Direct submission of declarations to all countries along the itinerary of a TIR transport

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Overview

- Background
- eTIR computerization status
- eTIR main principles
- Declaration mechanism
- Current problem
- Alternative solution
- Consequences
- WP.30 recommendation
Background

• GE.1 23rd session
  • Data requirements for advance cargo information related to TIR transport are not standardised (in particular, safety and security data)

• Informal Document WP.30 (2014) No. 3

• -> ECE/TRANS/WP.30/2014/5
TIR computerization status

- Transport sector
- Other Customs administrations
- Guarantee chain
- SafeTIR
- TIR-EPD
- ITDBonline
- Register of stamps and seals

- National Declaration Mechanism (Single Windows)

- Customs

- TIR operations management
Objective: The eTIR system: a new public private partnership

- **Transport Operator** (B2B, C2B)
- **Guarantee Chain** (B2B, C2B)
- **Customs** (C2C)
- **eTIR International system** (B2C, C2B)
Main principles - Guarantee registration
Main principles –
C2C info exchange
Functional principles - Declaration mechanism (1)

1. Guarantee request
2. Guarantee chain
3. Advance cargo information
4. Incl. guarantee reference and itinerary
5. Customs office of departure
6. Risk Analysis
7. eTIR international system
8. ITDB
9. National information system
10. Accompanying document
11. Declaration reference
12. Goods
13. Customs office of departure
14. Vehicle
15. Inspection and sealing
16. Advance cargo information reference
17. Other Customs along the itinerary
18. Customs office of departure
19. Pay to
20. Advance cargo information reference
21. Pay to
22. Advance cargo information reference
23. Advance cargo information reference
24. Advance cargo information reference
Functional principles - Declaration mechanism (2)

1. Advance cargo information, incl. previously accepted declaration(s) + other TIR transport info

2. Customs along the itinerary

3. Risk analysis

4. eTIR international system

5. National information system

6. ITDB

7. Holder

8. Customs office of entry

Sealed vehicle

Accompanying document

Holder

Customs office of entry
Main principles - Declaration options
Current problem: Diverging data requirements

Diverging additional requirement:
- electronic safety and security data
- additional paper documents

A group has been created at the WCO to possibly establish a new standard safety and security electronic message (i.e. a message that will contain more than the data elements recommended by the SAFE framework of standards)
**Alternative solution**

**Current solution**

- Customs
- eTIR International system
- Holder

- Standard declaration sufficient for all countries
- Declaration approved by the customs office of departure

**Alternative solution**

- Customs
- eTIR International system
- Holder

- Approved minimum data set of common declaration data
- Differentiated declaration data and mechanisms

- Declaration approved by the customs office of departure
Consequences for TTF

Diagram showing the flow of information between the Holder, Customs, and the eTIR International system.
Consequences for TTF
Consequences on the GE.1 and the eTIR RM

- Prolong the GE.1 mandate to
  - Re-describe the declaration mechanisms (chap. 2 and annex VI)
  - Agree on a minimum data set for eTIR declaration
  - Check the eTIR RM for integrity
WP.30 recommendation

1. Introduce a direct submission of electronic declarations to customs (or via third parties) leaving countries the flexibility to ask different data set

   - or -

2. Maintain the current declaration mechanisms and agree on a complete list of data elements for TIR
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