WCO - Permanent Technical Committee

Brussels, 5 November 2013

Customs transit procedures in the European Union

I. General Features
1. Types of transit

1.1 Union ('Community') Transit
1.2 International procedures of transit
1.3 The TIR Convention 1975
1.4 The Common Transit Convention 1987
1.5 Comparison of transit procedures
1.6. Common transit: a 'model' to follow in other regions?

2. The operation of Union / common transit (see Part II)

3. The Transit Manual
1.1 Union ('Community') Transit

- **Used for customs transit operations within the EU (28 Member States) and Andorra and San Marino**

- **Two types:**
  - **External transit**, for movement of non-Union goods and movement of certain Union goods when exported to or via common transit countries
  - **Internal transit, to preserve the status of Union goods moved:**
    - within the Union via a third country on basis of international agreement (common transit convention), or
    - when required by Union provisions (e.g. internal transit T2F with special fiscal territories of the Union)

**Legal bases:** Community Customs Code (Regulation No. 2913/92) and its implementing provisions (Regulation (EEC) No 2454/93)
1.2 International procedures of transit

The EU also applies the following transit procedures:

- **TIR Carnet (TIR Convention 1975)**

- **Common Transit procedure (Common Transit Convention 1987)**

- **ATA Carnet used as transit document (ATA & Istanbul Conventions)**

- **Rhine Manifest (revised Mannheim Convention for the navigation on the Rhine 1868)**

- **NATO Form 302 (NATO Convention 1951)**

- **Transit by post (UPU)**
1.3 TIR Convention 1975

- **68 contracting parties (56 in operation)**
- **Goods move under cover of an internationally accepted customs transit document, the TIR carnets, which also provides a financial guarantee for the payment of the suspended duties and taxes**
- **EU a single territory for the purpose of TIR**
- **TIR computerised within EU (uses NCTS)**
1.3.1 TIR: geographical scope

- Contracting Party where Convention is applied (2008)
- Contracting Party where Convention is not applied (2008)
- Potential Contracting Party
1.3.2 Five pillars of TIR system
1.4 Common Transit Convention 1987

The common transit procedure is used for the movement of goods between the EU (28 Member States), the EFTA countries (Iceland, Norway, Liechtenstein and Switzerland) and Turkey (since 1 December 2012).

Aims to facilitate crossing borders and territories, save costs and make controls more efficient.

Legal basis: Convention of 20 May 1987 on a common transit procedure.

The rules are effectively identical to those of Union ('Community') transit with some minor exceptions.

A candidate country must be invited by the EU/EFTA Joint Committee: general conditions and strategy to prepare certain neighbouring countries for accession to the Conventions are set out in Commission communications of 2001 & 2010.
## 1.5 Comparison of transit procedures

<table>
<thead>
<tr>
<th></th>
<th>TIR</th>
<th>Union/Common transit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Geographical coverage</strong></td>
<td>68 CP (56 active)</td>
<td>EU (28 MS), CH, IS, NO, LI, TR</td>
</tr>
<tr>
<td><strong>Procedure</strong></td>
<td>Series of national transits</td>
<td>One single procedure</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Simplifications</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Fast discharge</td>
</tr>
<tr>
<td><strong>System of guarantee</strong></td>
<td>Flat rate max amount 50.000 USD/60.000 EUR</td>
<td>Calculation and monitoring of guarantee based on actual amounts</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Several types of guarantees</td>
</tr>
<tr>
<td><strong>Computerisation</strong></td>
<td>TIR tools (ITDB, SafeTIR)</td>
<td>NCTS, GMS, RMS, Enquiry</td>
</tr>
<tr>
<td><strong>Administration</strong></td>
<td>AC.2, TIRExB, TIR Secr., UNECE, WP.30, IRU</td>
<td>CCC/Joint Committee</td>
</tr>
</tbody>
</table>
1.5 Comparison of transit procedures

A main characteristic of the **common transit procedure**

*One single procedure from start to finish*

Compared to the **TIR procedure**

*A series of standardised national transit procedures*
1.5 European common transit: a 'model' to follow in other regions?

Regional scope of the Common Transit Convention:

- Any country/region could use it as a 'model' for a national or regional transit (e.g. between countries belonging to regional integration zones)

- Essential legal and technical requirements to manage it have to be put in place (single procedure from departure to destination, guarantees, computerisation, possible simplifications)
2. The operation of Union / common transit

2.1 Movement of goods
2.2 NCTS
2.3 Guarantee
2.4 Enquiry procedure
2.5 Recovery procedure
2.6 Simplifications
2.7 EU Security Measures and Transit

(developed in part II)
3. The Transit Manual

The Transit Manual is the most comprehensive source of information on the common and the Community transit procedure.

It is a tool to promote a better understanding of how the transit procedure works and the roles of the various participants.

It is also a tool to better ensure a harmonised application of the transit regulations and an equal treatment of all operators.

Consolidated version:

http://ec.europa.eu/taxation_customs/resources/documents/customs/procedu
ral_aspects/transit/common_community/transit_manual Consolidation_en.pdf
Some figures: Union & common transit movements
Per Year – Departure (last 12 months)

About 11 million movements per year =
About an average of 210,000 movements in NCTS per week
Some figures: Union & common transit movements
Per Year – Destination (last 12 months)
Further information:

**TAXUD website – Transit Webpage:**