Main UN Road Transport Conventions and Agreements

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IRU Under Secretary General
Implementation of key UN facilitation instruments
Allow the goods to cross the borders!
A true Public Private Partnership - TIR

Transports Internationaux Routiers
Managed by the IRU since 1949
TIR, a competitive edge for supply chains

Connects continents

Saves time and money

Provides Customs guarantee

Boosts exports

Uses real-time data exchange

Optimises intermodal transport
And it is used in all the contracting parties

Based on TIR Convention of 1975

69 contracting parties
58 TIR operational countries

Objective
Facilitate cross border transport of goods through harmonization and reduction of administrative formalities, and reducing the number and duration of border controls

57 Contracting Parties
7 ECO Contracting Parties
Azerbaijan, Iran, Kazakhstan, Kyrgyzstan, Tajikistan, Turkey, Uzbekistan

**Benefits**

- Coordinate Controls of Customs and other control services,
- Provide sufficient resources to the controlling services (equipment, personnel, instructions)
- Cooperate with adjacent countries (joint controls, opening hours,..)
- Facilitate the treatment of goods in Transit

⇒ Reduction of border delays and transport costs
Report on Global Expansion Activities
Recognizing the importance of addressing the special needs of landlocked developing countries, inter alia, by establishing and promoting efficient transit transport systems that link them to international markets, and in this regard reaffirming that the Almaty Declaration, the Vienna Declaration and the Vienna Programme of Action for Landlocked Developing Countries for the Decade 2014-2024 constitute a fundamental framework for genuine partnerships between landlocked and transit developing countries and their development partners at the national, bilateral, subregional, regional and global levels,

Stressing the importance of actively supporting private sector investment, including through public-private partnerships and grant/loan blending, for infrastructure development and maintenance in communication and multimodal transport such as railways, roads, waterways, warehouses and port facilities in the least developed countries, and in this regard recalling that the Istanbul Declaration and Programme of Action for the Least Developed Countries for the Decade 2011-2020 highlights the need to build the infrastructure of least developed countries as a priority area for action,

Underlining the importance of the cooperation among all modes of transport to create and maintain sustainable supply chains, especially in developing countries, in order to improve access to markets and the reliability of supply, enhance diversification and value addition, improve the competitiveness of commodities, strengthen the market chain, improve market structures, broaden the export base and ensure the effective participation of all stakeholders,

Recognizing the importance of transport and transit corridors for facilitating transport linkages on domestic routes and promoting urban-rural connectivity in order to boost economic growth at the local and regional levels, promote interconnections between cities, peoples and resources and facilitate intraregional and interregional trade,

11. Invites all States that have not yet done so to consider signing, ratifying or acceding to the United Nations conventions and agreements on transport and transit facilitation, including the International Convention on the Harmonization of Frontier Control of Goods and the Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention).
UNECE-IRU cooperation

- Participation in events / workshops and meetings in coordination with the IRU

- Capacity building efforts alongside the IRU (pre and post accession to the TIR Convention in the countries)

- Preparation of additional literature on TIR and other UN Conventions (e.g. guide to the TIR technical specifications of load compartments, CMR guide booklet)

- Technical support for regional studies on transport and trade facilitation

- Translation of key UN Conventions
IRU work in China
IRU work in the Middle East

- Implementing TIR
  - United Arab Emirates

- Operationalising TIR
  - Tunisia

- Interested in TIR
  - Oman
  - Qatar
  - Egypt
  - Iraq
  - Bahrain
  - Saudi Arabia
Events and meetings

- Workshop on Vienna Programme of Action (Mongolia) end April 2016
- ADB Workshop (China)
- Busworld Exhibition (China)
- China-Mongolia-Russia Caravan exp. June 2016
- ASEM Expert Group on Eurasia Transport & Logistics (Korea) 7 Sept. 2015
- B20 Meeting (China) 2 Jan 2016
- Eurasia Land Bridge International Transport Forum (China)
IRU work in Africa

- TIR for facilitating trade along key corridors
- Academy for professionalising the industry and making it more efficient
- Academy for road safety
- TRANSPark for safety, security and health
Events and meetings

- Arab Transit Technical Committee meetings
- Meeting with League of Arab States
- Middle East Transport and Logistics Conference and Expo (Muscat, Oman)
- Global Trade Development Week (Dubai, UAE)
- EUROMED TIR workshop (Cairo and Casablanca)
- Trans 4 Qatar
- UNESCWA Intergovernmental Meeting on Transport
IRU work in the Americas

TIR Expansion

➢ Operationalise TIR

➢ Interested in TIR

United States

Canada

Uruguay

Mexico

Argentina

Ecuador

Colombia

Paraguay
Events and meetings

- World Bank Transport Forum and meetings to revise Regulatory Reform Guide
- IADB Business Dialogue and Border and Supply Chain Conference
- OAS (Ports Commission) in Montevideo and Merida
- Global WCO AEO conference in Cancun, Mexico. Dates: 11th of May until the 13th of May 2016. IRU and UNECE will participate
Stakeholders
Actors and geographical scope in Step 1

PILOT PROJECT FRAME
- 2 countries: Iran – Turkey
- 2 Customs Administrations
- 2 Associations: ICCIMA and TOBB
- 4 main Customs Offices
- 2 Holders
Step 1 - achievements

- 32 eguarantees issued to date
  - 16 eTIR Pilot transports successfully achieved
  - 12 are still in circulation
  - 4 were not used

- All actors are satisfied by the results

Pilot transports continue regularly
eTIR Pilot – Step 2

PILOT PROJECT FRAME
- 2 countries: Iran – Turkey
- 2 Customs Administrations
- 2 Associations: ICCIMA and TOBB
  - More Customs Offices
  - More Holders
  - Multiple loading-unloading
Developments within Step 2

- IRU is addressing
  - Legal issues, including Claims
  - Insurance and financial aspects

- Implement additional IT functionalities
  - Multiple guarantees
  - Online payment by Holders
  - Documents upload
  - Amend declaration
Intermodal TIR
Relevant provisions of the TIR Convention

Article 2

This Convention shall apply to the transport of goods without intermediate reloading, in road vehicles, combinations of vehicles or in containers, across one or more frontiers between a Customs office of departure of one Contracting Party and a Customs office of destination of another or of the same Contracting Party, provided that some portion of the journey between the beginning and the end of the TIR transport is made by road.

{ECE/TRANS/17/Amend.21; entered into force on 12 May 2002}

Comment to Article 2

Suspension of a TIR transport in a Contracting Party where no approved guaranteeing association exists

Article 26 also applies to Contracting Parties where no approved guaranteeing associations exist and where, thus, the provisions of the Convention are not applicable, in accordance with Article 3, paragraph (b). A list of such Contracting Parties is established by the TIR Administrative Committee and TIR Executive Board (TIREX) on the basis of documentation deposited with the TIREX by Contracting Parties pursuant to the provisions of Annex A, Part I to the Convention. (TRANS/WP.30/AC.2/67, paragraph 64 and Annex 4)

Use of the TIR procedure in case a part of the journey is not made by road

According to Article 2 of the Convention, as long as some portion of the journey between the beginning and the end of a TIR transport is made by road, other modes of transport (railways, inland waterways, etc.) can be used. During a non-road leg, the holder of a TIR Carnet may either:

- ask the Customs authorities to suspend the TIR transport in accordance with the provisions of Article 26, paragraph 2 of the Convention. In order to resume the suspended TIR transport, Customs treatment and Customs control should be available at the end of the non-road leg. If the whole part of the journey in the country of departure is not made by road, the TIR operation may start and be immediately certified as terminated at the Customs office of departure by tearing off both vouchers No. 1 and No. 2 of the TIR Carnet. Under these circumstances, no TIR guarantee is provided for the remainder of the journey inside this country. However, the TIR transport could be easily resumed at the Customs office situated at the end of the non-road leg in another Contracting Party in accordance with the provisions of Article 26 of the Convention, or

- use the TIR procedure. However, in this case the holder should take into account that a TIR operation in a given country may apply only in case the national Customs authorities are in a position to ensure the proper treatment of the TIR Carnet at the following points (as applicable): entry (en route), exit, (en route) and destination. (TRANS/WP.30/AC.2/67, paragraph 64 and Annex 4)
Container pilot from Georgia to Ukraine

1. Loading unit checked & sealed
2. TIR Carnet processed
3. TIR operation 1 started
4. Seals & docs checked
5. TIR Carnet processed
6. TIR operation 2 started
7. Seals & docs checked
8. TIR Carnet processed
9. TIR operation 2 terminated
Maritime is key – Container Pilot successfully completed
IRU initiated a new study on the economic benefits of intermodal TIR in the BSEC Region
IMPLEMENTATION OF TIR IT RISK MANAGEMENT TOOLS

- TIR ELECTRONIC PRE-DECLARATION (TIREPD)
- REAL-TIME SAFETIR (RTS) AND CUSTOMS PORTAL

A STEP TOWARDS DIGITISATION!
TIR Electronic Pre-Declaration (TIR-EPD)

New technology facilitates and secures TIR operations through sending advance cargo information to Customs

**KEY REASONS FOR USING TIR-EPD**

- Customs Authorities have advance information about the transported goods, and thus, can perform advance risk assessment and take decision on required control.
- TIR-EPD can meet the specific needs of individual Customs Administrations.
- TIR-EPD is UNCTAD/ASYCUDA/World/TIR System compatible.
- TIR-EPD complies with all international and national legislations, including WCO SAFE Framework of Standards.
- TIR-EPD automatically checks the validity of TIR carnets via the IRU central database.
- TIR-EPO can submit pre-declarations to all member countries simultaneously, ensuring the consistency of data sent to all countries.
- TIR-EPD is free of charge and easy-to-user.

**REGULATORY STABILITY**

On 1 January 2005, a new regulation came into force in the European Union (EU) requiring to send TIR information electronically in advance to the EU customs office of departure.

In response, the IRU has developed TIR-EPD to facilitate the submission of TIR electronic pre-declarations by authorised TIR carnets holders. Submission of advance information is becoming mandatory in growing number of countries. The decision of the European Commission of Brussels, Kazakhstan and the Russian Federation made mandatory the submission of advance information on goods transported by road to the Customs Union from 17 June 2012.

With TIR-EPD, Customs Authorities are able to confirm that the TIR carnet is valid and use the information submitted to undertake advance risk analysis.

**FINANCIAL BENEFITS OF TIR-EPD**

- No need to develop costly in-house electronic pre-declaration applications.
- No need for additional funding for upkeep, maintenance, support and upgrading.
- Full technical and customer support provided free-of-charge by the IRU in many languages.

**HOW DOES TIR-EPD WORK?**

TIR-EPD is a software solution which, when integrated into existing Customs Information System, ensures the automatic exchange of TIR information between TIR carnets holders and customs authorities through the IRU TRIP e system.

A TIR-EPD Data Exchange System must be created so that Customs Authorities have access to the IRU TIR-EPD system. Neither the IRU nor any other party will have any access to customs databases. The TIR-EPD Data Exchange System will send and receive encrypted information related to TIR operations only.

**TIR-EPD – AN IMPORTANT STEP TOWARDS THE COMPUTERIZATION OF THE TIR PROCEDURE AT NO COST FOR CUSTOMS**

**DISCOVER AN OPPORTUNITY**

- TIR-EPD provides a single harmonized interface which needs the requirements of all national Customs Administrations of the TIR countries.
- TIR-EPD is now available in 18 languages: Arabic, Bulgarian, Chinese, Croatian, Czech, English, Filipino, French, German, Hungarian, Lithuanian, Persian, Polish, Romanian, Russian, Serbian, Slovak, Slovenian.
- TIR-EPD is now operational in 32 countries: Afghanistan, Australia, Belarus, Bosnia-Herzegovina, Bulgaria, Croatia, Czech Republic, Estonia, Finland, France, Germany, Greece, Iran, Iraq, Hungary, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Macedonia, Moldova, the Netherlands, Georgia, Poland, Romania, Russia, Serbia, Slovakia, Slovenia, Turkey, Ukraine and Uzbekistan.

**HIGH LEVEL REQUIREMENTS**

- No additional hardware is required.
- No need for additional funding for upkeep, maintenance, support and upgrading.
- Technical support and assistance provided.

**PRAC TICAL APPLICATIONS**

Practices in numerous countries have demonstrated that the installation and use of TIR-EPD is trouble-free, easy-to-do and cost-effective. The IRU experts are ready to assist you!
TIR-EPD versus TIR Carnet

TIR-EPD = TIR Carnet + additional information (in compliance with all national requirements)

Data received by customs:

- HS codes
- Goods description
- Weight
- Package type and quantity
- Itinerary
- Vehicle details
- Driver’s details
- Cost of goods
- Etc.
TIR-EPD Geographic Scope

- 32 TIR-EPD countries
- 98% of all issued TIR Carnets
- 95% of all TIR terminations
TIR-EPD – advantages for Customs

- No need for manual data entry
- Automatic validity check against IRU database
- Only authorised TIR Holders can submit information on only valid TIR Carnets
- Identical information sent to all countries
- Possibility to take into account all customs requirements
- Advance declaration
  Advance risk analysis in line with WCO SAFE Framework of Standards
TIR-EPD – advantages for transport operators

Free of charge
No need of brokers’ services

Confidentiality
no access to company’s information by a 3rd party

Only with TIR-EPD:
advance information is sent in one click to all countries of itinerary

Only with TIR-EPD:
user interface in national languages

Accessible via Internet from any place

Faster and simpler customs procedures at the border
Saving time and money
Higher competitiveness for a company
Real-Time SafeTIR (RTS)

Real-Time SafeTIR facilitates and secures transport under TIR procedures

Real-Time SafeTIR was the IRU's response to the UN Recommendation of 20 October 1995 to set up a control system for managing the use of TIR Carnets. From 2006 this Recommendation made the SafeTIR procedure mandatory for Customs, according to Annex 10 of the TIR Convention.

The objective of Real-Time SafeTIR is to ensure that the information on the termination of TIR operation is transmitted electronically to the Guarantee Chain. This tool is also made available to Customs Authorities to enhance their Risk Management.

RTS Services

- Automatic SafeTIR data transmission
- Facilitates SafeTIR reconciliation procedures
- Ensures safety and security for better service

Your service will benefit from:
- Faster TIR-related customs operations
- Enhanced cargo throughput performance at borders
- A more efficient customs fees collection system
- Prompt reaction to irregularities occurred
- Reduction in specific work-related risks

- Real-Time SafeTIR:
  - Is an effective risk management tool
  - Allows automatic check of TIR cannot validity
  - Allows automatic SafeTIR data exchange
  - Facilitates SafeTIR reconciliation procedures
  - Enhances safety and security for better service

How can you get Real-Time SafeTIR working for you?

Real-Time SafeTIR is a software solution which, when integrated into existing Customs Information Systems, ensures the automatic exchange of TIR information between the IRU and Customs. A SafeTIR Client identity must be created in line with Real-Time SafeTIR specifications in order to have access to the IRU services and it can then be integrated into the Customs Information System. The development and integration of the Client can be done by Customs IT experts or by a trusted third-party partner selected by the Customs.

Neither the IRU nor any other party will have any access to the Customs database. The SafeTIR Client will send and receive encrypted information related to TIR operations only.

The diagram below shows the data exchange between the IRU and the Customs Information System. The systems are fully independent and the data exchange is realised through a secure channel (HTTPS, VPN connection, etc.).

ITR Database

- Data Exchange System
- Secure data-exchange channel

Firewalls

Customs Information System

- Information System
- Hardware requirements:
  - No additional hardware is required
- Software requirements:
  - SafeTIR Client (to be developed)
- Internet access:
  - Preferably broadband ADSL connection
- HR requirements:
  - 1 or 2 IT experts
- Time required:
  - 1 to 3 months
- IRU support:
  - Technical consulting and source code examples

Practice in many countries has demonstrated that the implementation of Real-Time SafeTIR service is fast, easy and economical. Our experts are ready to assist you in the implementation of this essential risk management tool.
RTS geographic scope

- **21 RTS countries**
  - Azerbaijan
  - Belarus
  - Belgium
  - Bosnia and Herzegovina
  - Bulgaria
  - Georgia
  - Iran
  - Kyrgyzstan
  - Kazakhstan
  - Latvia
  - Macedonia
  - Moldova
  - Morocco
  - Poland
  - Russia
  - Serbia
  - Turkey
  - Ukraine
  - Uzbekistan
  - Finland
  - France
  - Armenia

- **In implementation:**
  - Italy
- **Next:**
  - Armenia
  - Tajikistan
RTS: Secure real-time guarantee check

Why important?

Should be done at **customs of departure, exit, entry** and **destination** to cross-check that:

- the guarantee provided by TIR Carnet is valid,
- no irregularity is associated with the TIR Carnet and
- in case of irregularity, the TIR operation is covered by the international TIR guarantee chain
Advantages of Real-Time SafeTIR

- Automatic check of TIR carnets validity
- Reduced resource intensive activities
- Faster TIR-related customs operations
- Enhanced cargo throughput performance at borders
- Prompt reaction to irregularities occurred
- Enhanced safety and security
The Global Partnership for Sustainable Transport
Six priority areas of GPST activities

• Promoting sustainable transport for enhanced economic development, including enabling policy environments for investments in transport infrastructure and services and productive public private partnerships;

• Advocacy for the further development of international multi modal transit corridors for international trade and cooperation;

• Support for existing initiatives on more sustainable, cleaner and “greener” transport;

• Support for transport safety, greater social equity and social inclusion, including through better transport infrastructure and services in rural and other peripheral areas, and through improved access to affordable transport for disadvantaged social groups;

• Promoting responsible and sustainable business practices, including the 10 Principles of the UN Global Compact throughout the entire transport sector;

• Advocacy for greater business and industry participation in multi-lateral and universal intergovernmental agreements on transport, trade, travel and tourism
GPST Guidelines for governments and businesses

GUIDELINES REGARDING THE UN RESOLUTIONS ON SUSTAINABLE TRANSPORT

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