The TIR Convention, the eTIR Project and the UNECE-IRU eTIR pilot project

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Overview

- Transit principles and transit regimes
- The TIR Convention
  - 5 pillars
  - Example of TIR transport
  - Geographical scope
- eTIR project
- UNECE-IRU eTIR pilot 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
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, …
International and global transit

- Open to all interested countries
- Close collaboration between neighboring countries not required
- Internationally recognized guarantees
- Standards documents (or electronic messages)
- Examples: ATA and TIR
The TIR Convention – the 5 pillars

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

TIR Convention, 1975

5 pillars of the TIR system
Secure Vehicles and/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
United Nations
TIR, eTIR and pilot project – Geneva – December 2014

5 Pillars

TIR Convention, 1975

5 pillars of the TIR system

- Secure vehicles or containers
- International guarantee
- TIR Carnet
- Mutual recognition of Customs controls
- Controlled access
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 carnets issued in country A, the Customs of country C can claim the duties against the national association in country C. (IRU organizes the settlements between the insurance company and the national associations of countries A and C)
Secure vehicles or containers
International guarantee
TIR Carnet
Mutual recognition of Customs controls
Controlled access

TIR Convention, 1975
5 pillars of the TIR system
The TIR carnet

- One single document, security elements, printing and distribution by the IRU
The TIR carnet
5 Pillars

TIR Convention, 1975

5 pillars of the TIR system

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

● 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
5 Pillars

TIR Convention, 1975

5 pillars of the TIR system

Secure vehicles or containers
International guarantee
TIR Carnet
Mutual recognition of Customs controls
Controlled access
Controlled access (annex 9)

Customs authorities give access to the TIR procedure:

- To national associations to issue TIR Carnets and act as guarantor
- To transport operators to utilize TIR Carnets
- The information concerning all persons authorised to use the TIR transit procedure is listed in: UNECE’s International TIR Data Bank (ITDB).
- To the international organization to manage the guarantee chain and print TIR Carnets
Example of a TIR transport

1. Customs office of departure (Moscow)
2. Customs office of destination (Barcelona)
3. Intermediate Customs office of departure (Kiev)
4. Border crossings

1. TIR transport (1 Guarantee)
2. TIR operations
3. Customs territories
4. Countries
eTIR project

- Objective

  Fully computerize the TIR procedure
Current TIR system

<table>
<thead>
<tr>
<th>Private</th>
<th>Public</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport operator</td>
<td>Customs</td>
</tr>
<tr>
<td>B2B: Guarantee certificate</td>
<td>B2C: Declaration &amp; guarantee certificate</td>
</tr>
<tr>
<td>National Association</td>
<td>C2C: Transport &amp; Operations</td>
</tr>
<tr>
<td>International organization</td>
<td>C2B: Transport &amp; Operations</td>
</tr>
</tbody>
</table>

Guarantee Chain

Economic Commission for Europe

United Nations
eTIR project

- Analyzed the current 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)
The eTIR system: a public private partnership

- Transport Operator
- Guarantee Chain
- Customs
- eTIR International system
Why a centralized system

Decentralized approach (bilateral)

Centralized approach (multilateral)

Economic Commission for Europe
Why a centralized system

- Mandated by WP.30
- Facilitates the integration of newcomers
- As the current TIR system, it does not require a direct communication between countries
International standards

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

- Transport sector
- Other Customs administrations
- Guarantee chain
- SafeTIR
- ITDBonline
- Register of stamps and seals
- TIR-EPD
- National Declaration Mechanism (Single Windows)
- eTIR
- Customs
- TIR operations management
UNECE-IRU eTIR pilot project - Objectives

- To conduct, in the short term, a paper-less TIR procedure between two pilot countries (Iran and Turkey), on the basis of investments already made and at minimal costs.

- To make the first (simplified but yet realistic) step towards the implementation of a fully functional eTIR system, as described in the eTIR Reference Model.
UNECE-IRU eTIR pilot project – Main concepts

- **IRU central databases** will act as repositories for the electronic exchange of TIR operation related data between customs (C2C) and for the data on TIR guarantees.

- Data will automatically be forwarded to a UNECE managed database, a **light-weight** version of the future **eTIR international system**.
eTIR pilot high-level architecture

Customs

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# Transition towards the full eTIR

<table>
<thead>
<tr>
<th></th>
<th>Pilot</th>
<th>Progressive transition</th>
<th>Full eTIR</th>
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<tbody>
<tr>
<td></td>
<td>Step 1</td>
<td>Step 2</td>
<td>Step 3</td>
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<tr>
<td><strong># of countries</strong></td>
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<td>2</td>
<td>2</td>
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<tr>
<td><strong># of customs offices</strong></td>
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<tr>
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<td><strong>eTIR message standard</strong></td>
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<td>x</td>
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<td>Fully functional eTIR international system</td>
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<tr>
<td>Schedule (months)</td>
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<td>6</td>
<td>3</td>
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*Note: The table shows a progressive geographical expansion.*
eTIR high-level architecture
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