TIR: Global.
Seamless. Certain.

The only global customs transit system.
What is TIR?

**Facilitating trade**

TIR streamlines procedures at borders, reducing administrative burden for customs authorities and for transport and logistics companies. It cuts border waiting times significantly, saving time and money.

TIR authorised operators can move goods quickly across multiple customs territories, under customs control, using a single guarantee.

Harmonised systems and data exchange tools mean that operators only need to submit their declaration data once for the entire transit movement.

Each TIR transport from start to end of the journey is monitored on-line, so goods can be traced and secured while in transit.

**International guarantee**

TIR is globally applicable, and uses a single international guarantee, thus eliminating the need for costly guarantees in each country of transit.

The TIR guarantee covers the customs duties and taxes at risk, up to a maximum protection of EUR 100,000 per transport operation, so customs authorities can be confident any duties they are owed will be paid.

In fact, the international guarantee chain can handle exposure on any given day of up to EUR 600 million.

**Quick facts about TIR**

- Cuts border waiting times significantly
- Over 34,000 transport and logistics companies use TIR to quickly and reliably move goods across international borders
- 1.2 million TIR transports in 2016
- Uses a single guarantee allowing operators to move goods in transit across any TIR countries
- More than 70 signatory countries to the TIR Convention around the world
- An international guarantee covers all customs duties and taxes at risk, with a maximum protection of EUR 100,000 per transport operation
- Helps implement the World Trade Organization’s Trade Facilitation Agreement and the revised Kyoto Convention
- Compliant with the World Customs Organization SAFE Framework
Highly secure

Goods moving under TIR arrive at borders in containers or load compartments that have been sealed by the customs office of departure.

Containers and load compartments that are used for TIR transports are pre-approved by customs, ensuring that nothing can be added or removed without customs noticing. This reduces the need for routine physical inspections at borders along the way.

Modern TIR IT tools ensure that all public and private sector actors involved in a TIR operation have access to the data they need.

These tools allow cargo details to be sent electronically and simultaneously to multiple border crossings before the truck arrives at departure and entry points. This enables customs officials to carry out better risk assessments and prioritise which cargo to inspect.

They also make it easy to comply with electronic advance cargo information, which is compulsory for shipping goods into many jurisdictions.

Authorised operators

Over 34,000 transport and logistics companies worldwide use TIR to quickly and reliably move goods across international borders.

TIR is only open to authorised operators, who are admitted to the system by the customs administration in collaboration with the national TIR association. Criteria for joining TIR is based on their professionalism and compliance, not based on company or fleet size. TIR is open to SMEs as well as large operators.

TIR can be integrated with national and regional Authorised Economic Operator schemes.

Easy implementation

TIR is easy to implement. All legal, procedural, capacity building and IT frameworks already exist, and can easily be applied in new countries, without the need for costly investments.

TIR integrates seamlessly with existing customs software systems, which also makes it straightforward for new member countries to adopt.

Implementation of TIR generally takes between 6 to 12 months depending on existing capacity and the complexity of the environment.
How TIR works

A TIR operator purchases a TIR guarantee and loads goods into an approved container or load compartment.

Goods are inspected by the customs office of departure, or an authorised consignor. The load compartment of the vehicle or container receives an approved customs seal and opens a transit operation. The goods are then released for transit.

The cargo arrives at a transit country border. Customs make sure the seals are intact and check the data. If all data matches, the truck is sent on its way.

A TIR Electronic Pre-Declaration (TIR-EPD) is sent simultaneously to multiple customs offices at departure and destination, including relevant border crossings throughout the journey with information on the goods being moved.

The truck starts its journey. Goods can be loaded or unloaded at up to four locations per TIR transport under customs control.

TIR is a global, harmonised system, so there is no need for different documents or separate guarantees in each country of transit.

TIR plate
Trucks or containers with the iconic blue plate are moving goods under TIR.

History of TIR
IRU established the TIR system in 1949 to help war-torn Europe rebuild trade and commercial links. By 1959, the successful system led to the United Nations TIR Convention, which now has over 70 contracting parties across four continents.

1949
First TIR agreement to expedite the reconstruction of war-torn Europe

1959
Adoption of the TIR Convention under the auspices of the United Nations

1975
UN TIR Convention upgraded to cover container transport
TIR is integrated with customs IT systems meaning authorities can check the validity of a guarantee and other relevant transport data at any time from within their own system.

The truck arrives at the final destination with the load compartment sealed.

Because TIR is intermodal, goods can be transported by rail, sea, air, as well as by road.

At the customs office of destination, the seals are checked to ensure they haven’t been tampered with. The truck is unsealed, the goods are inspected and the TIR operation is terminated. An electronic confirmation is sent to IRU and all stakeholders by customs.

2016
TIR Convention has more than 70 contracting parties

Present
Latest to accede, China, Pakistan, India.

Five main actors

**UN**
UNECE (The United Nations Economic Commission for Europe) oversees the application of the TIR Convention. UN TIR bodies composed of the contracting parties consider any proposed amendments, examine national measures for compliance and provide support in the application of the convention.

**IRU**
As the world road transport organisation, IRU manages the TIR international guarantee chain, distributes TIR guarantees through its member associations, and oversees IT and administration processes. IRU also develops new and innovative resources and services that work with and alongside TIR to facilitate trade and goods transport.

**Customs authorities**
Customs authorities implement TIR at national level, including border controls, approvals of national TIR operators and vehicles. They can also contribute to amendments to the TIR Convention.

**National TIR guaranteeing associations**
An authorised association in each country issues TIR guarantees to approved transport operators. Associations work with their national customs authority to settle any irregularity arising in their territory.

**Transport and logistics companies**
After being approved by their member association and customs, transport and logistics companies can purchase guarantees and start making TIR transports.
Global

**Driving growth**

TIR is a tried and tested tool that facilitates trade to drive global growth and inclusive development. It is an excellent solution for the digital economy and is used every day by thousands of transport and logistics companies, drivers, and customs officials. It is the key to faster border crossings for truck drivers, which means lower costs for transport and logistics companies and customs authorities.

TIR also directly contributes to implementing key goals of the World Trade Organization’s Trade Facilitation Agreement (TFA) such as measures to enhance transparency, clearance of goods, freedom of transit and customs cooperation, and the publication and availability of information.

**TIR connects continents**

Many countries in Africa, Asia, the Middle East and South America are looking to join TIR to experience the benefits it has brought to Europe and Central Asia over the last seven decades. TIR now connects more continents and countries than ever.

**A successful global partnership**

Established in 1949 to help rebuild a war-torn Europe, TIR has proved to be an effective tool to build international trade and commercial links.

In 1959 the United Nations underpinned the TIR Convention, starting one of its most successful public-private partnerships, and set the foundations for the only globally applicable customs transit system.

Today TIR has more than 70 contracting countries around the world, and it is expanding rapidly with over 20 countries looking to join.

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Want to know more? Contact us at tir@iru.org
As of August 2017

- **TIR contracting countries**
- **TIR interested countries**