IT tools + eTIR

E. Willems
Tir secretariat
Computerization of the TIR ...

Step by Step....
Problem:

➤ Time gap to detect if a TIR operation is terminated = risk

Answer:

SaFeTIR
Problem:
 ➤ Foreign transporters unknown to customs can start a TIR transport

Answer:
TIR ITDB : database TIR carnet holders
What is ITDB?

ITDB stands for International TIR Data bank

It helps to monitor the controlled access of transport operators to the TIR system

It is a database containing information on all transport operators ever authorized to use the TIR procedure

It is best filled in by National Associations and approved by Customs. (other options exist)

It is consulted by Customs authorities through ITDBonline+ website, national associations can see the data of their own members
ITDBonline+ website

- Multilingual web application to consult the TIR database (ITDB)
- Consulted by authorized Customs officers and national associations
- Collaborative tool between Customs authorities and national associations
CUSTOMS CAN:
- consult the status of TIR Carnet holder’s data
- add a new TIR Carnet holder
- update a TIR Carnet holder
- withdraw a TIR Carnet holder:
  -> permanently
  -> temporarily
- notify the end of activity of a TIR Carnet holder
- exclude a TIR Carnet holder in a country **(only Customs)**
  -> Rehabilitate a TIR Carnet holder
The existence of ITDB is a consequence of the TIR authorization procedure based on the provisions of article 6.4 and 6.5.

The TIR authorization procedure is described in Annex 9 Part II paragraphs 4 and 5 involves the transmission of data.

The terms of reference of the TIR Executive Board (TIRExB) establish that the TIR secretariat, under the direction of the TIR Secretary, shall undertake:

**The establishment and maintenance of an international Governmental TIR data bank accessible to all Contracting Parties**
Problem:

⇒ Customs officers must be able to control the seals and stamps of other Contracting Parties

⇒ Answer: Register of customs seals and stamps
• Application web:

• Consulted by authorized Customs officers
Model 1:
The wire seal with a number consists of a metal frame with a locking mechanism and a wire rope.
Colour: green.
Frame dimensions: 20 x 30 x 10 mm.
Length of a wire rope: 410 mm with a diameter of 1.6 mm. Every seal has a specific number from a range of: 0000001 - 1000000;

Front side of a seal
The front side of a seal contains the text: TURKMENISTAN DGG (DGG - State Customs Service).

Back side of a seal
The back side of a seal contains an individual number from a range of: 0000001 - 1000000 (for example “0184842”).
1. The personal number stamp is round with a diameter of 25 mm. Every inspector who is responsible to make customs clearance of goods uses the individual stamp with specific and not reproducible number. It is confirmed to use only blue ink by the Customs Service of Turkmenistan.
2. TURKMENISTAN
3. Number associated to the personal stamp (for example 0211)
4. State Customs Service
5. Image of olive branches turned to different directions, a half moon and 5 pointed stars.
TIR EPD (IRU)

Problem:
- Customs impose advance cargo information

Answer:
- TIR EPD
TIR EPD (IRU)

• TIR Carnet holders can send in advance electronic TIR Carnet data to the customs authorities
• Control of the validity of the TIR Carnet
• Data to be used for risk analysis in advance (quicker release of a TIR transport at the borders)
–29 countries connected
Current environment

Transport sector

Other Customs administrations

Guarantee chain

SafeTIR/CUTE-Wise

TIR-EPD

ITDBonline+/Register of Sealing Devices and Stamps

National Declaration Mechanism (Single Window)

TIR Operation
eTIR Project
Rationale for the eTIR project

- One document for many functions
- C2C direct communication is missing (the holder is responsible for carrying the C2C information)
- No advance and real time information
- Paperwork / Fraud / …
History of a UNECE project


Ad hoc Expert Group on the Computerization of the TIR Procedure (2001)


Reference model of the TIR procedure (UMM)
Chapter 1 - Business domain modeling (BPA)
Chapter 2 - eBusiness requirements (BPR)
Chapter 3 - Analysis
Chapter 4 - Design (UN/EDIFACT & XML)

Informal Ad hoc Expert Group on Legal Aspects of Computerization of the TIR Procedure

Working Party on Customs Questions affecting Transport

Update of the TIR convention (ongoing)
SafeTIR/CUTE-Wise

Fully computerized environment

Transport sector

Other Customs administrations

Guarantee chain

TIR-EPD

Register of Sealing Devices and Stamps

National Declaration Mechanism (Single Window)

eTIR
Use of relevant standards

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

...
Opportunities for...

- Customs administrations
  - Nationally
  - Internationally
- Guarantee chain
  - Associations
  - International organization
- Transport operators
- Increased intermodality?
- Geographical expansion?
Opportunities for Customs administrations

- Nationally
  - Security
    - Risk management
  - Integrated supply chain management
    - Real time information
    - Advance cargo information
  - Internationally
    - Cooperation

- Fraud
- Administrative burden
  - Data processing time
  - Legal procedures
Opportunities for the guarantee chain

- **Associations**
  - Security 🔄
  - Real time TIR transport data 🔄
  - Administrative burden 🙅
  - Issuance costs 🙅
  - Number of claims 🙅

- **International organization**
  - Security 🔄
  - Real time TIR transport data 🔄
  - Distribution costs 🙅
  - Printing costs 🙅
  - Number of claims 🙅
Opportunities for transport operators

Reliability of data

Administrative burden

- Unique submission of information
- Easier to fill in

Border crossing waiting time
Une inter-modalité accrue

Route
Rail
Mer
Voies navigables

21e Siècle
Conclusions

- **Major opportunities**
  - Increased security
  - Reduced administrative burden
  - Faster circulation of information (and goods)
  - Expand the geographical and multimodal scope

- **Next steps**
  - Finalize the Reference Model (conceptual)
  - Revise the TIR Convention (legal)
  - Develop the required systems (technical)
  - Corridor based step-by-step implementation
Ongoing/next steps

- Pilots
- Finalize the Reference Model (conceptual)
- Revise the TIR Convention (legal)
- Develop the required systems (technical)
- Corridor based step-by-step implementation