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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
(26-27 May 2005)

Activities of the Informal ad hoc Expert Group

eTIR Questionnaire and letter to the Directors General of Customs

Note by the secretariat

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. This document contains the introductory letter to Director-Generals of Customs in Annex 1 and the eTIR questionnaire in Annex 2.

Annex 1 - Letter to the Directors General of Customs



NATIONS UNIES

ОБЪЕДИНЕННЫЕ НАЦИИ

UNITED NATIONS

COMMISSION ÉCONOMIQUE
POUR L'EUROPE

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28 February 2005

Dear Madam, Dear Sir,

The TIR Administrative Committee (AC.2) has mandated the UNECE secretariat to undertake a survey amongst the Contracting Parties to the TIR Convention with a view to verifying the strategic and political support in connection with the development and deployment of the computerization of the TIR Procedure, the so-called "eTIR Project", in particular in order to determine the vision, requirements and constraints of the Contracting Parties.

I should like to recall the basic principles of the eTIR Project, as they have been endorsed by AC.2 so far:

- eTIR is, primarily, a *Customs-to-Customs* facilitation tool;
- eTIR is an electronic platform allowing for the *international* exchange of TIR data;
- eTIR is built on a *centralized* database;
- eTIR communicates using secured *Internet* connections;
- eTIR shall be built following a *step-by-step* approach;
- eTIR will, in the long run, *replace* the paper-based TIR Carnet.

In view of the crucial importance of the eTIR project for both the public and private partners in the TIR system, I should like to kindly ask you, personally, to ensure that a reply to the questionnaire is submitted to the UNECE secretariat **before 1 April 2005**. In this context, I should like to appeal to you to attribute adequate resources and to involve policy, TIR as well as IT experts when replying to the questionnaire.

For further details on how to access and proceed with the questionnaire, I refer to the Annex to this letter. The Annex also contains references to the TIR Reference Model, containing a detailed description of the eTIR Project as well as a high-level description of the future eTIR system, prepared by the UNECE secretariat. Both documents provide additional information which can be of assistance when replying to the questionnaire.

I should also like to take this opportunity to remind you that the AC.2 has stressed the necessity of a broader-based participation of Contracting Parties in the work of the Expert Group on the eTIR project. Therefore, I invite you to send a representative from your administration to take part in the next session of the Expert Group, which will take place on 26 and 27 Mai 2005, in Geneva. The session will, in particular, focus on defining the eTIR system on the basis of the replies to the questionnaire. Considering that, for the time being, the Expert Group has no chairperson, you may also wish to nominate your delegate to become chairperson of the Expert Group.

In advance, I should like to thank you for your contribution to making tangible progress towards realizing the important task of computerizing the TIR procedure. I look forward to your continued support and cooperation in this matter

Yours sincerely,

José Capel Ferrer

Director

Transport Division

United Nations Economic Commission for Europe

Annex to Annex 1

eTIR Questionnaire

Taking into account the forward-looking aspect of the eTIR Project, the secretariat has prepared a Web questionnaire.

The questionnaire can be accessed at the following Internet address:

<http://unece.unog.ch/eTIRQuestionnaire/quest.aspx>¹

Please submit the questionnaire before 1 April 2005

Before replying to the questionnaire, the respondents are advised to consult document ExG/COMP/2003/1, version 1.4, containing the Reference Model of the eTIR Project, which provides all relevant information with regard to background, definition and state of play of the eTIR Project as well as document ExG/COMP/2004/23, prepared by the UNECE secretariat, containing the high-level description of the future eTIR system. Both documents, together with all other documents prepared by the secretariat for the informal Ad hoc Expert Group on the Computerization of the TIR Procedure (ExG), can be found at the following Internet address: http://www.unece.org/trans/bcf/adhoc/conc_tech/conc_tech_index.htm

As the questionnaire specifically focuses on Customs' requirements and constraints, only replies from Customs administrations will be considered and only one per administration is expected. In order to ensure that only Customs administrations can answer the questionnaire, the secretariat has set up a secure login mechanism. To access the questionnaire the respondent will need the following personal user name and password:

User name: «U_login_name»

Password: «U_password»

In order to allow various persons to participate in providing the requested information, the application allows the user to save the questionnaire at any stage of the process. When doing so, the application will provide the user with a code, which he will be asked to provide when reloading the questionnaire. Thus, in order to allow others to access the questionnaire in its last saved form, the initial user will have to provide any successive user with the user name and password, together with the code displayed by the application when last saving the questionnaire.

The saving mechanism also ensures the possibility to perform a final check before submitting the questionnaire to the secretariat.

In case you experience any problem in filling-in this questionnaire, or for any other question, please do not hesitate to contact the UNECE secretariat (Tel: +41-22-9172403; Fax: +41-22-9170039/0614; E-mail: eTIRQuestionnaire@unece.org).

¹ In case your administration has not access to the Internet the secretariat can provide you, upon request, with a Microsoft Word, PFD or a paper version of the questionnaire.

Annex 2 - eTIR Questionnaire



QUESTIONNAIRE FILLED IN BY

1. Country:

.....

2. Name:

.....

3. Email:

.....

STATUS OF COMPUTERISATION IN GENERAL IN YOUR CUSTOMS ADMINISTRATION

The aim of this section is to depict the status of computerization in general in Customs administrations. Since IT is evolving very rapidly, it also gathers information on the investments already planned for the 5 coming years. This information will both serve to identify national constraints and estimate national costs implied by the eTIR project.

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

System developed nationally, please specify

.....

National system based on another system, please specify the name of the system it's based on

.....

ASYCUDA or ASYCUDA++

Other, please specify

None

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

System developed nationally, please specify

.....
 National system based on another system, please specify the name of the system it's based on

.....
 ASYCUDA or ASYCUDA++

Other, please specify

.....
 None

Don't know

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

No computers

Stand-alone computers

Local networks

National network

National network + supra-national connectivity

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

No computers

Stand-alone computers

Local networks

National network

National network + supra-national connectivity

Don't know

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

- Dedicated lines
 - Dial up (private networks)
 - Dial up to ISP (Internet Service Provider)
 - Permanent Internet connection (DSL, T1, T3, LAN, ...)
 - Other, please specify
-

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

- Dedicated lines
 - Dial up (private networks)
 - Dial up to ISP (Internet Service Provider)
 - Permanent Internet connection (DSL, T1, T3, LAN, ...)
 - Other, please specify
-

Don't know

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

- TCP/IP
 - IPV6
 - ATM
 - HTML (Web based system)
 - FTP
 - Email (POP3, IMAP, ...)
 - UN/EDIFACT
 - ebXML
 - XML
 - Others, please specify
-

None

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

- TCP/IP
- IPV6
- ATM
- HTML (Web based system)
- FTP
- Email (POP3, IMAP, ...)
- UN/EDIFACT
- ebXML
- XML
- Others, please specify

-
- None
 - Don't know

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

- VPN (Virtual Private Network)
- SSL (e.g. HTTPS)
- Certificates
- Other, please specify

-
- None

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

- VPN (Virtual Private Network)
- SSL (e.g. HTTPS)
- Certificates
- Other, please specify

-
- None
 - Don't know

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

- Security issues
- Financial constraints
- Management policy
- Other, please specify

.....

- None

STATUS OF THE COMPUTERIZATION OF TRANSIT

The aim of this section is to depict the status of computerization of transit procedures in Customs administrations. Since IT is evolving very rapidly, it also gathers information on the investments already planned for the 5 coming years. This information will both serve to identify national constraints and to estimate national costs implied by the eTIR project.

15. Which transit procedures are computerized today?

- National transit procedure
- TIR
- NCTS
- Other, please specify

.....

- None

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

- National transit procedure
- TIR
- NCTS
- Other, please specify

.....

- None

- Don't know

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

System developed nationally, please specify

National system based on another system, please specify the name of the system it's based on

ASYCUDA or ASYCUDA++

NCTS

Other, please specify

None

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

System developed nationally, please specify

National system based on another system, please specify the name of the system it's based on

ASYCUDA or ASYCUDA++

NCTS

Other, please specify

None

Don't know

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)

- TIR Carnet number
- TIR Carnet holder ID number (Cover box 3)
- TIR Carnet holder Name/Address/Country (Cover box 3)
- Other information on the cover page
-
- Goods manifest information
-
- Information you provide on voucher N°1
-
- Information you provide on voucher N°2
-
- Information Customs offices from other countries have provided on counterfoil N°1
-
- Information Customs offices from other countries have provided on counterfoil N°2
-

Exit/Destination, please specify box number(s)

- TIR Carnet number
- TIR Carnet holder ID number (Cover box 3)
- TIR Carnet holder Name/Address/Country (Cover box 3)
- Other information on the cover page

.....
 Goods manifest information

.....
 Information you provide on voucher N°1

.....
 Information you provide on voucher N°2

.....
 Information Customs offices from other countries have provided on counterfoil N°1

.....
 Information Customs offices from other countries have provided on counterfoil N°2

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

- HS code of the goods
- Value (or estimated value) of the goods
- Consignee
- Consignor
- Other, please specify

.....
 None

21. Do you establish discharge electronically?

Yes No

22. Will you establish discharge electronically in 5 years?

Yes No Don't know

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

Yes No

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

Yes No Don't know

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

- Electronic seals
- Satellite tracking
- RFID (Radio frequency identification)
- Smart carts
- Other, please specify

.....
 None

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

- Electronic seals
- Satellite tracking
- RFID (Radio frequency identification)
- Smart carts
- Other, please specify

.....
 None
 Don't know

FUNCTIONALITIES OF THE ETIR SYSTEM

This section tries to identify the stakeholders' needs with regard to the eTIR system and, in particular, those of Customs authorities.

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

	Prerequisite	Desirable	Not desirable	Indifferent
Real time information	—	—	—	—
Advance cargo information	—	—	—	—
Prior notification system (early declaration system)	—	—	—	—
International Guarantee management for Customs	—	—	—	—
Electronic link with prior and subsequent Customs regimes	—	—	—	—
International risk management database	—	—	—	—
International risk management tools (warning systems)	—	—	—	—
International validation of TIR Carnet holders against the ITDB (Authorisation, Withdrawal, ...)	—	—	—	—
International validation of the itinerary (Exclusions of TIR Carnet holders, coverage of the Guarantee,...)	—	—	—	—
Third party cargo inspection	—	—	—	—

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
Termination notification	—	—	—	—
Discharge notification	—	—	—	—

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
International declaration mechanism (for those countries not having developed their own)	—	—	—	—
International declaration mechanism (enabling declarations in Countries other than the one of residence of the transport operator)	—	—	—	—
Access by authorised third parties	—	—	—	—

30. If any, indicate other possible functionalities of the eTIR system.

For Customs authorities

Prerequisite

Desirable

Not desirable

Indifferent

For the guarantors

Prerequisite

Desirable

Not desirable

Indifferent

For the private sector

Prerequisite

Desirable

Not desirable

Indifferent

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

	Prerequisite	Desirable	Not desirable	Indifferent
HS code	—	—	—	—
Value of the goods	—	—	—	—
Consignee	—	—	—	—
Consignor	—	—	—	—
Subsequent transport operator	—	—	—	—

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

Prerequisite

Desirable

Indifferent

NATIONAL CONSTRAINTS

The introduction of the eTIR system will have to take account of existing or future constraints/limitations of a technical, political, economical or other nature, which influence how and under which circumstances the eTIR system can be introduced at the national level. In the course of its work, the Informal Ad hoc Expert Group on the Conceptual and Technical Aspects of Computerization of the TIR Procedure has already identified a variety of constraints. This sections aims at identifying the relevance of the identified constraints and at allowing you to add additional constraint, which you think might impede the introduction of the eTIR system at the national level.

Technical constraints

33. The eTIR system should be compatible or interfacing with the following project(s).

- ITDB
 - SafeTIR
 - NCTS
 - ASYCUDA++
 - UNTDED
 - National Customs system(s)
 - Other, please specify
-
- None

34. If any, please specify other technical constraints.

Political/legal constraints

35. Do you have data protection laws preventing the exchange of certain electronic data?

Yes No

36. What kind of data cannot be exchanged electronically?

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

Yes No

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

Yes No

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

Financial/economical constraints

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

	Yes	Not Particularly
the international public bodies (TIR Secretariat, United Nations);	—	—
the international private bodies (International Organisations, Guarantors);	—	—
national public administrations (Customs authorities);	—	—
national private sector (Transport, Trade, Associations,...).	—	—

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.

Months:

.....

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

.....
.....
.....
.....

Other constraint

43. If any, please specify other constraints.

.....
.....
.....
.....

LEGAL ASPECTS OF COMPUTERIZATION

This section aims at depicting some information on legal matters that might be of importance to the eTIR project.

44. Does your national legislation accepts electronically lodged Customs declarations?

Yes No

45. Does you national legislation accept electronic signatures?

Yes No

46. Does electronic discharge have a legal value?

Yes No

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

	Received from	Sent to
Private sector	<input type="checkbox"/>	<input type="checkbox"/>
Administrations from other countries	<input type="checkbox"/>	<input type="checkbox"/>
International bodies (UN, ..)	<input type="checkbox"/>	<input type="checkbox"/>

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

STATISTICAL QUESTIONS

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:

.....
Approved for TIR:

.....
Approved for TIR and computerised:

At the border

Total:

.....
Approved for TIR:

.....
Approved for TIR and computerised:

