TIR and eTIR
Customs-to-Customs Data Exchange Workshop - Tbilisi
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Overview

• Transit principles and transit regimes
• The TIR system
  – 5 pillars
  – Example of TIR transport
  – Geographical scope
  – Administrative structure
• The eTIR project and pilots
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 1/2

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 **TIR** system

*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

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

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 international guarantee chain)
The 5 pillars of the TIR system

3/5

The TIR carnet

• One single document, security elements, printing and distribution by the IRU
The 5 pillars of the TIR system

4/5

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

- Contracting parties to the TIR Convention
- TIR operational countries
- Countries in admission
- Interested Parties
The eTIR project and pilots

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 | Public
---|---
Transport operator | Customs

**B2B**: Guarantee certificate

**B2C**: Declaration & guarantee certificate

**C2C**: Transport & Operations

**C2B**: Transport & Operations

National Association

International organization

Guarantee Chain
The eTIR system: a public private partnership

- **Transport Operator**
- **Guarantee Chain**
- **Customs**

**Private**

- **B2C**
- **C2B**

**Public**

- **B2C**
- **C2B**
- **C2C**

**eTIR international system**
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

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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 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
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.3)
  – first session: 16-17 November 2015
Thank you