



## Economic Commission for Europe

### Administrative Committee for the TIR Convention, 1975

#### Technical Implementation Body

#### Fifth session

Geneva, 12 and 13(p.m.) October 2023

## Report of the Technical Implementation Body on its fifth session

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## **I. Attendance**

1. The Technical Implementation Body (TIB) held its fifth session on 12 and 13(p.m.) October 2023 in Geneva. The session was attended by representatives of the following countries: Belgium, Denmark, France, Greece, Hungary, Iran (Islamic Republic of), Italy, Kuwait, Latvia, Lithuania, Netherlands (Kingdom of the), Russian Federation, Serbia, Türkiye and Uzbekistan. Representatives of the European Union were also present. The following non-governmental organizations were also represented: International Road Transport Union (IRU) and the Rabat Center for Political and Strategic Studies.

2. In the absence of a quorum,<sup>1</sup> the Technical Implementation Body (TIB) mandated the secretariat to use the silence procedure, as per Rules 26 and 27 of its Rules of Procedure. TIB stressed the importance of government representatives of contracting States to be present during the rollcall to avoid having to revert to the silence procedure at future sessions.

## **II. Adoption of the agenda (agenda item 1)**

3. TIB adopted the agenda of the session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/9.

## **III. Adoption of the report of the fourth session (agenda item 2)**

4. TIB adopted the report of its fourth session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/8.

## **IV. eTIR international system (agenda item 3)**

### **A. Progress report on the development of the eTIR international system and the International TIR databank**

5. TIB welcomed the status report on the International TIR Data Bank (ITDB) delivered by the secretariat. The Board was informed about the current status of data recordings and usage figures in ITDB (1,156 web application users, 30,089 authorized TIR Carnet holders, 282 customs stamps and seals records and 2,991 customs offices operational for TIR procedures). It was further informed about the recent ITDB and eTIR project related achievements: in particular of the final phase of development and testing of the eTIR National Application, which is now also available in Kazak, Kyrgyz and Persian.

### **B. Progress report on the connection of national customs systems to the eTIR international system**

6. TIB welcomed the positive outcome of the friends of the chair meeting organized in Samarkand (Uzbekistan) on 21 and 22 June 2023 at the kind invitation of the customs administration of Uzbekistan and with the support of the secretariat, the European Commission, IRU, TRACECA,<sup>2</sup> the Islamic Development Bank and GIZ.<sup>3</sup> Following the meeting, which was aimed at promoting the implementation of the eTIR procedure along the middle corridor, Kazakhstan, Kyrgyzstan, and Tajikistan provided national consultants which will work on the interconnection of the respective national customs systems with the eTIR international system. The contracts of the consultants for Kazakhstan and Kyrgyzstan

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<sup>1</sup> Fifteen Contracting States to the TIR Convention bound by Annex 11 had official governmental representatives present. Official representation of at least nineteen Contracting States was required to reach the quorum.

<sup>2</sup> Transport Corridor Europe Caucasus Asia

<sup>3</sup> German Agency for International Cooperation

have already been signed and, depending on the availability of funds, the consultant for Tajikistan should be able to sign his contract toward the end of the year or early in 2024.

## V. eTIR conceptual, functional and technical specifications (agenda item 4)

### A. Version 4.3

7. TIB adopted the minor corrections included in revision 2 of version 4.3 of the eTIR specifications, as described in document ECE/TRANS/WP.30/AC.2/TIB/2023/7, and took note of revision 2 of version 4.3 of the eTIR specifications, as contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/2/Rev.2-ECE/TRANS/WP30/AC.2/2022/11/Rev.2 (Introduction), ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2-ECE/TRANS/WP30/AC.2/2022/12/Rev.2 (and ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2/Corr.1-ECE/TRANS/WP30/AC.2/2022/12/Rev.2/Corr.1) (eTIR concepts), ECE/TRANS/WP.30/AC.2/TIB/2022/4/Rev.2-ECE/TRANS/WP30/AC.2/2022/13/Rev.2 (and ECE/TRANS/WP.30/AC.2/TIB/2022/4/Rev.2/Corr.1-ECE/TRANS/WP30/AC.2/2022/13/Rev.2/Corr.1) (eTIR functional specifications) and ECE/TRANS/WP.30/AC.2/TIB/2022/5/Rev.2-ECE/TRANS/WP.30/AC.2/2022/14/Rev.2 (eTIR technical specifications).

8. TIB also considered possible new issues to be considered in version 4.3 of the eTIR specifications, as presented in documents ECE/TRANS/WP.30/AC.2/TIB/2023/7 and ECE/TRANS/WP.30/AC.2/TIB/2023/7/Corr.1.

9. TIB took note that code list CL01, containing the codes for equipment size and type used to describe the transport equipment used for TIR transport, is based on the UN/EDIFACT 8155 code list, which also refers to the possibility to use of the ISO 6346 code list. However, codes contained in the ISO 6346 code list are not included in the current version of the code list CL01 distributed with the eTIR XSDs.

10. TIB requested the secretariat and the IRU to present a study on code list CL01 at its next session, containing, inter alia, the results of a survey among TIR customs focal points on the usage of the equipment size and type data element and on the code list used as well as the results of consultations with relevant stakeholders, such as UN/CEFACT, Bureau International des Containers (BIC) or the World Shipping Council (WSC).

11. TIB further noted that IRU questioned how the loading location a data element should be filled in and was of the view that additional explanations could be included to the eTIR specifications regarding the content of this data element. TIB agreed that the eTIR specifications provided enough clarity on the usage of the loading location class and that no further explanations were required.

12. TIB took note that condition C003 was created to ensure that adequate transport equipment information was provided for consignment that are not of heavy or bulky type. However, in its current formulation (IF (CONSIGNMENT.Heavy or bulky goods indicator) = FALSE THEN NOT EMPTY (TRANSPORTEQUIPMENT) ELSE EMPTY (TRANSPORTEQUIPMENT)), condition C003 also makes it impossible to provide transport equipment information for heavy or bulky consignments. TIB recalled this information (e.g. a plate or chassis number) is currently provided on the TIR Carnet and that customs administrations need it to ensure that the transport equipment will leave the country with the transport means. Consequently, TIB agreed with the proposal to amend condition C003 as presented in Chapter III.C of documents ECE/TRANS/WP.30/AC.2/TIB/2023/7 and ECE/TRANS/WP.30/AC.2/TIB/2023/7/Corr.1.<sup>4</sup>

<sup>4</sup> IF (CONSIGNMENT.Heavy or bulky goods indicator) = FALSE THEN NOT EMPTY (TRANSPORTEQUIPMENT)

13. TIB considered informal document TIB No.2 (2023), presenting the outcome of the surveys aimed at identifying the type of amendments that customs officers currently accept/refuse or directly include on the TIR Carnet as well as the kind of amendments that are requested by holders. In order to ensure the alignment of the TIR and eTIR procedures, TIB agreed that rules limiting the amendments (by means of the messages E11 and I7) should be minimal and only aimed at ensuring that unchangeable data elements, such as the TIR Carnet Holder or customs offices already visited, are not amended. It mandated the secretariat to provide a list of data elements which should not be amended for its next session.

## **B. Version 4.4**

### **1. Concrete amendment proposals**

14. TIB considered document ECE/TRANS/WP.30/AC.2/TIB/2023/8, containing concrete amendment proposals related to the issues which TIB, at previous sessions, considered important for inclusion in version 4.4 of the eTIR specifications. TIB reviewed them individually and took the following decisions:

#### **(a) Requirements of the Eurasian Customs Union**

##### *Languages for text fields*

15. No new proposal was made regarding how holders could provide text fields of eTIR messages in various languages.

16. TIB reiterated its invitation to the countries which are member of the Eurasian Customs Union to contact the secretariat to jointly analyse the requirements they would like to have included in version 4.4 of the eTIR specifications and prepare a concrete list of amendment proposals.

#### **(b) Inclusion of the issuing association code in eTIR messages**

17. TIB recalled that, at its fourth session, it requested the secretariat to prepare a concrete amendment proposal for version 4.4 to include the issuing association code in the relevant eTIR messages, in particular the E1 message. TIB agreed with the proposal to include the issuing association code in messages E1, E3, E6 and I6, as described in Chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2023/8.

#### **(c) Exchanging attached documents**

18. In the absence of a concrete proposal, TIB did not discuss this issue.

#### **(d) Access to TIR transport data by holders**

19. TIB recalled that, at its third session, it welcomed a presentation by the secretariat on the proof of concept for the possible access of TIR transport data by holders via the web and mobile applications dedicated to holders and that, at its fourth session, it felt that this question, since it requires changes to the eTIR concepts, should be first considered by the contracting parties to the TIR convention bound by Annex 11 in the framework of AC.2

20. TIB noted that while the Chair had orally presented the question to AC.2, contracting parties to the TIR convention bound by Annex 11 did not express any opinion. TIB further noted that the issue will be brought back to AC.2 at a further session.

#### **(e) Procedure for drawing samples and additional control types**

21. In the absence of any additional information, TIB decided to continue at its next session the discussions on the technical solution allowing reporting of samples drawn as proposed in chapter II.E of document ECE/TRANS/WP.30/AC.2/TIB/2023/8.

**(f) Preventing the amendment of customs offices already visited**

22. In the light of the information brought forward by the secretariat, TIB agreed with the inclusion of the rule proposed in chapter II.F of document ECE/TRANS/WP.30/AC.2/TIB/2023/8 to prevent the amendment of customs offices already visited.<sup>5</sup>

**2. New proposals**

23. TIB considered Informal document TIB No.3 (2023), containing the following potential amendments to be included in version 4.4 of the eTIR specifications, as identified during the development of the eTIR international system and the conformance tests:

**(a) Loading and unloading places**

24. TIB took note of the following two questions regarding the LoadingLocation and DeliveryDestination classes:

- 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?

25. TIB decided to continue at its next session the discussions on the proposal to harmonize information related to loading and unloading places, on the basis of information to be provided by delegates on their safety and security requirement, possibly also including future requirement, such as those of NCTS Phase 6.

**(b) Unique Consignment Reference**

26. TIB noted that, 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.

27. TIB agreed with the proposal to add the UCR at both consignment and consignment item with the required rule and mandated the secretariat to prepare a detailed proposal for its next session.

**(c) Itinerary**

28. TIB noted that, due to the newly introduced requirement to provide the itinerary at customs office level, transport companies will need to identify customs office codes for each customs office of departure, entry (en route), exit (en route) and destination. 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.

29. TIB acknowledged the feasibility and possible benefits of the proposed mechanism which would allow applications developed for transport operators to automatically check information related to the customs offices stored in the ITDB but was of the view that any decision on that matter should be taken by TIRExB, inter alia, to ensure the necessary resources are available to develop the requested functionalities.

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<sup>5</sup> "Data on elements of the itinerary prior to the country receiving the E11 message cannot be changed."

**(d) Consignee/Consignor identification**

30. TIB noted that, 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 later 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.

31. TIB agreed that making the name and address for the consignee and consignor mandatory would allow all countries involved in a TIR transport to clearly identify those parties and requested the secretariat to present a detail proposal at its next session.

**3. Proposals by governments**

32. TIB took note that Government had not submitted any new proposals.

**VI. Other business (agenda item 5)****Date and place of the next sessions of TIB**

33. TIB took note of the dates currently reserved for its sixth session, i.e., 12 and 13 February 2024. TIB regretted that the dates of some of its sessions in 2024 were tentatively scheduled out of the weeks of WP.30 and AC.2 and were concerned that this will further reduce the participation. TIB requested the secretariat to look into the possibility to move back all its meetings in the same weeks as WP.30 or, alternatively, organize them a couple of months apart.

**VII. Adoption of the report (agenda item 6)**

34. TIB agreed with the list of tentative decisions to be circulated under the silence procedure, as presented in Annex. After the closure of the since procedure and considering its outcome, TIB further mandated the secretariat to prepare and circulate the complete draft report for comments and submit it for adoption at its next session.

## Annex

### List of decisions taken at the fifth session of the Technical Implementation Body

No	Agenda item	Reference in final report (para.)	Short description of decision
1	-	2	In the absence of a quorum, the Technical Implementation Body (TIB) mandated the secretariat to use the silence procedure, as per Rules 26 and 27 of its Rules of Procedure.
2	1	3	TIB adopted the agenda of the session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/9.
3	2	4	TIB adopted the report of its fourth session, as contained in document ECE/TRANS/WP.30/AC.2/TIB/8.

#### eTIR specifications, version 4.3

4	4(a)	8	TIB adopted the minor corrections included in revision 2 of version 4.3 of the eTIR specifications, as described in document ECE/TRANS/WP.30/AC.2/TIB/2023/7, and took note of revision 2 of version 4.3 of the eTIR specifications, as contained in documents ECE/TRANS/WP.30/AC.2/TIB/2022/2/Rev.2 ECE/TRANS/WP30/AC.2/2022/11/Rev.2 (Introduction), ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2- ECE/TRANS/WP30/AC.2/2022/12/Rev.2 (and ECE/TRANS/WP.30/AC.2/TIB/2022/3/Rev.2/Corr.1- ECE/TRANS/WP30/AC.2/2022/12/Rev.2/Corr.1) (eTIR concepts), ECE/TRANS/WP.30/AC.2/TIB/2022/4/Rev.2- ECE/TRANS/WP30/AC.2/2022/13/Rev.2 (and ECE/TRANS/WP.30/AC.2/TIB/2022/4/Rev.2/Corr.1- ECE/TRANS/WP30/AC.2/2022/13/Rev.2/Corr.1) (eTIR functional specifications) and ECE/TRANS/WP.30/AC.2/TIB/2022/5/Rev.2- ECE/TRANS/WP.30/AC.2/2022/14/Rev.2 (eTIR technical specifications) .
5	4(a)	11	TIB requested the secretariat and the IRU to present a study on code list CL01 at its next session, containing, inter alia, the results of a survey among TIR customs focal points on the usage of the equipment size and type data element and on the code list used as well as the results of consultations with relevant stakeholders, such as UN/CEFACT, Bureau International des Containers (BIC) or the World Shipping Council (WSC).
6	4(a)	12	TIB agreed that the eTIR specifications provided enough clarity on the usage of the loading location class and that no further explanations were required.
7	4(a)	13	TIB agreed with the proposal to amend condition C003 as presented in Chapter III.C of documents ECE/TRANS/WP.30/AC.2/TIB/2023/7 and ECE/TRANS/WP.30/AC.2/TIB/2023/7/Corr.1.
8	4(a)	14	TIB considered informal document TIB No.2 (2023), presenting the outcome of the surveys aimed at identifying the type of amendments that customs officers currently accept/refuse or directly include on the TIR Carnet as well as the kind of amendments that are requested by holders. In order to ensure the alignment of the TIR and eTIR procedures, TIB agreed that rules limiting the amendments (by means of the messages E11 and I7) should be minimal and only aimed at ensuring that unchangeable data elements, such as the TIR Carnet Holder or customs offices already visited, are not amended. It mandated the secretariat to provide a list of data elements which should not be amended for its next session.



<i>No</i>	<i>Agenda item</i>	<i>Reference in final report (para.)</i>	<i>Short description of decision</i>
<b>eTIR specifications, version 4.4</b>			
9	4(b)(i)	17	TIB reiterated its invitation to the countries which are member of the Eurasian Customs Union to contact the secretariat to jointly analyze the requirements they would like to have included in version 4.4 of the eTIR specifications and prepare a concrete list of amendment proposals.
10	4(b)(i)	18	TIB agreed with the proposal to include the issuing association code in messages E1, E3, E6 and I6, as described in Chapter II.B of document ECE/TRANS/WP.30/AC.2/TIB/2023/8.
11	4(b)(i)	22	TIB decided to continue at its next session the discussions on the technical solution allowing reporting of samples drawn as proposed in chapter II.E of document ECE/TRANS/WP.30/AC.2/TIB/2023/8.
12	4(b)(i)	23	TIB agreed with the inclusion of the rule proposed in chapter II.F of document ECE/TRANS/WP.30/AC.2/TIB/2023/8 to prevent the amendment of customs offices already visited.
13	4(b)(ii)	26	TIB decided to continue at its next session the discussions on the proposal to harmonize information related to loading and unloading places, on the basis of information to be provided by delegates on their safety and security requirement, possibly also including future requirement, such as those of NCTS Phase 6.
14	4(b)(ii)	28	TIB agreed with the proposal to add the UCR at both consignment and consignment item with the required rule and mandated the secretariat to prepare a detailed proposal for its next session.
15	4(b)(ii)	30	TIB acknowledged the feasibility and possible benefits of the proposed mechanism which would allow applications developed for transport operators to automatically check information related to the customs offices stored in the ITDB but was of the view that any decision on that matter should be taken by TIRExB, inter alia, to ensure the necessary resources are available to develop the requested functionalities.
16	4(b)(ii)	32	TIB agreed that making the name and address for the consignee and consignor mandatory would allow all countries involved in a TIR transport to clearly identify those parties and requested the secretariat to present a detail proposal at its next session.
17	5	34	TIB regretted that the dates of some of its sessions in 2024 were tentatively scheduled out of the weeks of WP.30 and AC.2 and were concerned that this will further reduce the participation. TIB requested the secretariat to look into the possibility to move back all its meetings in the same weeks as WP.30 or, alternatively, organize them a couple of months apart.
18	6	35	TIB agreed with the list of tentative decisions to be circulated under the silence procedure.