



# FIRST REGIONAL WORKSHOP OF THE EATL PHASE II: FACILITATION OF EURO- ASIAN TRANSPORT IN THE ECO REGION

Tehran, 27-29 April 2009

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*Middle East and Region*





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## Application of the TIR System in the ECO Countries

Number of TIR carnets issued to Association from 2003 to 2008

Country	Association	2003	2004	2005	2006	2007	2008	Total issued to Association
AFGHANISTAN		-	-	-	-	-	-	-
AZERBAIDJAN	ABADA	1900	3950	5000	5500	9000	9500	34850
IRAN	ICCIM	33000	33000	33000	48000	52000	48000	247000
KAZAKHSTAN	KAZATO	17400	17000	19600	32650	39050	32150	157850
KYRGYZSTAN	KYRGYZ AIA	2700	4900	6250	11450	18100	17050	60450
PAKISTAN		-	-	-	-	-	-	-
TADJIKISTAN	ABBAT	0	0	50	300	500	400	1250
TURKEY	TOBB	419000	544000	589000	689000	788500	765000	3794500
TURKMENISTAN	THADA	150	200	400	1000	1000	1000	3750
UZBEKISTAN	AIRCUZ	900	2400	1800	4500	7000	5000	21600
Total issued to group during the year		475050	605450	655100	792400	915150	878100	

878'100 TIR Carnets have been issued by the IRU to the Associations of the ECO countries in 2008.

836'135 out of 878'100 have actually been used by ECO countries transport operators in 2008.



# TIR CARNETS USED BY ECO TRANSPORT OPERATORS IN 2008



**836'135** TIR CARNETS HAVE BEEN USED BY ECO TRANSPORT OPERATORS IN 2008  
WHICH REPRESENTS **26%** OF ALL TIR CARNETS USED IN THE WORLD



# TIR CARNETS USED BY ECO TRANSPORT OPERATORS IN 2008

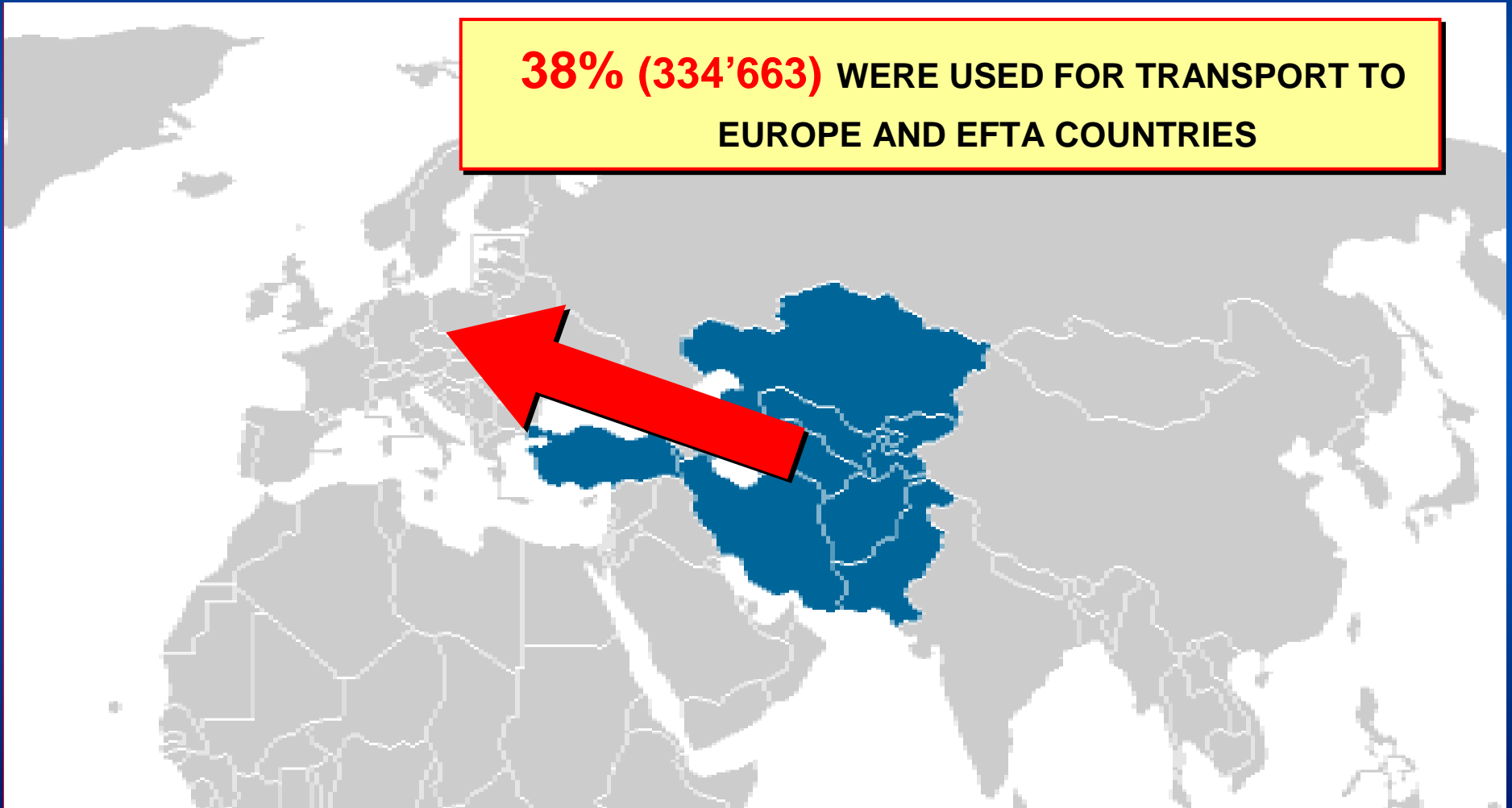
**43% (369'575)** WERE USED  
FOR TRANSPORT BETWEEN ECO  
COUNTRIES





# TIR CARNETS USED BY ECO TRANSPORT OPERATORS IN 2008

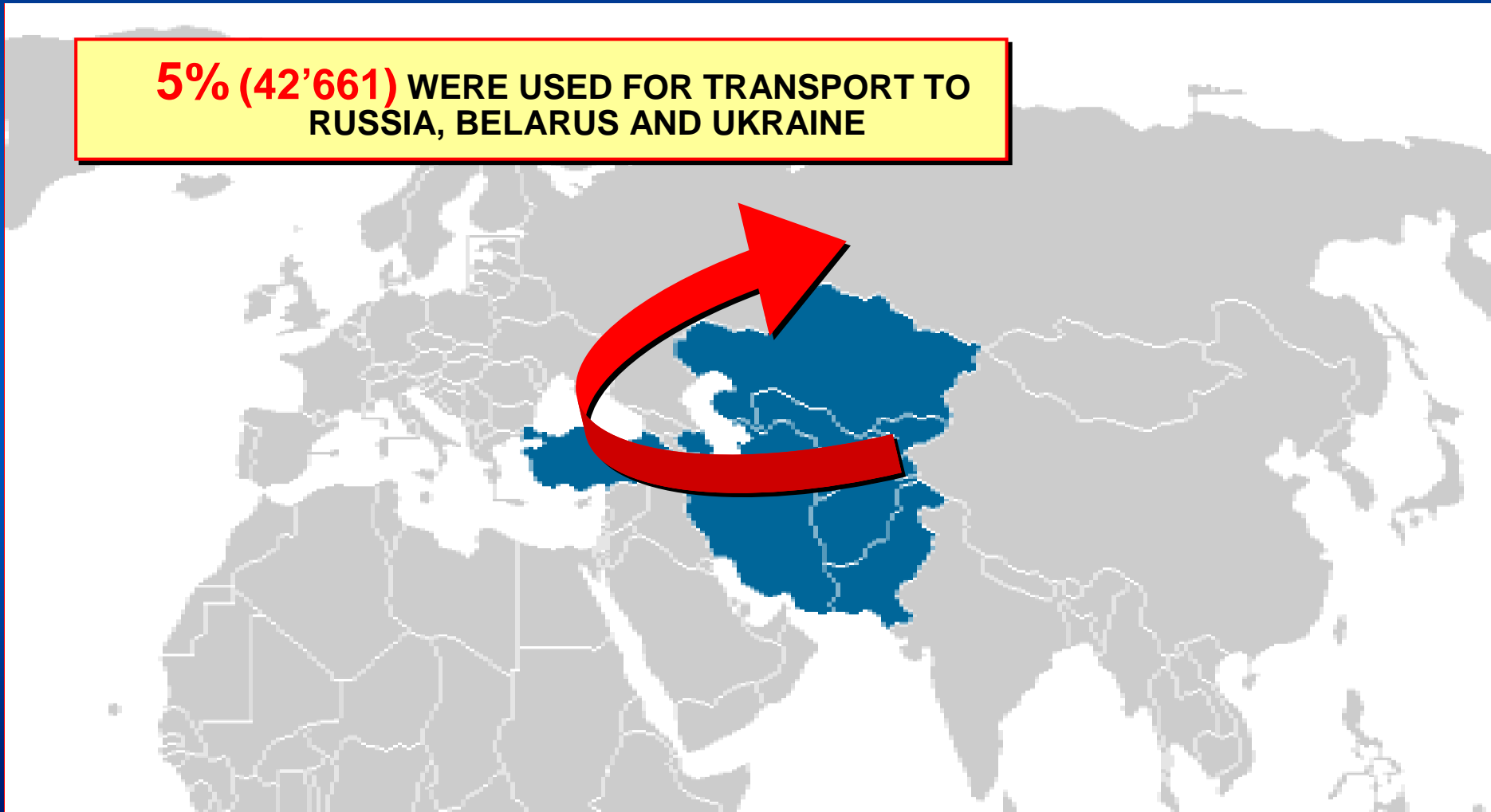
**38% (334'663)** WERE USED FOR TRANSPORT TO  
EUROPE AND EFTA COUNTRIES





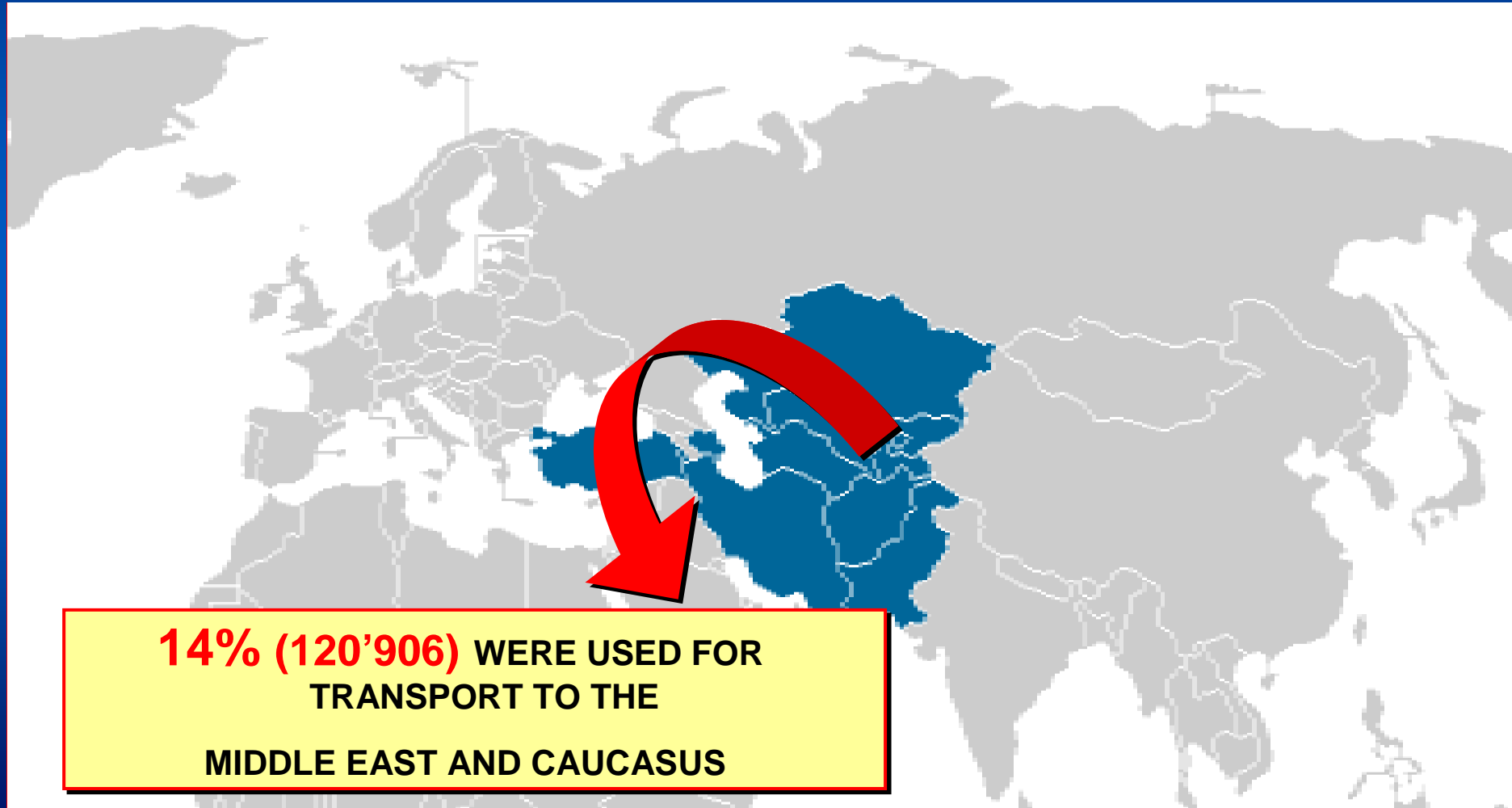
# TIR CARNETS USED BY ECO TRANSPORT OPERATORS IN 2008

**5% (42'661)** WERE USED FOR TRANSPORT TO  
RUSSIA, BELARUS AND UKRAINE





# TIR CARNETS USED BY ECO TRANSPORT OPERATORS IN 2008







# TIR CARNETS USED FOR TRANSPORT TO ECO COUNTRIES IN 2008

**IRU** Union Internationale des Transporteurs Routiers

**CARNET TIR \***

**4 volets** XC3800000

1. Valable pour prise en charge par le bureau de douane du départ jusqu'au point de destination finale (à compléter par le titulaire du carnet)

2. Délivré par \_\_\_\_\_

3. Titulaire \_\_\_\_\_

4. Signature du titulaire de l'association membre de l'association internationale de transporteurs routiers (à compléter par le titulaire du carnet)

5. Signature du titulaire de l'association internationale de transporteurs routiers (à compléter par le titulaire du carnet)

6. Pays de départ

7. Pays de destination

8. Mode d'immatriculation du (des) véhicule(s) routier(s)

9. Certificat(s) d'approbation du (des) véhicule(s) routier(s)

10. Mode d'identification des (des) conteneur(s)

11. Observations diverses

12. Signature du titulaire du carnet



**SOUCHE N° 2** RX30420720 **PAGE 8 du CARNET TIR**

1. Article autorisé par le bureau de douane de ...

2.  Indemnité ou mesure d'identification requise

3. Décharge \_\_\_\_\_

4.  Reçu(s) scellé(s) apposé(s)

5. Absence \_\_\_\_\_

6. Signature de l'agent de douane





# TIR CARNETS USED FOR TRANSPORT TO ECO COUNTRIES IN 2008



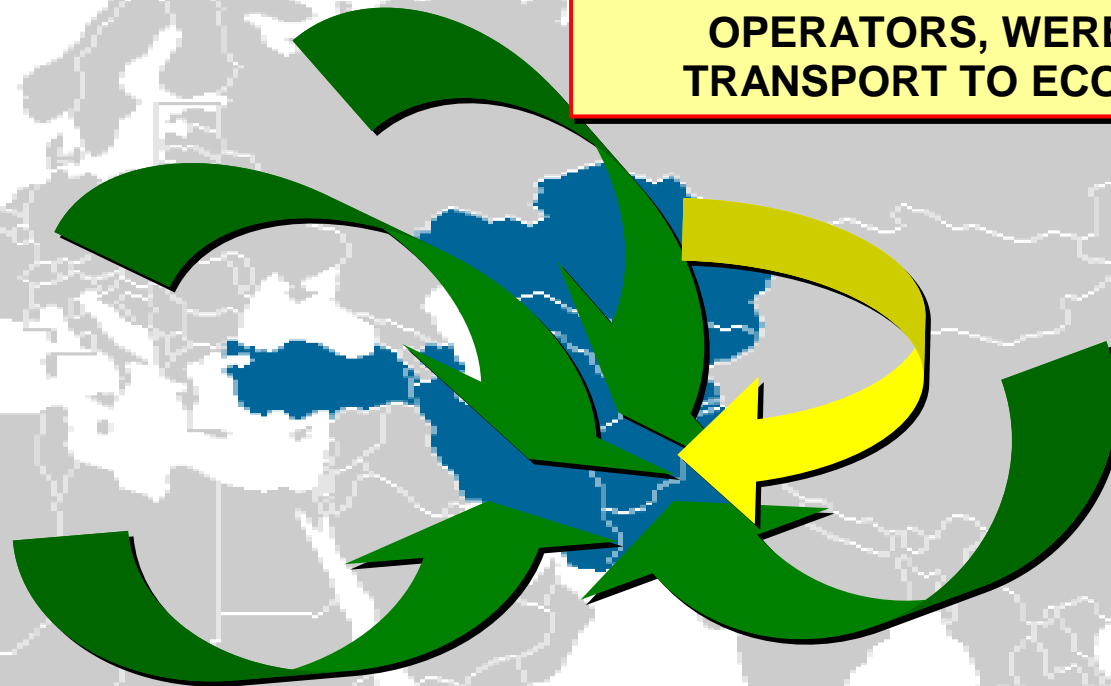
**488'374** TIR CARNETS HAVE BEEN USED FOR TRANSPORT TO ECO COUNTRIES, INCLUDING THOSE USED BY ECO TRANSPORT OPERATORS.

WHICH REPRESENTS **15%** OF ALL CARNETS ISSUED IN 2008



# TIR CARNETS USED FOR TRANSPORT TO ECO COUNTRIES IN 2008

**15% (488'374)** OF TIR CARNETS USED IN 2008 INCLUDING THOSE USED BY ECO TRANSPORT OPERATORS, WERE USED FOR TRANSPORT TO ECO COUNTRIES





# TIR CARNETS USED FOR TRANSPORT TO ECO COUNTRIES IN 2008

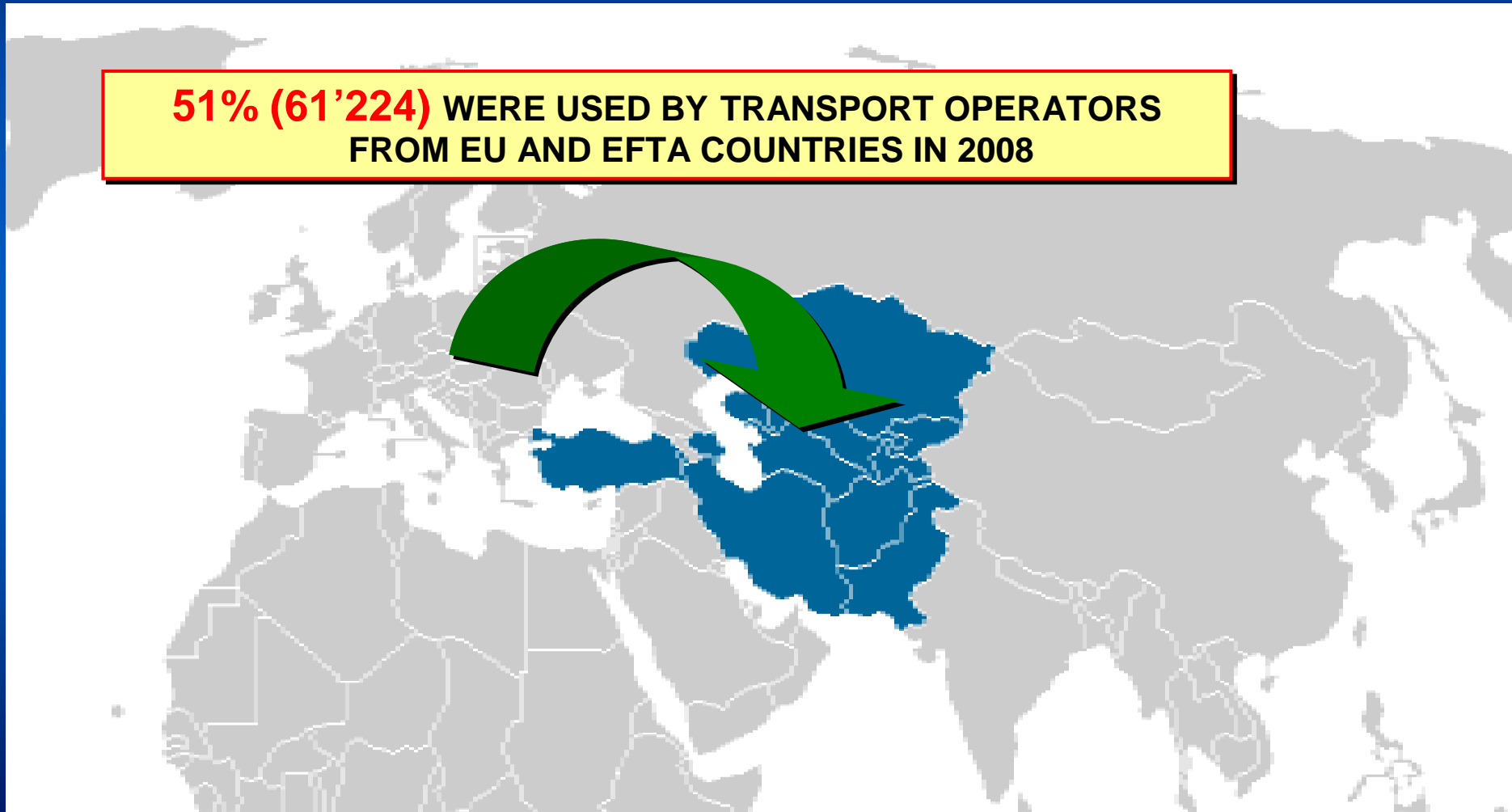
**118'799** TIR CARNETS WERE USED FOR TRANSPORT TO ECO COUNTRIES BY FOREIGN TRANSPORT OPERATORS WHICH REPRESENTS 3% OF THE TOTAL NUMBER OF TIR CARNETS USED IN 2008





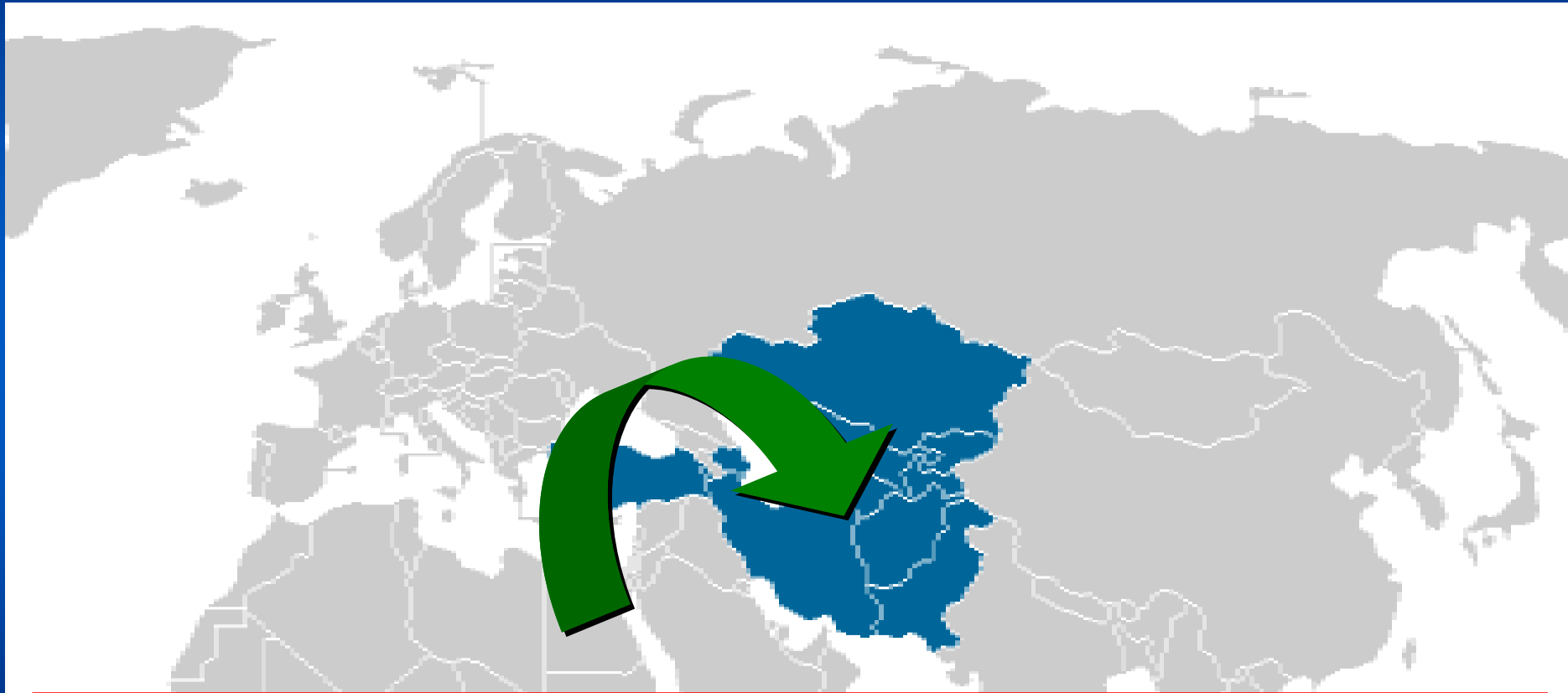
# TIR CARNETS USED FOR TRANSPORT TO ECO COUNTRIES IN 2008

**51% (61'224) WERE USED BY TRANSPORT OPERATORS FROM EU AND EFTA COUNTRIES IN 2008**





# TIR CARNETS USED FOR TRANSPORT TO ECO COUNTRIES IN 2008

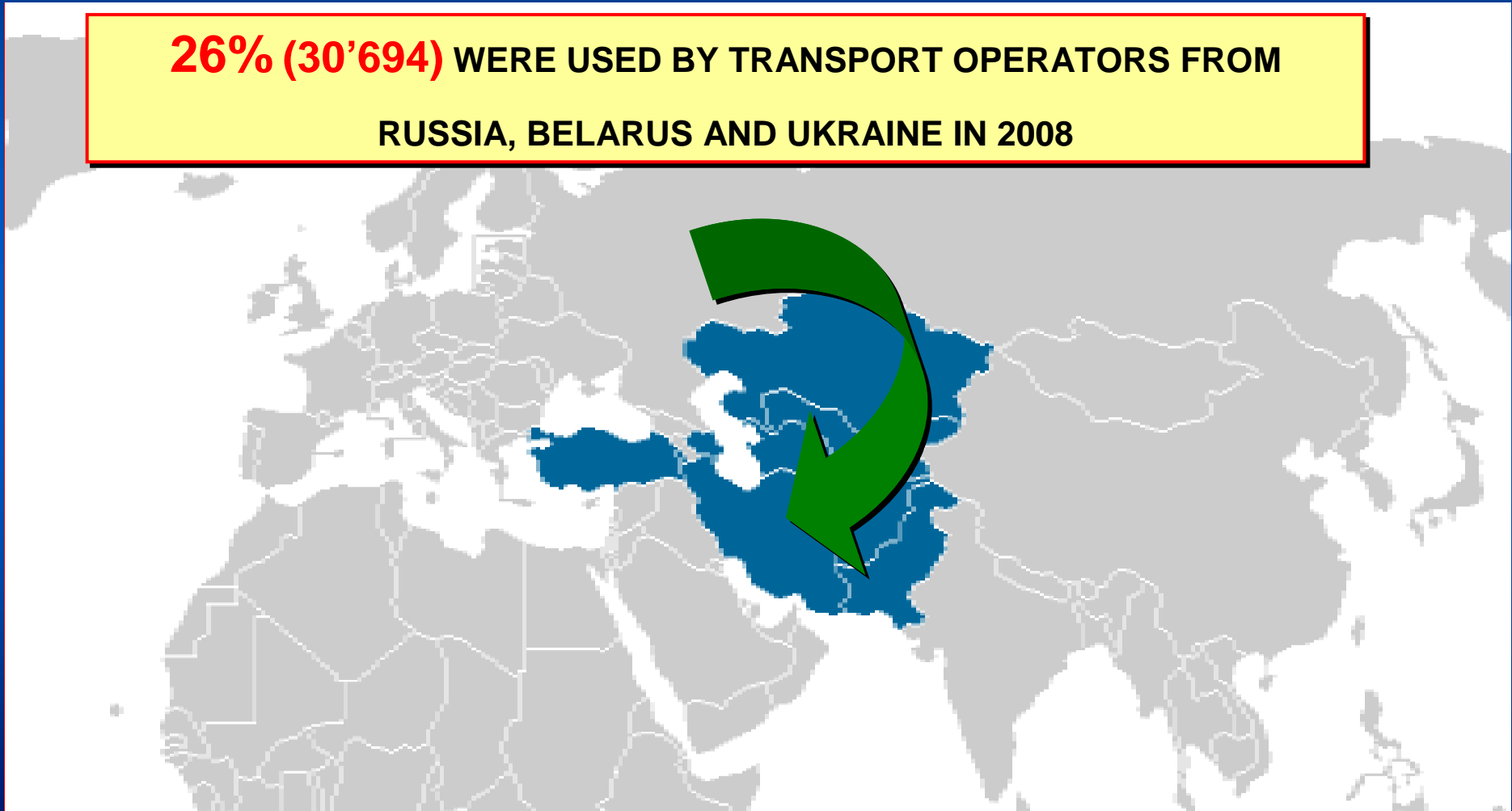


**23% (26'881)** WERE USED BY TRANSPORT OPERATORS FROM THE MIDDLE EAST AND CAUCASUS IN 2008



# CARNETS TERMINATED IN ECO COUNTRIES

**26% (30'694)** WERE USED BY TRANSPORT OPERATORS FROM  
RUSSIA, BELARUS AND UKRAINE IN 2008





# FIGURES 2008

	TERMINATED IN			
	ECO COUNTRIES	EUROPE	MIDDLE EAST CAUCASUS	RUSSIA-BEL-UKR
CARNETS USED BY ECO OPERATORS	369'575	334'663	120'906	42'661
	43%	38%	14%	5%

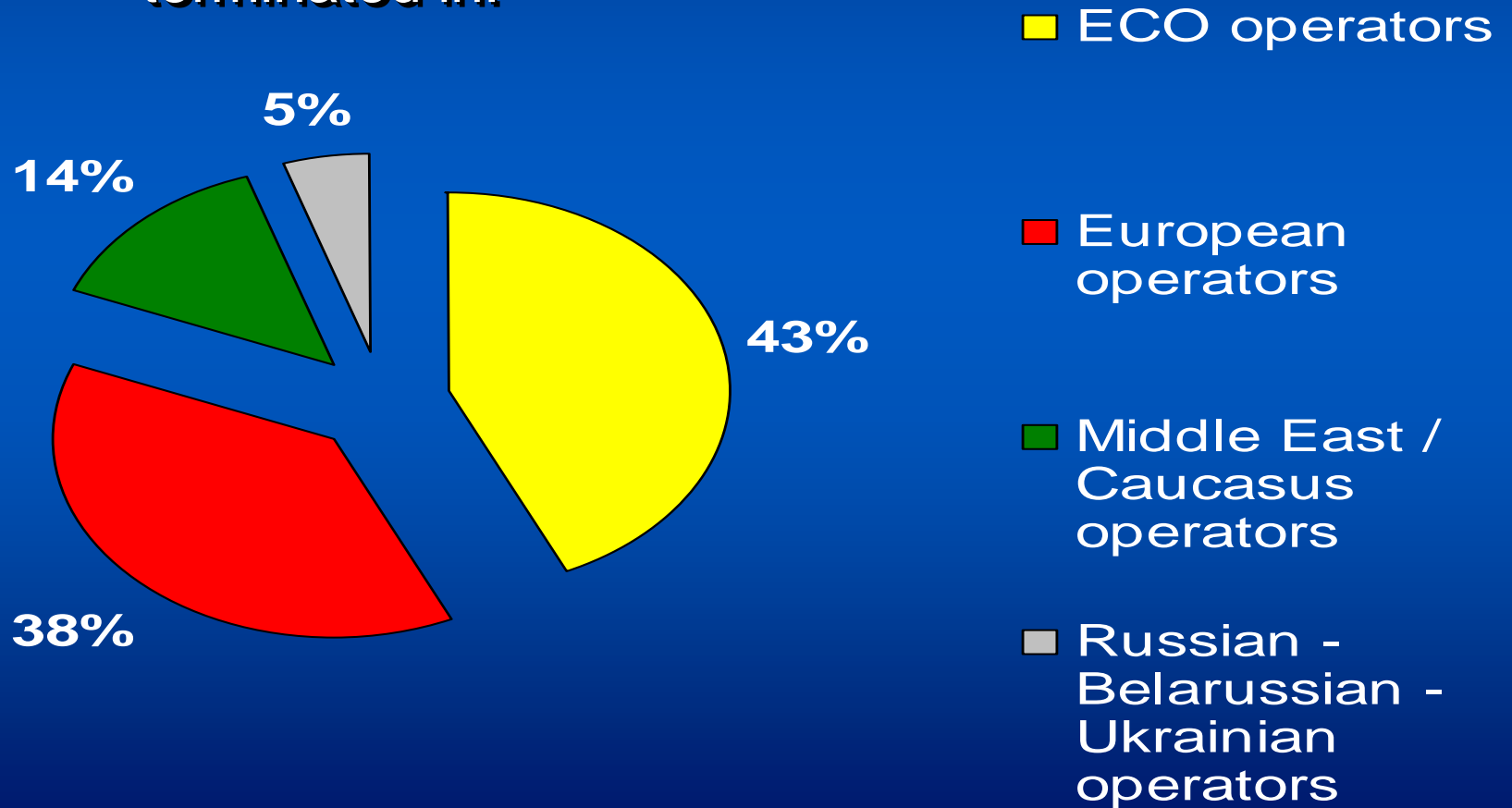
	CARNETS USED BY			
	EXCEPT ECO OPERATORS	EUROPEAN OPERATORS	MIDDLE EAST CAUCASUS OPERATORS	RUSSIAN-BEL-UKR OPERATORS
CARNETS TERMINATED IN ECO	118'799	61'224	26'881	30'694
	-	51%	26%	23%





# TIR starting from ECO countries

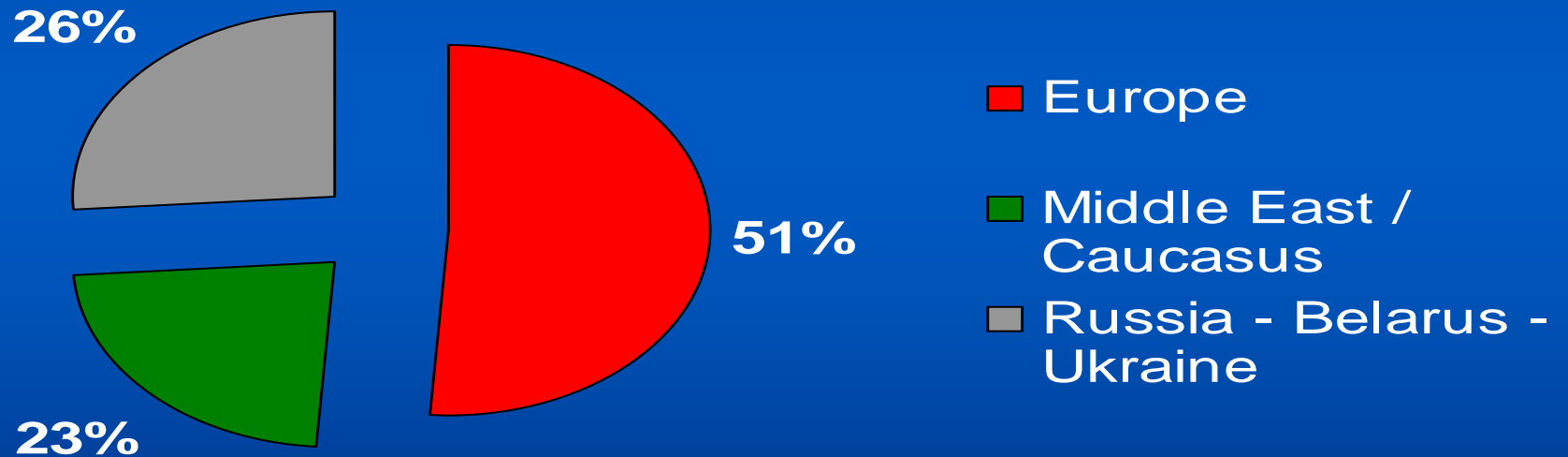
Carnets used by ECO and terminated in:





# TIR terminated in ECO countries

Carnets terminated in ECO  
and used by:





## TIR in ECO countries

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- Main obstacles to the TIR System in ECO countries:
  - Bilateral transport is still greatly based on national procedures and national guarantees
  
- Solution to facilitate bilateral transport in ECO region through the TIR System:
  - Use of TIR Carnets (4 volets Carnets)
    - No formalities at border
    - No guarantee to deposit for each movement
    - Benefit from internationally recognized guarantee



# Roles and Responsibilities of the Private Actors Under the TIR Convention



**IRU** Union Internationale des Transports Routiers

**CARNET TIR \***

**6 volets** MX51000000

1. Valable pour prise en charge par le bureau de douane de départ jusqu'au \_\_\_\_\_ inclus  
Valid for the acceptance of goods by the Customs office of departure up to and including \_\_\_\_\_

2. Délivré par \_\_\_\_\_  
Issued by \_\_\_\_\_  
(nom de l'association émettrice / name of issuing association)

3. Titulaire \_\_\_\_\_  
Holder \_\_\_\_\_  
(numéro d'identification, nom, adresse, pays / identification number, name, address, country)

4. Signature du délégué de l'association émettrice et cachet de cette association:  
Signature of authorized official of the issuing association and stamp of that association:

5. Signature du secrétaire de l'organisation internationale:  
Signature of the secretary of the international organization:

(A remplir avant l'utilisation par le titulaire du carnet / To be completed before use by the holder of the carnet)

6. Pays de départ  
Country/Countries of departure (1)

7. Pays de destination  
Country/Countries of destination (1)

8. No(s) d'immatriculation du (des) véhicule(s) routier(s) (1)  
Registration No(s), of road vehicle(s) (1)

9. Certificat(s) d'agrément du (des) véhicule(s) routier(s) (No et date) (1)  
Certificate(s) of approval of road vehicle(s) (No. and date) (1)

10. No(s) d'identification du (des) conteneur(s) (1)  
Identification No(s), of container(s) (1)

11. Observations diverses  
Remarks

12. Signature du titulaire du carnet:  
Signature of the carnet holder:

(1) Biffer la mention inutile.  
Strike out whichever does not apply.

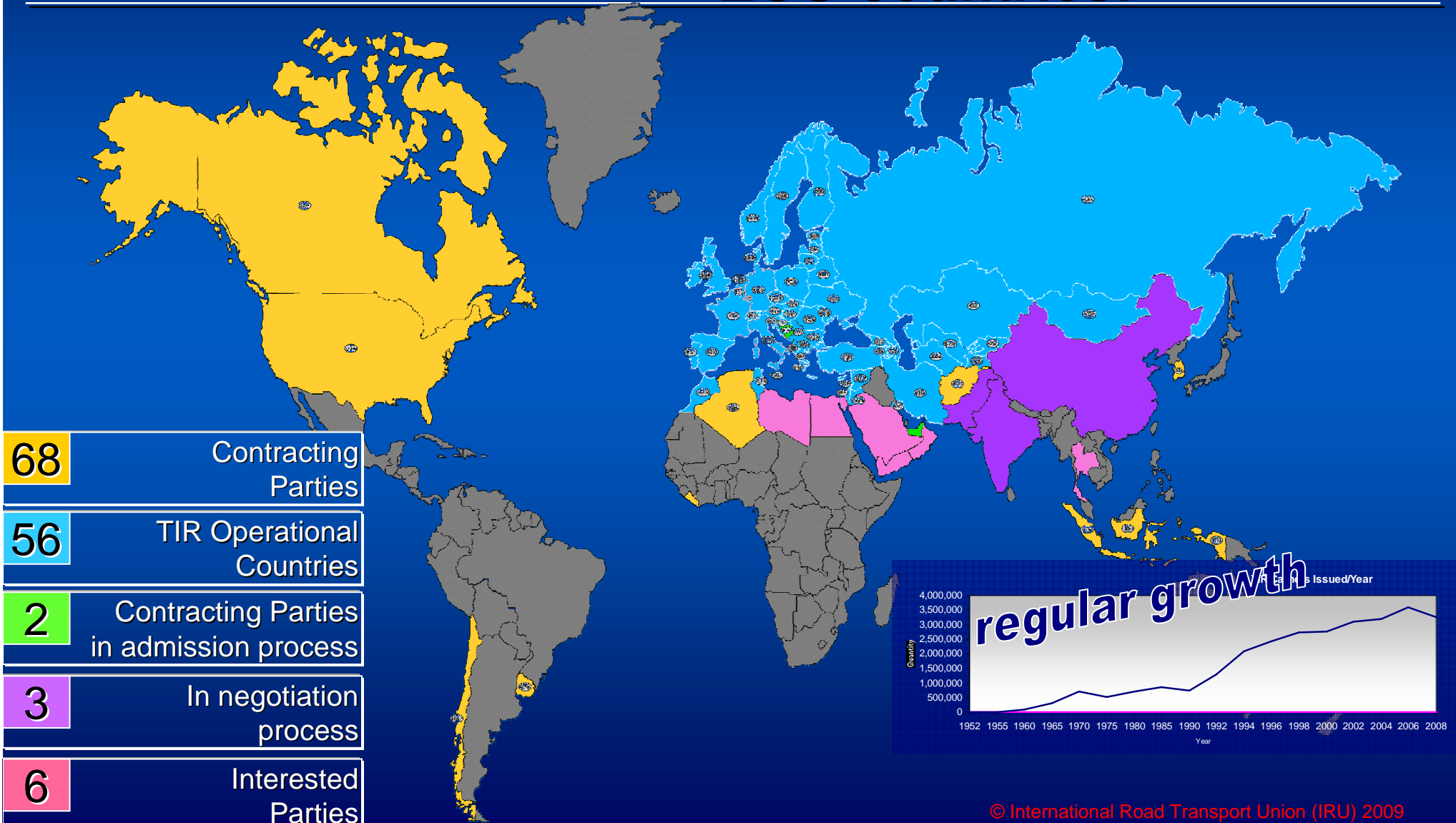
IRU - CH-GENÈVE - REPRODUCTION INTERDITE - REPRODUCTION PROHIBITED - IMPRIMÉ EN SUISSE - PRINTED IN SWITZERLAND



\* Voir annexe 1 de la Convention TIR, 1975, élaborée sous les auspices de la Commission économique des Nations Unies pour l'Europe.  
\* See annex 1 of the TIR Convention, 1975, prepared under the auspices of the United Nations Economic Commission for Europe.



# Extension of TIR scope ... principal beneficiaries: ECO countries!





**IRU**

# *TIR System*

**IRU**

**IRU**

**IRU**

**IRU**

**Secure vehicles  
and containers**

**International Chain  
of Guarantee**

**TIR Carnet**

**Mutual Recognition  
of Customs Controls**

**Controlled Access**

**SafeTIR**

**TIR Convention**

**IRU Direct Involvement**



# CONTROLLED ACCESS

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**PPP = Public & Private Partnership**

Associations and competent authorities  
**must** apply Admission Procedures  
(by **enforcing** the TIR Convention)

Careful selection of transport operators

*(TIR Convention - Annex 9, Part II, Article 1 )*

*This is the first opportunity to prevent fraud efficiently and  
provide for smooth functioning of the TIR System!*



# CONTROLLED ACCESS

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TIR Convention, Annex 9, Part II, Article 1

## *Minimum Conditions and Requirements*

- a) Proven **experience** or, at least, capability to engage in **regular** international transport
- b) Sound **financial** standing
- c) Proven **knowledge** in the application of the TIR Convention
- d) **Absence** of serious or repeated **offences** against Customs or tax legislation





# CONTROLLED ACCESS

TIR Convention, Annex 9, Part II, Article 1, a)

## *Proven Experience*

- Check official company registration
- Verify the International Licence of the company
- Conduct active research for reputation
- Control the numbers and TIR certification of vehicles
- Check Certificate of Professional Competence of directors and main shareholders (CPC)
- Check proof of past business operations, CMR, orders and other documents

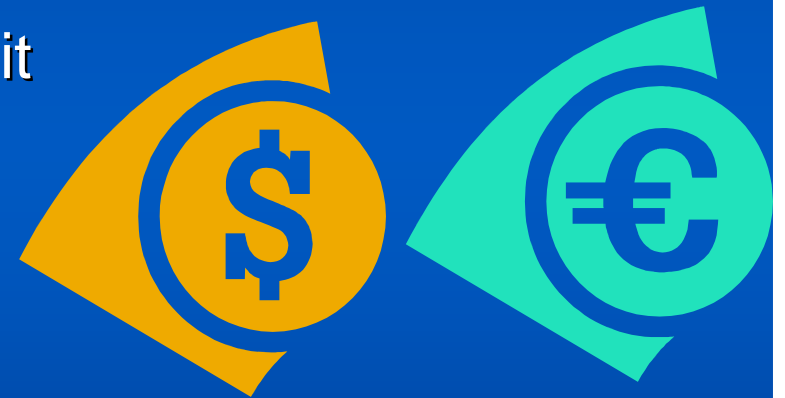




# CONTROLLED ACCESS

## TIR Convention, Annex 9, Part II, Article 1, b) *Sound Financial Standing*

- Demand proof of financial viability: Credit Rating (e.g. Moody's), Bank reference
- Verify company's financial status with National Authorities, Tax Office, Commercial Registers
- Check Annual Company Accounts, Reports
- Bank Guarantees & cash deposits by Holders to participate in the TIR system



# IRU CONTROLLED ACCESS

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## TIR Convention, Annex 9, Part II, Article 1, c)

### *Proven knowledge in the application of the TIR Convention*

- Check the knowledge of the future Holder of TIR Carnet
- Provide training for management and staff





# CONTROLLED ACCESS

TIR Convention, Annex 9, Part II, Article 1, d)

## *Absence of serious or repeated offences against Customs or tax legislation*

- Verify the absence of previous offences by all involved in the company
- Positive evidence of “clean sheet”
- Check the reputation
- Keep informed of changes in directors, the main shareholders, the staff
- Be aware, and keep verifying





# Who does what: Proven Experience

Actions & documents required	Association	Competent Authorities
Registration	Collect documents	Validate
International Licence	Collect	Validate
Research Reputation	Collect and monitor	Provide information
Vehicles	Collect	Validate
CPC	Collect	Validate
CMR	Collect and analyse	...



# Who does what: Financial Standing

Actions & documents required	Association	Competent Authorities
Viability	Collect and check	Validate as required
Credit rating	Request	Validate as required
Accounts Audit Report	Collect, analyse	Validate as required



## Who does what: **Knowledge**

Actions & documents required	Association	Competent Authorities
Holder of TIR Carnet	verify CPC and Interview	-
TIR Responsible Training	Provide	Co-operate
Register information about TIR responsible person	Monitor and check	Inform and confirm



# Who does what:

## Absence of repeated offences against Customs or Tax legislation

Actions & documents required	Association	Competent Authorities
Check	Request	Confirm
absence Reputation	Interview	Confirm
Monitor with public information		





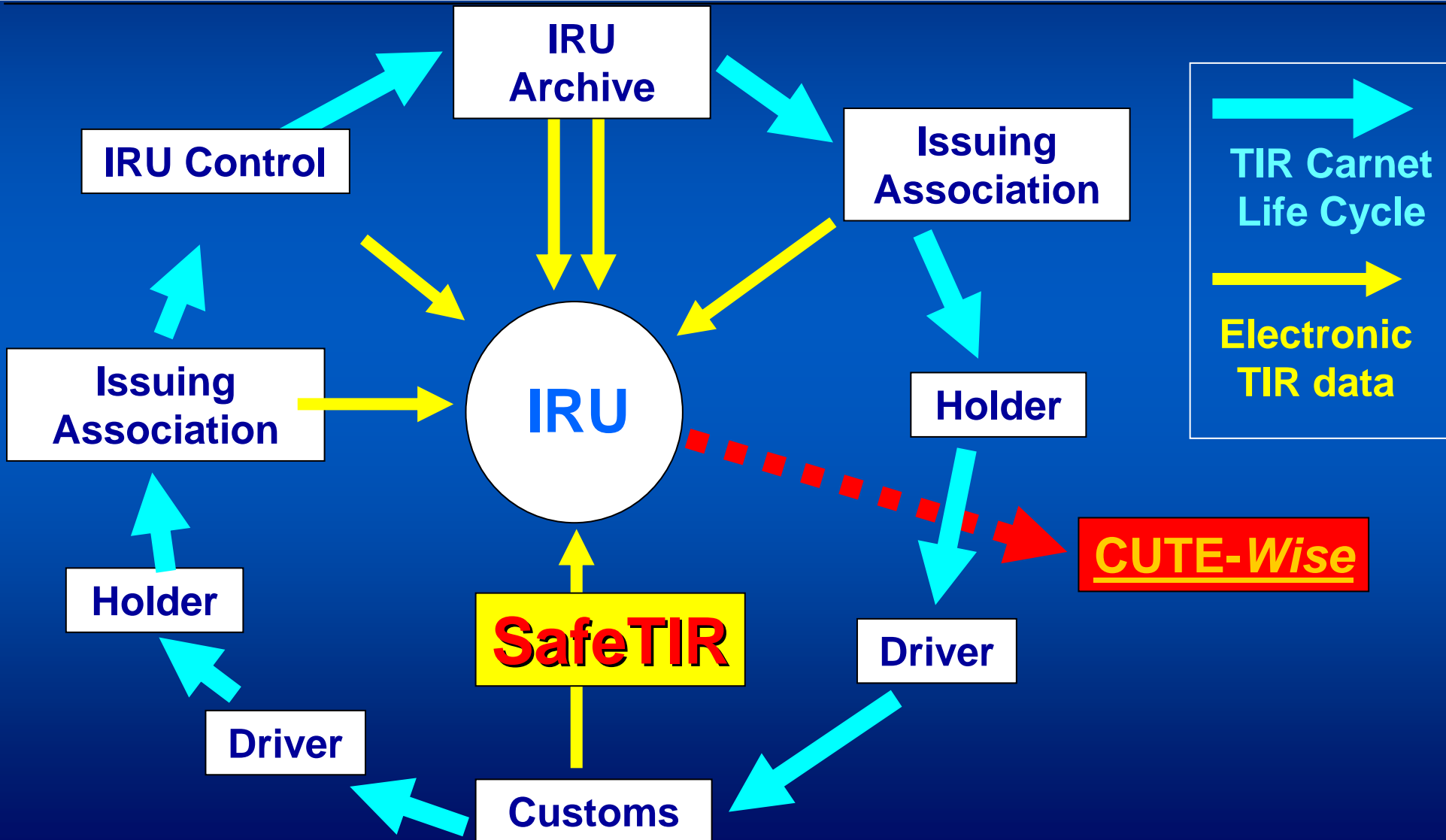
# Roles and Responsibilities of the Private Actors Under the TIR Convention

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- 1. Life cycle of Carnets and Risk management
  - SafeTIR
  - TIR EPD
  
- 2. Organisation and functioning of the Guarantee Chain



# Life cycle of Carnets TIR Risk Management & Traceability



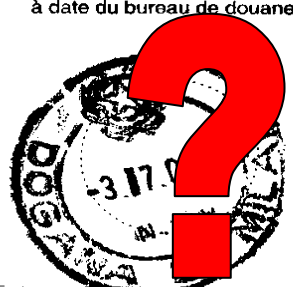


# Risk Management SafeTIR

## Why SafeTIR?

To confirm at any time and in real-time the validity of the  
Customs stamp (at destination) on the TIR counterfoil  
(souche)

**SOUCHE N° 2** **RX30420720** **PAGE 8 du CARNET TIR**

1. Arrivée constatée par le bureau de douane de _____		6. Signature de l'agent et timbre à date du bureau de douane
2. <input type="checkbox"/> Scelléments ou marques d'identification reconnus _____	MILANO 18	
3. Déchargé _____ colis ou objets (comme stipulé sur le manifeste)	3 JUN 2003	
4. <input type="checkbox"/> Nouveaux scelléments apposés _____		
5. Réservé _____	MILANO	

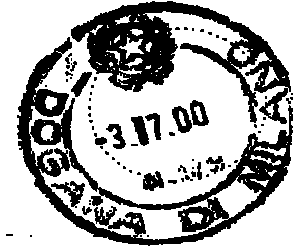


# Risk Management SafeTIR

SOUCHE N° 2

RX30420720

PAGE 8 du CARNET TIR

<p>1. Arrivée constatée par le bureau de douane de _____</p> <p>2. <input type="checkbox"/> Scelléments ou marques d'identification reconnus intacts _____</p> <p>3. Déchargé _____ colis ou objets (comme stipulé sur le manifeste)</p> <p>4. <input type="checkbox"/> Nouveaux scelléments apposés _____</p> <p>5. Réserves _____</p>	<p>18</p> <p>3 17.00</p> <p>MILANO</p> <p><i>[Signature]</i></p>	<p>6. Signature de l'agent et timbre à date du bureau de douane</p> 
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IRU  
Database

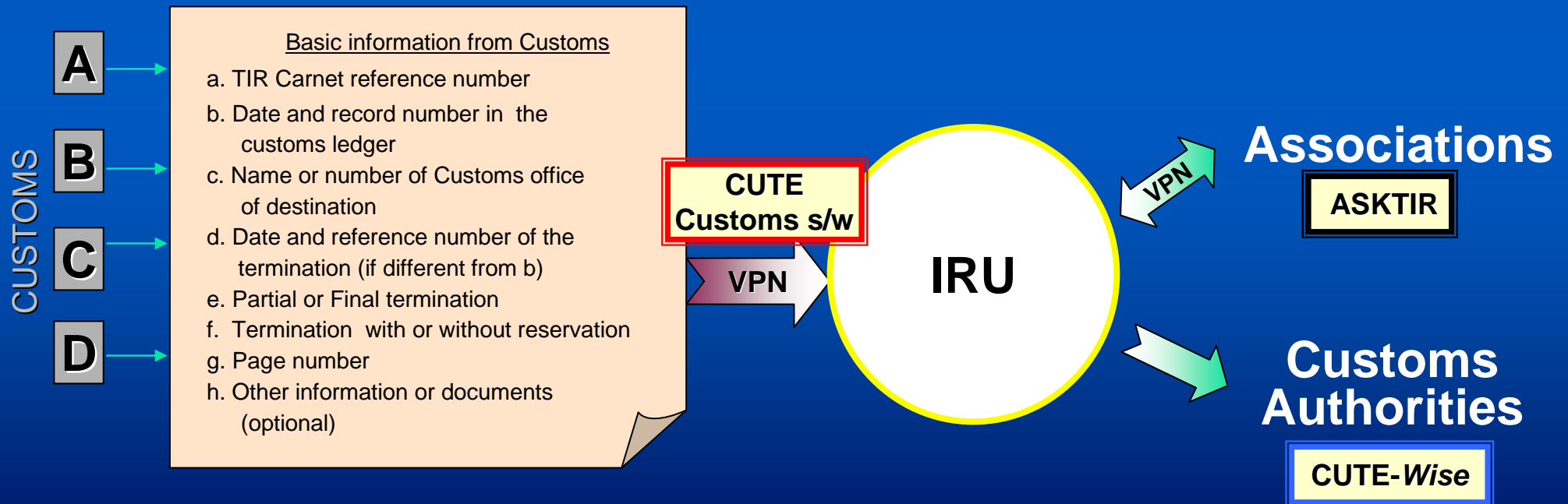
Real Time  
Capture & Transmission  
of SafeTIR data



# Risk Management SafeTIR The Principle of Annex 10

SafeTIR Control System for TIR Carnets :

Annex 10 to the TIR Convention since 12 August 2006





# Risk Management

## IRU – FCS

### SafeTIR Real Time

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#### OBJECTIVES

- Enhance control of transport operations under the TIR procedure through:
  1. The status verification of the TIR Carnet presented to Russian Customs office (computer to computer)
  2. The transmission of the SafeTIR data without delay (compliant with Annex 10 of the TIR Convention)
- Reinforce sustainability of the TIR System
  - Public – Private Partnership
  - Security

→ JOINT PROJECT



# Risk Management

## IRU – FCS

### SafeTIR Real Time

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#### PUBLIC-PRIVATE PARTNERSHIP COMPONENTS :

- Validation of the TIR Carnet
  - PUBLIC : By checking the TIR Carnet against the IRU-TIR Database in Real Time
  - PRIVATE : By giving access, computer to computer, to the IRU-TIR Database in Real Time 24x7
  
- Termination of TIR operations
  - PUBLIC : Delivery of SafeTIR data without delay from the stamping of the TIR Carnet at the Customs Office of destination
  - PRIVATE : Give access to the SafeTIR data without delay from the receipt plus TIR Carnet status (details)



# Risk Management

## IRU – FCS

### SafeTIR Real Time Project

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#### PUBLIC-PRIVATE PARTNERSHIP BENEFITS

- Prevent fraud and increase security by allowing early detection
  
  - Transit Facilitation
    - Enhance Risk Management
    - Reduce border crossing clearance times
- ⇒ MUTUAL BENEFITS for TIR Holders, Customs Authorities and Guarantee Chain





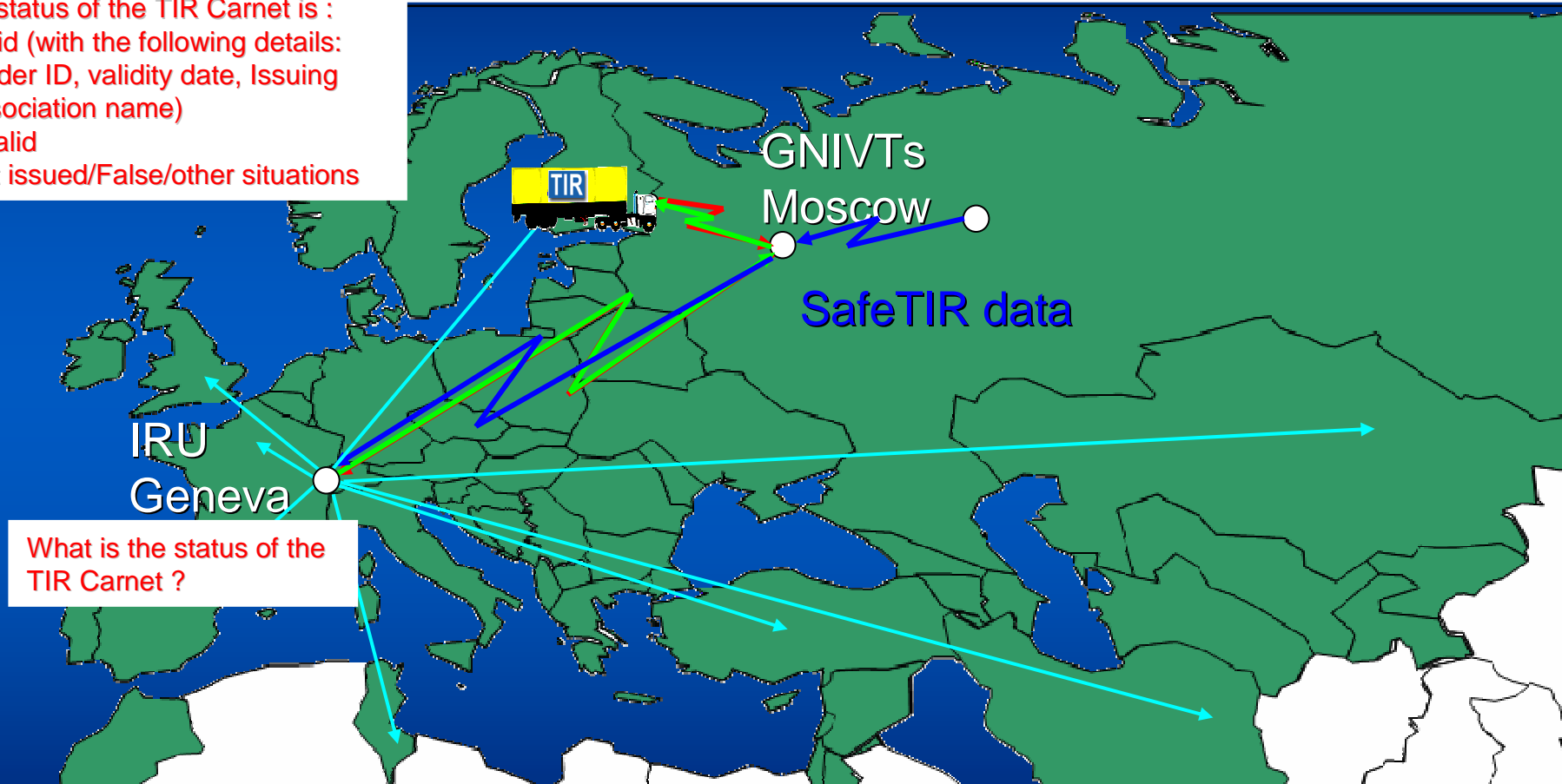
# Risk Management

## IRU – FCS

### SafeTIR Real Time Project

The status of the TIR Carnet is :

- Valid (with the following details:  
Holder ID, validity date, Issuing Association name)
- Invalid
- Not issued/False/other situations



#### SafeTIR Real Time project:

- The association can issue in security
- The Customs can take into charge the TIR Carnet in security knowing that the association has issued it in security



# Risk Management

## IRU TIR Electronic Pre-Declaration

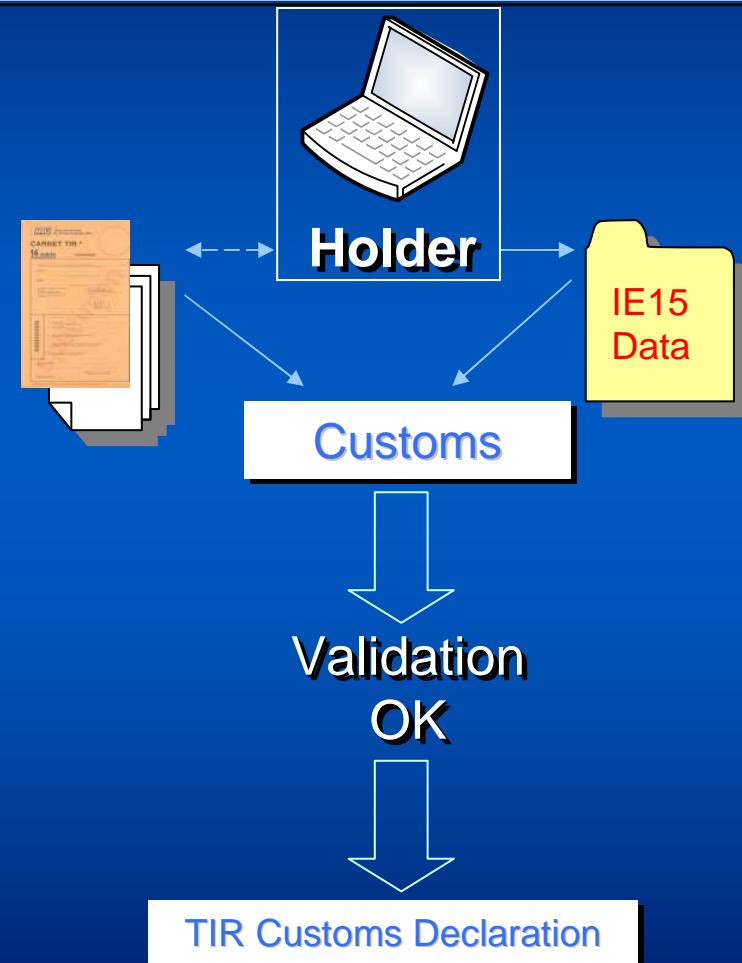


### IRU TIR-EPD

- TIR Single Window Concept
- Interface in 12 languages
- 6 Countries: Czech Republic, Estonia, Finland, Hungary, Poland, Slovakia
- Under preparation for Bulgaria, France, Latvia, Lithuania, Slovenia
- Next: Belarus, Turkey, Ukraine ...

#### Enables:

- Risk Assessment by Customs authorities
- Acceleration of border crossing procedures
- Security in international trade



**Goods Released for Transit**



# Risk Management

## IRU TIR Electronic Pre-Declaration

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Ensure:

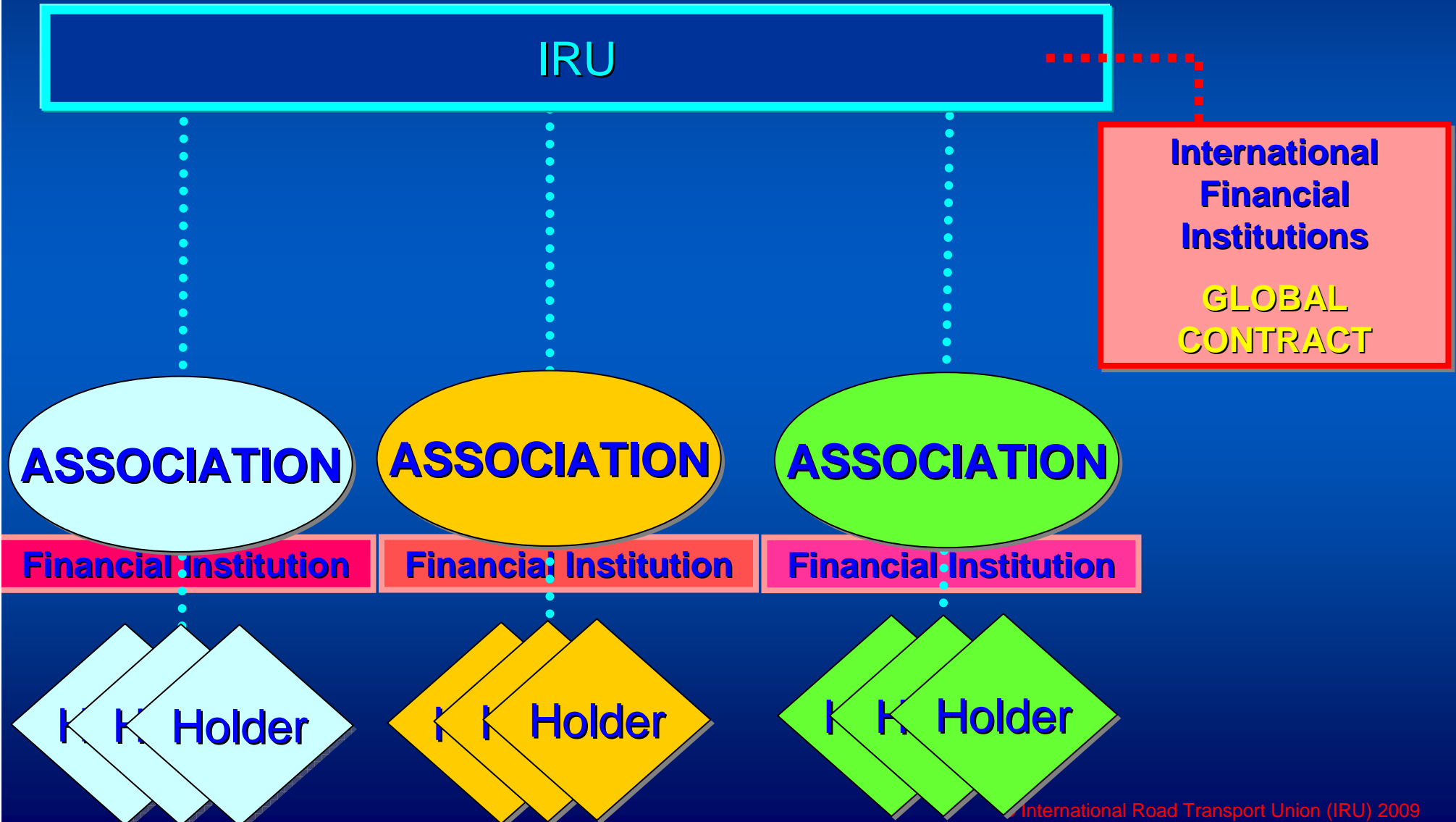
- Non-discrimination on nationality, language and residence
- No additional costs in international trade
- Transparency and harmonisation through compliance with demands of international trade and border crossing facilitation tools



A tool to accomplish the goals  
and meet the challenges



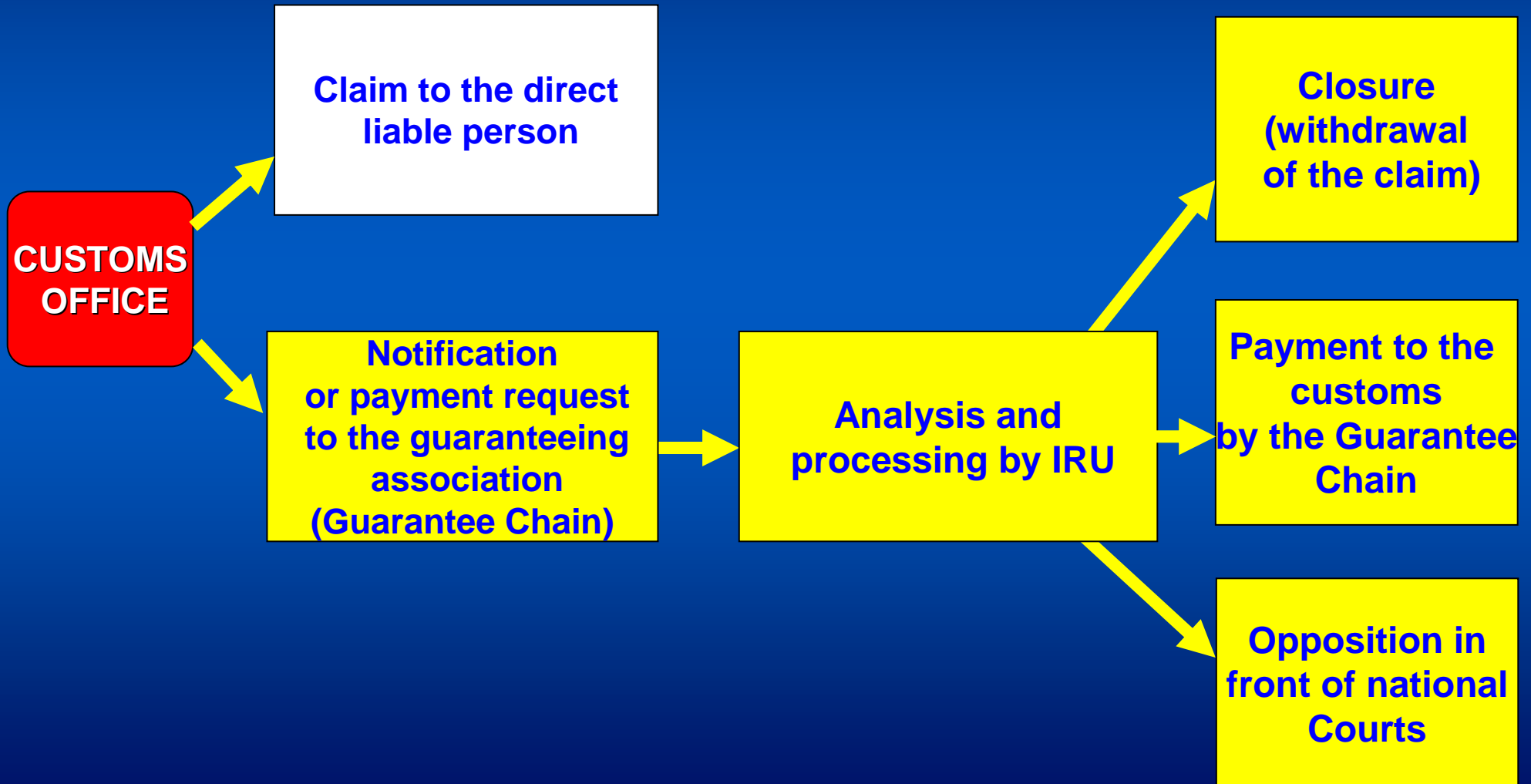
# Organisation and functioning of the Guarantee Chain





# Organisation and functioning of the Guarantee Chain

## Procedure of TIR customs claims





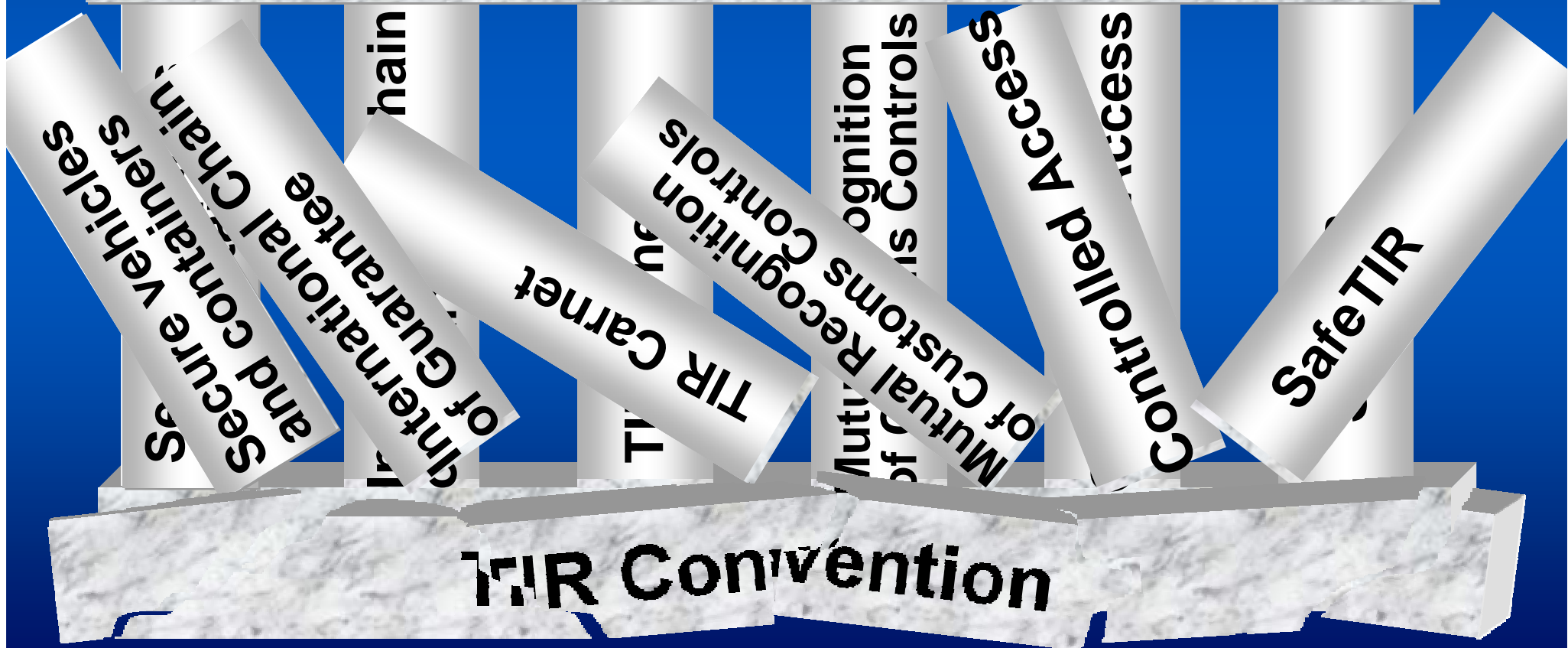
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**TIR System is a facilitation tool answering  
the needs of both Public and Private  
sectors: Customs, trade, transport.**





# Public-Private Partnership





# Challenges and opportunities TIR System and the ECO region

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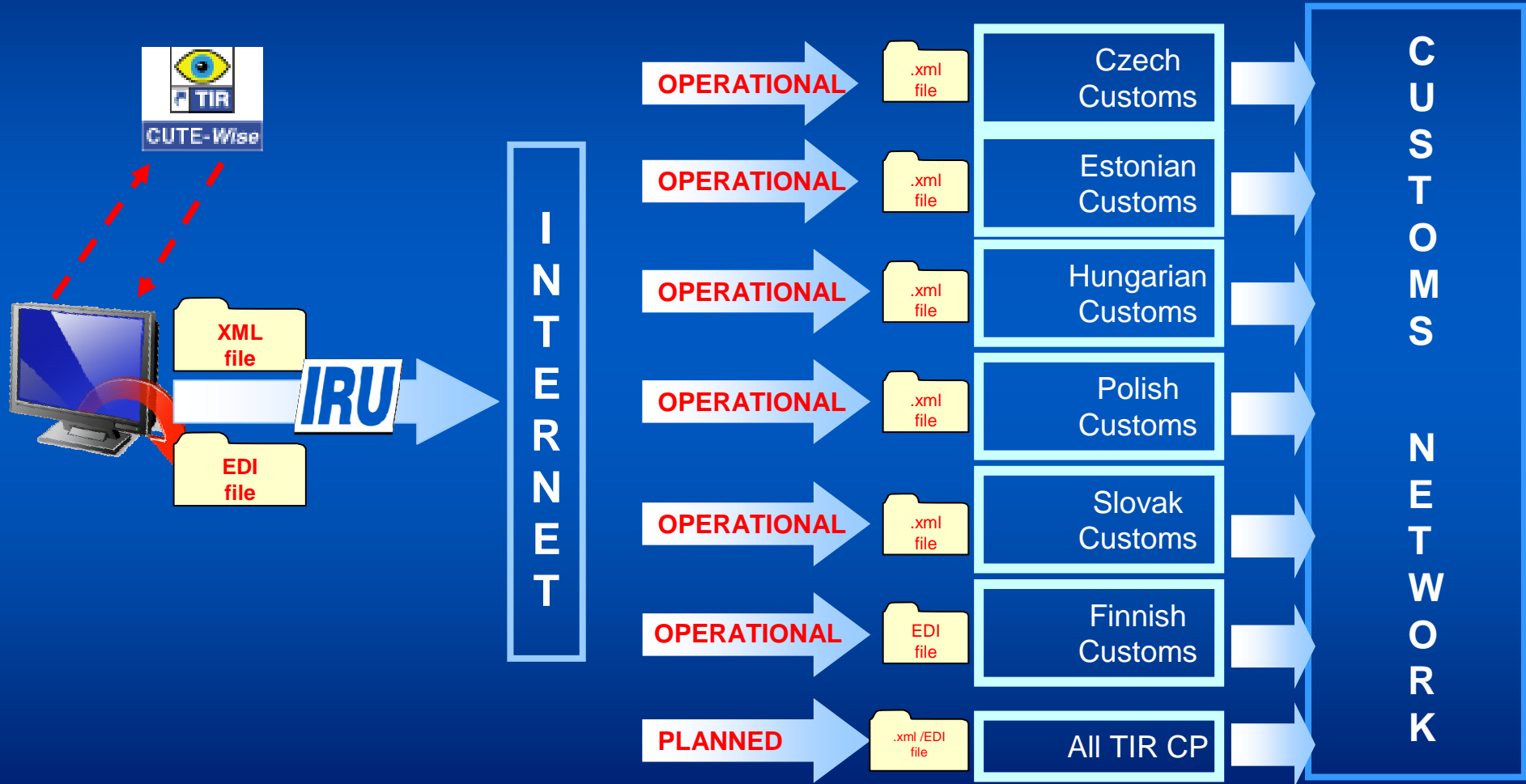
- New EU regulation 01.01.2009: TIR Electronic Pre-Declarations
- Security: Advance Cargo Information (WCO Safe and EU regulations 2009-2010)
- Geographical expansion of the TIR System
- Multi Modal

How to cope with these challenges  
while safeguarding TIR principles?





# Challenges and opportunities TIR Electronic Pre-Declaration in operation



**MANDATORY REQUIREMENT IN EU SINCE 1st JANUARY 2009**



# Challenges and opportunities IRU TIR Electronic Pre-Declarations

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- The TIR Holder fills in and transmits its declaration without third parties through one single application (TIR « Single Window Concept »)
  
- Operational in 6+x EU countries and to be extended to Russia, Belarus, Ukraine and Turkey...
  
- Security Declaration as per WCO SAFE
  - Answers the need for ACI: combines transit and security declaration in one goal
  - Takes into account the WCO Data Model (will include 3.0 when finally validated)



# Challenges and opportunities WCO SAFE and TIR





# Challenges and opportunities

WCO SAFE and AEO requirements can be fully satisfied by the TIR Convention

## The four core elements of WCO SAFE are:

Pre-departure examination

1

Provision of Advanced Cargo Information

2

Risk Management to security and safety

3

Benefits For Trade

4

TIR

Mutual recognition & Controlled Access

1

TIR

Electronic Pre-declaration

2

TIR

Risk Management In TIR convention (e.g. Annex 10)

3

TIR

Communication Platform between AEO & Authorities

4



# US Chamber of Commerce Findings

<http://www.unece.org/trans/bcf/wp30/documents/presentation3.pdf>

CHAMBER OF COMMERCE  
OF THE  
UNITED STATES OF AMERICA

THOMAS J. DONOHUE  
PRESIDENT AND  
CHIEF EXECUTIVE OFFICER

May 2, 2008

The U.S. Chamber of Commerce is committed to expand and facilitate the movement of legitimate goods around the world.

For this to happen, we must have a multilateral security framework that is efficient, and able to be implemented quickly and consistently. The World Customs Organization (WCO) SAFE Framework offers great promise, but the 152 countries that have signed onto the framework are challenged with implementing it quickly and with the appropriate levels of accountability and mutual recognition.

Our study shows that of all the mechanisms to help ensure the safe, secure, and expeditious movement of goods around the globe, the Convention on International Transport of Goods Under Cover of TIR Carnets (TIR Convention) is the best one for facilitating the implementation of the WCO SAFE Framework. For decades, the TIR Convention has been an effective mechanism for transporting goods among 56 nations. We should bolster its security provisions and position it as the preferred multilateral mechanism for WCO SAFE Framework implementation.

Doing so would legally bind WCO members together, create greater certainty that all shipments are being processed and facilitated with the same uniform guidelines and procedures as laid out in the TIR Convention, allow the 56 countries that are party to the TIR Convention to become more efficient, and ensure greater security and scrutiny of shipped goods.

Balancing trade with security is one of society's most complex and important challenges. The WCO SAFE Framework, implemented by an enhanced TIR Convention, would strike the right balance, ensuring greater economic opportunity all over the world.

Our study shows that of all the mechanisms to help ensure the safe, secure, and expeditious movement of goods around the globe, the Convention on International Transport of Goods Under Cover of TIR Carnets (TIR Convention) is the best one for facilitating the implementation of the WCO SAFE Framework.

Result of a study commissioned by the US Chamber of Commerce that compared various International Conventions such as SOLAS and Revised Kyoto Convention.



## Challenges and opportunities ECO states should contribute more to:

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- Work with strategic partners to galvanise political support for the principle that the TIR Convention can act as an implementing tool for the WCO SAFE Framework.
- Seek agreement from contracting parties to the TIR Convention to make minimal changes to the Convention so that it can act as an implementing tool for the WCO SAFE Framework.
- Seek agreement from contracting parties to the TIR Convention that economic operators approved to use the TIR system are mutually recognised under other accreditation programmes (e.g. C-TPAT, EU AEO etc.)

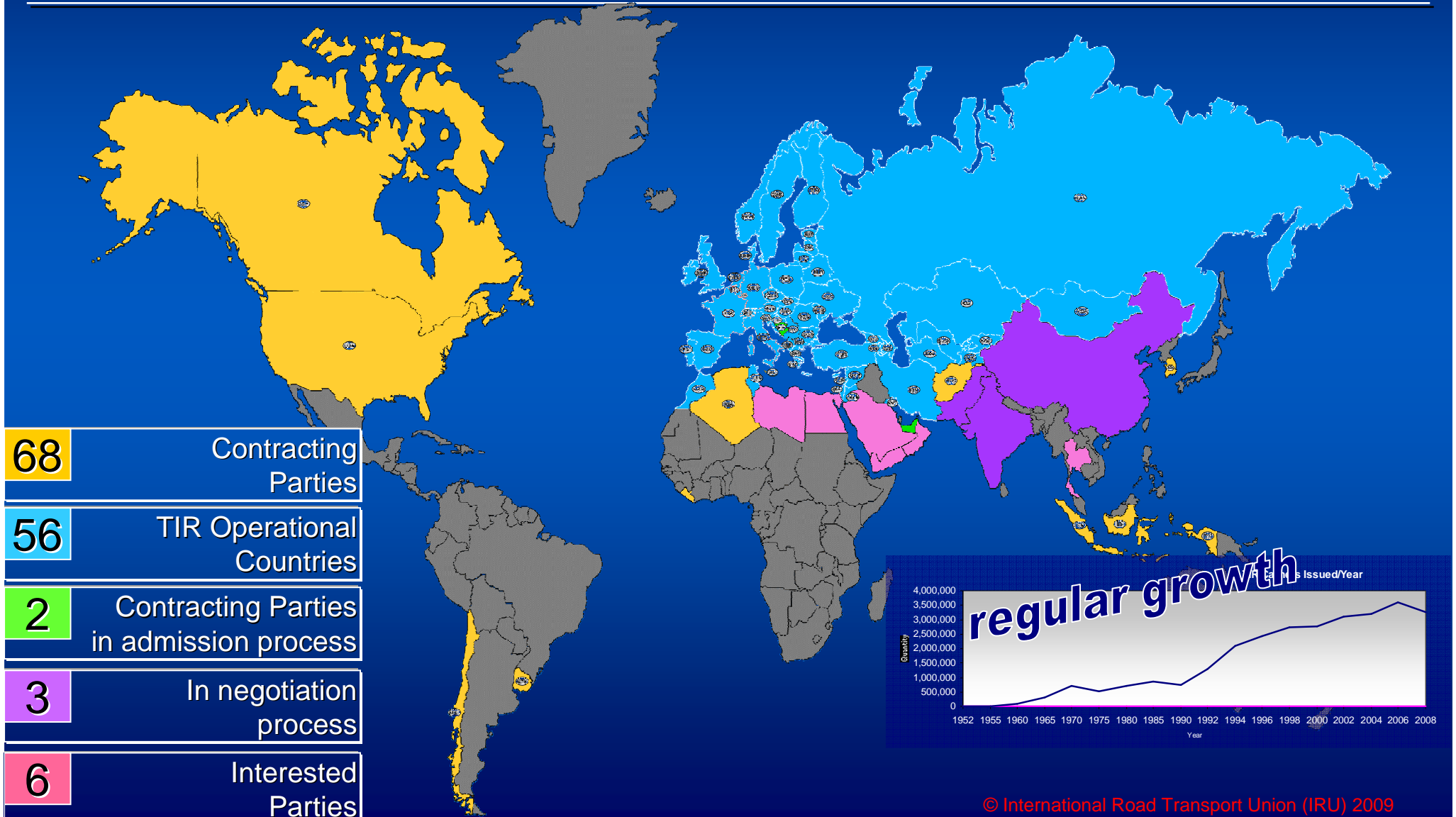


Benefit for the ECO operators!!



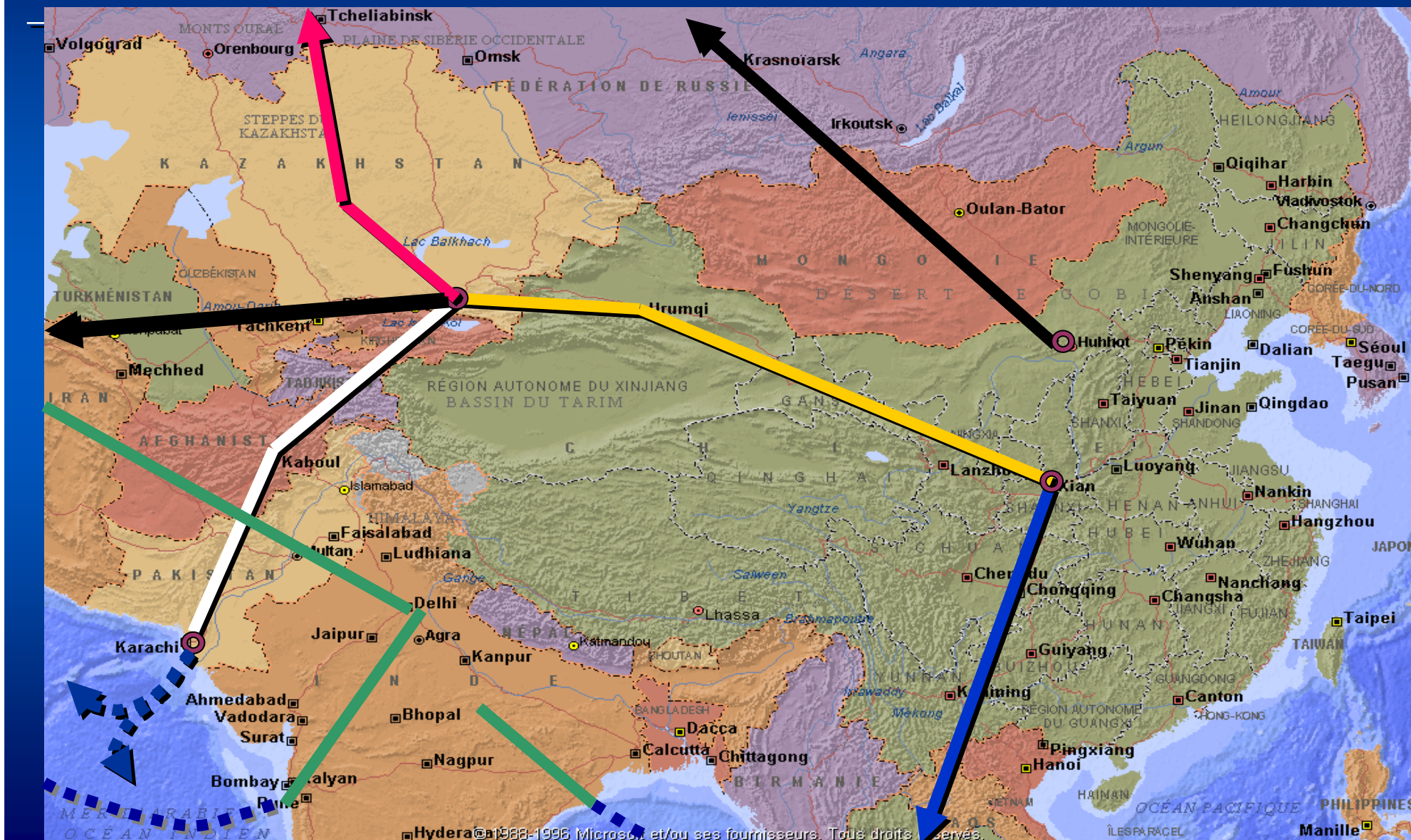
# Challenges and opportunities

## Geographical scope of the TIR Convention





# Challenges and opportunities TIR Geographical Expansion







# Challenges and opportunities Multimodal

- The only transit system with a **world-wide** coverage.
- TIR is an international transit system for **goods**.
- It can be applied for **multimodal transports** whenever one leg is carried out by road.





## Benefits for ECO states through TIR

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- Facilitation of International goods transit through simplified procedures
- Protection of Customs revenues through the international chain of guarantee
- Gain in efficiency by elimination of physical inspection at borders
- Reduced delays at borders
- Improved risk management tools put at the disposal of Customs
- Compliance with security requirements for transport operators



# Conclusions and recommendations

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- ECO countries and the ECO Secretariat should coordinate to their position to ensure the sustainability of the TIR System
- ECO countries and the ECO Secretariat should actively participate to the UN and TIR bodies meetings to voice their positions
- At national level the ECO countries should implement the risk management tools (SafeTIR and EPD) in particular on the NELTI routes



# Conclusions and recommendations

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- ECO countries should promote the multimodal TIR procedures
- ECO countries and the ECO Secretariat should better cooperate to ensure a harmonized border control procedure
- ECO countries and the ECO Secretariat should report on the IRU Border Waiting Time Observatory which is a monitoring tool for authorities and operators to gain efficiency.



# Conclusion

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## Essential for facilitation:

- **Strong political will, commitment and consistency at national level to reach the goal**
- **Sufficient functioning of National Customs Systems**
- **Strict implementation of all requirements of the Harmonization Convention**
- **Public-Private Partnership**



# 5<sup>th</sup> Euro-Asia Conference: Almaty



*5<sup>th</sup> Euro-Asian Road Transport Conference*



*Almaty, 11-12 June 2009*



**11-12 June 2009!**



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