

“Economic Benefits of TIR - UNESCAP Focus” Key Results of a Scientific Study

UNECE – WP30

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UNESCAP Resolution 48/11 and UNESCAP strategic framework calls on Governments to implement TIR

ESCAP resolution 48/11 on road and rail transport modes in relation to facilitation measures

The Economic and Social Commission for Asia and the Pacific,

Considering that it is in the interests of all concerned countries in the region to promote international trade, tourism and transport,

Noting that large divergences between national transport facilitation measures exist in the region,

Being aware that international coordination and cooperation in the field of transport facilitation could contribute effectively to the development of international trade and transport in the region,

Recognizing that harmonized transport facilitation measures at the national and international levels are a prerequisite for enhancing international trade and transport along road and rail routes of international importance,

Desiring to secure the greatest possible simplification and harmonization of international land transport regulations and procedures in the region,

Noting that a large number of international agreements and conventions already exist in the field of transport facilitation, to which countries in the region may wish to accede or whose provisions could be used as an example for similar regional agreements and conventions,

1 *Recommends* that the countries in the region, if they have not ready done so, consider the possibility of acceding to the following:

The Convention on Road Traffic of 1968, and the Convention on Road Signs and Signals of 1968 International customs transit regimes, such as those stipulated in the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention) of 1975 (as recommended in Economic and Social Council resolution 1984/79 of 27 July 1984)

The Customs Convention on the Temporary Importation of Commercial Road Vehicles of 1956 (currently under review) and the Customs Convention on Containers of 1972, to enact facilities for the temporary importation of goods road vehicles and loading units

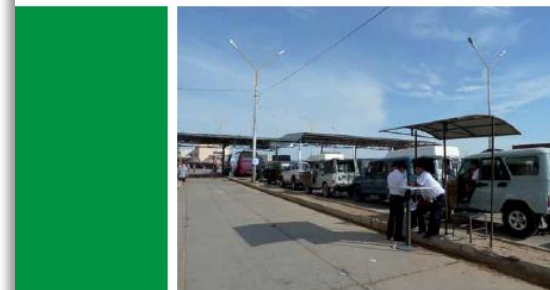
The International Convention on the Harmonization of Frontier Control of Goods of 1982, as a legal framework for the harmonization of such operations to minimize border control measures in international transport, harmonize their inspection requirements, and to provide, if possible, for joint inspection locations

The Convention on the Contract for the International Carriage of Goods by Road (CMR) of 1956, to establish internationally acceptable regulations on the legal relationship between road carriers and consignees or consignor

2. *Also recommends* that the secretariat should examine the needs of individual countries or groups of countries in relation to the adoption of facilitation measures in the field of



REGIONAL STRATEGIC FRAMEWORK for the Facilitation of International ROAD TRANSPORT



Adopted on 23 April 1992

Established on 14 June 2013

IRU First scientific study of its kind in the region



Objective: analyse and quantify the economic benefits of the TIR System in UNESCAP countries.

TIR BENEFITS

- Goods move across international borders with minimum interference from authorities thanks to TIR and related streamlined border crossing procedures
- Opening the TIR procedure and Customs clearance take place at internal Customs points and not at often congested borders or in likewise crowded ports
- Possibility to implement dedicated quick "Green Lanes" for all TIR trucks with all related facilities
- Reduced delays resulting in less costs for trade and international transport of goods
- Accrued security in the supply chain: only approved hauliers and vehicles; loaded vehicles doing transport operations sealed with seals mutually acknowledged by Customs
- Guaranteed payment of Customs duties and taxes in the case of irregularities thanks to a reliable international guarantee chain
- No restriction as to the mode of transport used, i.e. TIR intermodal operations possible
- High rate of return on investments, if needed, for the introduction of the system coupled with reasonable permanent costs of operation for all actors involved: trade and transport operators, Customs, etc.; most physical facilities and institutional arrangements as well as system maintenance required by TIR management serving various other purposes than just the operation of the TIR System (spin-off effect and cost dissemination)
- Extensive IT support

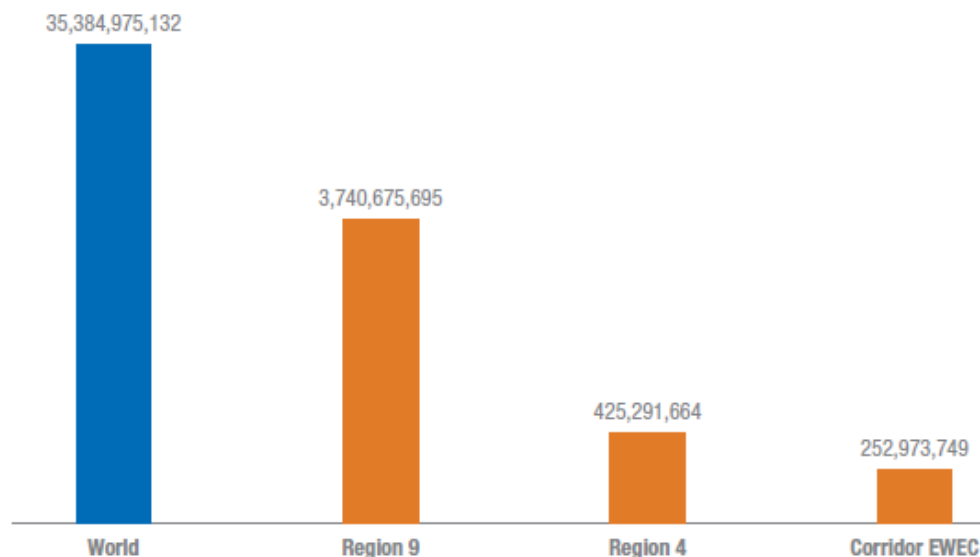
With TIR, goods move across international borders with minimum interference from authorities due to streamlined border crossing procedures and effective control by customs authorities

IRU Key Findings

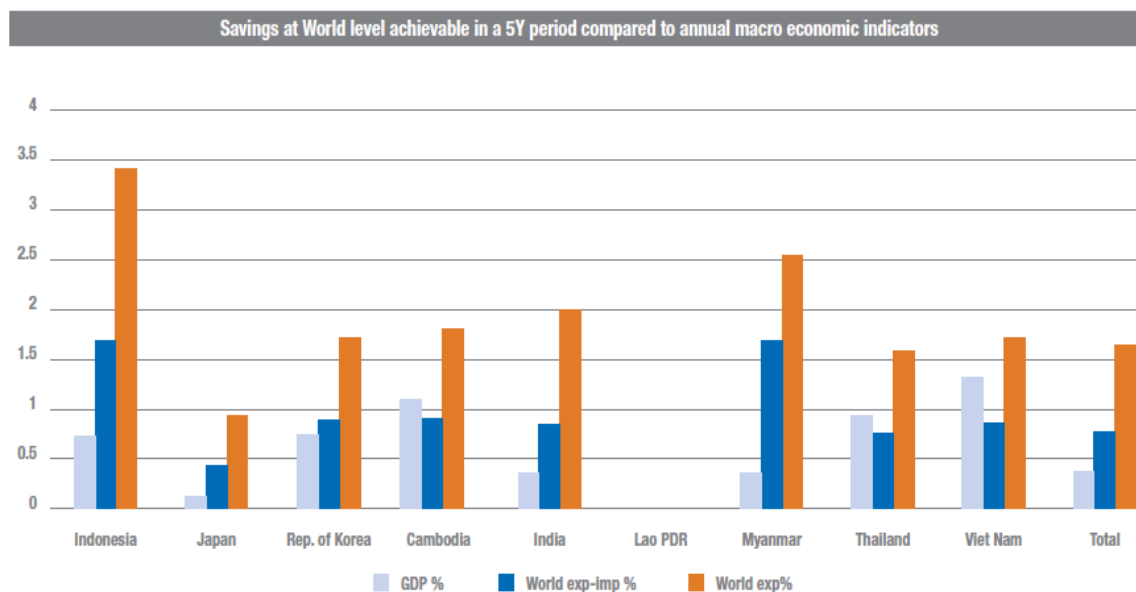
Implementing TIR in selected UNESCAP countries will save \$ 35 billion in transit costs over a five year period



5-Y forecasted potential saving (\$) of 9 countries thanks to TIR, 2014-18



The economic benefits of implementing TIR is between 0.14% and 1.31% of national GDP



Key Recommendation – Join the TIR Convention

