



*Republic of Uzbekistan, Tashkent,
13-15.09.2021*

**Group of Experts on Conceptual and Technical Aspects
of Computerization of the TIR Procedure (WP.30/GE.1) (Third session)
Connection of the national customs system of Uzbekistan
to the eTIR international system.**

*State Customs Committee of the Republic of Uzbekistan,
Chief Inspector,
Project manager of the eTIR project in Uzbekistan
Khakimov Elyor Ilkhomjonovich*

Introduction:

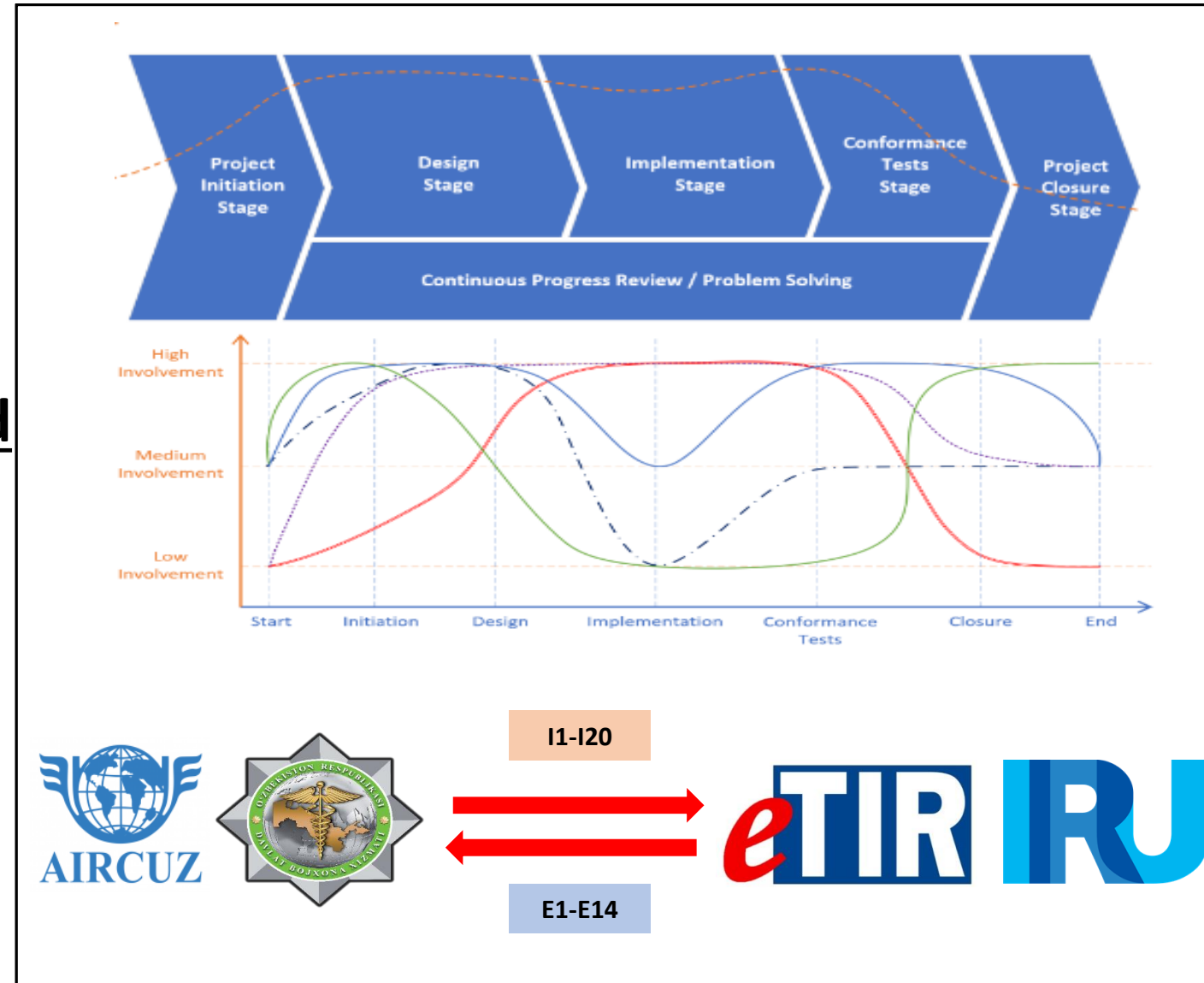
- Getting started with the UNECE;
- Scheme of the procedure for the control of the TIR Carnet in Uzbekistan
- Data analysis between SCC and eTIR international system
- Preliminary integration model
- Completed work



Getting started with the UNECE

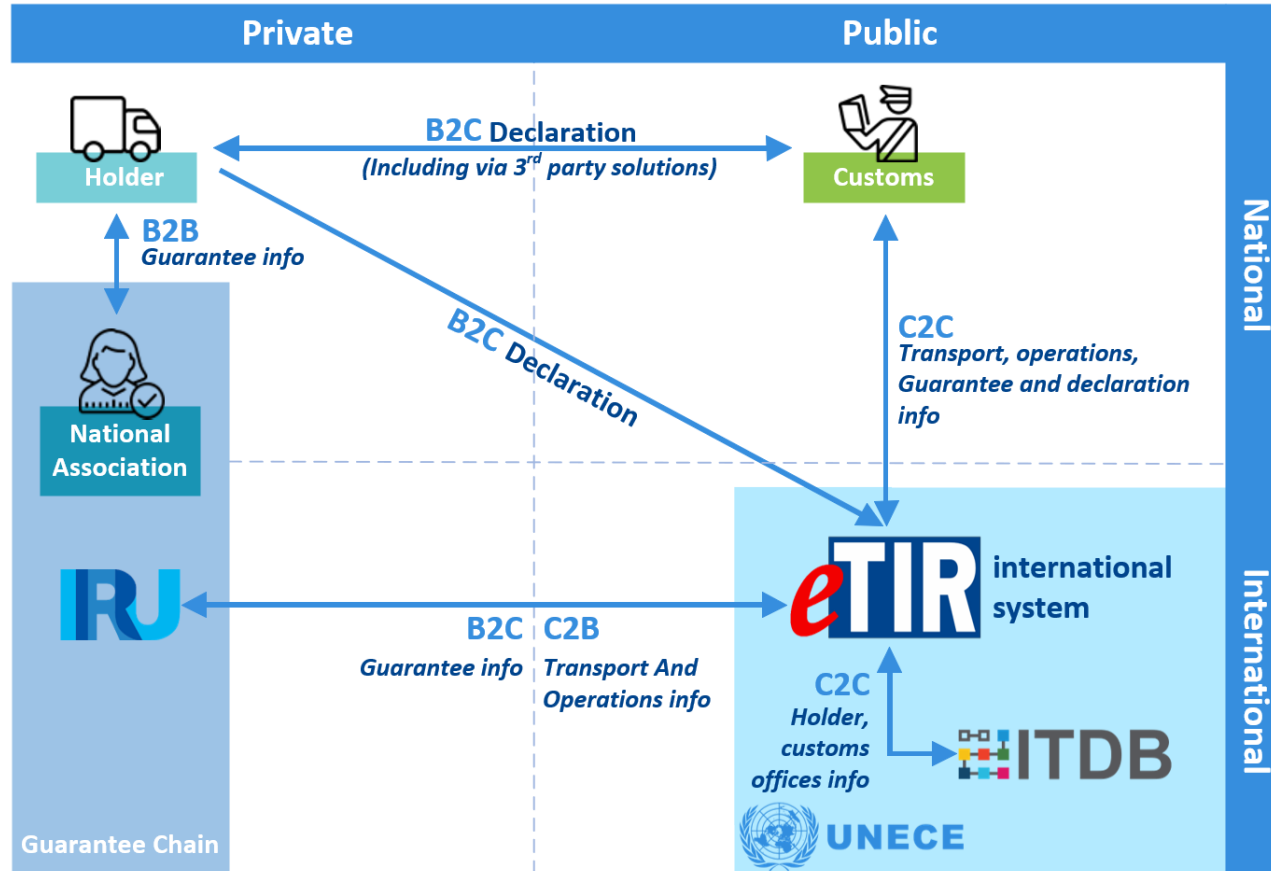


- 1. Project initiation;
- 2. Forming a team;
- 3. Development of the plan;
- 4. Data analysis, reconciliation and preparation for implementation;
- 5. Implementation;
- 6. Testing;
- 7. Final report;





Basic concept



It should be noted that the work done earlier on the development of specifications facilitates our work in the future.

As can be seen from the diagram, there are several participants in the process:

1. eTIR international system;
2. Customs;
3. Holder;
4. Guaranty chain;

Information interaction between them at set time intervals depending on certain actions.

Procedure for the control of the TIR Carnet on export



E1

1. The holder receives a permit to use the TIR Carnet in accordance with Annex 9 of Conv. and national legislation;
2. The holder receives an identification number in the format alphabetic country code/numeric association code/serial number (which is entered into the MDB by the Customs office) and access to the TIR-EPD system;
3. The holder buys a TIR Carnet from the National Guarantee Association (NGA).
4. On the part of the NGA, each sold TIR Carnet is registered in the system according to the type "No. of the TIR Carnet/ ID of the holder/ validity period".
5. The generated data is used by the customs authorities in the SafeTIR system

E2

1. The exporter submits a cargo customs declaration for exported goods;
2. The cargo customs declaration is registered and falls under one of the four corridors (G/Y/R/B) on the basis of the risk management system;
3. Depending on the established corridor of the risk management system, it gives commands for the application of customs control forms (customs inspection, document verification, etc.);
4. Customs clearance of the export customs declaration is carried out;

E3

1. Before carrying out loading operations, the integrity of the vehicle is checked;
2. Loading operations are carried out;
3. Customs seals are imposed on vehicles;

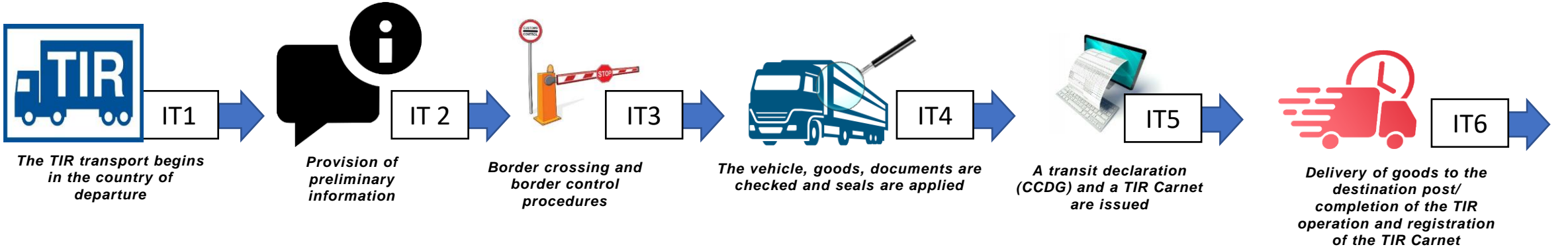
E4

1. On the basis of the Cargo customs declaration or preliminary data submitted by the carrier (including those sent using the TIR-EPD system), a transit declaration is formed;
2. On the part of the employee, information about customs seals, reservations (if any), the next customs post, delivery time and others are entered ;
3. The transit declaration is put under control;
4. A TIR Carnet is issued.
5. The tear-off sheet of the TIR Carnet is torn off and stored at the post.
6. The documents are returned to the carrier.

E5 **E6**

1. A vehicle with goods is delivered to a border customs post determined earlier by an employee of the customs authority;
2. The integrity of the vehicle, customs seals and documents is checked;
3. Information about reservations (if any) is entered.
4. The transit declaration is removed from control;
5. A TIR Carnet is issued;
6. The tear-off sheet is withdrawn and stored at the customs post.
7. Departure of the vehicle from the customs territory.

Procedure for the control of the TIR Carnet during import/transit



IT1

1. Customs clearance of goods and TIR Carnets is carried out in the country of departure.
2. SafeTIR data and other transportation data are entered;
3. The TIR transport begins.

IT2

1. Prior to crossing the customs border of the Republic of Uzbekistan, the carrier provides preliminary information on transportation by using the national system or TIR-EPD;
2. If there is no access to the national system and it is impossible to use the TIR-EPD, the carrier uses the services of a customs broker;

IT3

1. Crossing the customs border;
2. Passing control procedures (transport, veterinary, etc.) at the border;
3. Payment of fees (if any);

IT4

1. Submission of goods and transport documents to the customs authority;
2. Verification of documents and preliminary information by the customs authorities;
3. Checking the integrity of the vehicle and the applied seals;

IT5

1. Based on the preliminary information provided by the carrier (including those sent using the TIR-EPD system), a transit declaration is formed;
2. The Safe-TIR data is checked automatically;
3. On the part of the employee, information about customs seals, reservations (if any), the next customs post, delivery time and others are entered;
4. The transit declaration is put under control;
5. A TIR Carnet is issued.
6. The tear-off sheet of the TIR Carnet is torn off and stored at the post.
7. The documents are returned to the carrier.

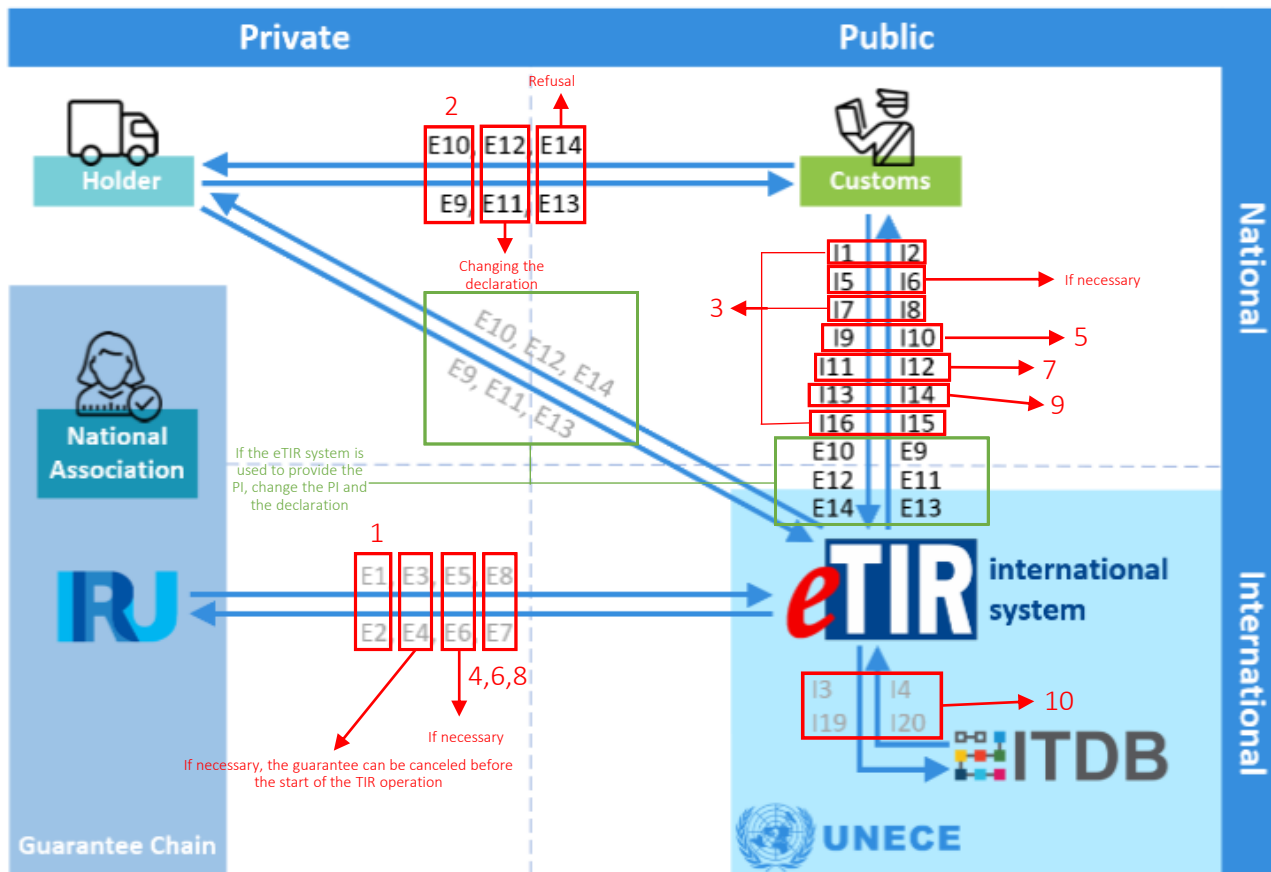
IT6

1. The vehicle with the goods is delivered to the internal / border customs post determined earlier by an employee of the customs authority;
2. The integrity of the vehicle, customs seals and documents is checked;
3. Information about reservations (if any) is entered.
4. The transit declaration is removed from control;
5. A TIR Carnet is issued;
6. The tear-off sheet is withdrawn and stored at the customs post; Registration or departure of goods and vehicles.

Data analysis and reconciliation

B1		перечень сведений к/д/д						
Details of the export declaration		Details of the Transit Declaration (CCDG)		TIR-EPD Information		eTIR Information		
2	графа 1. Тип декларации	б/н. Номер ККДП		I. Общие сведения:	Идентификационный номер (LRN)	Регистрация данных декларации		
3	графа 2. Экспортер/грузоотправитель	1. Страна начала перевозки (наименование страны);			Вид следования	Держатель (O)		
4	графа 3. Добавочные листы	2. Страна окончания перевозки (наименование страны);			Тип декларации	Гарантия (O)		
5	графа 5. Всего наименований товаров	3. Государственный номер (буквенный и цифровой номер);			Код страны отправления	Груз (O)		
6	графа 7. Код поста	4. Страна регистрации (наименование страны);			Грузоотправитель	Транспортные средства/контейнеры (O)		
7	графа 8. Импортёр/грузополучатель	5. Модель, марка (буквенное наименование);			Название (имя)	Прилагаемые документы (Ф)		
8	графа 9. Лицо, ответственное за финансовое урегулирование	6. Номер двигателя (буквенный и цифровой номер);			Улица и номер дома	Грузополучатель (Ф)		
9	графа 11. Торговая страна	7. Номер кузова (буквенный и цифровой номер);			Почтовый индекс	Предполагаемый маршрут (на уровне страны) (O)		
10	графа 12. Общая таможенная стоимость	8. Номер шасси (буквенный и цифровой номер);			Город	Грузоотправитель (Ф)		
11	графа 13 Курс доллара	9. Номер VIN (буквенный и цифровой номер);			Код страны	[Субподрядчики (Ф)]		
12	графа 14. Декларант/таможенный брокер	10. Тип транспорта (выбор из вариантов (срузовой, лесковой и т.д.)			II. Сведения о транспортных средствах:	Код языка, использованного при указании названия (имени) и адреса	Регистрация данных операции МДП	
13	графа 17. Страна назначения	11. Год выпуска (дата выпуска);				TIN	Данные о начале операции МДП	
14	графа 17а. Код страны назначения	12. Государственный номер прицепа/полуприцепа (буквенный и цифровой номер);				TAX number	Порядковый номер операции и национальный идентификационный номер операции (O)	
15	графа 18. Транспортное средство при отправлении/прибытии	13. Номер контейнера (буквенный и цифровой номер);				Код страны назначения	• Дата начала (O)	
16	графа 19. Контейнер	14. Количество и номера наложенных пломб (количество в цифрах (и шт) и буквенный и цифровой номер пломбы);		Грузополучатель		Печати и пломбы (З)		
17	графа 20. Условия поставки	15. Наименование перевозчика (буквенное наименование юридического лица или физического лица);		Название (имя)		• Результаты проверок		
18	графа 22. Валюта и общая фактурная стоимость товаров	16. Адрес перевозчика (буквенное обозначение адреса);		Улица и номер дома		Срок транзита (Ф)		
19	графа 23. Курс валюты	17. Страна перевозчика (наименование страны);		Почтовый индекс	Национальный маршрут (Ф)			
20	графа 24. Характер сделки	18. Ф.И.О;		Город	Таможня (O)			
21	графа 25. Вид транспорта на границе	19. Серия и номер паспорта;		Код страны	Данные о прекращении операции МДП			
22	графа 26. Вид транспорта внутри страны	20. Гражданство (буквенное наименование страны);		IV. Сведения о лице, ответственном за доставку груза (водитель, экспедитор, владелец груза):	TIN	Порядковый номер операции и национальный идентификационный номер операции (O)		
23	графа 28. Финансовые и банковские сведения	21. Товаросопроводительные документы: (ГТД, счет фактура, накладная, инвойс, доверенность и номера других документов);			TAX number	Дата прекращения (O)		
24	графа 29. Таможня на границе	22. Количество мест (цифровое обозначение);			Вид внутреннего транспорта	Печати и пломбы (З)		
25	графа 30. Местонахождение товаров	23. Страна отправления груза (буквенное наименование страны);			Номерной знак транспортного средства в пункте отправления	Оговорки (O)		
26	Графа 31. Грузовые места и описание товара. Маркировка и количество — номера контейнеров — описание товара	24. Страна назначения груза (буквенное наименование страны);			Код языка, использованного в номерном знаке транспортного средства в пункте отправления	Таможня (O)		
27	графа 32. Товар №	23 ¹ . Наименование отправителя груза (буквенное наименование);			Страна регистрации транспортного средства в пункте отправления	Тип прекращения (O)		
28	графа 33. Код товара	24 ¹ . Наименование получателя груза (буквенное наименование);			Вид транспорта на границе	Данные о завершении операции МДП		
29	графа 34. Код страны происхождения	23 ² . Адрес отправителя груза (буквенный адрес);			Номерной знак транспортного средства, пересекающего границу	Данные о завершении операции МДП включают следующие элементы: Дата завершения (O)		
30	графа 35. Вес брутто (кг)	24 ² . Адрес получателя груза (буквенный адрес);			Код языка, использованного в номерном знаке транспортного средства, пересекающего границу	Таможня (O)		
31	графа 37. Процедура				Страна регистрации транспортного средства, пересекающего границу			
32	графа 38. Вес нетто (кг)			V-1. Сведения о категории товаров				

The general process of the eTIR international system

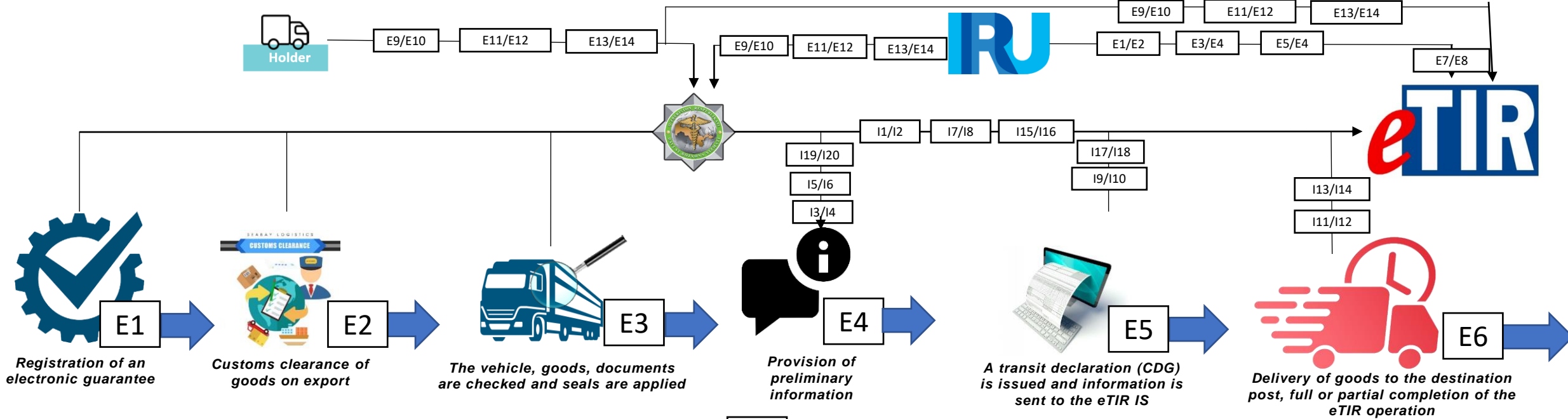


Внутренние сообщения (C2C)

I1	I2	Accept guarantee
I3	I4	Get holder info
I5	I6	Query guarantee
I7	I8	Record declaration data
I9	I10	Start TIR operation
I11	I12	Terminate TIR operation
I13	I14	Discharge TIR operation
I15	I16	Notify customs
I17	I18	Refusal to start TIR operation
I19	I20	Check customs office

Внешние сообщения (B2C)

E1	E2	Record guarantee
E3	E4	Cancel guarantee
E5	E6	Query guarantee
E7	E8	Notify guarantee chain
E9	E10	Advance TIR data
E11	E12	Advance amendment data
E13	E14	Cancel advance data



E1

The guarantee chain registers each issued guarantee in the international eTIR system (E1/E2).

E2

1. The exporter submits a cargo customs declaration for exported goods;
2. The cargo customs declaration is registered and falls under one of the four corridors (G/Y/R /B) on the basis of the risk management system;
3. Depending on the established corridor of the risk management system, it gives commands for the application of customs control forms (customs inspection, document verification, etc.);
4. Customs clearance of the export customs declaration is carried out;

E3

1. Loading operations are carried out;
2. Customs seals are applied;

E4

1. The carrier transmits the preliminary eTIR data (E9/E10);
2. On the basis of the preliminary data, a transit declaration is formed, in which all the necessary information on the transport of eTIR is available;
3. After registration of the declaration (assignment of a number to it), the carrier and customs offices are checked (I3/I4; I5/I6; I19/I20);
4. These declarations are sent to the eTIR international system in turn (I1/I2; I7/I8; I15/I16)
5. The International eTIR system notifies the warranty chain (E7/E8);

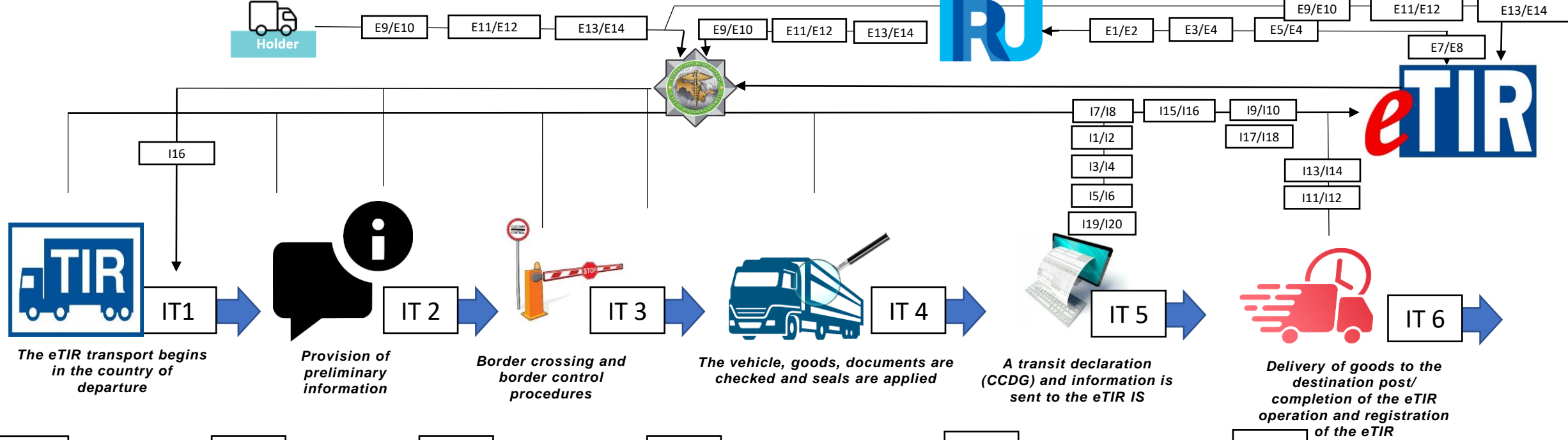
E5

1. The transit declaration is put under control;
2. Messages are sent to the eTIR international system (I9/I10) or (I17/I18).
3. The eTIR international system notifies the guarantee chain (E7/E8);

E6

1. A vehicle with goods is delivered to a border customs post determined earlier by an employee of the customs authority;
2. The integrity of the vehicle, customs seals and documents is checked;
3. Information about reservations (if any) is entered.
4. The transit declaration is removed from control;
5. Messages I11/I12 or I13/I14 are automatically sent depending on the number of loading places.

The procedure for integrating eTIR into the export control process



IT 1

1. Customs clearance of goods and books is carried out in the country of departure.
2. From the international iter system, the SCC receives messages about the beginning of the TIR transport and marks on the way (I1/I2; I7/I8; I15/I16).

IT 2

1. Prior to crossing the customs border of the Republic of Uzbekistan, the carrier provides preliminary information about the carriage by way of in accordance with national requirements;
2. Based on the electronic guarantee number, previously sent messages from the international yatir system are attached to the preliminary information

IT 2

1. Crossing the customs border;
2. Passing control procedures (transport, veterinary, etc.) at the border;
3. Payment of fees (if any);

IT 2

1. Submission of goods and transport documents to the customs authority;
2. Verification of documents and preliminary information by the customs authorities;
3. Checking the integrity of the vehicle and the applied seals;

IT 5

1. Based on the preliminary information provided by the carrier, a transit declaration is formed;
2. The verification is carried out automatically according to the data of the international eTIR system;
3. On the part of the employee, information about customs seals, reservations (if any), the next customs post, delivery time and others are entered;
4. The transit declaration is put under control, automatic verification is carried out (I3/I4, I5/I6 I19/I20);
5. The necessary information is sent to the international shooting range system (I1/I2; I7/I8; I15/I16)
7. Messages are sent to the eTIR international system (I9/I10) or (I17/I18).
6. The documents are returned to the carrier.

IT 6

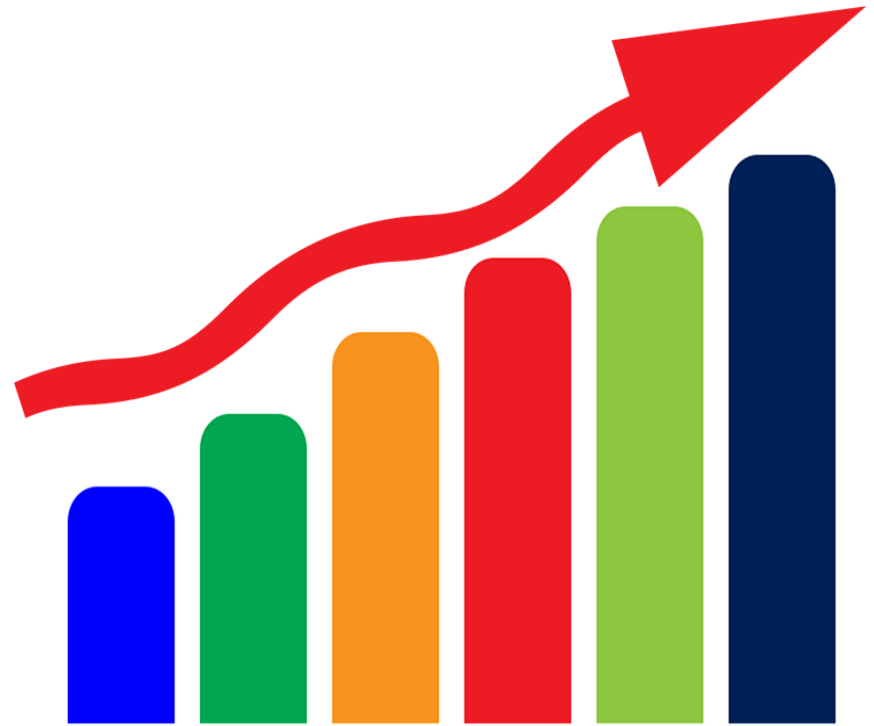
1. The vehicle with the goods is delivered to the internal / border customs post determined earlier by an employee of the customs authority;
2. The integrity of the vehicle, customs seals and documents is checked;
3. Information about reservations (if any) is entered.
4. The transit declaration is removed from control;
5. The necessary information is sent to the eTIR international system (I11/I12; I13/I14);
6. Departure of goods and vehicles.

The procedure for integrating eTIR into the control process during import and transit



▪ The work done

- *1. Initiating a project;*
- *2. Forming a team;*
- *3. Developing a plan;*
- *4. Analysis, data reconciliation and preparation for implementation:*
 - *Entering information about customs posts in the ITDB;*
 - *Performing data reconciliation;*
 - *Exchange of test certificates;*
 - *Getting access to UAT;*
 - *Initiating some requests;*
- *5. Implementation;*
- *6. Testing;*
- *7. Final report*





Thank you for your attention!