



**UNITED  
NATIONS**

**Economic Commission  
for Europe**



# ***The TIR Convention, the eTIR Project and the UNECE-IRU eTIR pilot project***

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# Overview

- Transit principles and transit regimes
- The TIR Convention
  - 5 pillars
  - Example of TIR transport
  - Geographical scope
- eTIR project
- UNECE-IRU eTIR pilot project

# General principles of transit

- Movement of goods under Customs control
- Without payment of duties and taxes (but with a guarantee covering them)
- Additional requirements (sometimes based on risk assessment) : Customs seals, time limits or security measures (escorts, GPS tracking, ..)
- Recognition of freedom of transit, Article V GATT

# National transit

- Incoming, outgoing and through transit
- National guarantee system
- National specific documents (or electronic messages)
- Many examples

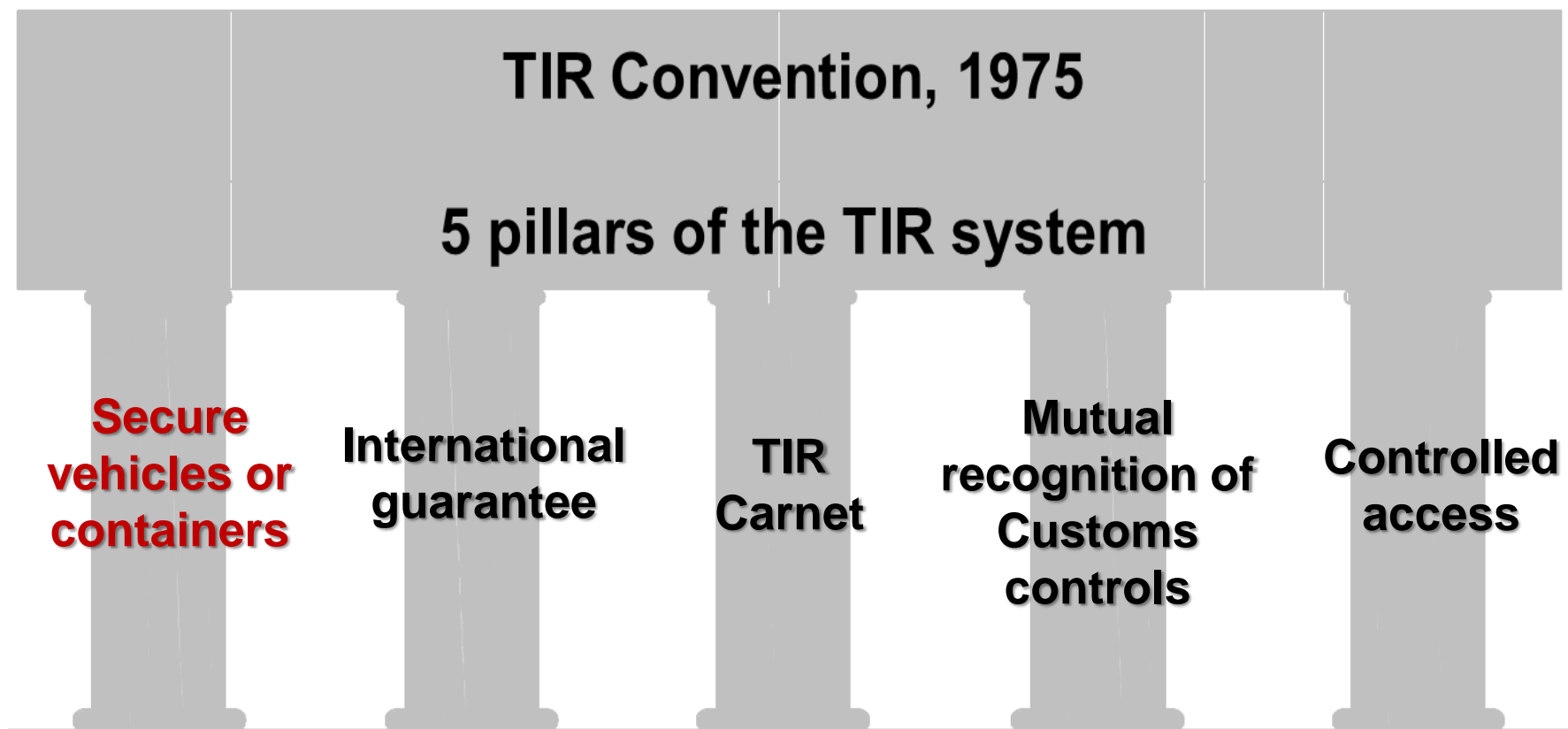
# Bilateral or multilateral transit

- Closed system between two or more countries
- Sometimes based on Customs union
- Avoid use of multiple national transit systems
- Possibly common or mutually recognized guarantees
- Common Customs document (or electronic messages)
- Examples: Community and Common transit, US-Canada, TRIE, ...

# International and global transit

- Open to all interested countries
- Close collaboration between neighboring countries not required
- Internationally recognized guarantees
- Standards documents (or electronic messages)
- Examples: ATA and TIR

# The TIR Convention – the 5 pillars

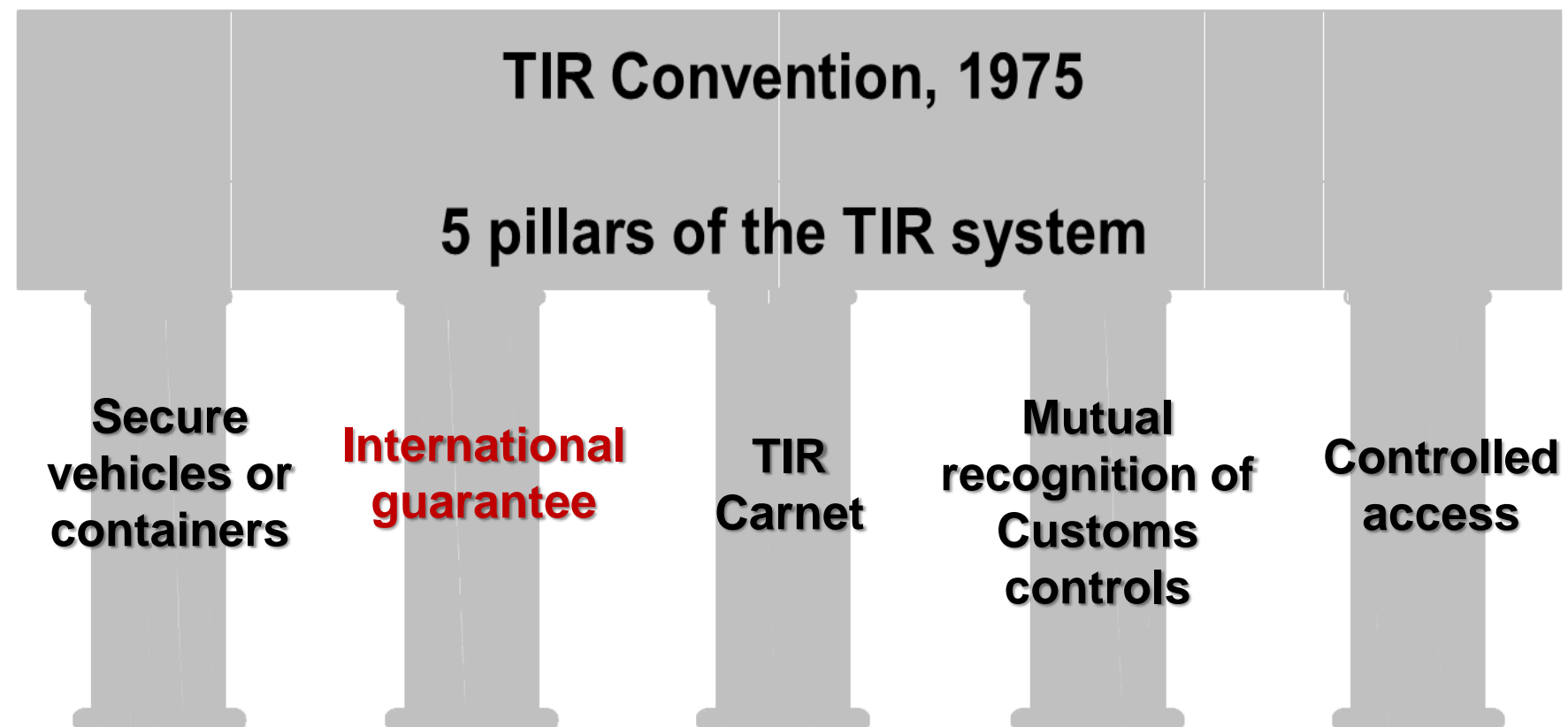


# Secure Vehicles and/or containers

- No goods can be removed from or introduced into the sealed part
- Customs seal : simply and effectively
- No concealed spaces
- All spaces accessible for Customs
- Detailed technical regulations in the annexes of the convention
- Certificate of approval



# 5 Pillars



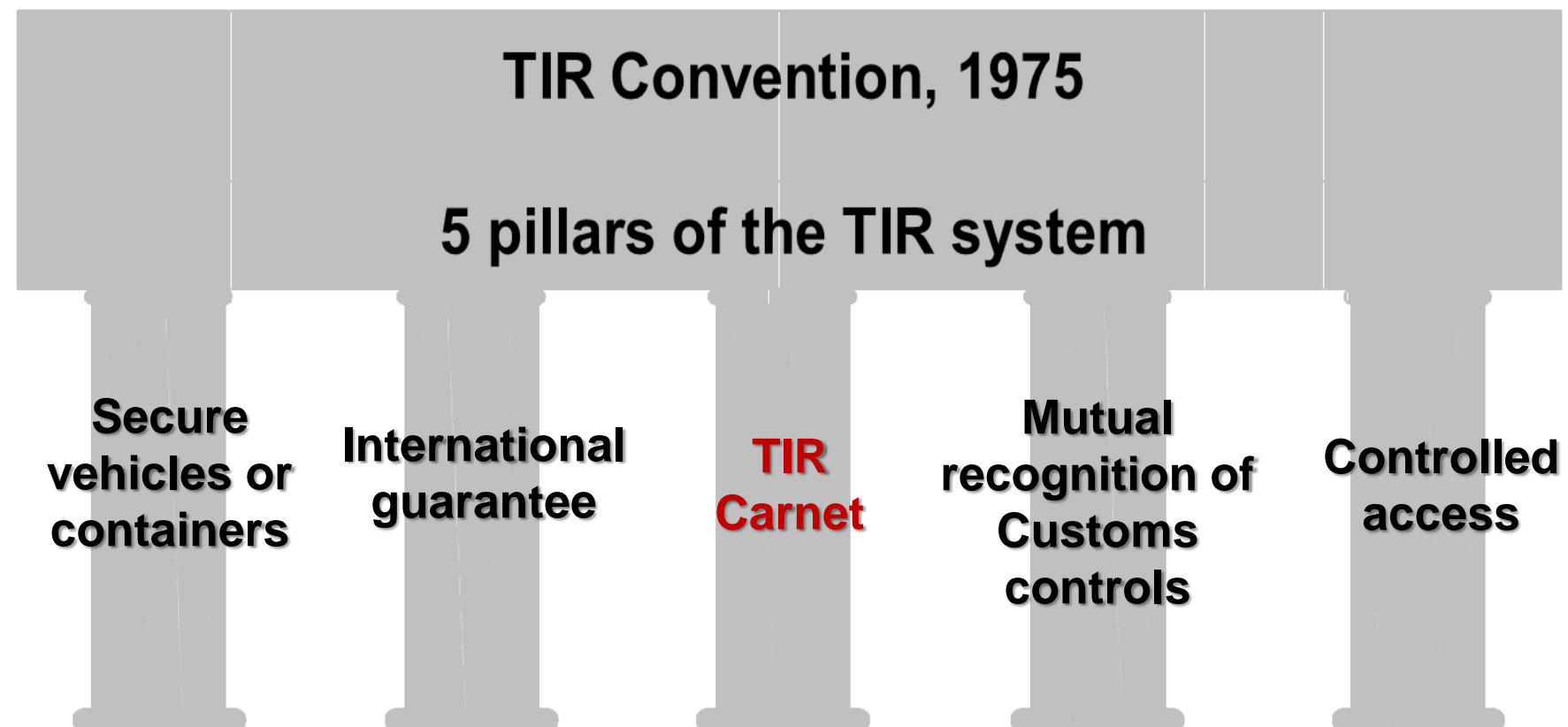
# International Guarantee

- Organized by the IRU
- Customs claim against the national association in their country



- When there is a problem in country C with a TIR carnet issued in country A the Customs of country C can claim the duties against the national association in country C (IRU organises the settlements between the insurance company and the national associations of countries A and C)

# 5 Pillars

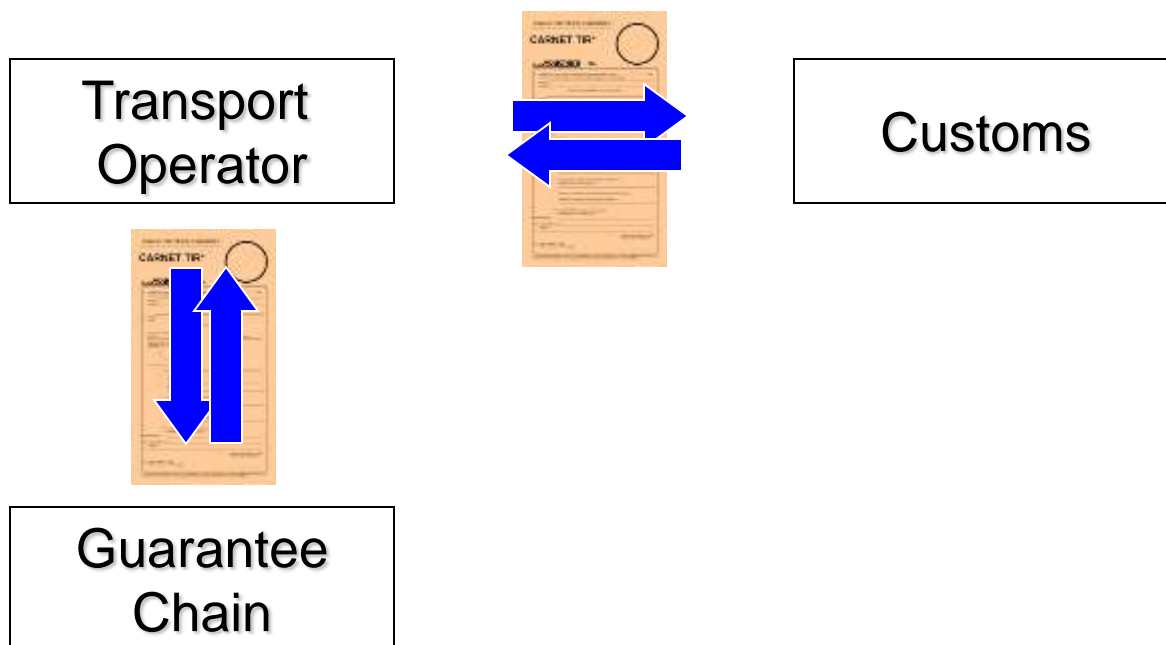


# The TIR carnet

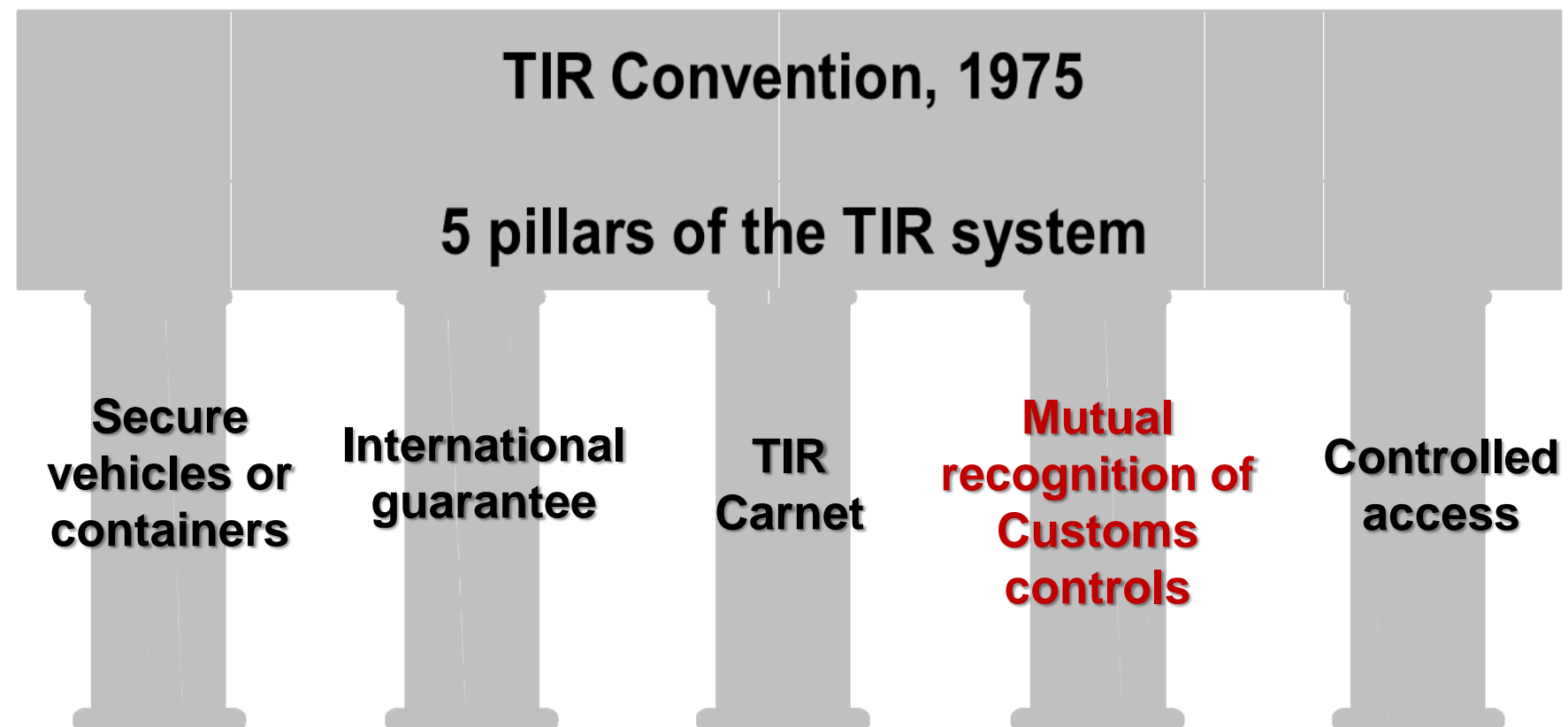
- One single document, security elements, printing and distribution by the IRU



# The TIR carnet



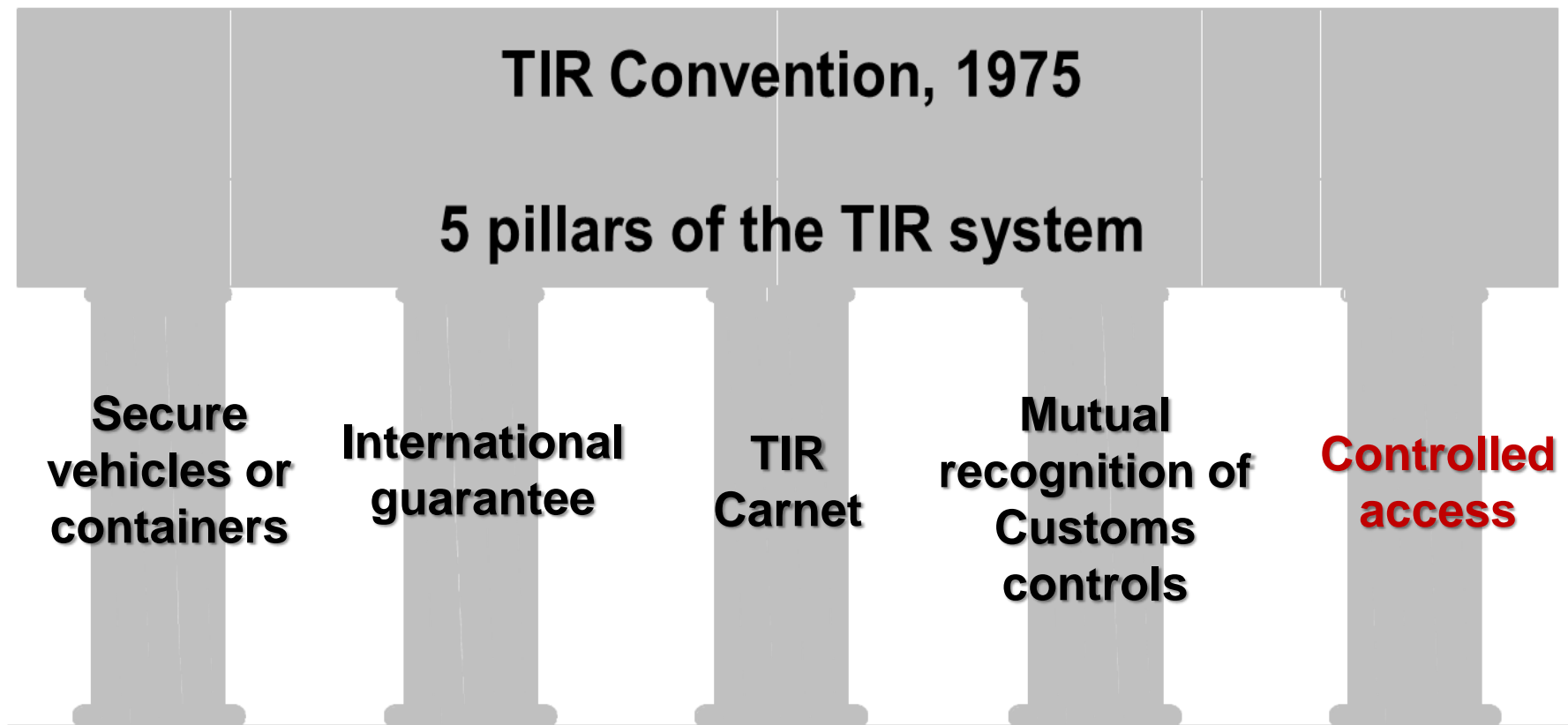
# 5 Pillars



# Mutual recognition of Customs Control

- Article 5:
  - Goods carried under the TIR procedure in sealed road vehicles, combinations of vehicles or containers shall not as a general rule be subjected to examination at Customs offices en route

# 5 Pillars





# Controlled access (annex 9)



Customs  
authorities  
give access to  
the TIR  
procedure :

To national associations to issue  
TIR Carnets and act as  
guarantor

To transport operators to utilize  
TIR Carnets

The information concerning all persons  
authorised to use the TIR transit  
procedure is listed in: UNECE's  
International TIR Data Bank (ITDB).

To the international organization  
to manage the guarantee chain  
and print TIR Carnets

# Example of a TIR transport

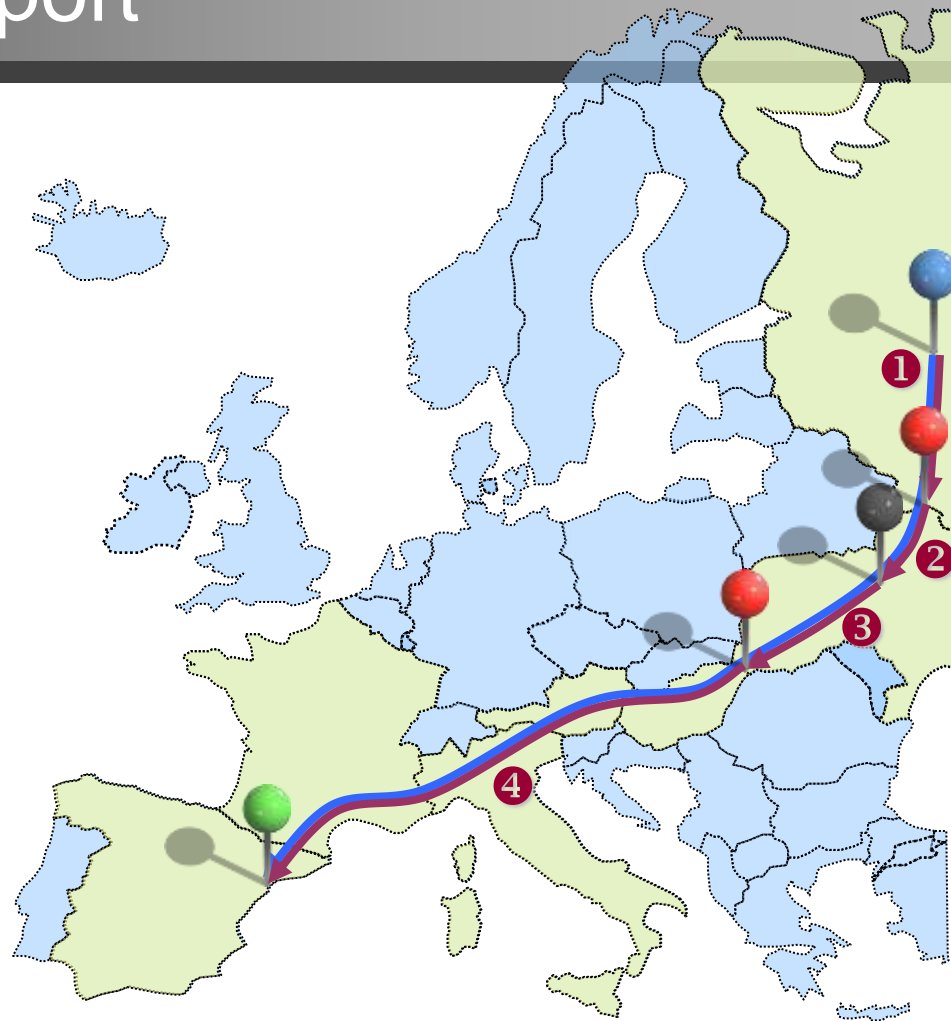
-  **1 Customs office of departure (Moscow)**
-  **1 Customs office of destination (Barcelona)**
-  **1 intermediate Customs office of departure (Kiev)**
-  **2 Border crossings**

**1 TIR transport (1 Guarantee )**

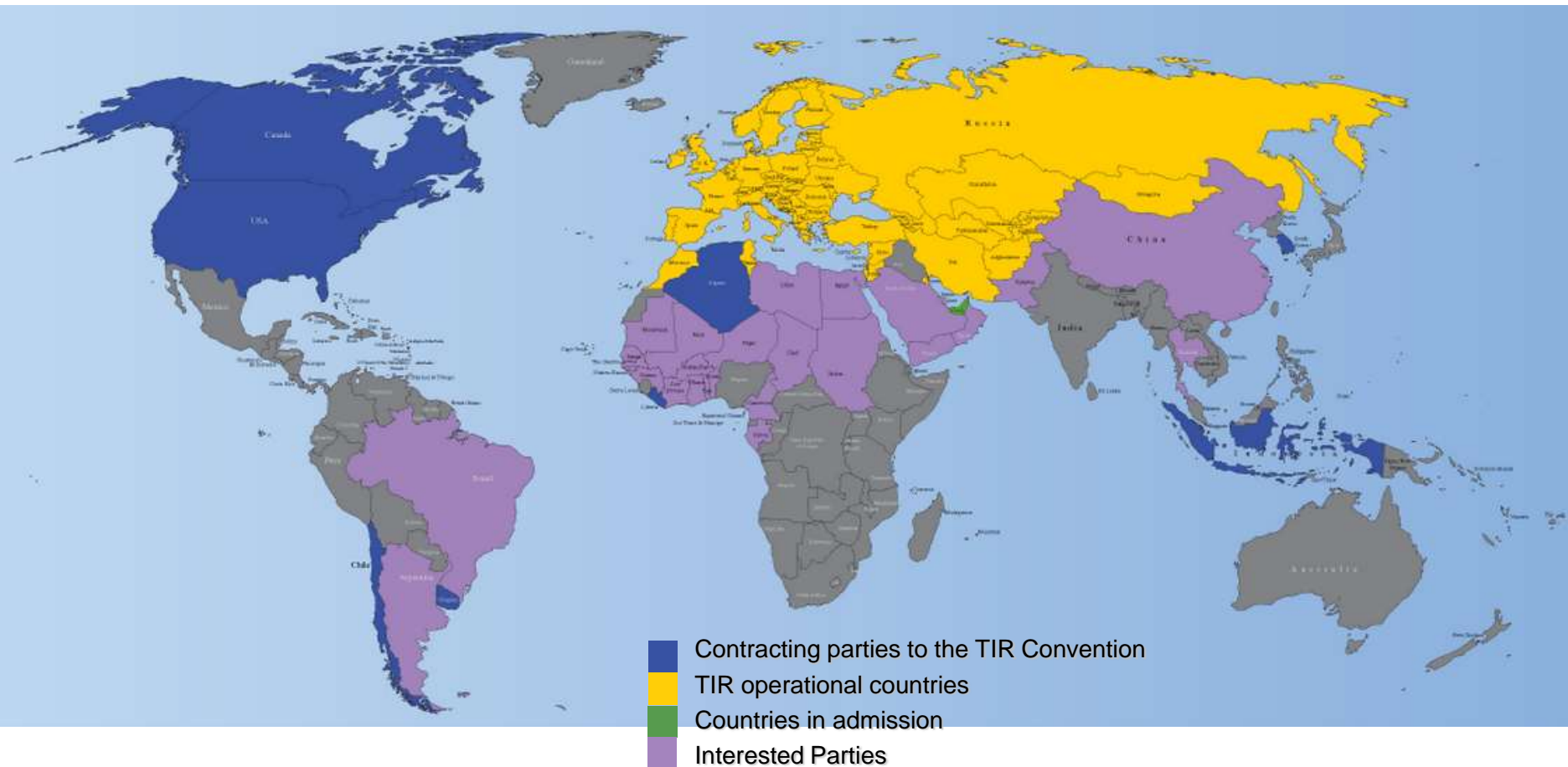
**① .. ④ TIR operations**

**3 Customs territories**

**7 Countries**



# Geographical scope



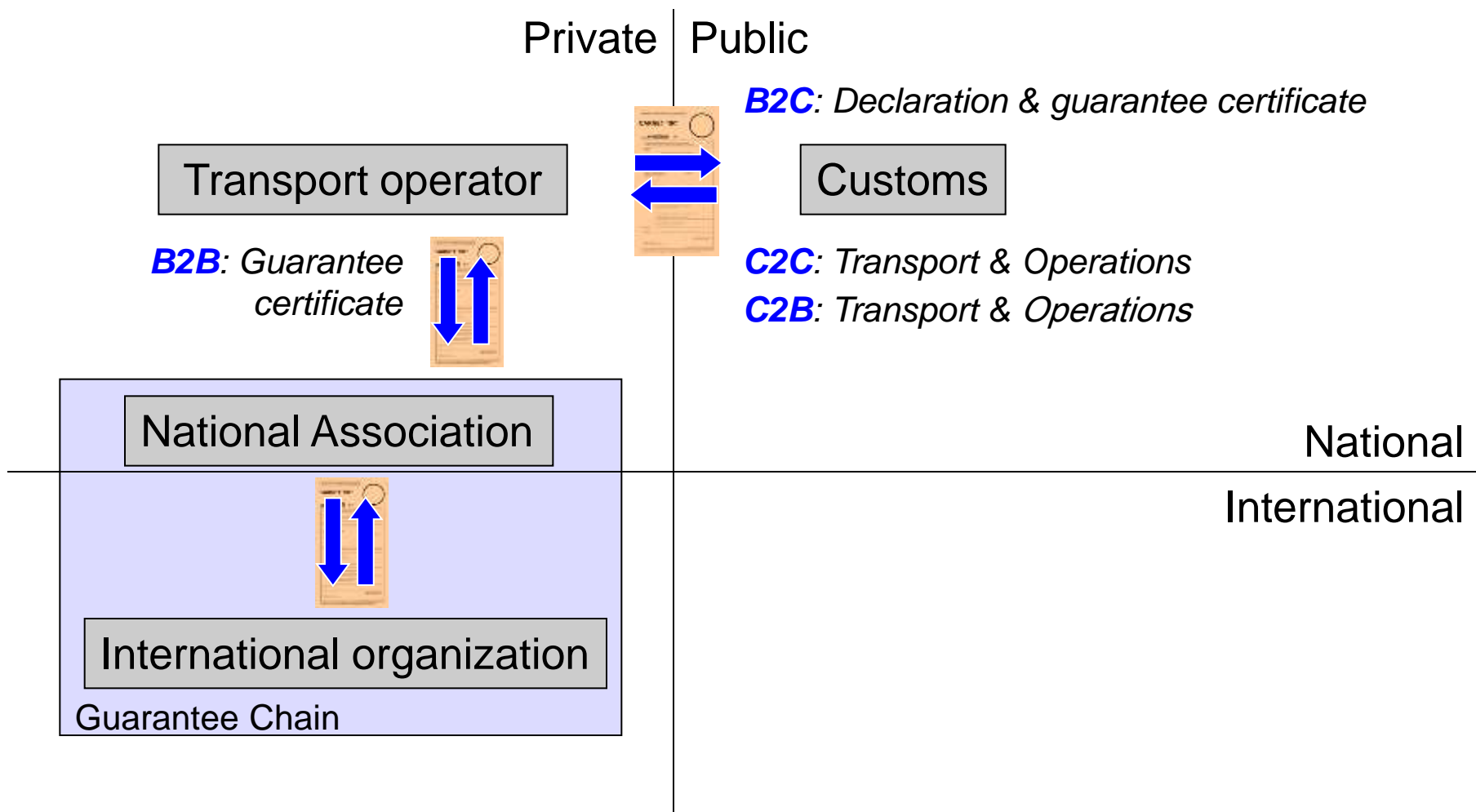
# eTIR project

- Objective

➔ Fully computerize the TIR procedure



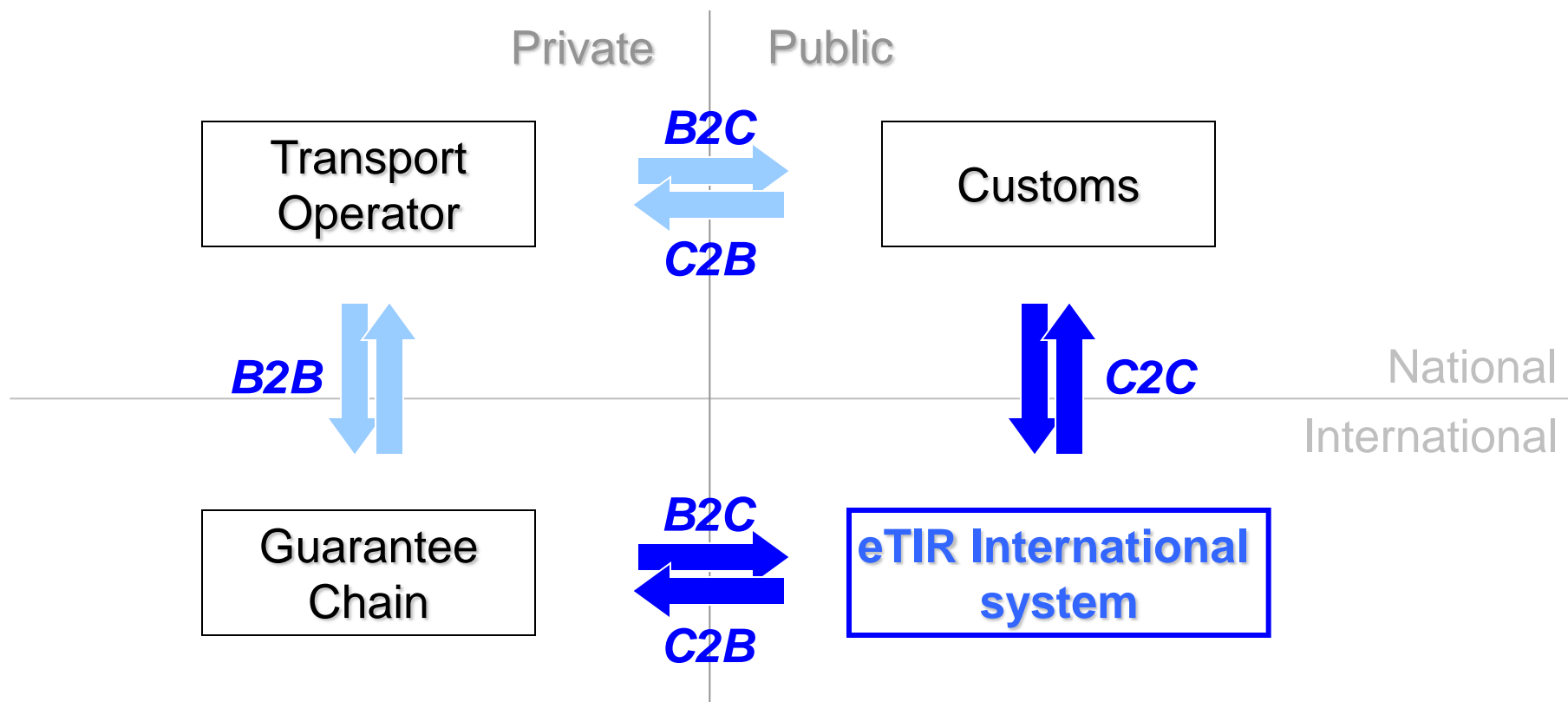
# Current TIR system



# eTIR project

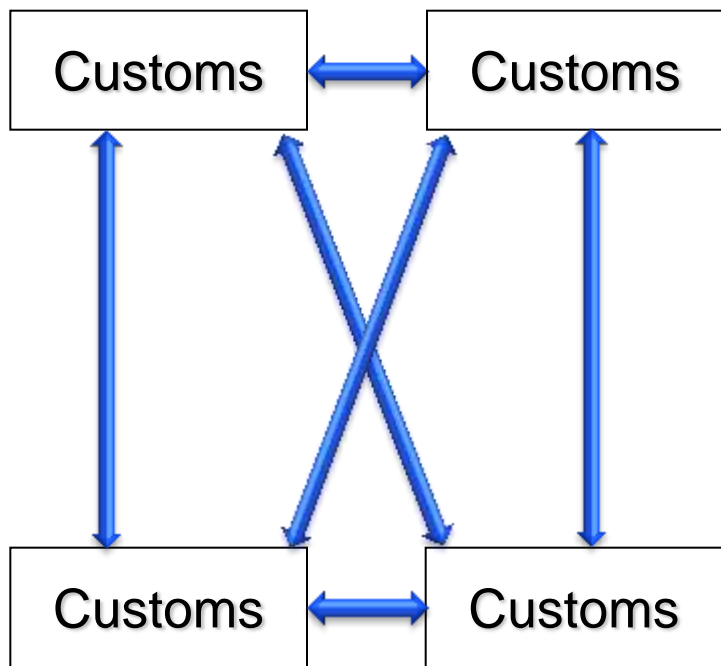
- Analyzed the current process
- Identified present and future requirements
- Divided the current document in messages
  - B2C (e.g. declaration)
  - C2B
  - C2C
- Identified and contributed to the development the relevant standards
- eTIR Reference model (775 pages), including activity diagrams, data model and XML schemas (available at [etir.unece.org](http://etir.unece.org))

# The eTIR system: a public private partnership

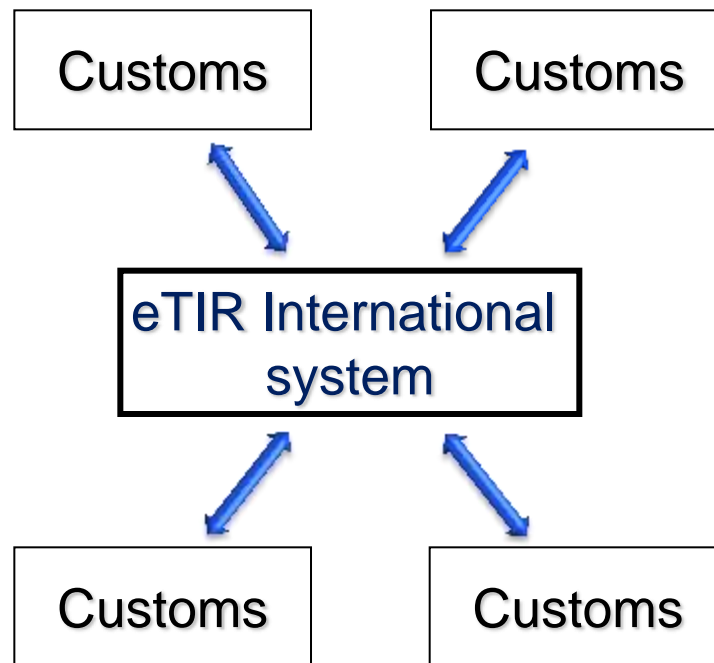


# Why a centralized system

## Decentralized approach (bilateral)



## Centralized approach (multilateral)



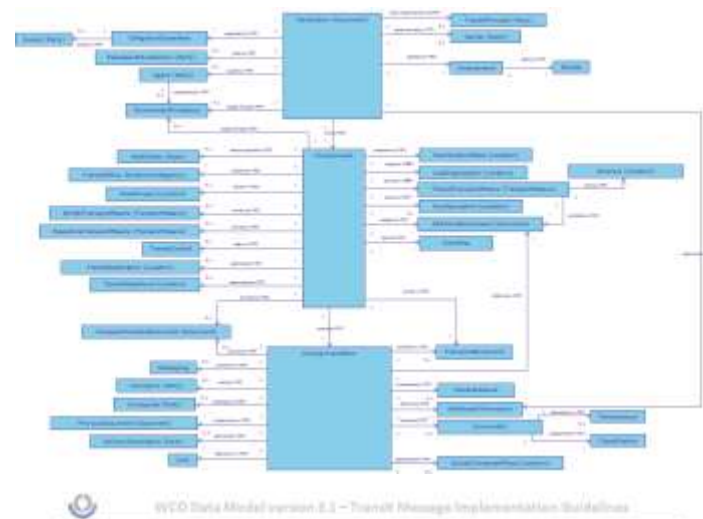


# Why a centralized system

- Mandated by WP.30
- Facilitates the integration of newcomers
- As the current TIR system, it does not require a direct communication between countries

# International standards

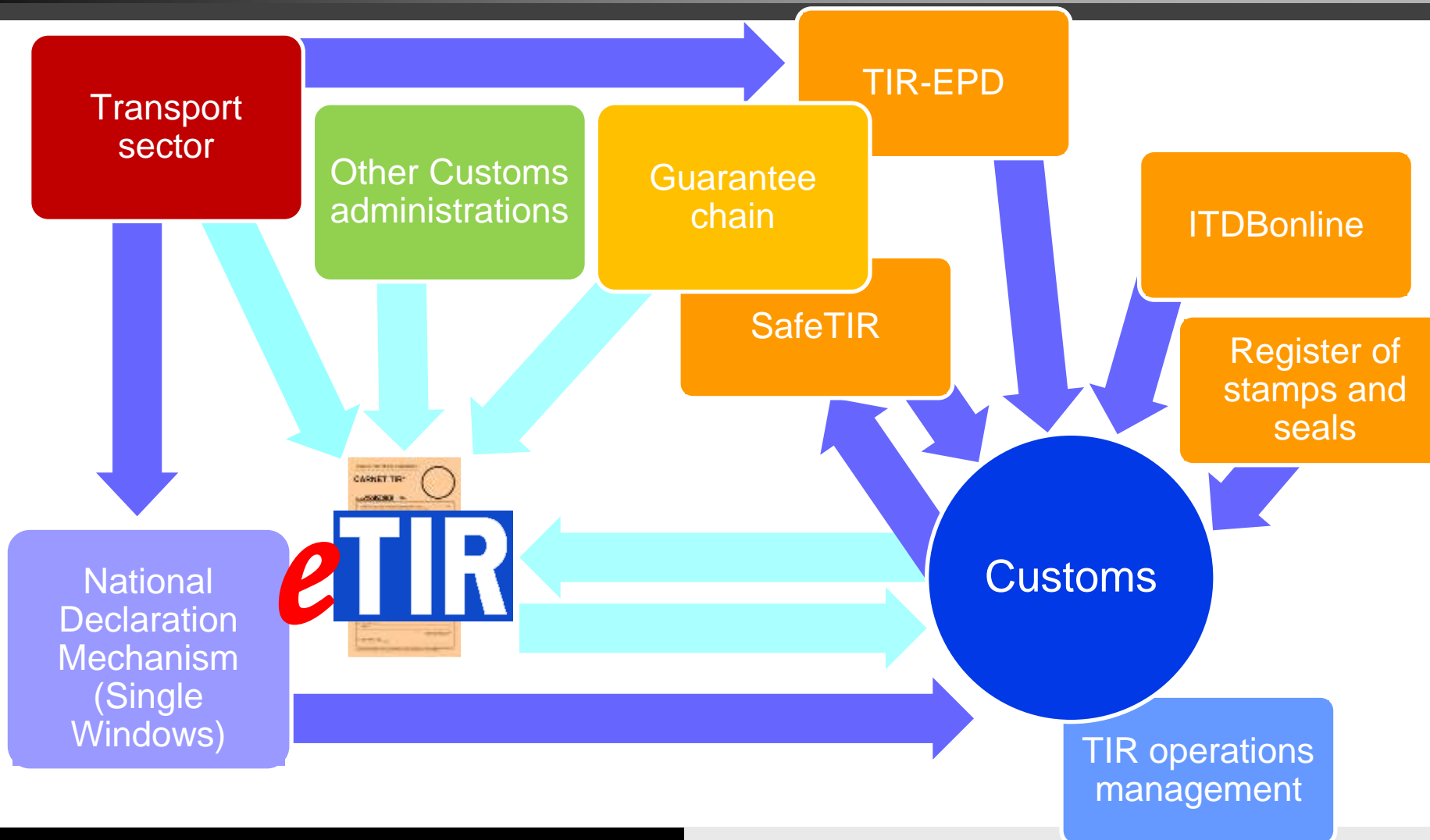
- WCO Data model
- WCO Data elements
- UNTDED
- Core Components
- UN/EDIFACT
- XML
- Code lists: UNECE, ISO,...
- ...



WCO Data Model version 8.1 – Transit Message Implementation Guidelines

1 TRANSIT Data set				
WCO ID	Name	Definition	Data Model Class	Format
006	Sequence number	Number indicating the position in a sequence	Common to Consignment Consignment Packaging Partner Seal Transport document	n..5
009	Trader reference	Reference assigned by a trader to a declaration	UICR	an..35
016	Unique consignment reference number	Unique number assigned to goods being subject to cross border transactions	UICR	an..35
017	Message function, coded	Code indicating the function of a document	Declaration	n..2
094	Countries of routing, coded	Identification of a country through which goods or passengers are routed between the country of origin, departure and final destination	Country	an..3
095	Office of declaration, coded	To identify a location at which a declaration is lodged	Declaration	an..37
096	Handling instructions, coded	To indicate directions for handling a shipment and/or delivery for a shipment	Handling	an..3
094	Goods status code	Status of goods as identified by customs for regulation purposes or as a result of an action by the declarant or government agency	Consignment	an..3
096	Container transport indicator	Indicates whether or not goods are transported in a container	Consignment	n..1
096	Transport charges method of payment, coded	Code specifying the payment method for transport charges	Freight	an..3
099	Amendment code	Code specifying the reason for a change	Amendment	an..3
100	Guarantee reference identifier	Date in reporting unit (e.g. in days, hours or seconds) written in a guarantee to ensure that an obligation will be fulfilled	Guarantee	an..35

# TIR computerisation status



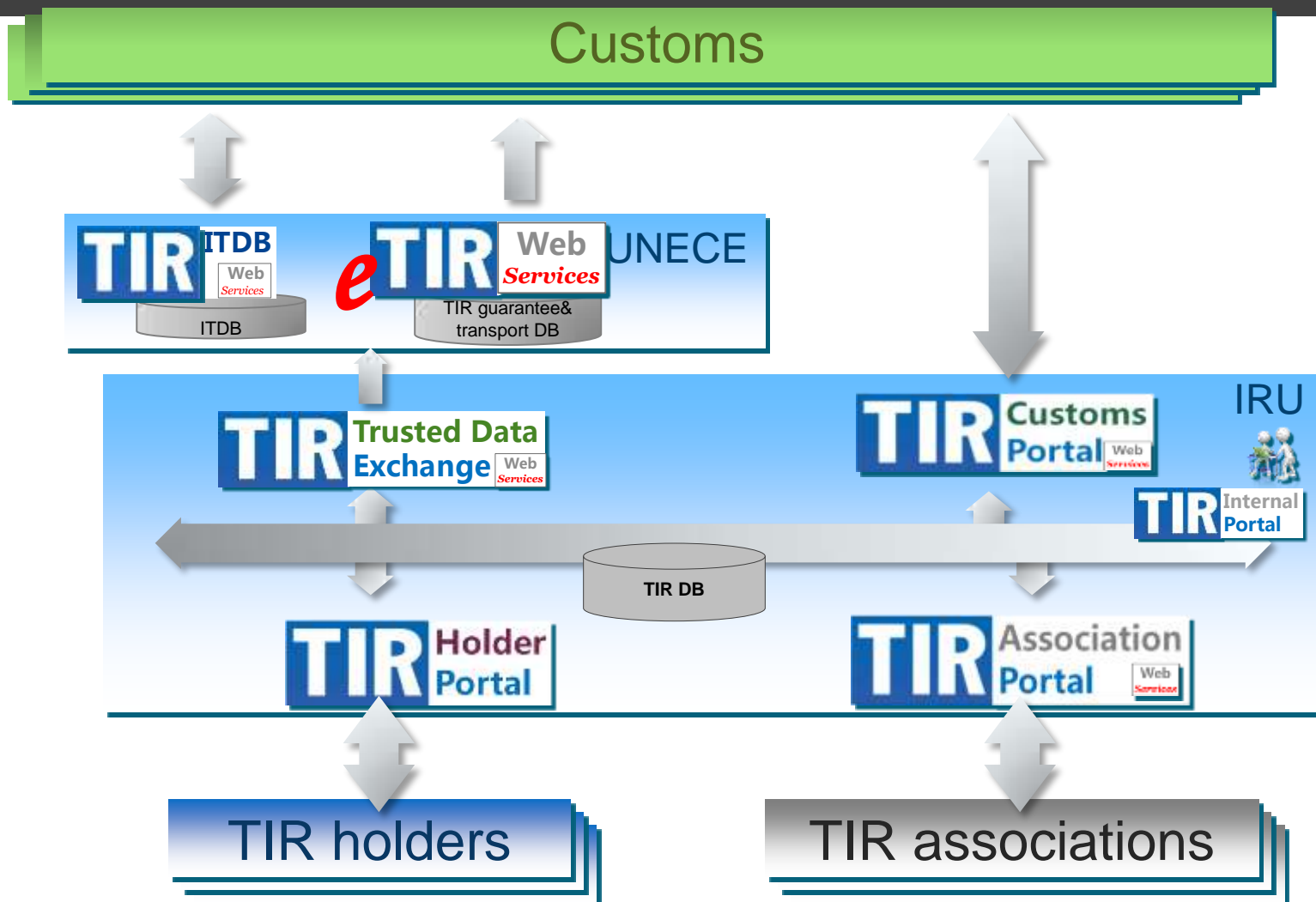
# UNECE-IRU eTIR pilot project - Objectives

- To conduct, in the short term, a paper-less TIR procedure between two pilot countries (Iran and Turkey), on the basis of investments already made and at minimal costs.
- To make the first (simplified but yet realistic) step towards the implementation of a fully functional eTIR system, as described in the eTIR Reference Model.

# UNECE-IRU eTIR pilot project – Main concepts

- **IRU central databases** will act as repositories for the electronic exchange of TIR operation related data between customs (C2C) and for the data on TIR guarantees.
- Data will automatically be forwarded to a UNECE managed database, a **light-weight** version of the future **eTIR international system**.

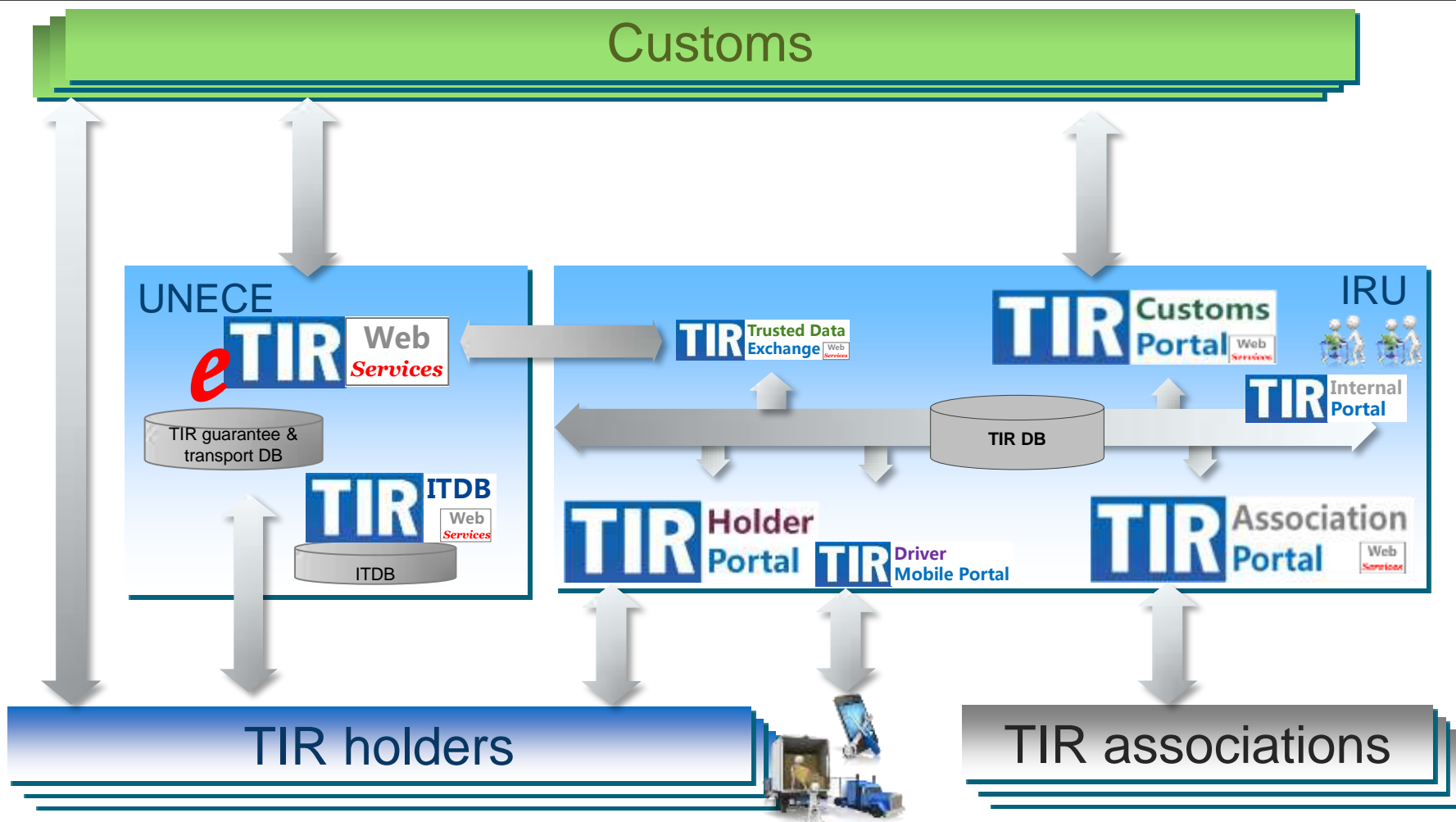
# eTIR pilot high-level architecture



# Transition towards the full eTIR

	Pilot		Progressive transition				Full eTIR
	Step 1	Step 2	Step 3	Step 4	Step 5	...	
# of countries	2	2	2	2	2	Progressive geographical expansion	All
# of customs offices	4	more	All	All	All		All
# of operators	2	more	All	All	All		All
Max # of loading and unloading	2	4	4	4	4		4 (maybe more)
eTIR message standard	✗ partial	✗ partial	✓	✓	✓		✓
Use of any declaration mechanism	✗ EPD only	✗ EPD only	✗ EPD only	✓	✓		✓
Fully functional eTIR international system	✗ light	✗ light	✗ light	✗ light	✓		✓
Schedule (months)	3	6	3	6	3		

# eTIR high-level architecture





# Contacts

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