

# **Facilitating customs transit – TIR and eTIR (pilot) projects**

Forum on Trade Digitalization for Sustainable Regional Integration  
14–15 March 2019  
Bangkok

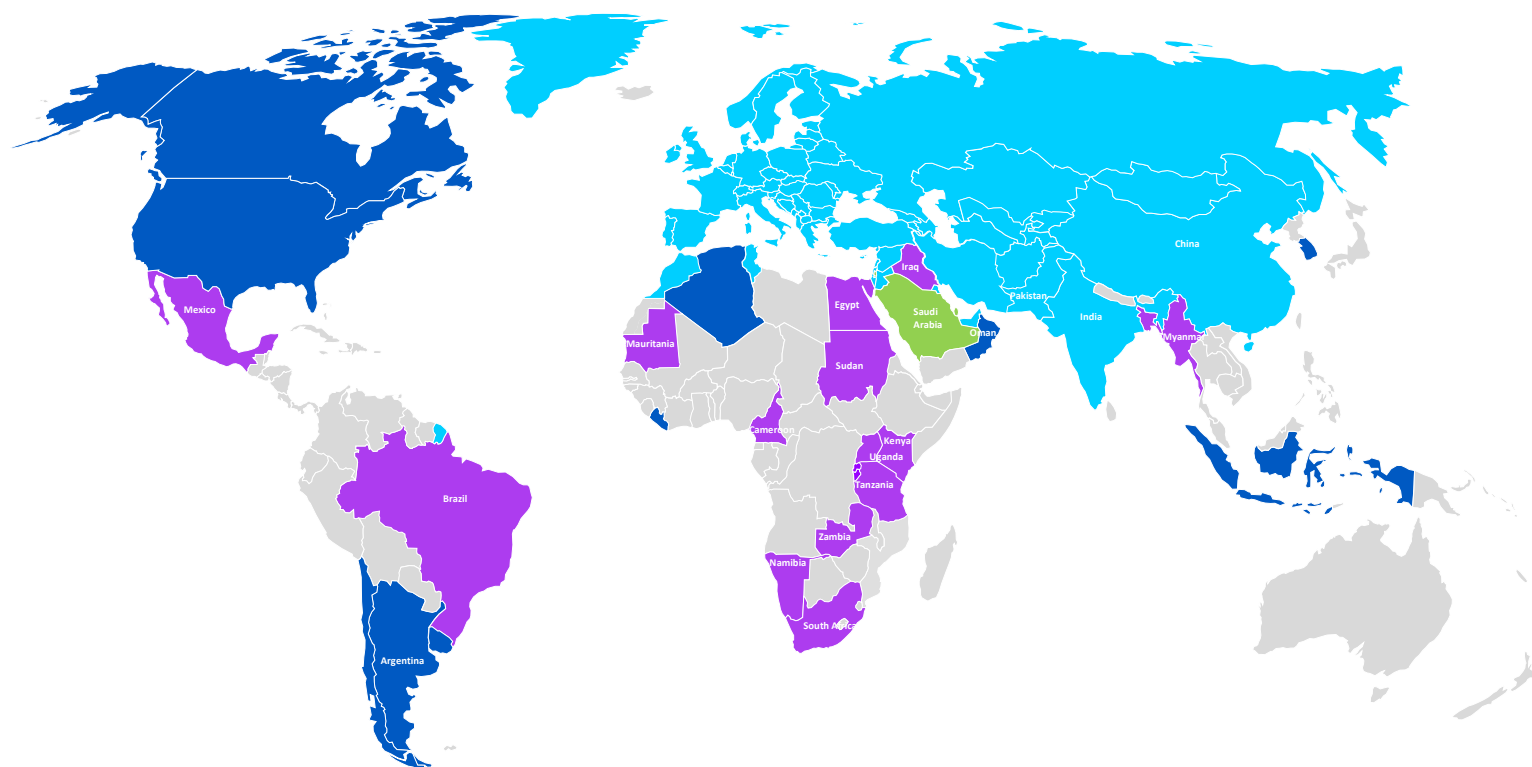
André Sceia



# Overview

- Expansion of the TIR geographical scope
- The eTIR project
- eTIR (pilot) projects
- How does the IR-TR pilot work in practice?
- TIR and eTIR in Asia and the Pacific
- The future

# Geographical expansion of the TIR system



■ Contracting parties to the TIR Convention  
■ TIR operational countries

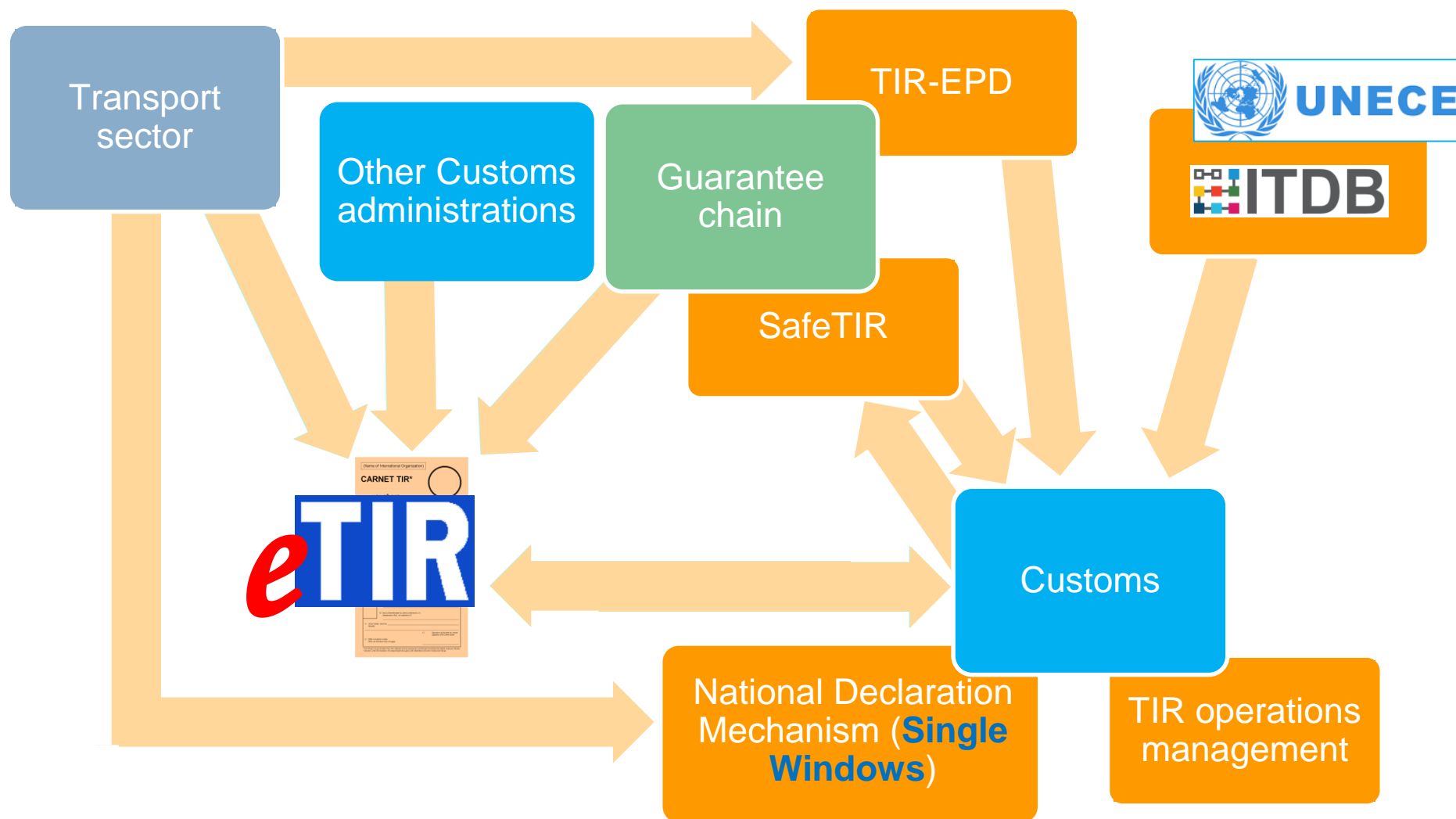
■ TIR implementation countries

■ Interested parties

# The *e*TIR project

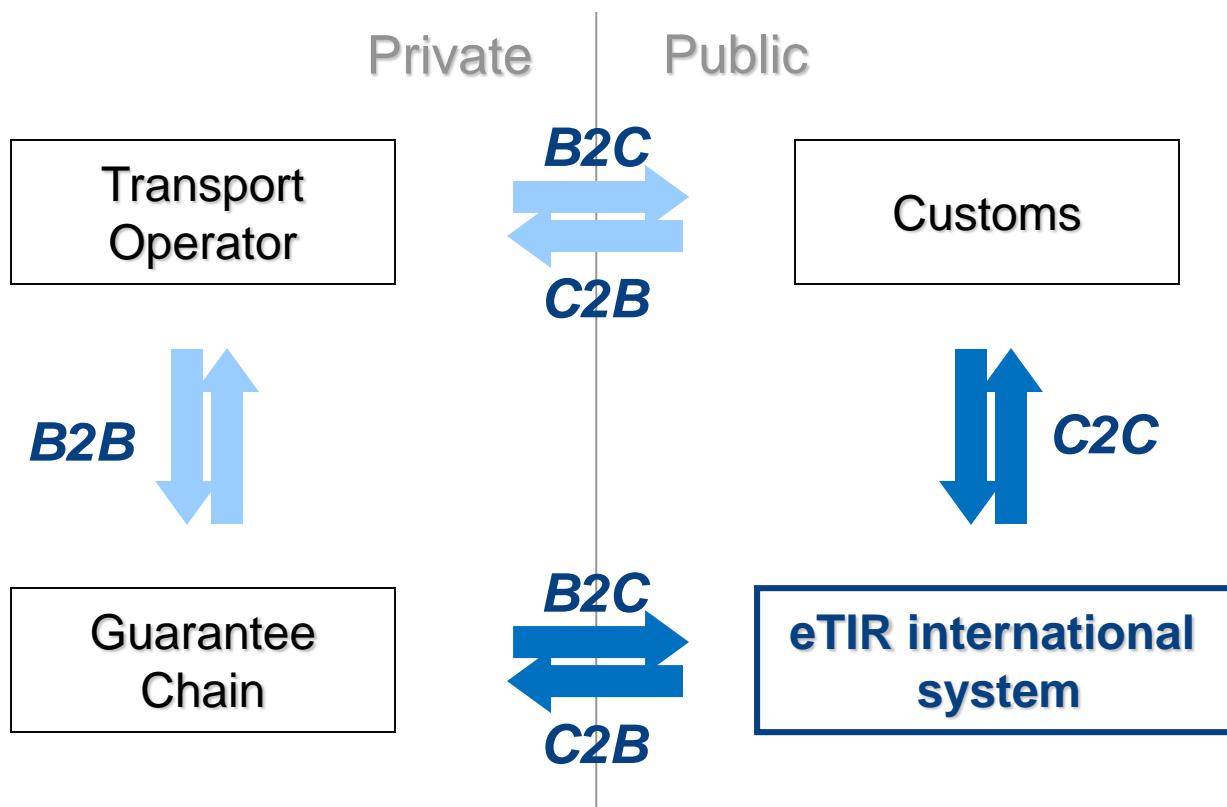
*Objective → Full computerization of the TIR procedure*

# TIR computerization status



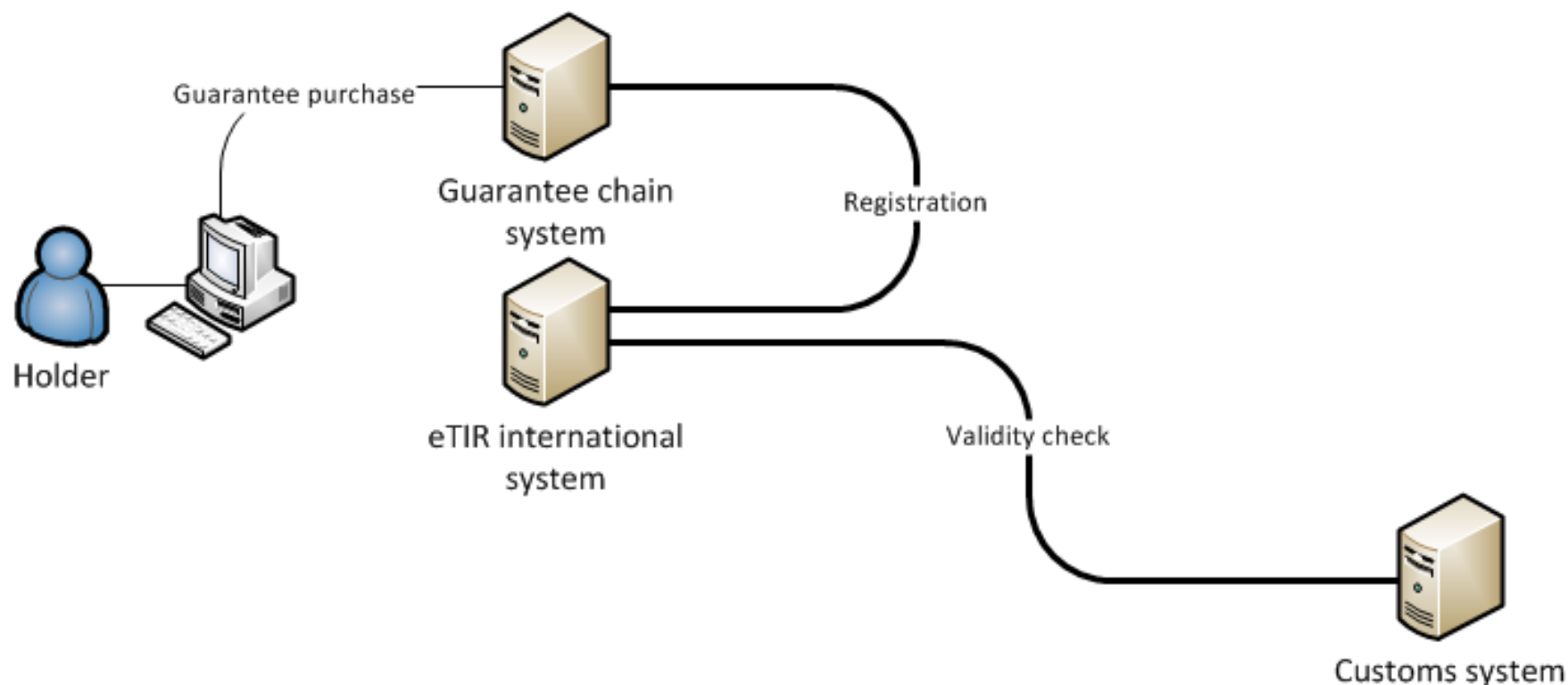
# The eTIR system

a public private partnership



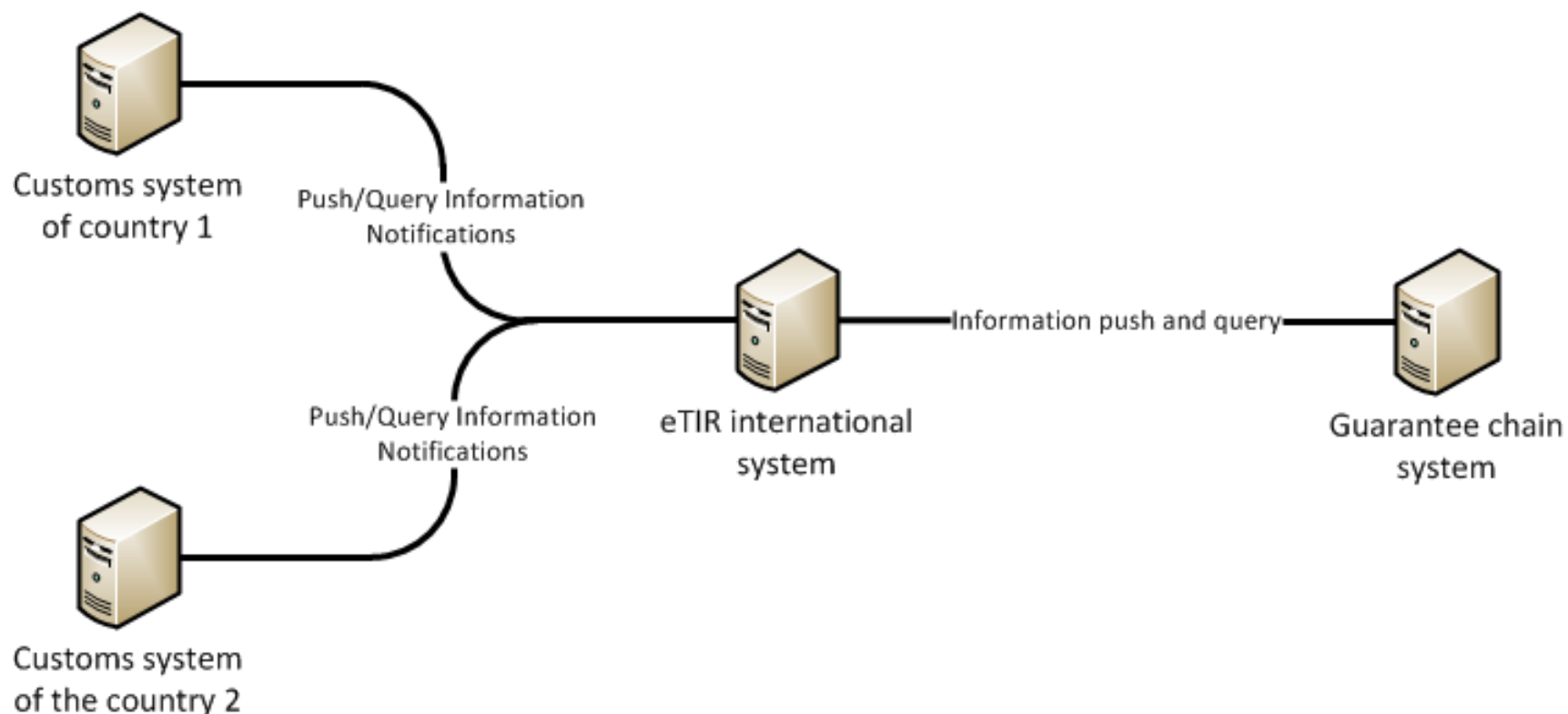
# eTIR main principles

Management of guarantee data by customs



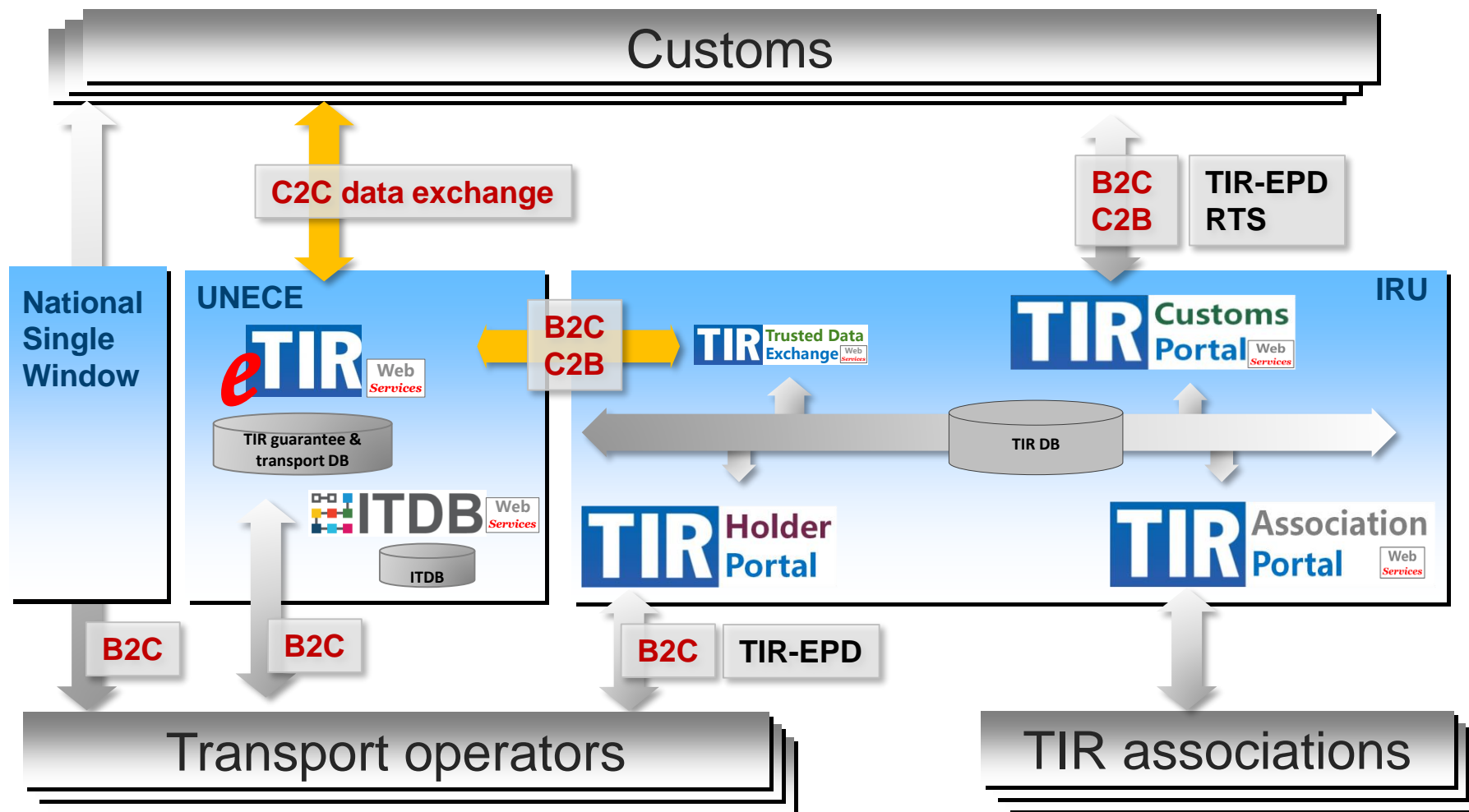
# eTIR main principles

Customs to customs data exchange





# eTIR high-level architecture



# The eTIR project: from theory to practice

- Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) (2003-..)

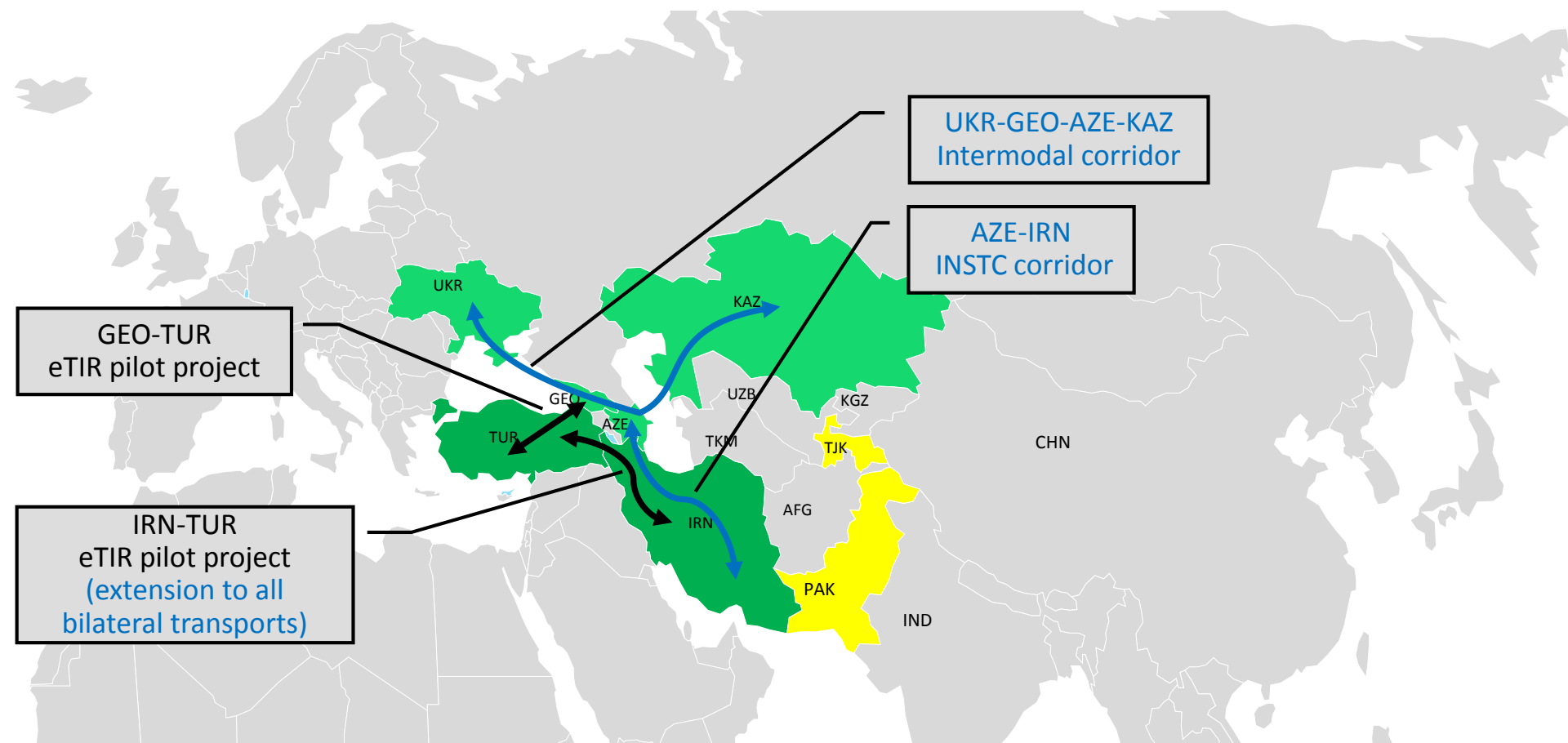


## **eTIR specifications v.4.2**

(conceptual, functional and technical)

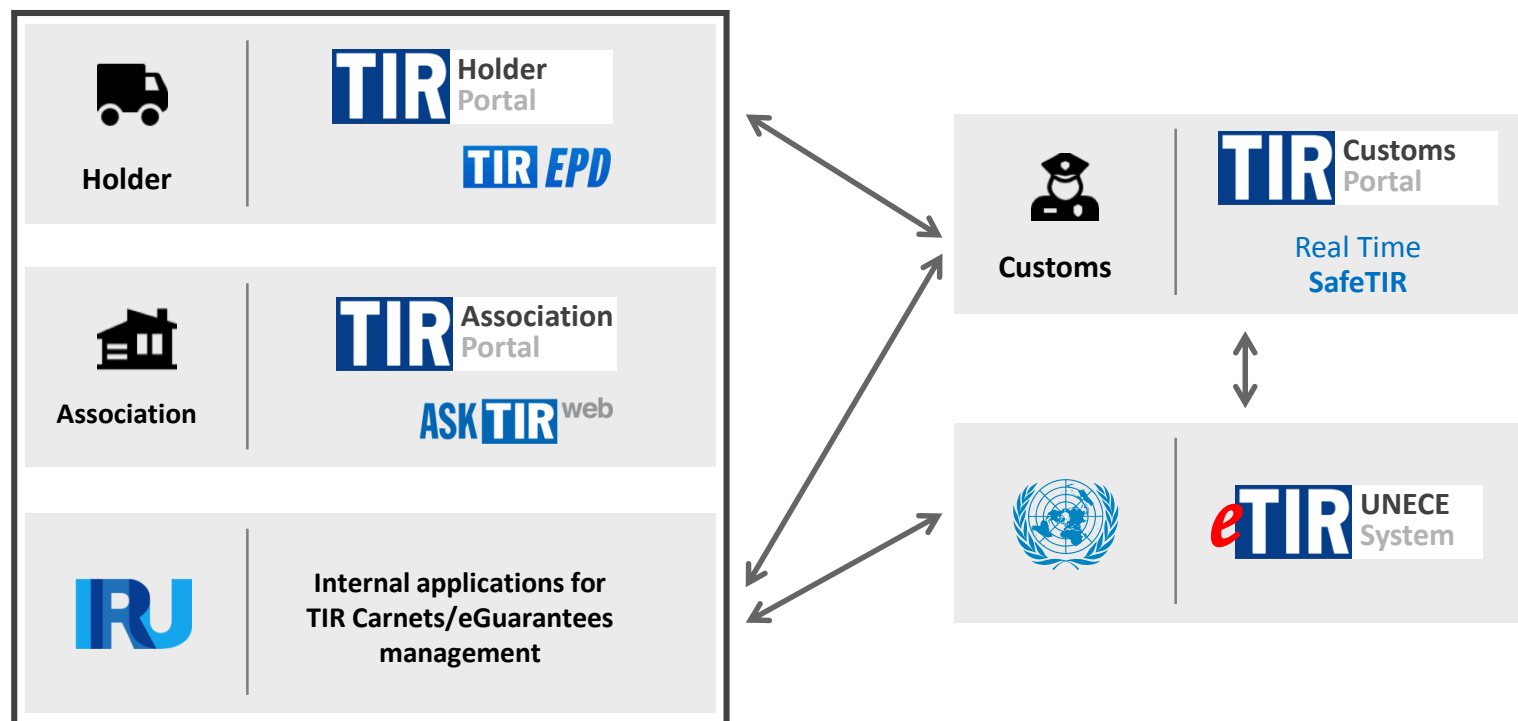
- eTIR (pilot) projects
  - Georgia-Turkey
  - Iran-Turkey
  - ...
- Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2) (2015-2017)
  - Optional annex 11 to the TIR Convention (under discussion at AC.2)

# eTIR (pilot) projects



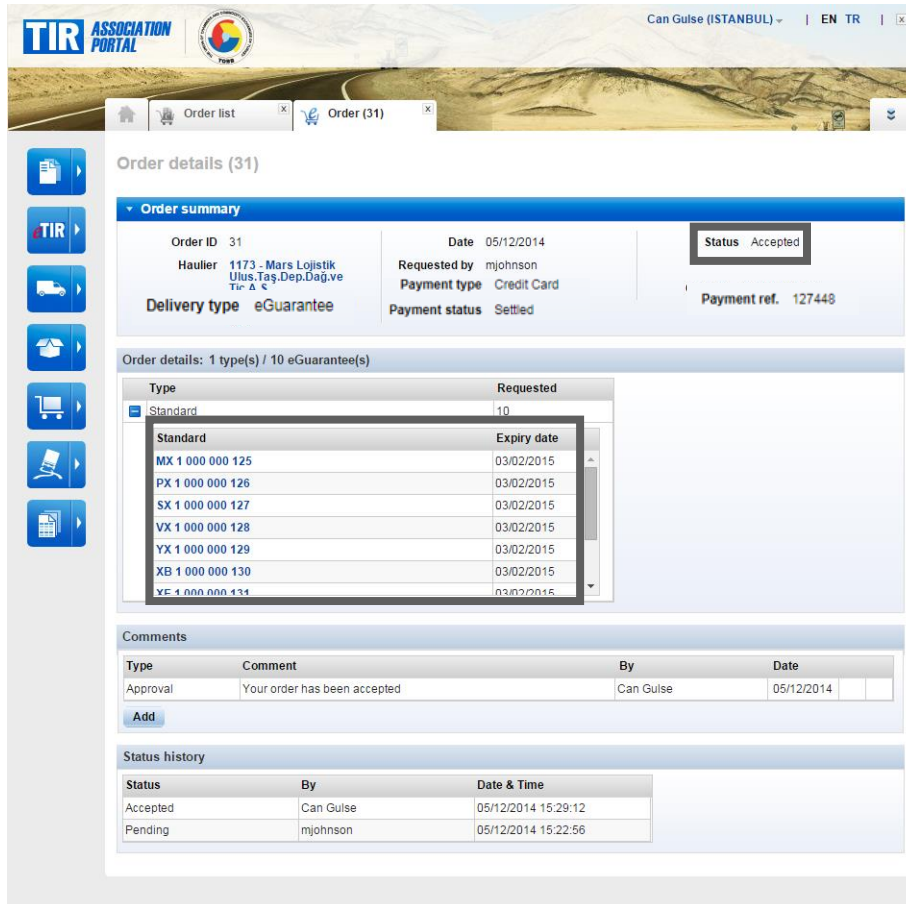
# How does the IR-TR pilot work in practice?

The tools



# How does the IR-TR pilot work in practice?

eGuarantees are issued electronically



**TIR ASSOCIATION PORTAL**

Can Gulise (ISTANBUL) | EN TR

Order list | Order (31)

### Order details (31)

#### Order summary

Order ID	31	Date	05/12/2014	Status	Accepted
Haulier	1173 - Mars Lojistik Unus.Tas.Dep.Dagi.ve Tic. A. S.	Requested by	mjohnson	Payment type	Credit Card
Delivery type	eGuarantee	Payment status	Settled	Payment ref.	127448

Order details: 1 type(s) / 10 eGuarantee(s)

Type	Requested
Standard	10

Standard	Expiry date
MX 1 000 000 125	03/02/2015
PX 1 000 000 126	03/02/2015
SX 1 000 000 127	03/02/2015
VX 1 000 000 128	03/02/2015
YX 1 000 000 129	03/02/2015
XB 1 000 000 130	03/02/2015
YE 1 000 000 131	03/02/2015

#### Comments

Type	Comment	By	Date
Approval	Your order has been accepted	Can Gulise	05/12/2014

Add

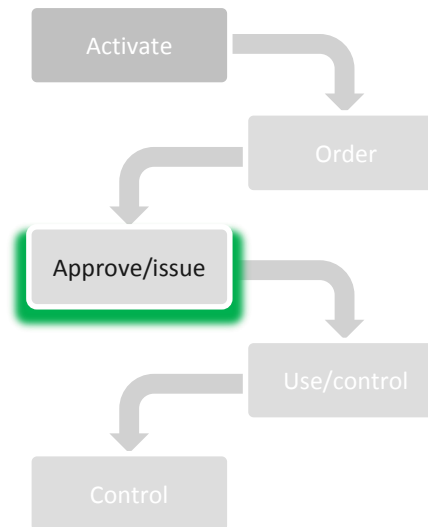
#### Status history

Status	By	Date & Time
Accepted	Can Gulise	05/12/2014 15:29:12
Pending	mjohnson	05/12/2014 15:22:56



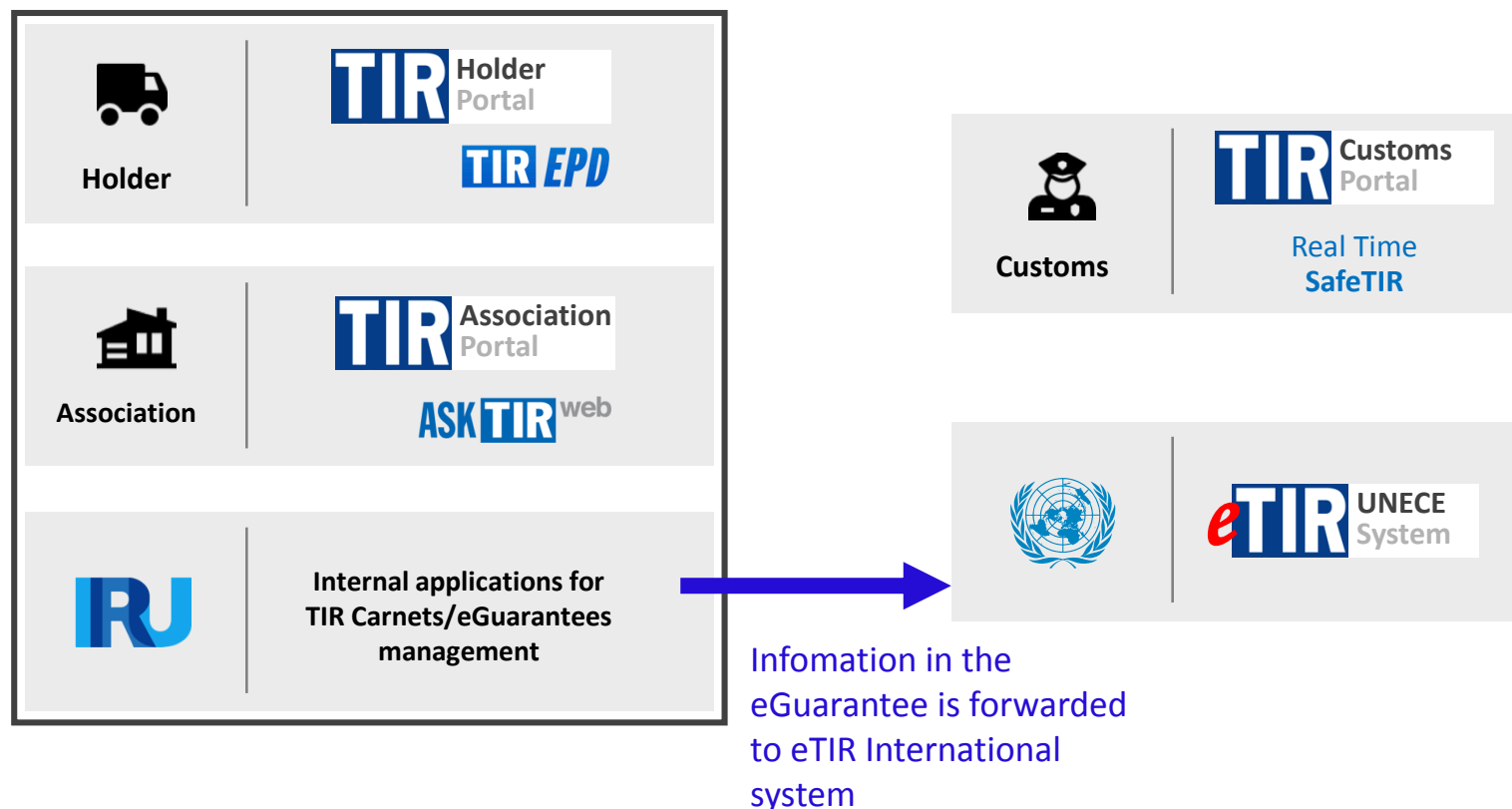
Can Gulise

ASK **TIR** web **TIR EPD**



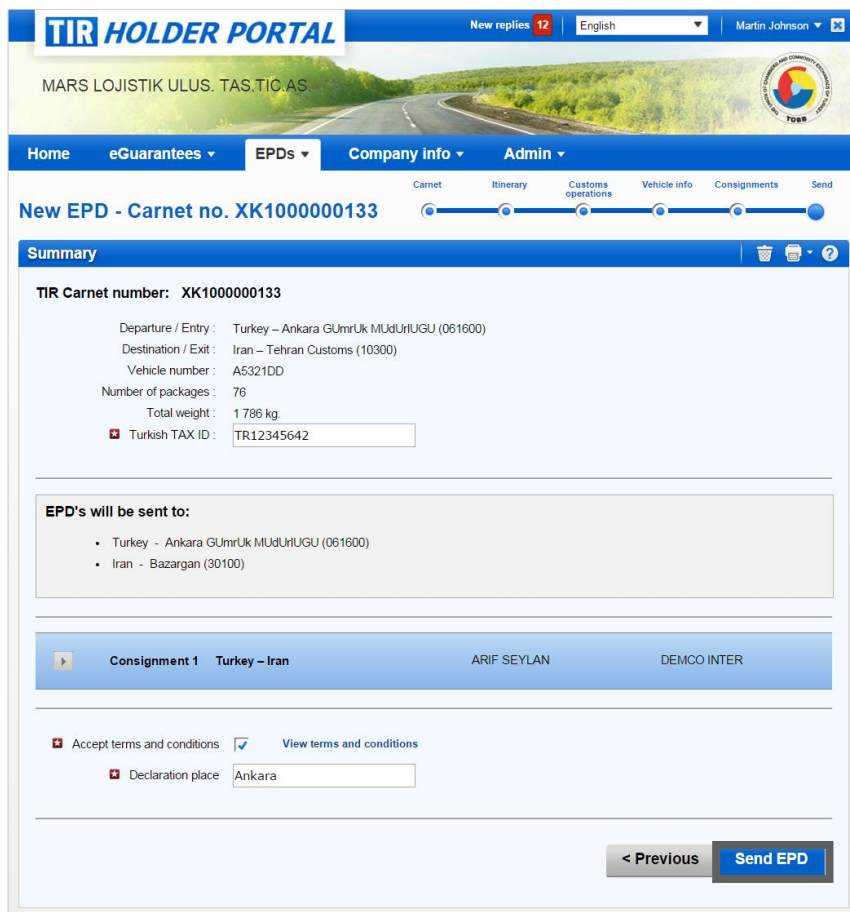
# How does the IR-TR pilot work in practice?

Information on eGuarantees are registered in the eTIR international system



# How does the IR-TR pilot work in practice?

The Holder fills and sends the advance TIR data



**TIR HOLDER PORTAL** New replies 12 English Martin Johnson

MARS LOJISTIK ULUS. TAS.TIC.AS.

Home eGuarantees **EPDs** Company info Admin

Carnet Itinerary Customs operations Vehicle info Consignments Send

**New EPD - Carnet no. XK1000000133**

**Summary**

**TIR Carnet number: XK1000000133**

Departure / Entry : Turkey – Ankara Gümrük Müdürlüğü (061600)  
 Destination / Exit : Iran – Tehran Customs (10300)  
 Vehicle number : A5321DD  
 Number of packages : 76  
 Total weight : 1 786 kg.  
 Turkish TAX ID : TR12345642

**EPD's will be sent to:**

- Turkey - Ankara Gümrük Müdürlüğü (061600)
- Iran - Bazargan (30100)

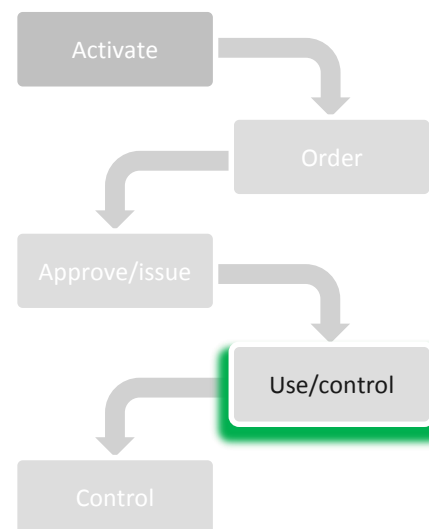
**Consignment 1 Turkey – Iran** ARIF SEYLAN DEMCO INTER

☒ Accept terms and conditions ☒ View terms and conditions  
☒ Declaration place: Ankara

< Previous **Send EPD**

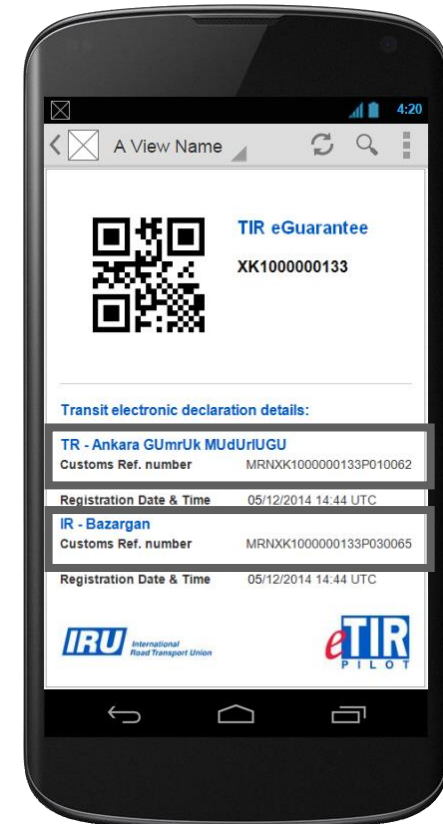
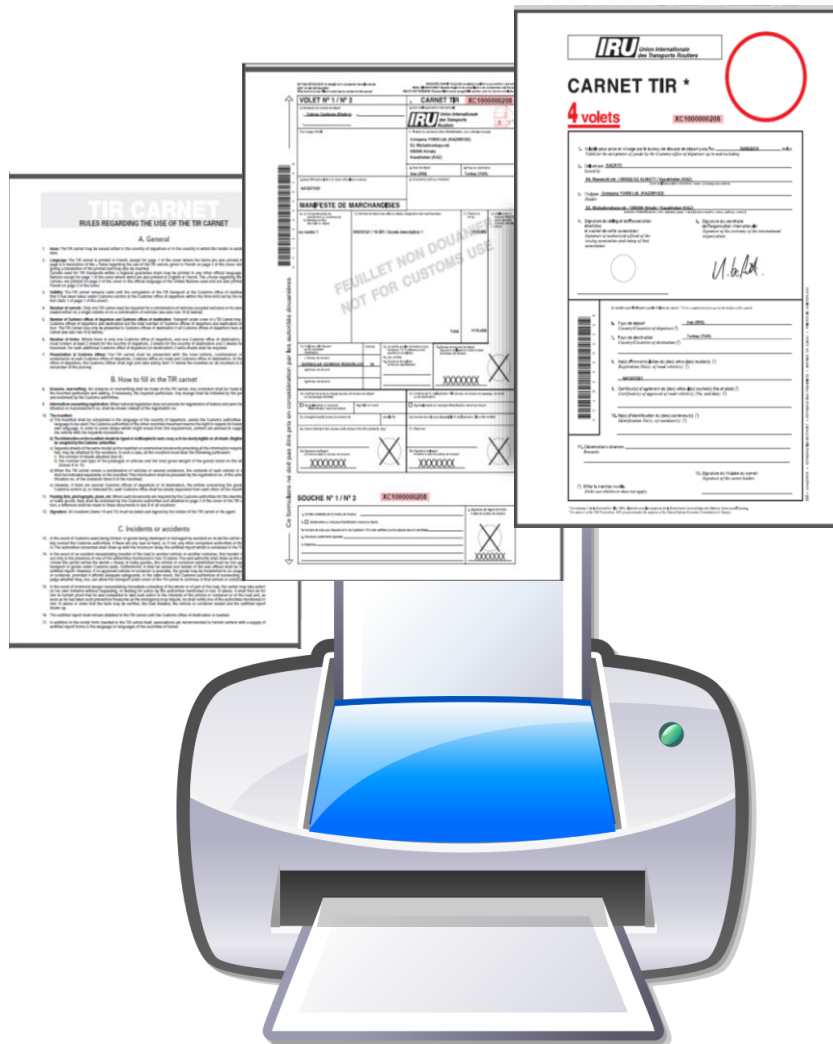


**ASKTIR**web **TIR EPD**



# How does the IR-TR pilot work in practice?

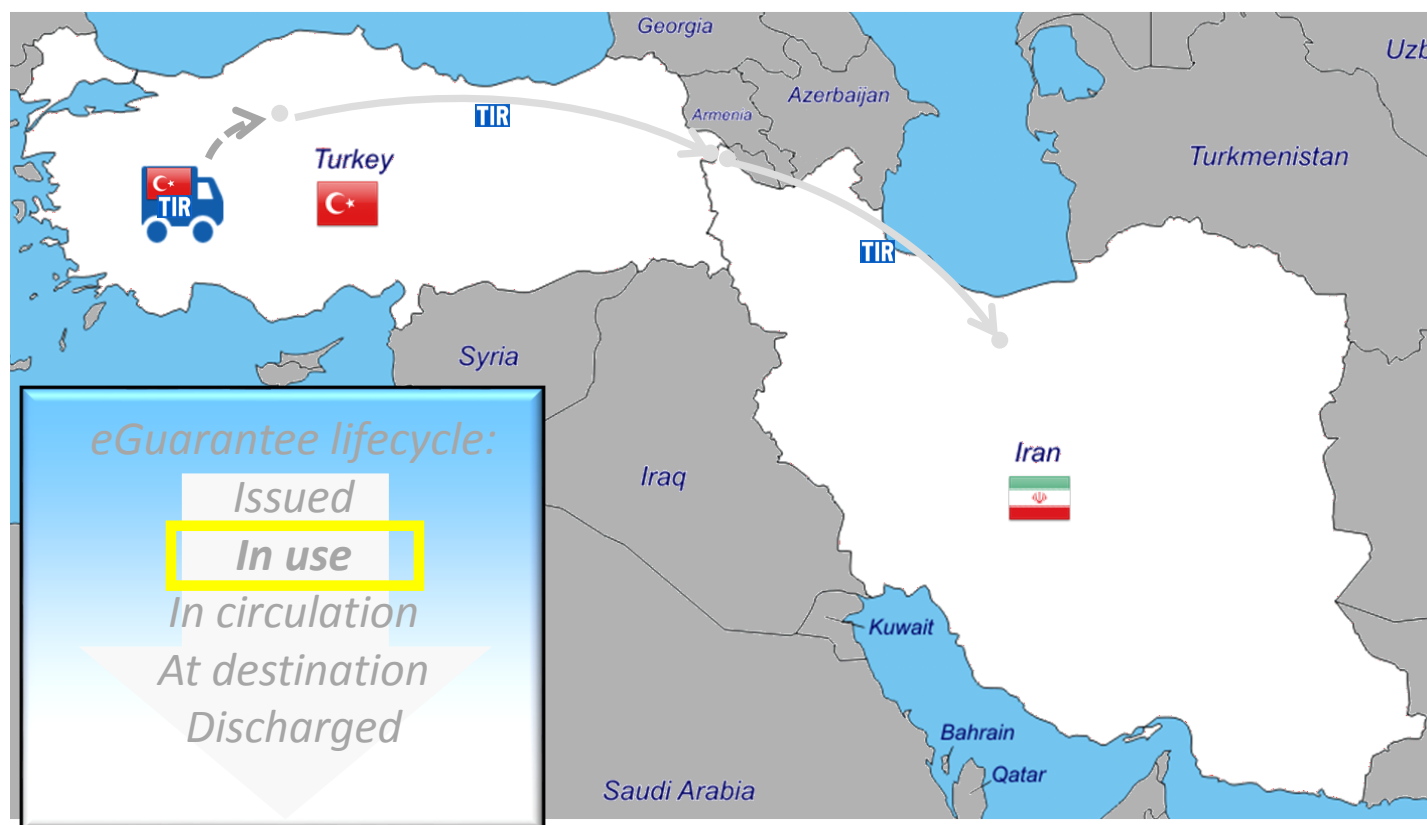
Print@home and EPD pass





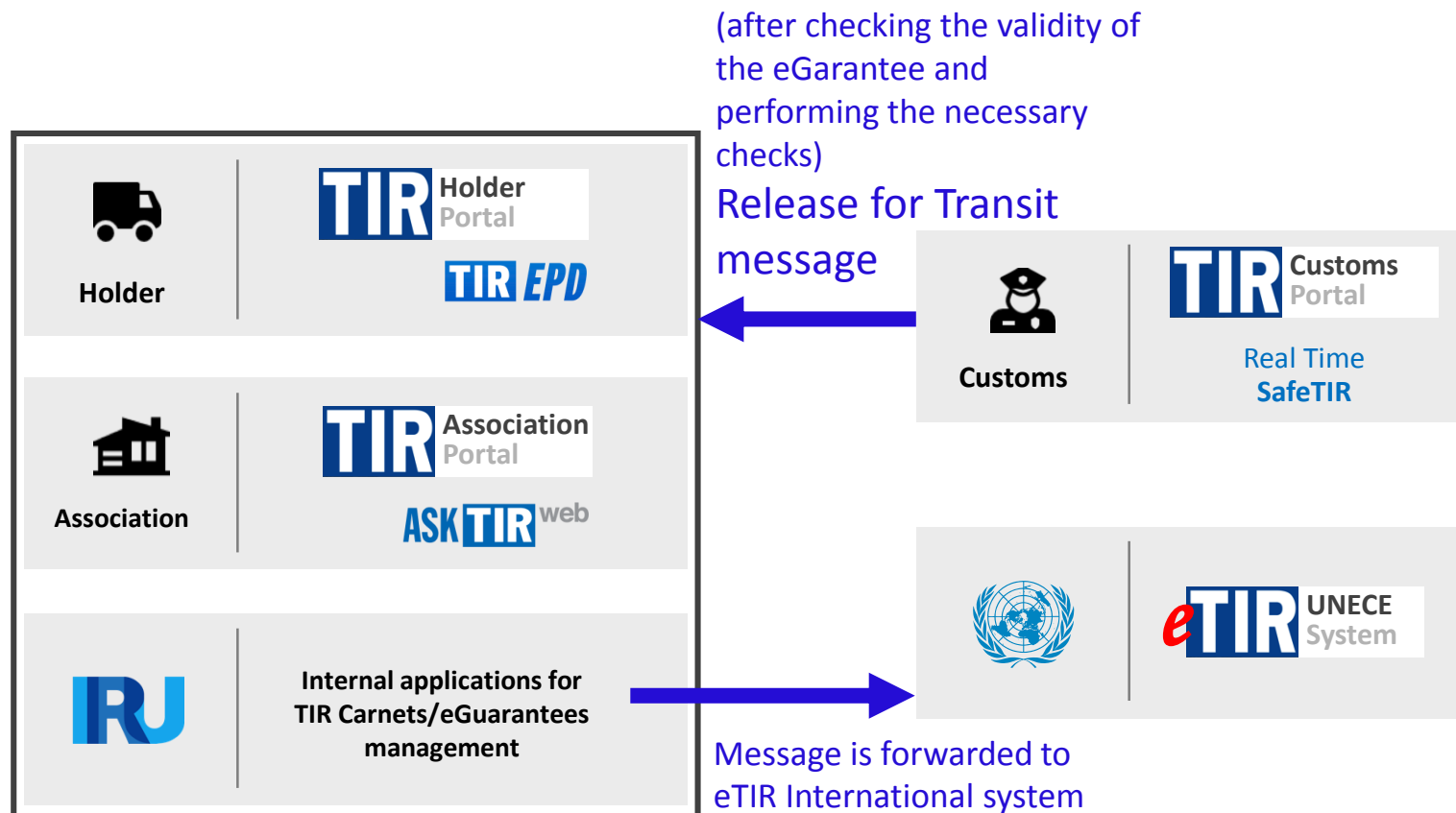
# How does the IR-TR pilot work in practice?

At the customs office of departure



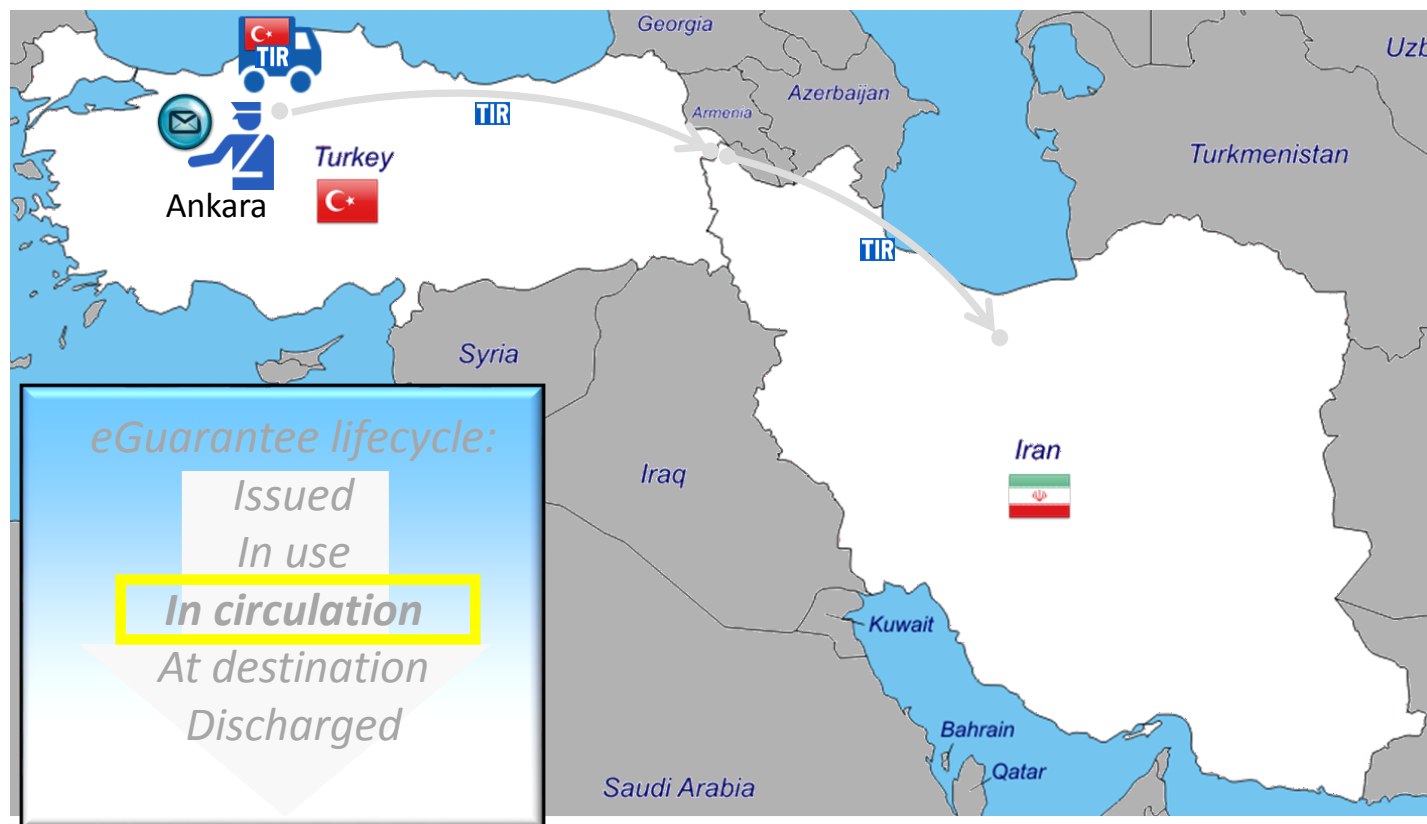
# How does the IR-TR pilot work in practice?

At the customs office of departure



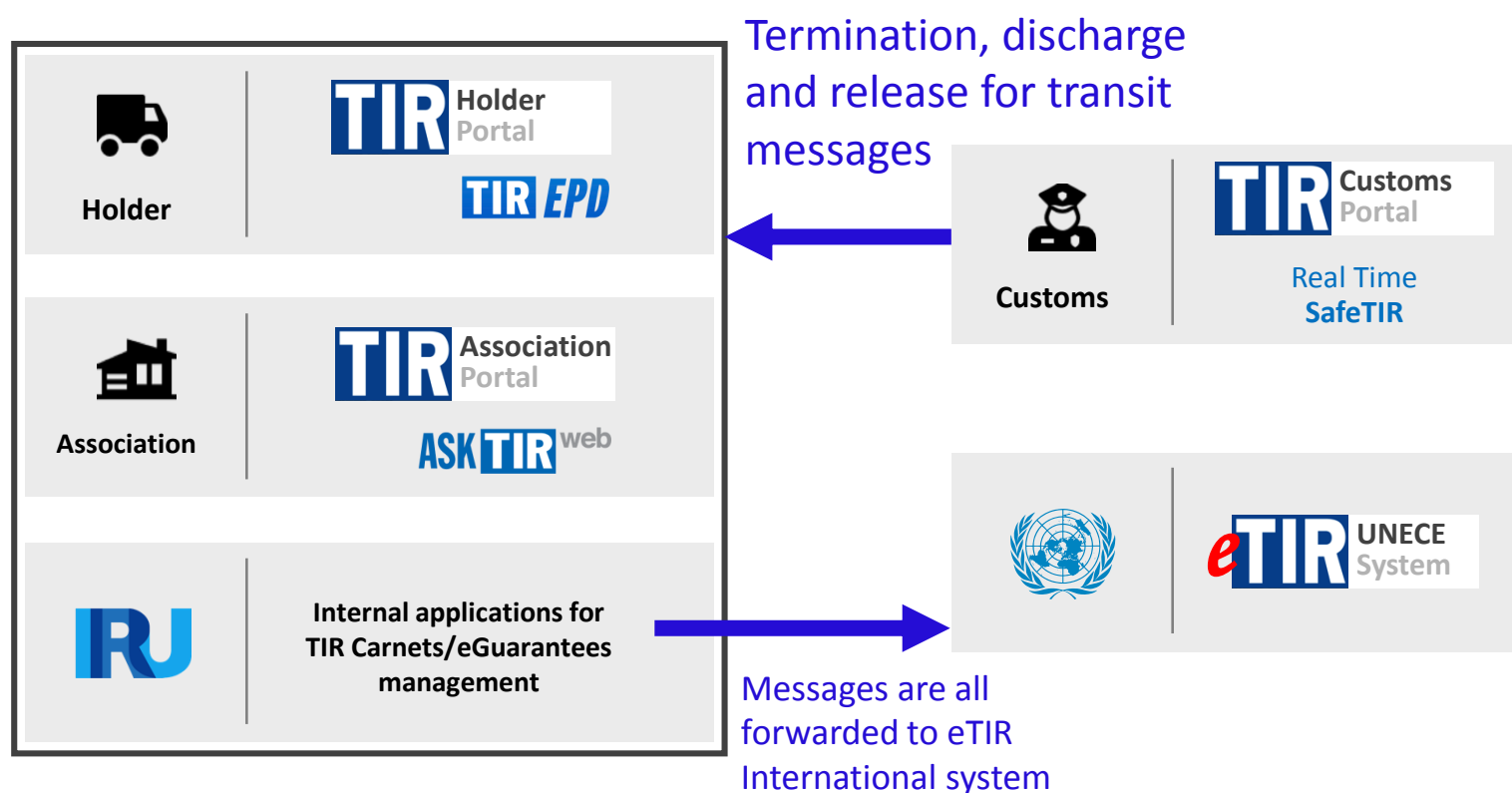
# How does the IR-TR pilot work in practice?

At the customs office of departure



# How does the IR-TR pilot work in practice?

At the customs offices of exit, entry, and destination



# How does the IR-TR pilot work in practice?

Information available to all parties (Holder, associations and customs)

**TIR HOLDER PORTAL** New replies 12 English Martin Johnson

MARS LOJISTIK ULUS. TAS.TIC.AS.

Home eGuarantees **EPDs** Company info Admin

**EPDs**

Search Messages: XK1000000133 Clear Filter

Show: All Type: All

Carnet #	Date	Final Destination	Vehicle #	Packages / Weight
XK1000000133	05/12/2014	Iran	A5321DD	76 / 1 786 kg.

From	To	EPD Status	Reference #	Release for transit	Exit / Transit terminated	Discharge
TR - Ankara Gümrük Müdürlüğü	TR - GÜRBÜLAK GÜMRÜK MÜDÜRLÜĞÜ	No more response expected	MRNKK1000000133 P010062	✓	✓	✓
IR - Bazargan	IR - Tehran Customs	No more response expected	MRNKK1000000133 P030065	✓	✓	✓

EPD Version 1 of 1 Sent: 05/12/2014 14:41 UTC

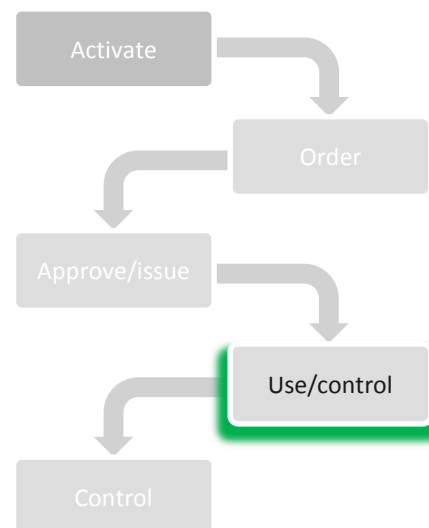
Page 1 of 1 10 View 1 - 1 of 1

© 2012 IRU — Terms & Conditions — Holder Portal v2.0.48 01/12/2014 16:47 **IRU** International Road Transport Union



Martin Johnson

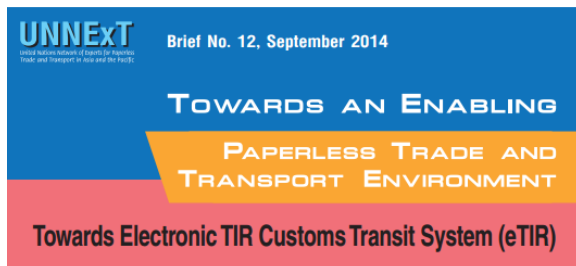
**ASKTIR**web **TIR EPD**



# Potential of TIR (and eTIR) in Asia and the Pacific

- Additional **regional** customs transit procedure and guarantee.
- Access to the only **global intermodal** transit regime (with a global guarantee)
- Ratification of the TIR Convention is recommended by ESCAP resolution 48/11
- Possibly using directly electronic procedures (eTIR)

# UNECE-ESCAP eTIR publications and projects



Over several decades, the TIR<sup>1</sup> Convention has proved to be an efficient facilitation tool for international transit and transport. With advances in technology, computerization of the TIR procedures and the replacement of the paper TIR Carnet by electronic messages will further secure the TIR system to the benefit of customs administrations, transport operators and the guarantee chain.

This brief provides a summary of the TIR system and introduces the most important attributes of the future eTIR system. It highlights the fact that, for many countries worldwide including those in the Asia-Pacific region, the TIR system is an important tool for international transit and transport facilitation. It also illustrates how, by incorporating modern ICT technologies, the eTIR system will further enhance transit and transport facilitation while further securing government revenues.

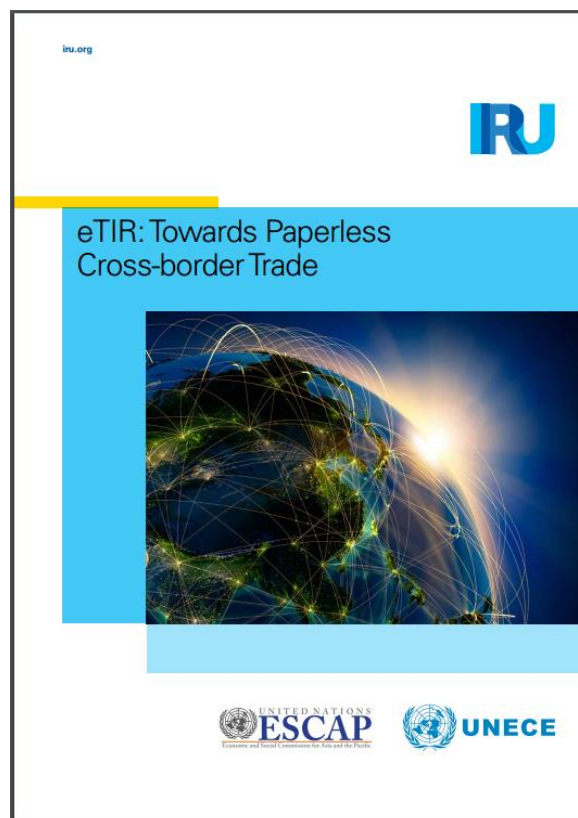
# TIR

## I. The TIR Customs Transit System

### Geographical coverage

The Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention 1975) is one of the most successful international transport conventions and is, so far, the only universal customs transit system in existence. To date, it has 68 Contracting Parties, including the European Union. It covers Europe, a large part of Central Asia, and reaches out to North Africa and the Middle East (see Figure 1). More than 35,000 operators are authorized to use the TIR system and around 3 million TIR transports are carried out each year.

<sup>1</sup> TIR is the abbreviation for Transports Internationaux Routiers. More information about the TIR system, TIR Handbook and eTIR project can be found at <http://www.unece.org/it/tir-tb.html> and <http://www.unece.org>.



### The Project

The objective of the project is to strengthen the capacities of developing countries and countries with economies in transition to facilitate legitimate border crossing, by means of increased secure electronic exchange of information between Customs administrations. Simultaneously, the project will further secure the supply chain and the government revenues related to the international transport of goods. Ultimately, this project will contribute to increasing the cooperation between Customs administrations and promote the use of international standard electronic messages, in particular, for transit operations.

### Background

Crossing borders has always been a problem in international transport and trade. Despite recent improvements, international transport still faces obstacles, costs and difficulties at borders. Overall, limitations to trade and transport facilitation are detrimental to economic growth, regional cooperation and integration. Control authorities at borders face security challenges related to smuggling, terrorism, illegal trade and immigration. In view of the large volume of cross-border transport operations nowadays, Customs authorities are no longer in a position to control every vehicle or container. Instead, they have to apply risk management and identify high risk consignments on the basis of data available. Often, the most reliable data on the goods transported is available at the Customs offices of departure at the origin of a transit movement following an export procedure. To the extent possible, these data should be captured and then made available to the Customs authorities of transit and destination countries through a common Electronic Data Interchange (EDI) system, prior to the arrival of the goods.

The availability of advance electronic cargo information and the establishment of C2C network arrangements have been identified as cornerstones of the global supply chain security by the World Customs Organization.

### Who benefits

- (a) Legitimate international trade and transport companies,
- (b) Customs administrations and other cross-border agencies and
- (c) organizations and companies providing guarantees, thus securing the payment of duties and taxes of goods in transit in case of irregularities.

### Project activities

- The activities have two major expected results: (1) the increased use of international standards, in particular when it comes to the submission of Business-to-Customs (B2C) electronic information, (2) as well as the increased collaboration between Customs of different countries and C2C exchange of relevant electronic information. The project activities are:
- (1) First inter regional Expert Group Meeting to assess the legal and technical needs for the exchange of electronic information of 5 pilot countries with other countries on the basis of regional studies ("gap" analysis)
  - (2) Development and deployment of a secure C2C versatile electronic exchange platform,
  - (3) Technical assistance to national experts in at least five pilot countries,
  - (4) First technical workshops,
  - (5) Second inter regional Expert Group Meeting at the end of the project to present and evaluate the results achieved in the five pilot countries,
  - (6) A consensus to promote the electronic exchange of Customs information and the adoption of standard electronic messages.

### Contact us:

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Project manager: Ms. Anthe-Sarah, [anthe.sarah@unece.org](mailto:anthe.sarah@unece.org)  
Web: <http://www.unece.org/transport/undat/c2c/c2c-undat.html>

## The future ...

- New 5 years **UNECE-IRU MoU** signed in 6 October 2017
- Continuously **improve and integrate** IT system.
- **eTIR** geographical **Expansion**, e.g.
  - KAZ-AZE-GEO-URK intermodal eTIR corridor
  - North-South IND-IRN-AZE eTIR Project
- Finalize the **legal basis** for eTIR (Annex 11)



# Thank you

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