TIR and eTIR

Customs-to-Customs Data Exchange Workshop – Casablanca
André Sceia / December 2-4, 2015
Overview

• Transit principles and transit regimes
• The TIR system
  – 5 pillars
  – Example of TIR transport
  – Geographical scope
  – Administrative structure
• The eTIR project and pilots
• The UNDA 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
Transit regimes

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, …
Transit regimes

International and global transit

- Open to all interested countries
- Close collaboration between neighbouring countries not required
- Internationally recognized guarantees
- Standards documents (or electronic messages)
- Examples: ATA and TIR
The global transit system
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 5 pillars of the TIR system

1/5

Secure vehicles 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
The 5 pillars of the TIR system

2/5

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 organizes the settlement of claim between national associations of countries A and C and the insurers)
The 5 pillars of the TIR system

3/5

The TIR carnet

- One single document, security elements, printing and distribution by the IRU
Mutual recognition of customs controls

• 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
The 5 pillars of the TIR system

Controlled access (Annex 9)

Customs authorities give access to the TIR procedure:

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

To national associations to issue TIR Carnets and act as guarantor

For transport operators to utilize TIR Carnets

Data concerning all persons authorised to use the TIR procedure is contained in the International TIR Data Bank (ITDB).
Example of a TIR transport

1 Customs office of departure (Minsk)
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

[Map showing countries involved in the TIR Convention and their statuses: Contracting parties, TIR operational countries, countries about to implement the TIR System, countries in admission, and interested parties.]
Administrative structure

United Nations

- TIR Secretary
- TIR secretariat

UNECE Working Party 30 (WP.30)

TIR Convention

- TIR Executive Board (TIRExB)
- TIR Administrative Committee (AC.2)

International organization (IRU)

Country A

- National association
- Government

Country B

- National association
- Government

Country C

- National association
- Government

Public Sector

Private Sector
Objective → Full computerization of the TIR procedure
TIR computerization status

- Transport sector
- Other customs administrations
- Guarantee chain
- TIR-EPD
- ITDBonline+
- Register of stamps and seals
- SafeTIR
- National Declaration Mechanism (Single Windows)
- Customs
- TIR operations management
Rationale for the eTIR project

Private

Transport operator

B2B: Guarantee certificate

Public

Customs

B2C: Declaration & guarantee certificate

National Association

C2C: Transport & Operations

International organization

C2B: Transport & Operations

Guarantee Chain
The eTIR system: a public private partnership

- Transport Operator
- Guarantee Chain
- Customs
- eTIR international system

B2C
C2B
B2C
C2B
C2C
eTIR project – activities and results

• Analysed the current TIR process
• Identified present and future requirements
• Divided the current document in messages
  – B2C (e.g. declaration)
  – C2B
  – C2C
• Identified and contributed to the development of the relevant standards
• eTIR Reference Model (775 pages), including activity diagrams, data model and XML schemas (available at etir.unece.org)
Why a centralized system

Decentralized approach (bilateral)

Centralized approach (multilateral)

Customs

Customs

Customs

Customs

Customs

Customs

Customs

eTIR international system
International standards

- WCO Data model
- WCO Data elements
- UNTDED
- Core components
- UN/EDIFACT
- XML
- Code lists: UNECE, ISO,..
- ...
eTIR high-level architecture
eTIR legal considerations

• Possible legal frameworks
  – Amending the TIR Convention
  – A Protocol
  – A new Convention

• Other legal considerations
  – Authentication and data integrity
  – Data protection
  – Central administration

• Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2)
  – first session: Geneva, 16-17 November 2015
eTIR pilot projects

• UNECE-IRU eTIR Pilot Project (Iran-Turkey)
  – To conduct a paper-less TIR procedure using existing systems
  – To make a first step towards the implementation of the eTIR international system

• Georgia-Turkey and Italy-Turkey eTIR pilot project
  – To exchange electronically and securely TIR related data between customs administrations via a central platform
  – To make a first step towards the implementation of standard eTIR messages and the eTIR international system
<table>
<thead>
<tr>
<th>Activities</th>
<th>Status</th>
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<tbody>
<tr>
<td>Gap-analyses</td>
<td>Completed in all regions</td>
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<tr>
<td>1st inter-regional Expert Group meeting</td>
<td>8 December 2014: pilot countries selected and objectives defined</td>
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<td>Development and deployment of a secure C2C versatile electronic exchange platform</td>
<td>In progress</td>
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<tr>
<td>Provision of technical assistance to undertake actual C2C exchange of transit data or devise action plans.</td>
<td>In progress</td>
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<td>Technical workshops to build capacity in the field of C2C exchange</td>
<td>ECLAC - San José – 16-17 June 2015</td>
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<td>UNECE - Tbilisi – 22-23 June 2015</td>
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<td>ECLAC - Issyk Kul – 7-8 Sept. 2015</td>
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<td>ECA / ESCWA – Casablanca – 2-4 Dec. 2015</td>
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<td>2nd inter-regional Expert Group meeting and Seminar: to evaluate and promote the results of the project and, more generally, the benefits of C2C exchange of transit information and the adoption of standards</td>
<td>Geneva, 20-21 June 2016</td>
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The UNDA Exchange Platform

OBJECTIVES

To strengthen the capacities of developing countries as well as countries with transitioning economies to facilitate legitimate border crossing, by means of increased secure electronic exchange of information between customs administrations.

OUTPUT

A secure C2C versatile electronic exchange platform will be developed and deployed, taking due account of the specific challenges faced by developing countries and countries with economies in transition.
The secure C2C electronic exchange platform, that will allow participating pilot countries to exchange transit related information and be flexible enough to allow to easily add additional countries to the data exchange and new flows of messages based on sub-sets of the transit WCO data model.

In the timeframe of the project, Georgia will link its national Customs IT systems to C2C exchange platform in order to exchange data with Turkish Customs.
Architecture

ENTERPRISE SERVICE BUS (ESB)

Routing and Orchestration

Security – Authentication and Authorization

Centralize DB

C2C

SOAP/HTTP

JMS

SMTP

FTP

National System

National System

National System

National System

National System
eTIR vs. Exchange Platform

- Exchange Platform is a pilot, enabling emerging environment to cooperate through the centralize mechanism and preparing them for the eTIR deployment.

- eTIR has a larger scope, including comprehensive communication system and regulatory environment, meaning elimination of paper-based operations.
Advantages for participating countries

First step towards the technical integration of the eTIR international system before it is fully developed and implemented:

• Early adoption and use of eTIR messages based on the eTIR Reference Model (and tested by means of the exchange platform)

• C2C communication channel established via the exchange platform (improved cooperation between participating countries)

• An important step toward the integration of eTIR with risk assessment procedures.
The Exchange Platform in action

Country of Departure

Office of Departure
Start
Declaration
(1) Record Advance Cargo Information
(2) Start
National System
(3) Terminate
(4) Discharge
(1.1) Notify Customs

Country of Transit

Office of Entry
Start
(5) Start
(6) Terminate
(7) Discharge

Country of Destination

Office of Entry
Start
(1.1) Notify Customs
(8) Start
(9) Terminate
(10) Discharge
Office of Exit
Termination
Office of Destination
Termination

EXCHANGE PLATFORM
Thank you