



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.30/GE.1/2008/2
13 March 2008

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Customs Questions affecting Transport

Informal Ad hoc Expert Group on Conceptual and
Technical Aspects of Computerization of the TIR Procedure

Fourteenth session
Geneva, 10-11 April 2008
Item 4 of the provisional agenda

FINANCIAL IMPLICATIONS OF THE NATIONAL IMPLEMENTATION OF eTIR

Note by the secretariat

I. BACKGROUND

1. At its thirteenth session, the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (further referred to as “the Expert Group”) held a first round of discussions on the financial implications of the national implementation of eTIR and stressed the importance of collecting estimations of the national cost based on the description in Chapter 2 of the eTIR Reference Model. It mandated the secretariat to prepare a draft questionnaire for Customs administrations for discussion at its forthcoming session. The Expert Group proposed using the national deliverables, listed in Chapter 2.1.3.1. of the eTIR Reference Model, as skeleton for the questionnaire and to introduce it by means of a short high-level project description.

II. CONSIDERATIONS BY THE EXPERT GROUP

2. The Expert Group may wish to amend and finalize the questionnaire as contained in the annex and request the secretariat that it sends it out. It may also advise the secretariat on the submission modalities, i.e. electronic and/or paper format as well as the languages to be used.

Annex**QUESTIONNAIRE ON THE NATIONAL IMPLICATIONS OF THE
IMPLEMENTATION OF eTIR**

1. The eTIR system, as described in document ECE/TRANS/WP.30/GE.1/2007/14/Rev.1, will have financial consequences on the various actors of the TIR system. The underlying questionnaire aims at collecting national estimates of the costs and benefits related to the implementation of the eTIR system at national level.

2. The questionnaire is divided in three sections. The first section presents a high level description of the project, whereas the second and third sections contain questions aimed at collecting benefits and costs estimates of the national parts of the eTIR project.

I. HIGH-LEVEL PROJECT DESCRIPTION¹

3. The eTIR project is a project started by Contracting Parties to the TIR Convention and constitutes the main contribution to Phase III of the TIR revision process. The objectives (expected benefits) of the eTIR project have been defined as follows:

- Integrating the computerized TIR procedure in the overall process of technological development in international transport, trade and Customs procedures:
 - Simple and cost effective data capture and data transmission;
 - Facilitation of global intermodal application of the TIR procedure;
 - Real time exchange of information among actors.
- Improving the efficiency and quality of the TIR procedure:
 - Reduction of processing times at border crossings and final destination;
 - Increased efficiency of internal administrative and control procedures;
 - Increased accuracy and fewer errors;
 - Reduction of costs;
 - Progressive replacement of the paper TIR Carnet;
 - Full use of international standard codes in order to eliminate language barriers;
 - Availability of advance cargo information.
- Reducing the risk of fraud and improving security:
 - Automatic generation of data for risk assesment;
 - Facility to implement early-warning systems;
 - Easy access to information for control and risk management purposes.

4. The Working Party on Customs questions affecting transport (WP.30) endorsed the proposal contained in document ECE/TRANS/WP.30/GE.1/2007/14 as it would meet the above

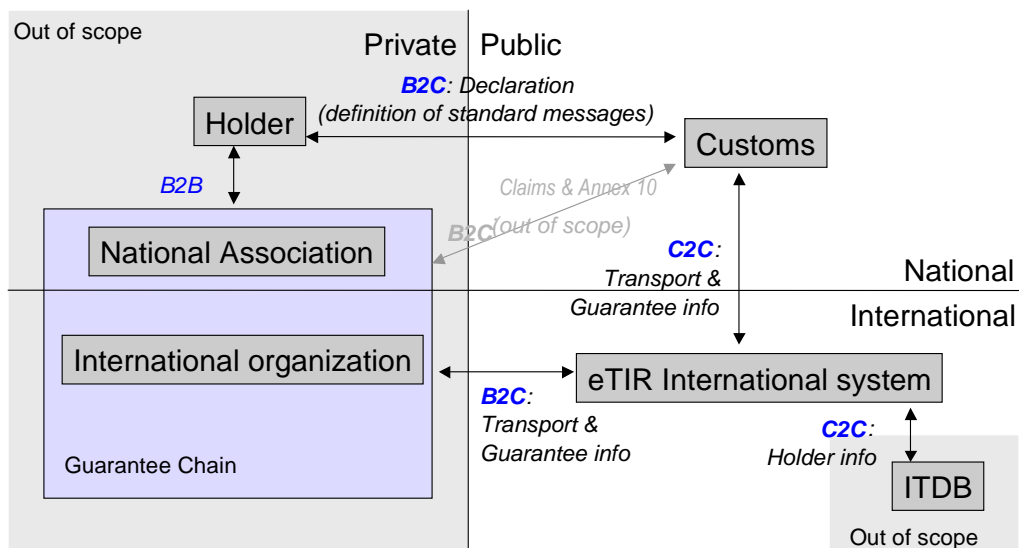
¹ This high-level description is a compilation of extracts from the eTIR Reference Model as contained in ECE/TRANS/WP.30/GE.1/2007/14.

mentioned objectives. The proposed eTIR system is composed of three elements: an international Customs platform, the so-called eTIR international system, national Customs systems and guarantee chains systems. The eTIR international system ensures a secure and up-to-date information exchange between all Customs systems and acts as repository for guarantee information.

eTIR international system

5. The eTIR international system is devised to allow the management by Customs of data on guarantees and the secure exchange of data between national Customs systems related to the international transit of goods, vehicles and/or containers according to the provisions of the TIR Convention.

6. Therefore, only a part of the information flow required for the functioning of the TIR procedure is exchanged by means of the eTIR international system. The following picture graphically represents the information exchange between actors. It also shows that the eTIR international system does not communicate with the holder. It is important to recall that the management of claims and the information to be provided by Customs authorities to authorized associations (under Article 42ter) and international organizations (under Article 6.2bis), as provided for by Annex 10 to the TIR Convention, are outside the scope of the eTIR project.



7. On the one hand, the Guarantee Chain transmits to the eTIR international system information on the guarantees it has issued to the holders so that they can be registered in the eTIR international system. The Guarantee Chain can also query at any time the status of guarantees it has issued and obtain related TIR transport information. On the other hand, Customs authorities use the eTIR international system to check the status of guarantees and to exchange information related to the TIR transport and to TIR operations. The eTIR international

system also makes use of the International TIR Database (ITDB) to ensure that holders are authorized according to the provisions of the TIR Convention.

National Customs

8. The eTIR system requires that each Customs administration manages the TIR procedure electronically. Therefore, national Customs IT systems should allow for the management of TIR operations (i.e. start, termination and discharge procedures), the submission of electronic declaration by the holders and the exchange of information on guarantees, TIR transport and/or TIR operations with the eTIR international system.

Guarantee chains

9. The eTIR system also requires that guarantee chains provide and update information on guarantees they have issued to holders. Consequently, the guarantee chains should manage electronically the issuance of guarantees and record issuance and possible updates in the eTIR international system, where they are securely made available to Customs administrations.

II. BENEFITS

10. As highlighted in the high-level description, the eTIR system provides numerous benefits to Customs and trade. This section aims at gathering national financial estimates of the benefits for Customs administrations.

11. The main benefits for national administrations are the following:

- Avoiding the keying in of the TIR declaration information at Customs office of departure;
- Avoiding the repetitious keying of TIR transport information (including the declaration and previous TIR operations) at other Customs offices;
- Increased security which reduces the number of infringements (typing errors, guarantee control, advance cargo information, usage of the ITDB, ...) and makes it possible to:
 - Avoid losses in Customs revenue;
 - Reduce costs in administrative procedures (inquiries, ..);
 - Reduce costs in legal procedures;
- Automatic availability of SafeTIR information in national Customs systems.

Questions

Please report your estimates in the following table as average annual savings in 2008 value of the reported currency. Please add any other national benefits the eTIR system could bring to your administration.

Please specify your reporting currency: _____

Benefits	Amount
1. Avoiding the keying in of the TIR declaration information at Customs office of departure	
2. Avoiding the repetitious keying of TIR transport information (including the declaration and previous TIR operations) at other Customs offices	
3. Reduced number of claims due to an increased security (typing errors, guarantee control, advance cargo information, usage of the ITDB, ...)	
3.a. Avoided losses in Customs revenue	
3.b. Reduced costs in administrative procedures (inquiries, ..)	
3.c. Reduced costs in legal procedures	
4. Avoiding the preparation of SafeTIR information	
5. Other benefits	
5.a.	

III. COSTS

12. The implementation of the eTIR system requires the computerization of national Customs administration, implying that the relevant Customs offices are equipped with computers and are linked with each other. Moreover, the implementation of eTIR requires that Customs offices are permanently connected. Finally, the following specific elements (deliverables) shall be developed by the national Customs administrations before the eTIR system can be launched:

- Electronic management of TIR operations
 - Start
 - Termination
 - Discharge
- Electronic declaration mechanism
- Exchange of information (bridges) with the eTIR international systems on:
 - Guarantees
 - TIR transports (including the declaration)
 - TIR operations
- User manuals and training

Questions**Development costs**

13. The following table allows reporting of both estimated development costs and actual expenditures which have taken or will take place in order to develop the various elements of a national computerized system allowing for the implementation of the eTIR system. Please report your estimates or actual expenditures as one time expenditures in 2008 value of the reported currency. Please also provide any other fixed costs (estimated or effective) related to the implementation of the eTIR system.

Please specify your reporting currency: _____

	Estimated	Actual
1. Computerize Customs offices (hardware and software)		
1.bis. TIR share	%	%
2. Securely and permanently connect Customs offices together		
2.bis. TIR share ²	%	%
3. Electronic management of TIR operations		
4. Electronic declaration mechanism		
4.bis. TIR share	%	%
4.a. for national holders		
4.a.bis. TIR share	%	%
4.b. for foreign holders		
4.b.bis. TIR share	%	%
5. Development of eTIR documentation		
5.a. for Customs officers		
5.b. for holders		
6. Training Customs officers for handling electronic procedures		
6.bis. TIR share	%	%
7. Other fixed costs		
7.a.		

² The TIR share represents the part of the expenditures that can be attributed to TIR as a percentage of the total expenditure. In case of systems developed for multiple procedures, the ratio of the number of TIR-related operations on the total number of operations, can be used to provide this share.

