

UNECE STD Tools that facilitate interoperability along Euro-Asian

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UNECE





Global Customs facilitation tool



Contract for the International Carriage of Goods by Road



Infrastructure Agreements for roads (AGR), Rail (AGC), Inland Water Transport (AGN), Intermodal Transport (AGTC)



Convention on Road Signs and Signals



International Carriage of Dangerous Goods by Inland Waterways



Carriage of Perishable Foodstuffs



International Carriage of Dangerous Goods by Road



European Code for Inland Waterways



Harmonization of Frontier Controls of Goods



Work of Crews of Vehicles engaged in International Road Transport / Digital Tachograph



Convention on Road Traffic

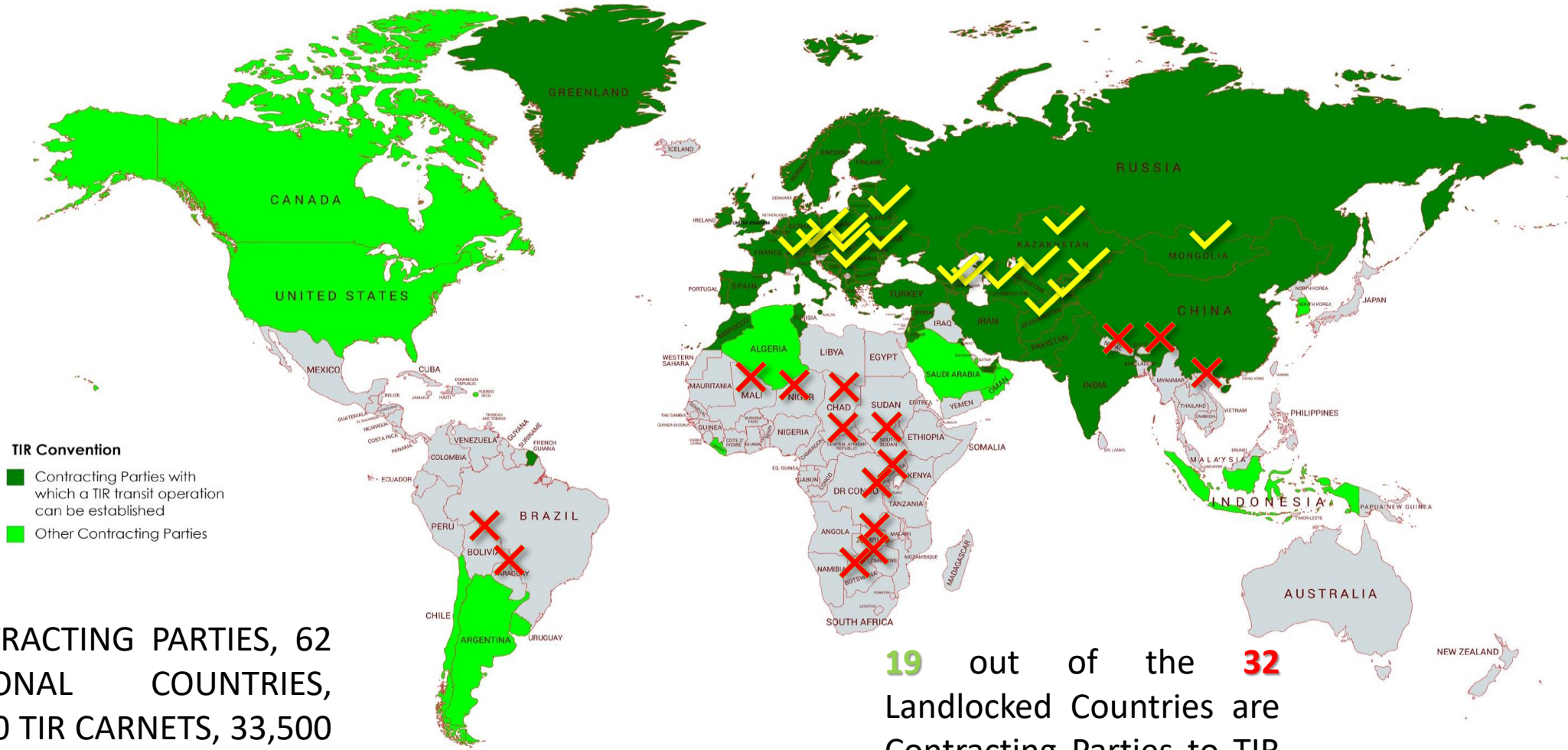


World Forum for Harmonization of Vehicle Regulations (WP 29)



TIR Convention

TIR TIR Convention



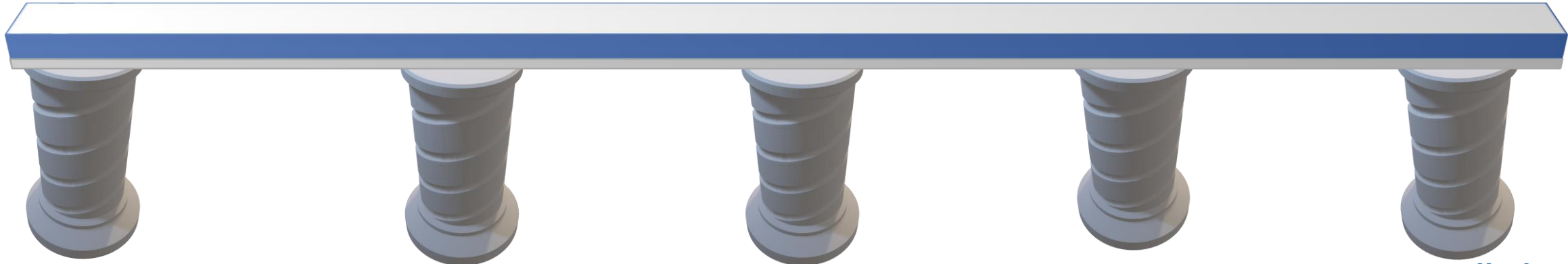
TIR Convention

- Contracting Parties with which a TIR transit operation can be established
- Other Contracting Parties

76 CONTRACTING PARTIES, 62 OPERATIONAL COUNTRIES, 1,000,000 TIR CARNETS, 33,500 HOLDERS

19 out of the 32 Landlocked Countries are Contracting Parties to TIR Convention

Created with mapchart.net ©



Secure Vehicles or Containers

Goods shall be carried in containers or road vehicles the load compartments of which are constructed in such a way that there shall be no access to the interior when secured by a customs seal and that any tampering will be clearly visible.

International Guarantee

The international guarantee system was designed to ensure that customs duties and taxes at risk during transit operations are covered, at any moment, by a national guaranteeing association, in the event that such payment cannot be obtained from the directly liable person(s).

TIR Carnet

The TIR Carnet is an international customs document and constitutes the administrative backbone of the TIR system. It also provides proof of the existence of an international guarantee.

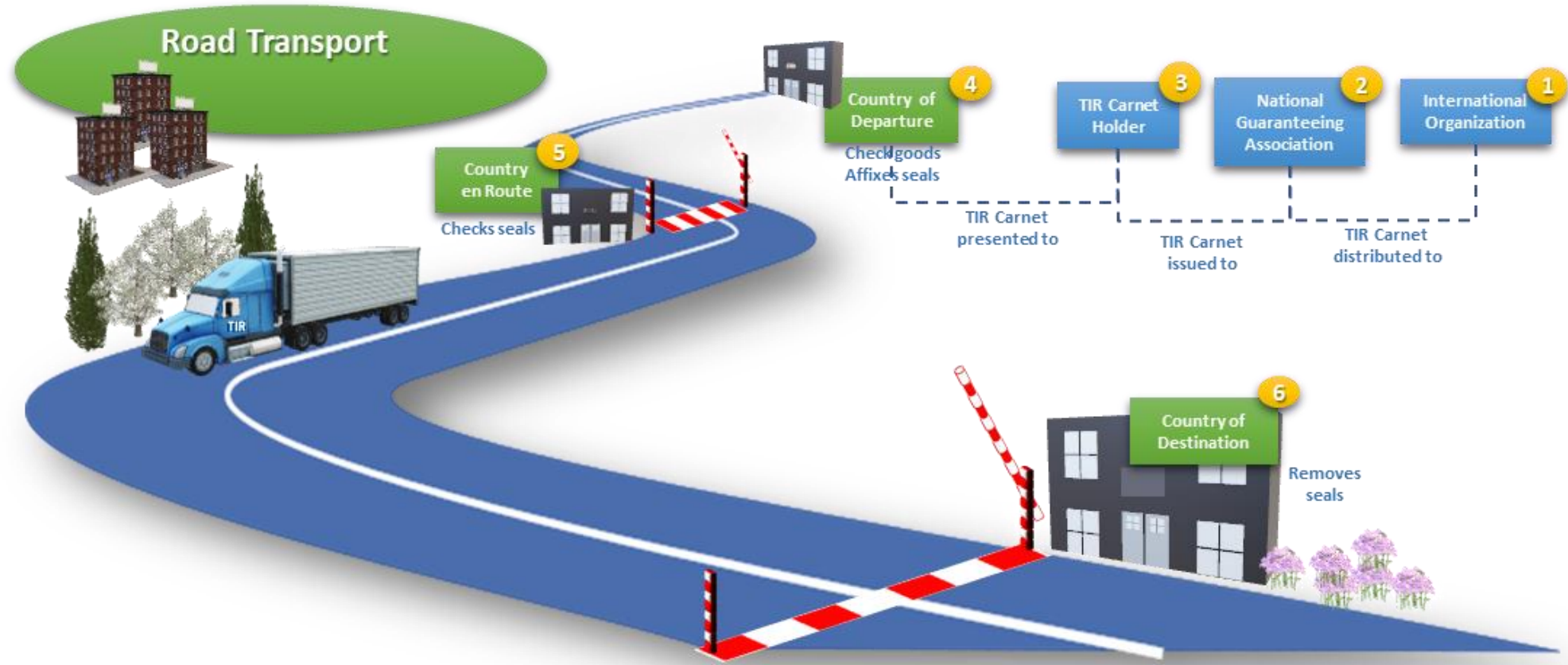
Mutual Recognition of Customs Controls

Goods carried under the TIR procedure in sealed and load compartments of road vehicles or in containers will not, as a general rule, be examined at customs offices en route, and that is where the main advantages of the TIR system for the transport operator come into play.

Controlled Access

The conditions and requirements for the authorization, by national competent authorities (usually customs authorities), of national associations to issue TIR Carnets and to act as guarantor are stipulated under Annex 9 of the Convention.

How it works



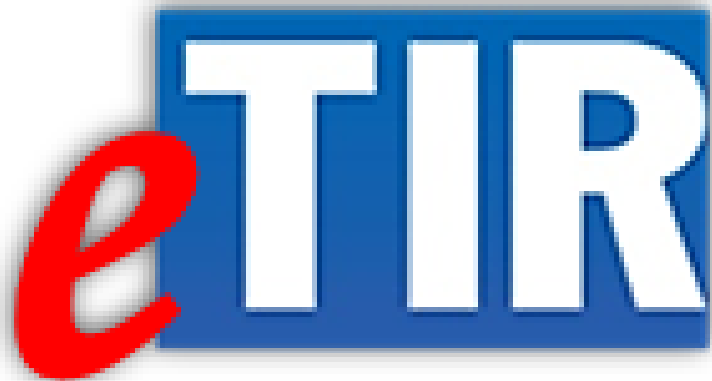
Intermodal: Article 2 and the Comment thereto

- This Convention shall apply to the transport of goods...provided that **some portion of the journey** between the beginning and the end of the TIR transport is made by road.
- During a non-road leg, the holder of a TIR Carnet may either:
 - ask the Customs authorities to **suspend the TIR transport** in accordance with the provisions of Article 26, paragraph 2 of the Convention...the TIR transport could be **easily resumed** at the Customs office situated at the end of the non-road leg in another Contracting Party; or
 - **use the TIR procedure.**

TIR

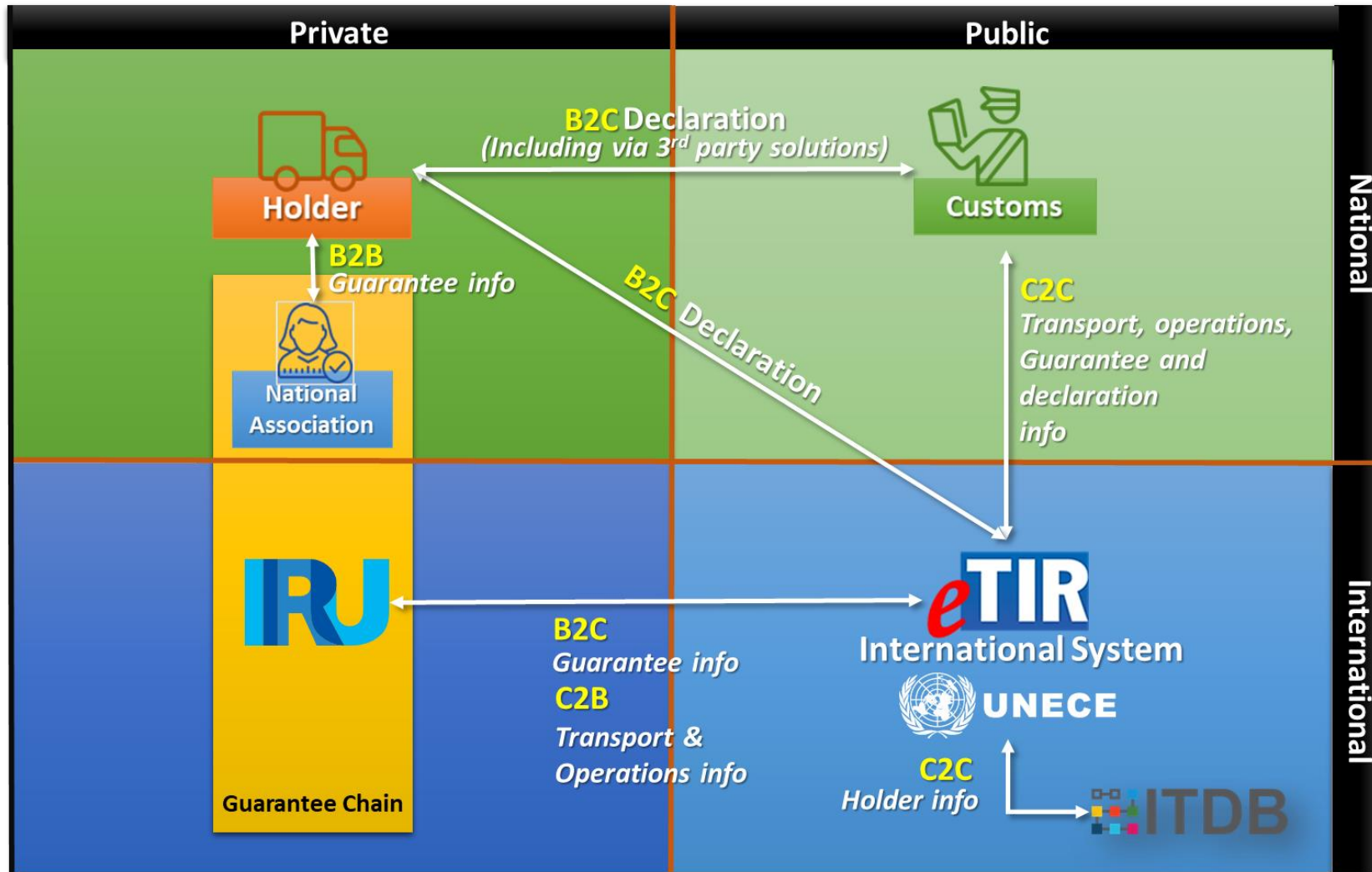


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Electronic TIR

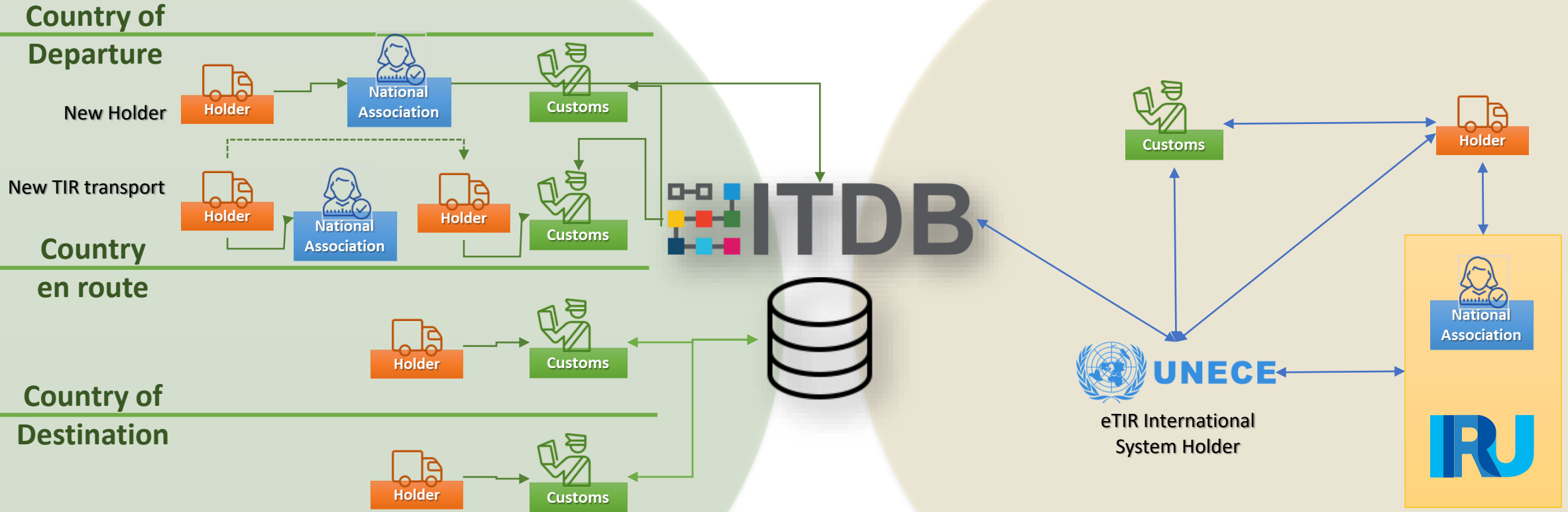
- **Full computerization** of the TIR procedure to become an international paperless transit system by replacing entirely the use of paper TIR carnets
- TIR Carnets will be replaced by **exchanges of electronic messages** via a central data exchange platform, the so-called eTIR international system
- Underlying guarantees offered by the TIR Carnets will be replaced by **e-guarantees**
- All stakeholders should be interconnected with the eTIR international system



ITDB's role in...

TIR Transport Operation

eTIR



Ensures Holders data access and control to all Contracting Parties
 Fosters information exchange between the TIR stakeholders
 Master Data custodians



Customs

Check Holder statuses and exclusions in Real-time / Manages their own country holders
 Approve holder change proposals coming from National Associations / Update their Stamps and Seals info / Update their Customs Offices info / Update their contact info



National Association

Maintain Holder info and statuses.
 Submit Holder information changes to the corresponding Customs authorities for approvals



Holder

Consult TIR Customs Offices info to establish itinerary
 Uses National Associations and Customs Offices contact info

Private

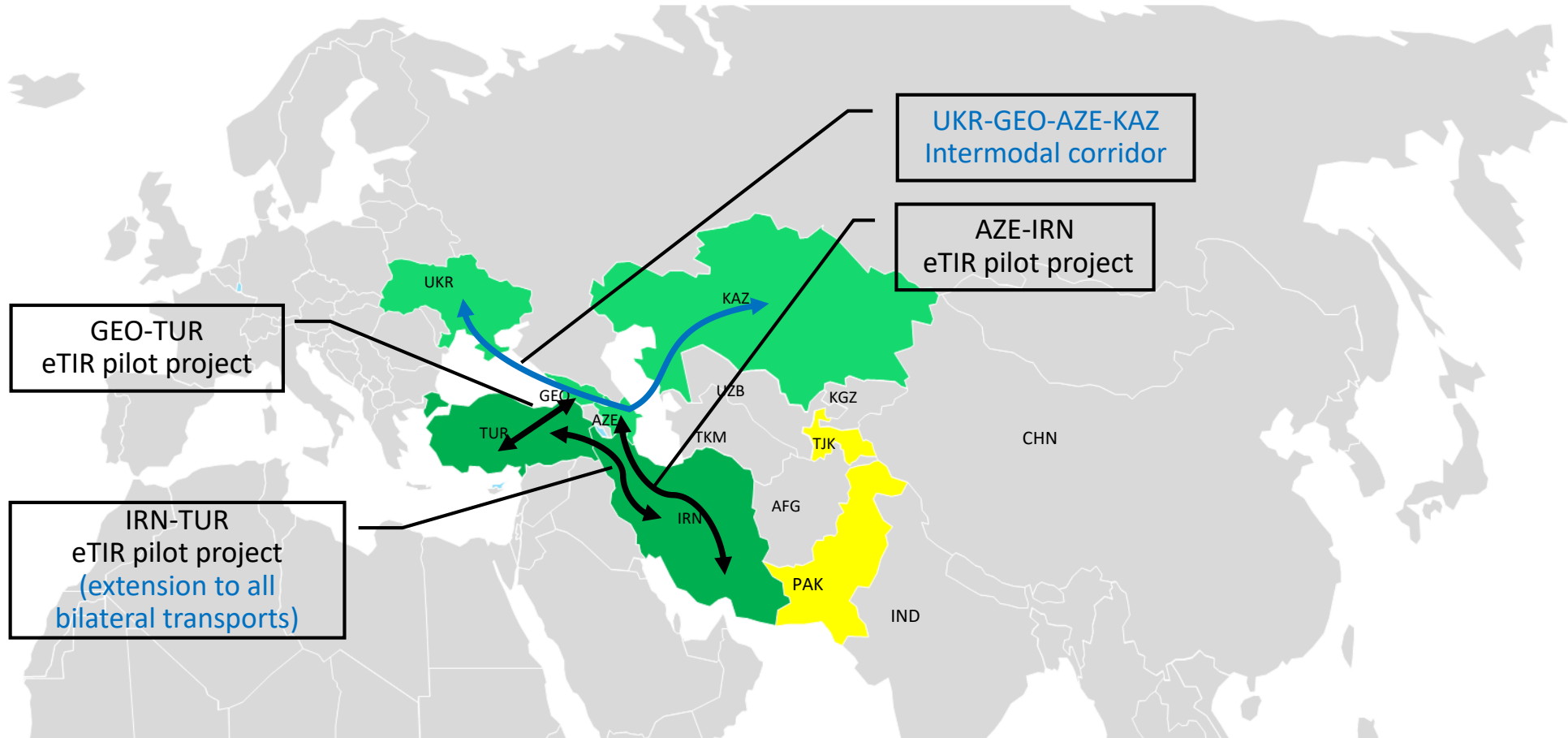
- E1 – Register guarantee**
- ↳ E2 – Register results
- E3 – Cancel guarantee**
- ↳ E4 – Cancellation results
- E5 – Query guarantee**
- ↳ E6 – Query results
- E7 – Notify guarantee chain**
- ↳ E8 – Notification confirmation
- E9 – Advanced TIR data**
- ↳ E10 – Advanced TIR data results

Public

- I1 – Accept guarantee**
- ↳ I2 – Acceptance results
- I3 – Get holder information**
- ↳ I4 – Holder information
- I5 – Query guarantee**
- ↳ I6 – Query results
- I7 – Record advanced TIR data**
- ↳ I8 – Record advanced TIR data results
- I9 – Start TIR operation**
- ↳ I10 – Start results
- I11 – Terminate TIR operation**
- ↳ I12 – Termination results
- I13 – Discharge TIR operation**
- ↳ I14 – Discharge results
- I15 – Notify Customs**
- ↳ I16 – Notification confirmation
- I17 – Refusal to start TIR operation**
- ↳ I18 – Refusal to start results

In black: messages going from the stakeholder to the eTIR international system
In blue: messages going from the eTIR international system to the stakeholder

- **Improve efficiency and security** in cross border trade and transport procedures by providing systematic availability of advanced information
- **Reduce the risk of fraud** by securing all information exchanged between actors
- **Boost trade through transport facilitation** by reducing the time spent at borders for customs processes
- **Increase the effectiveness of Risk Assessment** processes by providing accurate and advanced information on cargo





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URL

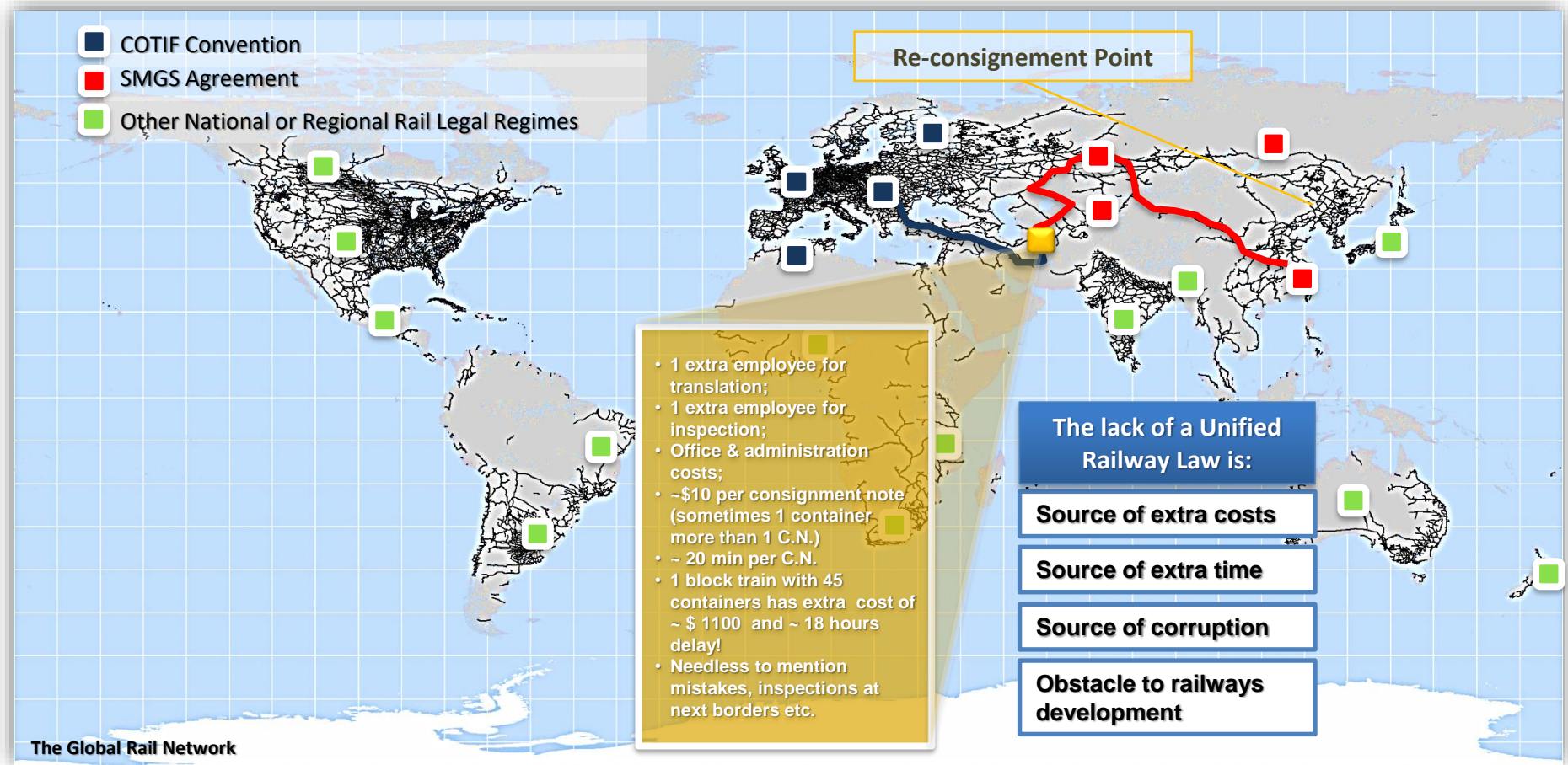
Unified Railway Law

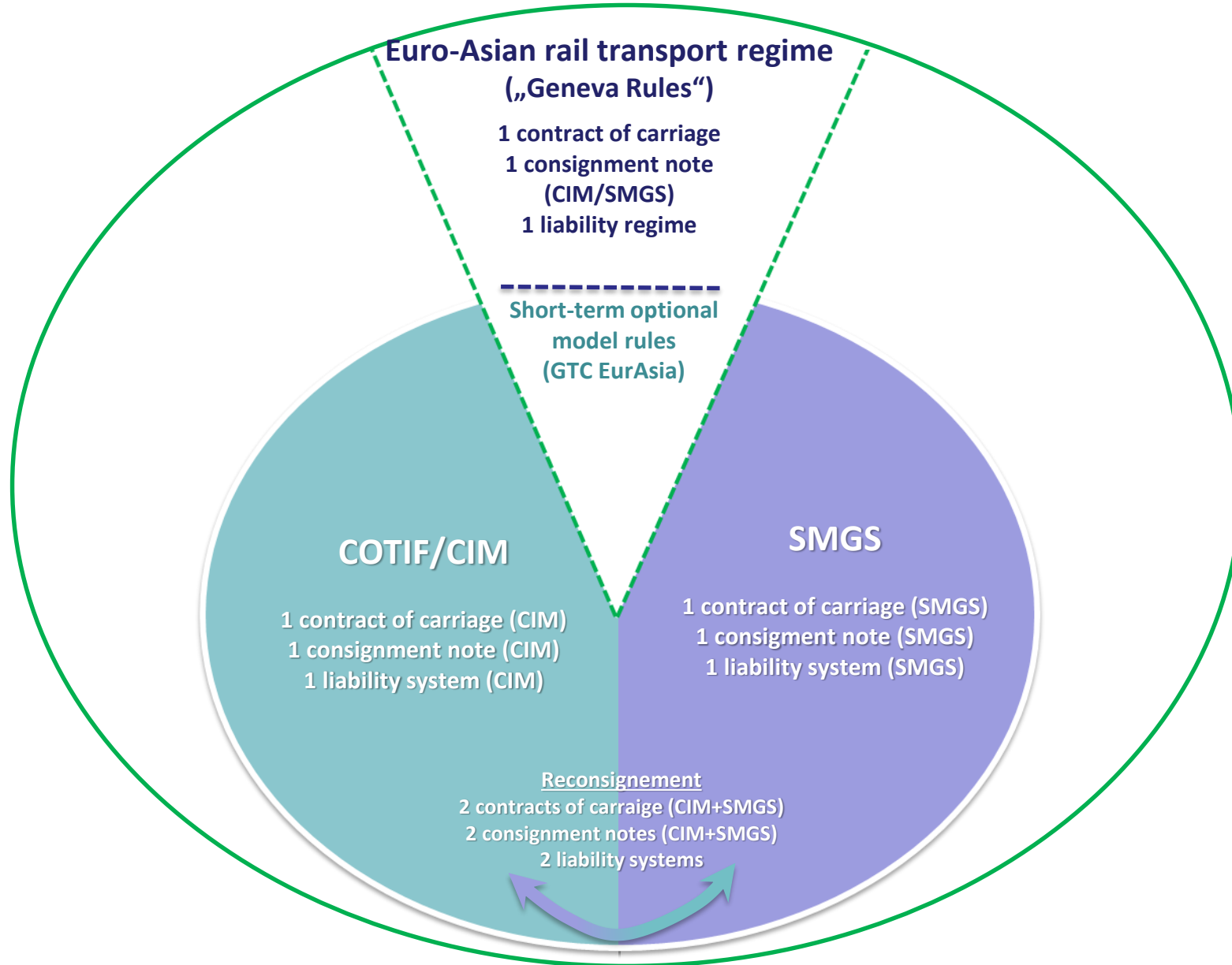
We create a level playing field for Railways



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**Contract for the
carriage of
goods by road**



Contract for the carriage of goods by road



Contract for the carriage of goods by road



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1. CMR was drafted to provide a **uniform legal framework to the international carriage of goods by road**. As stipulated in article 1 paragraph 1 of CMR, the convention applies to every contract for the carriage of goods by road in vehicles for reward if origin and destination are situated in two different countries and at least one of them is a contracting party.
2. CMR concerns the contract conditions, the **contract document** (consignment note) as well as the **carrier's liability** limits in case of total or partial loss of the goods carried, or in case of delay of delivery of the goods. The convention also defines the content of the consignment note (also known as **CMR consignment note**), which confirms the contract of carriage which must contain eleven mandatory particulars. CMR is, therefore, a treaty that contains obligations which are not only for States but also for private parties.
2. In order to legally facilitate the use of electronic consignment notes, **e-CMR** was introduced. It came into effect in 2008. As an additional protocol, e-CMR does not aim at changing the substantive provisions of CMR, rather it provides a supplementary legal framework for the digitalization of consignment notes.

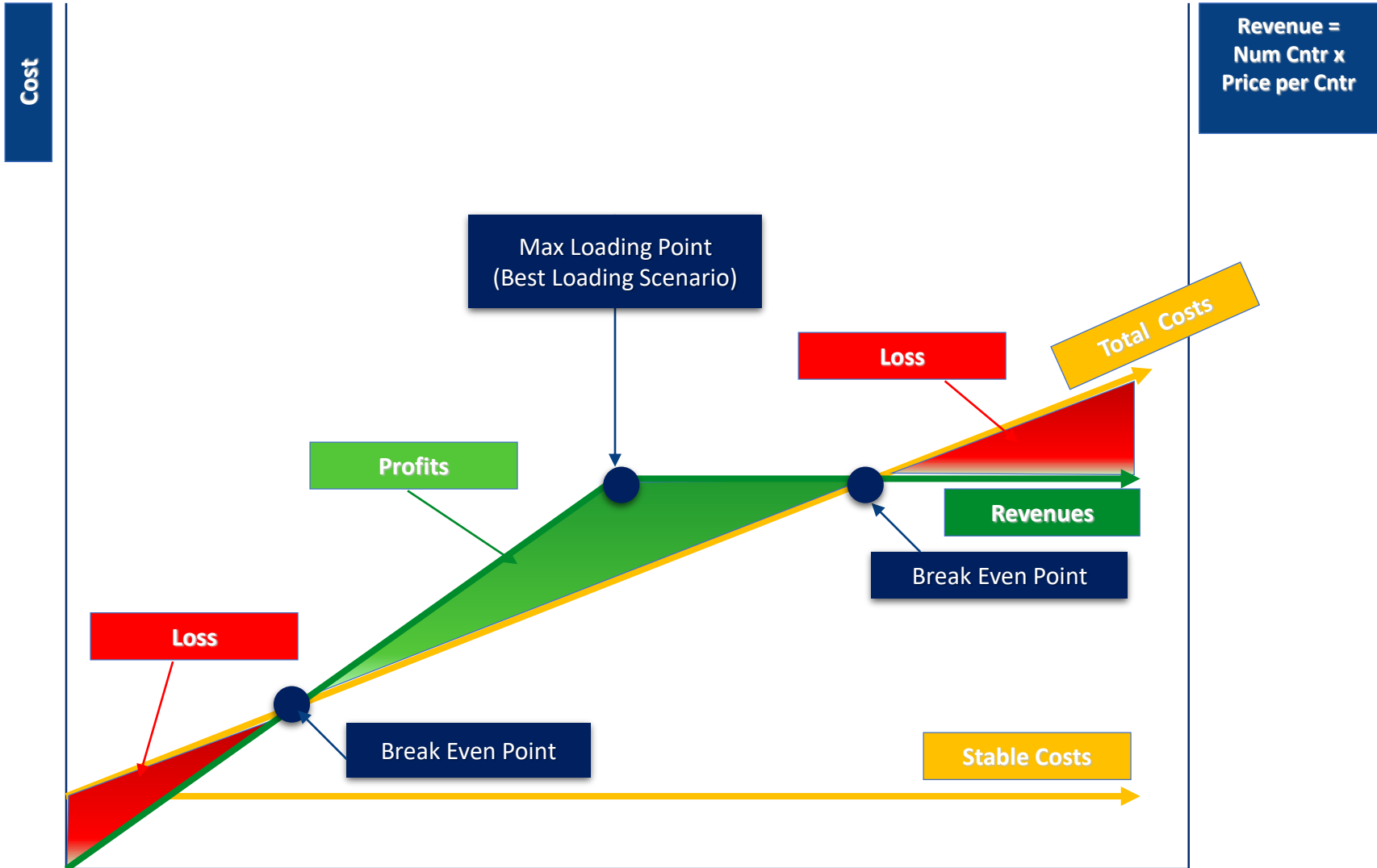


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**We make EURO-ASIAN transport links
operational**

Block Trains Tariffs / Economics



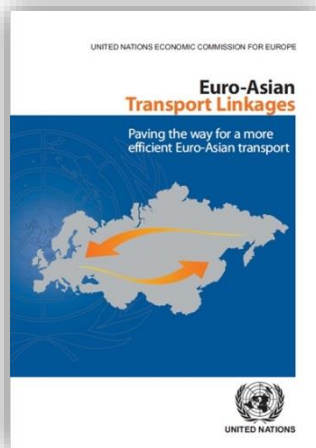
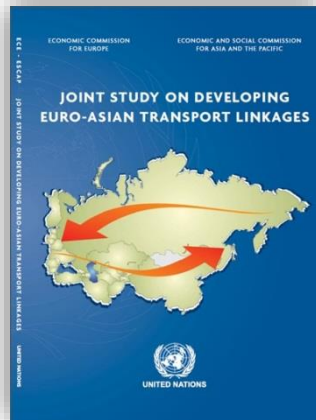
Source: K.Alexopoulos

Distance

We make EURO-ASIAN transport links operational



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Scenarios	Route	Rail		Maritime		Best Result	
		Cost (\$)	Time (hrs)	Cost (\$)	Time (hrs)	Cost	Time
Scenario 1: EATL Route 1	Khabarovsk (Russia) to Potsdam (Germany)]	<u>6,967</u>	<u>341</u>	<u>6,533</u>	<u>589</u>	Maritime	Rail
Scenario 2: EATL Route 2	Hangzhou (China) to Kaluga (Russia Fed.)	<u>4,714.65</u>	<u>277</u>	<u>6,786</u>	<u>624</u>	Rail	Rail
Scenario 3: EATL Route 3	Tashkent (Uzbekistan) to Varna (Bulgaria)	<u>5,946</u>	<u>165</u>	<u>7,550</u>	<u>529</u>	Rail	Rail
Scenario 4: EATL Route 4	Almaty (Kazakhstan) to Istanbul (Turkey)	<u>5,881</u>	<u>250</u>	<u>4,970</u>	<u>672</u>	Maritime	Rail
Scenario 5: EATL Route 5	Morvarid (Iran) to Pushkin (Russia)	<u>6,390.5</u>	<u>256</u>	<u>3,310</u>	<u>374</u>	Maritime	Rail
Scenario 6: EATL Route 6	Ussuriysk (Russia) to Kiev (Ukraine)	<u>5,857</u>	<u>289</u>	<u>6,290</u>	<u>463</u>	Rail	Rail
Scenario 7: EATL Route 7	Shanghai (China) to Warsaw (Poland)	<u>8,937</u>	<u>446</u>	<u>6,300</u>	<u>569</u>	Maritime	Rail
Scenario 8: EATL Route 8	Krasnodar (Russia) to Kalinigrad (Russia)	<u>1,595</u>	<u>70</u>	<u>5,050</u>	<u>225.2</u>	Rail	Rail
Case Study /Car Manufacturer	Vesoul (France) to Kaluga (Russia)	<u>2,107</u>	<u>101</u>	<u>6,300</u>	<u>163</u>	Rail	Rail

Thank you!

More information on eTIR here:

