see 2.1.8-Message exchange) can be started once the situation is settled.

Systems are represented by vertically dotted lines; each message is represented by an horizontal arrow going from the system sending this message to the actor/system receiving this message. Comments like *Truck arrives at the customs of departure* are displayed as the process progresses.
Figure 5-1: Sequence diagram - Message exchange (special cases)

- **EPD rejection case**
  - TIR holder submits EPD
  - EPD notification
  - Customs reference
  - Cancellation decision
  - EPD rejection

- **No presentation in country A case**
  - TIR holder submits EPD
  - EPD notification
  - Customs reference
  - EPD notification
  - Customs approve EPD

- **Transport refused in Country A case**
  - TIR holder submits EPD
  - EPD notification
  - Customs reference
  - EPD notification
  - No release for transit
  - Truck arrives at the customs of departure
  - Customs approve EPD

- **Normal case**
  - TIR holder submits EPD
  - EPD notification
  - Customs reference
  - EPD notification
  - Customs approve EPD
  - Truck arrives at the customs of departure
5.2 Detailed B2C/C2B message exchanges process (during pilot)

The below activity diagram shows the various messages which can be exchanged between business and customs, once an electronic guarantee has been issued to the holder by the issuing association (of the departure country).
**Figure 5-2: Activity diagram-Detailed B2C/C2B message exchanges process (during pilot)**
5.3 Detailed message exchanges process (with C2C messages)

The activity diagram below shows a possible example of the integration of the eTIR pilot messages in a customs process.

| eTIR Pilot: Message exchanges between customs and guarantee chain once the electronic guarantee has been issued |
|---|---|---|---|
| **TIR holder** | **Customs national system** | **Customs of departure or entry** | **Customs of exit or termination** |
| EPD notification | EPD rejection | [EPD automatically rejected] | Truck arrives at the customs of departure entry |
| | EPD rejection | [EPD rejected] | [Control not required] |
| | EPD reference | [EPD accepted] | Release for transit |
| [Cancellation request] | | | [No release for transit] |
| | [Amendment request] | [Amendment rejected] | Truck leaves from the customs of departure entry (TIR operation started) |
| | [Amendment accepted] | [Cancellation accepted] | [Answer received] |
| | [Cancellation rejected] | Information about non-arrived movement | Request of non-arrived movement |
| | [Cancellation request] | | [No answer received] |

**Legend**

- **Electronic guarantee is issued**: TIR holder submits EPD
- **EPD rejection**: EPD automatically rejected
- **EPD reference**: EPD accepted
- **EPD rejected**: EPD rejected
- **Amendment request**: Amendment accepted
- **Amendment accepted**: Amendment accepted
- **Amendment rejected**: Amendment rejected
- **Cancellation request**: Cancellation request
- **Cancellation accepted**: Cancellation accepted
- **Cancellation rejected**: Cancellation rejected
- **Control not required**: Control not required
- **Control required**: Control required
- **Control OK**: Control OK
- **Additional control not required**: Additional control not required
- **Additional control required**: Additional control required
- **Control Not OK**: Control Not OK
- **Additional control not required**: Additional control not required
- **Proof accepted**: Proof accepted
- **Discharge**: Discharge
- **Request of non-arrived movement**: Request of non-arrived movement
- **No answer received**: No answer received
- **Answer received**: Answer received
- **TIR operation discharged**: TIR operation discharged

*Possible C2C messages for information*

**Figure 5-3**: Activity diagram-Detailed message exchanges process (with C2C messages)