UNECE STD Tools that facilitate interoperability along Euro-Asian

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59 conventions, 1754 Contracting Parties

Goal: a universally harmonized inland transport system
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
What is TIR Convention about...

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 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 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.
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
Electronic TIR

The diagram illustrates the electronic TIR process, showing the interactions between different parties and systems.

- **Private**
  - **Holder**
  - **National Association**

- **Public**
  - **Customs**
  - **eTIR International System**

**Key Components**

- **B2B Declaration (Including via 3rd party solutions)**
- **C2C Transport, operations, Guarantee and declaration info**
- **B2C Guarantee info**
- **C2B Transport & Operations info**
- **C2C Holder info**
ITDB’s role in....

### TIR Transport Operation

**Country of Departure**
- New Holder: Holder
- New TIR transport: National Association, Customs

**Country en route**
- Holder
- National Association
- Customs

**Country of Destination**
- Holder
- Customs

### eTIR

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

- 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

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

- Consult TIR Customs Offices info to establish itinerary
  - Uses National Associations and Customs Offices contact info
<table>
<thead>
<tr>
<th>Private</th>
<th>Public</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E1</strong> – Register guarantee</td>
<td><strong>I1</strong> – Accept guarantee</td>
</tr>
<tr>
<td>➕ <strong>E2</strong> – Register results</td>
<td>➕ <strong>I2</strong> – Acceptance results</td>
</tr>
<tr>
<td><strong>E3</strong> – Cancel guarantee</td>
<td><strong>I3</strong> – Get holder information</td>
</tr>
<tr>
<td>➕ <strong>E4</strong> – Cancellation results</td>
<td>➕ <strong>I4</strong> – Holder information</td>
</tr>
<tr>
<td><strong>E5</strong> – Query guarantee</td>
<td><strong>I5</strong> – Query guarantee</td>
</tr>
<tr>
<td>➕ <strong>E6</strong> – Query results</td>
<td>➕ <strong>I6</strong> – Query results</td>
</tr>
<tr>
<td><strong>E7</strong> – Notify guarantee chain</td>
<td><strong>I7</strong> – Record advanced TIR data</td>
</tr>
<tr>
<td>➕ <strong>E8</strong> – Notification confirmation</td>
<td>➕ <strong>I8</strong> – Record advanced TIR data results</td>
</tr>
<tr>
<td><strong>E9</strong> – Advanced TIR data</td>
<td><strong>I9</strong> – Start TIR operation</td>
</tr>
<tr>
<td>➕ <strong>E10</strong> – Advanced TIR data results</td>
<td>➕ <strong>I10</strong> – Start results</td>
</tr>
<tr>
<td></td>
<td><strong>I11</strong> – Terminate TIR operation</td>
</tr>
<tr>
<td></td>
<td>➕ <strong>I12</strong> – Termination results</td>
</tr>
<tr>
<td></td>
<td><strong>I13</strong> – Discharge TIR operation</td>
</tr>
<tr>
<td></td>
<td>➕ <strong>I14</strong> – Discharge results</td>
</tr>
<tr>
<td></td>
<td><strong>I15</strong> – Notify Customs</td>
</tr>
<tr>
<td></td>
<td>➕ <strong>I16</strong> – Notification confirmation</td>
</tr>
<tr>
<td></td>
<td><strong>I17</strong> – Refusal to start TIR operation</td>
</tr>
<tr>
<td></td>
<td>➕ <strong>I18</strong> – Refusal to start results</td>
</tr>
</tbody>
</table>

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
Status eTIR Pilots

UKR-GE-AZ-KA Intermodal corridor

AZE-IRN eTIR pilot project

GEO-TUR eTIR pilot project

IRN-TUR eTIR pilot project (extension to all bilateral transports)
Unified Railway Law
We create a level playing field for Railways

- Hague-Visby and Hamburg Rules
- Chicago Convention and other treaties (Warsaw, Montreal Conventions)
- COTIF Convention
- SMGS Agreement
- Many other regional and National agreements

Unified Railway Law
The lack of a Unified Railway Law is:

- 1 extra employee for translation;
- 1 extra employee for inspection;
- Office & administration costs;
- ~$10 per consignment note (sometimes 1 container more than 1 C.N.)
- ~20 min per C.N.
- 1 block train with 45 containers has extra cost of ~$1100 and ~18 hours delay!
- Needless to mention mistakes, inspections at next borders etc.

Source of extra costs
Source of extra time
Source of corruption
Obstacle to railways development
Euro-Asian rail transport regime ("Geneva Rules")
- 1 contract of carriage
- 1 consignment note (CIM/SMGS)
- 1 liability regime

Short-term optional model rules (GTC EurAsia)

COTIF/CIM
- 1 contract of carriage (CIM)
- 1 consignment note (CIM)
- 1 liability system (CIM)

SMGS
- 1 contract of carriage (SMGS)
- 1 consignment note (SMGS)
- 1 liability system (SMGS)

Reconsignment
- 2 contracts of carriage (CIM+SMGS)
- 2 consignment notes (CIM+SMGS)
- 2 liability systems
Contract for the carriage of goods by road
Contract for the carriage of goods by road
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.
We make EURO-ASIAN transport links operational
Block Trains Tariffs / Economics

\[
\text{Revenue} = \text{Num Cntr} \times \text{Price per Cntr}
\]

Source: K.Alexopoulos
We make EURO-ASIAN transport links operational

<table>
<thead>
<tr>
<th>Scenarios</th>
<th>Route</th>
<th>Rail</th>
<th>Maritime</th>
<th>Best Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scenario 1:</td>
<td>Khabarovsk (Russia) to Potsdam (Germany)</td>
<td>6,967</td>
<td>341</td>
<td>6,533</td>
</tr>
<tr>
<td>EATL Route 2</td>
<td>Hangzhou (China) to Kaluga (Russia Fed.)</td>
<td>4,714.65</td>
<td>277</td>
<td>6,786</td>
</tr>
<tr>
<td>Scenario 3:</td>
<td>Tashkent (Uzbekistan) to Varna (Bulgaria)</td>
<td>5,946</td>
<td>165</td>
<td>7,550</td>
</tr>
<tr>
<td>EATL Route 3</td>
<td>Almaty (Kazakhstan) to Istanbul (Turkey)</td>
<td>5,881</td>
<td>250</td>
<td>4,970</td>
</tr>
<tr>
<td>Scenario 5:</td>
<td>Morvarid (Iran) to Pushkin (Russia)</td>
<td>6,390.5</td>
<td>256</td>
<td>3,310</td>
</tr>
<tr>
<td>EATL Route 5</td>
<td>Ussurisk (Russia) to Kiev (Ukraine)</td>
<td>5,857</td>
<td>289</td>
<td>6,290</td>
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<tr>
<td>Scenario 7:</td>
<td>Shanghai (China) to Warsaw (Poland)</td>
<td>8,937</td>
<td>446</td>
<td>6,300</td>
</tr>
<tr>
<td>EATL Route 7</td>
<td>Krasnodar (Russia) to Kaliningrad (Russia)</td>
<td>1,595</td>
<td>70</td>
<td>5,050</td>
</tr>
<tr>
<td>Scenario 8:</td>
<td>Vesoul (France) to Kaluga (Russia)</td>
<td>2,107</td>
<td>101</td>
<td>6,300</td>
</tr>
</tbody>
</table>

Case Study / Manufacturer
Thank you!

More information on eTIR here: