

UN border crossing facilitation agreements

Developments, amendments, challenges

Claudia Gross, Legal Officer, TIR Secretariat / 4 July 2017



Overview

- **TIR Convention, 1975**
- **Harmonization Convention, 1982**
- **Temporary Importation Convention for Private Vehicles, 1954**
- **Temporary Importation Convention for Commercial Vehicles, 1956**

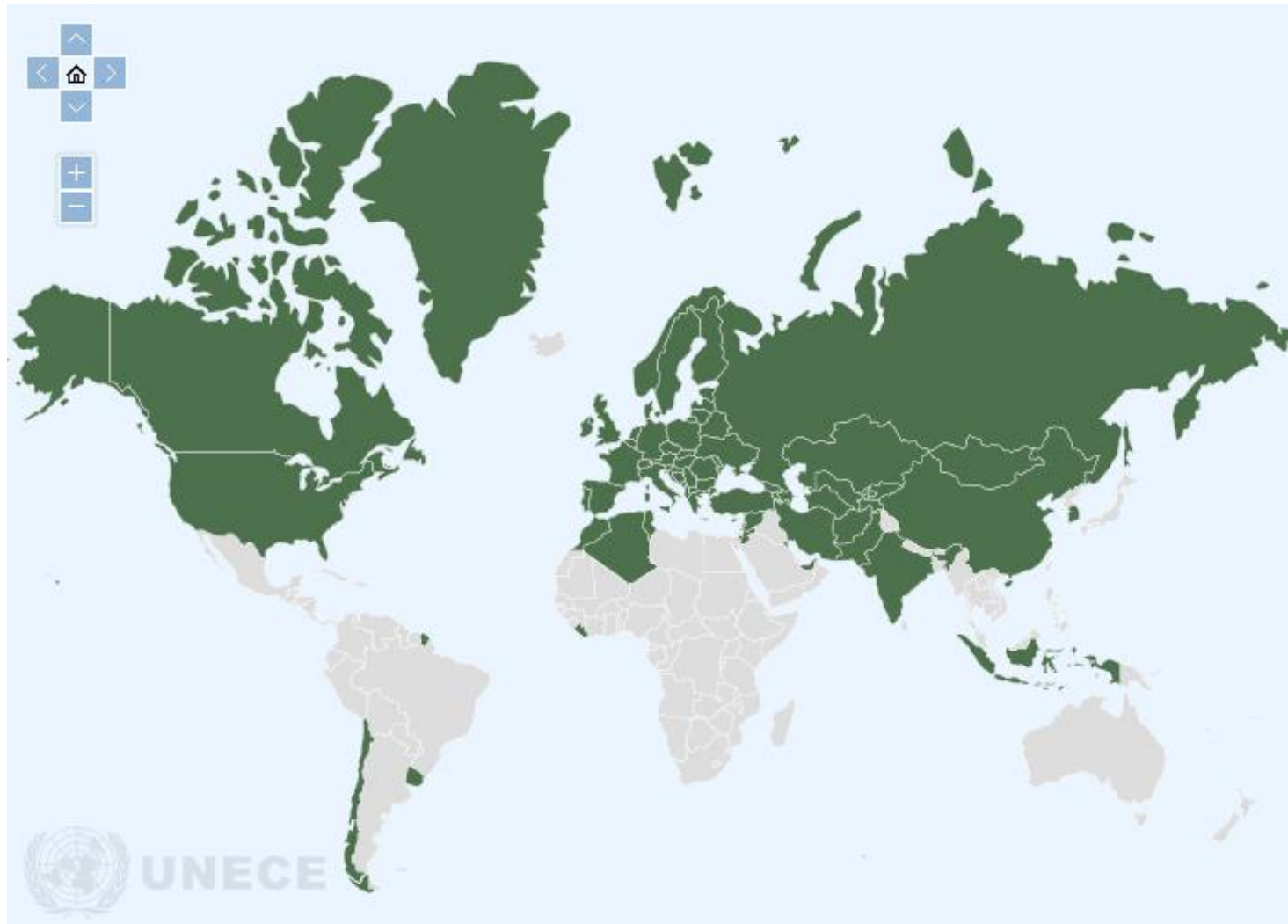
TIR Convention



- Only existing & operational global customs transit system
- Administered under UNECE auspices
- 71 Contracting Parties (recent: India, Pakistan & China)
- Border crossing facilitation: internationally recognized & harmonized procedure with a single internationally valid customs document & guarantee
- Effective revenue protection & security
 - ⇒ No without excessive administrative burden (Customs)
 - ⇒ No time/cost losses for operators

A detailed image of a 'CARNET TIR' form, which is a customs transit document. The form is orange and features a large red circle on the right side. It contains various fields for information such as the country of origin, destination, and the holder's details. The text is in French and English. The form is titled 'CARNET TIR *' and '6 volets'. It includes a section for 'Observations diverses' (Remarks) and a section for 'Signature du titulaire du carnet' (Signature of the carnet holder). The form is numbered '1' in the bottom right corner.

TIR Convention: Geographical scope

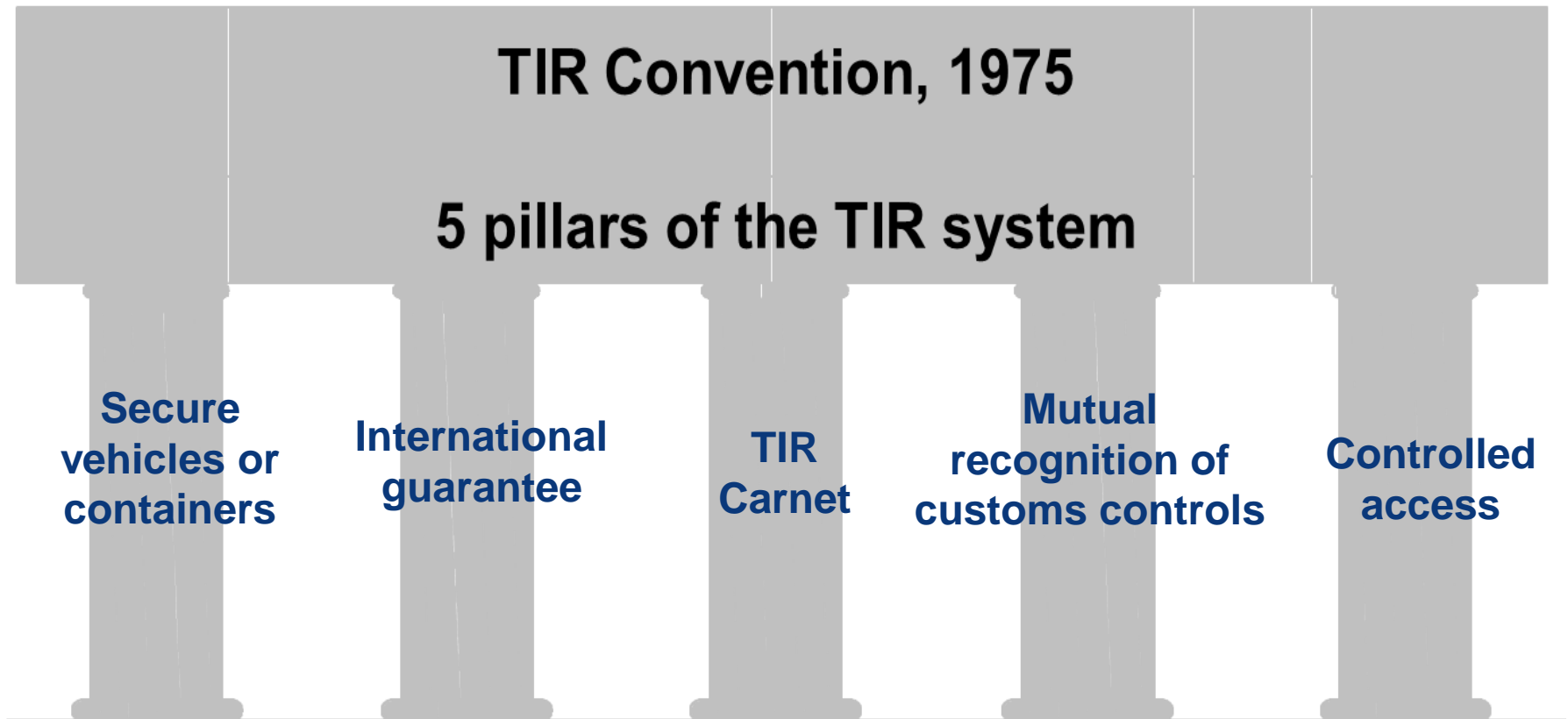


TIR Convention: Contracting Parties

71 Contracting Parties from 4 continents:

Afghanistan, Albania, **Algeria**, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, Chile, China, Croatia, Cyprus, Czech Republic, Denmark, Estonia, European Union, Finland, France, Georgia, Germany, Greece, Hungary, India, Indonesia, Iran (Islamic Republic of), Ireland, **Israel**, Italy, **Jordan**, Kazakhstan, Kuwait, Kyrgyzstan, Latvia, **Lebanon**, Liberia, Lithuania, Luxembourg, Malta, Mongolia, Montenegro, **Morocco**, Netherlands, Norway, Pakistan, Poland, Portugal, Republic of Korea, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, **Syrian Arab Republic**, Tajikistan, the former Yugoslav Republic of Macedonia, **Tunisia**, Turkey, Turkmenistan, Ukraine, United Arab Emirates, United Kingdom of Great Britain and Northern Ireland, United States of America, Uruguay, Uzbekistan.

TIR Convention: The 5 Pillars







TIR Convention: Developments

The eTIR project - Computerization

2 Expert Groups: technical & legal

1. Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1)



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.

- **eTIR pilot projects**

- Georgia-Turkey
- Iran-Turkey

TIR Convention: Amendments

The eTIR project - Computerization



2 Expert Groups: technical & legal

2. Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2)



Amendments to the main body of the Convention

Definition of the eTIR procedure

Reservation

Special Amendment Procedure

Technical implementation body (TIB)

TIR Convention: Development The eTIR project - Computerization



2 Expert Groups: technical & legal

2. Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2)



Annex 11

Scope of application
definitions

Provisions related to implementation of the eTIR procedure:

Submission of advance cargo information, authentication of holder, fall-back procedure, hosting of the eTIR international system, etc.

TIR Convention: Amendments



WP.30 & AC.2

Package of amendments for adoption



**Strengthening
the role of custom
in the application of the TIR
Guarantee system**

TIR Convention: Challenges

Financing - Computerization eTIR

Initial development



?

Deployment



?

Maintenance



Per transport

Harmonization Convention, 1982



- International Convention on the Harmonization of Frontier Controls of Goods
- 58 Contracting Parties
- Latest accessions: Iran, Tajikistan, Turkmenistan
- Expressed interest to join: Pakistan



Harmonization Convention, 1982

58 Contracting Parties:

Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cuba, Cyprus, Czech Republic, Denmark, Estonia, European Union, Finland, France, Georgia, Germany, Greece, Hungary, Iran (Islamic Republic of), Ireland, Italy, **Jordan**, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Latvia, Lesotho, Liberia, Lithuania, Luxembourg, Mongolia, Montenegro, **Morocco**, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, South Africa, Spain, Sweden, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia, **Tunisia**, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, Uzbekistan.

Harmonization Convention, 1982

Facilitate x-border transport of goods

through nationally coordinated, internationally harmonized, shorter, reduced formalities & controls of goods at borders

It covers:

- All goods moved across borders (exported, imported or in transit)
- All control services
- All modes of transport
- Specific provisions for certain transport modes and goods
- Also addresses certain issues with regard to vehicles and drivers
- Integrated operational annexes are included, such as Annex 8 for road, Annex 9 for rail



Harmonization Convention, 1982



A framework that enables:

- Harmonization of formalities
- Reduction of the number and duration of controls
- Standardization of documentation
- Co-ordination of national and international control procedures

Leading to Reduction of:

- Border delays
- Transport cost
- Trade transaction cost
- Border operating costs for State budget

Resulting in:

More efficient investments in border facilities

Harmonization Convention, 1982



- Framework providing for a high degree of flexibility in organizing national and international cooperation
- No universal 'one size fits all' solution
- Examples of best practice are essential

Harmonization Convention, 1982 Developments



**Proposal for a new
Annex on seaports**

Biennial survey (pursuant to Annex 8)



Various areas of improvement

for

example

- **Int'l Vehicle Weight Certificate**
- **Int'l Weighing Stations**

Customs Conventions on Temporary Importation of Private/Commercial Road Vehicles (1954 and 1956)



Objective

- To facilitate temporary admission of road vehicles by non-residents
 - Through agreed procedures & in cooperation with road users associations, AIT/FIA
 - Single int'l customs document
- Carnet de Passages en douane (CPD)*

Benefits

- Internationally agreed procedure
- No payment of vehicle import taxes
- Shorter border delays, lower travel costs

A sample of a Carnet de Passages en Douane (CPD) form, which is a customs document for temporary importation of motor vehicles and trailers. The form is yellow and contains text in both English and French. It includes fields for the holder's name and address, the vehicle's make and model, and the date of issue. The form also features the logos of the International Association of Automobile Manufacturers (IAA) and the Fédération Internationale des Associations de Touristes (FIAT). The text on the form explains the purpose of the carnet and the conditions under which it is issued, including the requirement that the vehicle be returned to the association that issued it.

Customs Convention on Temporary Importation of Private Vehicles, 1954



Customs Convention on Temporary Importation of Private Vehicles, 1954

80 Contracting Parties:

Albania, **Algeria**, Australia, Austria, Barbados, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, Central African Republic, Chile, Costa Rica, Croatia, Cuba, Cyprus, Denmark, Ecuador, **Egypt**, El Salvador, European Union, Fiji, Finland, France, Germany, Ghana, Haiti, Hungary, India, Iran (Islamic Republic of), Ireland, **Israel**, Italy, Jamaica, Japan, **Jordan**, Liberia, Lithuania, Luxembourg, Malaysia, Mali, Malta, Mauritius, Mexico, Montenegro, **Morocco**, Nepal, Netherlands, New Zealand, Nigeria, Norway, Peru, Philippines, Poland, Portugal, Romania, Russian Federation, Rwanda, Saudi Arabia, Senegal, Serbia, Sierra Leone, Singapore, Slovenia, Solomon Islands, Spain, Sri Lanka, Sudan, Sweden, Switzerland, **Syrian Arab Republic**, the former Yugoslav Republic of Macedonia, Tonga, Trinidad and Tobago, **Tunisia**, Turkey, Uganda, United Arab Emirates, United Kingdom of Great Britain and Northern Ireland, United Republic of Tanzania, United States of America.

Customs Convention on Temporary Importation of Commercial Vehicles



Customs Convention on Temporary Importation of Commercial Vehicles



42 Contracting Parties:

Afghanistan, **Algeria**, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Cambodia, Croatia, Cuba, Cyprus, Denmark, European Union, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Kyrgyzstan, Lithuania, Luxembourg, Montenegro, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Saudi Arabia, Serbia, Sierra Leone, Singapore, Slovenia, Spain, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, United Kingdom of Great Britain and Northern Ireland, Uzbekistan.

Customs Conventions on Temporary Importation of Private/Commercial Road Vehicles: *Advantages*

For tourism and trade, temporary admission of motor vehicles should best be free of formalities and guarantees

If this is not possible, the CPD can give advantage to customs/travellers

- Advantages customs: no need for cash deposits and reimbursements formalities, no need to create a national document
- For tourism: CPD eases border crossing procedures and eliminates the need for cash guarantees
- Can also be used even if countries are not Contracting Parties to the Convention

Customs Conventions on Temporary Importation of Private Vehicles (1954): Challenges



Example of problems encountered in Euromed countries

Customs authorities don't seem to respect deadlines & procedures
in 1954 Convention

Payment after deadline

Nat'l assoc. are forced to pay

No reimbursement from the int'l
guarantee chain

Access to UNECE legal instruments

- Open to all United Nations Member States
- Many non-ECE States are already Parties
- The UN Secretary-General is the depositary
- To become a Party, deposit an instrument with the Secretary-General
- No accession fee

Thank you

Merci

شكرا

Claudia Gross
UNECE TIR SECRETARIAT
Transport Division

8-14, Avenue de la Paix
CH-1211 Geneva 10
Switzerland

Email: claudia.gross@unece.org
Web: <http://etir.unece.org>