



The role of eTIR in digital and green transition of transport

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Saving CO₂ using TIR

Results of an IRU study conducted at DB Schenker's request:

Made for a refrigerator truck and a regular truck

TIR saves between 143 Kg and 334 Kg of CO₂ per border crossing per truck, compared to regular transit

	Best case scenario		Worst case scenario	
	Normal transit	TIR	Normal transit	TIR
Idling time (in hours)	18	4	48	6
CO ₂ emissions at the highest estimate (kg/h)	23.8	23.8	23.8	23.8
Total CO ₂ emissions at the highest estimate (kg)	428.4	95.2	1'142.4	142.8
CO ₂ savings at the highest estimate (kg)		333.2		999.6
CO ₂ emissions at the lowest estimate (kg/h)	10.2	10.2	10.2	10.2
Total CO ₂ emissions at the lowest estimate (kg)	183.6	40.8	489.6	61.2
CO ₂ savings at the lowest estimate (kg)		142.8		428.4

* studied at particular border crossing in MENA region

OBJECTIVES OF THE GREEN COMPACT

The IRU Green Compact is a large research project aiming at a **pragmatic and realistic roadmap to decarbonise road freight and passenger industries by 2050.**

To reach this objective, the Green Compact aims to:

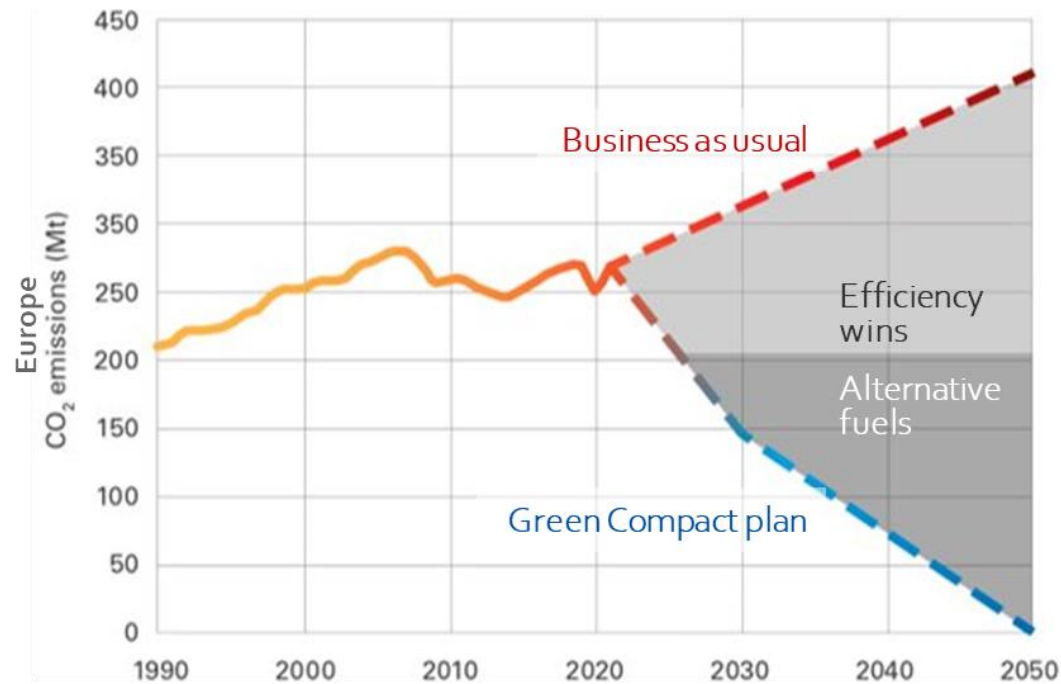
- **use a robust scientific approach**
- **track industry progress on its way to carbon reduction**
- **gather industry players to actively engage on carbon emissions reduction.**

IRU GREEN COMPACT KEY FINDINGS



1. Multiple pathways to reach carbon neutrality
2. Pragmatic = **mix of energy savings** + **mix of fuels**

Commercial road transport CO₂ emissions (well-to-wheel)



Working on energy savings

> 50% of carbon reduction potential

1st lever



Transition to cleaner fuels

Costs and available energy oriented

2nd lever



Biodiesel



Electric



Biogas

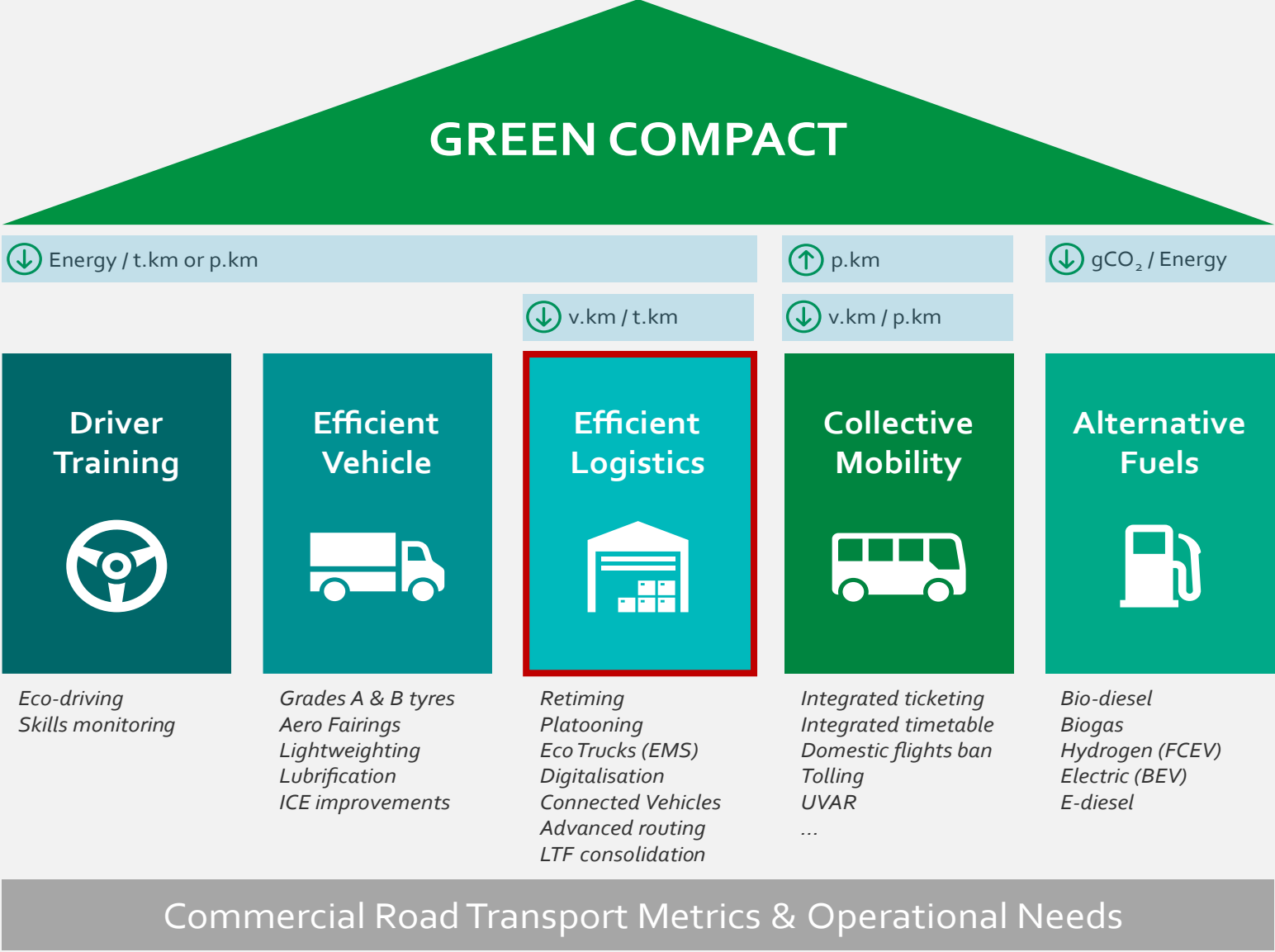


H₂

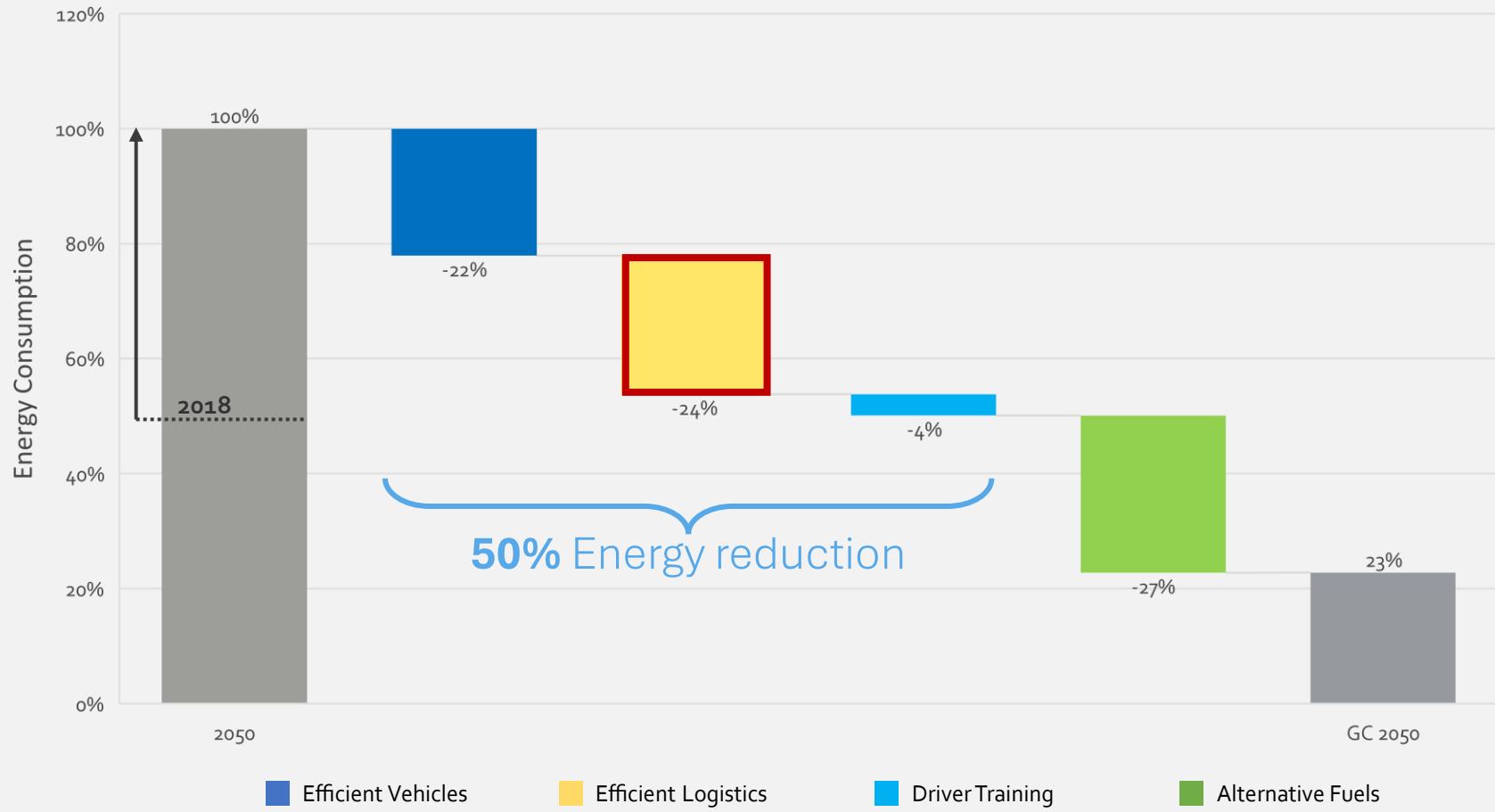


eFuel

What is the Green Compact methodology ?



First lever: working on energy reduction



Further benefits from TIR digitalisation – eTIR

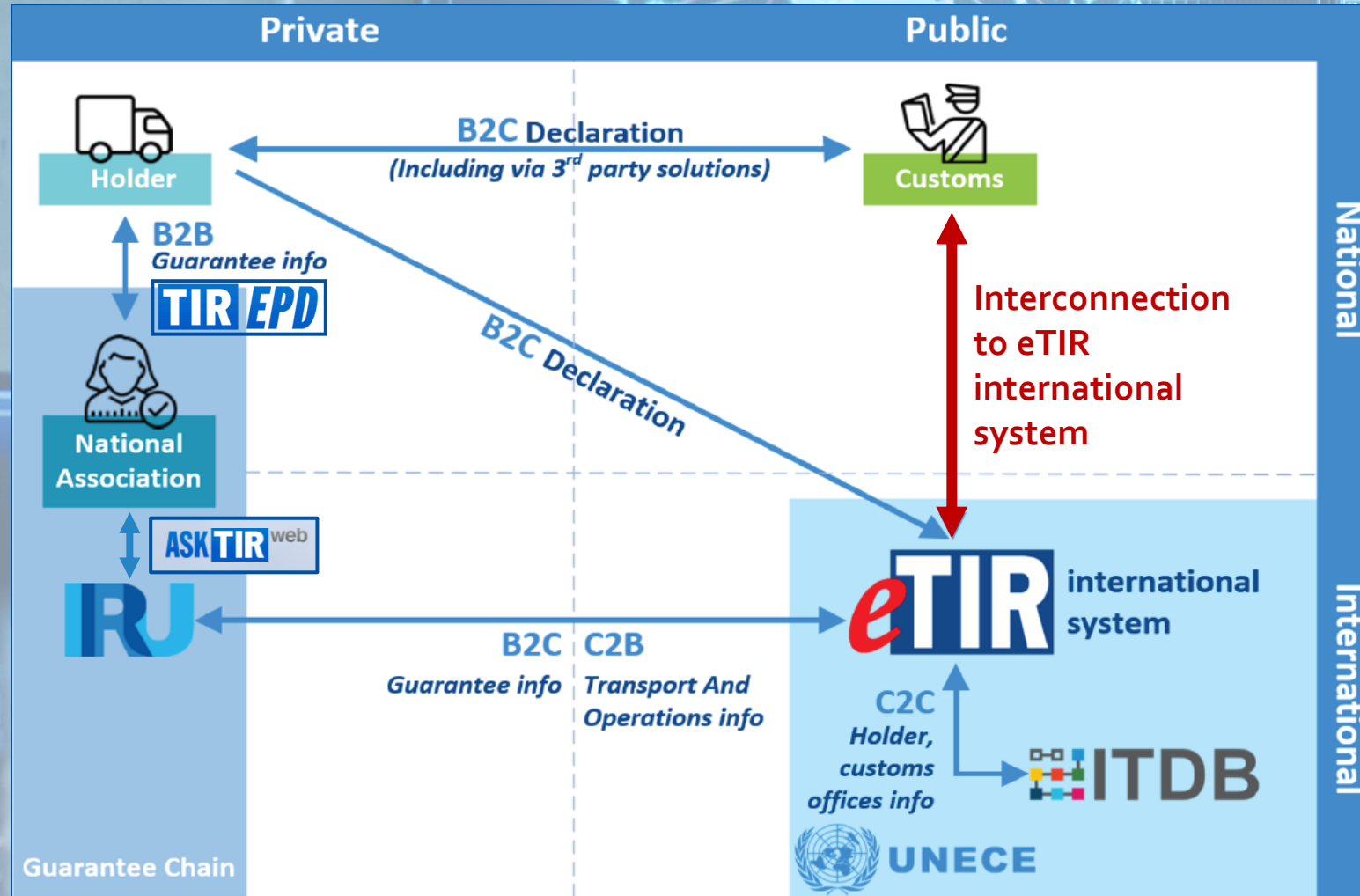
eTIR brings further the principle of facilitation

Reduction of border-crossing time, thanks to optimised procedures

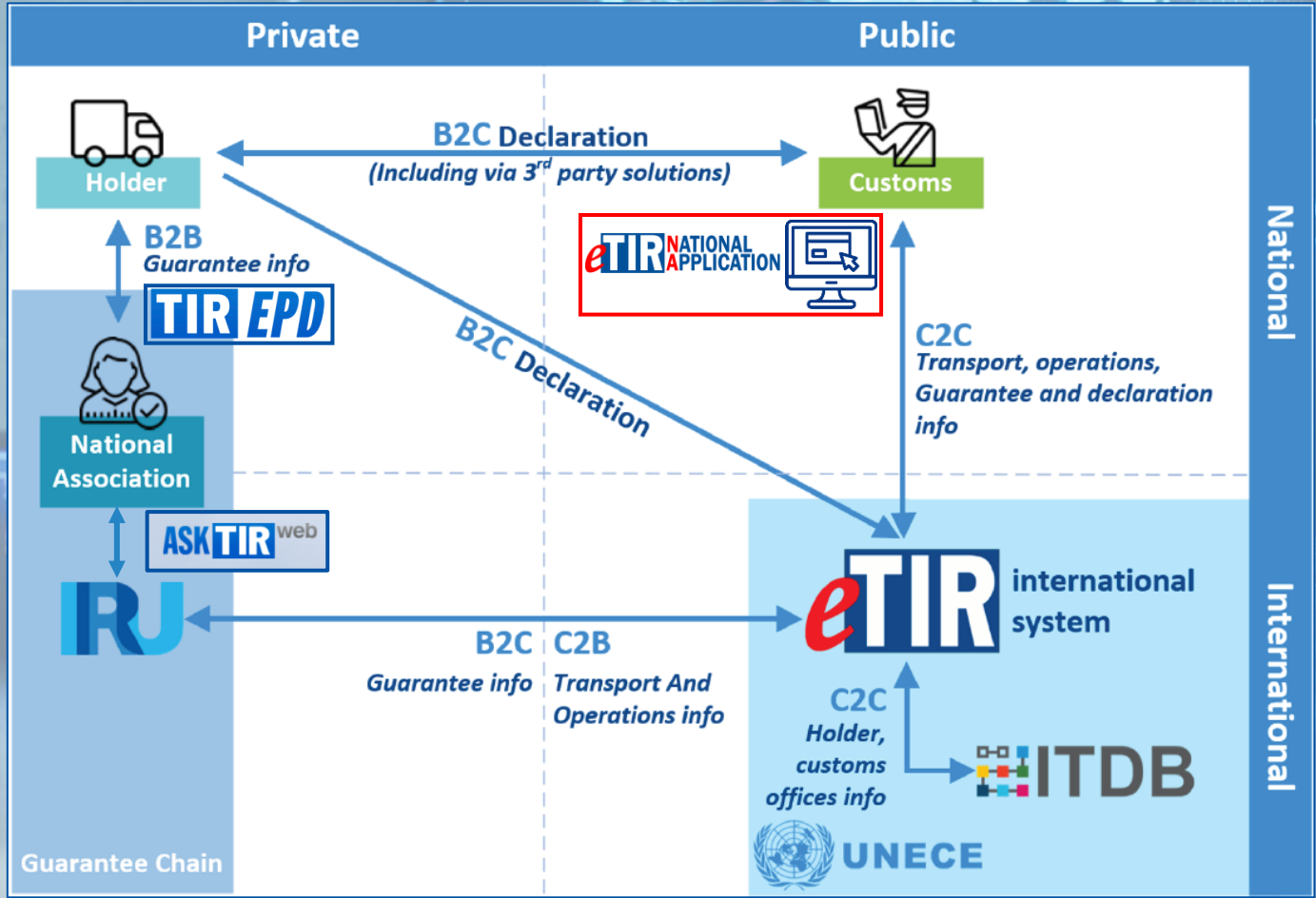


TIR DIGITALISATION

C2C via eTIR International system to make TIR digitalisation complete



eTIR can be launch already today



SPECA Roadmap

eTIR brings further the principle of facilitation based on security, transparency and mutual recognition

ROADMAP FOR THE DIGITALIZATION OF MULTIMODAL DATA AND DOCUMENT EXCHANGE ALONG THE TRANS-CASPIAN TRANSPORT CORRIDOR, USING UNITED NATIONS LEGAL INSTRUMENTS AND STANDARDS¹

Recognizing the historical importance of digital technologies and *noting* the importance of digital transformation for enhancing the integration of landlocked developing countries in the global economy, creating new opportunities for trade and transport to reap the full benefits of green and sustainable economic development,

Confirming the conclusions of the 70th session of the United Nations Economic Commission for Europe in April 2023 that digital transformation can assist in the quest for

To achieve this vision, the participating countries along the Trans-Caspian transport corridor will accelerate existing efforts already made by them with support of UNECE development partners according to the following key milestones for:

- **2024**
 - Customs authorities, economic operators and national guarantee associations in all countries will start practical operation of the eTIR international system⁴ based on the TIR Convention,

accessions to the TIR Convention and the CMR Convention,

Recognizing the existing work and plan on digitalization of the applications of the United Nations legal instruments on transport and transit facilitation, including the digital Trans-Caspian transport corridor as one of the priorities,

Responding to the Joint Ministerial Statement from the Meeting of Ministers of SPECA Participating States from 17 April 2023, at which Ministers “requested the UNECE to develop a Roadmap for a digitalization of multimodal data and document exchange along the Trans-Caspian transport corridor using relevant United Nations standards, including through realizing a regional pilot project for SPECA participating States”,² and further request from the joint letter by the Permanent Missions of six SPECA countries on “developing a Roadmap for a digitalization of multimodal data and document exchange along the Trans-Caspian transport corridor using relevant United Nations legal instruments and standards”.

¹ Prepared based on the inputs of the UNECE Secretariat

² https://unece.org/sites/default/files/2023-03/ECE_1504_ENG.pdf

³ <https://unece.org/sites/default/files/2023-05/SPECA%20Ministerial%20Meeting%2017.04.23%20Joint%20Ministerial%20Statement%20.pdf>

⁴ <https://unece.org/sites/default/files/2023-05/SPECA%20Ministerial%20Meeting%2017.04.23%20Joint%20Ministerial%20Statement%20.pdf>

SPECA Roadmap

Other instruments digitalisation – e-CMR

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Recognizing the historical importance of digital technologies and *noting* the importance of digital transformation for enhancing the integration of landlocked developing countries in the global economy, creating new opportunities for trade and transport to reap the full benefits of green and sustainable economic development,

Confirming the conclusions of the 70th session of the United Nations Economic Commission for Europe in April 2023 that digital transformation can assist in the quest for sustainable development,

Noting that the process of accession to the Convention on the Facilitation of International Road Transport (TIR) is a key element of the TIR system. Cover of TIR resolutions: 2014–2024; for sustainable transport for second United Nations Sustainable Development Goals; and Developing

Further recommending that the United Nations Economic Commission for Europe recommend accession to the Convention on the Facilitation of International Road Transport (TIR) by the participating States.

Recognizing the importance of the United Nations legal instruments and standards for the digitalization of the Caspian transport corridor.

Responding to the request of the participating States to develop a Roadmap for the digitalization of the Caspian transport corridor by the digitalization of the corridor using

A thorough assessment of the following should be conducted in order to take concrete steps based on the vision:

- digital mechanisms based on harmonized international agreements; useful national and regional mechanisms, which can be considered as viable alternatives and that can be even expanded or replicated (e.g., e-CMR, electronic invoices, digital signature, etc.),
 - legal environment supporting those mechanisms and gaps in legislation and procedures,
 - the ways to optimize data flows by merging data submission related to various procedures and various modes of transport,
 - redundant and obsolete mechanisms, hampering the progress in digitalization.
- 2026
- Customs authorities and economic operators may use eCMR based on the CMR Convention and its protocol on eCMR with the use of the UN/CEFACT standards,

¹ Prepared based on the inputs of the UNECE Secretariat

² https://unece.org/sites/default/files/2023-03/E_ECE_1504_ENG.pdf

³ [https://unece.org/sites/default/files/2023-](https://unece.org/sites/default/files/2023-05/SPECA%20Ministerial%20Meeting%2017.04.23%20Join%20Ministerial%20Statement%20.pdf)

[05/SPECA%20Ministerial%20Meeting%2017.04.23%20Join%20Ministerial%20Statement%20.pdf](https://unece.org/sites/default/files/2023-05/SPECA%20Ministerial%20Meeting%2017.04.23%20Join%20Ministerial%20Statement%20.pdf)



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