

Principles and functionalities of the eTIR international system

Working Party on Customs Questions affecting Transport (WP.30)
147th session

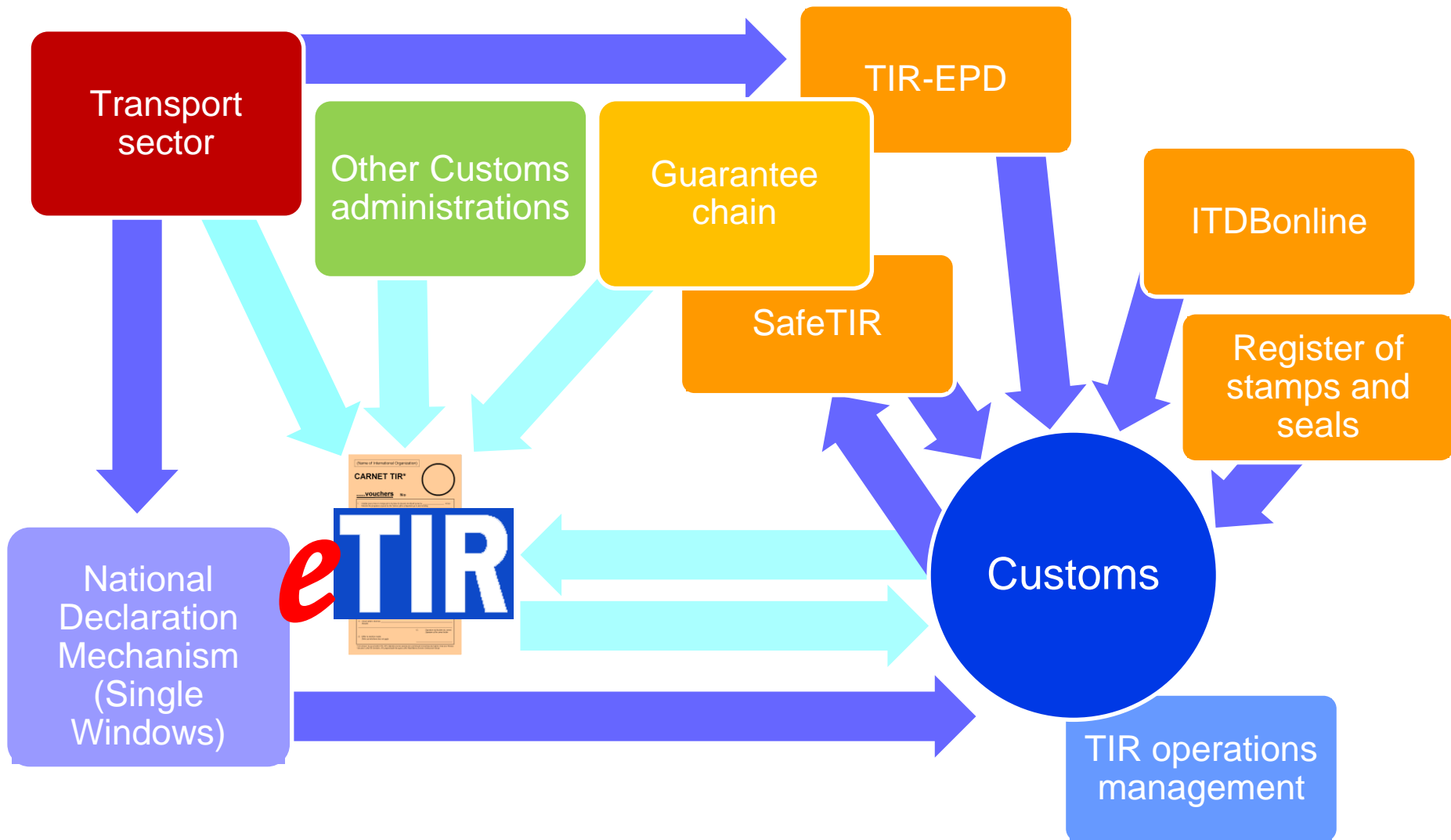
André Sceia / October 10-13, 2017



Overview

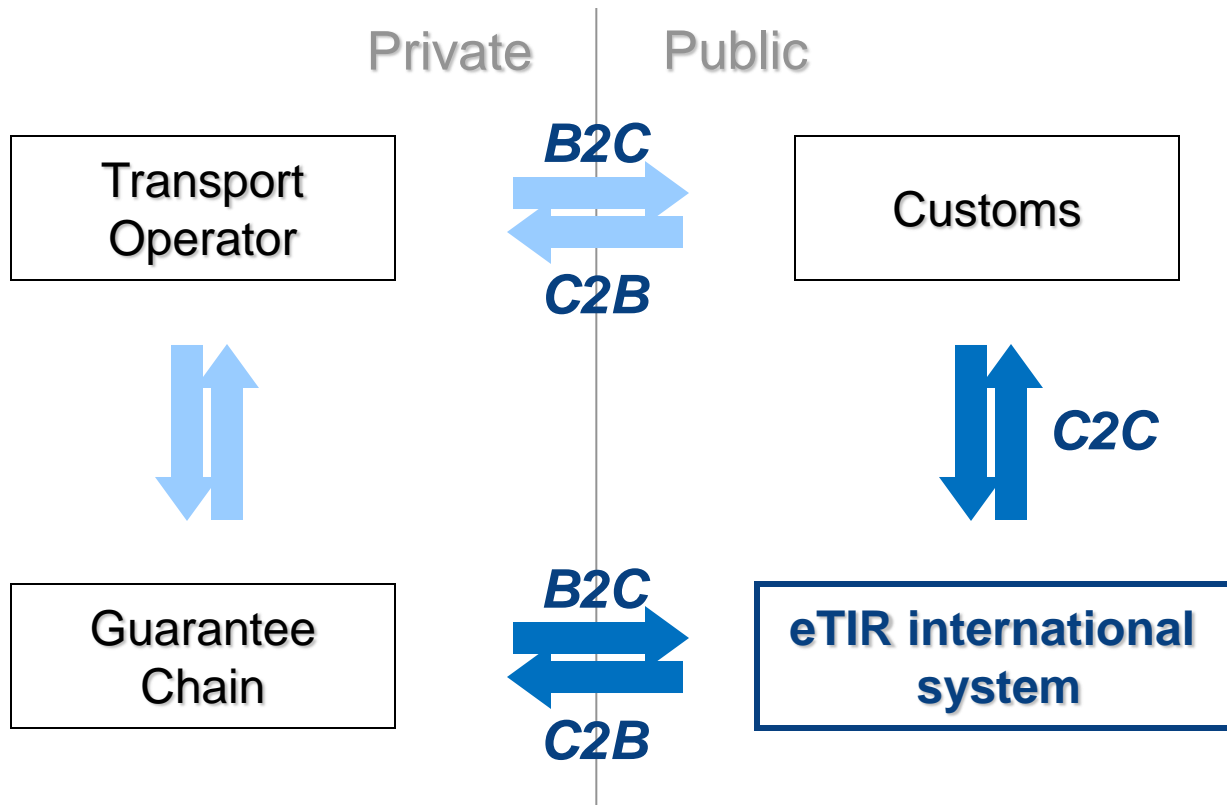
- Computerization status
- eTIR principles
- eTIR functionalities
- eTIR declaration mechanisms
- CBA and GE.1 Recommendations
- Pilot projects
 - Georgia-Turkey eTIR pilot project
 - UNECE-IRU eTIR project between Iran and Turkey

TIR computerisation status



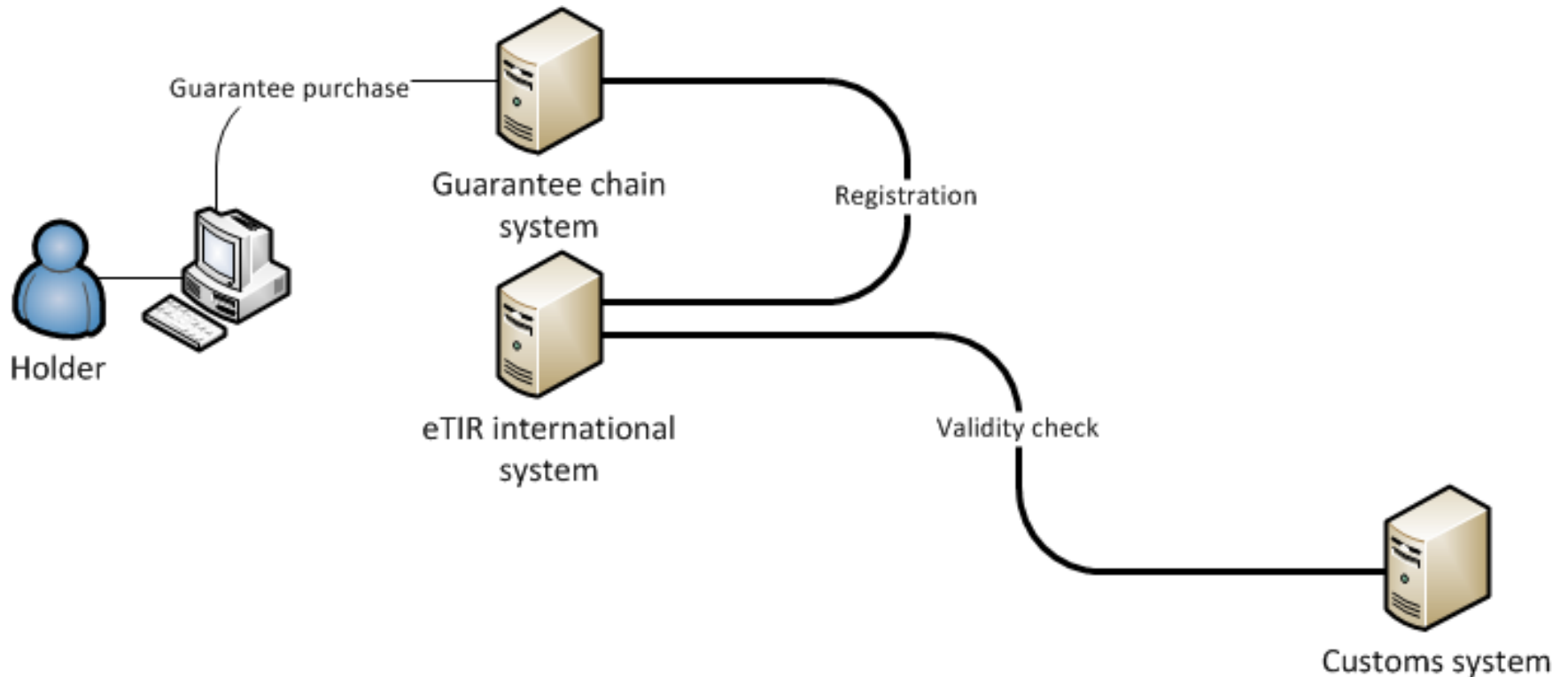
The eTIR system

a public private partnership



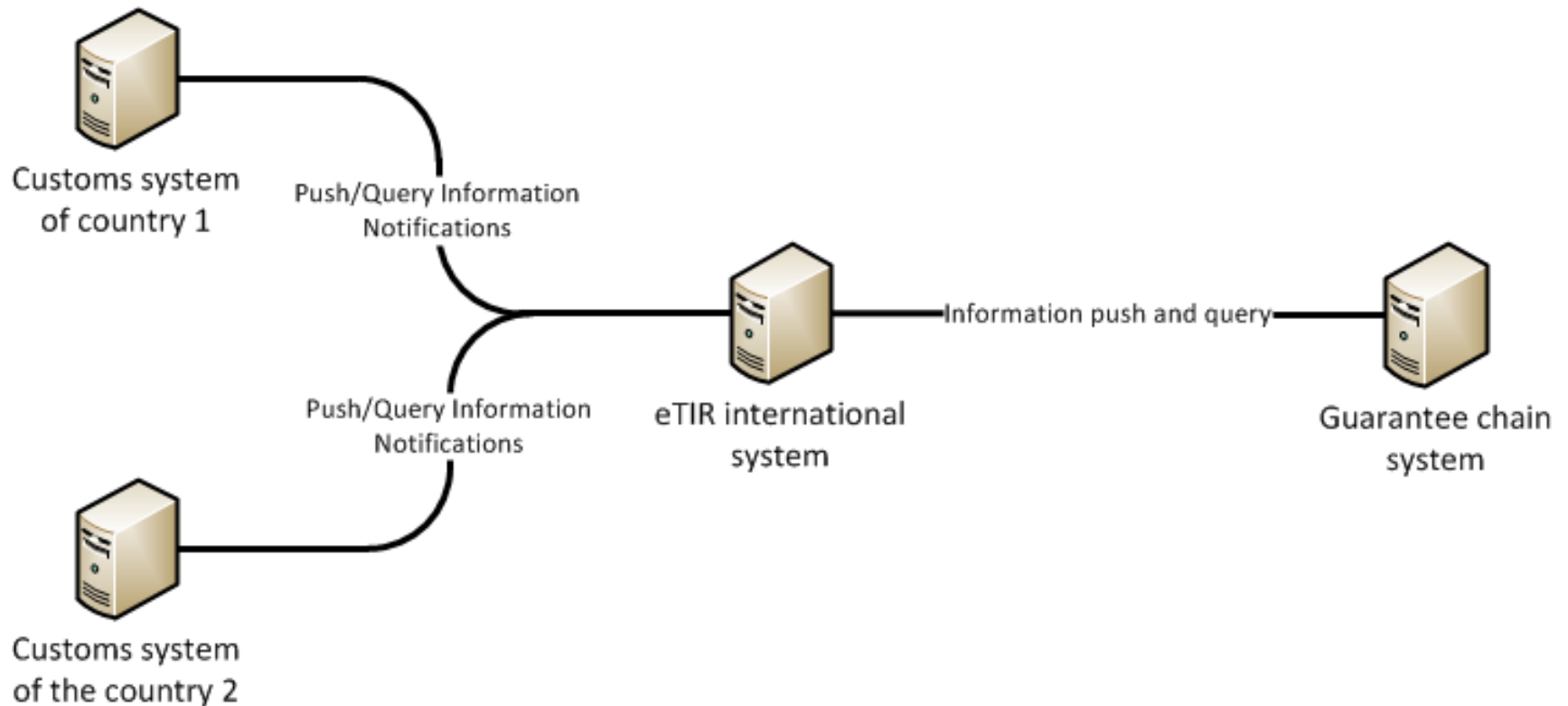
eTIR main principles

Management of guarantee data by customs

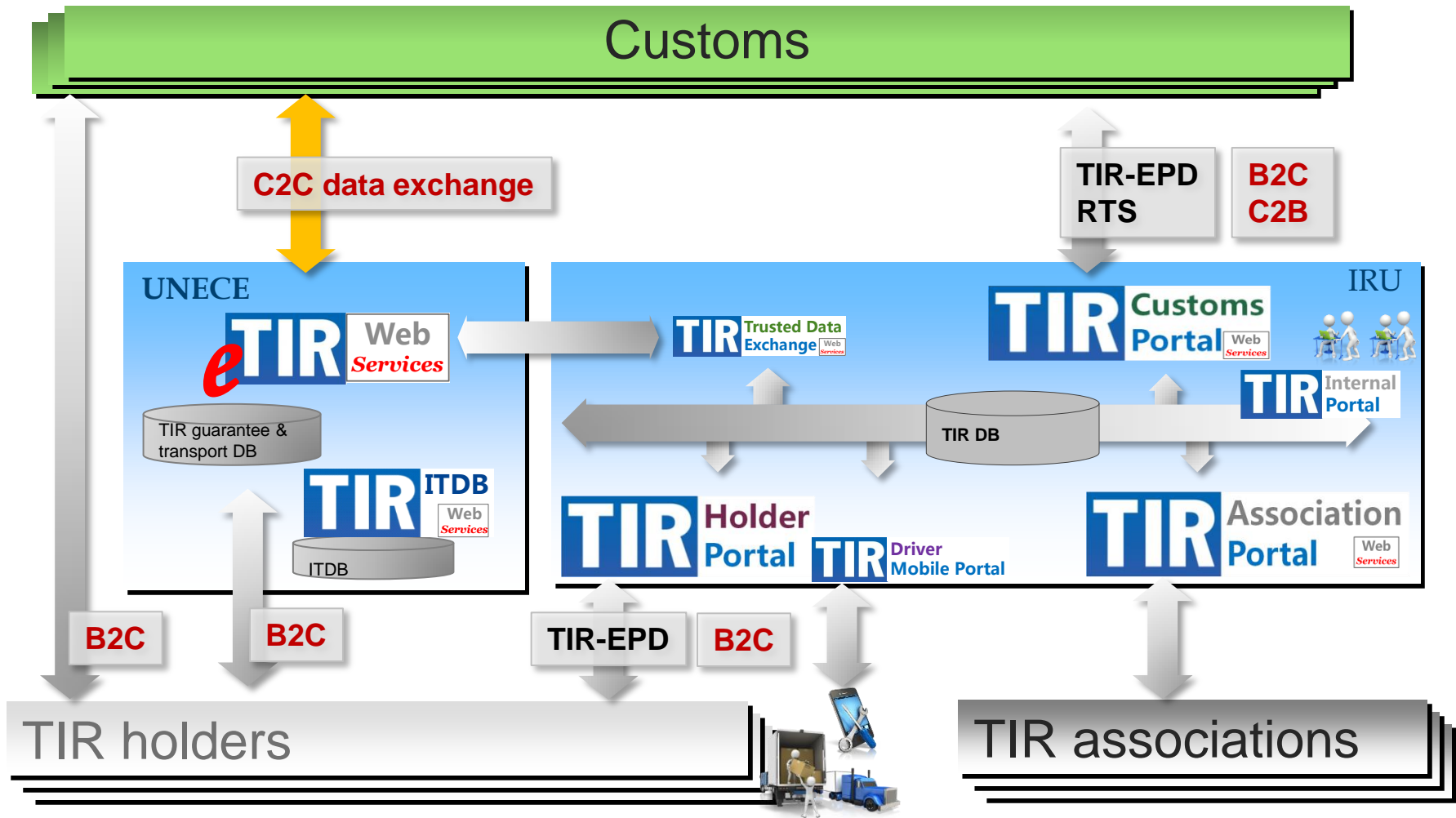


eTIR main principles

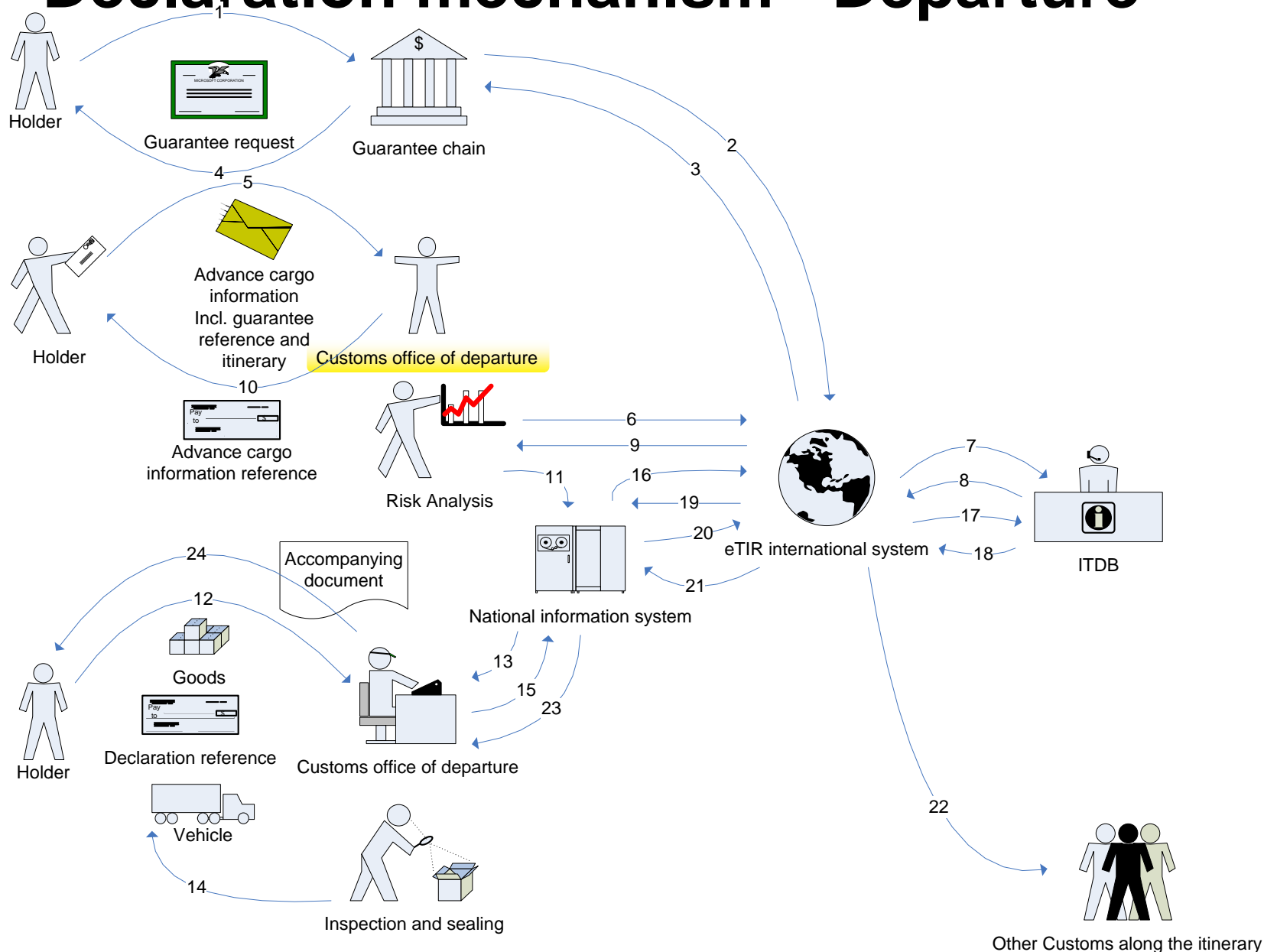
Customs to customs data exchange



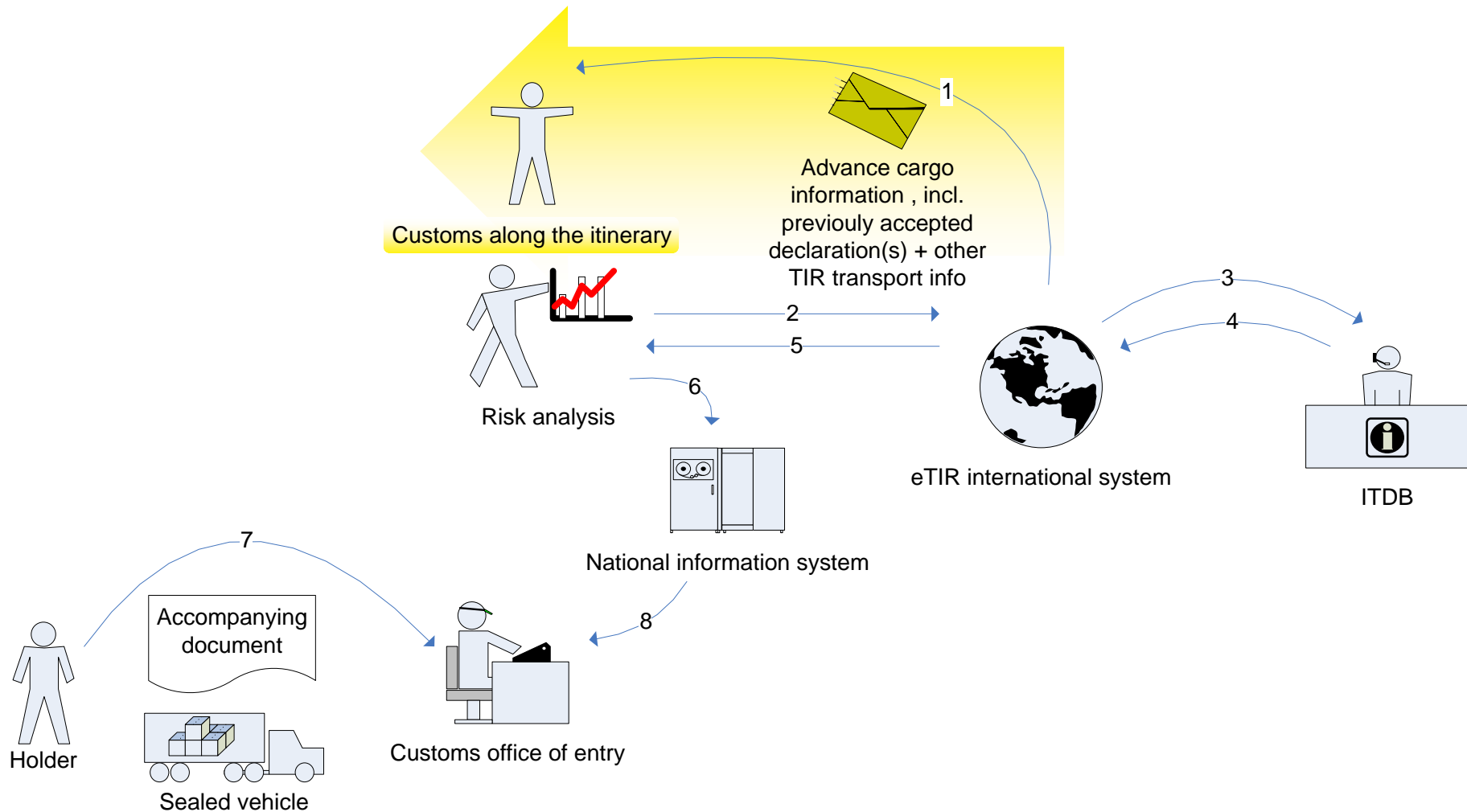
eTIR high-level architecture



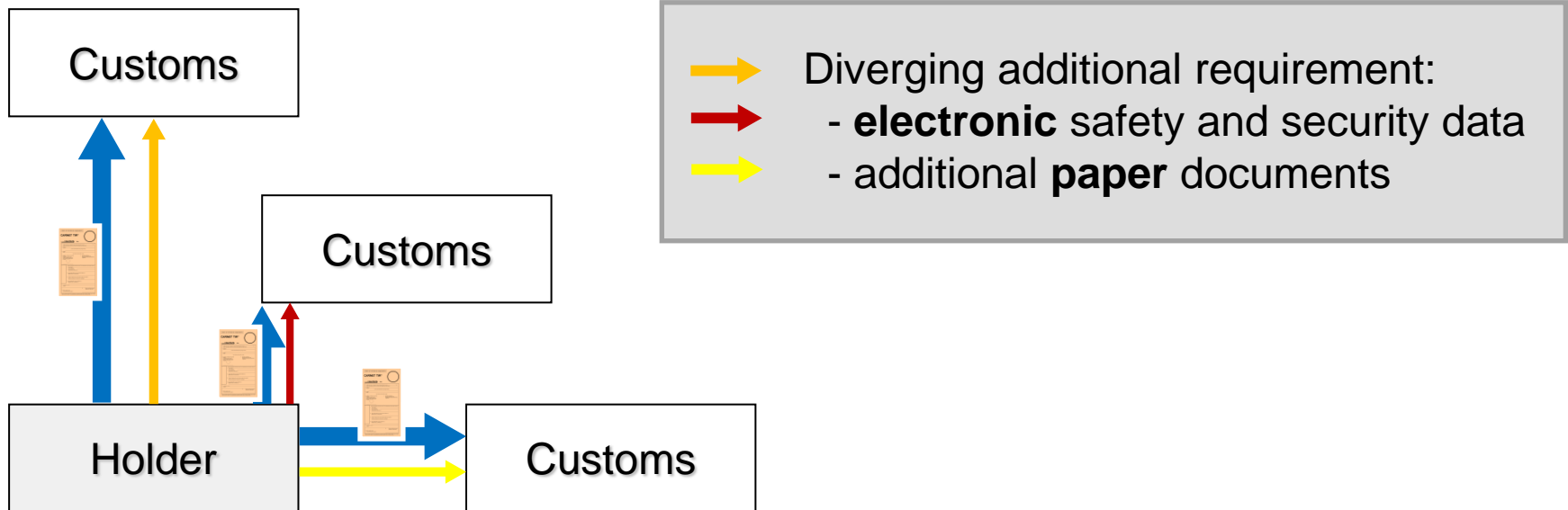
Declaration mechanism - Departure



Declaration mechanism – en route



Today: Diverging data requirements



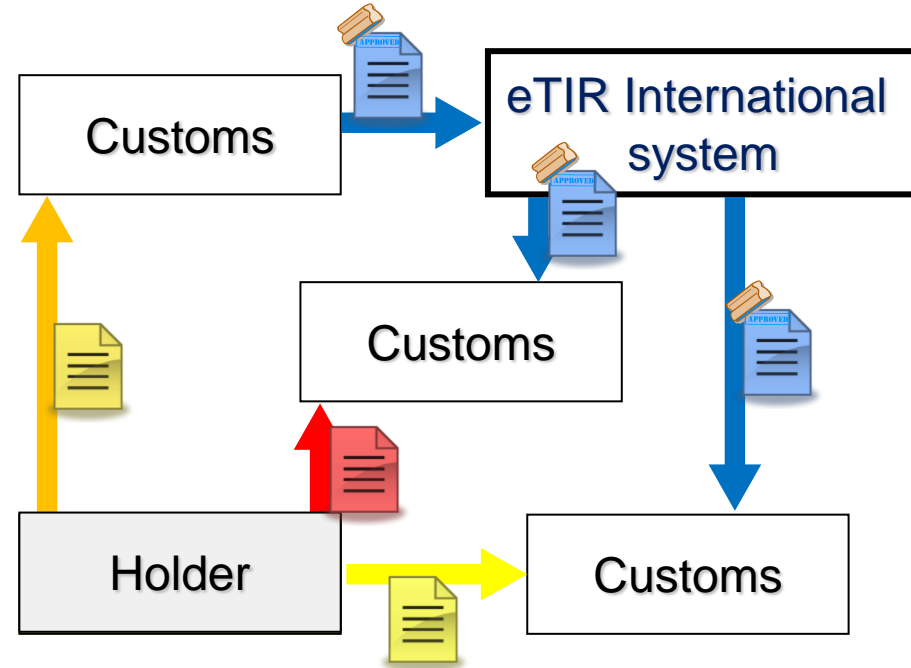
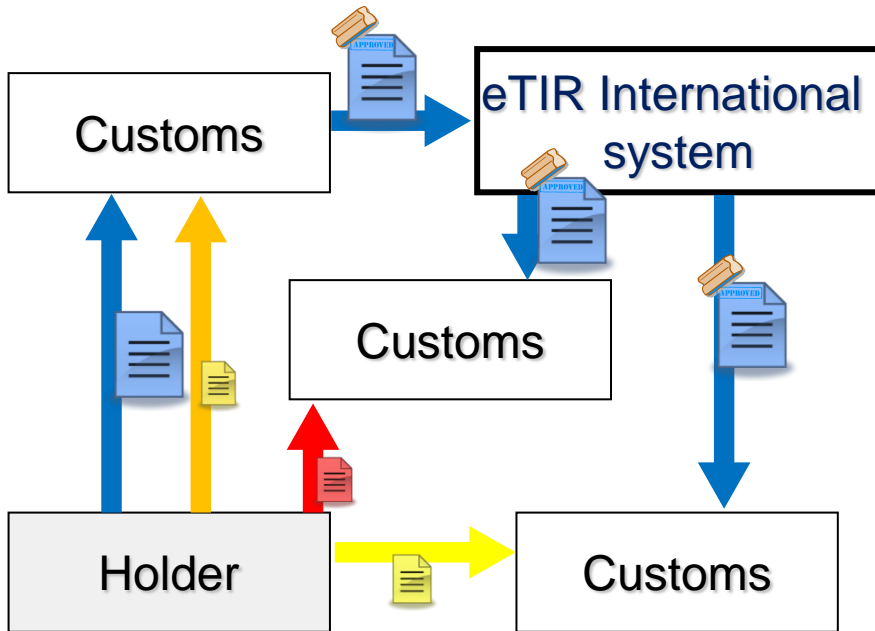
WP.30 recommendation

137th session (Geneva, 10–13 June 2014)

“Considering that safety and security data requirements have their own legal basis and in view of the difficulty in agreeing on common requirements, the Working Party also decided that, even if they are related to TIR transports, those requirements should be left optional in the standard eTIR declaration. As a consequence, the Working Party instructed GE.1 to continue to work on the development of a standards eTIR declaration.”

ECE/TRANS/WP.30/274, para. 15

eTIR standard declaration



Standard declaration



Additional data requirements for each country (e.g. safety and security)

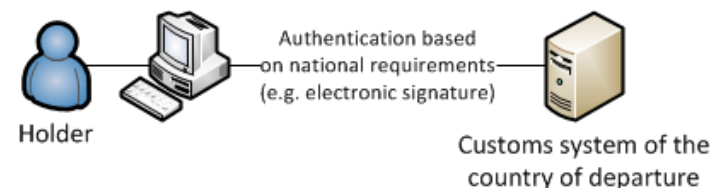
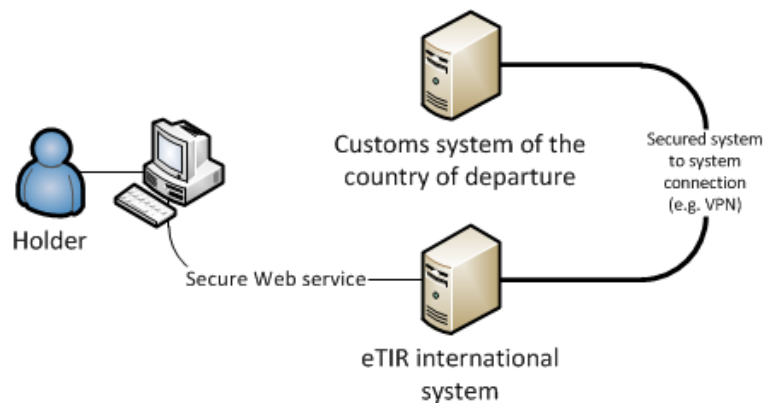
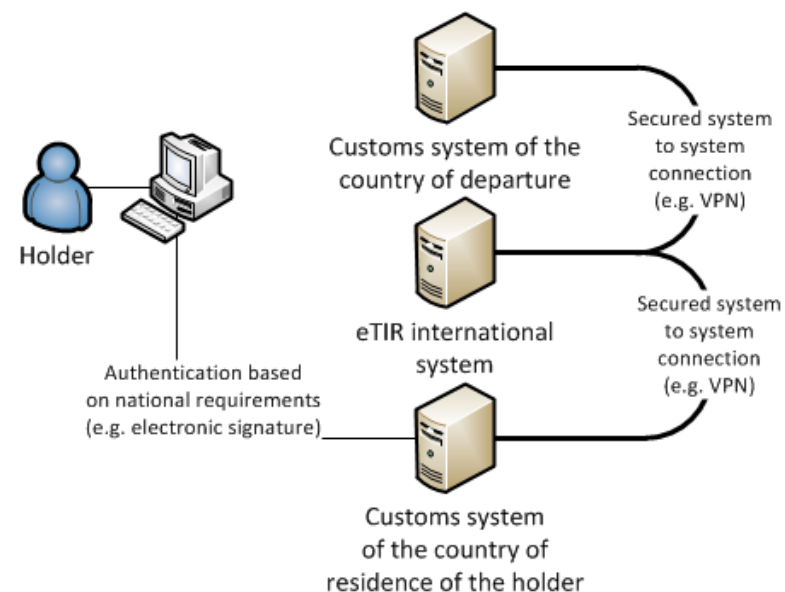
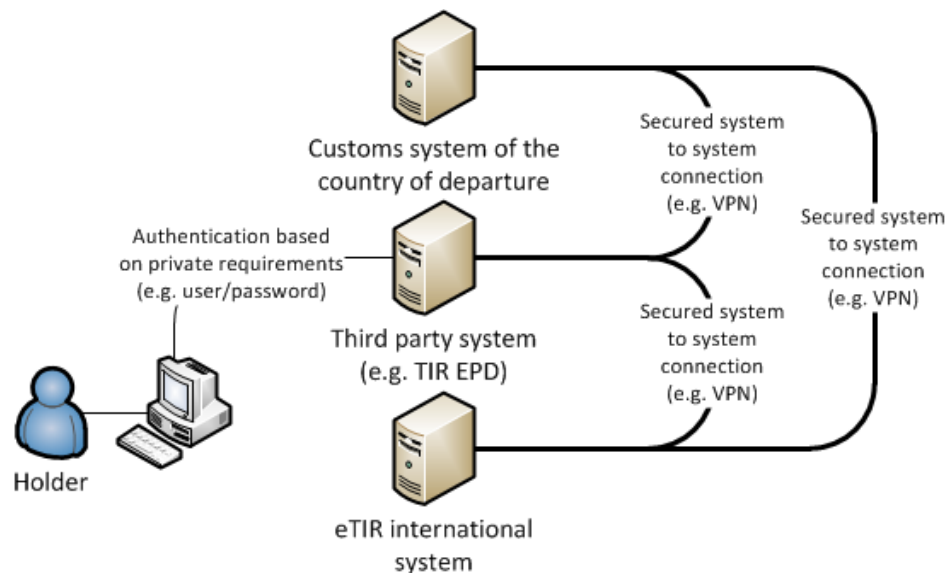


Declaration approved by the customs office of departure



Differentiated declaration data and mechanisms (all including the data contained in the standard declaration)

Declaration options

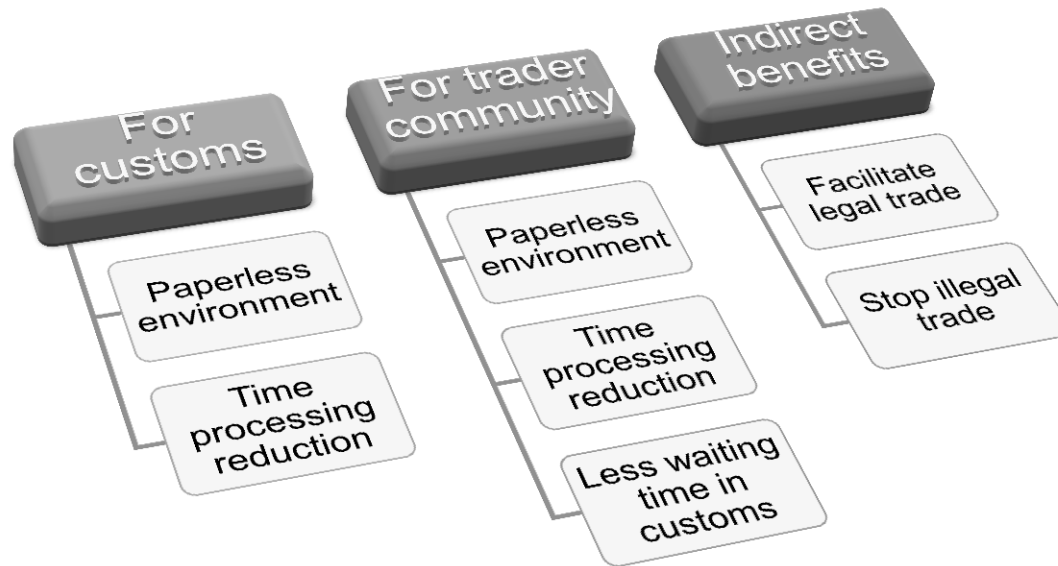


CBA - Costs

- Development costs
- Initial costs
- Operational and hosting costs
- Helpdesk costs
- *Costs to adapt national applications*
- For 12 years (2 years of development)

	<i>scenario 1</i>	<i>scenario 2</i>
Development costs	1,127,000	1,127,000
Initial costs	792,500	792,500
Oper. + Hosting costs	1,378,468	668,962
Help Desk costs	2,210,000	2,210,000
Total Costs	5,507,968	4,798,462

Benefits



- For Customs: **1.44 USD** / Transport
- For the guarantee chain: **2 USD** / Transport
- For holders: **5.5 USD** / Transport

GE.1 Recommendations

- Considering that the eTIR project seems to be highly profitable, it is recommended that the eTIR system should be **implemented as soon as possible**, including at national level, right after the required legal provisions, the technical specifications and the project roadmap are finalized and agreed on.
- Considering the commercial sensibility of the data that will be handled by the eTIR international system and in view of the relatively small costs differences with the cloud solution recommended in the CBA, it is recommended that the eTIR international system be hosted at **UNICC or UNOG data centres**;
- Considering the availability on the market of message broker software, including open source solutions, it is recommended to **consider the use of “off the shelf” solutions** for the development of the eTIR international system.
- Considering the large benefits for TIR Carnet holders, a potential avenue to explore for the financing of the eTIR international system seems to be through a **contributory system per TIR transport**, similar to the one used for TIRExB.

Georgia-Turkey eTIR pilot project

Parties

Organization



Customs Administrations



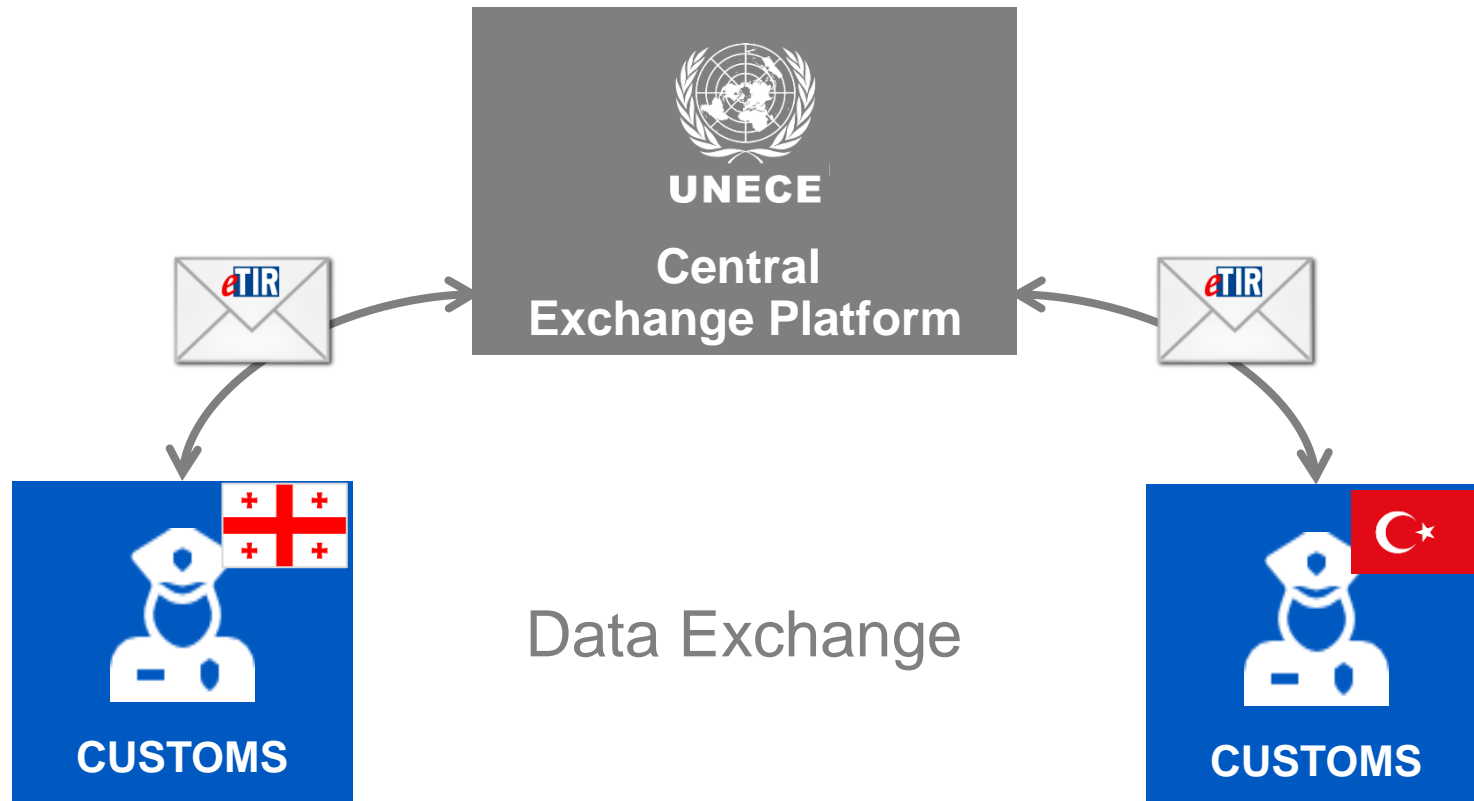
Georgia-Turkey eTIR pilot project

Scope



Georgia-Turkey eTIR pilot project

Objective



Iran-Turkey eTIR pilot project

Parties

2 Organizations



2 Customs Administrations



2 Associations

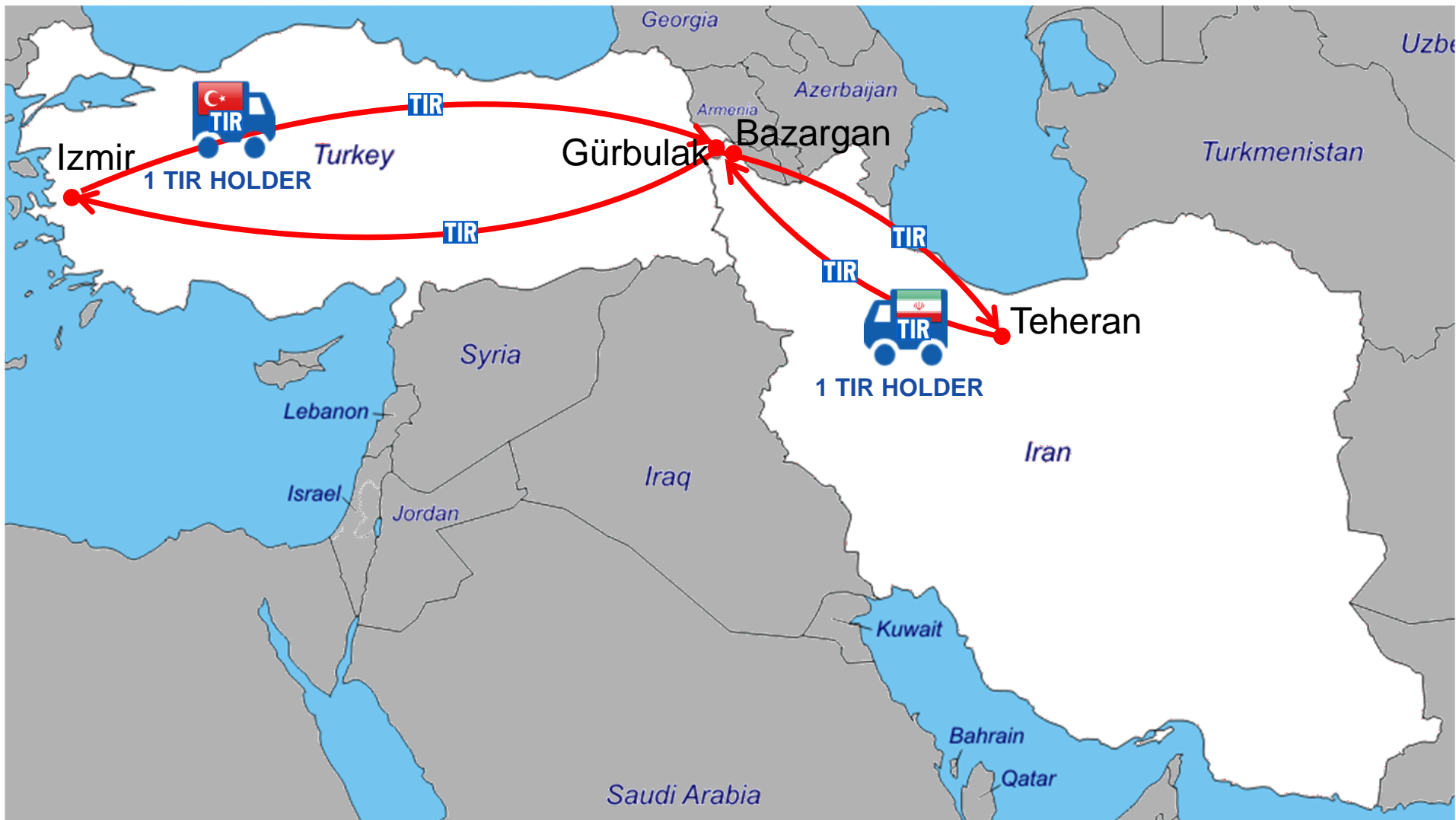


2 Holders



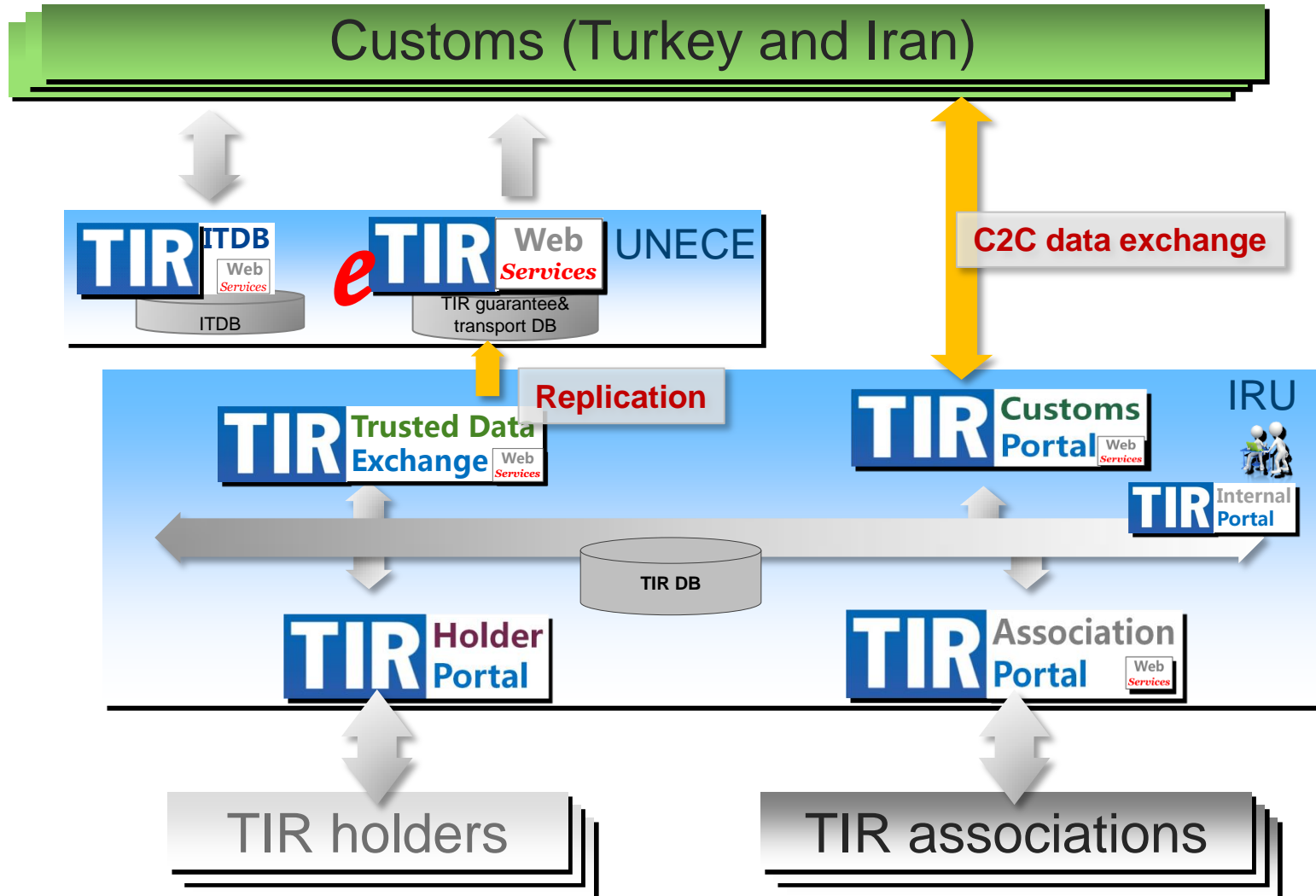
Iran-Turkey eTIR pilot project

Scope - Step 1



Iran-Turkey eTIR pilot project

High-level architecture



Thank you

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