Use of TIR and eTIR for inter-modal transit transport operations

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The TIR Convention establishes an international customs transit system with maximum facility to move goods:

- in sealed vehicles or containers;
- from a customs office of departure in one country to a customs office of destination in another country;
- without requiring extensive and time-consuming border checks at intermediate borders;
- while, at the same time, providing customs authorities with the required security and guarantee.

Thus, with its blue logo, TIR creates the most known international customs system for road transport.
Inter-modal transit and use of TIR system

➢ Though TIR system is mostly known for road transport, combination is possible with other modes of transport

➢ TIR Convention allows for the inter-modal transport of goods provided that at least one leg of the journey is carried out by road;

➢ During a non-road leg, the TIR guarantee can be either suspended or continued. **the TIR guarantee = TIR Carnet**

➢ When suspended, the TIR transport can be resumed at the customs office situated at the end of the non-road leg;

➢ TIR is most frequently used in inter-modal operations in Ro-Ro transport through ferry services, however the interest and volumes of transport of containers under TIR is growing;
Inter-modal requires that two or more modes of transport are used to transport the same loading unit or truck in an integrated manner, without loading or unloading.

2 different types of intermodal transport
Rail transport integration to TIR system

Various initiatives and projects bring more opportunities for growth of trade:

- One Belt One Road Initiative
- Baku-Tiflis-Kars (AZ,GE,TR) railway line
- Marmaray sub sea tunnel (TR)
- Iron Silk Road Line
- Trans-Siberian railway

- Euro-Asian Transport Corridor may benefit more from inter-modal, if rail leg is more linked or commonly used in TIR system
- This will also provide an opportunity for land-locked countries
- High value, time sensitive goods may be shipped with rail and land combination
Inter-modal transit and use of TIR system

Challenges:

➢ There seems to be a lack of knowledge of the treatment of TIR Carnets in case of intermodal transport;
➢ The difference in contractual regimes and consignment notes between the various modes of transport might impede the use of TIR;
➢ Market is not aware of the possibility that TIR can be used for inter-modal transport;

UNECE, in particular TIRExB (TIR Executive Board) is working on a comprehensive strategy to identify the issues rendering use of TIR system for inter-modal transport.

The study foresees to eliminate the bottlenecks and to come up with recommendations to promote inter-modal transit.

At the same time, some countries together with business sector conduct pilot consignments to show that inter-modal transit is feasible in TIR system.
Future of the TIR system

I- Geographical Expansion

II- Computerization

e-TIR Pilot Projects+ Annex 11
Geographical expansion of the TIR system

TIR System: 76 Contracting Parties:

Recent Accessions/Activations (2016-2019):

Pakistan  Qatar  ➢ New business opportunities
China    Saudi Arabia  ➢ possible new corridors
India    Argentina
United Arab Emirates  Oman  if use of different modes of transport are linked
Palestine
Challenges/Cross-cutting issues to foster inter-modal transport

- **Sub-contractors**: essential part of the inter-modal transport of containers—though widely used in terms of TIR Convention, it is not clearly defined in the Convention, and some countries do not accept use of sub-contractors due to concerns of liability in case of infringements.

- **Authorized consignee/consignor**:
  To provide a common understanding to these widely used concepts, deliberations are still ongoing at the TIR bodies of the UNECE.

- **eTIR**-adoption of the optional Annex 11 to the TIR Convention—expected for February 2020.

**THESE ISSUES NEED TO BE RESOLVED TO BENEFIT FROM A REAL BOOST**
eTIR: Future of the TIR system

Legal &Technical Studies- Draft Annex 11 to the TIR Convention:

Paperless environment
Turkey - Iran eTIR Pilot Project ➔ C2B2C

Developed by the UNECE & IRU

(Public-Private Partnership)

(TIR EPD-Real Time SAFE TIR / e-guarantee)

Feasibility of a Paper-less TIR Procedure while minimizing costs by using, to the extent possible, existing infrastructures + Risk Analysis

Paper Version Printed and used as Accompanying Document: Print at-home solution
Turkey - Iran eTIR Pilot Project ➤ C2B2C

First Phase: Limited Scope

➢ ToR, 26th Oct, 2015
➢ Pre-test Run, 5th Nov, 2015
➢ Pilot Test Launch, 27th November 2015
➢ Feedback

2 Companies/BCPs/Internal Customs Offices
Turkey - Iran eTIR Pilot Project → C2B2C: big success

2nd Phase: Extended Environment
(started in September 2016-Completed in Feb, 2017) Report Revealed)
- + Transport Companies
- + Un/Loading Customs Offices
Turkey-Georgia eTIR Pilot Project

➢ Technical Negotiations–Data Mapping

➢ 26 January 2016, ToR

(Protocol, signed on International Customs Day: Digital Customs)

➢ Operational: 18 May 2018

C2C data exchange takes place through Central Exchange Platform (CEP) hosted by UNECE
Azerbaijan- Iran eTIR Pilot Project → C2B2C

**eGuarantee**

( *Public-Private Partnership*)

(TIR EPD-Real Time SAFE TIR / eGuarantee)

Operational since Summer 2019

- 10 eGuarantees issued
- 9 eGuarantees used

Continues with success

Developed by the UNECE & IRU
Further Plans:

Turkey and Iran: negotiating a MOU to expand the scope of the eTIR pilot project

Some countries express their willingness to launch multilateral eTIR projects or eTIR intermodal projects

UNECE- intensifying work for connection of country national systems to platforms hosted by ECE.
The introduction of the eTIR system will provide solutions needed to the issues at stake.

A seamless TIR information flow will allow all actors along the route of a TIR transport to obtain the information they require, not only in electronic form but also, in most cases, prior to the arrival of the goods.

The submission of declaration in electronic format will allow TIR Carnet holders to submit declarations at distance.

New applications will replace current paper procedures necessary for inter-modal transport.

**THUS, MORE FACILITATED PROCEDURES for Operators+ More SECURE SYSTEM for Government Authorities**
Speeding up the process of digitilization is crucial and beneficial for all TIR Stakeholders

QUESTIONS?

THANK YOU

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Promotion of use of intermodal is crucial for all TIR and eTIR stakeholders