



Interconnecting customs system

EU experience in the context of Union transit, Common transit and TIR

*TIRExB Friends of Chair meeting
Samarkand 21-22 June 2023*

The EU customs union

- In 2023, the European Union celebrated its **55th anniversary**
- **No internal duties, common external duties. 27 EU Member States.**
- **Internal market since 1993: no internal customs borders.**
- Protection of **safety and security** of EU member states and **collection revenues** for the EU budget
- A balance between **trade facilitation and necessary controls**
- **Transit regulations used since 1968**



Forms of transit in the EU customs union



Non-Union goods

External
transit

T1



Union goods

Internal
transit

T2



Union /
common

a



TIR

b



ATA

c



Rhine
manifest

d



Form
302

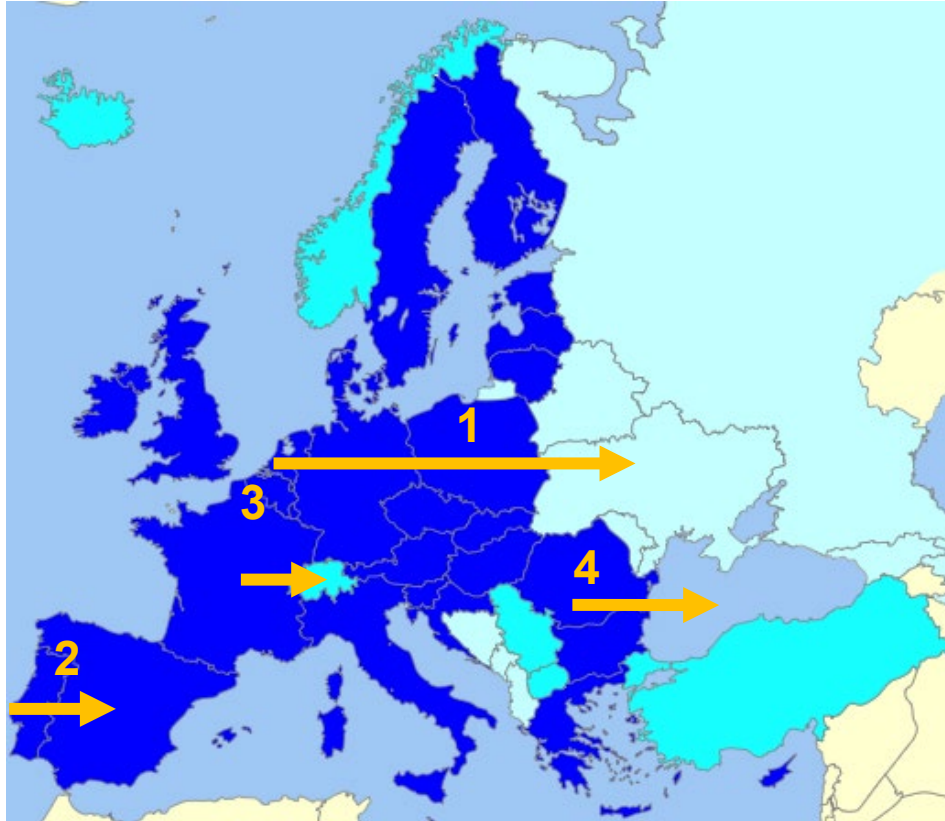
e



Postal
transit

f

Importance of transit for the EU customs Union



From one point to another in the EU or a common transit country:

1. Crossing the territory
2. Bringing goods inland
3. Moving non-Union goods within the EU/CTC
4. Export followed by transit for Union goods

Transit volumes in the EU Customs union

- **Union and Common Transit**

- **37 countries** with EU member states and contracting parties to the Common Transit Convention
- Approximately **10 million of NCTS movements** per year (approx. 3000 per day)

- **TIR**

- **27 EU member states**
- For TIR purposes the Union is considered to form a single territory
- **Exchange of TIR data via NCTS**
- **Approximately 300 000 NCTS TIR movements per year** with the EU (of which 135 000 TIR opened in the EU)

Necessity of going paperless

- Paper transit declarations

- Increased risk of frauds for EU customs administrations
- Burdensome paper procedures for traders
- Risk for the collection of revenues

- Electronic transit declarations

- Less fraud prone (secure customs network)
- More uniform implementation of transit regulations
- Efficiency of transit operation for traders and administrations increases
- Monitoring and revenue collection facilitated

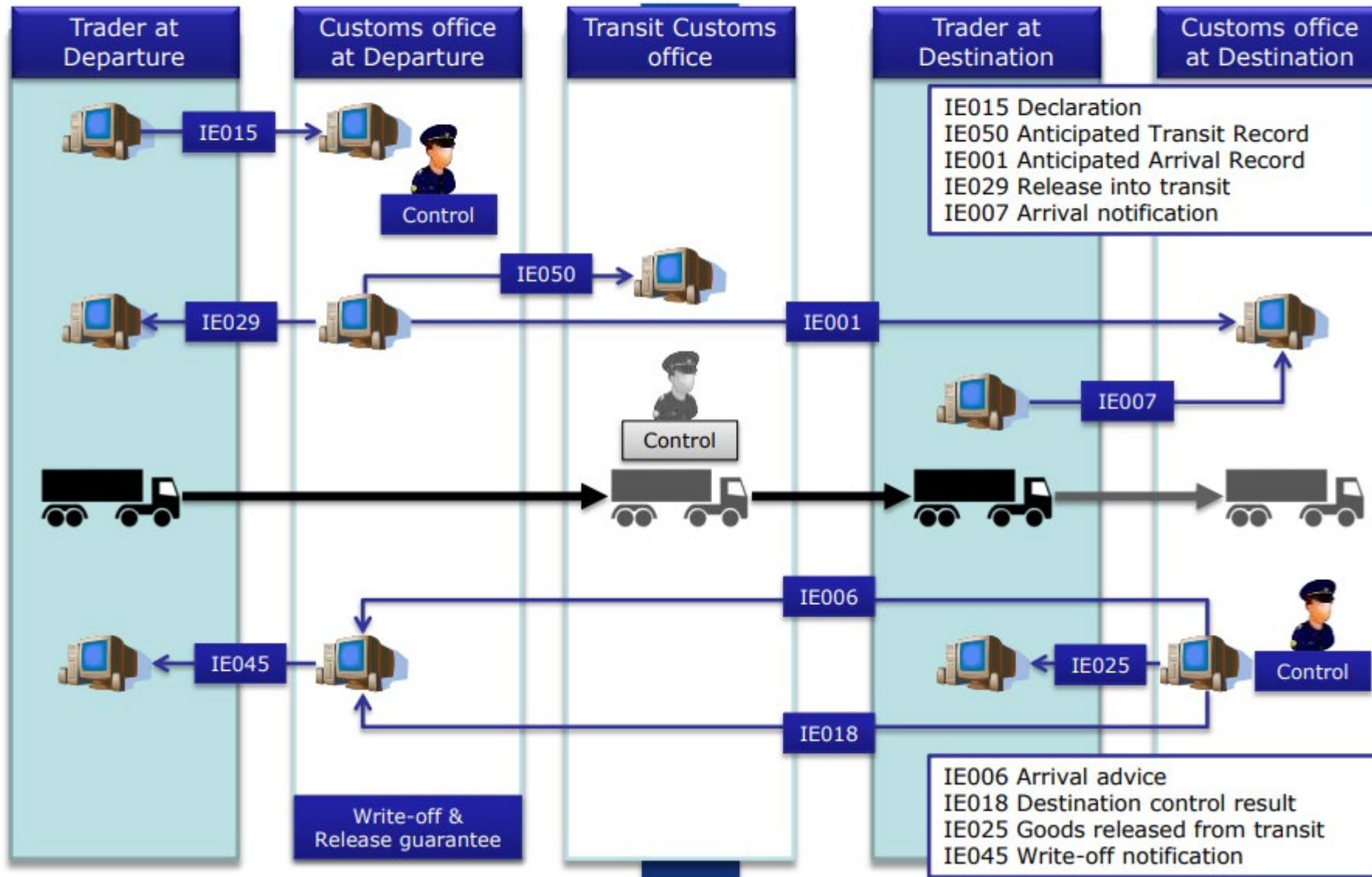
From Paper to IT

- Paper

- Use of the **single administrative document with wet ink signatures and rubber stamps**
- **Incorrect** transit declarations (absence of automatic checks of entries) and slow manual procedure
- Less **efficient** customs controls
- **Higher fraud risk due to** falsified guarantee documents, signatures and stamps...

- NCTS since 2003 (TIR 2009)

- **Electronic** transit declaration
- **Electronic guarantee** management
- **Risk analysis** of advance information, more efficient controls and monitoring of time limit
- inclusion of **simplifications**



List of main advantages of digitalisation

- **For Traders**

- **Direct** electronic data **exchange** with customs
- **Less** administrative **workload**
- **reduced costs**

- **For administrations**

- **Direct data exchange** between administrations via a secured network
- **Elimination of fraudulent document manipulation**
- More **Selective controls** based on electronic risk analysis facilitated
- **Reduction of number and length of enquiry procedures**

NCTS extended to TIR

- **History**

Since 2009, within the EU, the **termination/discharge** of the TIR operation between the customs offices of departure/entry and the customs offices of destination/exit is accelerated **by replacing the return of the voucher 2** by **electronic messages in NCTS**

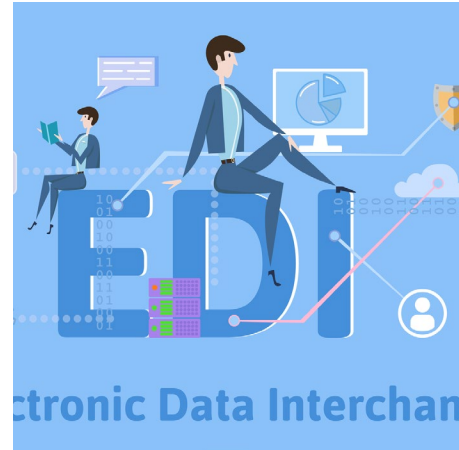
- **Advantages**

- Fast and **effective** on-line **communication** between customs offices
- possibility to **check holder status in the ITDB** and check **validity of carnet** (IRU database)
- possibility of **advance risk analysis**
- **Reduced time for discharge** or recovery

Possibilities to connect to NCTS for TIR



Via a **direct web** interface at national level



Via an **electronic data interchange solution**



Via a **terminal** in a customs office



Via an **interface** developed by the International Organisation

The EU and eTIR international system

- **Strong support of the EU**

- Drafting and adoption of **Annex 11**

- Active **participation** in GE.2, GE.1 and TIB

- Ongoing work of **interconnection NCTS** to eTIR International system

- **Challenges**

- Connecting 27 countries is more complex and time consuming

- **Planning** and inter-institutional validation process

- **NCTS need** to be **updated** to better handle safety and security data first (NCTS p. 6) before eTIR can be implemented in the EU



Thank you for your attention

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