

Distr.: General
12 June 2018

ENGLISH ONLY

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-eighth session

Geneva, 28-29 June 2018

Item 6 (c) of the provisional agenda

**eTIR conceptual, functional and technical documentation
Amendments**

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

Note by the secretariat

I. Introduction

1. At its 140th session (9-12 June 2015), the Working Party on Customs Questions affecting Transport (WP.30) considered and supported document ECE/TRANS/WP.30/2011/4/Rev.1, containing version 4.1 of the eTIR Reference Model, as a basis for future work of the Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2) as well as for pilot projects. At the same time, WP.30 recalled that the eTIR Reference Model is not “carved in stone”. WP.30 agreed that the eTIR Reference Model might require further improvements, in particular as a follow-up to pilot projects and the outcome of the work of the legal Expert Group.

2. Further to the decisions taken by GE.1 at its twenty-seventh session, the secretariat prepared this document, containing a revised list of considerations and possible amendments.

II. Considerations and possible amendments

(a) Accompanying document

3. At its twenty-seventh session, GE.1 mandated the secretariat to prepare a revised version of the accompanying document, together with a summary description of its usage and to circulate it among TIR focal points (with copy to eTIR focal points) to gather their expert view on any potential procedural issue (see Annex for details).

4. Detailed printing guidelines will be prepared as soon as GE.1 will have agreed on the final layout of the accompanying document.

(b) Hash code

5. At its twenty-seventh session, GE.1 recalled the idea to use a hash code to ensure the integrity of the declaration data from the time the holder sent the declaration to the country of departure until the moment it is received by the customs office of destination. The Expert Group was of the view that, in practice, it did not seem feasible to use the hash code in the course of a eTIR procedure but that, in case of legal procedures, the hash code could ensure the integrity of the data as originally submitted by the holder. Consequently, the Expert Group considered the inclusion of the hash code in the envelope of the E9 message and requested the secretariat to prepare, for its next session, a document exploring this possibility.


6. In line with this request, the secretariat proposes to include in the metadata class (see eTIR functional specifications Chapters 2.5.1.1, 2.5.2.1 and 2.5.3.1) the following two new data elements already contained in the World Customs Organization (WCO) standard metadata class.

<i>ID</i>	<i>Name</i>	<i>Definition</i>	<i>Format</i>
M015	Hash Code	Hash code of the linked document	an..256
M016	Hash Code Algorithm ID, coded	Code indicating the algorithm used to calculate the hash code (e.g. MD5, ...)	an..6

III. Next steps

7. GE.1 is invited to discuss the considerations and possible amendments presented in this document and provide the secretariat with detailed instructions on how to further proceed.

**Annex eTIR accompanying document
(recto)**

		1. eTIR guarantee number and barcode/QR		 MX5100000											
2. Customs office(s) of departure		3.(a) Name of the international organization 3.(b) Name of the issuing association													
Itinerary and national references		4. Holder identification number													
		5. Country/Countries of departure		6. Country/Countries of destination											
7. Registration No(s), of road vehicle(s)		8. Documents attached to the manifest													
GOODS MANIFEST															
9. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles		10(a) Number and type of packages or articles; description of goods, customs office(s) of destination		10(b) HS Code	11. Gross weight in kg	16. Seals or identification marks applied, (number, identification)									
FOR FALLBACK PROCEDURE															
Officer's signature and customs office date stamp: New seals:		1		Officer's signature and customs office date stamp: New seals:		2		Officer's signature and customs office date stamp: New seals:		3		Officer's signature and customs office date stamp: New seals:		4	
Officer's signature and customs office date stamp: New seals:		5		Officer's signature and customs office date stamp: New seals:		6		Officer's signature and customs office date stamp: New seals:		7		Officer's signature and customs office date stamp: New seals:		8	
Officer's signature and customs office date stamp: New seals:		9		Officer's signature and customs office date stamp: New seals:		10		Officer's signature and customs office date stamp: New seals:		11		Officer's signature and customs office date stamp: New seals:		12	
Officer's signature and customs office date stamp: New seals:		13		Officer's signature and customs office date stamp: New seals:		14		Officer's signature and customs office date stamp: New seals:		15		Officer's signature and customs office date stamp: New seals:		16	

(verso)

Certified report

Drawn up in accordance with Article 25 of the TIR Convention
(See also Rules 13 to 17 regarding the use of the TIR Carnet)

1. Customs office(s) of departure	2. TIR CARNET N			
	3. Name of the international organization			
4. Registration No(s). of road vehicle(s) Identification No(s). of container(s)	5. Holder (identification number, name, address and country)			
6. The customs seal(s) is/are <div style="display: flex; justify-content: space-around; width: 100%;"> intact <input type="checkbox"/> not intact <input type="checkbox"/> </div>	8. Remarks			
7. The load compartment(s) or <div style="display: flex; justify-content: space-around; width: 100%;"> intact <input type="checkbox"/> not intact <input type="checkbox"/> </div>				
9. <input type="checkbox"/> No goods appeared to be missing <input type="checkbox"/> The goods indicated in items 10 to 13 are missing (M) or have been destroyed (D) as indicated in column 12				
10. (a) Load compartment(s) or container(s) (b) Marks and Nos. of packages or articles	11. Number and type of packages or articles; description of goods	12. M or D	13. Remarks (give particulars of quantities missing or destroyed)	
14. Date, place and circumstances of the accident				
15. Measures taken to enable the TIR operation to continue <input type="checkbox"/> affixing of new seals: number _____ description _____ <input type="checkbox"/> transfer of load (see item 16 below) <input type="checkbox"/> other				
16. If the goods have been transferred: description of road vehicle(s)/container(s) substituted				
	Registration No.	Approved Yes No	No. of certificate of approval	Number and particulars of seals affixed
(a) vehicle	_____	<input type="checkbox"/> <input type="checkbox"/>	_____	_____/_____ _____/_____
	Identification No.	<input type="checkbox"/> <input type="checkbox"/>		
(b) container	_____	<input type="checkbox"/> <input type="checkbox"/>	_____	_____/_____ _____/_____
17. Authority which drew up this certified report		18. Endorsement of next Customs office reached by the TIR transport		
_____	_____	_____		
Place/Date/Stamp	Signature	Signature		

Mark the appropriate boxes with a cross

Summary description of the usage of the accompanying document

At the customs office of departure (first)

As the final step of the procedure to start the first TIR operation at the first customs office of departure, the customs system will print the accompanying document in line with the model above. The customs officer will provide the transport operator with the accompanying document (without stamping it).

At the customs office of departure (intermediate)

As the final step of the procedure to start a TIR operation at an intermediate customs office of departure, the customs system will print the accompanying document in line with the model above. The customs officer will provide the transport operator with the new accompanying document containing an updated version of the goods manifest (without stamping it).

In case the customs officer cannot complete the termination of the TIR operation or the start of the next TIR operation electronically, he will date, stamp and sign the first available box on the “FOR FALLBACK PROCEDURE” part of the accompanying document (and indicate the newly affixed seals, if an inspection took place).

At the customs office of exit

At the customs office of exit, the customs officer will scan the bar code on the accompanying document (or enter manually the TIR guarantee reference in the customs system) to identify the eTIR transport and access the related information from the national system.

In case of inspection, the customs officer will print a new accompanying document containing a reference to the newly affixed seals.

In case the customs officer cannot complete the termination of the TIR electronically, he will date, stamp and sign the first available box on the “FOR FALLBACK PROCEDURE” part of the accompanying document (and indicate the new seals affixed if an inspection took place).

At the customs office of entry

At the customs office of entry, the customs officer will scan the bar code on the accompanying document (or enter manually the TIR guarantee reference in the customs system) to identify the eTIR transport and access the related information from the national system.

In case of inspection, the customs officer will print a new accompanying document containing the reference to the newly affixed seals.

In case the customs officer cannot complete the start of the TIR operation electronically, he will date, stamp and sign the first available box on the “FOR FALLBACK PROCEDURE” part of the accompanying document (and indicate the newly affixed seals, if an inspection took place).

At the customs office of destination (intermediate)

At the customs office of intermediate destination, the customs officer will scan the bar code on the accompanying document (or enter manually the TIR guarantee reference in the customs system) to identify the eTIR transport and access the related information from the national system.

In case of inspection, the customs officer will print a new accompanying document containing a reference to the newly affixed seals.

In case the customs officer cannot complete the termination of the TIR operation or the start of the next TIR operation electronically, he will date, stamp and sign the first available box on the “FOR FALLBACK PROCEDURE” part of the accompanying document (and indicate the newly affixed seals, if an inspection took place).

At the customs office of destination (final)

At the customs office of final destination, the customs officer will scan the bar code on the accompanying document (or enter manually the TIR guarantee reference in the customs system) to identify the eTIR transport and access the related information from the national system.

In case the customs officer cannot complete the termination of TIR operation electronically, he will date, stamp and sign the first available box on the “FOR FALLBACK PROCEDURE” part of the accompanying document and return the document to the transport operator (and indicate the newly affixed seals if an inspection took place).

En route (e.g. police)

Authorities en route can request the accompanying document from the transport operator. In case of doubts, authorities en route should contact the customs administration in their country to verify the authenticity of the document provided on the basis of the data contained in the customs system.

In case of accident or incident

In case of accident or incident, authorities en route will fill in the certified report at the back of the accompanying document.

Upon reception of the certified report, in case the TIR transport cannot continue, customs authorities shall terminate the TIR operation indicating the termination type “Accident or incident”. If the TIR transport can continue, customs will amend the TIR transport/operation data in line with the measures taken by the authorities present at the accident or incident (in line with boxes 15 and 16 of the certified report).