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ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions
affecting Transport

Informal ad hoc Expert Group on the
Computerization of the TIR procedure

Updates of the Reference Model of the TIR Procedure

1.6 High level class diagram

Transmitted by the secretariat

A. BACKGROUND

1. At its fourth session on 1 and 2 march 2004 in Geneva, the Informal ad hoc Expert Group (hereafter called the Expert Group) considered that it was not yet in a position to judge the correctness of the high level diagrams, as contained in Chapter 1.6 of the Reference Model (ExG/COMP/2004/10, para 12).
2. In order to make progress on the issue, the Expert Group decided to review Annexes 1 and 2. In the light of comments received from the Expert Group during the review exercise (see document ExG/COMP/2004/16) relating to the use of the terms *TIR Consignment* and *TIR Consignment Element*, the secretariat has prepared underlying document.
3. The classes *TIR Consignment* and *TIR Consignment Element* are not defined in the TIR Convention. Their identification stems from the analysis of the duly filled-in TIR Carnet and from Explanatory note 2 to Article 18 of the TIR Convention. The Explanatory note 0.18-2 makes a direct link between a consignment and its unloading point. Furthermore, Rule 10 e)

regarding the use of the TIR Carnet states that entries concerning the goods taken under Customs control at, or intended for, each Customs office shall be clearly separated from each other on the manifest. Finally, practice shows that when the goods manifest is filled-in, the goods are first classified according to their destination. In the light of the above, the TIR consignment has been defined as goods carried under cover of a TIR Carnet having a common destination. Consequently, the TIR consignment element is a part of the TIR Consignment. In order to be in line with the Rules regarding the use of the TIR Carnet 10 d) and e), it should contain information on the origin and on the vehicle or container in which the goods have been loaded as well as on the good type.

4. In other environments, such as trade or even in Customs for procedures like importation or exportation, the TIR definition of a consignment does not apply. The consignment is often seen as a set of goods shipped from a supplier to a customer or from a consignee to a consignor. In order to illustrate the difference between the two definitions, Figure 1 illustrates a TIR Transport with two loading places (A and B), two unloading places (C and D) and the following simplified goods manifest:

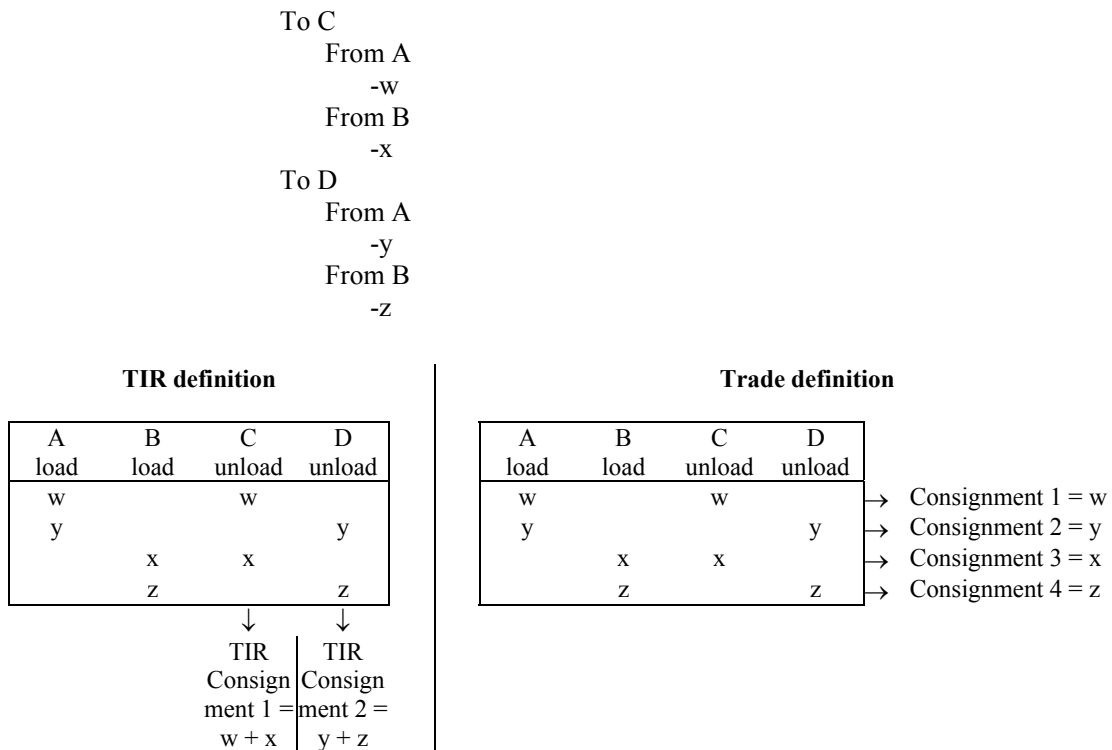


Figure 1. Illustration of the definitions of a consignment in the TIR Context

5. The TIR definition of a consignment is in line with the as-is situation as described in the first chapter of the Reference Model. At the same time, the use of standard terminology might

help the integration of the computerized TIR procedure in the overall process of technological development in international transport, trade and Customs procedures, which is the first main objective of the eTIR project. Therefore, the secretariat proposes to keep the *TIR Consignment* and *TIR Consignment Element* classes in the Business domain modeling chapter but to align the definition in the E-business requirements chapter.

B. ALTERNATIVE FOR E-BUSINESS REQUIREMENTS

6. In the E-business requirements chapter the secretariat will propose to replace the *TIR Consignment* and *TIR Consignment Element* classes by two new ones: *Consignment* and *Load element*. This will imply a number of changes and additions to Annexes 1 and 2 to the Reference Model as well as to the high-level class diagram. For information purposes, the proposal as well as their implications to the Reference Model are outlined in Annex 1 to this document.

Annex 1

Proposed changes to the Reference Model

Changes to Annex 1 – Requirements list

Amend the Requirements list with the following requirements:

- New req. a A sealed loading unit can contain any number of load elements. A load element must be contained in one and only one sealed loading unit, except in case of heavy and bulky goods (HBG), where the load elements are not contained in a sealed loading unit.
- New req. b A consignment is associated to one and only one TIR transport. A TIR transport can carry from one to many consignments.
- New req. c A consignment is composed of one to many load elements. A load element is part of one and only one consignment.
- New req. d A consignment has one and only one Customs office of destination. A Customs office can be the destination of numerous consignments.
- New req. e The load element is composed of a single good type.
- New req. f A consignment is loaded at a single Customs office, called the origin. A Customs office can be the origin for any number of consignments.

In order to keep the integrity of the Reference Model, the old requirements, used in the first Chapter, will not be deleted. The above requirements will be added with appropriate numbers when the Expert Group will decide to integrate them in the E-Business requirements chapter..

Changes to Annex 2 – TIR Glossary

Add

Consignment	Goods shipped from a consignee to a consignor.	Secretariat
Load element	Part of a Consignment, composed of a single good type and being stored in one sealed loading unit.	Secretariat

Changes to Chapter 1.6 - High level class diagram

Replace the sub chapters TIR Consignment and TIR consignment element by the two following sub chapters.

Consignment

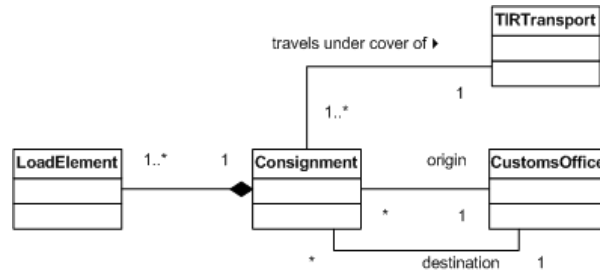


Figure 1.21 Consignment class and its relationships

Name	Consignment sub class diagram
Description	Sub part of the high-level class diagram presenting the Consignment class and all relations with other classes.
Central Class	Consignment
Example instance of the central class	<ul style="list-style-type: none"> o 200 kg of chocolate and 300 kg of almonds loaded in Bern transported under cover of TIR Carnet N° XC380000ZZ with destination Budapest. o 10 cars loaded in Turin transported under cover of TIR Carnet N° XC380000WW with destination Bratislava. o ...
Associated Classes	TIR transport, Load element, Customs office.
Associations and constraints	<p>A consignment is associated to one and only one TIR transport. A TIR transport can carry from one to many consignments. (Req. b)</p> <p>A consignment is composed of one to many load elements. A load element is part of one and only one consignment. (Req. c)</p> <p>A consignment has one and only one Customs office of destination. A Customs office can be the destination of numerous consignments. (Req. d)</p> <p>A consignment is loaded at a single Customs office, called the origin. A Customs office can be the origin for any number of consignments. (Req. f)</p>
Requirements Covered	b, c, d and f

Table 1.9 Consignment sub class diagram description

Load element

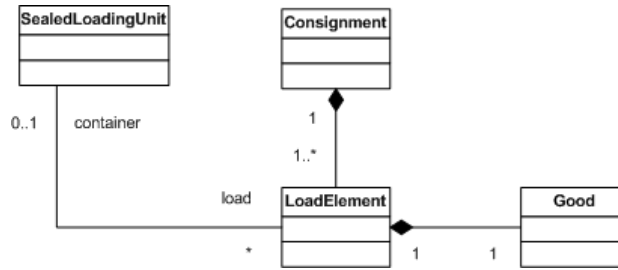


Figure 1.22 Load element class and its relationships

Name	Load element sub class diagram
Description	Sub part of the high-level class diagram presenting the Load element class and all relations with other classes.
Central Class	Load element
Example instance of the central class	<ul style="list-style-type: none"> ○ 200 kg of chocolate transported under cover of TIR Carnet N° XC380000ZZ and stored in the container xxxxx. ○ 10 cars transported under cover of TIR Carnet N° XC380000VV with destination Budapest. ○ ...
Associated Classes	Sealed loading unit, Consignment, good, Customs office
Associations and constraints	<p>A sealed loading unit can contain any number of load elements. A load element must be contained in one and only one sealed loading unit, except in case of heavy and bulky goods (HBG), where the load elements are not contained in a sealed loading unit. (Req. a)</p> <p>A consignment is composed of one to many load elements. A load element is part of one and only one consignment. (Req. c)</p> <p>The load element is composed of a single good type. (Req. e)</p>
Requirements Covered	a, c and e

Table 1.10 Load element sub class diagram description

Replace the complete high level class diagram by the following:

