

	TIR SYSTEM	ARAB TRANSIT SYSTEM
Geographical Scope	76 signatory countries. TIR is operational in 60+ countries.	17 Arab countries.
Guarantee systems	Carnets and corresponding guarantee from origin to destination. One global guarantee system for all TIR Carnets.	Individual guarantee in each country of transit
Monetary limits of guarantee	Flat-rate guarantee of USD 50,000, EUR 60,000, or EUR 100,000 per TIR Carnet covering taxes and custom duty.	Different guarantee limits and schemes per country
Selection of guarantors	TIR guaranteeing association in each country covering local and foreign TIR Carnets holders, backed by the international guarantee chain organized by the IRU.	Approved customs clearance agents in each country are entitled to provide guarantees paid in local currencies
Goods Covered by the guarantee	All goods, except alcohol and finished tobacco allowed under the cover of the TIR System.	All goods allowed except alcohol prohibited from import and transit in many Arab countries.
Selection of transport operators	All users of the TIR regime must be authorized by the national competent authorities and approved by the TIR national guaranteeing and issuing association	Any transport company without selection criteria and minimum requirements.
Secure vehicles and sealing	TIR Convention stipulates that goods shall be carried in containers or road vehicles, the load compartments are constructed in such a way that there shall be no access to the interior after affixing the Customs seal(s) without leaving physical traces of tampering. Certificate of Acceptance is issued for each load compartment	Arab transit system has adopted the same annexes of the TIR Convention for the security of the load compartments; poor enforcement.
Physical inspection of goods	Customs controls undertaken by the Customs office of departure, customs seal affixed on the load compartment. Mutual recognition of customs controls by all TIR contracting parties, In the event of inspection of goods, new customs stamps affixed and recorded in the TIR Carnet and IT System	Goods in transit are not subject to any inspections by customs authorities in the country of transit if the customs seals are still in good condition and no evidence of any manipulations.
Escorts	In exceptional circumstances, Customs authorities may impose escorts according to their risk assessment. Escort costs are borne by the transport operators	Escorts systematically applied in some countries for security reasons.

Itineraries	For transit, the Customs authorities may require the trucks to follow a prescribed route.	For transit, the Customs authorities may require the trucks to follow a prescribed route.
Time limits	For transit, the Customs authorities may fix a time limit according to their national legislation.	For transit, the Customs authorities may fix a time limit according to their national legislation.
Digitization	Physical TIR Carnets in conjunction with computerized procedures to ensure electronic monitoring and verification of each TIR transport. TIR EPD allows for advance submission and exchange of information between transport operator and customs offices throughout the journey	Paper-based system.
Transport Modality	Multi-modal (road, sea, and rail) provided that at least one leg of the transport is carried out by road	Only road transport
Database	All admitted, suspended, and revoked transport operators around the world are available in an international database (ITDB)	No central database for transport operators
Governance	Strong governance of the TIR System (admission criteria, enforcement of provisions, exchange of information) and international bodies (TIR Administrative Committee, TIR Executive Committee, WP 30, etc.)	Poor and decentralized governance without any proper mechanisms
Legal	Based on international Law and subsequent national legislation	Based on regional and national laws