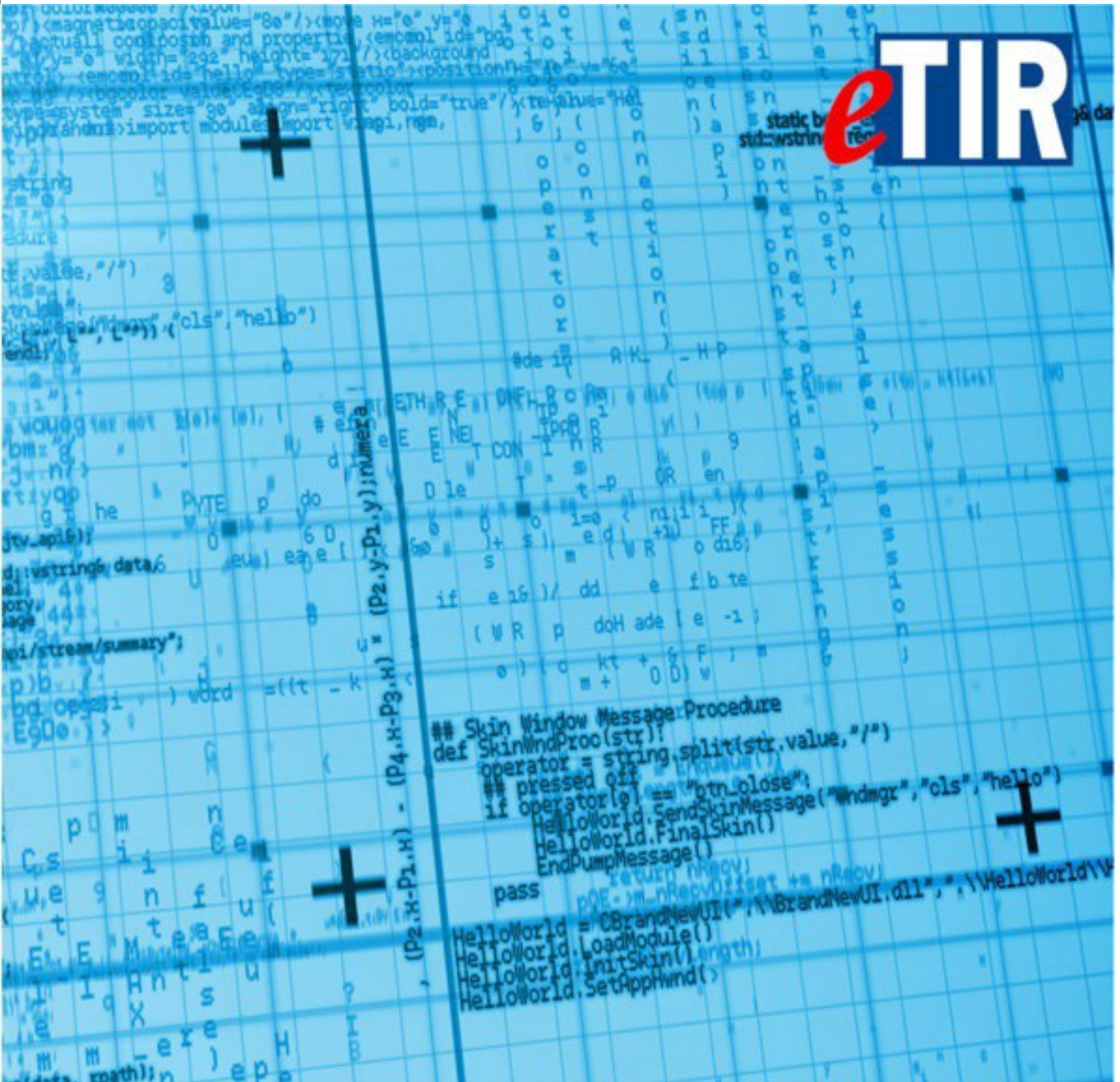


# eTIR international system conformance test list of scenarios



# Table of Contents

## Contents

1.	Introduction .....	4
2.	Scenario 1 .....	4
2.1.	Sub-scenario 1.A .....	4
2.2.	Sub-scenario 1.B .....	5
3.	Scenario 2 .....	7
3.1.	Sub-scenario 2.A .....	7
3.2.	Sub-scenario 2.B .....	8
3.3.	Sub-scenario 2.C .....	9
4.	Scenario 3 .....	10
4.1.	Sub-scenario 3.A .....	10
4.2.	Sub-scenario 3.B .....	11
5.	Scenario 4 .....	13
5.1.	Sub-scenario 4.A .....	13
5.2.	Sub-scenario 4.B .....	14
6.	Scenario 5 .....	15
6.2.	Sub-scenario 5.A .....	15
6.3.	Sub-scenario 5.B .....	16
6.4.	Sub-scenario 5.C .....	17
6.5.	Sub-scenario 5.D .....	18
6.6.	Sub-scenario 5.E .....	19
7.	Scenario 6 .....	20
7.1.	Sub-scenario 6.A .....	21
7.2.	Sub-scenario 6.B .....	21
7.3.	Sub-scenario 6.C .....	22
7.4.	Sub-scenario 6.D .....	23
7.5.	Sub-scenario 6.E .....	24
7.6.	Sub-scenario 6.F .....	24
8.	Support and contact .....	26
9.	Version history .....	26
10.	Document revision note .....	26
11.	ANNEXES .....	27
11.1.	Scenario 1 .....	27
11.2.	Scenario 2 .....	28
11.3.	Scenario 3 .....	31
11.4.	Scenario 4 .....	33
11.5.	Scenario 5 .....	35
11.6.	Scenario 6 .....	39

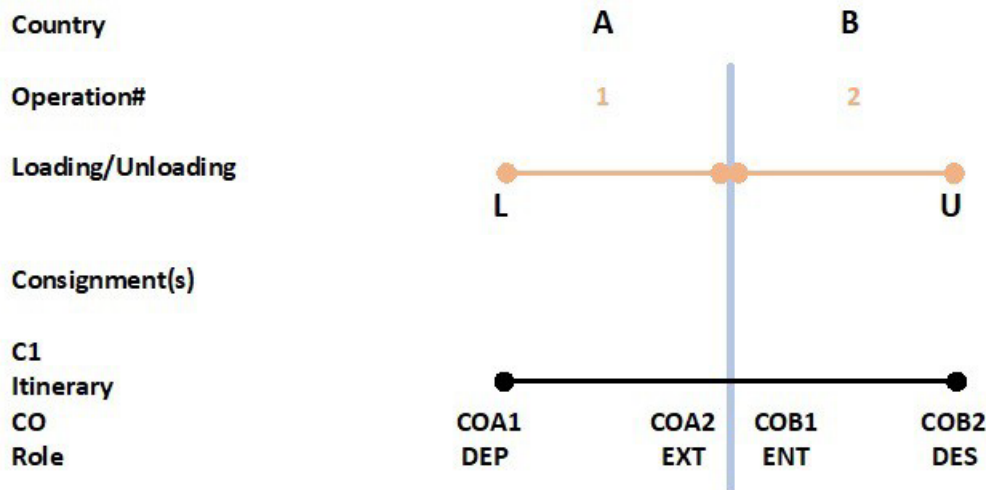
# 1. Introduction

This document describes the list of scenarios to be executed by the customs authorities of contracting parties of the TIR Convention, to successfully complete the eTIR conformance tests, and to confirm their readiness to connect to the eTIR international system in production (as described in the eTIR specification v4.3).

## 2. Scenario 1

### Description

Transport company x, sends advance TIR data to country A. It intends to transport consignment C1 from the customs office COA1 in country A to the customs office COB2 in country B and will be crossing the border at COA2/COB1 border crossing point.



Graphical representation of Scenario 1

### 2.1. Sub-scenario 1.A

#### Description

The customs system of country A will receive the advance TIR data. Upon presentation of the goods and the vehicle at the customs of departure (COA1), after the customs officer has been provided with the proper guarantee reference and assuming all checks are positive, the customs officer accepts the guarantee, accepts the declaration and starts the TIR operation by also providing the reference of the seals applied.

At the customs office of exit (COA2), assuming all checks are positive, the customs officer terminates the TIR operation.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

#### Preliminary data reception

The eTIR international system has sent the advance TIR data (by means of an E9 message). The data fields submitted by the holder within the E9 message are contained in the Annex.

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

#### Test processes

**As customs office of departure**

1. Load in the customs system the advance TIR data related to the guarantee reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Accept the guarantee,
5. Accept the declaration,
6. Start the TIR operation,
7. Print the accompanying document.

**As customs office of exit**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

**As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.

## 2.2. Sub-scenario 1.B

**Description**

The customs system of country B will receive the declaration data and return a national reference. Upon presentation of the goods and the vehicle at the customs of entry (COB1), after the customs officer is provided with the proper national or guarantee reference and assuming all checks are positive, the customs officer starts the TIR operation.

At the customs office of destination (COB2), after having certified that the seals are intact, the customs officer terminates the TIR operation, by also providing information on the number of unloaded packages.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

**Preliminary data reception**

The eTIR international system has sent the declaration data (by means of an I15 message).

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

**Test processes****As customs office of entry**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test and the seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation.

**As customs office of destination**

1. Load in the customs system the declaration data related to the guarantee/national reference,

2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

***As customs office of discharge (if not automated in the customs system)***

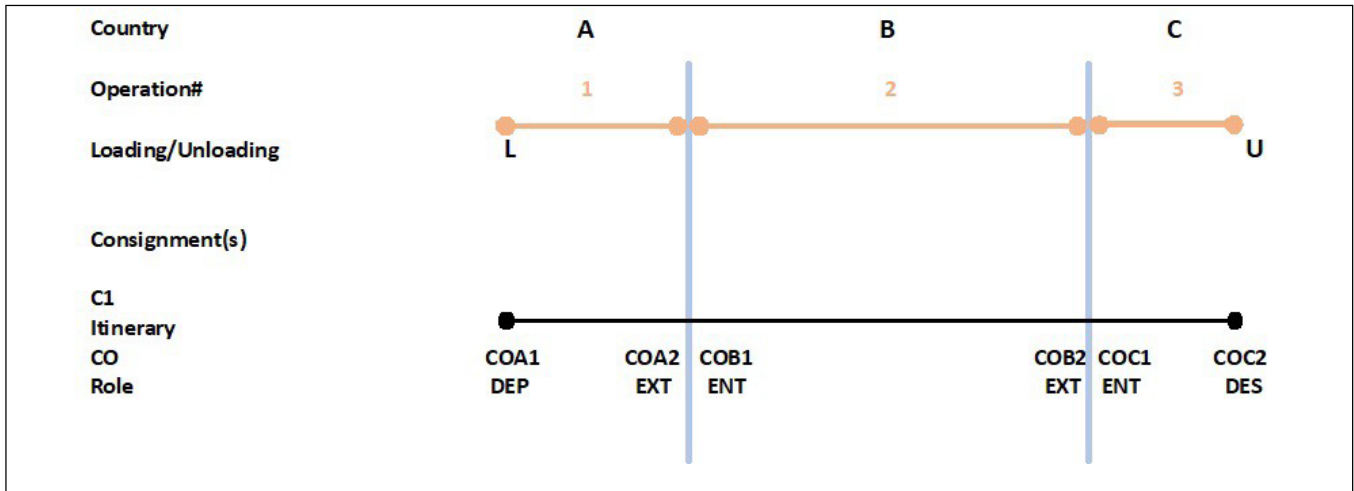
1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.



## 3. Scenario 2

### Description

Transport company x, sends advance TIR data to country A. The holder intends to carry consignment C1, from the customs office COA1 in country A, to the customs office COC2 in country C and will be crossing the borders at COA2/COB1 border crossing point and COB2/COC1 border crossing point. The consignment consists of automobiles, indicated as "heavy or bulky goods" as defined in the TIR Convention and carried without any packaging and any customs seal.



Graphical Representation of Scenario 2

### 3.1. Sub-scenario 2.A

#### Description

The customs system of country A will receive the advance TIR data. Upon presentation of the goods and the vehicle at the customs of departure (COA1), after the customs officer has been provided with the proper guarantee reference, the customs officer accepts the guarantee, accepts the declaration and starts the TIR operation by also providing the reference of the seals applied.

At the customs office of exit (COA2), assuming all the checks are positive, the customs officer terminates the TIR operation.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

#### Preliminary data reception

The eTIR International System has sent the advance TIR data (by means of an E9 message). The data fields submitted by the holder within the E9 message are contained in the Annex.

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

#### Test process

##### As customs office of departure

1. Load in the customs system the advance TIR data related to the guarantee reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,

4. Accept the guarantee,
5. Accept the declaration,
6. Start the TIR operation,
7. Print the accompanying document.

**As customs office of exit**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive,
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

**As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.

## 3.2. Sub-scenario 2.B

**Description**

The customs system of country B will receive the declaration data and return a national reference. Upon presentation of the goods and the vehicle at the customs of entry (COB1), after the customs officer is provided with the proper national or guarantee reference and assuming all checks are positive, the customs officer starts the TIR operation.

At the customs office of exit (COB2), assuming all checks are positive, the customs officer terminates the TIR operation.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

**Preliminary data reception**

The eTIR international system has sent the declaration data (by means of an I15 message).

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

**Test process****As customs office of entry**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation,

**As customs office of exit**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive,
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

**As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.

### 3.3. Sub-scenario 2.C

#### **Description**

The customs system of country C will receive the declaration data and return a national reference. Upon presentation of the goods and the vehicle at the customs of entry (COC1), after the customs officer is provided with the proper national or guarantee reference and assuming all checks are positive, the customs officer starts the TIR operation.

At the customs office of destination (COC2), assuming all checks are positive, the customs officer terminates the TIR operation, by also providing information on the number of unloaded goods.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

#### **Preliminary data reception**

The eTIR international system has sent the declaration data (by means of an I15 message).

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

#### **Test process**

##### **As customs office of entry**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation.

##### **As customs office of destination**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive,
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

##### **As customs office of discharge (if not automated in the customs system)**

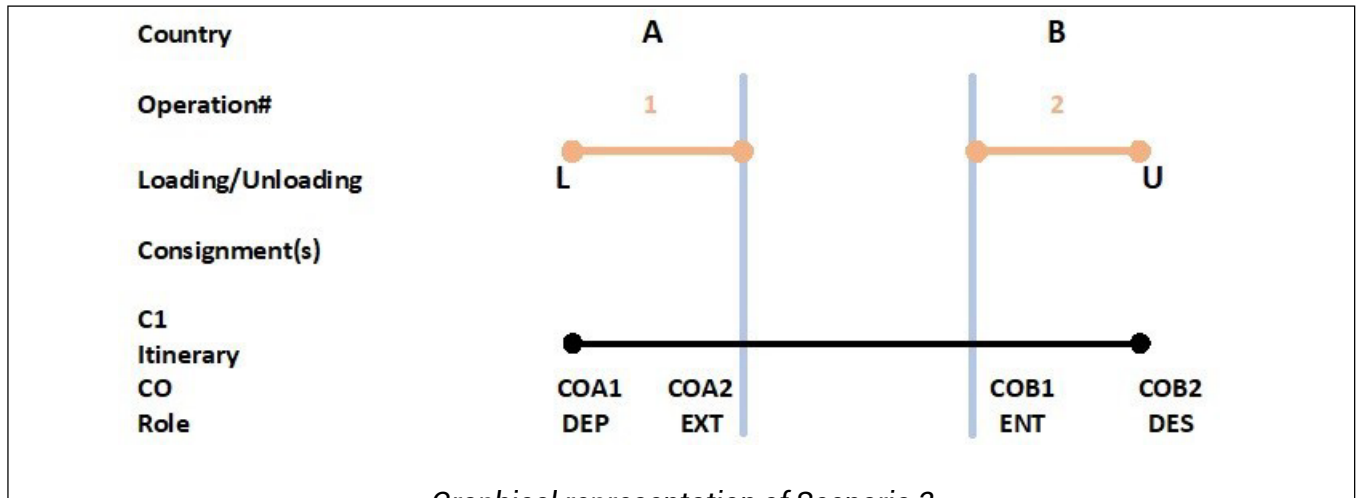
1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.



## 4. Scenario 3

### Description

Transport company x, sends advance TIR data to country A. It intends to transport consignment C1 from the customs office COA1 in country A to the customs office COB2 in country B. Between customs offices COA2 and COB1, the vehicle is loaded onto a vessel and the guarantee is suspended.



### 4.1. Sub-scenario 3.A

#### Description

The customs system of country A will receive the advance TIR data. Upon presentation of the goods and the vehicle at the customs of departure (COA1), after the customs officer has been provided with the proper guarantee reference and assuming all checks are positive, the customs officer accepts the guarantee, accepts the declaration and starts the TIR operation by also providing the reference of the seals applied.

At the customs office of exit (COA2), assuming all checks are positive, the customs officer terminates the TIR operation and suspends the guarantee.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

#### Preliminary data reception

The eTIR international system has sent the advance TIR data (by means of an E9 message). The particulars of the data fields submitted within the E9 message is provided in the Annex.

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

#### Test processes

##### As customs office of departure

1. Load in the customs system the advance TIR data related to the guarantee reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Accept the guarantee,

5. Accept the declaration,
6. Start the TIR operation,
7. Print the accompanying document.

**As customs office of exit**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (by suspending the guarantee and without reservations).

**As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation.

## 4.2. Sub-scenario 3.B

**Description**

The customs system of country B will receive the declaration data and return a national reference. Upon presentation of the goods and the vehicle at the customs of entry (COB1), after the customs officer is provided with the proper national or guarantee reference, the customs officer starts the TIR operation. At the customs office of destination (COB2), after having certified that the seals are intact, the customs officer detects a discrepancy. The customs officer then terminates the TIR operation with reservations and by also providing information on the number of unloaded packages.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will postpone the discharge of the TIR operation until the discrepancy is resolved.

**Preliminary data reception**

The eTIR international system has sent the declaration data (by means of an I15 message). The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

**Test processes****As customs office of entry**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test and the seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation.

**As customs office of destination**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (with reservations and indicating the number of packages that have been unloaded).

**As customs office of discharge, after the resolution of reservation (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,



2. Discharge the TIR operation.

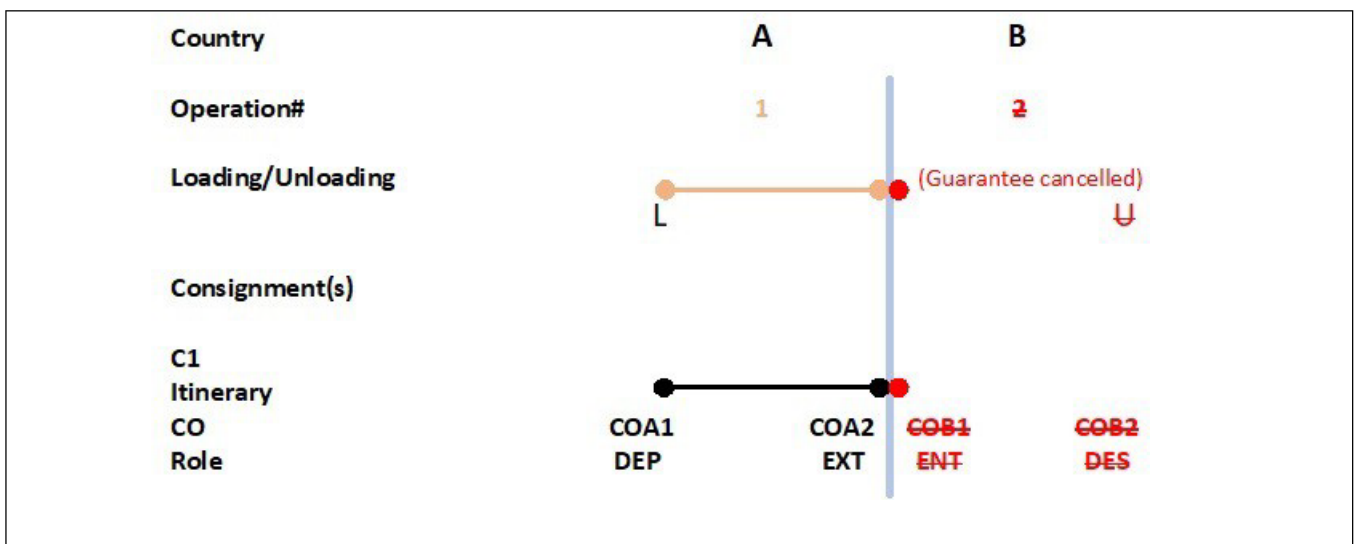
## 5. Scenario 4

### Description

Transport company x, a holder registered in a third country, sends advance TIR data to country A. It intends to transport consignment C1 from the customs office COA1 in country A to the customs office COB2 in country B and to cross the border at COA2/COB1 border crossing point.

After the TIR transport has started, the country where the holder is registered withdraws the authorization of the holder.

Upon verification that the holder is not authorized to use TIR Carnets, and that the guarantee has been cancelled, COA2 terminates the TIR operation by and the transport is not allowed to continue under cover of the TIR guarantee. The holder pursues the remaining part of the transport outside the TIR procedure.



Graphical representation of Scenario 4

### 5.1. Sub-scenario 4.A

#### Description

The customs system of country A will receive the advance TIR data. Upon presentation of the goods and the vehicle at the customs of departure (COA1), after the customs officer has been provided with the proper guarantee reference, the customs officer accepts the guarantee, accepts the declaration and starts the TIR operation by also providing the reference of the seals applied.

After receiving the request for the cancellation of the guarantee by the guarantee chain, upon presentation of the goods and the vehicle at the customs office of exit (COA2), the customs officer terminates and ends the TIR operation. At that point, the guarantee status is changed to "cancelled".

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

#### Preliminary data reception

The eTIR international system has sent the advance TIR data (by means of an E9 message). The particulars of the data fields submitted within the E9 message is provided in the Annex.

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator, while the status of the guarantee will need to be checked manually once the request for cancellation is made.

## **Test processes**

### **As customs office of departure**

1. Load in the customs system the advance TIR data related to the guarantee reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Accept the guarantee,
5. Accept the declaration,
6. Start the TIR operation,
7. Print the accompanying document.

### **As customs office of exit**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. (Optional) Verify the status of the guarantee/holder,
3. Terminate the TIR operation (without reservations).

### **As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation.

## **5.2. Sub-scenario 4.B**

### **Description**

The customs system of country B will receive the declaration data. Upon presentation of the goods and the vehicle at the customs of entry (COB1), as the eTIR International System would return errors indicating that the holder is not authorised, and that the status of the guarantee is invalid, in case of an attempt to send an I9 message, the customs officer queries the guarantee and the holder. Upon verifying that the holder is withdrawn, and that the guarantee is cancelled, the customs officer proceeds with applicable procedures outside the TIR procedure, in accordance with applicable law (e.g. a national transit procedure).

### **Preliminary data reception**

The eTIR international system has sent the declaration data (by means of an I15 message). The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator, while the status of the guarantee and the holder will need to be checked manually.

## **Test processes**

### **As customs office of entry**

1. Load in the customs system the declaration data related to the guarantee reference,
2. Verify the status of the guarantee and the holder,
3. Proceed in accordance with applicable procedures.

### **As customs office of destination (if the goods are placed under a different transit procedure)**

1. Proceed in accordance with applicable procedures.

### **As customs office of discharge (if applicable and if the goods are placed under a different transit procedure)**

1. Proceed in accordance with applicable procedures.

# 6. Scenario 5

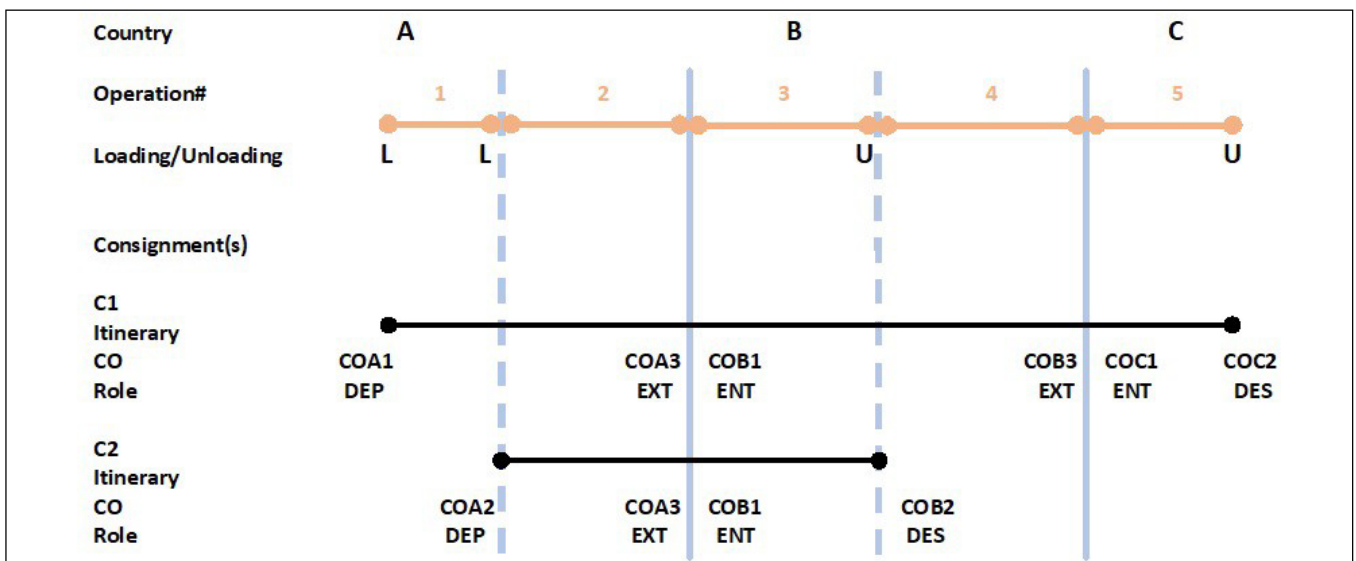
## Description

The holder, transport company x, intends to carry:

- Consignment C1 from the customs office COA1 in country A to the customs office COC2 in country C,
- Consignment C2 from the customs office COA2 in Country A to the customs office COB2 in country B.

Accordingly, the holder submits an advance TIR data to country A regarding consignment C1, and after the first TIR operation is started, submits an advance amendment data to country A regarding the additional loading under consignment C2.

The holder will be crossing the borders at COA3/COB1 border crossing point and COB3/COC1 border crossing point.



Graphical Representation of Scenario 5

## 6.2. Sub-scenario 5.A

### Description

The customs system of country A will receive the advance TIR data. Upon presentation of the goods and the vehicle at the customs of departure (COA1), after the customs officer has been provided with the proper guarantee reference and assuming all checks are positive, the customs officer accepts the guarantee, accepts the declaration and starts the TIR operation.

Upon presentation of the goods and the vehicle at the customs office of departure (COA2), where an additional loading (consignment C2) will take place, assuming all checks are positive, the customs officer terminates the TIR operation.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### Preliminary data reception

The eTIR international system has sent the advance TIR data (by means of an E9 message). The data fields submitted by the holder within the E9 message are contained in the Annex.



The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

### **Test process**

#### **As customs of departure**

1. Load in the customs system the advance TIR data related to the guarantee reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Accept the guarantee,
5. Accept the declaration,
6. Start the TIR operation,
7. Print the accompanying document.

#### **As customs office of departure**

1. Load in the customs system the advance amendment data related to the declaration data and guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder/customs offices along the itinerary,
4. Terminate the TIR Operation (without reservations).

#### **As customs of discharge (if not automated in the customs system)**

1. Load in the customs system the data of the TIR operations related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.

## **6.3. Sub-scenario 5.B**

### **Description**

The customs system of country A will receive the advance amendment data after the TIR transport is started. Upon presentation of the goods and the vehicle at the customs office of departure (COA2), where an additional loading (consignment C2) will take place, after assuming all checks are positive, the customs officer accepts the amendment to the declaration data and starts the TIR operation, by also providing the reference of the new seals applied and printing a new accompanying document.

At the customs office of exit (COA3), assuming all checks are positive, the customs officer terminates the TIR operation.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### **Preliminary data reception**

The eTIR international system has sent the advance amendment data (by means of an E11 message), after the first TIR operation is started. The data fields submitted by the holder within the E11 message are contained in the Annex.

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

## **Test process**

### **As customs office of departure**

1. Load in the customs system, the declaration data and the advance amendment data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder/customs offices along the itinerary,
4. Accept the amendment,
5. Start the TIR Operation,
6. Print a new accompanying document.

### **As customs office of exit**

1. Load, in the customs system, the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation.

### **As customs office of discharge (if not automated in the customs system)**

1. Load, in the customs system, the data of the TIR operations related to the guarantee/national references,
2. Discharge the TIR operation after any related controls.

## **6.4. Sub-scenario 5.C**

### **Description**

The customs system of country B will receive the declaration data and its amendment and return a national reference. Upon presentation of the goods and the vehicle at the customs of entry (COB1), after the customs officer is provided with the proper national or guarantee reference and assuming all checks are positive, the customs officer will start the TIR operation.

Upon presentation of the goods and the vehicle at the customs office of destination (COB2), where consignment C2 will be unloaded, after having certified that the seals are intact, the customs officer terminates the TIR operation, by also providing information on the number of unloaded packages.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### **Preliminary data reception**

The eTIR international system has sent the declaration data and its amendment (by means of I15 messages).

The guarantee reference (e.g. on accompanying document) has been provided by the conformance tests coordinator.

## **Test process**

### **As customs office of entry**

1. Load, in the customs system, the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test and the seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation.

### **As customs office of destination**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

**As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.

## 6.5. Sub-scenario 5.D

### **Description**

The customs system of country B will receive the declaration data and its amendment and return a national reference.

At the customs office of destination (COB2), after the procedures regarding the unloading of consignment C2 are completed, the customs officer starts the TIR operation, by also providing the reference of the new seals applied and printing a new accompanying document.

Upon presentation of the goods and the vehicle at the customs of exit (COB3), assuming all checks are positive, the customs officer terminates the TIR operation.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### **Preliminary data reception**

The eTIR international system has sent the declaration data and its amendment (by means of I15 messages).

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

### **Test process**

#### **As customs office of destination**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation,
5. Print a new accompanying document.

#### **As customs office of exit**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seal checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

#### **As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the data of the TIR operations related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.
- 3.

## 6.6. Sub-scenario 5.E

### **Description**

The customs system of country C will receive the declaration data and its amendment and return a national reference.

Upon presentation of the goods and the vehicle at the customs of entry (COC1), after the customs officer is provided with the proper national or guarantee reference and assuming all checks are positive, the customs officer starts the TIR operation.

At the customs office of destination (COC2), after having certified that the seals are intact, the customs officer terminates the TIR operation, by also providing information on the number of unloaded packages.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### **Preliminary data reception**

The eTIR international system has sent the declaration data and its amendment (by means of I15 messages).

The guarantee reference (e.g. the one on accompanying document) has been provided by the conformance tests coordinator.

### **Test process**

#### **As customs office of entry**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test and the seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation.

#### **As customs office of destination**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test and the seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

#### **As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.

# 7. Scenario 6

## Description

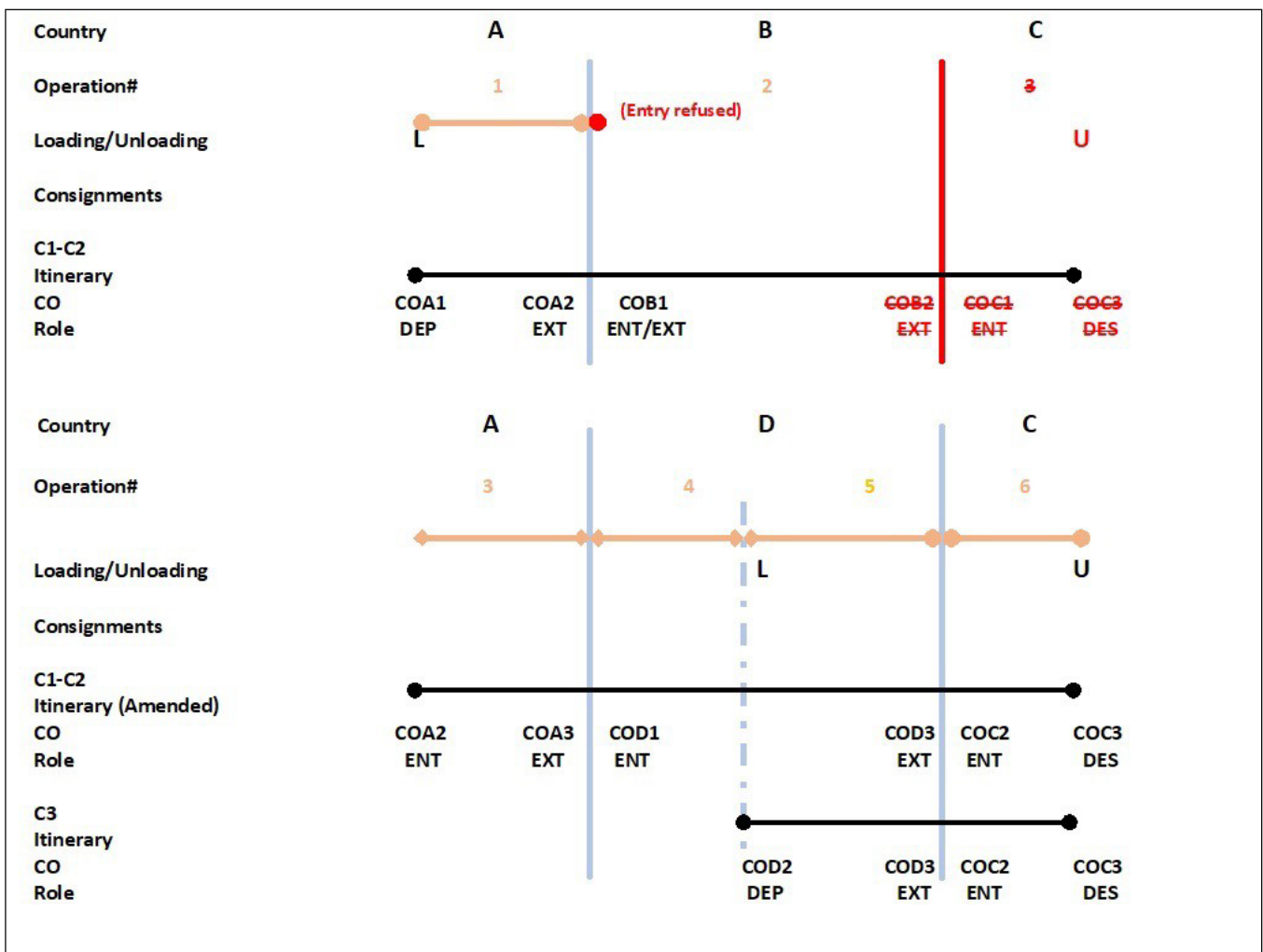
Transport company x, sends advance TIR data to country A. It intends to transport consignments C1 and C2 from the customs office COA1 in country A to the customs office COC2 in country C.

The holder initially intends to carry out the transport by crossing the borders at COA2/COB1 border crossing point and COB2/COC1 border crossing point.

However, due to an exclusion of the holder from the territory of country B, which has not yet been entered in the ITDB, country B refuses the holder to enter its territory under the TIR procedure. The holder returns to country A and submits an advance amendment data to change the itinerary, intending to pass through the territory of country D instead.

After the holder submits the advance amendment data, before the acceptance of the amendment by country A, the connection between the eTIR International System and the customs systems of country A is broken. As a result, the transport is continued under the fallback procedure until during the sub-scenario 6.E. COA2 enters the particulars of the new itinerary in the accompanying document by also adding the signature and stamp.

During the fallback procedure, the holder requests an amendment to the declaration in order to transport the goods under consignment C3, from the customs office COD2 in country D to the customs office COC2 in country C.



Graphical representation of Scenario 6

## 7.1. Sub-scenario 6.A

### *Description*

The customs system of country A will receive the advance TIR data. Upon presentation of the goods and the vehicle at the customs office of departure (COA1), after the customs officer has been provided with the proper guarantee reference and assuming all checks are positive, the customs officer accepts the guarantee, accepts the declaration and starts the TIR operation by also providing the reference of the seals applied and printing the accompanying document.

At the customs office of exit (COA2), assuming all checks are positive, the customs officer terminates the TIR operation.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### ***Preliminary data reception***

The eTIR international system has sent the advance TIR data (by means of an E9 message). The particulars of the data fields submitted within the E9 message is provided in the Annex.

The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

### ***Test processes***

#### ***As customs office of departure***

1. Load in the customs system the advance TIR data related to the guarantee reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test),
3. (Optional) Verify the status of the guarantee/holder,
4. Accept the guarantee,
5. Accept the declaration,
6. Start the TIR operation,
7. Print the accompanying document.

#### ***As customs office of exit***

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation.

#### ***As customs office of discharge (if not automated in the customs system)***

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation.

## 7.2. Sub-scenario 6.B

### *Description*

The customs system of country B will receive the declaration data and return a national reference. Upon presentation of the goods and the vehicle at the customs office of entry (COB1), after the customs officer is provided with the proper national or guarantee reference, due to an exclusion of the holder from the territory of country B, which has not yet been entered in the ITDB, the customs office refuses to start the TIR operation and as the holder wishes to pursue the TIR transport by an alternative itinerary, sends the vehicle back to country A.



### **Preliminary data reception**

The eTIR international system has sent the declaration data (by means of an I15 message). The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

### **Test processes**

#### **As customs office of entry/exit**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Verify the status of the guarantee/holder,
3. Refuse to start the TIR operation by means of an I17 message.

## **7.3. Sub-scenario 6.C**

### **Description**

The customs system of country A will receive an advance amendment data by means of an E11 message, containing the particulars of the amended itinerary. But before the acceptance of the amendment, the connection between the eTIR International System and the customs systems of country A is broken. Upon presentation of the goods and the vehicle at the customs office of entry (COA2), after the customs officer is provided with the proper national or guarantee reference, the customs officer accepts the amendment and starts the TIR operation by printing a new accompanying document and sending the "record declaration data" (I7) and "start TIR operation" (I9) messages to the eTIR International System to be placed under a queue.

At the customs office of exit (COA3), assuming all checks are positive, the customs officer terminates the TIR operation by indicating the details in the accompanying document and sending the "terminate TIR operation" (I11) message to the eTIR International System to be placed under a queue.

The customs office of discharge (or the national customs system if the discharge procedure is automated) will discharge the TIR operation upon the restoration of the eTIR International System and the proper processing of the previous messages that were queued.

### **Preliminary data reception**

The eTIR international system has sent the advance amendment data (by means of an E11 message). The particulars of the data fields submitted within the E11 message is provided in the Annex. The guarantee reference (e.g. on the accompanying document) has been provided by the conformance tests coordinator.

### **Test processes**

#### **As customs office of entry**

1. Load in the customs system the declaration data and the advance amendment data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) If possible, verify the status of the guarantee/holder,
4. Accept the amendment,
5. Start the TIR operation by also printing a new accompanying document, and ensure that the accompanying document specifically mentions that Country D did not receive the adequate information,

#### **As customs office of exit**

1. Retrieve the accompanying document from the holder,

2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) If possible, verify the status of the guarantee/holder,
4. Terminate the TIR operation by also signing and stamping the accompanying document,

**As customs office of discharge (if not automated in the customs system)**

1. Once the eTIR International System is restored and the messages regarding the procedures during the fallback procedure is sent to the eTIR International System, load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation.

## 7.4. Sub-scenario 6.D

### **Description**

The customs system of country D, not being a part of the initial itinerary, will not receive any preliminary data from the eTIR International System. Therefore, the procedures need to be initiated under the fallback procedure. The fallback procedure, based on the accompanying document, might be complemented by receiving data via alternative electronic declaration mechanisms, such as third-party or national platforms.

Upon presentation of the goods and the vehicle, as well as the accompanying document at the customs office of entry (COD1), assuming all the controls are positive, the customs officer starts the TIR operation by indicating the details in the accompanying document and sending the "start TIR operation" (I9) message to the eTIR International System to be placed under a queue.

Upon presentation of the goods and the vehicle as well as the accompanying document at the second customs office of departure (COD2), where an additional loading (consignment C2) will take place, assuming all checks are positive, the customs officer terminates the TIR operation by indicating the details in the accompanying document and sending the "terminate TIR operation" (I11) message to the eTIR International System to be placed under a queue.

The customs office of discharge, (or the national customs system if the discharge procedure is automated) will discharge the TIR operation, upon the restoration of the eTIR International System and the proper processing of the previous messages that were queued.

### **Preliminary data reception**

The accompanying document will be provided.

### **Test processes**

#### **As customs office of entry**

1. Retrieve the accompanying document,
2. Assume all the required customs controls are positive,
3. (Optional) If possible, verify the status of the guarantee/holder,
4. Start the TIR operation by also entering the necessary information on the accompanying document,

#### **As customs office of departure**

1. Retrieve the accompanying document,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation by also entering the necessary information to the accompanying document,

#### **As customs office of discharge (if not automated in the customs system)**

1. Once the eTIR International System is restored and the messages regarding the procedures during the fallback procedure is sent to the eTIR International System, load in the customs system the TIR operation data related to the guarantee/national reference,

2. Discharge the TIR operation.

## 7.5. Sub-scenario 6.E

### **Description**

The customs system of country D, not being a part of the initial itinerary, will not receive any preliminary data from the eTIR International System. Therefore, the procedures need to be initiated under the fallback procedure. The fallback procedure, based on the accompanying document, might be complemented by alternative electronic declaration mechanisms, such as third-party or national platforms.

Upon presentation of the goods and the vehicle, as well as the accompanying document at the customs office of departure (COD2), where an additional loading (consignment C2) will take place, after assuming all checks are positive, the customs officer accepts the amendment to the declaration and starts the TIR operation by printing a new accompanying document and sending the "record declaration data" (I7) and "start TIR operation" (I9) messages to the eTIR International System to be placed under a queue.

During sub-scenario 6.E, the eTIR International System is restored to function, queued messages are exchanged, and the procedures will continue under normal eTIR procedure.

Upon presentation of the goods and the vehicle as well as the accompanying document at the customs office of exit (COD3), assuming all checks are positive, the customs officer terminates the TIR operation and.

The customs office of discharge, (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### **Preliminary data reception**

The accompanying document will be provided. The declaration data and its amendments will be exchanged upon the restoration of the eTIR International System during the sub-scenario (by means of I15 messages).

Information regarding the particulars of the additional loading is provided in the form of an E11 message in the Annex.

### **Test processes**

#### **As customs office of departure**

1. Retrieve the accompanying document,
2. Assume all the required customs controls are positive,
3. (Optional) If possible, verify the status of the guarantee/holder,
4. Accept the amendment,
5. Start the TIR operation,
6. Print a new accompanying document.

#### **As customs office of exit**

1. Retrieve the accompanying document,
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations),

#### **As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation.

## 7.6. Sub-scenario 6.F

## **Description**

The customs systems of country C will receive the declaration data and its amendments and return a national reference.

Upon presentation of the goods and the vehicle at the customs office of entry (COC2), after assuming all checks are positive, the customs officer starts the TIR operation.

Upon presentation of the goods and the vehicle at the customs office of destination (COC3), after having certified that the seals are intact, the customs officer terminates the TIR operation, by also providing information on the number of unloaded packages.

The customs office of discharge, (or the national customs system if the discharge procedure is automated) will discharge the TIR operation.

### **Preliminary data reception**

The eTIR international system has sent the declaration data and its amendments (by means of I15 messages).

The guarantee reference (e.g. the on accompanying document) has been provided by the conformance tests coordinator.

## **Test process**

### **As customs office of entry**

1. Load in the customs system the declaration data related to the guarantee/national reference,
2. Assume all the required customs controls are positive (including any optional risk assessment which has been performed prior to the start of the test and the seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Start the TIR operation.

### **As customs office of destination**

1. Load in the customs system the declaration data related to the guarantee/national reference
2. Assume all the required customs controls are positive (including seals checks),
3. (Optional) Verify the status of the guarantee/holder,
4. Terminate the TIR operation (without reservations).

### **As customs office of discharge (if not automated in the customs system)**

1. Load in the customs system the TIR operation data related to the guarantee/national reference,
2. Discharge the TIR operation after any related controls.

## 8. Support and contact

Kindly note that in the context of the interconnections projects by customs, the eTIR service desk stands ready to assist contracting parties while interconnecting their national customs systems to the eTIR international system. Also, in case of questions or issues related to this document or to the eTIR international system, you can use the contact details below (contacts by email should be preferred).

*Organization* United Nations Economic Commission For Europe  
TIR secretariat  
Palais des Nations,  
1211 Geneva 10, Switzerland

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## 9. Version history

Date	Author	Document version	Notes	eTIR specification version
14/09/2022	TIR secretariat	1.0	Initial draft	4.3
27/10/2023	TIR secretariat	1.1	Adding more scenario details	4.3

## 10. Document revision note

This document has been published on **27/10/2023**, and is valid for the **eTIR international system version 1.0** based on the **eTIR specifications version 4.3**.

Please ensure you get the latest version of this document from the [eTIR documentation portal](#) or contact the eTIR service desk ([Support and contact](#)).

# 11. ANNEXES

## 11.1. Scenario 1

### Submitted Data Fields

#### 1. Advance TIR Data (E9) Submitted by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

#### Message

- Message function (9)
- Issuing date time
- Message Type (E9)
- Consignment
  - Container transport indicator (68)
  - Consignment sequence number (1)
  - Heavy and bulky goods indicator (0)
  - Consignment Item
    - Sequence number (1)
      - Goods
        - Description (*Bananas, boxes, 1800 packages*)
        - Classification (Yes)
        - Classification Type (HS)
        - Classification Code: (*0803.90*)
      - Goods measure
        - Gross weight (*KGM - 23500 kilograms*)
      - Packaging (Yes)
        - Sequence Number (1)
        - Marks and Numbers (*0001-1800*)
        - Number of Packages (*1800*)
        - Package Type (*4G*)
      - Transport Equipment (Yes)
        - Transport equipment ID (*BICU1234565*)
  - Customs office of departure (Yes)
    - Identifier (Code of the COA1 as registered in the ITDB)
  - Customs office of destination (Yes)
    - Identifier (Code of the COB2 as registered in the ITDB)
  - Transport Means
    - Identifier (*00BBB9*)
    - Transport Means Type (*33 - Tractor*)
    - Transport Means Nationality (ISO 3166-1 Two Digits Country Code of where the transport means is registered)
    - Sequence Number (1)
      - Itinerary
        - Sequence Number (1)
        - Country Code (ISO 3166-1 Two Digits Country Code of the Country A)
          - Customs Office
            - Customs Office ID (Code of the COA1 as registered in the ITDB)
            - Sequence Number (1)
            - Role (1)
          - Customs Office



- Customs Office ID (Code of the COA2 as registered in the ITDB)
    - Sequence Number (2)
    - Role (5)
  - Sequence Number (2)
  - Country Code (ISO 3166-1 Two Digits Country Code of the Country B)
    - Customs Office ID (Code of the COB1 as registered in the ITDB)
    - Sequence Number (1)
    - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COB2 as registered in the ITDB)
    - Sequence Number (2)
    - Role (2)
- Transport Equipment
  - Sequence Number (1)
  - Size and type (40)
  - Transport equipment ID (BICU1234565)
- Guarantee
  - Guarantee Reference (Reference ID of the Guarantee)
- Holder
  - Holder ID (Holder ID Number In the format of "AAA/BBB/XX.X")

## 11.2. Scenario 2

### Submitted Data Fields

#### 1. Advance TIR Data (E9) Submitted by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

#### Message

- Message function (9)
- Issuing date time
- Message Type (E9)
- Total gross weight (TNE - 10 Tonnes)
- Agent
  - Agent name (Test agent)
  - Agent ID (01234567890)
  - Agent role (CB)
  - Agent address
    - City (Fictitious Agent City)
    - Country code (ISO 3166-1 Two Digits Country Code of the Country where the agent is located)
    - Street and number/P.O. Box (Test street No: 1)
    - Postcode ID (12345)
- Consignment
  - Container transport indicator (69)
  - Consignment sequence number (1)
  - Heavy and bulky goods indicator (1)
  - Attached documents (Yes)
    - Attached document number (Document1)

- Issuing date time (20220605110000+0200)
- Attached document type code (331)
  - Binary file (Yes)
    - Binary file identifier (1)
    - Binary file title (invoice)
    - Binary file name (invoice.pdf)
    - Binary file size ("2P", 1228,2) (comma separator cause a marshalling issue should be 1228.2)
- Attached document number (Document2)
- Issuing date time (20220607134000+0200)
- Attached document type code (730)
  - Binary file (Yes)
    - Binary file identifier (2)
    - Binary file title (CMR)
    - Binary file name (CMR.pdf)
    - Binary file size ("2P", 2048)
- Consignment Item
  - Sequence number (1)
  - Additional Information
    - Remarks (Heavy or bulky goods)
    - Goods
      - Description (7 Automobiles)
      - Classification (Yes)
      - Classification Type (HS)
      - Classification Code: (8703.23)
    - Consignee (Yes)
      - Name (Test Consignee)
      - Consignee Identifier (Unique identifier of the consignee, e.g., Tax ID number)
      - City Name (Fictitious Consignee City)
      - Country Code (ISO 3166-1 Two Digits Country Code of the Country where the consignee is located)
      - Street and number/P.O. Box (Consignee Street 10)
    - Consignor (Yes)
      - Name (Test Consignor)
      - Consignee Identifier (Unique identifier of the consignor, e.g., Tax ID number)
      - City Name (Fictitious Consignor City)
      - Country Code (ISO 3166-1 Two Digits Country Code of the Country where the consignor is located)
      - Street and number/P.O. Box (Consignor Street 1)
    - Goods measure
      - Gross weight (TNE – 10 Tonnes)
    - Packaging (Yes)
      - Sequence Number (1)
      - Package Type (NG)
- Customs office of departure
  - Identifier (Code of the COA1 as registered in the ITDB)
- Customs office of destination
  - Identifier (Code of the COC2 as registered in the ITDB)
- Transport Means
  - Identifier (AB12345)
  - Transport Means Type (33 - Tractor)

- Transport Means Nationality (ISO 3166-1 Two Digits Country Code of where the transport means is registered)
  - Sequence Number (1)
    - Itinerary
      - Sequence Number (1)
      - Country Code (ISO 3166-1 Two Digits Country Code of the Country A)
        - Customs Office
          - Customs Office ID (Code of the COA1 as registered in the ITDB)
          - Sequence Number (1)
          - Role (1)
        - Customs Office
          - Customs Office ID (Code of the COA2 as registered in the ITDB)
          - Sequence Number (2)
          - Role (5)
      - Sequence Number (2)
      - Country Code (ISO 3166-1 Two Digits Country Code of the Country B)
        - Customs Office ID (Code of the COB1 as registered in the ITDB)
        - Sequence Number (1)
        - Role (4)
      - Customs Office
        - Customs Office ID (Code of the COB2 as registered in the ITDB)
        - Sequence Number (2)
        - Role (5)
    - Sequence Number (3)
    - Country Code (ISO 3166-1 Two Digits Country Code of the Country C)
      - Customs Office ID (Code of the COC1 as registered in the ITDB)
      - Sequence Number (1)
      - Role (4)
    - Customs Office
      - Customs Office ID (Code of the COC2 as registered in the ITDB)
      - Sequence Number (2)
      - Role (2)
- Guarantee
  - Guarantee Reference (Reference ID of the Guarantee)
- Holder
  - Name (Holder x)
  - Holder ID (Holder ID Number In the format of "AAA/BBB/XX.X")
    - Address
      - City Name (Fictitious Holder City)
      - Country Code (ISO 3166-1 Two Digits Country Code of the country where the holder is registered)
      - Street and Number /P.O. Box (Address of the holder)
      - Postcode ID (9123)

## 11.3. Scenario 3

### Submitted Data Fields

#### 1. Advance TIR Data (E9) Submitted by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

#### Message

- Message function (9)
- Issuing date time (20220801103000+0600)
- Message Type (E9)
- Total gross weight (KGM 2360 Kilograms)
- Consignment
  - Container transport indicator (68)
  - Consignment sequence number (1)
  - Heavy and bulky goods indicator (0)
  - Attached documents
    - Attached document number (1)
    - Issuing date time (20220730120000+0600)
    - Attached document type code (271)
      - Binary file (Yes)
        - Binary file identifier (1)
        - Binary file title (PackingList)
        - Binary file name (PL.jpg)
        - Binary file description (Packing list for the consignment)
  - Consignment Item
    - Sequence number (1)
      - Goods
        - Description (ball pens, boxes, 100 packages)
        - Classification (Yes)
        - Classification Type (HS)
        - Classification Code: (9608.30)
      - Goods measure
        - Gross weight (KGM - 1200 kilograms)
      - Packaging (Yes)
        - Sequence Number (1)
        - Marks and numbers (01-100)
        - Number of packages (80)
        - Package Type (4G)
      - Transport Equipment (Yes)
        - Transport equipment ID (TRL350GR)
      - Loading Location (Yes)
        - Name (Fictitious factory)
    - Sequence number (2)
      - Goods
        - Description (rubber erasers, boxes, 80 packages)
        - Classification (Yes)
        - Classification Type (HS)
        - Classification Code: (4016.92)
      - Goods measure
        - Gross weight (KGM - 1160 kilograms)
      - Packaging (Yes)
        - Sequence Number (1)
        - Marks and numbers (01-80)

- Number of packages (80)
      - Package Type (4G)
    - Transport Equipment (Yes)
      - Transport equipment ID (TRL350GR)
    - Loading Location (Yes)
      - Name (Fictitious factory)
  - Customs office of departure
    - Identifier (Code of the COA1 as registered in the ITDB)
  - Customs office of destination
    - Identifier (Code of the COB2 as registered in the ITDB)
  - Transport Means
    - Identifier (TRANS01)
    - Transport Means Type (33 - Tractor)
    - Transport Means Nationality (ISO 3166-1 Two Digits Country Code of where the transport means is registered)
    - Sequence Number (1)
      - Itinerary
        - Sequence Number (1)
        - Country Code (ISO 3166-1 Two Digits Country Code of Country A)
          - Customs Office
            - Customs Office ID (Code of the COA1 as registered in the ITDB)
            - Sequence Number (1)
            - Role (1)
          - Customs Office
            - Customs Office ID (Code of the COA2 as registered in the ITDB)
            - Sequence Number (2)
            - Role (5)
        - Sequence Number (2)
        - Country Code (ISO 3166-1 Two Digits Country Code of Country B)
          - Customs Office ID (Code of the COB1 as registered in the ITDB)
          - Sequence Number (1)
          - Role (4)
        - Customs Office
          - Customs Office ID (Code of the COB2 as registered in the ITDB)
          - Sequence Number (2)
          - Role (2)
- Transport Equipment
  - Sequence Number (1)
  - Size and type (14)
  - Transport equipment ID (TRL358GR)
  - Certificate of Approval
    - Number (COA-2022-04-TRL358GR)
    - Issuing date time (2022-04-14)
    - Document type code (897)
    - Binary file (Yes)
      - Binary file identifier (2)
      - Binary file title (Certificate)
      - Binary file name (COATRL358GR.pdf)

- Binary file description (*Certificate of Approval for TRL350GR*)
- Guarantee
  - Guarantee Reference (Reference ID of the Guarantee)
- Holder
  - Name (*"Holder x"*)
  - Holder ID (Holder ID Number In the format of "AAA/BBB/XX.X")
    - Address
      - City Name (*Fictitious Holder City*)
      - Country Code (ISO 3166-1 Two Digits Country Code of the country where the holder is registered)
      - Street and Number / P.O. Box (*Fictitious Holder Address*)

## 11.4. Scenario 4

### Submitted Data Fields

#### 1. Advance TIR Data (E9) Submitted by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

#### Message

- Message function (9)
- Issuing date time (20220803063000+0300)
- Message Type (E9)
- Consignment
  - Container transport indicator (69)
  - Consignment sequence number (1)
  - Heavy and bulky goods indicator (0)
  - Attached documents
    - Attached document number (*Document1*)
    - Issuing date time (20220802210000+0300)
    - Attached document type code (*331 commercial invoice*)
      - Binary file (Yes)
        - Binary file identifier (1)
        - Binary file title (*invoice*)
        - Binary file author name (*Consignor Co.*)
        - Binary file name (*invoice.jpg*)
        - Include binary object (Yes)
        - Binary file description (*invoice*)
  - Consignment Item
    - Sequence number (1)
      - Goods
        - Description (*As described in the invoice*)
      - Goods measure
        - Gross weight (*KGM - 2000 kilograms*)
      - Packaging (Yes)
        - Sequence Number (1)
        - Marks and Numbers (*001-200*)
        - Number of Packages (*200*)
        - Package Type (*4G*)
      - Transport Equipment (Yes)
        - Transport equipment ID (*AA70AAA*)
  - Customs office of departure (Yes)
    - Identifier (Code of the COA1 as registered in the ITDB)

- Customs office of destination (Yes)
    - Identifier (Code of the COB2 as registered in the ITDB)
  - Transport Means
    - Identifier (AA70AAA)
    - Transport Means Type (31 - Truck)
    - Transport Means Nationality (ISO 3166-1 Two Digits Country Code of where the transport means is registered)
    - Sequence Number (1)
      - Itinerary
        - Sequence Number (1)
        - Country Code (ISO 3166-1 Two Digits Country Code of the Country A)
          - Customs Office
            - Customs Office ID (Code of the COA1 as registered in the ITDB)
            - Sequence Number (1)
            - Role (1)
          - Customs Office
            - Customs Office ID (Code of the COA2 as registered in the ITDB)
            - Sequence Number (2)
            - Role (5)
        - Sequence Number (2)
        - Country Code (ISO 3166-1 Two Digits Country Code of the Country B)
          - Customs Office ID (Code of the COB1 as registered in the ITDB)
          - Sequence Number (1)
          - Role (4)
        - Customs Office
          - Customs Office ID (Code of the COB2 as registered in the ITDB)
          - Sequence Number (2)
          - Role (2)
- Transport Equipment
  - Sequence Number (1)
  - Size and type (31)
  - Transport equipment ID (AA70AAA)
  - Certificate of Approval
    - Number (COA-TRC-1234567)
    - Issuing date time (20220328)
    - Document type code (897)
    - Binary file (Yes)
      - Binary file identifier (2)
      - Binary file title (CoA)
      - Binary file author name (Third Country Customs)
      - Binary file name (Certificate.pdf)
      - Binary file version (2)
      - Include binary object (Yes)
      - Binary file size ("4L" 2,8)
- Guarantee
  - Guarantee Reference (Reference ID of the Guarantee)
- Holder
  - Holder ID (Holder ID Number In the format of "AAA/BBB/XX.X")



## 11.5. Scenario 5

### Submitted Data Fields

#### 1. Advance TIR Data (E9) Submitted by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

#### Message

- Message function (9)
- Issuing date time (20220714133000+0400)
- Message Type (E9)
- Total gross weight (KGM 1200 Kilograms)
- Consignment
  - Container transport indicator (69)
  - Consignment sequence number (1)
  - Heavy and bulky goods indicator (0)
  - Attached documents
    - Attached document number (Document1)
    - Issuing date time (20220710093000+0400)
    - Attached document type code (331 commercial invoice)
      - Binary file
        - Binary file identifier (1)
        - Binary file title (invoice)
        - Binary file author name (Consignor LLC)
        - Binary file version ID (Version 1)
        - Binary file name (invoice.pdf)
        - Binary file URI  
(<https://holdertestwebsite.com/invoices/invoice22070930.pdf>)
        - Binary file MIME (Application/pdf)
        - Binary file access (password: holder012345)
        - Binary file description (commercial invoice of the consignment)
        - Hash code
        - Hash code algorithm ID (SHA-2)
- Consignment Item
  - Sequence number (1)
  - Goods
    - Description (T-shirts, boxes, 100 packages)
    - Classification
    - Classification Type (HS)
    - Classification Code: (6109.10)
  - Delivery Destination
    - Name (Warehouse of the t-shirt store)
    - Address
    - City Name (Fictitious warehouse city)
    - Country Code (ISO 3166-1 Two Digits Country Code of the Country of Delivery Destination)
    - Street and number/P.O. Box (Fictitious warehouse street)
    - Postcode ID (12345)
  - Goods measure
    - Gross weight (KGM - 1200 kilograms)
  - Packaging
    - Sequence Number (1)

- Marks and numbers (001-100)
  - Number of packages (100)
  - Package Type (4G)
- Transport Equipment
  - Transport equipment ID (01ABC100)
- Loading Location
  - Name (Warehouse of the consignor)
- Notify Party
  - Name (Representative of the consignee)
  - Notify Party ID (1234567890)
  - Notify Party Address
  - Notify Party City Name (Fictitious party city)
  - Notify Party Country Code (ISO 3166-1 Two Digits Country Code of the Party)
  - Street and number/P.O. Box (Fictitious party street)
  - Postcode ID (PC0101)
- Customs office of departure
  - Identifier (Code of the COA1 as registered in the ITDB)
- Customs office of destination
  - Identifier (Code of the COC3 as registered in the ITDB)
- Transport Means
  - Identifier (01M1234)
  - Transport Means Type (33 - Tractor)
  - Transport Means Nationality (TR)
  - Sequence Number (1)
    - Itinerary
      - Sequence Number (1)
      - Country Code (ISO 3166-1 Two Digits Country Code of Country A)
        - Customs Office
          - Customs Office ID (Code of the COA1 as registered in the ITDB)
          - Sequence Number (1)
          - Role (1)
        - Customs Office
          - Customs Office ID (Code of the COA3 as registered in the ITDB)
          - Sequence Number (2)
          - Role (5)
      - Sequence Number (2)
      - Country Code (ISO 3166-1 Two Digits Country Code of Country B)
        - Customs Office ID (Code of the COB1 as registered in the ITDB)
        - Sequence Number (1)
        - Role (4)
      - Customs Office
        - Customs Office ID (Code of the COB3 as registered in the ITDB)
        - Sequence Number (2)
        - Role (5)
    - Sequence Number (3)
    - Country Code (ISO 3166-1 Two Digits Country Code of Country C)

- Customs Office ID (Code of the COC1 as registered in the ITDB)
      - Sequence Number (1)
      - Role (4)
    - Customs Office
      - Customs Office ID (Code of the COC2 as registered in the ITDB)
      - Sequence Number (2)
      - Role (2)
  - Transport Equipment
    - Sequence Number (1)
    - Size and type (17)
    - Transport equipment ID (01ABC100)
    - Certificate of Approval
      - Number (TIR/COA/0001/2022)
      - Issuing date time (20220130)
      - Document type code (897)
      - Binary file
        - Binary file identifier (2)
        - Binary file title (CoA)
        - Binary file name (CertificateofApproval01ABC100.pdf)
        - Binary file URI (<https://holdertestwebsite.com/coa/01abc100.pdf>)
        - Binary file MIME (Application/pdf)
        - Binary file access (password: holder012345)
        - Binary file description (Certificate of Approval for vehicle 01ABC100)
        - Hash code
        - Hash code algorithm ID (SHA-2)
- Guarantee
  - Guarantee Reference (Reference ID of the Guarantee)
- Holder
  - Name ("Holder x")
  - Holder ID (Holder ID Number In the format of "AAA/BBB/XX.X")
    - Address
      - City Name (Fictitious Holder City)
      - Country Code (ISO 3166-1 Two Digits Country Code of the country where the holder is registered)
      - Street and Number / P.O. Box (Fictitious Holder Address)"

## 2. Advance Amendment Data (E11) Submitted to Country A by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

### a. Amendment 1

"Message

- Message Function (4)
- Message ID (Unique identifier of the message)
- Issuing date time (20220714170000+0400)
- Type (E11)
- Amendment
  - Type (2)
    - Pointer
      - Sequence Number (1)
      - Location (Declaration/TotalGrossMassMeasure)

- Total Gross Weight (*KGM 2000 kilograms*)
- b. **Amendment 2**
- Message
- Message Function (4)
  - Message ID (*Unique identifier of the message*)
  - Issuing date time (*20220714170000+0400*)
  - Type (E11)
  - Amendment
    - Type (1)
      - Pointer
        - Sequence Number (1)
        - Location (*Declaration/Consignment*)
  - Consignment
    - Container transport indicator (69)
    - Consignment sequence number (2)
    - Heavy and bulky goods indicator (0)
    - Attached documents (*commercial invoice is attached*)
      - Attached document number (*Document2*)
      - Issuing date time (*20220713180000+0400*)
      - Attached document type code (*331 commercial invoice*)
        - Binary file
          - Binary file identifier (3)
          - Binary file title (*invoice2*)
          - Binary file author name (*Exporter 2*)
          - Binary file version ID (*Version 1*)
          - Binary file name (*invoice 2.pdf*)
          - Binary file description (*commercial invoice of the consignment 2*)
    - Consignment Item
      - Sequence number (2)
        - Goods
          - Description (*Cotton towels, boxes, 50 packages*)
          - Classification
          - Classification Type (*HS*)
          - Classification Code: (*6302.60*)
        - Goods measure
          - Gross weight (*KGM - 800 kilograms*)
        - Packaging
          - Sequence Number (2)
          - Marks and numbers (*01-50*)
          - Number of packages (*50*)
          - Package Type (*4G*)
        - Transport Equipment
          - Transport equipment ID (*01ABC100*)
    - Customs office of departure
      - Identifier (*The code of the COA2 as registered in the ITDB*)
    - Customs office of destination
      - Identifier (*The code of the COB2 as registered in the ITDB*)
    - Transport Means
      - Identifier (*Plate number of the transport means*)
      - Transport Means Type (*33 - Tractor*)
      - Transport Means Nationality (*ISO 3166-1 Two Digits Country Code of where the transport means is registered*)

- Sequence Number (1)
  - Itinerary
    - Sequence Number (1)
    - Country Code (*ISO 3166-1 Two Digits Country Code of the Country A*)
      - Customs Office
        - Customs Office ID (Code of the COA2 as registered in the ITDB)
        - Sequence Number (1)
        - Role (1)
      - Customs Office
        - Customs Office ID (Code of the COA3 as registered in the ITDB)
        - Sequence Number (2)
        - Role (5)
    - Sequence Number (2)
    - Country Code (*ISO 3166-1 Two Digits Country Code of the Country B*)
      - Customs Office
        - Customs Office ID (Code of the COB1 as registered in the ITDB)
        - Sequence Number (1)
        - Role (4)
      - Customs Office
        - Customs Office ID (Code of the COB2 as registered in the ITDB)
        - Sequence Number (2)
        - Role (2)
- Transport Equipment
  - Sequence Number (1)
  - Size and type (17)
  - Transport equipment ID (01ABC100)
  - Certificate of Approval
    - Number (TIR/COA/0001/2022)
    - Issuing date time (20220130)
    - Document type code (897)
    - Binary file
      - Binary file identifier (4)
      - Binary file title (CoA)
      - Binary file name (CertificateofApproval01ABC100.pdf)
      - Binary file URI (<https://holdertestwebsite.com/coa/01abc100.pdf>)
      - Binary file access (password: holder012345)
      - Binary file description (Certificate of Approval for vehicle 01ABC100)

## 11.6. Scenario 6

### Submitted Data Fields

#### 1. Advance TIR Data (E9) Submitted by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

Message

- Message function (9 – original)
- Issuing date time (20220805090000+0200)
- Message Type (E9)
- Total gross weight (KGM 7700 Kilograms)
- Consignment
  - Container transport indicator (69)
  - Consignment sequence number (1)
  - Heavy and bulky goods indicator (0)
  - Attached documents (CMR Consignment Note)
    - Attached document number (1)
    - Issuing date time (202208041000+0200)
    - Attached document type code (730)
      - Binary file
        - Binary file identifier (1)
        - Binary file title (CMR Consignment Note)
        - Binary file name (CMR.pdf)
        - Binary file description (Consignment Note Related to the consignment 1)
  - Consignment Item
    - Sequence Number (1)
      - Goods
        - Description (Textile disposable face masks)
        - Classification
        - Classification Type (HS)
        - Classification Code: (6307.90)
      - Consignee
        - Name (A Corp.)
        - Consignee Identifier (Unique identifier of the consignee, e.g., Tax ID number)
        - City Name (New City)
        - Country Code (ISO 3166-1 Two Digits Country Code of the Country where the consignee is located)
        - Street and number/P.O. Box (5<sup>th</sup> Street)
      - Consignor
        - Name (Consignor A)
        - Consignee Identifier (Unique identifier of the consignor, e.g., Tax ID number)
        - City Name (City A)
        - Country Code (ISO 3166-1 Two Digits Country Code of the Country where the consignor is located)
        - Street and number/P.O. Box (Street 1234)
      - Goods measure
        - Gross weight (KGM - 2700 kilograms)
      - Packaging
        - Sequence Number (1)
        - Marks and numbers (C1 001-300)
        - Number of packages (300)
        - Package Type (4G)
      - Transport Equipment
        - Transport equipment ID (AAA1111)
      - UCR
        - UCR Identifier (UCR1)
- Customs office of departure
  - Identifier (Code of the COA1 as registered in the ITDB)

- Customs office of destination
    - Identifier (Code of the COC3 as registered in the ITDB)
  - Transport Means
    - Identifier (ABC1234)
    - Transport Means Type (33 - Tractor)
    - Transport Means Nationality (ISO 3166-1 Two Digits Country Code of where the transport means is registered)
    - Conveyance Sequence Number (TRAN2022AB)
    - Sequence Number (1)
      - Itinerary
        - Sequence Number (1)
        - Country Code (ISO 3166-1 Two Digits Country Code of Country A)
          - Customs Office
            - Customs Office ID (Code of the COA1 as registered in the ITDB)
            - Sequence Number (1)
            - Role (1)
          - Customs Office
            - Customs Office ID (Code of the COA2 as registered in the ITDB)
            - Sequence Number (2)
            - Role (5)
        - Sequence Number (2)
        - Country Code (ISO 3166-1 Two Digits Country Code of Country B)
          - Customs Office ID (Code of the COB1 as registered in the ITDB)
          - Sequence Number (1)
          - Role (4, as the customs office of entry COB1)
        - Customs Office
          - Customs Office ID (Code of the COB2 as registered in the ITDB)
          - Sequence Number (2)
          - Role (5)
      - Sequence Number (3)
      - Country Code (ISO 3166-1 Two Digits Country Code of Country C)
        - Customs Office ID (Code of the COC1 as registered in the ITDB)
        - Sequence Number (1)
        - Role (4)
      - Customs Office
        - Customs Office ID (Code of the COC3 as registered in the ITDB)
        - Sequence Number (2)
        - Role (2)
- Transport Equipment
  - Sequence Number (1)
  - Size and type (14)
  - Transport equipment ID (AAA1111)
  - Certificate of Approval
    - Number (COA/AAA1111)



- Issuing date time (*20220630*)
- Document type code (*897*)
- Binary file
  - Binary file identifier (*2*)
  - Binary file title (*CoA*)
  - Binary file name (*CoA.pdf*)
  - Binary file description (*Certificate of Approval for Vehicle 111AAAA*)
- Container transport indicator (*68*)
- Consignment sequence number (*2*)
- Heavy and bulky goods indicator (*0*)
- Attached documents (*CMR Consignment Note 2*)
  - Attached document number (*2*)
  - Issuing date time (*202208041000+0200*)
  - Attached document type code (*730*)
    - Binary file
      - Binary file identifier (*3*)
      - Binary file title (*CMR Consignment Note 2*)
      - Binary file name (*CMR2.pdf*)
      - Binary file description (*Consignment Note Related to the consignment 2*)
- Consignment Item
  - Sequence number (*1*)
    - Goods
      - Description (*Covid-19 PCR Test Kits*)
      - Classification (*Classification 1*)
      - Classification Type (*HS*)
      - Classification Code: (*3822.19*)
      - Classification (*Classification 2*)
      - Classification Type (*IN*)
      - Classification Code: (*2022M12345*)
    - Consignee
      - Name (*Consignee B*)
      - Consignee Identifier (*Unique identifier of the consignee, e.g., Tax ID number*)
      - City Name (*Fictitious Consignee City B*)
      - Country Code (*ISO 3166-1 Two Digits Country Code of the Country where the consignee is located*)
      - Street and number/P.O. Box (*Consignee Street B*)
      - Postcode ID (*123456*)
    - Consignor
      - Name (*Consignor B*)
      - Consignee Identifier (*Unique identifier of the consignor, e.g., Tax ID number*)
      - City Name (*Fictitious Consignor City B*)
      - Country Code (*ISO 3166-1 Two Digits Country Code of the Country where the consignor is located*)
      - Street and number/P.O. Box (*Fictitious Consignor Street B*)
      - Postcode ID (*1234*)
    - Goods measure
      - Gross weight (*KGM - 5000 kilograms*)
    - Packaging
      - Sequence Number (*1*)

- Marks and numbers (*C2 0001-1000*)
    - Number of packages (*1000*)
    - Package Type (*4G*)
  - Transport Equipment
    - Transport equipment ID (*BICU1234565*)
  - UCR
    - UCR Identifier (*UCR2*)
- Customs office of departure
  - Identifier (*Code of the COA1 as registered in the ITDB*)
- Customs office of destination
  - Identifier (*Code of the COC3 as registered in the ITDB*)
- Transport Means
  - Identifier (*ABC1234*)
  - Transport Means Type (*33 - Tractor*)
  - Transport Means Nationality (*ISO 3166-1 Two Digits Country Code of where the transport means is registered*)
  - Conveyance Sequence Number (*TRAN2022AB*)
  - Sequence Number (*1*)
    - Itinerary
      - Sequence Number (*1*)
      - Country Code (*ISO 3166-1 Two Digits Country Code of Country A*)
        - Customs Office
          - Customs Office ID (*Code of the COA1 as registered in the ITDB*)
          - Sequence Number (*1*)
          - Role (*1*)
        - Customs Office
          - Customs Office ID (*Code of the COA2 as registered in the ITDB*)
          - Sequence Number (*2*)
          - Role (*5*)
      - Sequence Number (*2*)
      - Country Code (*ISO 3166-1 Two Digits Country Code of Country B*)
        - Customs Office ID (*Code of the COB1 as registered in the ITDB*)
        - Sequence Number (*1*)
        - Role (*4*)
      - Customs Office
        - Customs Office ID (*Code of the COB2 as registered in the ITDB*)
        - Sequence Number (*2*)
        - Role (*5*)
    - Sequence Number (*3*)
    - Country Code (*ISO 3166-1 Two Digits Country Code of Country C*)
      - Customs Office ID (*Code of the COC1 as registered in the ITDB*)
      - Sequence Number (*1*)
      - Role (*4*)
    - Customs Office
      - Customs Office ID (*Code of the COC3 as registered in the ITDB*)

- Sequence Number (2)
- Role (2)
- Transport Equipment
  - Sequence Number (1)
  - Size and type (24)
  - Transport equipment ID (*BICU1234565*)
- Guarantee
  - Guarantee Reference (Reference ID of the Guarantee)
- Holder
  - Name ("*Holder x*")
  - Holder ID (Holder ID Number In the format of "AAA/BBB/XX.X")
    - Address
      - City Name (*Fictitious Holder City*)
      - Country Code (ISO 3166-1 Two Digits Country Code of the country where the holder is registered)
      - Street and Number / P.O. Box (*Fictitious Holder Address*)

## 2. Advance Amendment Data (E11) Submitted to Country A by the Holder

Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.

### Message

- Message Function (4)
- Message ID (Unique identifier of the message)
- Issuing date time (20220806153000+0200)
- Type (E11)
- Amendment
  - Type (2)
    - Pointer
      - Sequence Number (1)
      - Location  
(*Declaration/Consignment[1]/TransitTransportMeans[1]/Itinerary*)
      - Sequence Number (2)
      - Location  
(*Declaration/Consignment[2]/TransitTransportMeans[1]/Itinerary*)
- Consignment (Sequence 1)
  - Transport Means
    - Sequence Number (1)
      - Itinerary
        - Sequence Number (1)
        - Country Code (ISO 3166-1 Two Digits Country Code of Country A)
          - Customs Office
            - Customs Office ID (Code of the COA1 as registered in the ITDB)
            - Sequence Number (1)
            - Role (1)
          - Customs Office
            - Customs Office ID (Code of the COA2 as registered in the ITDB)
            - Sequence Number (2)
            - Role (5)

- Sequence Number (2)
- Country Code (ISO 3166-1 Two Digits Country Code of Country B)
  - Customs Office ID (Code of the COB1 as registered in the ITDB)
    - Sequence Number (1)
    - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COB2 as registered in the ITDB)
      - Sequence Number (2)
      - Role (5)
- Sequence Number (3)
- Country Code (ISO 3166-1 Two Digits Country Code of Country A)
  - Customs Office ID (Code of the COA2 as registered in the ITDB)
    - Sequence Number (1)
    - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COA3 as registered in the ITDB)
      - Sequence Number (2)
      - Role (5)
- Sequence Number (4)
- Country Code (ISO 3166-1 Two Digits Country Code of Country D)
  - Customs Office ID (Code of the COD1 as registered in the ITDB)
    - Sequence Number (1)
    - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COD3 as registered in the ITDB)
      - Sequence Number (2)
      - Role (5)
- Sequence Number (5)
- Country Code (ISO 3166-1 Two Digits Country Code of Country C)
  - Customs Office ID (Code of the COC2 as registered in the ITDB)
    - Sequence Number (1)
    - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COC3 as registered in the ITDB)
      - Sequence Number (2)
      - Role (2)
- Consignment (*Sequence 2*)
  - Transport Means
    - Sequence Number (1)
      - Itinerary
        - Sequence Number (1)

- Country Code (ISO 3166-1 Two Digits Country Code of Country A)
  - Customs Office
    - Customs Office ID (Code of the COA1 as registered in the ITDB)
    - Sequence Number (1)
    - Role (1)
  - Customs Office
    - Customs Office ID (Code of the COA2 as registered in the ITDB)
    - Sequence Number (2)
    - Role (5)
- Sequence Number (2)
- Country Code (ISO 3166-1 Two Digits Country Code of Country B)
  - Customs Office ID (Code of the COB1 as registered in the ITDB)
  - Sequence Number (1)
  - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COB2 as registered in the ITDB)
    - Sequence Number (2)
    - Role (5)
- Sequence Number (3)
- Country Code (ISO 3166-1 Two Digits Country Code of Country A)
  - Customs Office ID (Code of the COA2 as registered in the ITDB)
  - Sequence Number (1)
  - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COA3 as registered in the ITDB)
    - Sequence Number (2)
    - Role (5)
- Sequence Number (4)
- Country Code (ISO 3166-1 Two Digits Country Code of Country D)
  - Customs Office ID (Code of the COD1 as registered in the ITDB)
  - Sequence Number (1)
  - Role (4)
  - Customs Office
    - Customs Office ID (Code of the COD3 as registered in the ITDB)
    - Sequence Number (2)
    - Role (5)
- Sequence Number (5)
- Country Code (ISO 3166-1 Two Digits Country Code of Country C)
  - Customs Office ID (Code of the COC2 as registered in the ITDB)
  - Sequence Number (1)

- Role (4)
- Customs Office
  - Customs Office ID (Code of the COC3 as registered in the ITDB)
  - Sequence Number (2)
  - Role (2)

### 3. Amendments to the Declaration Submitted to Country D by the Holder

These data fields, under the fallback procedure regarding E11 message as contained in the eTIR Technical Specifications, could be submitted by using alternative declaration mechanisms. In this document, the attributes provided below corresponds to the data fields of an E11 message. Therefore, the data fields provided by the alternative mechanisms that correspond to the attributes below might vary.

*Note: Underlined fields can be decided upon in cooperation with the country undertaking the conformance test.*

#### a. Amendment 1

##### Message

- Message Function (4)
- Message ID (Unique identifier of the message)
- Issuing date time (20220809080000+0200)
- Type (E11)
- Amendment
  - Type (2)
    - Pointer
      - Sequence Number (1)
      - Location (Declaration/TotalGrossMassMeasure)
- Total Gross Weight (KGM 9500 kilograms)"

#### b. Amendment 2

- "Message
- Message Function (4)
- Message ID (Unique identifier of the message)
- Issuing date time (20220809080500+0100)
- Type (E11)
- Amendment
  - Type (1)
    - Pointer
      - Sequence Number (1)
      - Location (Declaration/Consignment)
- Consignment
  - Container transport indicator (69)
  - Consignment sequence number (3)
  - Heavy and bulky goods indicator (0)
  - Attached documents (CMR Consignment Note)
    - Attached document number (4)
    - Issuing date time (20220808200000+0100)
    - Attached document type code (730)
      - Binary file
        - Binary file identifier (4)
        - Binary file title (CMR Consignment Note 3)
        - Binary file name (CMR3.pdf)
        - Binary file description (Consignment Note related to the Consignment 3)

- Consignment Item
  - Sequence number (1)
    - Goods
      - Description (*Textile disposable face masks*)
      - Classification
      - Classification Type (*HS*)
      - Classification Code: (*6307.90*)
    - Goods measure
      - Gross weight (*KGM - 1800 kilograms*)
    - Packaging
      - Sequence Number (1)
      - Marks and numbers (*C3 001-200*)
      - Number of packages (*200*)
      - Package Type (*4G*)
    - Transport Equipment
      - Transport equipment ID (*AAA1111*)
    - UCR
      - UCR Identifier (*UCR3*)
- Customs office of departure
  - Identifier (*Code of the COD2 as registered in the ITDB*)
- Customs office of destination
  - Identifier (*Code of the COC3 as registered in the ITDB*)
- Transport Means
  - Identifier (*ABC1234*)
  - Transport Means Type (*33 - Tractor*)
  - Transport Means Nationality (*ISO 3166-1 Two Digits Country Code of where the transport means is registered*)
  - Conveyance Sequence Number (*TRAN2022AB*)
  - Sequence Number (1)
    - Itinerary
      - Sequence Number (1)
      - Country Code (*ISO 3166-1 Two Digits Country Code of Country D*)
        - Customs Office
          - Customs Office ID (*Code of the COD2 as registered in the ITDB*)
          - Sequence Number (1)
          - Role (1)
        - Customs Office
          - Customs Office ID (*Code of the COD3 as registered in the ITDB*)
          - Sequence Number (2)
          - Role (5)
      - Sequence Number (2)
      - Country Code (*ISO 3166-1 Two Digits Country Code of Country C*)
        - Customs Office ID (*Code of the COC2 as registered in the ITDB*)
        - Sequence Number (1)
        - Role (4)
      - Customs Office
        - Customs Office ID (*Code of the COC3 as registered in the ITDB*)
        - Sequence Number (2)



- Role (2)
- Transport Equipment
  - Sequence Number (1)
  - Size and type (14)
  - Transport equipment ID (AAA1111)
  - Certificate of Approval
    - Number (COA/AAA1111)
    - Issuing date time (20220630)
    - Document type code (897)