UNITED NATIONS **E**

Economic and Social Council

Distr.
GENERAL

TRANS/WP.30/2004/31
12 August 2004

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting Transport
(One-hundred-and-eighth session, 11-15 October 2004,
agenda item 6 (b) (ii))

CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS UNDER COVER OF TIR CARNETS (TIR CONVENTION 1975)*/

Revision of the Convention

Preparation of phase III of the TIR revision process

Use of new technologies

Status of the eTIR project

Note by the secretariat

A. BACKGROUND

1. At its ninety-ninth session, the Working Party mandated the Informal ad hoc Expert Group on the Conceptual and Technical Aspects of Computerization of the TIR procedure (further referred to as: "the Expert Group") to study the technical and conceptual aspects of the eTIR project. The Expert Group is composed of and open to experts with an expertise of the TIR system and/or an IT

*/ The UNECE Transport Division has submitted the present document after the official documentation deadline due to resources constraints.

background from National Customs Administration and the European Commission, National issuing/guaranteeing Associations and the International Road Union (IRU).

2. At its one-hundred-and-fifth session, the Working Party endorsed the decision of the Expert Group to follow a standard methodology, the UN/CEFACT Modelling Methodology (UMM). This methodology has been selected in order to formalize the description of the functioning of the TIR procedure and allows a common understanding of its features and requirements. An overview of the status of the computerization process is shown below.

B. METHODOLOGY

3. The UMM focuses first on the current functioning of the system, the so-called "as–is" situation, in order to have a complete analysis of how the system is working: the data structure and the information flows. Only once the full picture of the current system has been made, can the elaboration of the future system start. This first step allows not only a common understanding and leads to full description of the current system but it also ensures that all parts of the system will be taken into account during the computerization process.

4. Since UMM is not used for the construction and transition phases, the work of the Expert Group on the elaboration of the future system is only composed of 3 phases: requirements, analysis and design. Furthermore, in the light of the mandate given by the Working Party, the elaboration of the future system will be carried out on a step-by-step basis; each step requiring a complete elaboration cycle. Before starting the elaboration of a first phase, the Expert Group will undertake a complete high level description of the future system. The high level system description will serve as a basis for dividing the project into logical steps and ensuring coherence between all steps.

C. STATUS OF THE eTIR PROJECT

5. At this stage, the Expert Group has held five meetings. The reports of the first four meetings of the Expert Group are contained in documents: ExG/COMP/2002/3, ExG/COMP/2002/10, ExG/COMP/2003/5 and ExG/COMP/2004/10. The fifth session on 28 and 29 June 2004 was held in Warsaw. The report is contained in document ExG/COMP/2004/18.

(i) Description of the "as-is" situation

a. Achievements

6. The Expert Group has performed the major part of the analysis of the current TIR Procedure ("as-is" situation), applying the so-called "Business Domain Modelling". In this context, it reached agreement on the description of the vision of the project, from an historical perspective, on the high level view of the overall TIR system, on the high level description of the TIR Carnet life cycle and the list on data entities that are required for the TIR procedure.

b. Future work

7. At its next session, the Expert Group aims to reach consensus on the last outstanding parts of the "Business Domain Modelling", which are the use case description and the analysis of the requirements that lead to the establishment of the high-level class diagram, which organize the data entities already identified and will serve as a starting point to model the information in the computerized environment.

(ii) Future of the eTIR project

a. Achievements

8. At its last session, the Expert Group made a first round of discussions on the elaboration of the future system based on a presentation of the future steps of the eTIR project by the secretariat. The presentation was based on a step-by-step approach with a view to arriving at a fully computerized TIR procedure including the ideas expressed by the Working Party on the first steps (see TRANS/WP.30/212, para. 26) and aspects such as cargo advanced information or security. The Expert Group considered the presentation as a good basis for discussion but, nevertheless, expressed some concerns with regard to the order of the steps and the content of some of the steps.

b. Future work

9. In order to make progress on this issue, the secretariat will prepare, at the request of the Expert Group, a document containing the eTIR project high level description for the forthcoming session. The document should be based on the presentation and on the ideas expressed by the experts as well as the ideas expressed by the European Commission during the last meeting on the possibility of involving the Guarantee chain at an earlier stage of the project. Furthermore, the outcome of the bilateral meeting between the Commission and the secretariat, in which these ideas have been studied in depth in connection with requirements of the European Commission, should also be in the document.

10. Once the Expert Group will have evaluated concrete proposals for future work, it will review the results with the original mandate given by WP.30 and seek the necessary endorsement from the Working Party.

11. The next meeting of the Expert Group is tentatively scheduled to be held on 26 and 27 October 2004 in Geneva.

12. At present, the Expert Group is not yet in a position to forecast the length of time required to fully computerize the TIR procedure.

D. FURTHER CONSIDERATIONS

13. The Working Party may wish to take note of the status of the computerization process.
