INITIATIVES OF TURKISH CUSTOMS AIMING AT SIMPLIFIED AND HARMONIZED CUSTOMS AND TRANSIT PROCEDURES

8 March 2017, Hanoi/Vietnam

High-Level Euro-Asia Regional Meeting on Improving Cooperation on Transit, Trade Facilitation and the 2030 Agenda for Sustainable Development
Sustainable Development

Economic Growth

International Trade
International Trade

- Well established legal basis
- Well organized Infrastructure
- Simplified and harmonized customs and transit procedures implemented
TWO EXAMPLES FROM TURKEY:

- Modernization of Border Crossing Points with Build-Operate-Transfer (BOP) System

- E-TIR Projects:
  - Iran
  - Georgia
MODERNIZATION OF BORDER CROSSING POINTS IN TURKEY WITH BOT SYSTEM

Advantages:
Replacement of the existing ineffective and unsufficient infrastructures by new and modern ones which,

- Enables a suitable architecture, making customs and transit formalities easier,
- Facilitates responding to technological developments,
- Provides a modern environment for the users (traders, transporters, passengers, etc.),

without spending from the public budget!!!
MODERNIZATION OF BORDER CROSSING POINTS (BCPs) IN TURKEY WITH BOT SYSTEM

BUILD-OPERATE-TRANSFER MODEL

BUILD
- The border gate facility is rebuild (Financed by private party) based on a Contract between government and a private party

OPERATE
- Operation of commercial facilities and operational activities by private party for a certain period of time subject to the Contract

TRANSFER
- Transfer of facilities to the public sector free of charge after the period stipulated in the Contract
KAPIKULE BCP (TURKEY- BULGARIA) (BEFORE MODERNIZATION)
KAPIKULE BCP (TURKEY- BULGARIA) (AFTER MODERNIZATION)
KAPIKULE BCP (TURKEY- BULGARIA) (AFTER MODERNIZATION)
İPSALA BCP (TURKEY-GREECE) BEFORE THE MODERNIZATION
İPSALA BCP (TURKEY-GREECE) AFTER THE MODERNIZATION
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AFTER THE MODERNIZATION
HABUR BCP (TURKEY-IRAQ) BEFORE THE MODERNIZATION
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HABUR BCP (TURKEY-IRAQ) AFTER THE MODERNIZATION
HABUR BCP (TURKEY-IRAQ) AFTER THE MODERNIZATION
Turkey is a **transit country** due to its geographical location.

- One of the **biggest beneficiary country** of the transit systems.
Transit Systems in Turkey

• International

• T1/T2 (NCTS) → Preferable for transport to EU&EFTA

• TIR → for the Rest…

• Others (Form 302, ATA Carnet)
Transit Systems in Turkey-TIR

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of TIR Carnets processed in Turkey (Import, Export, Transit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>931,531</td>
</tr>
<tr>
<td>2011</td>
<td>1,128,596</td>
</tr>
<tr>
<td>2012</td>
<td>1,108,910</td>
</tr>
<tr>
<td>2013</td>
<td>1,042,775</td>
</tr>
<tr>
<td>2014</td>
<td>855,638</td>
</tr>
<tr>
<td>2015</td>
<td>690,288</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of TIR Carnets used by Turkish hauliers</td>
<td>654,750</td>
<td>555,136</td>
<td>385,500</td>
<td>325,100</td>
<td>213,900</td>
</tr>
<tr>
<td>Number of TIR Carnets issued by IRU</td>
<td>3,158,300</td>
<td>2,920,150</td>
<td>1,945,050</td>
<td>1,500,450</td>
<td>1,223,400</td>
</tr>
<tr>
<td>Percentage</td>
<td>%21</td>
<td>%19</td>
<td>%20</td>
<td>%22</td>
<td>%17</td>
</tr>
</tbody>
</table>
TIR & CTS

TIR System

- 70 Members (58 Active)
- Fixed amount of guarantee (60,000 Euro in Turkey - 100,000 Euro by 1 July 2016)
- Mode of transport (for multimodal transport, at least one component by road)
- Limited Loading and Unloading
- Paper-based TIR Operations
- e-Projections

Common Transit System

- 28(EU)+4(EFTA)+TR + Macedonia+Serbia
- Comprehensive guarantee (100% of potential debt or reduced to 50% or 30%) or guarantee waiver (depending on specific criteria such as risky of the goods or trustability of transporter)
- Open to all modes of transport
- Computerized Transit Operations (NCTS)
- Unlimited loading and unloading places
FUTURE OF THE TIR SYSTEM & TURKEY’S APPROACH

I - Geographical Expansion

II - Computerization
FUTURE OF THE TIR SYSTEM & TURKEY’S APPROACH

Geographical Expansion

Turkish experience on the TIR System shared with:

- **Afghanistan**, 20-23 Nov 2012, Ankara
  - Reactivation, 4 September 2013

- **Pakistan**, 20-23 May 2013, Ankara
  - Operational, 21 January 2016

- **Pakistan+USA**, 22-25 February, 2016
  - Application Phase/Field Study

  - Operational, 5 January 2017

- **China**, 11-15 March 2017
  - Application Phase/Field Study
FUTURE OF THE TIR SYSTEM & TURKEY’S APPROACH

e-TIR Reference Model: *Enabling Data Exchange*

- Turkey - Iran eTIR Pilot Project *(C2B / B2C)* (UNECE - IRU)
- Turkey - Georgia eTIR Pilot Project *(C2C)* (UNECE)
FUTURE OF THE TIR SYSTEM & TURKEY’S APPROACH

Turkey - Iran eTIR Pilot Project  →  C2B2C

UNECE-IRU eTIR Joint Project: 2 phases
(TIR EPD-Real Time SAFE TIR / e-guarantee)

Feasibility of a Paper-less TIR Procedure while minimizing costs by using, to the extent possible, existing infrastructures + Risk Analysis

(Print at home paper version used as Accompanying Document)

Completed by end of Feb, 2017
FUTURE OF THE TIR SYSTEM & TURKEY’S APPROACH

Turkey - Georgia eTIR Pilot Project → C2C
FUTURE OF THE TIR SYSTEM & TURKEY’S APPROACH

- **e-TIR Pilots:** Dedicated to Long Term e-TIR Vision
- May be applied to all TIR Contracting Parties
- Serves for Trade Facilitation, but also for efficient controls
RESULTS?

- Simplified procedures,
- Efficient and secure transport,
- Well-functioning customs transactions,
- Minimum interference & less awaiting times at borders,
- No extra deposit for duties and taxes,
- Lower Transport Costs, etc.

LIBERALIZATION AND FACILITATION OF INTERNATIONAL TRADE

INCLUSIVE ECONOMIC GROWTH

SUSTAINABLE DEVELOPMENT
QUESTIONS?

THANK YOU

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