

# TIR and eTIR

Customs-to-Customs Data Exchange Workshop – Issyk Kul

André Sceia / September 7-8, 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

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## **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

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## 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

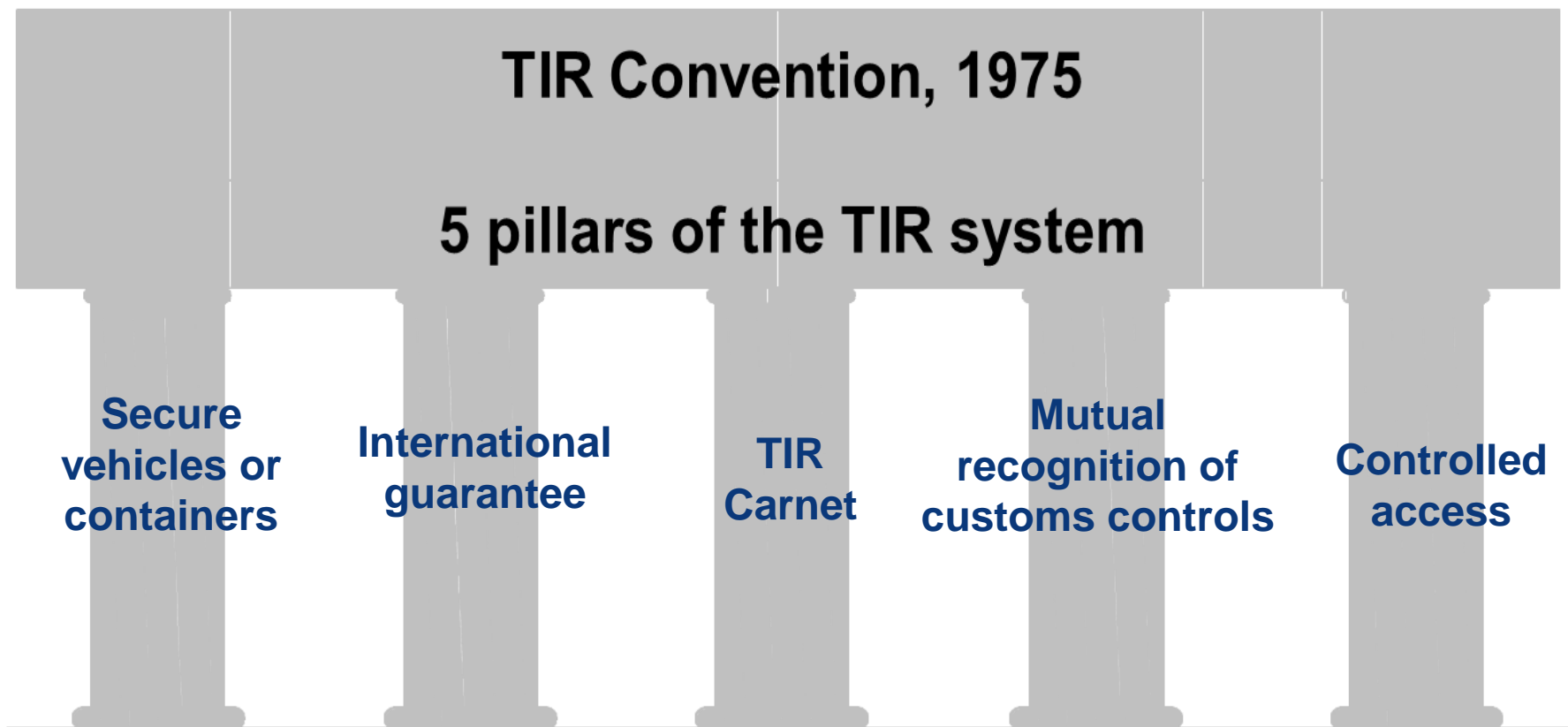


# The **TIR** system



*The global transit system*

# The 5 pillars of the TIR system



# The 5 pillars of the TIR system

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## **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

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## The TIR carnet

- One single document, security elements, printing and distribution by the IRU



**CARNET TIR \***  
**6 volets**

1. Valable pour l'Etat en charge pour le transport des marchandises couvertes par le carnet pendant son voyage  
Valid for the transportation of goods for the duration of the validity of the carnet and its extension

2. Emission par  
Issued by

3. Titulaire  
Holder

4. Signature de l'Etat de l'origine  
Signature of the country of origin  
5. Signature de l'Etat de destination  
Signature of the country of the destination

6. Page de départ  
Country of origin (1)

7. Page de destination  
Country of destination (1)

8. Liste d'importation des marchandises couvertes  
Description of goods covered (1)

9. Certificat d'approbation des marchandises couvertes (date et lieu)  
Certificate of approval of goods covered (date and place) (1)

10. Liste d'importation des marchandises couvertes  
Description of goods covered (1)

11. Signature titulaire  
Signature

12. Signature de l'Etat de l'origine  
Signature of the country of origin

13. Liste des marchandises couvertes  
List of goods covered (date and place)

# The 5 pillars of the TIR system

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## 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

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## Controlled access (Annex 9)

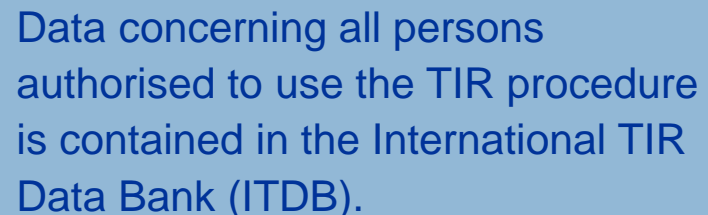
A diagram consisting of a dark blue rounded rectangle on the left containing the text "Customs authorities give access to the TIR procedure :". A large, light grey arrow points from this rectangle towards the right, where it points to a list of three entities: "To the international organization to distribute TIR Carnets and manage the guarantee chain", "To national associations to issue TIR Carnets and act as guarantor", and "For transport operators to utilize TIR Carnets".

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

A light blue rounded rectangle containing the text "Data concerning all persons authorised to use the TIR procedure is contained in the International TIR Data Bank (ITDB).".

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

# Example of a TIR transport

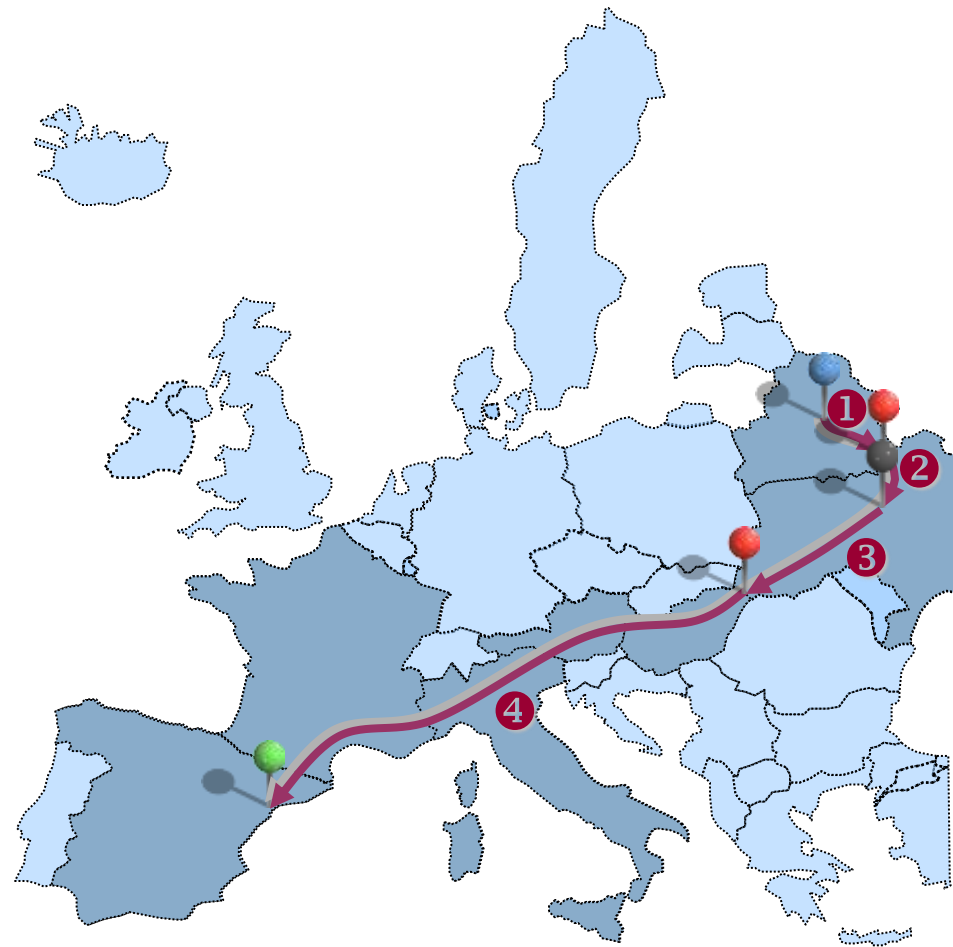
-  1 Customs office of departure (Minsk)
-  1 Customs office of destination (Barcelona)
-  1 intermediate Customs office of departure (Kiev)
-  2 Border crossings

1 TIR transport (1 Guarantee  )

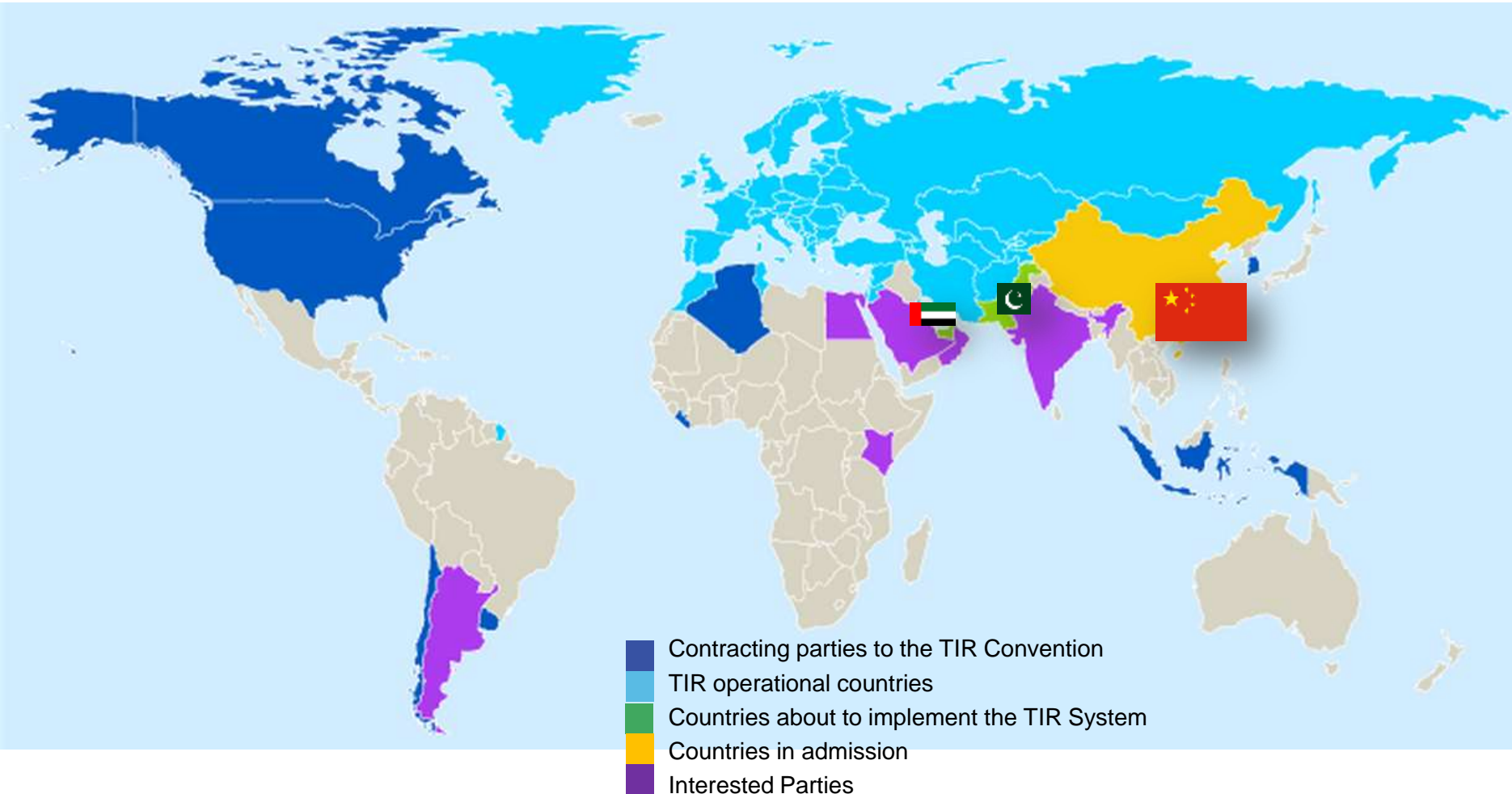
①..④ TIR operations

3 Customs territories

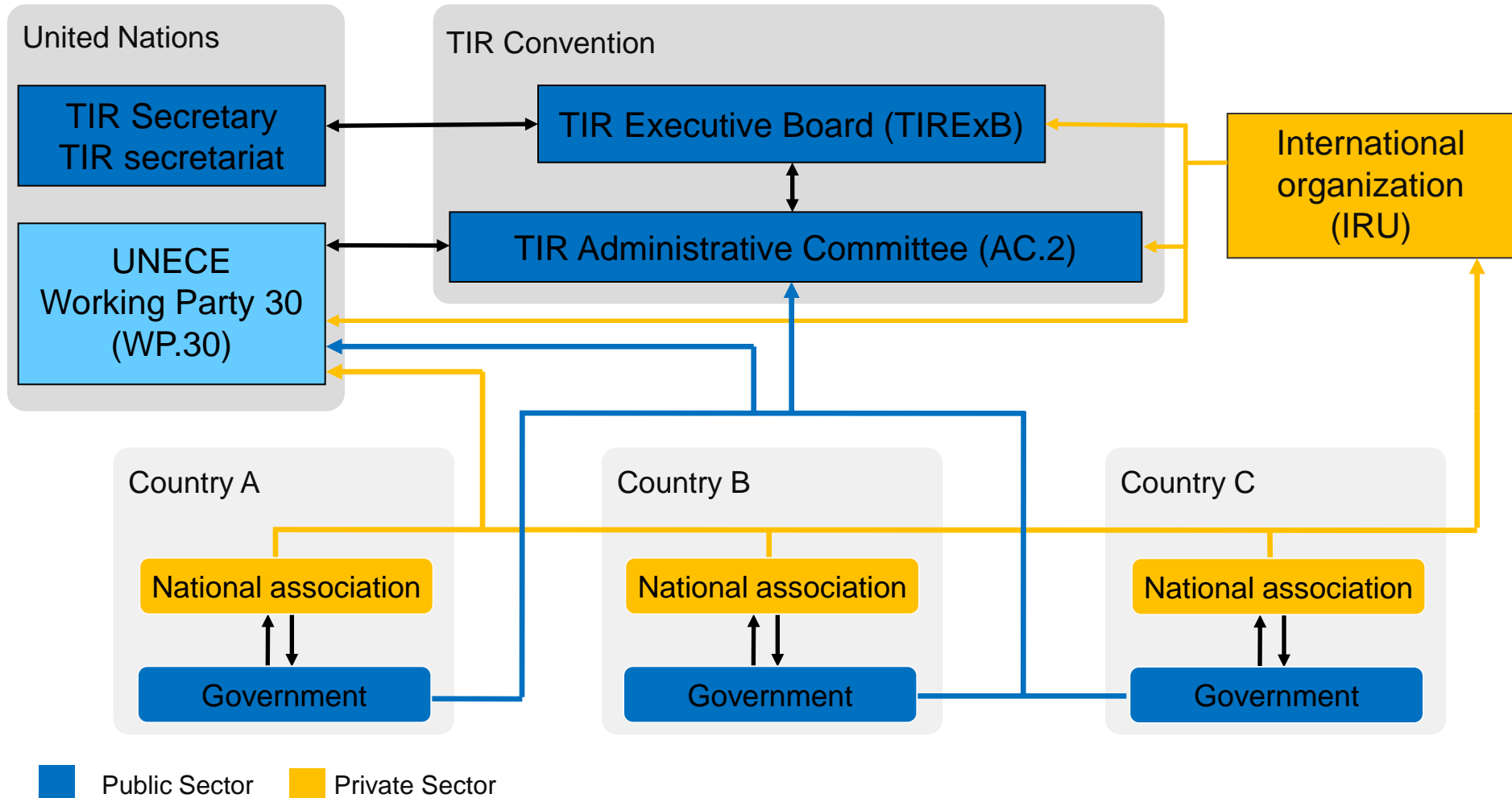
7 Countries



# Geographical scope



# Administrative structure



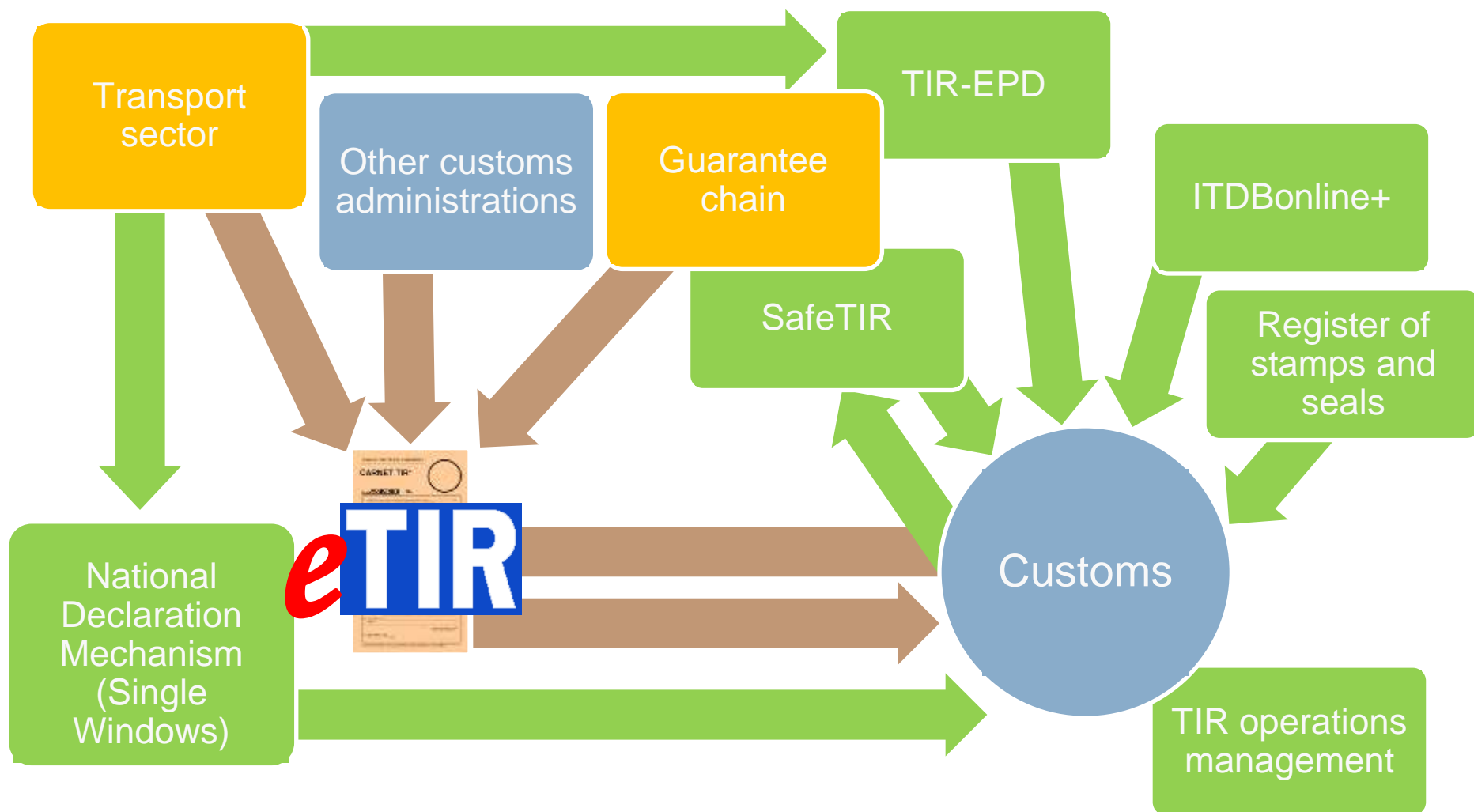
# The **eTIR** project and pilots



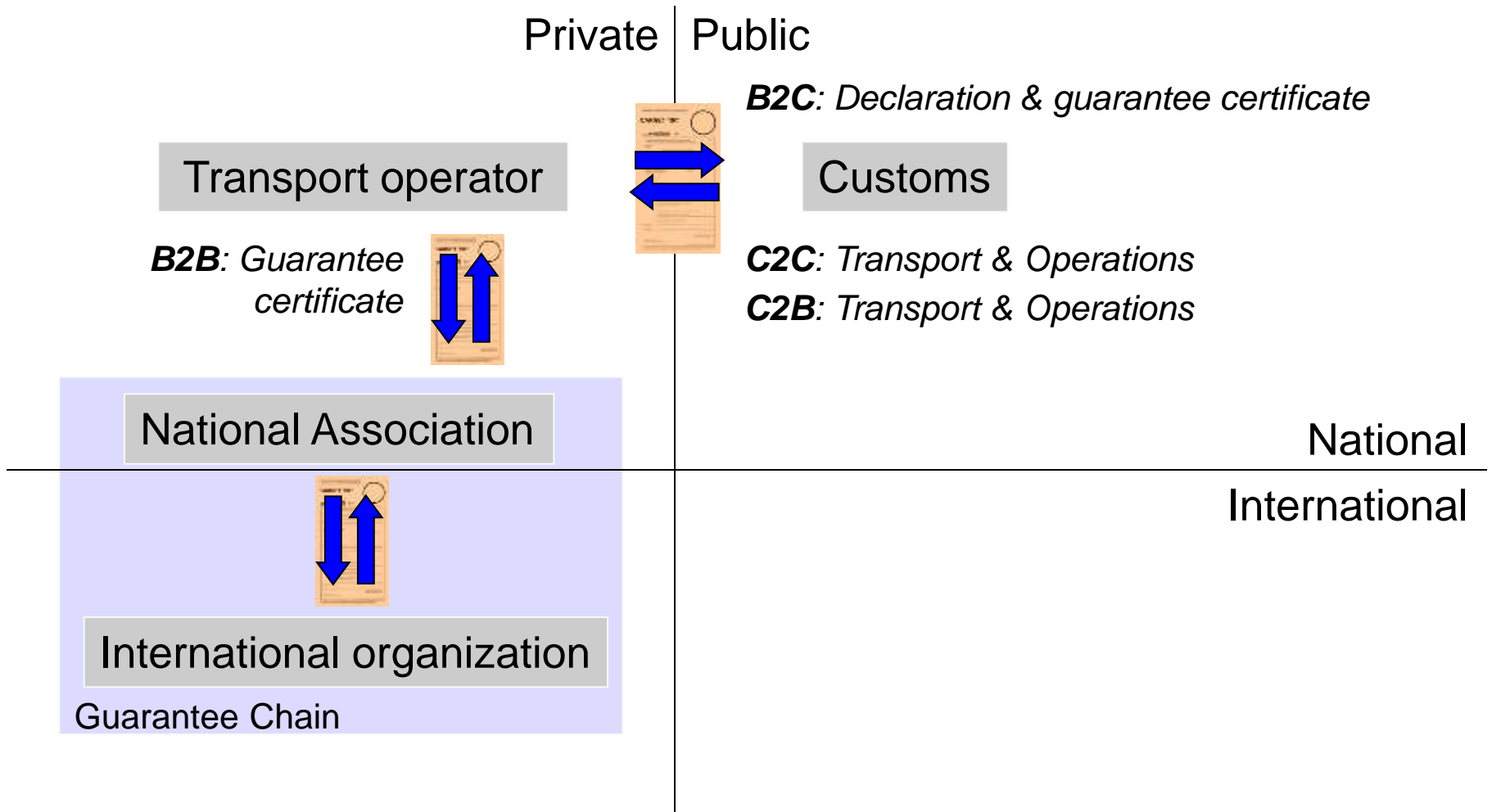
*Objective → Full computerization of the TIR procedure*



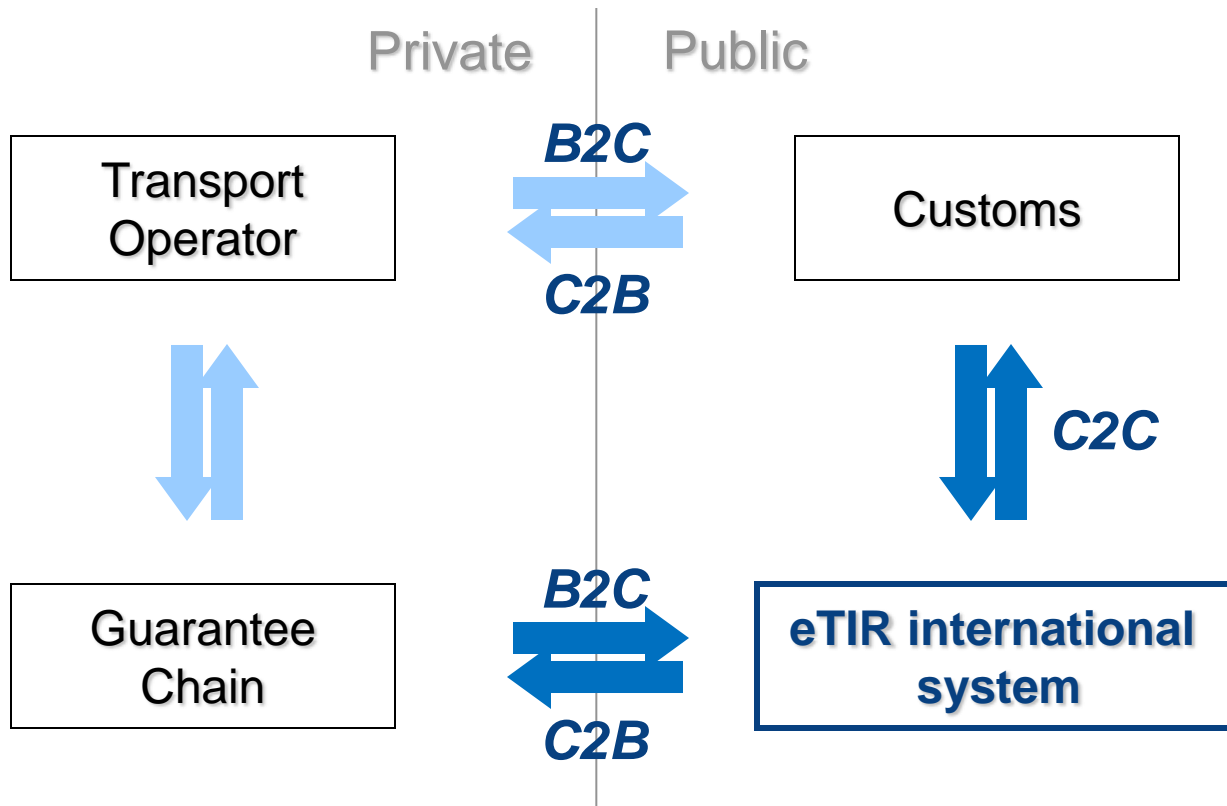
# TIR computerization status



# Rationale for the eTIR project



# The eTIR system: a public private partnership



# 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](http://etir.unece.org))

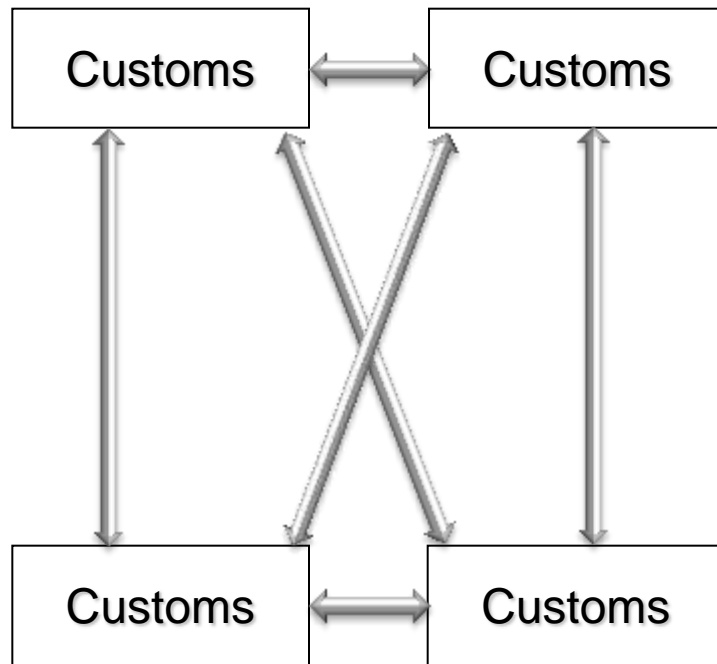


eTIR Reference Model – Version 4.1a ([EN](#) / [FR](#) / [RU](#))

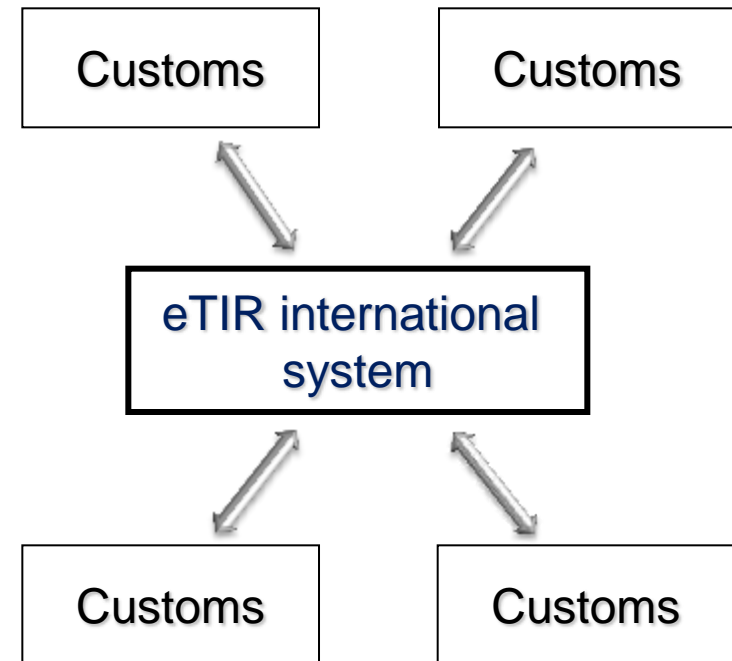
The reference Model contains the full description of the TIR Procedure Computerization Project. This document is intended to facilitate the work of the Informal ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure and to provide modelling support.

# Why a centralized system

Decentralized approach (bilateral)

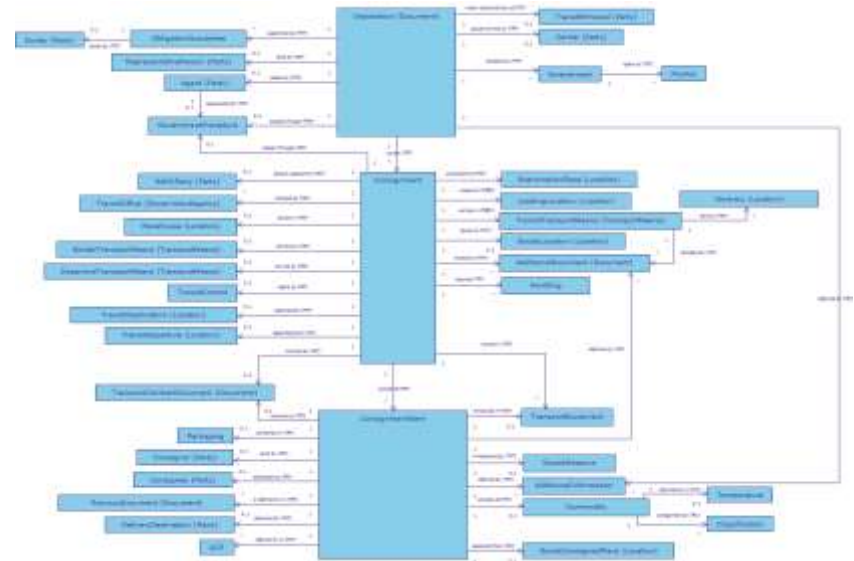


Centralized approach (multilateral)

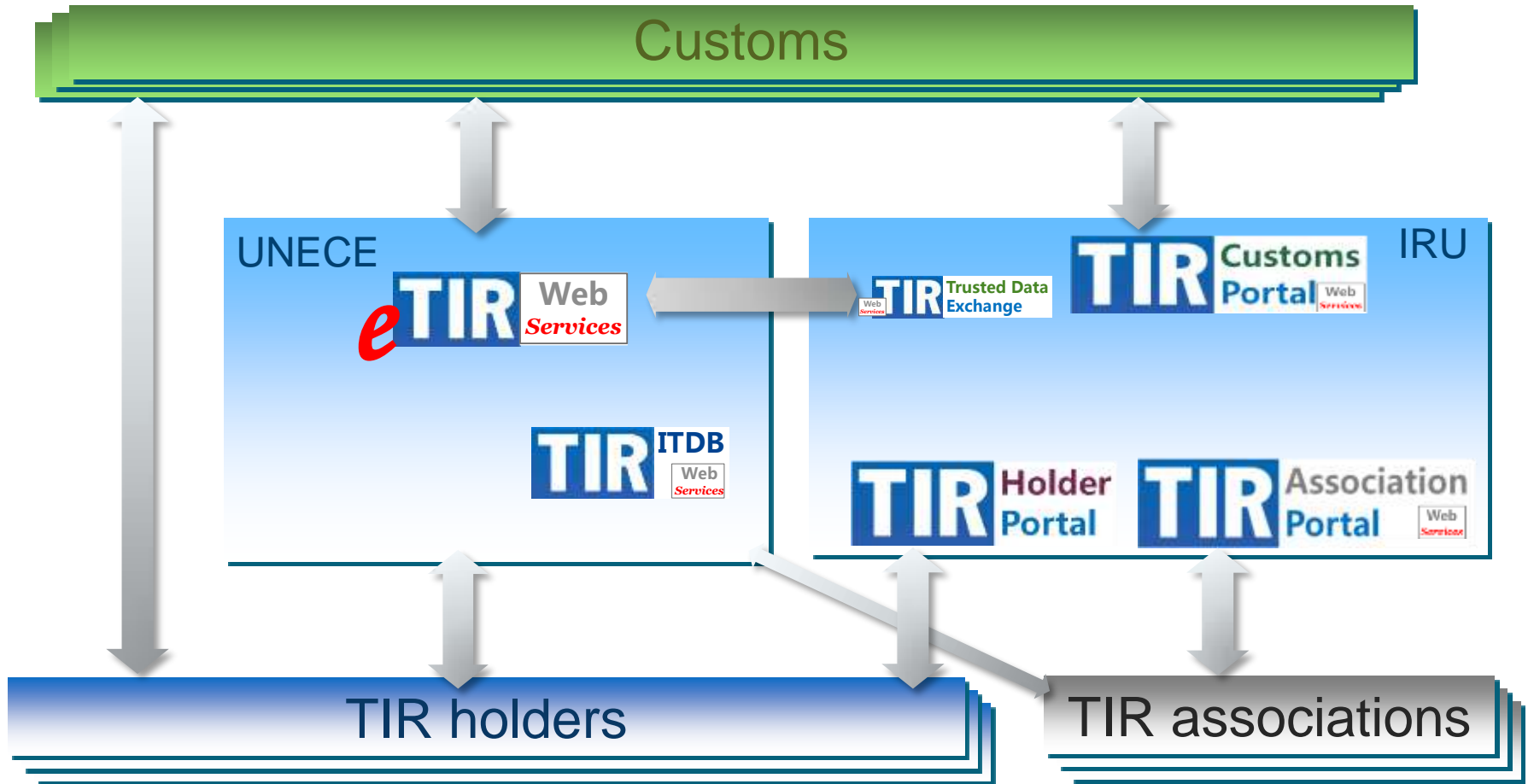


# International standards

- 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



# UNDA project - activities status

Activities	Status
Gap-analyses	Completed in all regions
1st inter-regional Expert Group meeting	8 December 2014: pilot countries selected and objectives defined
Development and deployment of a secure C2C versatile electronic exchange platform	In progress
Provision of technical assistance to undertake actual C2C exchange of transit data or devise action plans.	In progress
Technical workshops to build capacity in the field of C2C exchange	ECLAC - San José – 16-17 June 2015 UNECE - Tbilisi – 22-23 June 2015 ESCAP - Issyk Kul – 7-8 Sept. 2015 ECA - Algier – 6-7 Oct. 2015 ESCWA - under preparation
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	Geneva, 10-11 December 2015

# The UNDA Exchange Platform

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## 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 UNDA Exchange Platform

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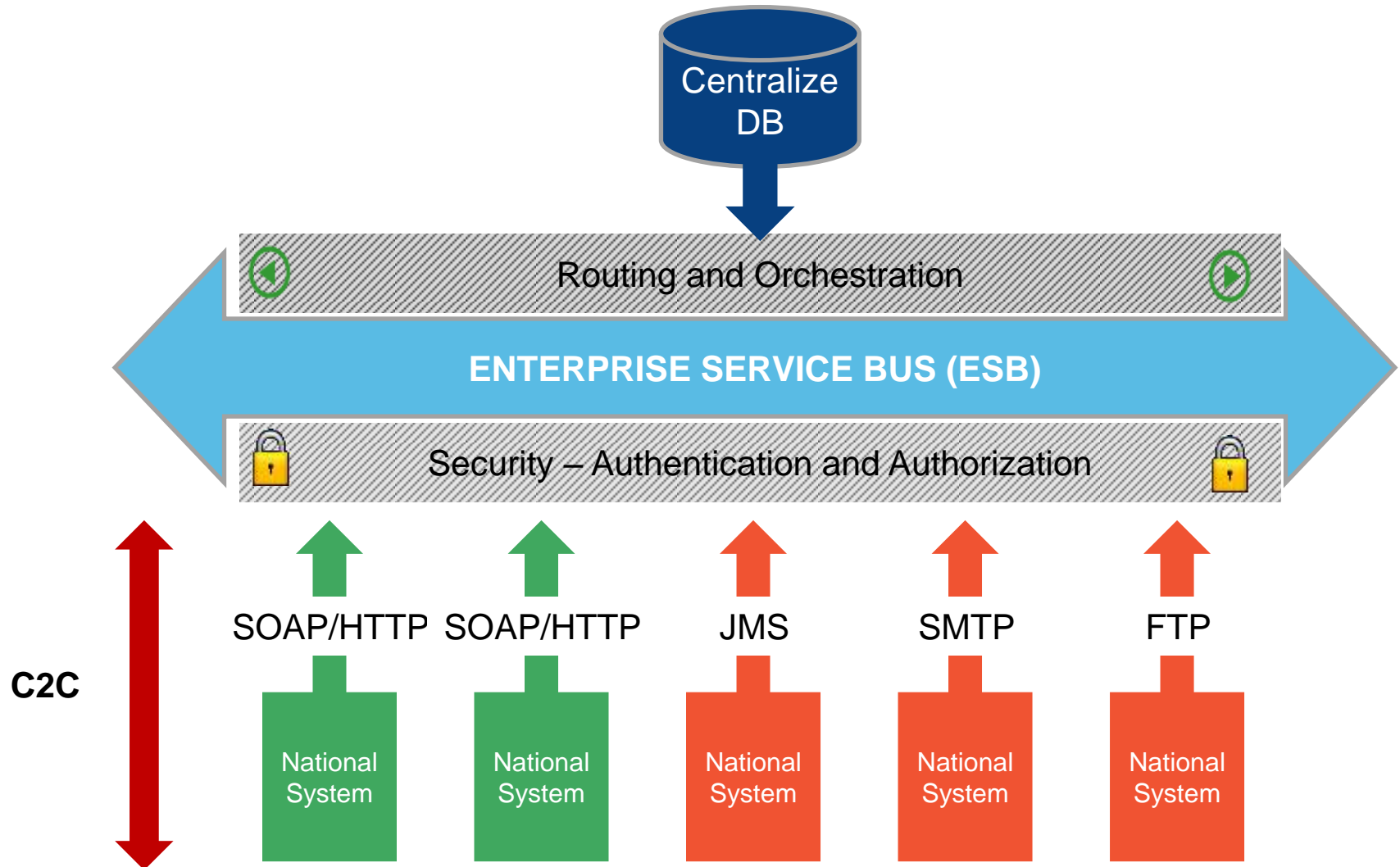
## EX PLATFORM

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

## PILOT PROJECT

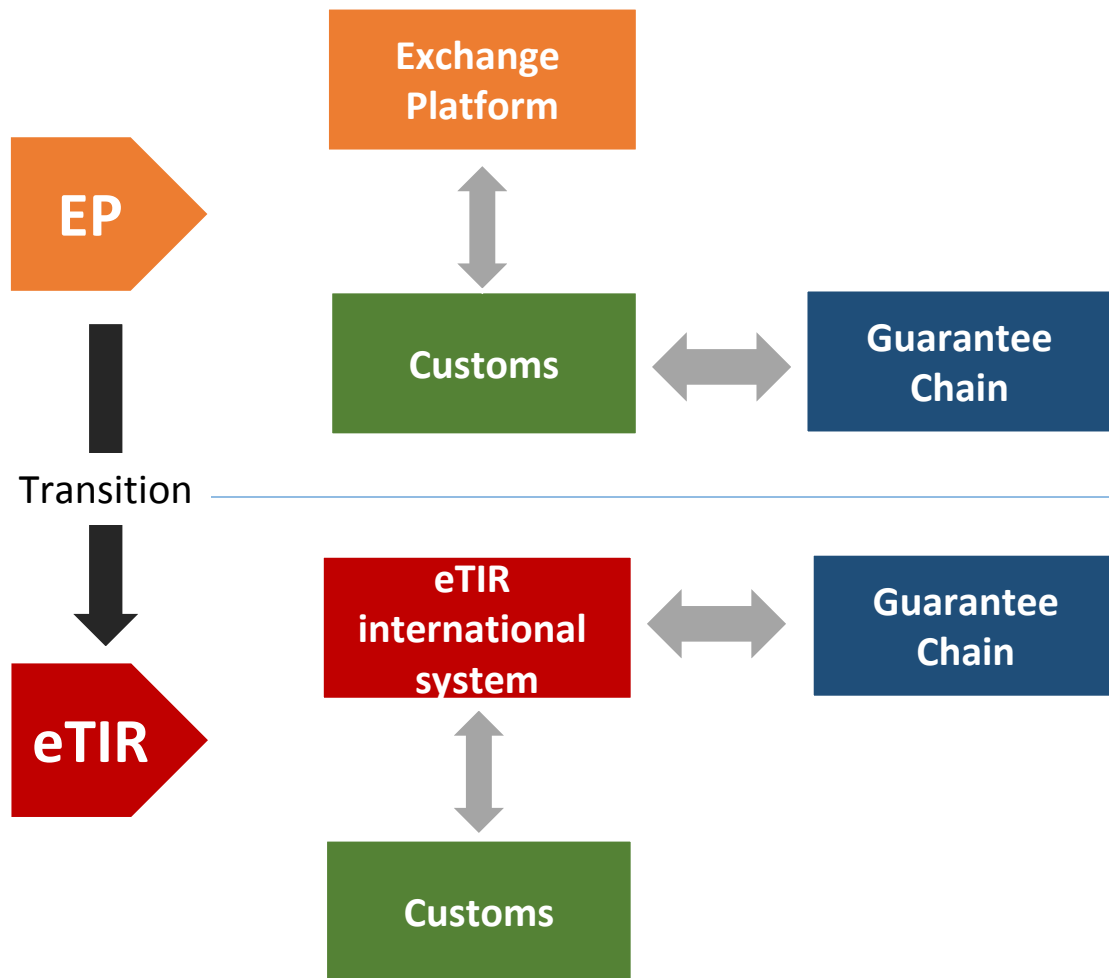
In the timeframe of the project, **Georgia** will link its national Customs IT systems to C2C exchange platform in order to exchange data with **Turkish** Customs

# Architecture



# eTIR vs. Exchange Platform

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



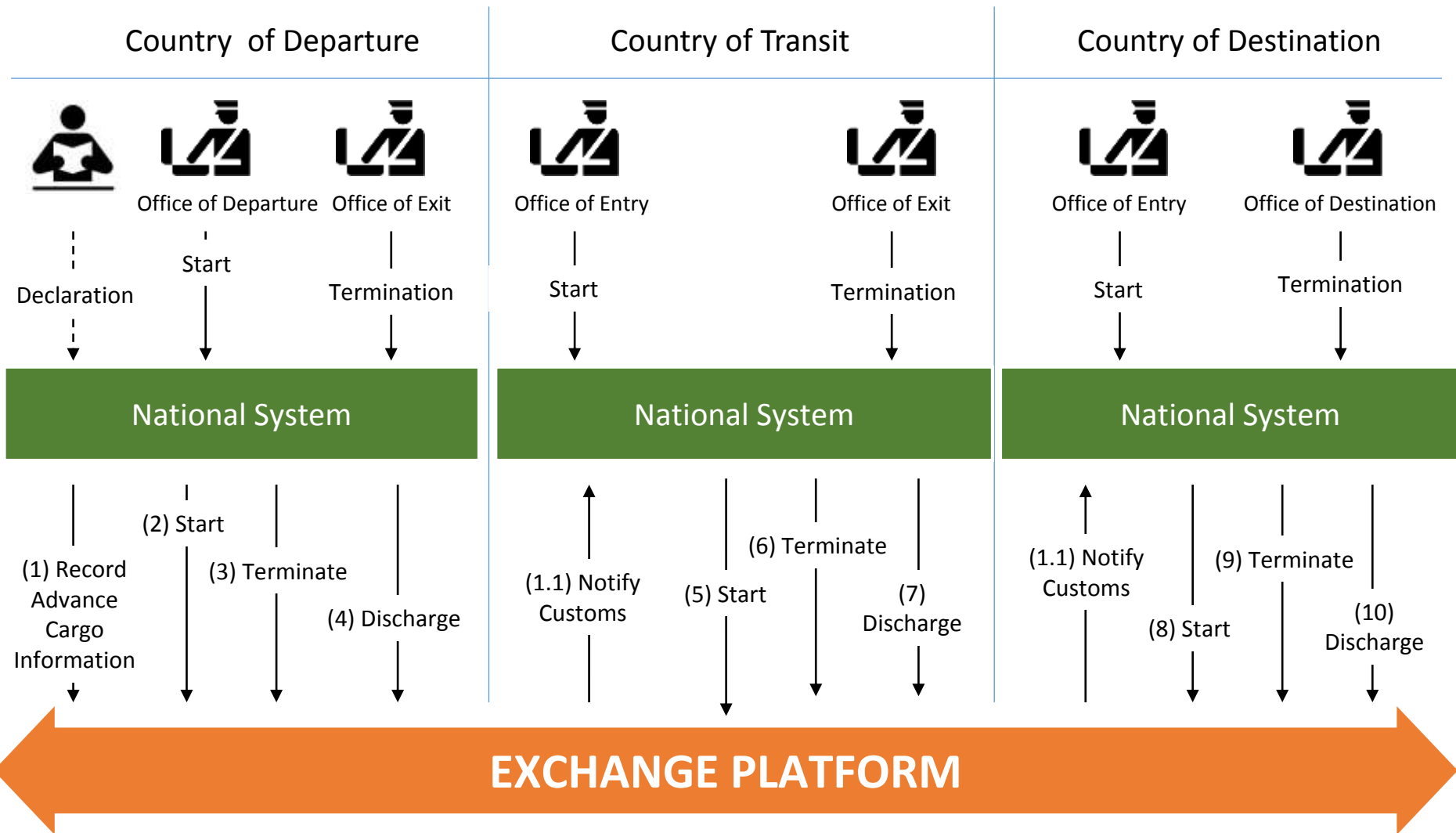
- eTIR has a larger scope, including comprehensive communication system and regulatory environment, meaning elimination of paper-based operations

# 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





# Thank you



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