**Conseil économique
et social**

Distr.
GÉNÉRALE

ECE/TRANS/WP.30/GE.1/200715
22 octobre 2007

FRANÇAIS
Original: ANGLAIS

COMMISSION ÉCONOMIQUE POUR L'EUROPE

COMITÉ DES TRANSPORTS INTÉRIEURS

Groupe de travail des problèmes douaniers
intéressant les transports

Groupe spécial informel d'experts des aspects théoriques
et techniques de l'informatisation du régime TIR

Treizième session
Genève, 26 et 27 novembre 2007
Point 2 b) de l'ordre du jour provisoire

ACTIVITÉS DU GROUPE SPÉCIAL INFORMEL D'EXPERTS

Modèle de données douanières pour le transit de l'Organisation mondiale des douanes

Note du secrétariat[*]

A.   RÉSUMÉ DE LA SITUATION

1.   Le secrétariat participe activement à l'élaboration de la version 3 du Modèle de données douanières pour le transit de l'Organisation mondiale des douanes (OMD). À sa prochaine session (5-16 novembre 2007), l'Équipe de projet OMD chargée du modèle de données (DMPT), discutera des «demandes de modifications des données» relatives aux questions TIR. Ces demandes, soumises par le secrétariat et l'IRU, sont récapitulées dans l'annexe au présent document pour l'information du Groupe spécial informel d'experts des aspects théoriques et techniques de l'informatisation du régime TIR, désigné ci-après «Groupe d'experts».

B.   TRAVAUX ULTÉRIEURS

2.   Le Groupe d'experts voudra sans doute être tenu informé des résultats des discussions menées par le DMPT.

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[*] Le présent document a été soumis après la date limite officielle par la Division des transports de la CEE.

GE.07-26172 (F)   131107   141107

Annexe

(English only)

WCO/DMPT – TIR DMRs

WCO LOG:	
DATE:	
User reference (*):	TRT_0001
User date:	19.06.2007

Originator (*):	DMPT_TRT
Contact person (*):	André Sceia
Email (*):	andre.sceia@unece.org
Phone (*):	+41 22 917 13 13
Data set (*):	TRT
Attached Documentation	-
Business Need/Justification (*):	A TIR transport can have multiple destinations. On the cover page of the TIR Carnet, the list of Countries of destination has to be indicated. Moreover, in the goods manifest goods have to be sorted according to their Custom office of destination. The actual transit data model only allows specifying one destination per consignment and one consignment per declaration.

What process? (*)	TIR Procedure
For what purpose?(*)	The TIR procedure allows for multiple loading and unloading points in the course of the same TIR transport. The transport operator is therefore requested to declare if goods have different destinations.
Based on?	TIR Convention 1975.
Example.	A TIR transport begins in Geneva (Switzerland) with 10 boxes of chocolate and 20 boxes of candies. The 10 boxes of chocolate will be unloaded in Berlin (Germany) and the 20 boxes of candies will go to Moscow (Russian Federation).

Model Change Request

User reference (*):	TRT_0001
MIG/Model Tag (*):	TRT
Name of MIG/Model (*):	Transit
Action (*):	First, the cardinality from the Declaration class to the Consigment class has to be changed from "1:1" to "1:n*". Then, linking the TransitDestination class also to the ConsignmentItem would allow to specify different destinations for each item of the load.
Terms and Definitions	

Oper (*)	Posn (*)	Seg (*)/ DE (*)	Segment/ Data element Name (*)	Stat (*)	Rpt (*)	Lvl (*)	Sect
X	-	-	Relationship	-	1:1 1:1	-	-
Explanatory Text	Remove the relationship between the Declaration class and the Consignment class.						
A	-	-	Relationship	-	1:1 1:n	-	-
Explanatory Text	Add a relationship between the Declaration class and the Consignment class.						
Model result							

Declaration

-Declaration name, coded (1)
-Declaration reference number (2)
-Message function, coded (17)
-Declaration issuing date (22)
-Customs office of declaration, coded (65)
-Declaration issuing place , coded (82)
-Total gross weight (131)
-Number of seals (227)
-Total number of items (228)
-Authentification (104)
-Amendment code (99)

1

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TransitDestination

-Place of destination of the transit, coded (182)

0..1   *

Consignment

-Container transport indicator (96)

WCO LOG:	
DATE:	
User reference (*):	TRT_0002
User date:	19.06.2007
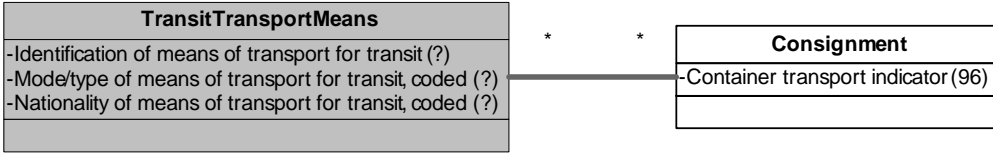
Originator (*):	DMPT_TRT
Contact person (*):	André Sceia
Email (*):	andre.sceia@unece.org
Phone (*):	+41 22 917 13 13
Data set (*):	TRT
Attached Documentation	-
Business Need/Justification (*):	The **means of transport** used to perform a TIR transport have to be identified on the TIR Carnet. Using the current version of the transit data model, the identification of the vehicles could be provided using the BorderTransportMean or the DepartureTransportMean class. None of those two classes can be clearly understood as the Transport means used for the transit.
	What process? (*)	TIR Procedure
	For what purpose?(*)	The transport operator is requested to declare means of transport he uses in the course of the transit.
	Based on?	TIR Convention 1975
	Example.	A TIR transport begins in Ankara (Turkey) where a container is loaded on a truck. The truck goes to a port where the container is loaded on a vessel for Italy. Arriving in Trieste the container is loaded on a train and travels to Germany. The truck, the vessel and the train are means of transport used for transit and could be declared as such by the transport operator. It was not clear to the transit group how the Transport operator could use the BorderTransportMean or the DepartureTransportMean classes to declare the means of transport he would be using for this transit procedure.

Model Change Request

Complete mandatory fields and only the sections that require changing.

User reference (*):	TRT_0002
MIG/Model Tag (*):	TRT
Name of MIG/Model (*):	Transit
Action (*):	In order to simplify the model, and allow more flexibility, the transit subgroup was of the view that the transit model could use a more general class such as the TransportMean class. Such class could be used for the identification of any mean of transport at departure, at the border or more generally used for transit. In order to do so, a role or usage type data element could be added to the TransportMeans class.
Terms and Definitions	-

Oper (*)	Posn (*)	Seg (*)/ DE (*)	Segment/ Data element Name (*)	Stat (*)	Rpt (*)	Lvl (*)	Sect
X	-	-	BorderTransportMeans class	-	-	-	-
Explanatory Text	Remove the BorderTransportMeans class from the TRT model together with DE 160, 175 and 183)						
X	-	-	DepartureTransportMean class	-	-	-	-
Explanatory Text	Remove the DepartureTransportMean class from the TRT model together with DE 158, 176 and 178.						
A	-	-	TransitTransportMean class	-	-	-	-
Explanatory Text	Create and use in the TRT model a TransitTransportMean class.						
A	-	?	Identification of means of transport for transit	-	-	-	-
Explanatory Text	Include an "Identification of means of transport for transit" DE the in the TransitTransportMean class (use same format and properties as DE 160 and 158).						
A	-	?	Mode/type of means of transport for transit, coded	-	-	-	-
Explanatory Text	Include a "Mode/type of means of transport for transit, coded" DE the in the TransitTransportMean class (use same format and properties as DE 183 and 176).						
A	-	?	Nationality of means of transport for transit, coded	-	-	-	-

Explanatory Text	Include a "Nationality of means of transport for transit, coded" DE the in the TransitTransportMean class (use same format and properties as DE 175 and 178).						
A	-	-	Relationship	-	0:n 0:n	-	-
Explanatory Text	Add a relationship between the TransitTransportMean class and the Consignment class.						
Model result							

WCO LOG:	
DATE:	
User reference (*):	TRT_0003
User date:	19.06.2007

Originator (*):	DMPT_TRT
Contact person (*):	André Sceia
Email (*):	andre.sceia@unece.org
Phone (*):	+41 22 917 13 13
Data set (*):	TRT
Attached Documentation	-
Business Need/Justification (*):	A TIR transport can have multiple loading points. The goods manifest in the TIR Carnet mentions the **Customs office(s) of departure**. The current transit data model does not allow for declaring this information.

	What process? (*)	TIR Procedure
	For what purpose?(*)	The TIR procedure allows for multiple loading and unloading points in the course of the same TIR transport. The transport operator is therefore requested to declare if goods have different departures.
	Based on?	TIR Convention 1975
	Example.	A TIR transport begins in Geneva (Switzerland) with 10 boxes of chocolate and loads 20 additional boxes of candies in Berlin (Germany). All 30 will go to Moscow (Russian Federation).

Model Change Request

|	
User reference (*):	TRT_0003
MIG/Model Tag (*):	TRT
Name of MIG/Model (*):	Transit
Action (*):	Adding a "TransitDeparture" class would allow providing the information on the Customs office(s) of departure. The class should be linked with a "0:1" cardinality to the Consignment class.
Terms and Definitions	-

Oper (*)	Posn (*)	Seg (*)/ DE (*)	Segment/ Data element Name (*)	Stat (*)	Rpt (*)	Lvl (*)	Sect
A	-	-	TransitDeparture class	-	-	-	-
Explanatory Text	Create and use in the TRT model a TransitTransportMean class.						
A	-	?	Place of departure of the transit, coded	-	-	-	-
Explanatory Text	Include a "Place of departure of the transit, coded" DE the in the TransitDeparture class (use same format and properties as DE 182).						
A	-	-	Relationship	-	0:1 0:n	-	-
Explanatory Text	Add a relationship between the TransitDeparture class and the Consignment class.						
Model result							

Declaration
- -Declaration name, coded (1)
- -Declaration reference number (2)
- -Message function, coded (17)
- -Declaration issuing date (22)
- -Customs office of declaration, coded (65)
- -Declaration issuing place, coded (82)
- -Total gross weight (131)
- -Number of seals (227)
- -Total number of items (228)
- -Authentification (104)
- -Amendment code (99)

1
*

TransitDeparture
- -Place of departure of the transit, coded (?)

0..1   *

Consignment
- -Container transport indicator (96)

WCO LOG:	
DATE:	
User reference (*):	TRT_0004
User date:	19.06.2007

Originator (*):	DMPT_TRT
Contact person (*):	André Sceia
Email (*):	andre.sceia@unece.org
Phone (*):	+41 22 917 13 13
Data set (*):	TRT
Attached Documentation	-
Business Need/Justification (*):	In the WCO data model, the **TransportEquipement** class is linked to the Consignment, whereas the EquipementIdentification, containing only the ID of the Transport equipment, is linked to the ConsignmentItem class. It is an accepted practice in modelling that the identifier of a class is an element of the class and not stored in another class.

What process? (*)	General
For what purpose?(*)	-
Based on?	Modelling best practices.
Example	-

Model Change Request

User reference (*):	TRT_0004
MIG/Model Tag (*):	TRT
Name of MIG/Model (*):	Transit
Action (*):	The transit subgroup proposes to remove the EquipmentIdentification class and have the data element 159 (Equipment identification number) moved to the Transportequipment class. This class would be linked to both Consignment and ConsignmentItem classes.
Terms and Definitions	-

Oper	Posn (*)	Seg (*)/ DE (*)	Segment/ Data element Name (*)	Stat (*)	Rpt (*)	Lvl (*)	Sect
X	-	159	Equipment identification number	C	1	-	-
Explanatory Text	Remove the DE 159.						
X	-	-	EquipementIdentification class	-	-	-	-
Explanatory Text	Remove the EquipementIdentification class.						
A	-	159	Equipment identification number	-	-	-	-
Explanatory Text	Add D.E. 159 to the TransportEquipement class.						
A	-	-	Relationship	-	0:1 0:n	-	-
Explanatory Text	Add a relationship between the TransportEquipement class and the ConsignmentItem class.						

Model result	
	Consignment -Container transport indicator (96) **TransportEquipement** -Equipment identification number (159) -Seal number (165) **ConsignmentItem** -Customs status of goods, coded (94) -Sequence number (6) -Associated Customs Procedure Code (233)
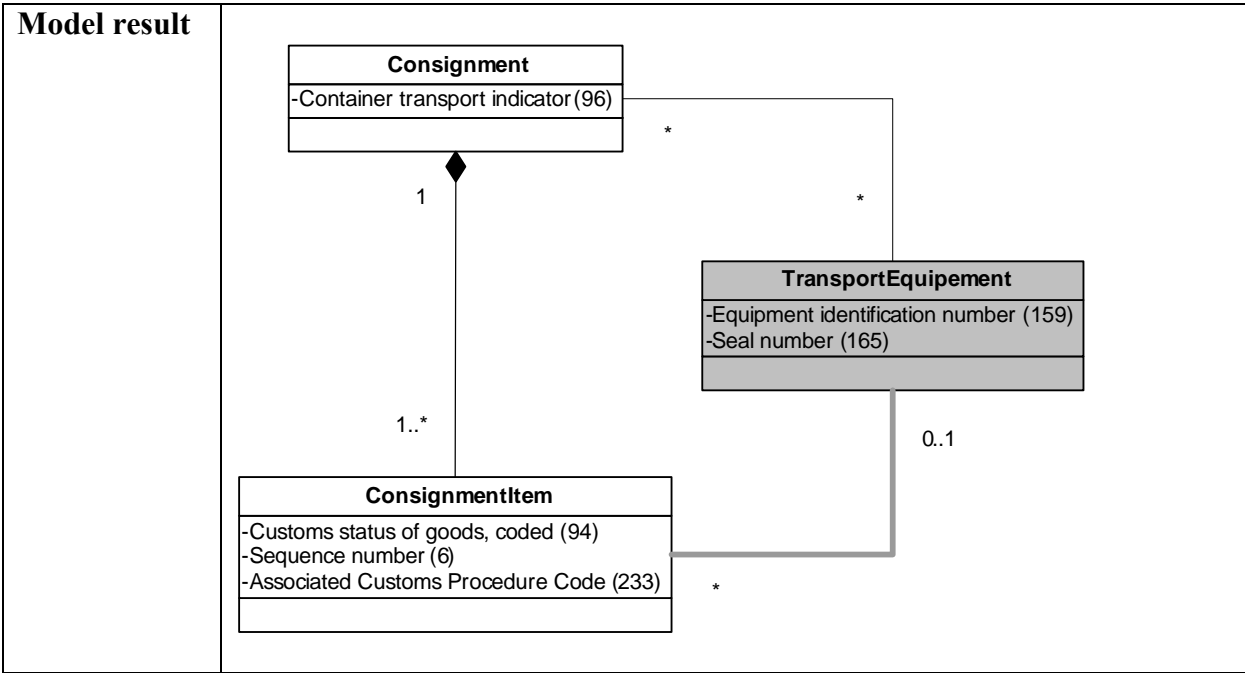
WCO LOG:	
DATE:	
User reference (*):	Date of expiry
User date:	

Originator (*):	DMPT_TRT
Contact person (*):	Gordon Wright
Email (*):	Gordon.wright@iru.org
Phone (*):	0041 22 918 2042
Data set (*):	Transit Class TRT
Attached Documentation	
Business Need/Justification (*):	Customs officers should refuse a guarantee which is out of date. Limits in time the validity of an issued Guarantee.

What process? (*)	The process represents the TIR transit system
For what purpose?(*)	To provide the Transit Class with accurate information on the procedures of the TIR system for version 3 of the WCO data model.
Based on?	The TIR Convention of 1975 which sets out the data elements required in the TIR Carnet for use by Issuing Associations, TIR Holders (transport operators approved to use TIR Carnets) and Customs administrations.
Example.	A TIR Carnet presented at the Customs office of departure will not be taken into charge if the expiry date is exceeded.

New Data Element Request

User reference (*):	Date of Expiry
Data Element Name (*):	Expiry Date
Data Element Tag (*):	**?**
Action (*):	The IRU requests that Guarantee Expiry Date class is added to the "Obligation Guarantee" class in order to reflect the TIR data element in existence today.
Data Element Definition (*):	Date of expiry of the guarantee.
Data Element Note:	
Representation (*):	

WCO LOG:	
DATE:	
User reference (*):	Signatures
User date:	

Originator (*):	DMPT_TRT
Contact person (*):	Gordon Wright
Email (*):	Gordon.wright@iru.org
Phone (*):	0041 22 918 2042
Data set (*):	Transit Class TRT
Attached Documentation	
Business Need/Justification (*):	Ensure that the declaration has been submitted by the authorized TIR Carnet holder.

What process? (*)	The process represents the TIR transit system
For what purpose?(*)	To provide the Transit Class with accurate information on the procedures of the TIR Transit system for version 3 of the WCO data model.
Based on?	The TIR Convention of 1975 which sets out the data elements required in the TIR Carnet for use by Issuing Associations, TIR Holders (transport operators approved to use TIR Carnets) and Customs administrations.
Example.	

New Data Element Request

User reference (*):	Signatures
Data Element Name (*):	Authentication
Data Element Tag (*):	**104**
Action (*):	The IRU request that "signatures" is mapped to data element 104 and added to transit class at declaration level. This data element provides evidence of TIR Carnet authenticity. It is stipulated as a data element in the TIR Convention
Data Element Definition (*):	Proof that a document has been authenticated indicating where appropriates the authentication party.
Data Element Note:	
Representation (*):	

WCO LOG:	
DATE:	
User reference (*):	Certificate of approval
User date:	

Originator (*):	DMPT_TRT
Contact person (*):	Gordon Wright
Email (*):	Gordon.wright@iru.org
Phone (*):	0041 22 918 2042
Data set (*):	Transit Class TRT
Attached Documentation	
Business Need/Justification (*):	The certificate of approval reference and issuing dates are mandatory elements to be provided in order to ensure the proper certification of the vehicle used for the transport. It is stipulated as a compulsory requirement in the TIR Convention.

What process? (*)	The process represents the TIR transit system
For what purpose?(*)	To provide the Transit Class with accurate information on the procedures of the TIR Transit System for version 3 of the WCO data model.
Based on?	The TIR Convention of 1975 which sets out the criteria the vehicles must meet in order to operate under the TIR System. The approval certificate must always accompany the truck using the TIR Carnet.
Example.	

New Data Element Request

User reference (*):	Certificate of approval
Data Element Name (*):	Additional document issuing date
Data Element Tag (*):	219
Action (*):	The IRU request that "certificates of approval date" is mapped to data element 219 (Additional document issuing date) and added to Additional document Class.
Data Element Definition (*):	Date at which an additional document was issued and when appropriate, signed or otherwise authenticated.
Data Element Note:	
Representation (*):	

WCO LOG:	
DATE:	
User reference (*):	Remarks
User date:	

Originator (*):	DMPT_TRT
Contact person (*):	Gordon Wright
Email (*):	Gordon.wright@iru.org
Phone (*):	0041 22 918 2042
Data set (*):	Transit Class TRT
Attached Documentation	
Business Need/Justification (*):	Additional information can be added by Customs to the declaration (e.g. compulsory itinerary, conditions of transport). It is stipulated as a data element in the TIR Convention

	What process? (*)	The process represents the TIR transit system
	For what purpose?(*)	To provide the Transit Class with accurate information on the procedures of the TIR system for version 3 of the WCO data model.
	Based on?	The TIR Convention of 1975 which sets out the data elements required in the TIR Carnet for use by Issuing Associations, TIR Holders (transport operators approved to use TIR Carnets) and Customs administrations.
	Example.	

MIG/Model Change Request

User reference (*):	Remarks
MIG/Model Tag (*):	TRT
Name of MIG/Model (*):	Transit
Action (*):	The IRU request that in order to include "remarks" in the declaration, the declaration class is linked to the additional information class.
Terms and Definitions	

Oper	Posn (*)	Seg (*)/ DE (*)	Segment/ Data element Name (*)	Stat (*)	Rpt (*)	Lvl (*)	Sect
X			Relationship		1:1 1:n		
Explanatory Text		Add a relationship between the declaration class and the additional information class.					