

EuroMed Transport
SUPPORT PROJECT



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TIR experience in Morocco and Tunisia : Opportunities still not explored



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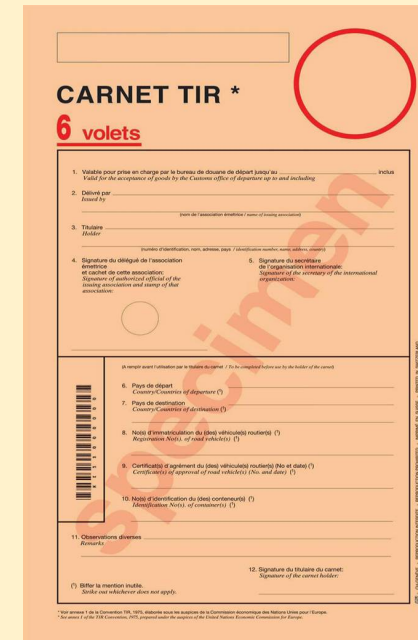
Conclusions from the TIR study in Morocco and Tunisia





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

	Morocco		Tunisia	
	TIR Issued	Terminated	TIR Issued	Terminated
2014	100	702	0	0
2015	0	233	0	0
2016	0	181	0	0
2017	0	220	0	0
2018	0	179	0	0
2019	100	130	0	0
Total	200	1 645	0	0





1. Foreign trade structure vs TIR's attractiveness;
2. National road transport sector's ability to operate at international level;
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 **reduce attractiveness of TIR**;*
- *EU single customs territory, with **Mediterranean Sea** its **only border** to cross from/to 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.*





In Morocco and Tunisia



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



In Morocco and Tunisia



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 are applied, rendering TIR less attractive*





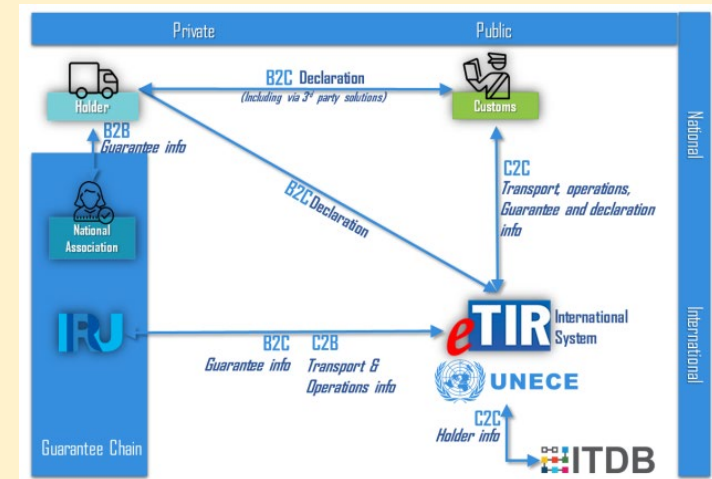
- **Multiple places of loading and/or offloading** as it implies the use of only **one TIR** carnet and only **one guarantee**
- Indispensable for any transport involving **multiple border crossings further to the EU territory**
- For transport where **no access to preferential treatments offered** on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





Potential attractive international system for UNESCWA countries

- Possibility to log a TIR transport any time anywhere in real time
- No paper, no physical constraints
- Accelerated border crossing procedures
- Less physical checks, more risk assessment
- Increased security
- Modernized customs procedures
- C2C and B2C





- 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 commercial mastery for transport** at Moroccan and Tunisian operators;
- **Facilitation tools on imports in place** to attract foreign investment
- EU customs and transit, with guarantee wavers, **little room for TIR**

Where TIR attractive:

- For trade moving **beyond EU**
- For **multiple border crossings**
- **Where no access to preferential treatments**
- To/from **Middle East TIR countries**
- Additional **benefits from the eTIR International System**



UNESCWA-UNECE-IRU-EuroMed TSP Workshop

Implementation of the eTIR International System in the ESCWA Region

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Thank you