TRANSIT SYSTEMS INCLUDING TIR
AND STRATEGIC DIRECTIONS OF THEIR
DEVELOPMENT

United Nations Economic Commission for Europe
(UNECE)
Transport Division
Border Crossing Facilitation Section
Overview

• General principles of transit
• National transit
• Bilateral or multilateral transit
• International and global transit
• TIR system and its principles
• Future developments in transit
Overview

- General principles of transit
  - Movement of goods under Customs control
  - Without payment of duties and taxes in exchange for the deposit of a guarantee
  - Additional requirements such as use of Customs seals, time limits and security measures, based on risk assessment
Overview

• National transit
  – For geographical, organizational or commercial reasons

Many national examples
Overview

• Bilateral or multilateral transit
  – Closed system between two or more countries
  – Sometimes based on Customs union
  – To avoid multiple use of separate national transit systems
  – Use of single guarantee or single Customs document possible
  – Recognition of freedom of transit, Article V GATT

Examples: Community and Common transit system
Overview

• International and global transit
  - Open to all interested countries
  - Close collaboration between neighbouring countries not required

Examples: ATA and TIR
TIR Convention
Background & characteristics

• History:
  – First Convention 1959, revision 1975
  – From 6 countries to 68 countries (Operational: 56)
  – During the last 10 years: 30 new Contracting Parties
• Customs-to-Customs information exchange system with trader input
• Objective:
  – Facilitation
  – revenue protection + Customs checks
• Only global transit procedure
• Intermodal (trucks and containers)
• Public/Private Partnership
Geographical scope

- Contracting Party where Convention is applied (2008)
- Contracting Party where Convention is not applied (2008)
- Potential Contracting Party
THE TIR CUSTOMS TRANSIT PROCEDURE

Number of TIR Carnets issued

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TIR CARNETS ISSUED</th>
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<tbody>
<tr>
<td>1959</td>
<td>67,000</td>
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<tr>
<td>1969</td>
<td>790,035</td>
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<tr>
<td>1980</td>
<td>718,612</td>
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<td>1990</td>
<td>748,600</td>
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<td>2000</td>
<td>2,782,600</td>
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<td>2008</td>
<td>3,253,800</td>
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</tbody>
</table>
ADVANTAGES

Customs Authorities

• No physical inspection of goods in transit (in principle)
• No national guarantee system
• No national Customs documentation and control system
ADVANTAGES

Transport/Trade Industry

• Minimum of procedures at border crossings
• No restriction in the modes of transport used
• Significant reduction of transport costs (reduced export and import costs)
THE TIR CUSTOMS TRANSIT PROCEDURE

The five pillars of the TIR System

TIR Convention, 1975

5 pillars of the TIR system

Secure vehicles or containers
International guarantee
Document (TIR Carnet)
Mutual recognition of Customs control
Controlled access
Overview

Future developments in transit

• Expansion
• Computerization
• Integration of various Customs procedures and modes of transport
• Combining public and private data flows
• Security

E-TRANSPORT
New Public Private Partnership

Out of scope

Private

Holder

Declaration
(definition of standard messages)

Public

Customs

Guarantee info

National Association

International organization

Guarantee Chain

Transport, operations & Guarantee info

eTIR International system

Guarantee info

Holder info

ITDB

Out of scope

National

International

Transport & operations info

ITDB/UNECE/WB Seminar on Overcoming Border Crossing Obstacles

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