



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.***





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



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*





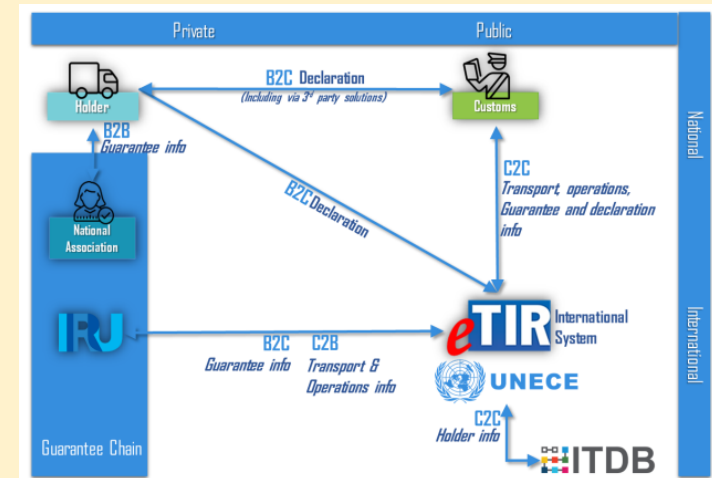
- **Multiple places of loading and/or offloading** as it implies the use of only **one TIR** carnet and only **one guarantee**
- Indispensable for any transport involving **multiple border crossings further to the EU territory**
- For transport where **no access to preferential treatments offered** on 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



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Thank you