

Legal framework for transit transport cooperation at global level

**Main United Nations Conventions in the field of border
crossing facilitation**

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On some major routes:

57 % of transport time is lost at border crossings

38 % of transport costs are due to unofficial levies

- Long waiting times at borders result in major human suffering for drivers blocked in queues for hours/days
- harmful impact on the environment
- Border waiting times also cost billions annually => increasing the cost of goods for the end consumer, not to mention lost business opportunities.

Border crossing facilitation is:

- Key to international trade, exports and imports
- Essential for growth and competitiveness
- A driver of regional integration



Crossing borders requires:

- Appropriate and resilient infrastructure
- Reliable and harmonized international legal framework
- Harmonized or at least aligned procedures (e.g. customs)
- International cooperation and exchange of best practices

Overview

- **TIR Convention, 1975;**
- **Harmonization Convention, 1982,**
- **Temporary Importation Convention for Private Vehicles, 1954**
- **Temporary Importation Convention for Commercial Vehicles, 1956**

TIR Convention, 1975

- Establishes and regulates the only existing and operational global customs transit system
- Administered under UNECE auspices
- 70 Contracting Parties from 4 continents, among which Pakistan and China recently acceded
- Border crossing facilitation through an internationally recognized and harmonized procedure with a single internationally valid customs document and guarantee
- Effective revenue protection and security without excessive administrative burden for customs and time/cost losses for operators



CARNET TIR *

6 volets

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

2. Délivré par
Issued by

3. Titulaire
Holder

4. Signature du délégué de l'association
Signature of authorized official of the issuing association and stamp of the association

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

6. Pays de départ
Country/Customs of departure (*)

7. Pays de destination
Country/Customs of destination (*)

8. Note d'immatriculation du (des) véhicule(s) routier(s) (*)
Registration Note(s) of road vehicle(s) (*)

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

10. Note d'identification du (des) conteneur(s) (*)
Identification Note(s) of container(s) (*)

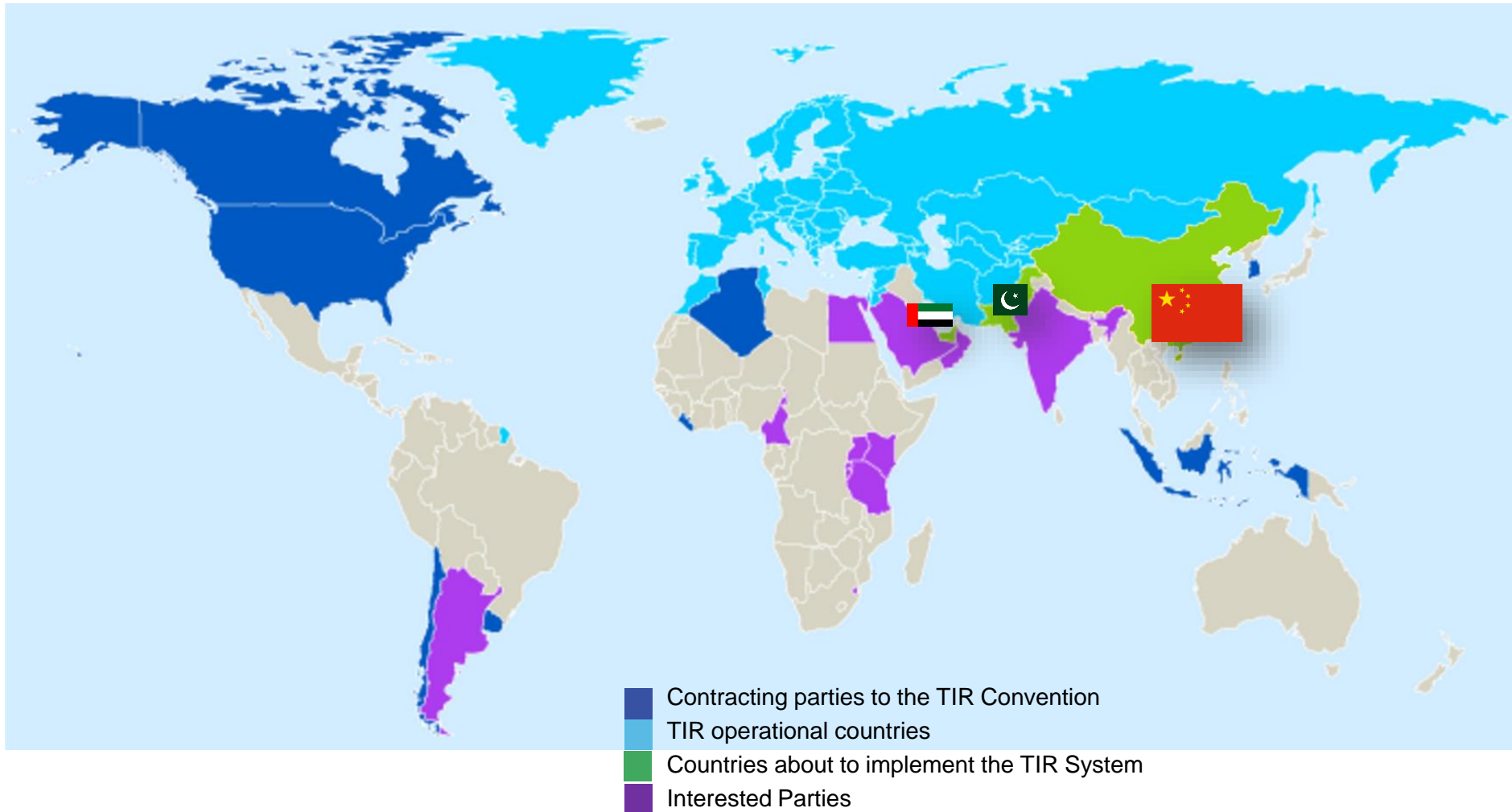
11. Observations diverses
Remarks

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

(*) Rayer la mention inutile.
Strike out whichever does not apply.

* Voir annexe 1 de la Convention TIR, 1975. Révisée 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.

Geographical scope

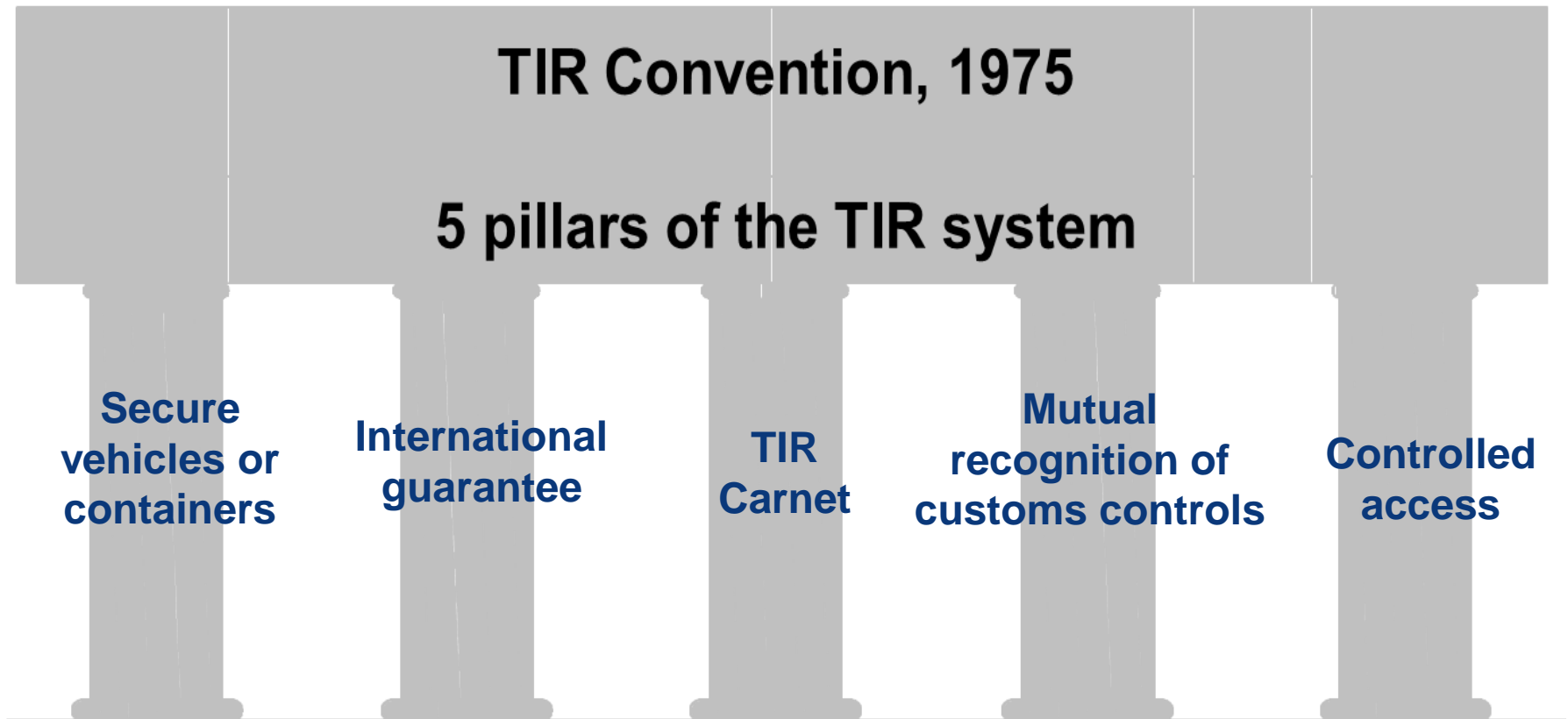


Contracting Parties

- **70 Contracting Parties:**

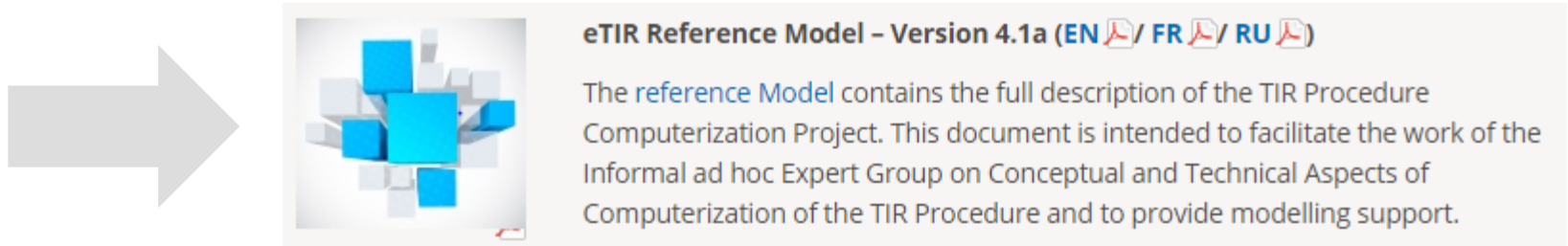
- Afghanistan, Albania, **Algeria**, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, Chile, China, Croatia, Cyprus, Czech Republic, Denmark, Estonia, European Union, Finland, France, Georgia, Germany, Greece, Hungary, Indonesia, Iran (Islamic Republic of), Ireland, **Israel**, Italy, **Jordan**, Kazakhstan, Kuwait, Kyrgyzstan, Latvia, **Lebanon**, Liberia, Lithuania, Luxembourg, Malta, Mongolia, Montenegro, **Morocco**, Netherlands, Norway, Pakistan, Poland, Portugal, Republic of Korea, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, **Syrian Arab Republic**, Tajikistan, the former Yugoslav Republic of Macedonia, **Tunisia**, Turkey, Turkmenistan, Ukraine, United Arab Emirates, United Kingdom of Great Britain and Northern Ireland, United States of America, Uruguay, Uzbekistan.

The 5 pillars of the TIR system



The eTIR project: from theory to practice

- Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1)



- eTIR pilot projects
 - Georgia-Turkey
 - Iran-Turkey
- Group of Experts on Legal Aspects of Computerization of the TIR Procedure (GE.2)
 - Works on the legal provisions

Harmonization Convention, 1982



- International Convention on the Harmonization of Frontier Controls of Goods
- 58 Contracting Parties
- Latest accessions: Iran, Tajikistan, Turkmenistan
- Expressed interest to join: Pakistan



Contracting Parties

- **58 Contracting Parties:**
- Albania, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cuba, Cyprus, Czech Republic, Denmark, Estonia, European Union, Finland, France, Georgia, Germany, Greece, Hungary, Iran (Islamic Republic of), Ireland, Italy, **Jordan**, Kazakhstan, Kyrgyzstan, Lao People's Democratic Republic, Latvia, Lesotho, Liberia, Lithuania, Luxembourg, Mongolia, Montenegro, **Morocco**, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, South Africa, Spain, Sweden, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia, **Tunisia**, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, Uzbekistan.

To facilitate cross border transport of goods through nationally coordinated, internationally harmonized, shorter, reduced formalities and controls of goods at borders

It covers:

- All goods moved across borders (exported, imported or in transit)
- All control services
- All modes of transport
- Specific provisions for certain transport modes and goods
- Also addresses certain issues with regard to vehicles and drivers
- Integrated operational annexes are included, such as Annex 8 for road, Annex 9 for rail and (draft) Annex 10 for seaports



The Convention provides a framework that enables:

- Harmonization of formalities
- Reduction of the number and duration of controls
- Standardization of documentation
- Co-ordination of national and international control procedures

Leading to :

- Reduction of border delays
- Reduction of transport cost
- Reduction of trade transaction cost
- Reduction of border operating costs for State budget
- More efficient investments in border facilities

- Framework providing for a high degree of flexibility in organizing national and international cooperation
- No universal 'one size fits all' solution
- Examples of best practice are essential

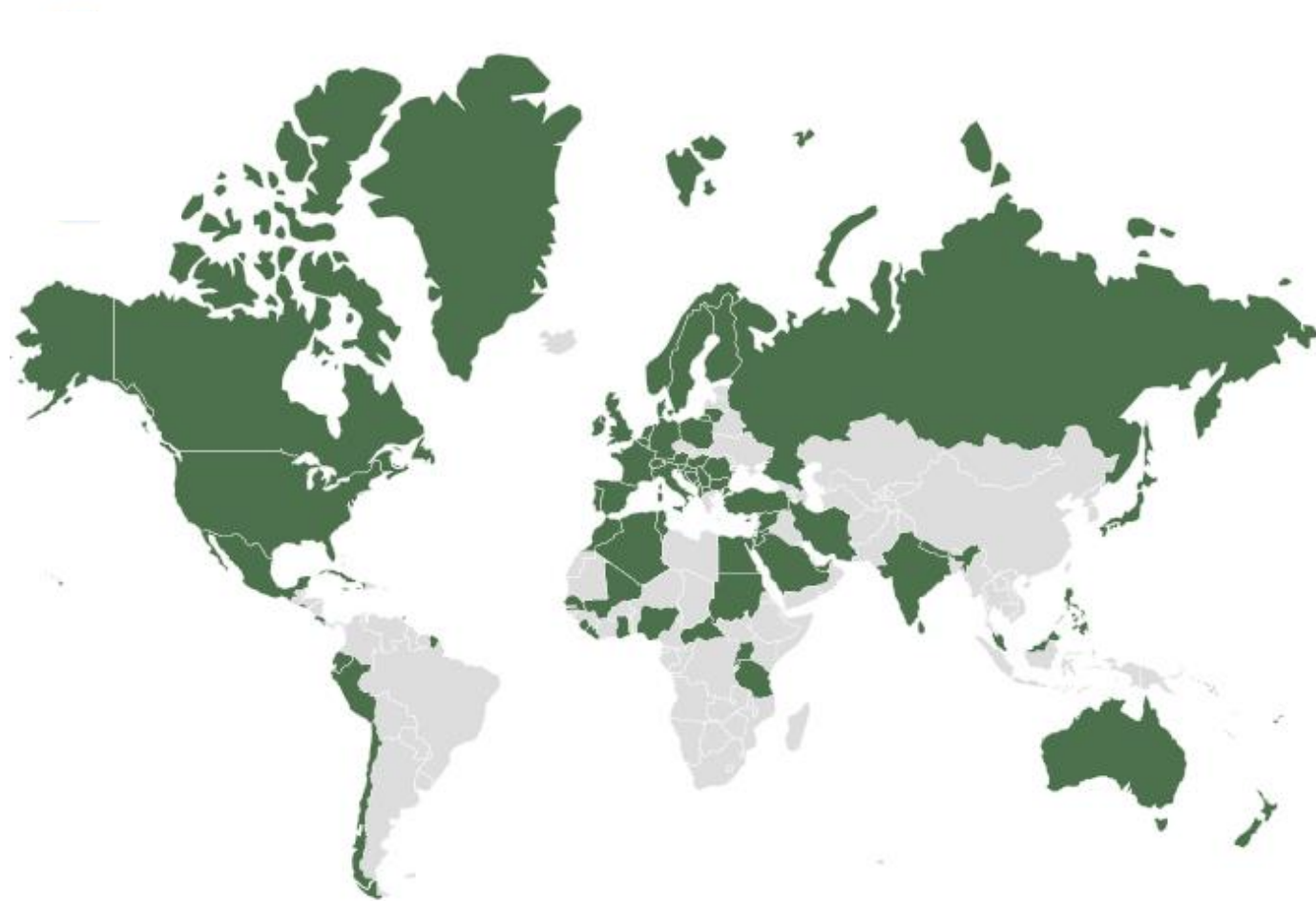
Customs Conventions on Temporary Importation of Private/Commercial Road Vehicles (1954 and 1956)



- Objective
 - To facilitate temporary admission of road vehicles registered in another country
 - Through agreed procedures and in cooperation with road users associations, AIT/FIA
- Benefits
 - Internationally agreed procedure
 - No payment of vehicle import taxes
 - Shorter border delays, lower travel costs

A detailed image of a Carnet de Passages en Douane (CPD) form, which is a standardized document used for the temporary importation of motor vehicles and trailers across international borders. The form is yellow and contains text in both English and French. It includes fields for the holder's name and address, the vehicle's make and model, and the date of issue. The form also features the logos of the International Association of Automobile Manufacturers (IAA) and the Fédération Internationale des Associations de Touristes (FIAT). The text on the form explains the purpose of the carnet and the conditions under which it is issued, including the requirement that the vehicle be returned to the issuing association upon expiry.

Customs Convention on Temporary Importation of Private vehicles, 1954



Contracting Parties

- **80 Contracting Parties:**

- Albania, **Algeria**, Australia, Austria, Barbados, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, Central African Republic, Chile, Costa Rica, Croatia, Cuba, Cyprus, Denmark, Ecuador, **Egypt**, El Salvador, European Union, Fiji, Finland, France, Germany, Ghana, Haiti, Hungary, India, Iran (Islamic Republic of), Ireland, **Israel**, Italy, Jamaica, Japan, **Jordan**, Liberia, Lithuania, Luxembourg, Malaysia, Mali, Malta, Mauritius, Mexico, Montenegro, **Morocco**, Nepal, Netherlands, New Zealand, Nigeria, Norway, Peru, Philippines, Poland, Portugal, Romania, Russian Federation, Rwanda, Saudi Arabia, Senegal, Serbia, Sierra Leone, Singapore, Slovenia, Solomon Islands, Spain, Sri Lanka, Sudan, Sweden, Switzerland, **Syrian Arab Republic**, the former Yugoslav Republic of Macedonia, Tonga, Trinidad and Tobago, **Tunisia**, Turkey, Uganda, United Arab Emirates, United Kingdom of Great Britain and Northern Ireland, United Republic of Tanzania, United States of America.

Customs Convention on Temporary Importation of Commercial vehicles, 1956



- **42 Contracting Parties:**

- Afghanistan, **Algeria**, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Cambodia, Croatia, Cuba, Cyprus, Denmark, European Union, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Kyrgyzstan, Lithuania, Luxembourg, Montenegro, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Saudi Arabia, Serbia, Sierra Leone, Singapore, Slovenia, Spain, Sweden, Switzerland, the former Yugoslav Republic of Macedonia, Turkey, United Kingdom of Great Britain and Northern Ireland, Uzbekistan.

Objectives of the Conventions

- Objective of developing and facilitating tourism :

Allowing temporary importation of vehicles by non-residents

- Also :

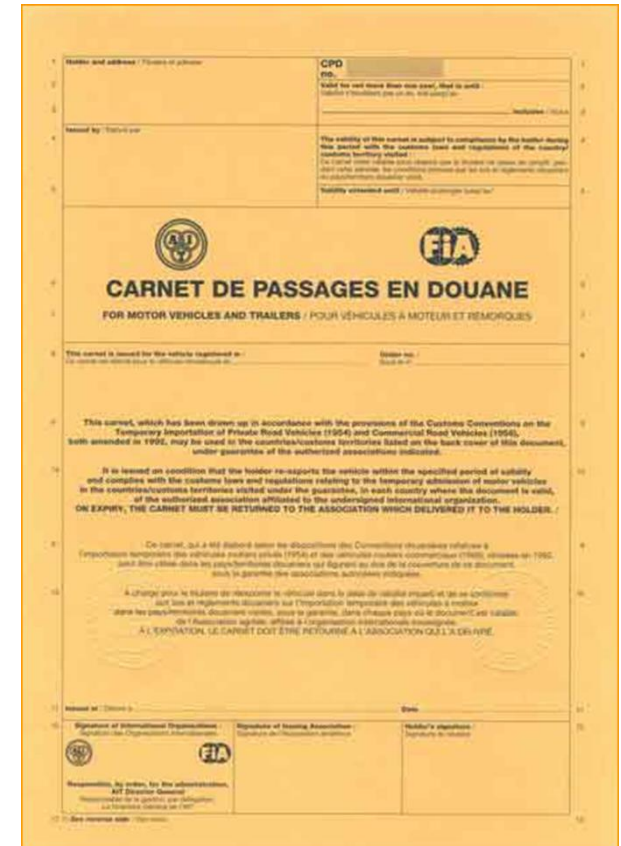
Creation of a single international

Customs document

(Carnet de Passages en douane)

- Benefits

- Internationally agreed procedure
- No payment of vehicle import taxes
- Shorter border delays, lower travel costs



Advantages

For tourism and trade, temporary admission of motor vehicles should best be free of formalities and guarantees

If this is not possible, the CPD can give advantage to customs/travelers

- Advantages customs: no need for cash deposits and reimbursements formalities , no need to create a national document
- For tourism: CPD eases border crossing procedures and eliminates the need for cash guarantees

Problems in the application of the 1954 Convention

- For information:
- AIT/FIA have informed UNECE of ongoing problems in Egypt and Jordan, where national customs authorities do not respect the deadlines and procedures laid down in the 1954 Convention, mainly leading to claims for payment after the deadline of one year in which the national association needs to be notified of the non-discharge of the temporary importation procedure. In Egypt, customs claims go back to 1966. Due to the absence of any proof or any other paper documentation, national associations are forced to pay, without being eligible for reimbursement from the international guarantee chain. The Working Party on Customs Questions affecting Transport (WP.30) has now been requested to look into the matter.

Access to UNECE legal instruments

- Open to all United Nations Member States
- Many non-ECE States are already Parties
- The UN Secretary-General is the depositary
- To become a Party, deposit an instrument with the S-G
- No accession fee

In case of questions or requests for further information, please contact the TIR secretariat at tirexb@tirexb.org

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