



# Issues affecting the utilization of TIR

## The case of Morocco and Tunisia



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# Content of the presentation

1

TIR in Morocco and Tunisia

2

Conditions affecting the use of TIR

3

Why limited use of TIR In Morocco and Tunisia?

4

Cases where TIR remains attractive

5

Conclusions from the TIR study in Morocco and Tunisia



	TIR Convention		Harmonization Convention	
	Signature	Ratification	Signature	Ratification
<b>Morocco</b>	15 Oct. <b>1976</b>	31 March <b>1983</b>	-	25 June 2012
<b>Tunisia</b>	11 June <b>1976</b>	13 Oct. <b>1977</b>	11 June 1976	11 March 2009

	Morocco		Tunisia	
	TIR Issued	Terminated	TIR Issued	Terminated
<b>2014</b>	100	702	0	0
<b>2015</b>	0	233	0	0
<b>2016</b>	0	181	0	0
<b>2017</b>	0	220	0	0
<b>2018</b>	0	179	0	0
<b>Total</b>	100	1 515	0	0

**CARNET TIR \***  
**6 volets**

1. Valable pour une ou charge par le titulaire du carnet de transit pour le...  
Valid for the transport of goods by the holder of the carnet of transit for and including...

2. Délivré par...  
Issued by...

3. Titulaire...  
Holder...

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

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

6. Pays de départ...  
Country of origin...

7. Pays de destination...  
Country of destination...

8. Noms d'immatriculation du (des) véhicule(s) routier(s) (1)...  
Registration mark(s) of road vehicle(s) (1)...

9. Caractéristiques d'approvisionnement en marchandises (1)...  
Characteristics of supply of goods (1)...

10. Noms d'identification du (des) conteneur(s) (1)...  
Identification mark(s) of container(s) (1)...

11. Observations diverses...  
Remarks...

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





1. Foreign trade structure vs TIR's attractiveness;
2. National road transport sector's ability to operate;
3. Other facilitations regimes offered in the concerned countries;
4. Other facilitation regimes offered in the trade partner countries.





## 1. Foreign trade structure vs TIR's attractiveness;

- *Trade flows under TIR mainly **destined to or originating from EU**, or immediate neighbouring EU countries;*
- *Customs **procedures used** in both sides of the Mediterranean Sea **not attractive to TIR use**;*
- *EU single customs territory, with **Mediterranean Sea** its **only border** to cross from/to Morocco and Tunisia*



# Why limited use of TIR? (2)

In Morocco and Tunisia



## 2. National road transport sector's ability to operate;

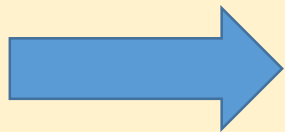
- *Market share of Moroccan and Tunisian road transport operators is **favourable** but,*
- *They are mainly acting as **subcontractors** of EU carriers for both import and export,*
- ***They do not master the commercial transport relationship and are not the ones to decide on the customs regime to apply.***





## 3. Other facilitations regimes offered in the concerned countries

- *Morocco and Tunisia developed simplified border crossing procedures and regimes to attract foreign investment through customs and fiscal preferential treatments and guarantee waver:*



**TIR does not provide greater facilitation nor cost savings** than the regimes offered in both countries for import and export





## 4. Other facilitation regimes offered in the trade partner countries

- *In EU countries that are the main trade partners, a centralized customs clearance, simplified border crossing procedures and guarantee wavers is applied, rendering TIR less attractive*







- **Multiple places of loading and/or offloading** as it implies the use of only **one TIR** carnet and only **one guarantee**
- Indispensable for any transport involving **multiple border crossings** further to the EU territory
- For transport where **no access to preferential treatments** offered on imports and/exports





- Morocco and Tunisia **amongst first CPs to TIR** (1983 and 1977)
- However, **limited or no use of TIR**

## Reasons:

- **EU their main trade partner** - customs procedures in both sides of the Mediterranean **not attractive to TIR**;
- **No decision for transport** at Moroccan and Tunisian operators;
- **Facilitation tools on imports in place** to attract foreign investment;
- EU customs and transit, **with guarantee wavers, no room for TIR**

## Where TIR attractive:

- For trade **moving beyond EU**;
- For **multiple border crossings**; and
- Where **no access to preferential treatments**.



**EuroMed Transport**  
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# **Thank you**