
Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Working Party on Customs Questions affecting Transport

Technical Implementation Body

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Item 4 (b) of the provisional agenda

eTIR conceptual, functional and technical documentation

Version 4.4

New amendment proposals

Note by the secretariat

I. Introduction and mandate

1. This document presents potential amendments to be included in the eTIR specifications, version 4.4, identified during the development of the eTIR international system and the conformance tests.

II. Possible amendment proposals

A. Loading and unloading places

2. Following recommendations of the World Customs Organization (WCO) SAFE Framework of Standards, a number of optional data elements have been included in eTIR messages to cover standard safety and security data requirements countries could have for goods under transit. The data elements “LoadingLocation” and “DeliveryDestination” were added for that purpose at Consignment and ConsignmentItem levels respectively.

3. While these data elements are optional, during the conformance tests, various questions were raised regarding their usage and differences, in particular:

- Why LoadingLocation is provided at Consignment level and DeliveryDestination is provided at ConsignmentItem level?

- Why DeliveryDestination contains a mandatory Address and LoadingLocation does not contain an Address class?

4. In the WCO data model other related data elements are also available but not listed in the transit requirements of the WCO SAFE Framework of Standards. In particular, at Consignment level the UnloadingLocation class is available and at ConsignmentItem level there is the GoodsConsignedPlace class. All those data elements potentially allow for the provision of an address.

5. TIB has recently agreed with a proposal to include the Consignee and Consignor classes at both Consignment and ConsignmentItem level. Similarly, in version 4.4, the relevant eTIR message could include the following data element related to where goods are loaded and unloaded:

- **Consignment**
 - LoadingLocation
 - Address
 - UnloadingLocation
 - Address
 - **ConsignmentItem**
 - GoodsConsignedPlace
 - Address
 - DeliveryDestination
 - Address

6. Moreover, for the sake of clarity the eTIR names of GoodsConsignedPlace and DeliveryDestination, could be aligned with the terminology used at Consignment level, i.e. LoadingLocation and UnloadingLocation. Furthermore, for the sake of consistency, all Address classes could be made optional.

7. Finally, similarly to Consignee and Consignor, those for location classes could be made dependent and a Rule added to explain that they shall be provided at Consignment level when they are identical for all consignment items and at ConsignmentItem level when they differ.

B. UCR

8. In version 4.3 of the eTIR specifications, the Unique Consignment Reference (UCR), a data element added following the recommendations of the World Customs Organization (WCO) SAFE Framework of Standards for transit, is present only at ConsignmentItem level. Consequently, if all consignment items have the same UCR, this information must be repeated for each item.

9. Following the same logic as for Consignee and Consignor, the addition of a UCR at Consignment level with the relevant rule, would avoid such repetition.

C. Itinerary

10. It appears that in certain countries, various customs office codes can be used in one customs premise depending on the roles the office is expected to fulfill, e.g. import, export or transit. Considering the newly introduced requirement to provide the itinerary at customs

office level, transport companies could face difficulties in identifying the right customs office code for each customs office of departure, entry (en route), exit (en route) and destination.

11. While information on customs offices and their TIR roles is available to transport companies via the International TIR Data Bank (ITDB) web application, this does not allow them to access this information from within other software they would use to transmit their advance TIR data and any amendment thereto. For that purpose, an API (e.g. web services) could allow software developers to integrate a consultation of the ITDB customs offices data via other software, thus ensuring that transport companies would provide the relevant customs office codes throughout the itinerary.

D. Consignee/Consignor identification

12. In version 4.3 of the eTIR specifications, for Consignee and Consignor, condition C001, allows to either provide an identifier or the name and address. While the latter should allow Customs administrations along the TIR transport to identify the consignee and consignor, it remains unclear which identifier should be used and how countries along the TIR transport can use it to identify those parties, i.e., accessing a registry which would allow to obtain the required information about the parties. The only case in which a party identifier is recognised across TIR Contracting Parties is for the TIR Carnet holder ID and defined in the TIR Convention and used in the ITDB.

13. In the WCO data model the Consignee and Consignor classes also contain the IdentificationIssuingCountry class, not used in eTIR messages, which is aimed at providing information regarding the issuer of the identifier, including information about a possible Uniform Resource Identifier (URI).

14. The inclusion of this additional class, together with some additional conditions, might help solve this potential issue.

III. Considerations by TIB

15. TIB might wish to consider the above issues and, possibly, instruct the secretariat to present more concrete proposals at one of its next sessions.
