

eTIR and eTIR pilot projects

Capacity Building Workshop on Cross-border Paperless
Trade Facilitation: Lessons from Ongoing Initiatives and
Ways Forward - Bangkok

André Sceia / November 4, 2015



Overview

- The TIR system
 - Example of TIR transport
 - Geographical scope
- The eTIR project
 - Project rationale and achievements
 - Computerization status
- The eTIR pilots projects
 - Iran – Turkey
 - Georgia – Turkey
- Moving towards the eTIR system



The **TIR** system

The global transit system



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

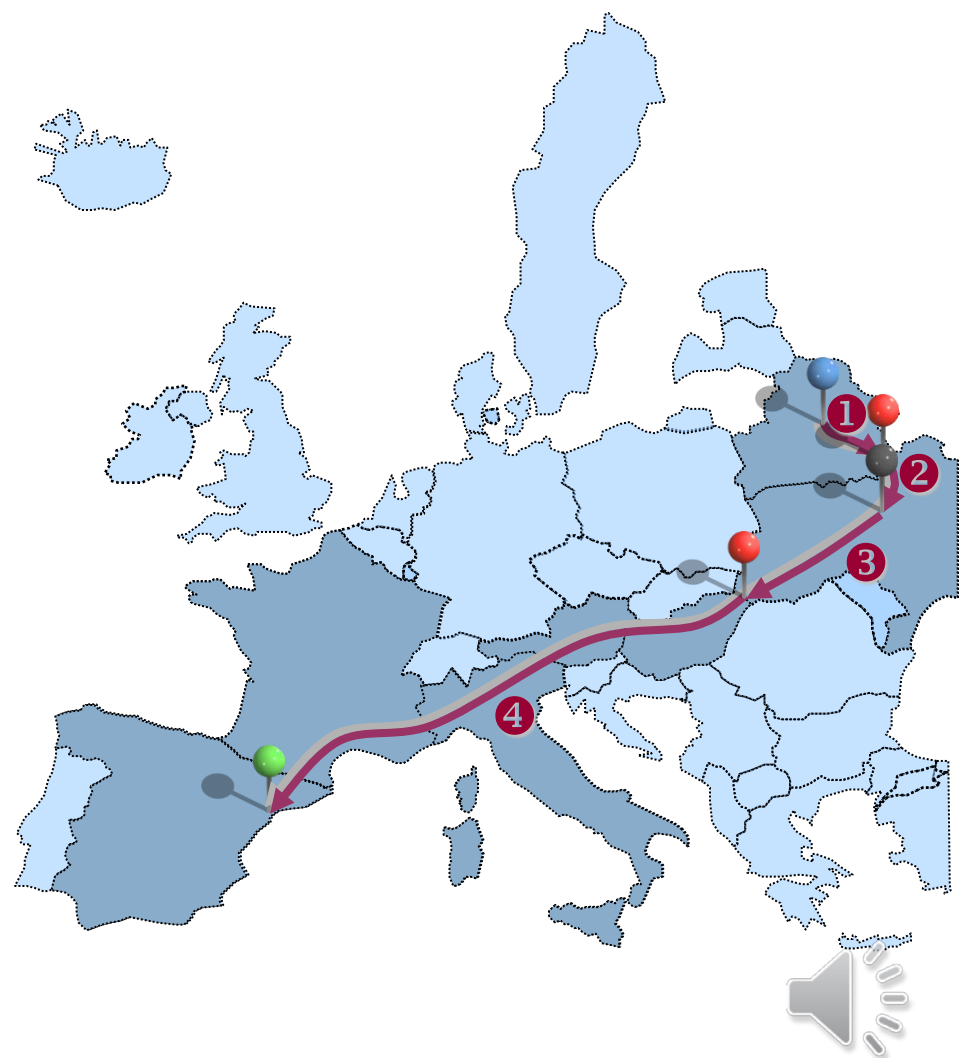
1 TIR transport (1 Guarantee)



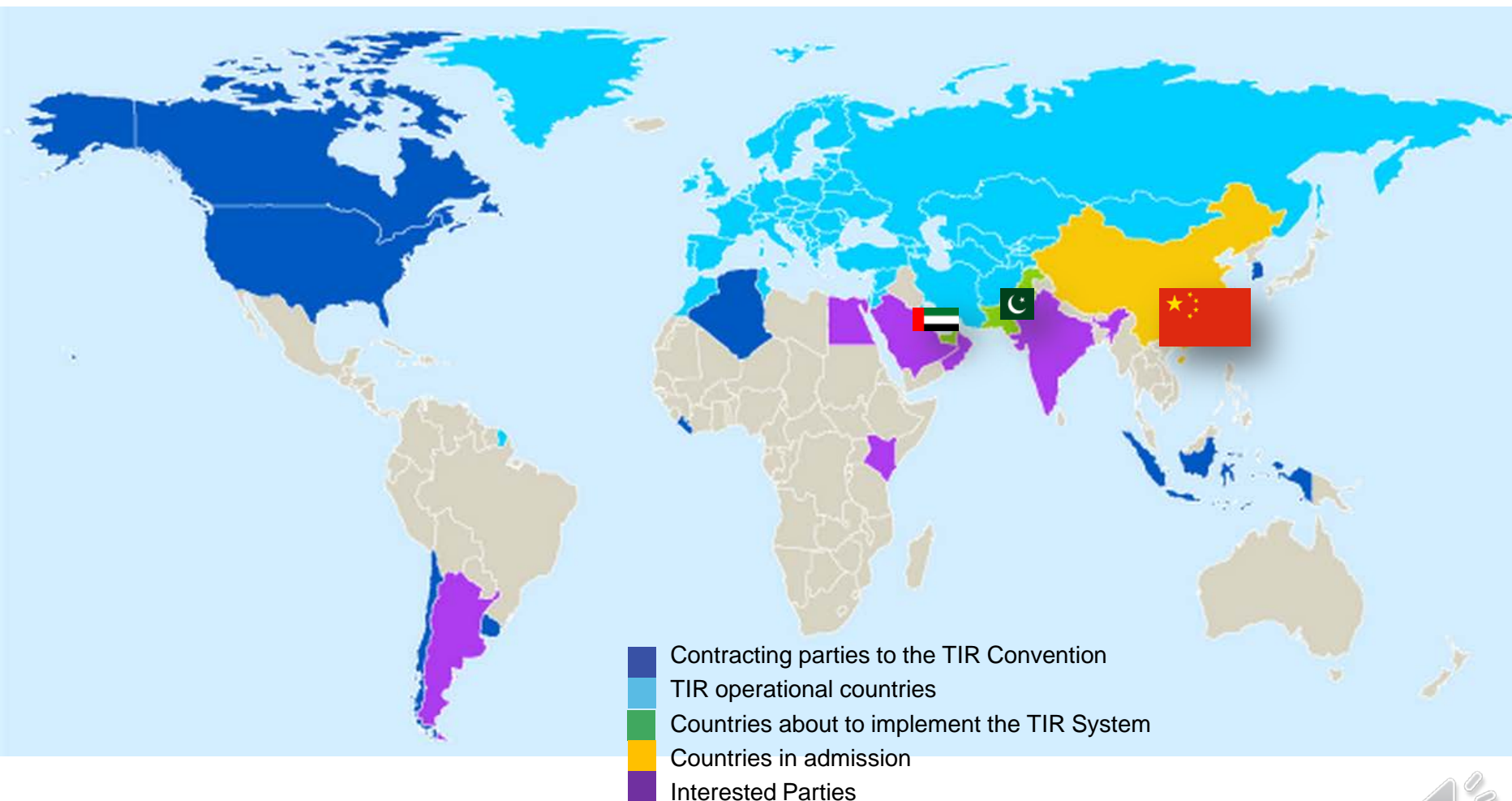
①..④ TIR operations

3 Customs territories

7 Countries



Geographical scope

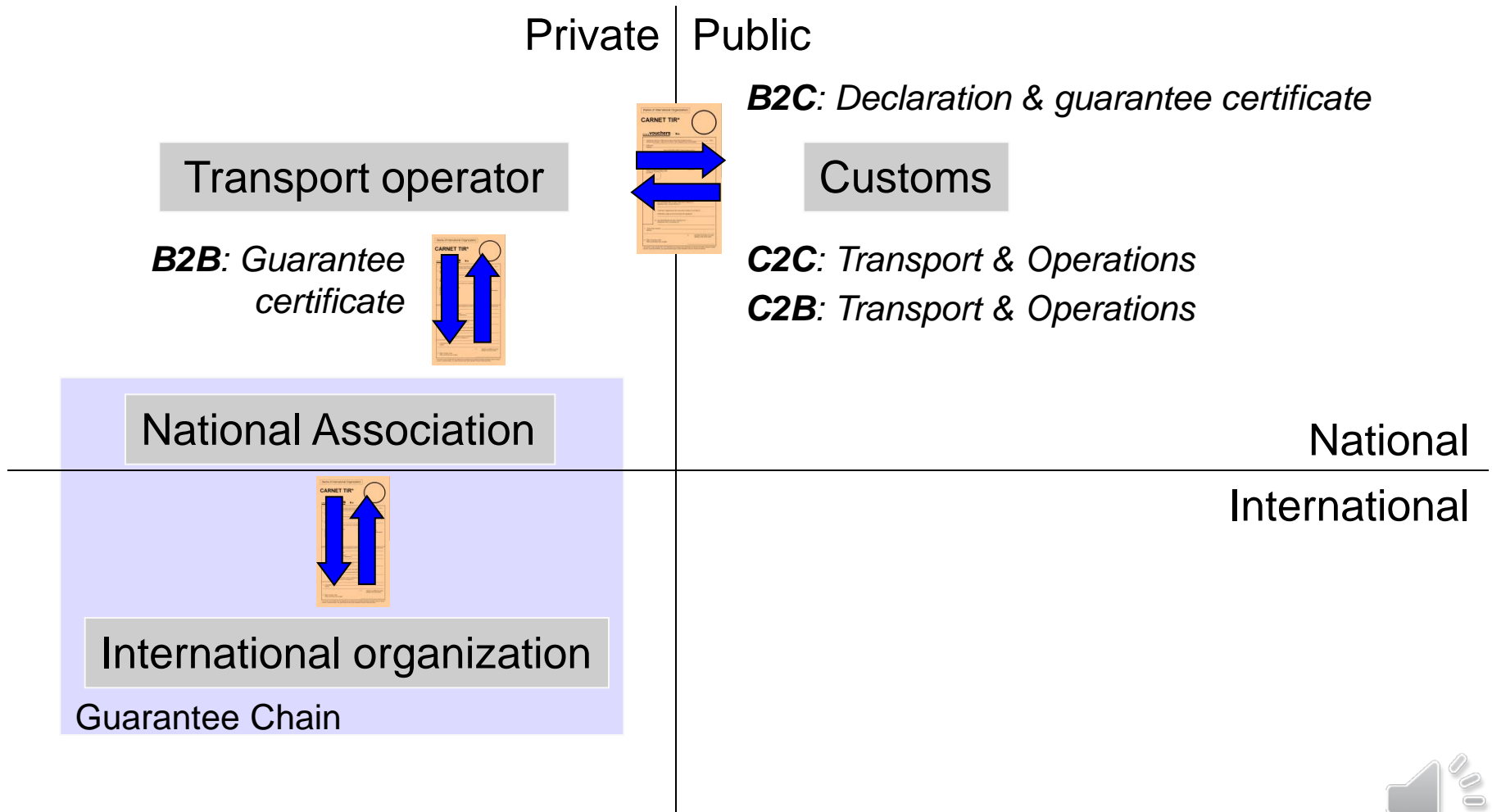


The *e*TIR project

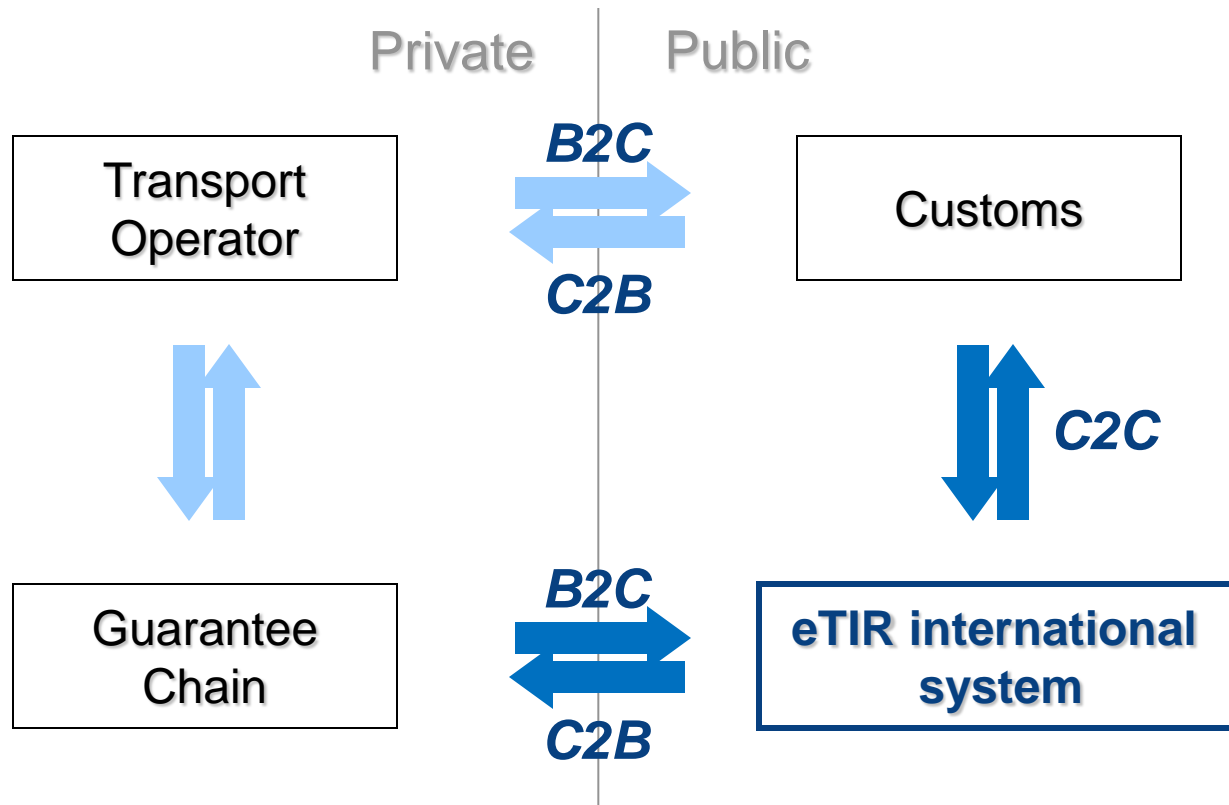
Objective → Full computerization of the TIR procedure



Rationale for the eTIR project

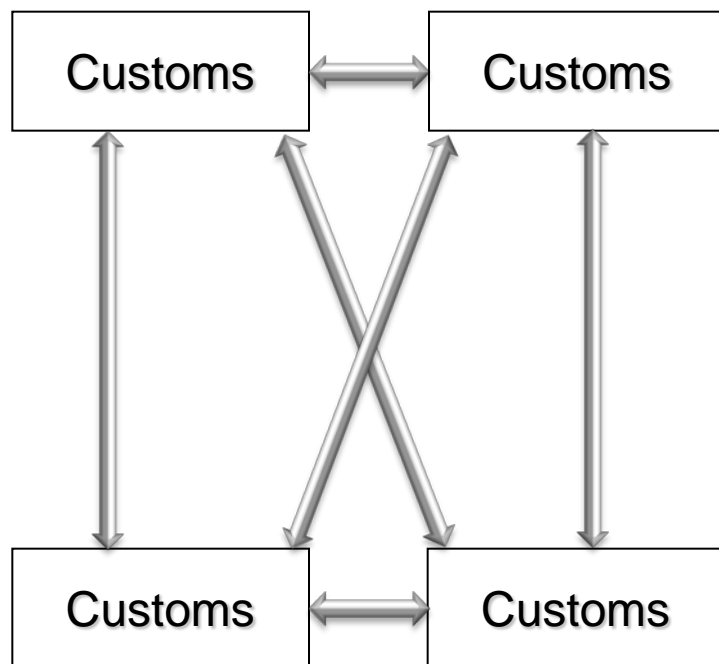


The eTIR system: a public private partnership

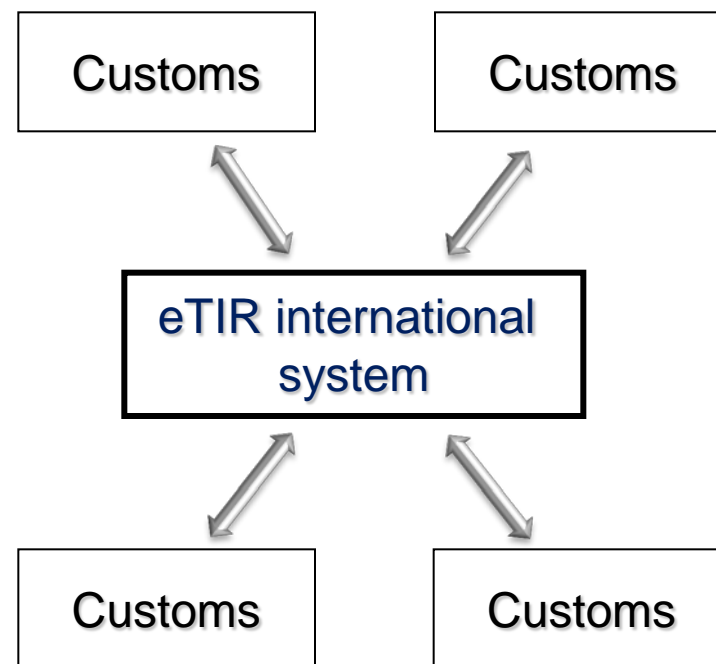


Why a centralized system

Decentralized approach (bilateral)



Centralized approach (multilateral)



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)



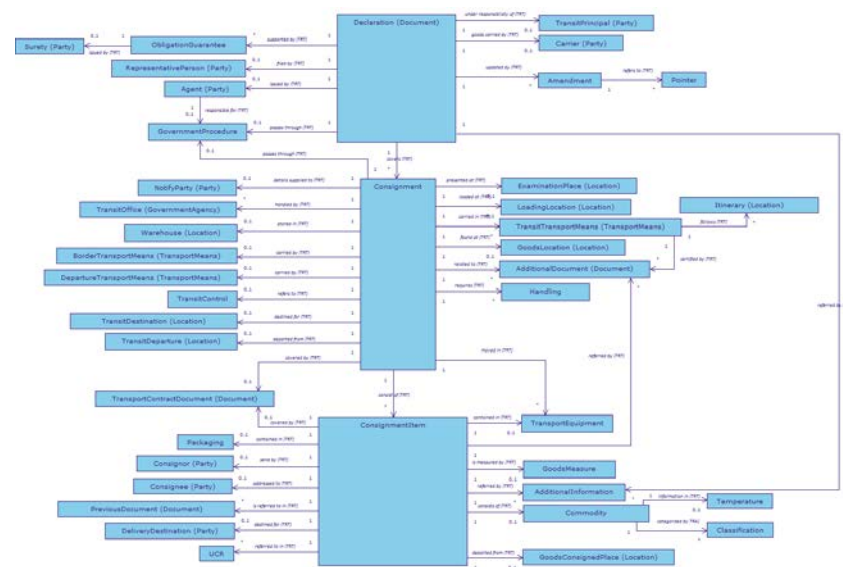
eTIR Reference Model – Version 4.1a ([EN](#)  / [FR](#)  / [RU](#) 

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.

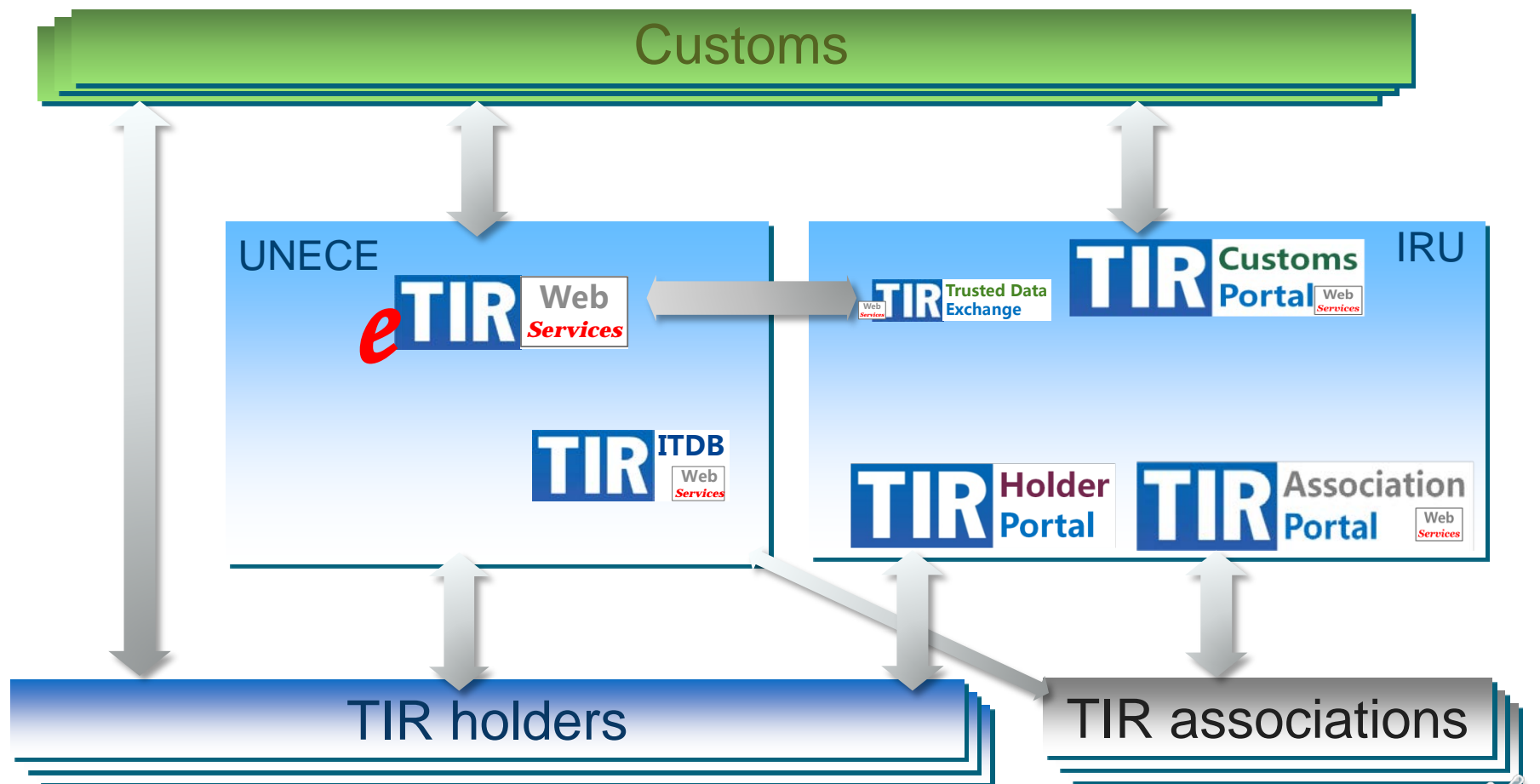


International standards

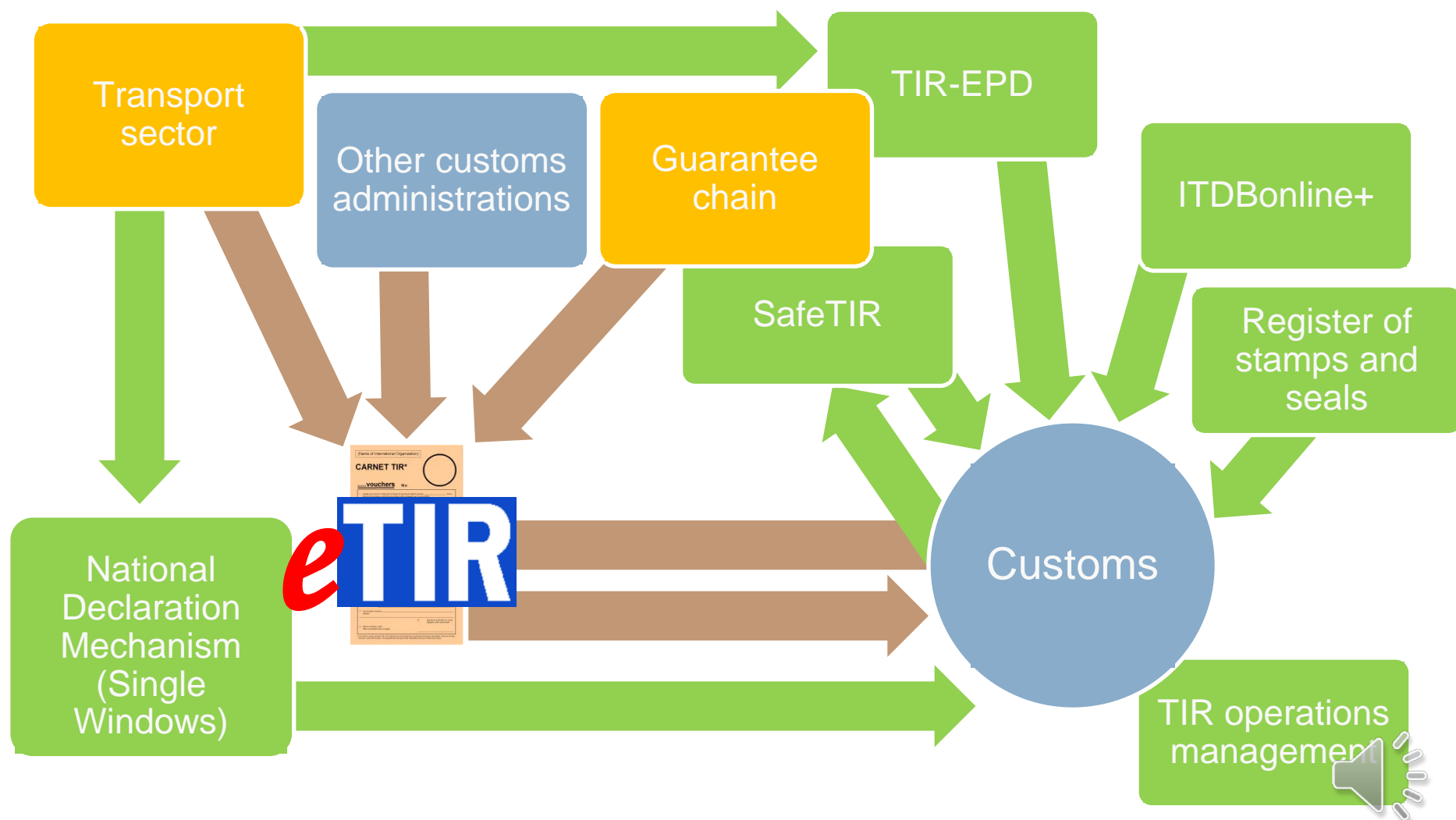
- WCO Data model
- WCO Data elements
- UNTDED
- Core components
- UN/EDIFACT
- XML
- Code lists: UNECE, ISO,..
- ...



eTIR high-level architecture



TIR computerization status



The **eTIR** pilot project

From theory to practice...



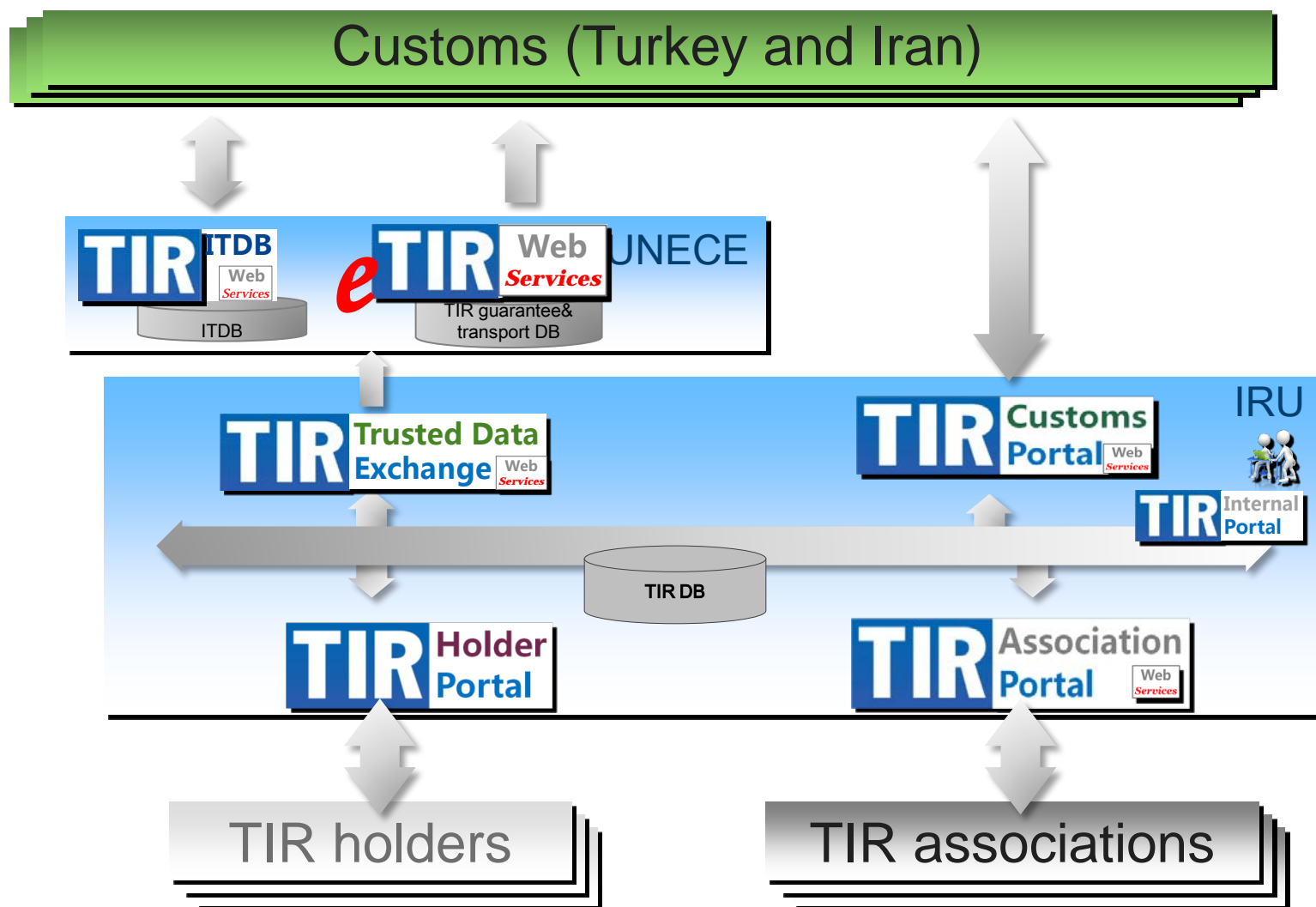
eTIR pilot projects

- UNECE-IRU eTIR Pilot Project (Iran-Turkey)
 - To conduct a “TIR Carnet free” TIR procedure using existing systems
 - To make a first step towards the implementation of the eTIR international system
- Georgia-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



Iran-Turkey eTIR pilot project

High-level architecture



Iran-Turkey eTIR pilot project

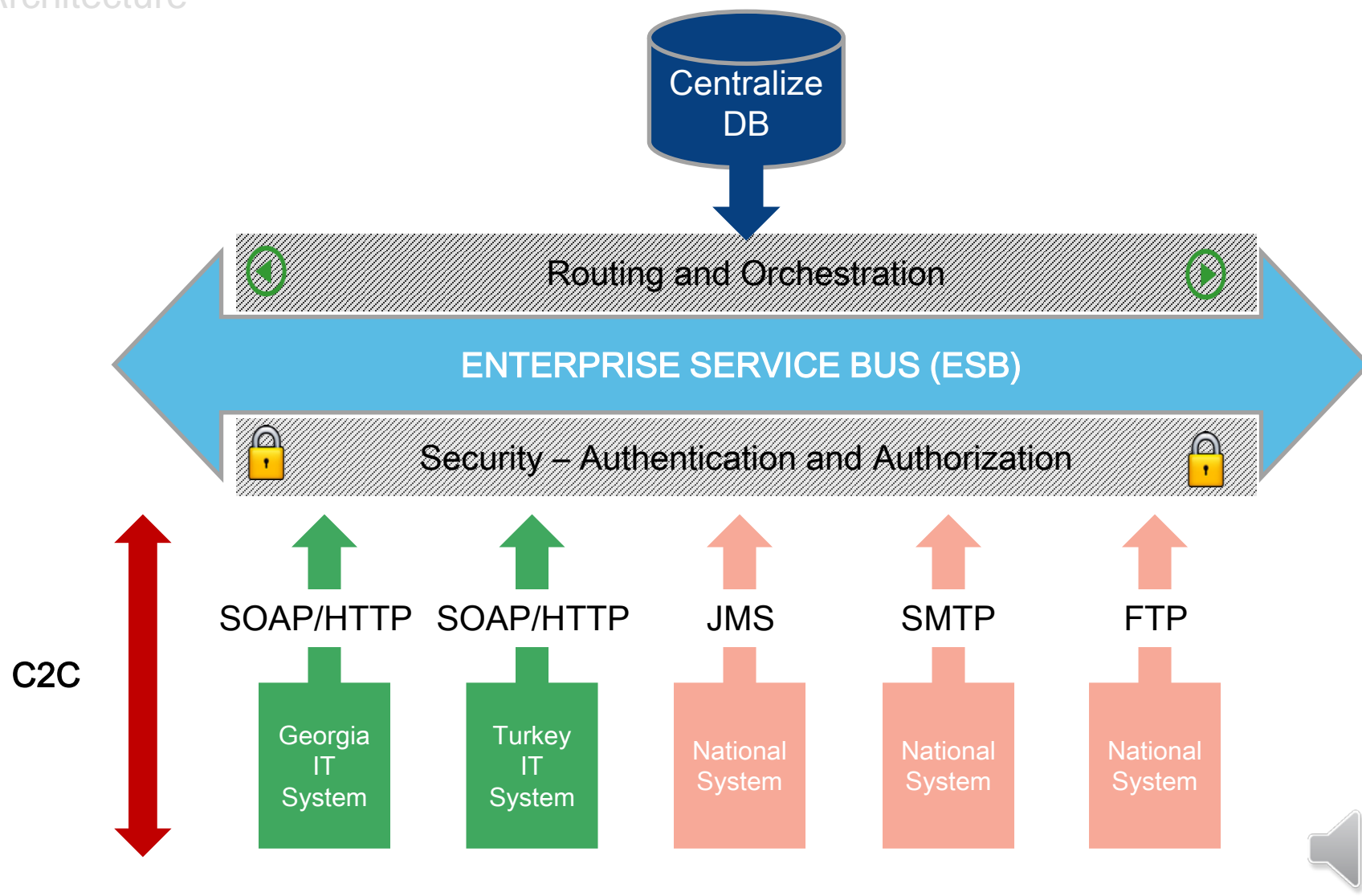
Challenges

- For a faster implementation, **existing messages** used by the IRU (non standard) have been used.
- A “**print at home**” version of the TIR Carnet had to be added to the procedure to comply with the legal requirements of Convention (e.g. signatures)
- The preparation and acceptance of the **ToR** by all parties took almost a year
- To ensure the integrity of data for customs administration, an independent “**light-weight**” **eTIR international system** (hosted at UNECE) had to be established and can be consulted by customs administrations
- The establishment of the light-weight eTIR international system required **additional resources at UNECE** (UNECE-IRU MoU)



Georgia-Turkey eTIR pilot project

Architecture



Georgia-Turkey eTIR pilot project

Challenges

- The early adoption and use of standard **eTIR messages** based on the eTIR Reference Model (and on the WCO data model) requires additional work from the customs administrations
- The development and maintenance of the exchange platform (in progress) requires **additional resources** (UNDA funding)
- Turkish customs, being involved in both pilots, had to **prioritize the usage of their internal resources**, thus delaying by a few month the work on this pilot
- The **limitations in the UNDA funding**, did not allow to provide technical assistance to Turkey
- While the TIR Convention does not provide a legal basis for the electronic exchange of information, **ToR** need to be signed to allow for the C2C electronic exchange of data
- Since the TIR Convention remains the legal basis during the pilots, for this pilot it was decided to **maintain the use of TIR Carnets** in parallel to the electronic exchange of TIR data



Moving towards the system

Next steps...



Transition towards the full eTIR

from the UNECE-IRU eTIR pilot project

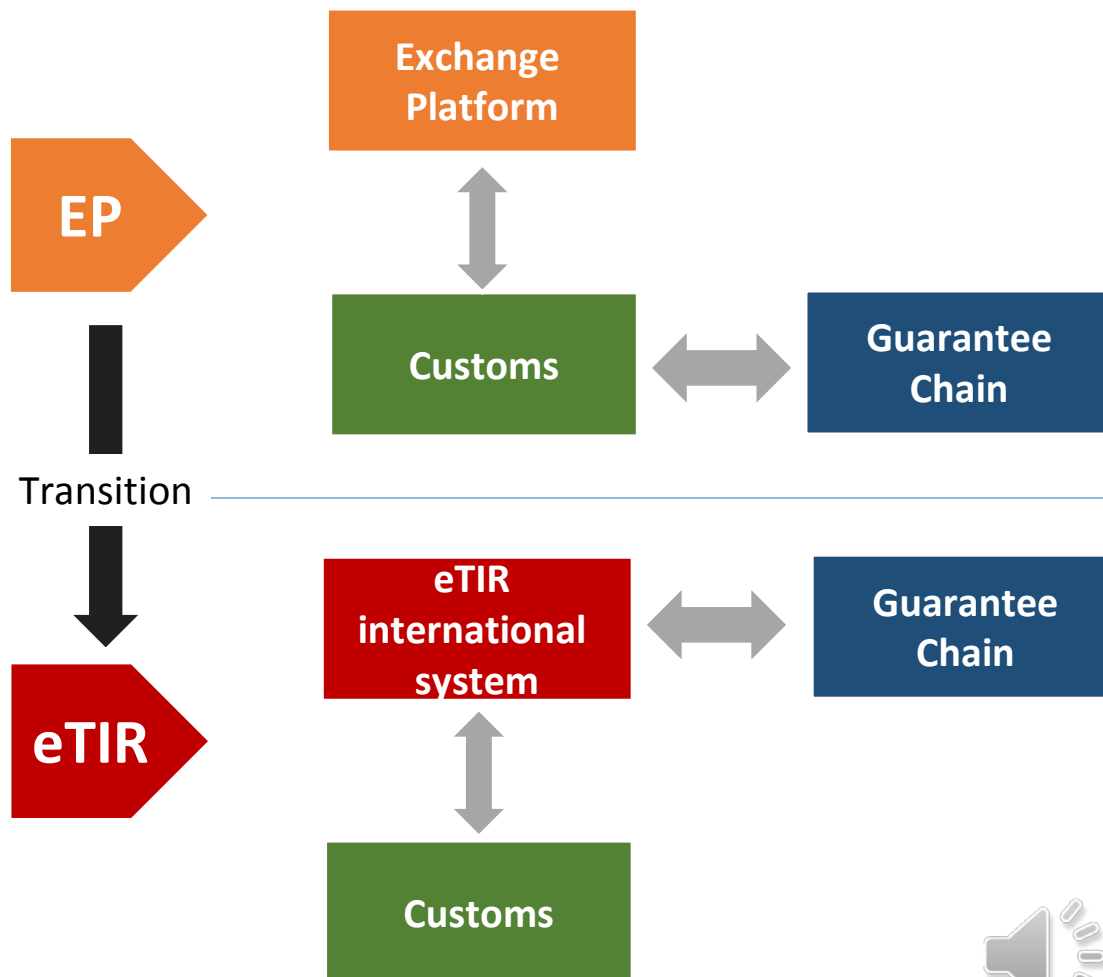
	Pilot		Progressive transition				Full eTIR
	Step 1	Step 2	Step 3	Step 4	Step 5	...	
# of countries	2	2	2	2	2	Progressive geographical expansion	Any
# of customs offices	4	Any	Any	Any	Any		Any
# of operators	2	Any	Any	Any	Any		Any
Max # of loading and unloading	2	4	4	4	4		4 (maybe more)
eTIR message standard	✗ partial	✗ partial	✓	✓	✓		✓
Use of any declaration mechanism	✗ EPD only	✗ EPD only	✗ EPD only	✓	✓		✓
Fully functional eTIR international system	✗ light	✗ light	✗ light	✗ light	✓		✓
Schedule (months)	3	6	3	6	3		



Transition towards the full eTIR

From the Georgia- Turkey pilot project

- The pilot is limited to the exchange C2C TIR data between customs administrations but is a first step for the implementation of the full eTIR system



- eTIR has a larger scope, including exchanges of data with the guarantee chain and the complete elimination of the paper



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



Thank you

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