International Transit Systems and Turkey’s Position

- TIR Convention
- Common Transit Convention

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TURKEY’S POSITION IN INTERNATIONAL TRANSIT SYSTEMS

- 1985-became party to the Revised TIR Convention

- 1996-preparation works started for accession to the Common Transit Convention with the establishment of EU-Turkey Customs Union

- 01.01.2012-NCTS (New Computerized Transit System) has been implemented for domestic transit operations

- 01.12.2012- acceded to the Common Transit Convention
Turkey:

- is the biggest beneficiary country of the TIR System (68 Members) (385,500 TIR Carnets issued for TIR Operations of Turkish Transport operators in 2014 (totally 1,945,050 TIR Carnets issued)

- 75 billion US $ guaranteed by National Guarantee Institution in Turkey: (The Union of Chambers and Commodity Exchanges of Turkey)

- TIR-EPD (TIR Electronic Pre-arrival Declaration) has been implemented since 2012

- TIR-EPD Green Lane in Kapikule BCP since 1st November 2012
TIR CONVENTION

NUMBER OF TIR CARNETS ISSUED IN TURKEY
(2011-2014)
Decreased globally and also in Turkey

<table>
<thead>
<tr>
<th>YEARS</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>TURKEY</td>
<td>674.439</td>
<td>654.750</td>
<td>555.136</td>
<td>385.500</td>
</tr>
<tr>
<td>TOTAL</td>
<td>3.074.500</td>
<td>3.158.300</td>
<td>2.920.150</td>
<td>1.945.050</td>
</tr>
<tr>
<td>PERCENTAGE</td>
<td>%22</td>
<td>%21</td>
<td>%19</td>
<td>%20</td>
</tr>
</tbody>
</table>
### Percentage of TIR Carnets Issued in Turkey, Russia, Ukraine, Poland, Bulgaria (2011-2014)

<table>
<thead>
<tr>
<th></th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1)</strong></td>
<td>Turkey (%22)</td>
<td>Turkey (%21)</td>
<td>Turkey (%19)</td>
<td>Turkey (%20)</td>
</tr>
<tr>
<td><strong>2)</strong></td>
<td>Russia (%19)</td>
<td>Russia (%19)</td>
<td>Russia (%18.1)</td>
<td>Russia (%15.4)</td>
</tr>
<tr>
<td><strong>3)</strong></td>
<td>Ukraine (%12)</td>
<td>Ukraine (%12)</td>
<td>Ukraine (%14.8)</td>
<td>Poland (%14.5)</td>
</tr>
<tr>
<td><strong>4)</strong></td>
<td>Poland (%10)</td>
<td>Poland (%10)</td>
<td>Poland (%9)</td>
<td>Bulgaria (%6.4)</td>
</tr>
</tbody>
</table>
ADVANTAGES of TIR SYSTEM

• Less formalities
• Controlling just the vehicle and the seal externally
• Saving time and money
• Not needing separate national guarantee and documentation for every country passed
• Decreasing possibility of fraud thanks to standardized TIR Carnet.
• Increasing international trade
AVAILABLE MEASURES for the CUSTOMS ADMINISTRATION

• In case of any violation/infraction Customs Administration may:
  - the relevant unit is informed for update in risk analysis system
  - transporter company is warned, temporarily or permanently excluded from TIR System
FUTURE OF THE TIR SYSTEM
HOW TO ENSURE FUTURE COMPETITIVENESS?

1) GEOGRAPHICAL EXTENSION (China, Pakistan, African States etc.)
FUTURE OF THE TIR SYSTEM

HOW TO ENSURE COMPETITIVENESS?

2) COMPUTERIZATION:

Integration of Computerized TIR Procedure in International Transport, Trade and Customs Procedures

• International Cooperation Partnership:

  C2C - Turkey / Italy (UNECE)
  C2C - Turkey / Georgia (UNDA)
  C2B2C - Turkey / Islamic Republic of Iran (UNECE-IRU)
Common Transit Convention

Motivation factors for TURKEY

- Facilitation of border crossing
- Time and Cost saving
- Efficient controls
- Balance between the economic interest of operators and the interest of customs
- Safety/Security declaration can be combined with transit
## Comparison Between TIR & Common Transit Systems

<table>
<thead>
<tr>
<th>TIR System</th>
<th>Common Transit System</th>
</tr>
</thead>
<tbody>
<tr>
<td>68 Members (58 Active)</td>
<td>28(EU)+4(EFTA)+Turkey= 33</td>
</tr>
<tr>
<td>Single amount of guarantee (60,000 Euro in Turkey)</td>
<td>Comprehensive guarantee (100% of potential debt or reduced to 50% or 30%) or guarantee waiver (depending on specific criteria such as risk of the goods or trustability of transporter)</td>
</tr>
<tr>
<td>Mode of transport (for multimodal transport, one of them at least must be realized by road)</td>
<td>Open to all modes of transport</td>
</tr>
<tr>
<td>Paper based TIR Operations</td>
<td>Computerized Transit Operations (NCTS)</td>
</tr>
<tr>
<td>Limited Loading and Unloading</td>
<td>Unlimited loading and unloading</td>
</tr>
<tr>
<td>Ineffient use of Time and Cost</td>
<td>Efficient use of time and cost</td>
</tr>
</tbody>
</table>
Gains and Expectations

• cut down delays of transit activities, (3 days saving for transit operations to EU and EFTA)
• efficient border control and risk analysis, (contributing decrease in smuggling)
• Increase in Transit operations (154,000 operations from EU+EFTA to Turkey, 163,000 operations from Turkey to EU and EFTA Countries)
• Uninterrupted transit to EU and EFTA (with the accession of Serbia and Macedonia to Convention)
• decrease in costs of trade operators (More than 57 million Euro saving for traders per year)
THANK YOU!

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