The core areas of UNECE work

- Analytical Work
- Policy Dialogue
- Regulatory Framework
- Advisory Services and Technical Assistance
UNECE’s 360° approach to Border crossing facilitation:

- TIR Convention
- Harmonization Convention
- CPD Conventions
- Unified Railway Law
- Infrastructure Agreements AGC/AGIC/AGN
- WP.24/WP.5/EATL/TEMTER
- WP.20/WP.5
- Infrastructure Planning
- CTU Code
- Inland Transport Security Forum
- ECOSOC Sub-Committee of Experts on the Transport of Dangerous Goods
- IWW Transport, CMNI, CEVNI
- Driving permits, visa requirements, Vienna Conventions
- CMR/ADR and AETR Conventions
- International green card insurance system
- Dangerous Goods, ADR, ADN, RID
- INLAND TRANSPORT COMMITTEE Border Crossing Facilitation
- WP.30
- SC.2
- WP.3
- SC.1
- WP.15
On some major routes, 57% of transport time is lost at border crossings.

- 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
Border crossing facilitation

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
The Harmonization Convention, 1982

- International Convention on the Harmonization of Frontier Controls of Goods
- 56 Contracting Parties
- Latest accessions: Iran, Tajikistan
- Expressed interest to join: China
Objective and Scope

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
Main characteristics

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
The TIR Convention, 1975

• Global United Nations Convention;
• Establishes and regulates the only existing and operational global customs transit system;
• Administered by the established Treaty bodies in Geneva under UNECE auspices.

Contracting Parties to the TIR Convention, of 1975
Objectives

• Border crossing facilitation through an internationally recognized and harmonized procedure;

• Effective revenue protection and security without excessive administrative burden for customs and time/cost losses for operators

New York, 9 May 2016
How it works

- Secure vehicles or containers;
- Single, internationally valid guarantee coverage;
- Single internationally accepted document, the TIR Carnet;
- Mutual Recognition of Customs controls;
- Controlled access to the procedure;
Adapting to modern needs

1. Electronic risk management tools
2. Discussions on additional facilities such as authorized consignor/consignee
3. Computerization process (eTIR) is underway:
   - Finalization of the eTIR Reference Model (conceptual)
   - Adaptation of the legal framework (legal)
   - Development of the required systems (technical)
   - Corridor based step-by-step implementation
Adapting to modern needs
• Objective
  • To facilitate the temporary admission in a country of containers registered in another country by deferring payment of taxes and duties

• Benefits
  • Minimum border procedures, deferred payment of Customs taxes and duties
  • Recovery of Customs duties if no re-export
  • Facilitated international goods transport
Customs Convention on the Temporary Importation of Private Road Vehicles, 1954

- Establishes the principle of temporary importation of vehicles under the cover of the international "Carnet de Passage en Douane"

- CPD guarantee payment of import duties and taxes of the vehicles to national competent authorities if the vehicle, that has been temporarily admitted, is not re-exported.
Access to UNECE legal instruments

- Open to all UN 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
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