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 ОТ АМЕРИКАНСКОТО НАРОДА
 REGIONAL TRADE LIBERALIZATION AND CUSTOMS
 PROJECT (RTLС)

SPECA PWG-TBC, 15 session

**Study of the efficiency of
TIR System in Central Asia**

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**USAID grant to study the efficiency of
TIR System in Central Asia**

- Detailed description of control procedures within TIR System
- Statistics of unofficial payments (by countries, oblasts and individual BCPs)
- Gap analysis of existing controlling procedures v. TIR Convention
- Recommendations for improvement of TIR controlling procedures in Central Asia
- Joint conference with UNECE and IRU
- Expert Working Groups to improve controlling procedures




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**Beginning of operations with TIR system and the number
of TIR carnets issued by the National Associations**

Country	Association	First TIR carnet	2006	2007	2008	2009
Kazakhstan	KazATO	1996	29,876	37,934	31,740	32,340
Kyrgyzstan	KyrgyzASMАP	2000	11,149	16,961	16,095	15,075
Tajikistan	АВВАТ	2005	216	384	437	572
Russia*	ASMAP		499,900	660,900	696,600	404,800
Byelorussia*	BAMAP		197,500	194,300	213,600	161,400
Uzbekistan*	AIRCUZ		4,500	7,000	5,000	6,500

* The number of TIR carnets issued by the IRU to the National Associations



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The number of trucks, operating with TIR carnets (2006-2009)

Country	Number of companies (2009)	2006	2007	2008	2009
Kazakhstan	248	3,337	4,739	5,161	5,235
Kyrgyzstan	25	1,427	1,878	1,804	1,892
Tajikistan	8	26	27	41	86
Uzbekistan	50		900		1,400



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Main International Border Crossing Points





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Visits to main BCPs (February-March 2010)



- 15,000 – 30,000 TIR trucks per year per BCP
- Integrated control
- NII, Automatic Control (ASKDT), radiation control

But:

- Large queues
- Drivers complained about slow controlling procedures and unofficial payments



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Throughput capacity of Kazakh BCPs is still very small compared to large Border Crossing Points



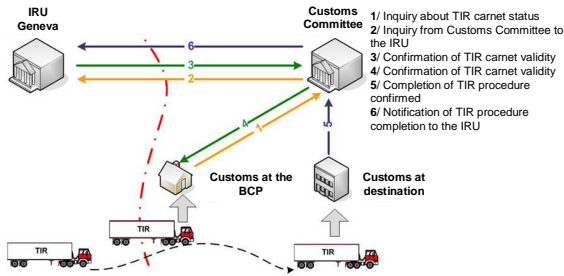
1. Kozlovichi (BY) – Kukuryki (PL) – 250,000
2. Vaalimaa (FI) – Torfyanovka (RU) – 250 000
3. Laredo (US – MX) – 1,500,000 trucks per day



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SAFETIR system





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Transmission of SAFETIR (2009)

Country	Termination records transmitted	% of records transmitted within 1 day	Average transmission period (days)
Kazakhstan	52,938	28%	5
Tajikistan	500	0%	134
Kyrgyzstan	4,249	0%	59
Uzbekistan	9,455	53%	4
Russia	1,079,494	85%	1
Byelorussia	135,945	93%	1



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Non-physical barriers for TIR vehicles

Serious: Resulting in big losses of time, money and sometimes – damage or loss of cargo

- “Expediting” of control (i.e. without creating artificial delays and claims)
- Breaking seals and physical inspection without valid reasons
- Breaking seals by thieves during unguarded stops





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Answers of drivers to the question:

What will happen if you do not pay the required unofficial payment?



Truck	in Russia	in Kazakhstan
From Lithuania to Kazakhstan on BCP Kairak	<i>Delay for unknown period</i>	<i>Delay for unknown period</i>
From Kazakhstan to Italy on BCP Zhana-Zhol	<i>Not possible to cross the border</i>	<i>Not possible to cross the border</i>
From Kazakhstan to Italy on BCP Zhana-Zhol	<i>Physical inspection, unloading-loading, damage of packaging</i>	<i>Not possible to cross the border</i>
From Ukraine to Kazakhstan on BCP Kairak	<i>100% physical inspection possible</i>	<i>100% physical inspection</i>
From Germany to Kazakhstan	<i>Full physical inspection with unloading</i>	<i>Full physical inspection with unloading</i>



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Other barriers for TIR operations

Resulting in delays, with or without unofficial payments

- Internal transport control, road police and other controls
- Customs escort with or without payment
- Queues at the Border Crossing Points
- Application of electronic seals
- Mistakes in TIR carnets
- TIR carnet guarantee less than 60,000 EUR
- Different working schedules of adjacent BCPs





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REGIONAL TRADE LIBERALIZATION
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USAID grant to study the efficiency of TIR System in Central Asia



The final report of the study contains:

- Detailed description of control procedures within TIR System
- Statistics of road traffic with TIR carnets
- Statistics of violation of principles of TIR Convention by the controlling authorities
- Statistics of the unofficial payments and estimation of losses for carriers and traders
- Recommendations for improvement of TIR controlling procedures in Central Asia
- The report will be translated into English (May 2010)
- Final report will be published on website www.rtlc.net (May 2010)
