

eTIR international system conformance test list of scenarios

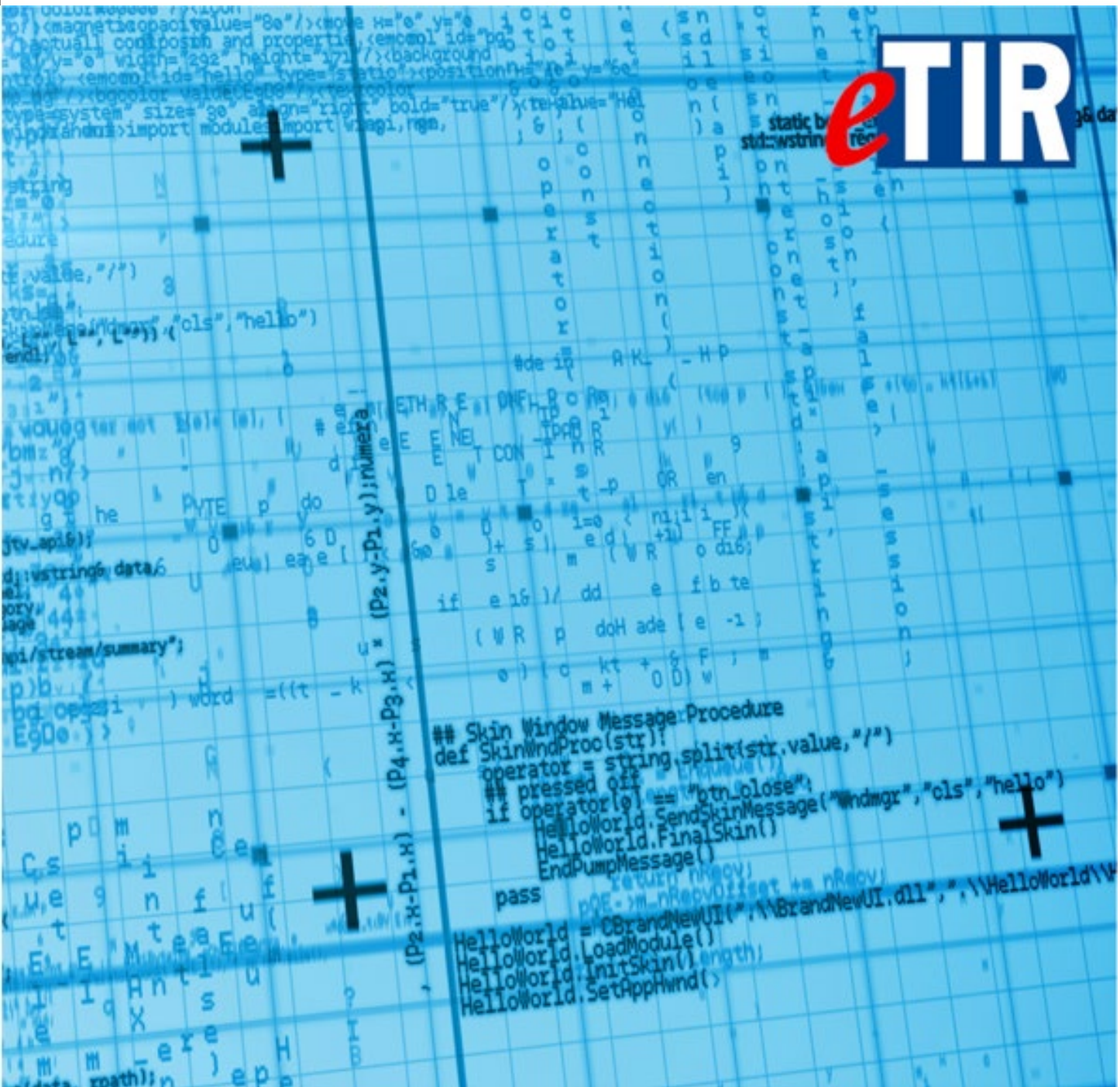


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1. Introduction

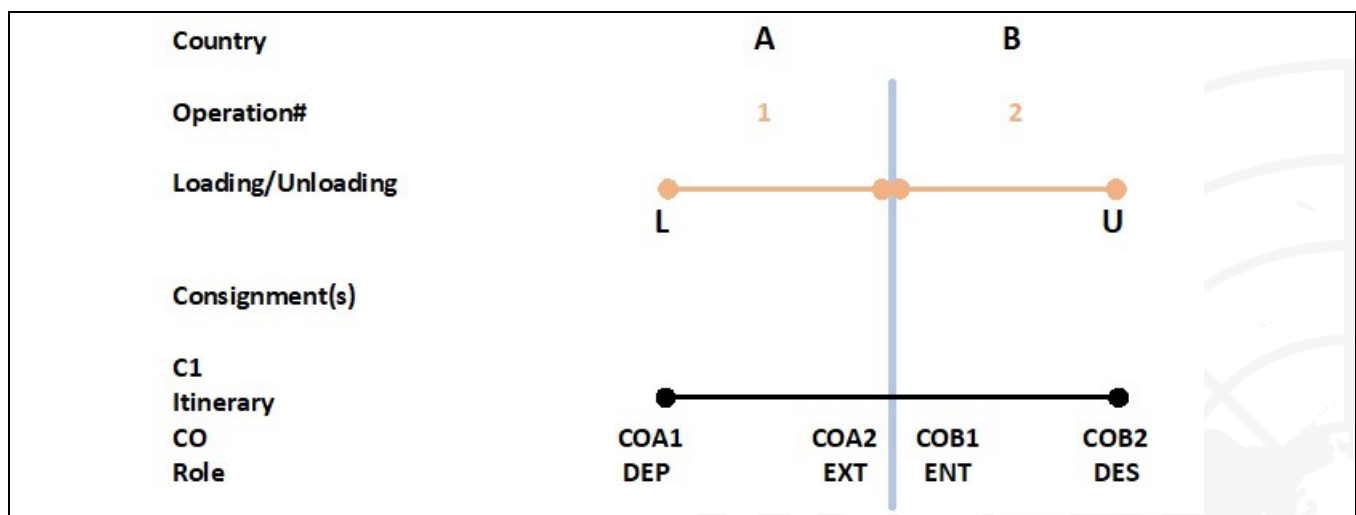
This document describes the list of scenarios to be executed by the customs authorities of contracting parties of the TIR Convention, to successfully complete the eTIR conformance tests, and to confirm their readiness to connect to the eTIR international system in production (as described in the eTIR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

2. List of scenarios

2.1. 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.

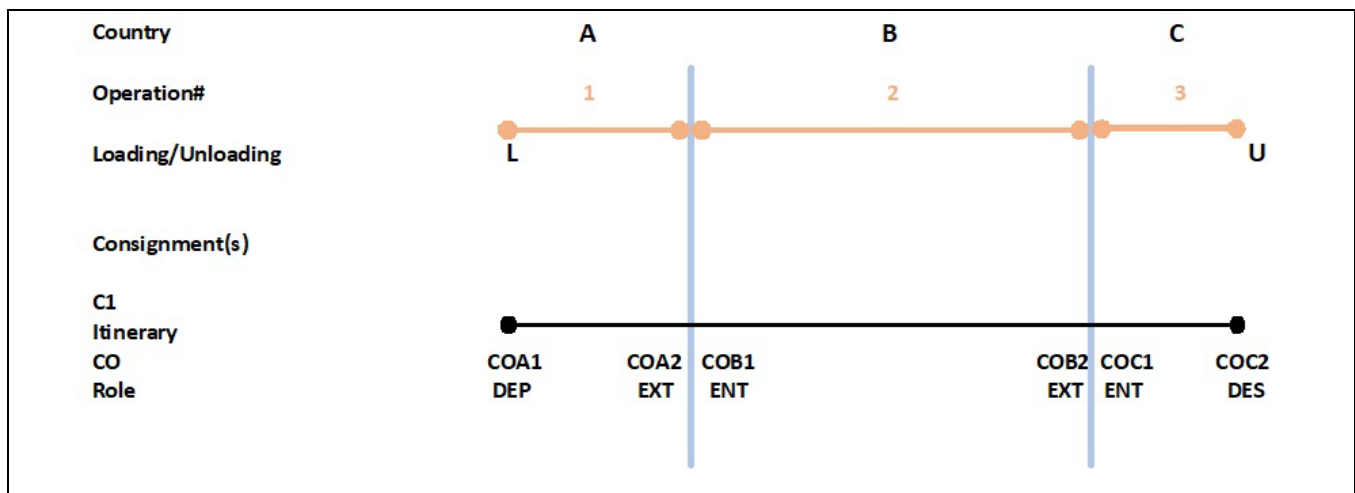


Graphical representation of Scenario 1

2.2. 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.

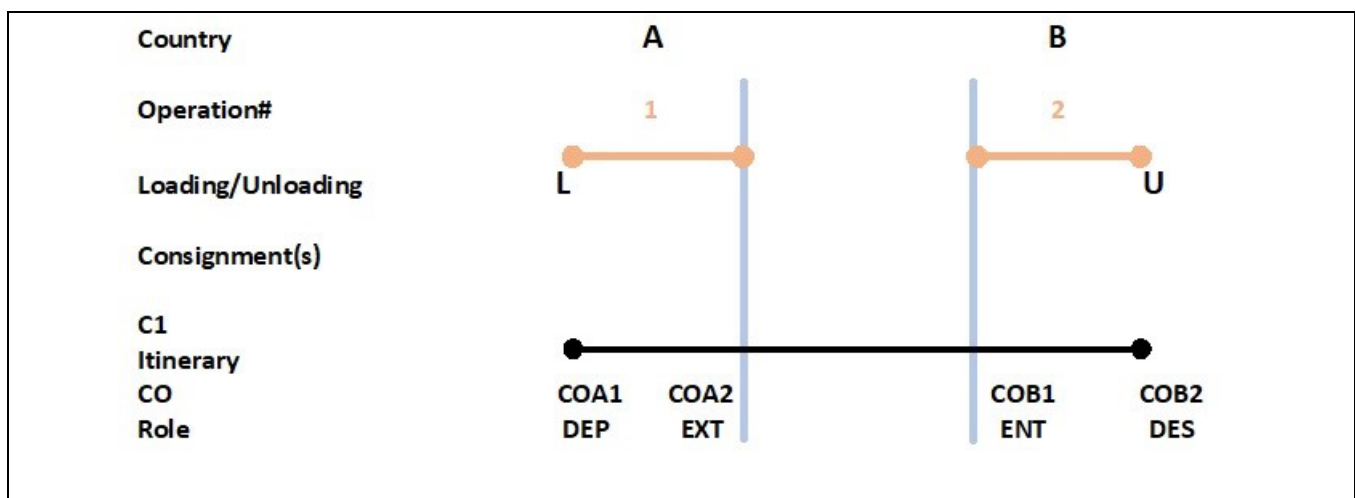


Graphical Representation of Scenario 2

2.3. 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.



Graphical representation of Scenario 3

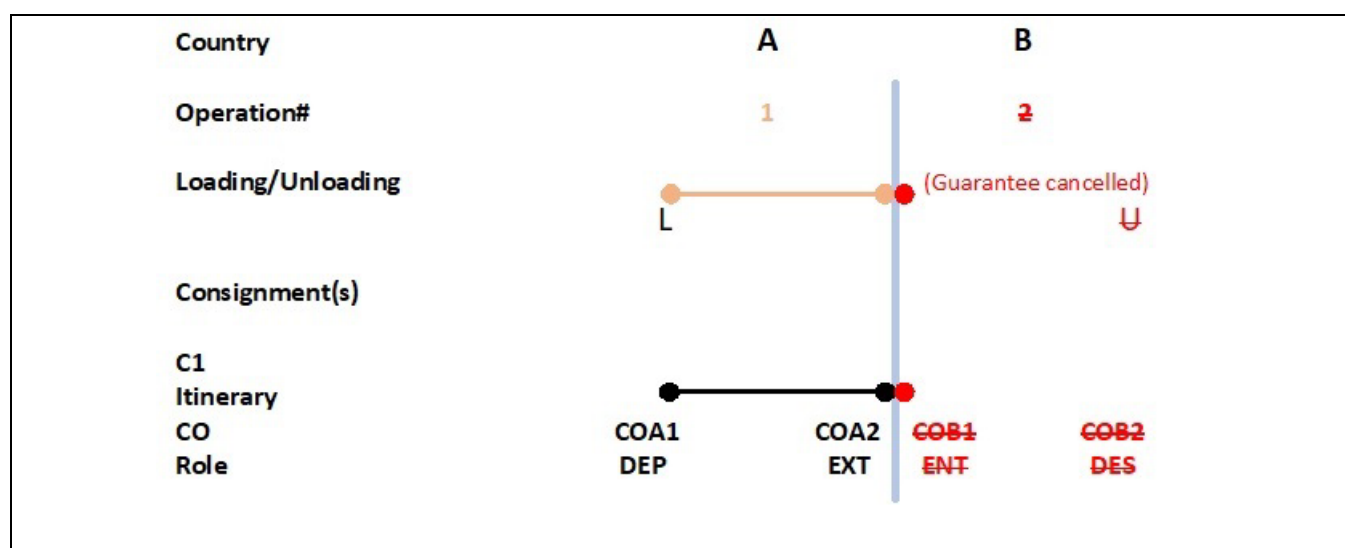
2.4. Scenario 4

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

2.5. Scenario 5

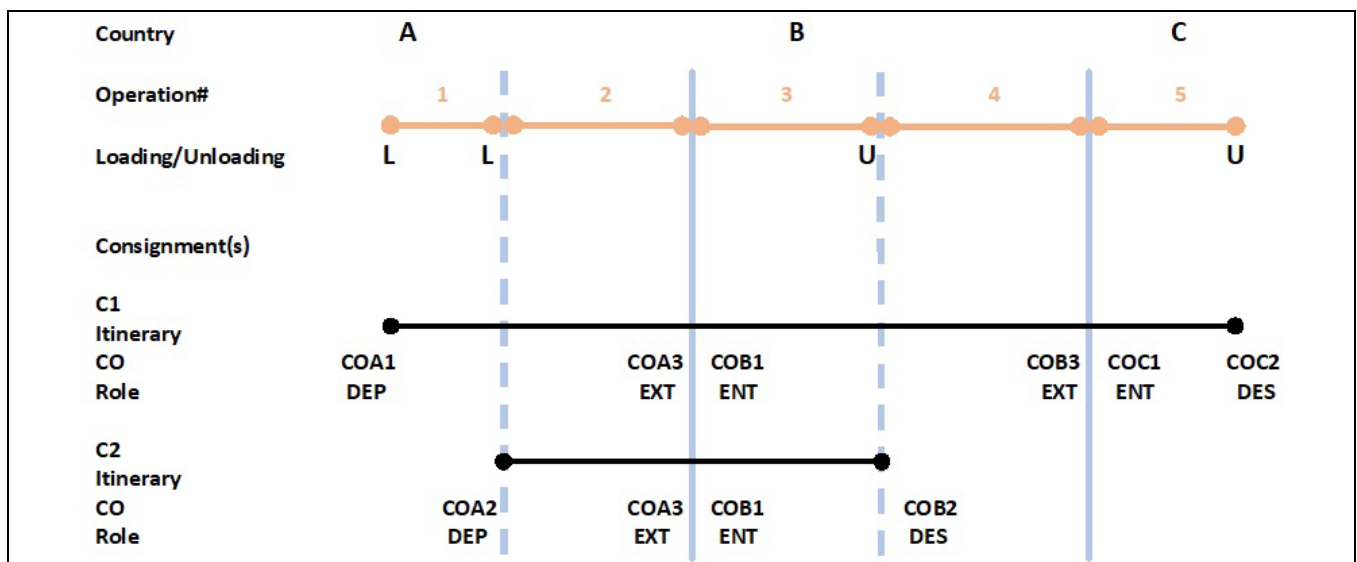
Description

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

2.6. Scenario 6

Description

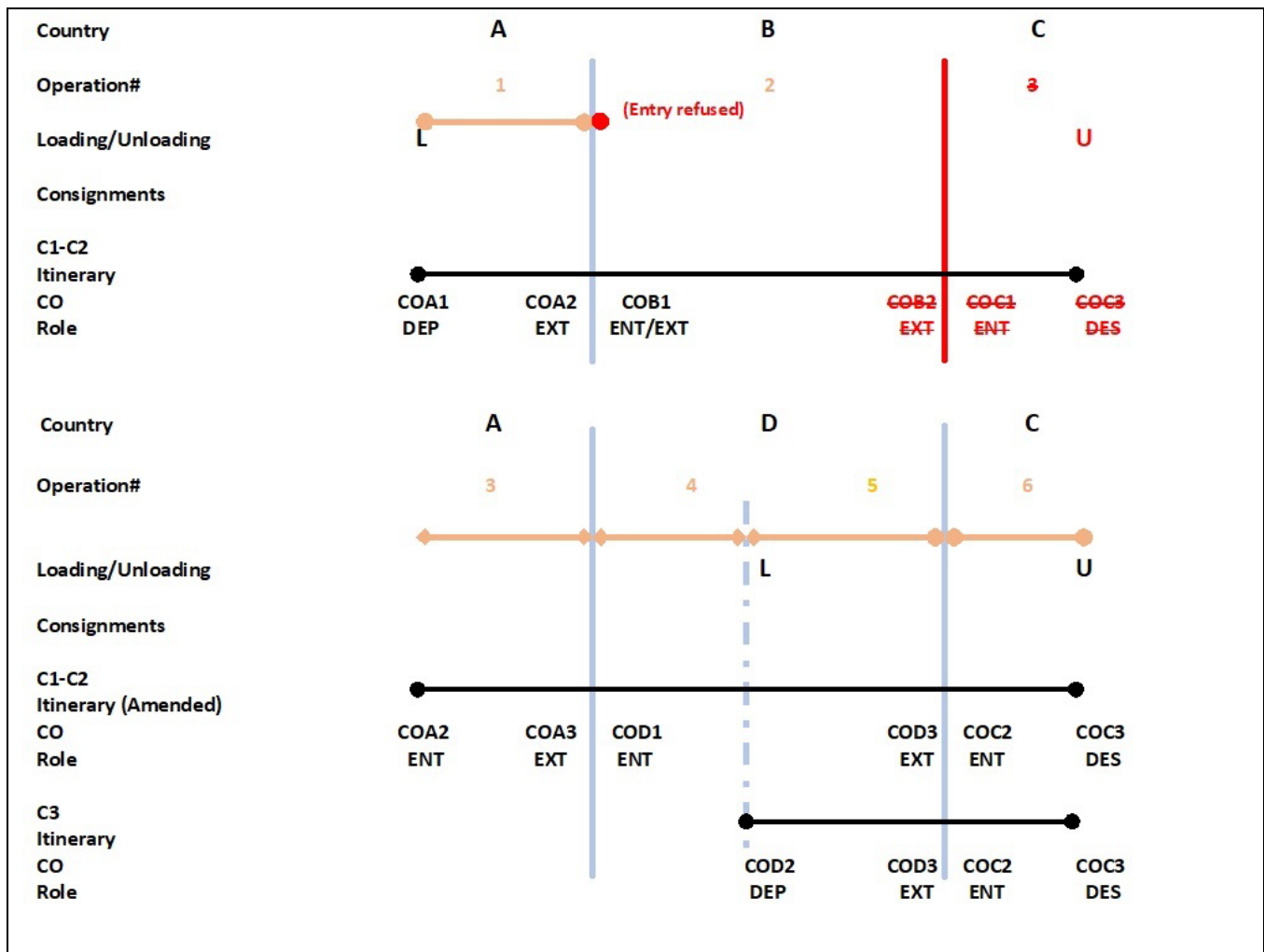
Transport company x, sends advance TIR data to country A. It intends to transport consignments C1 and C2 from the customs office COA1 in country A to the customs office COC2 in country C.

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

3. 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).

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4. Version history

Date	Author	Document version	Notes	eTIR specification version
14/09/2022	TIR secretariat	1.0	Initial draft	4.3

5. Document revision note

This document has been published on **14/09/2022**, 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](#)).