Main border crossing facilitation conventions

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Overview

• TIR Convention, 1975 and eTIR;

• Container Convention, 1972;

• Temporary Importation Convention for Private (1954) and Commercial (1956) vehicles;

• Harmonization Convention, 1982;
TIR Convention, 1975

- Establishes and regulates the only existing and operational global customs transit system

- Border crossing facilitation through an internationally recognized and harmonized procedure with a single internationally valid customs document and guarantee

- Effective revenue protection and security without excessive administrative burden for customs and time/cost losses for operators

- Administered under ECE auspices

- 76 contracting parties from 4 continents, among which Pakistan, China and India. Argentina, Oman and Saudi-Arabia recently acceded

- TIR system operational in 62 countries
Geographical scope of the TIR Convention
The 5 pillars of the TIR system

- Secure vehicles or containers
- International guarantee
- TIR Carnet
- Mutual recognition of customs controls
- Controlled access

TIR Convention, 1975
The eTIR project: from theory to practice

  - eTIR specifications v.4.2
    - (conceptual, functional and technical)

- eTIR (pilot) projects
  - Georgia - Turkey
  - Iran - Turkey
  - Azerbaijan – Iran
  - ...

  - Optional Annex 11 to the TIR Convention (under discussion at AC.2)
eTIR (pilot) projects

- UKR-GEO-AZE-KAZ Intermodal corridor
- AZE-IRN INSTC corridor

- GEO-TUR eTIR pilot project
- IRN-TUR eTIR pilot project (extension to all bilateral transports)
Customs Container Convention, 1972

• Objective
  – To facilitate the temporary admission in a country of containers registered in another country by deferring payment of taxes and duties

• Benefits
  – Minimum border procedures, deferred payment of Customs taxes and duties
  – Recovery of customs duties if no re-export, based on an undertaking by the container owner (no deposit of a guarantee required.

Managed by the World Customs Organization.
Container Convention, 1972
40 Contracting Parties
Carnets de Passages en Douane (CPD) facilitate the temporary admission of road motor vehicles by providing security for the payment of any customs duties and import taxes chargeable should the vehicles not be re-exported.

AIT: Alliance international de tourism
FIA: Fédération Internationale de l'Automobile

CPDs facilitate travel
The customs convention on the temporary importation of Commercial road vehicles of 1956
CUSTOMS CLAIM TIME FRAME

CPD issued

CPD validity expires

CPD used for travel abroad

1 year

If Customs have not registered the exit of the vehicle, their customs claim must be notified within 1 year of the expiry of the CPD

2 years

Guarantor & issuing association have 1 year from the claim date in which to furnish proof of re-exportation.

Customs must submit the duty breakdown within one year of their claim notification.

3 years

3 years + 3 months

If valid proof cannot be submitted within one year, the claim must be paid within the next 3 months

4 years

Customs have one year in which to contest the proof submitted. After this period, no uncontested claim should remain open.

RED ➔ Responsibility of the issuing club
BLACK ➔ Responsibility of the guarantor club
BLUE ➔ Responsibility of the Customs

Maria Luz Martínez – AIT & FIA Mobility
Conclusion:

• For Tourism and trade temporary admission of private and commercial motor vehicles should best be free of formalities and guarantees

• If this is not possible, the CPD can give advantages to customs/tourists and trade
  - Advantages customs: no need for cash deposits and reimbursements formalities, no need to create a national document
  - For tourism and trade: CPD ease the border crossing procedures and eliminates the need for cash guarantees
The Harmonization Convention, 1982

- International Convention on the Harmonization of Frontier Controls of Goods
- 58 Contracting Parties
- Latest accessions: Iran, Tajikistan, Turkmenistan
- Expressed interest to join: Pakistan
To facilitate cross border transport of goods through nationally coordinated, internationally harmonized, shorter, reduced formalities and controls of goods at borders

It covers:

- All goods moved across borders (exported, imported or in transit)
- All control services
- All modes of transport
- Specific provisions for certain transport modes and goods
- Also addresses certain issues with regard to vehicles and drivers
General principles vs. detailed provisions

• Framework providing for a high degree of flexibility in organizing national and international cooperation

• No universal ‘one size fits all’ solution

• Examples of best practices are essential

• Integrated operational annexes on various aspects, such as harmonization of customs controls, medico-sanitary, veterinary, phytosanitary or medico-sanitary controls, road transport and rail transport

• Specific Annex 8 for road transport and Annex 9 for rail transport.
Handbook of Best Practices at Border Crossings

- Reference material and more than 120 best practice examples at border crossings.
- It covers available legal instruments, inter-agency and international co-operation, balancing security and facilitation measures, processing of freight, risk management, design of border crossing points, use of ICT technologies, human resource management and benchmarking.
Thank you

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