

**National TIR Seminar in
Republic of Serbia
(Belgrade, 13 December 2006)**

***Overview of the TIR System
and its benefits***

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OVERVIEW

- **Background and main characteristics**
- **Objectives**
- **Public-Private Partnership**
- **Geographical Scope**
- **Advantages for Customs and industry**
- **Structure of the TIR Convention, the Five Pillars**
- **Future**
- **Summary**

TIR BACKGROUND & CHARACTERISTICS

History:

- **First Convention 1959, revision 1975**
- **From 6 countries to 66 countries (Operational: 55)**

Objective:

- **Facilitation**
- **Revenue protection + Customs checks**

3 million operations per year

Only global transit procedure

Intermodal (trucks and containers)

Public/Private Partnership

NUMBER OF TIR CARNETS ISSUED

YEAR	NUMBER
1959	67 000
1969	790 035
1980	718 612
1990	748 600
2000	2 782 600
2003	3 298 000
2005	3 240 650

COUNTRIES WITH CONSIDERABLE NUMBERS OF TIR CARNETS ISSUED

- **1996 – Poland, Hungary, Turkey, Russia, Romania**
- **1998 – Poland, Turkey, Romania, Hungary, Russia**
- **2000 – Turkey, Romania, Lithuania, Poland, Russia**
- **2002 – Romania, Turkey, Lithuania, Belarus, Russia**
- **2005 – Turkey, Romania, Russia, Bulgaria, Ukraine**

OBJECTIVES

Customs Authorities

- **Efficient Customs procedures for transit traffic**
- **Provision of an international guarantee**

Transport Sector

- **Simplification and harmonization of Customs formalities**
- **Reduced transport costs**

PUBLIC PRIVATE PARTNERSHIP (PPP)

Public sector

Contracting Parties, Convention Bodies, UNECE

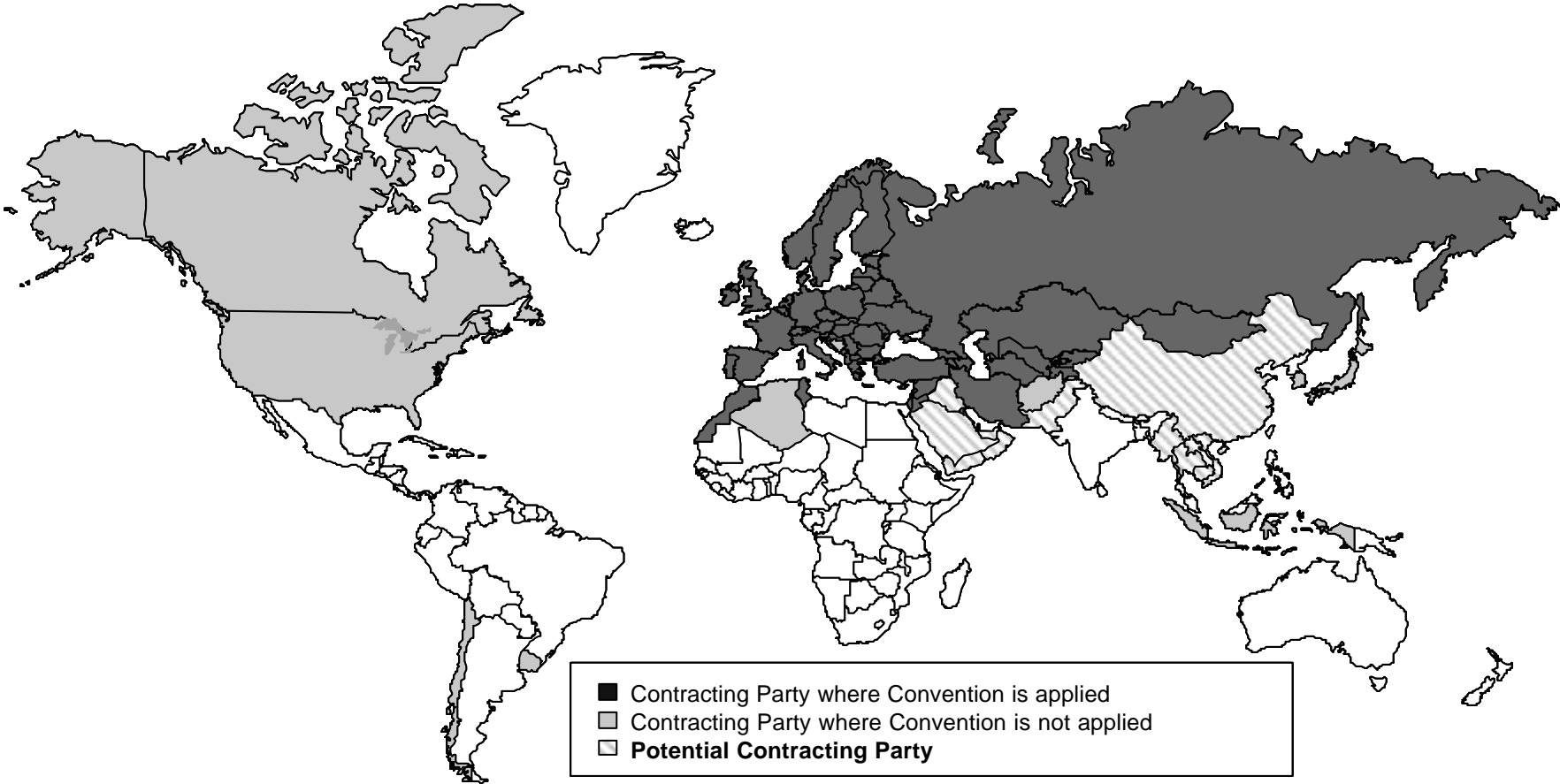
- Supervising accession, implementation and admission**
- Focus on support / training / capacity building**

Private sector

IRU (National Associations, Holders)

- Document and guarantee administration**
- Extensive & harmonized admission procedures**
- Training**

GEOGRAPHICAL SCOPE



ADVANTAGES

Customs Authorities

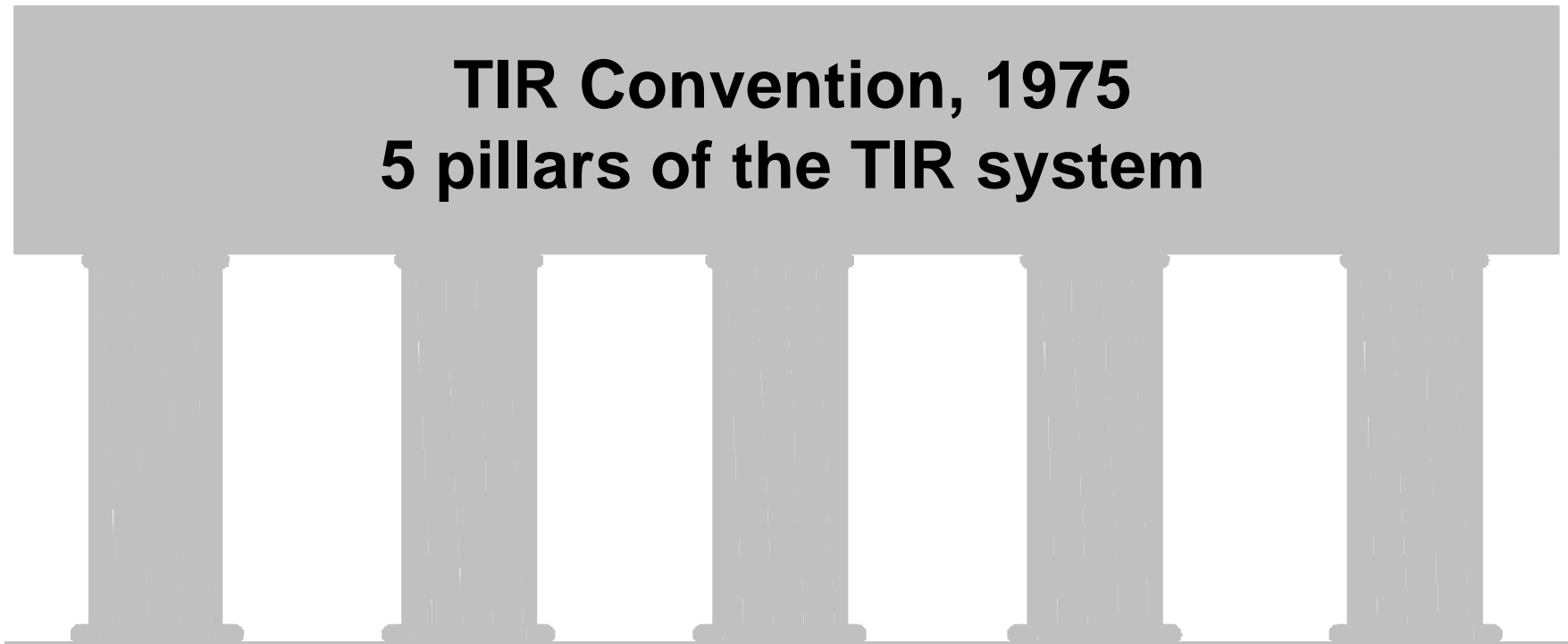
- **No physical inspection of goods in transit (in principle)**
- **No national guarantee system**
- **No national Customs documentation and control system**
- **Efficient control procedures for goods in transit**

ADVANTAGES (cont'd)

Transport/Trade Industry

- **Minimum of procedures at borders**
- **Reduced delays at borders**
- **No restriction in the modes of transport**
- **Lower transport costs (reduced export and import costs)**

STRUCTURE OF THE TIR CONVENTION



STRUCTURE OF THE TIR CONVENTION

Approval of road vehicles and containers

- No goods can be removed without leaving obvious traces or breaking the Customs seal
- Customs seals can be simply and effectively affixed to them



STRUCTURE OF THE TIR CONVENTION

Approval of road vehicles and containers

- **Secure loading units and sealing**
- **Annexes to Convention on technical construction of loading units**
- **Annex 2 on Vehicles**
- **Annex 7 on Containers (intermodal)**
- **Sealing requirement**

STRUCTURE OF THE TIR CONVENTION

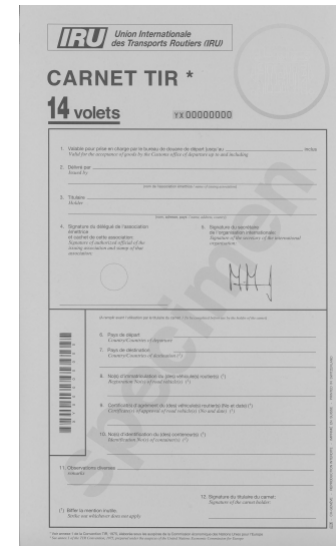
International guarantee

- **National guaranteeing association guarantees duties and taxes**
- **Covers all TIR operations in a country, both by national or foreign transport operators**
- **Associations linked through international chain administered by International Road Transport Union (IRU)**
- **Limit equal to US \$ 50.000 per TIR Carnet**

STRUCTURE OF THE TIR CONVENTION

The TIR Carnet

- **Customs document replaces any other national Customs transit documents**
- **Guarantee document which itself proves the existence and validity of the guarantee**
- **Annex 1: Model**



STRUCTURE OF THE TIR CONVENTION

Controlled access to the TIR System

- **By Administrative Committee of International organization (Article 6.2bis)**
- **By national Customs authority of national Associations, issuing and guaranteeing TIR Carnets (Annex 9, part I)**
- **By national Customs authority of transport operators (Annex 9, part II)**
- **Data on all authorized operators should be sent by Customs to the International TIR Data Bank (ITDB) maintained by the United Nations in Geneva**

STRUCTURE OF THE TIR CONVENTION

Mutual recognition of Customs control

- **Principle: Customs control measures taken in the country of departure should be accepted by the countries of transit and destination**
- **No examination of sealed load compartments, except in special cases**
- **Customs inspection at the office of departure crucial**
- **Only documentary control en route (exceptions)**

Future developments

Computerization of the TIR procedure

eTIR – Objectives

- Integration of computerized TIR procedure in the overall process of technological development in international transport, trade and Customs procedures;**
- Improving efficiency and quality of the TIR procedure;**
- Reducing the risk of fraud and improving security.**

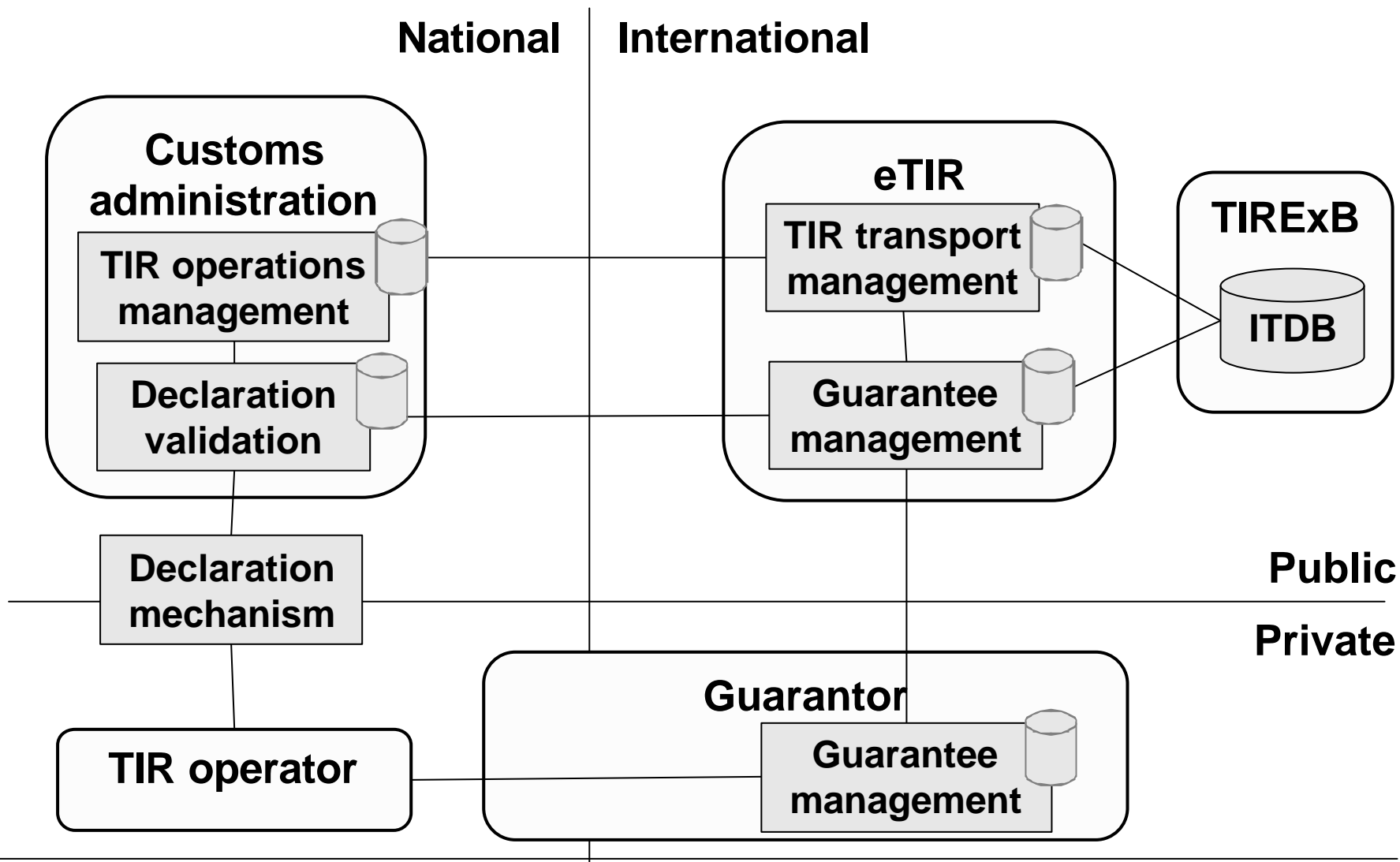
Future developments

What is eTIR

- **Computerization of the whole TIR Carnet life cycle, replacing the current paper TIR Carnet by an electronic data set;**
- **Establishment of an international, centralized database for the secure exchange of data between national Customs systems;**
- **Management by Customs of data on guarantees;**
- **Platform ensuring an appropriate level of connectivity with the existing TIR related IT systems.**

Future developments

eTIR schematic overview



SUMMARY

- **TIR = International intermodal transit system (regional, inter-regional and intercontinental)**
- **Provides cost efficient transit procedures**
- **Ensures revenue protection**
- **Boosts competitiveness & global integration**
- **Builds on Public/Private partnership model**

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THANK YOU