Inland Transport Committee

151 UN Member States/Contracting Parties, including all 56 ECE member States.

59 Conventions and agreements, covering:
- Transport Infrastructures
- Road Traffic and Road Signs and Signals
- Road Vehicles
- Other Legal Instruments related to Road Transport
- Inland Water Transport
- Border Crossing Facilitation
- Transport of Dangerous Goods and special cargoes

The UN Centre for Inland Transport
Vision 2030: The Inland Transport Committee is the United Nations platform for inland transport to help efficiently address global and regional needs in inland transport.

The mission of ITC is that it contributes to sustainable inland transport and mobility for achieving the sustainable development goals in the ECE and UN member States through policy dialogue, harmonizing regulatory frameworks, as appropriate, promoting new technologies, assisting in enhancing connectivity and supporting the implementation of legal instruments.
Inland Transport Committee contribution to Transport Digitalization

UN Platform for supporting new technologies and innovations in inland transport

**eTIR**
Development, hosting and interconnection with national customs systems of eTIR International System (www.etir.org)

**ITIO**
Development of the International Transport Infrastructure Observatory, a multi-stakeholder, web-based GIS platform which hosts data on a large variety of transport infrastructure networks and nodes across different modes (www.itio-gis.org)

**eCMR**
Group of experts on the operationalization of eCMR protocol to the CMR Convention

**SITCIN**
Preparation of the Sustainable Transport Connectivity Indicators tool (www.sitcin.org)

**CPD**
Digitalization in cooperation with FIA of the temporary importation conventions for both private and commercial vehicles by digitalizing the Carnet de passages (https://carnetdepassage.org/)

**Sustainable Transport Division**
The case of eTIR and eCMR in the SPECA region
SPECA Countries accession / use of TIR/eTIR, CMR/eCMR

Accession to the TIR Convention

Interconnection to the eTIR International System

Accession to the CMR Convention

Accession to the eCMR Protocol

- Finalized Interconnection
- Expressed interest / Kick off meetings
- No action

- Accession to the protocol
- NO Accession to the protocol
Process to digitalize an International UN Inland Transport Convention

**High level architecture**
- Provisions of the CMR Convention
- Practice / Market experience
- Stakeholders / Regional interests / Business Cultures

**Provisions of the eCMR Protocol**
- Description of functions / business requirements to end user expectations
- Description of events / data messages
- Standardization of data / UN/CEFACT

**Description of technical specifications to develop the system**
- Preparations of technical guides
- Conformance tests
- Description of the processes / events
- Description of roles for each stakeholder

**Concepts of the system**
- Description of the system

**Technical Specifications**
- Functional Specifications

**Conformance tests**
- Functional Specifications

**eCMR tool**
- MUTUAL/GLOBAL RECOGNITION
- EVIDENTIARY VALUE OF eCMR
- AUTHENTICATION
- TRUST

**SUSTAINABLE TRANSPORT DIVISION**

**UNECE**
Differences between provisions of the Convention and Practice

The Case of the CMR Convention

- **What the CMR Convention stipulates**
- **How the market works**
- **What the eCMR protocol stipulates / Digital world requires**

### Consignor
- Access to data / notification for any event
- Authentication / mutual recognition

### Carrier
- Access to data / notification for any event

### Consignee
- Access to data / possibility to make comments
- Proof of delivery / Acceptance of delivery

### Sub Contractors
- Access to data / possibility to make comments

### Freight Forwarders
- Access to data / possibility to make comments

### Customs
- Access to data / possibility to make comments

### Police
- Access to data / possibility to make comments

### Courts
- Access to original data / 10 years records

### Banks
- Access to original data / 10 years records

### Insurance
- Access to original data / 10 years records

### Sub Contractors
- Access to data / possibility to make comments

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### Customs
- Access to data / possibility to make comments
The future of eCMR

- Time lost at the borders decreases with increasing degree of digitalization.
- Sustainable solution / less risk for customs / authorities.
- Customs to Customs / "no borders".

Diagram illustrates the transition from paper-based CMR to mobile phones with QR codes, indicating a move towards digitalization and improved efficiency.
The eTIR International System

Establishment of the Informal ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure

2002

WP.30 supported document version 4.1a of the eTIR Reference Model as a basis for future work of GE.2 as well as for pilot projects.

2015

MOU signed between UNECE, IRU and the Governments of Turkey and Islamic Republic of Iran in order to initiate pilot projects.

First pilot projects were successfully performed between the Governments of Turkey and Islamic Republic of Iran setting the first steps towards the full computerization of TIR procedure.

2017

Adoption by the Administrative Committee of Annex 11 and of various amendment proposals to the body of the Convention

2020

eTIR international system development

2021

Interconnections of eTIR international system with National Customs Systems

2021

Annex 11 came into force

2021

Start of eTIR official operations

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The eTIR international system aims to ensure the secure exchange of data between national Customs systems related to the international transit of goods, vehicles or containers according to the provisions of the TIR Convention and to allow Customs to manage the data on guarantees, issued by guarantee chains to holders authorized to use the TIR system (Customs to Customs).
The eTIR International System: First option to interconnect
The eTIR International System: Second option to interconnect

- Advance TIR data / Advance amendment data
- UNECE
- eTIR messages
  - SOAP / XML
- Optional data exchange for
  - Advance TIR Data/Advance Amendment data
  - Risk Assessment
  - ...
The eTIR International System: status report on interconnections

- CPs finalizing implementation: 6
- CPs started interconnection: 5
- CPs expressed interest: 15
- CPs & EU PoC: 31
- Rest of TIR CPs: 18+1
1. Introduction: https://unece.org/sites/default/files/2021-09/WP30-GE1_id21-11e.pdf
The future border crossing operations with eTIR and eCMR
Contact the Sustainable Transport Division

THANK YOU

Contact the Sustainable Transport Division