

"Implementation of the eTIR International System in the ESCWA region"

ورشة عمل تدريبية حول

"تطبيق النموذج الالكتروني لاتفاق النقل الدولي العابر للحدود)

عن بعد، 16 و 17 كانون الأول/ديسمبر 2020" (TIR)

eBeirut, 16-17 December 2020

Konstantinos Alexopoulos

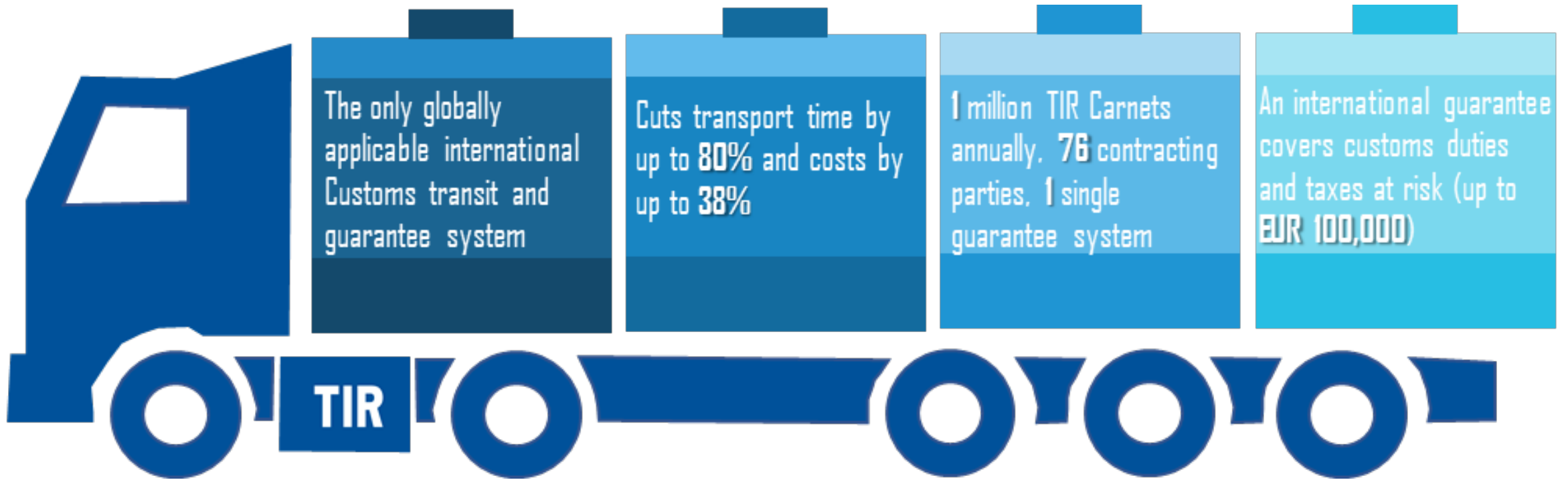
TIR Secretary

Chief Transport Facilitation and Economics

Sustainable Transport Division

UNECE





The five pillars of the TIR Customs transit system

Secure Vehicles or Containers

Goods shall be carried in containers or road vehicles the load compartments of which are constructed in such a way that there shall be no access to the interior when secured by a Customs seal and that any tampering will be clearly visible.

International Guarantee

The international guarantee system was designed to ensure that Customs duties and taxes at risk during transit operations are covered, at any moment, by a national guaranteeing association, in the event that such payment cannot be obtained from the directly liable person(s).

TIR Carnet

The TIR Carnet is an international customs document and constitutes the administrative backbone of the TIR system. It also provides proof of the existence of an international guarantee.

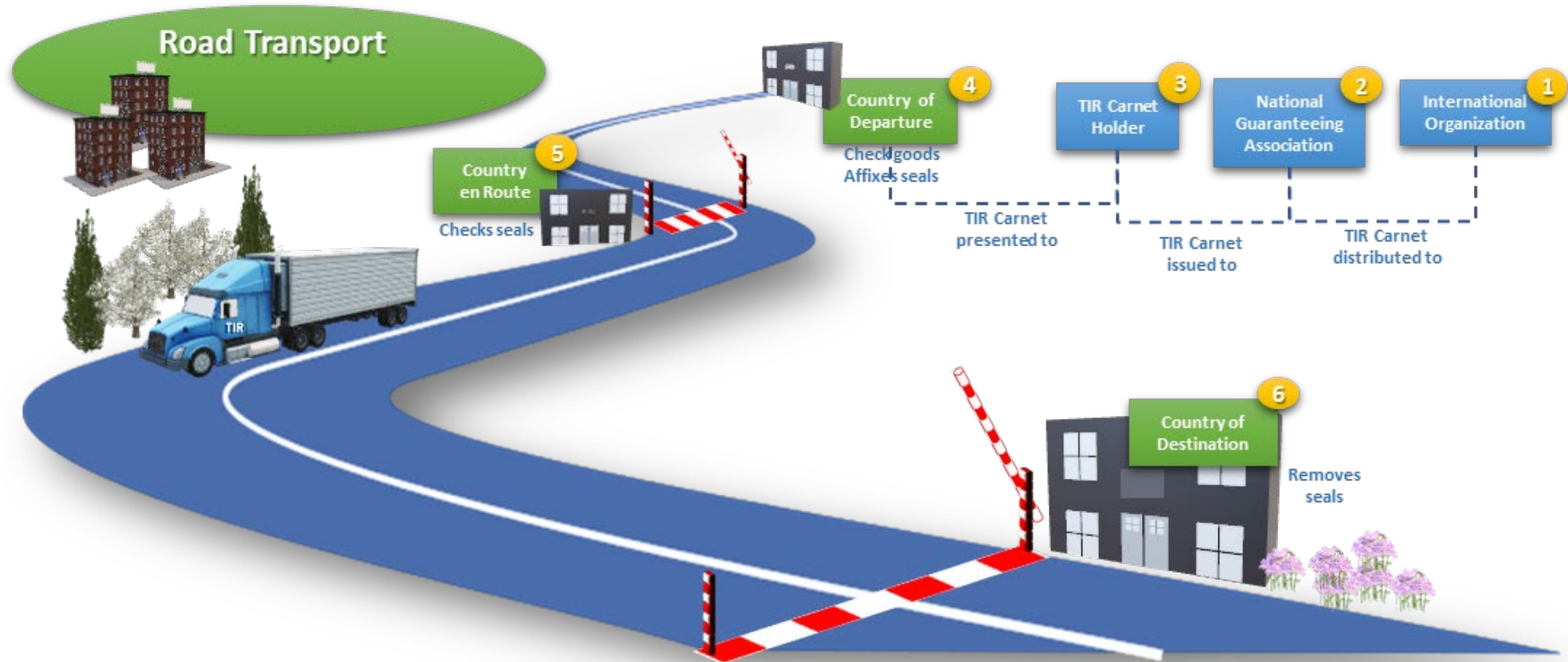
Mutual Recognition of Customs Controls

Goods carried under the TIR procedure in sealed load compartments of road vehicles or in containers will not, as a general rule, be examined at customs offices en route, and that is where the main advantages of the TIR system for the transport operator come into play.

Controlled Access

The conditions and requirements for the authorization, by national competent authorities (usually customs authorities), of national associations to issue TIR Carnets and to act as guarantor are stipulated under Annex 9 of the Convention.







76 Contracting Parties
64 Operational

The TIR System in ESCWA region / Challenges

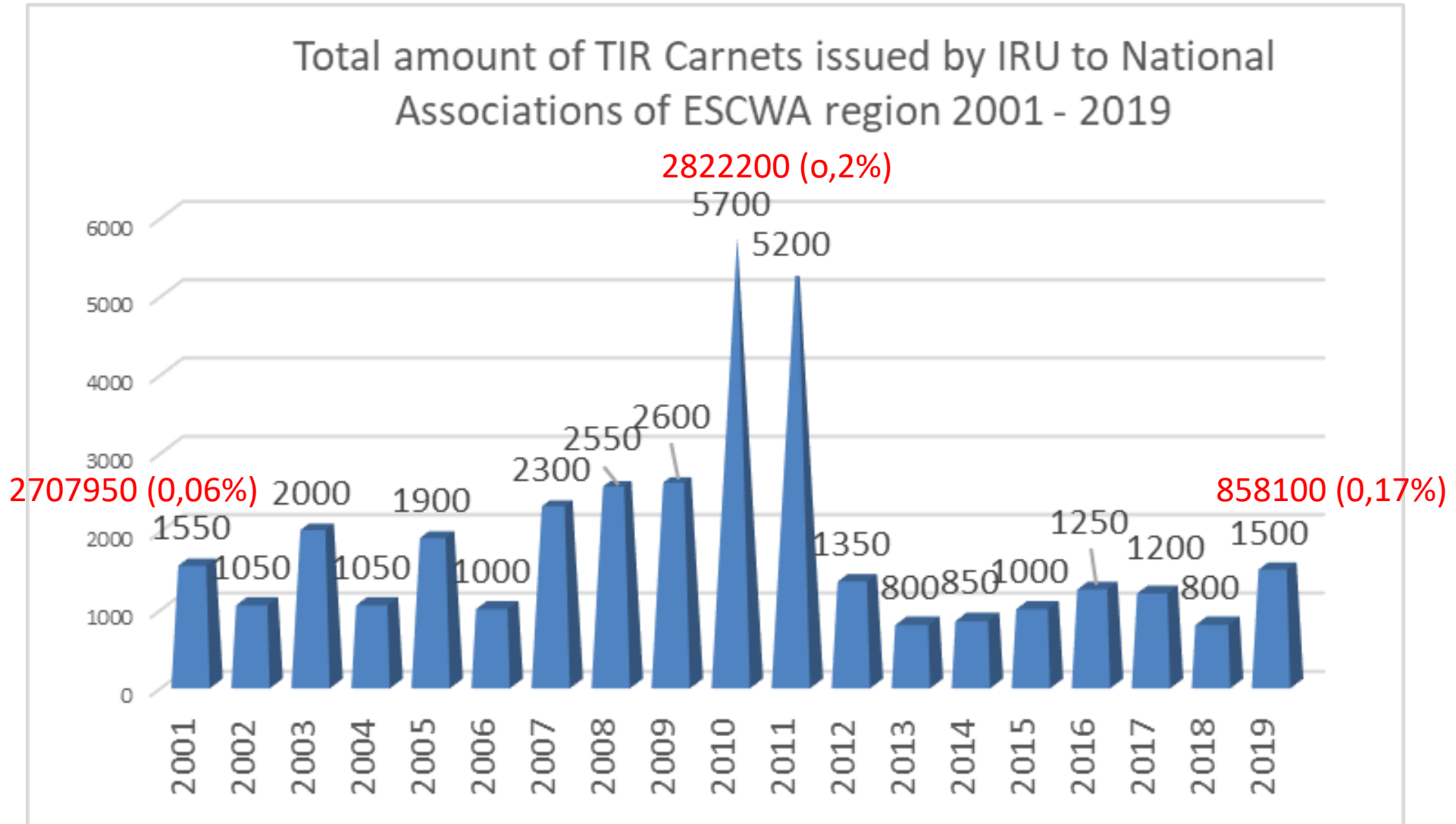
TIR Contracting Parties

- Algeria
- Jordan
- Kuwait
- Lebanon
- Morocco
- Oman
- State of Palestine
- Qatar
- Saudi Arabia
- Syrian Arab Republic
- Tunisia
- United Arab Emirates



Non TIR Contracting Parties

- Bahrain
- Egypt
- Iraq
- Libya
- Mauritania
- Somalia
- Sudan
- Yemen



TIR Contracting Parties

Algeria (1989)

Jordan (1985)

Kuwait (1983)

Lebanon (1997)

Morocco (1983)

Oman (2018)

State of Palestine (2017)

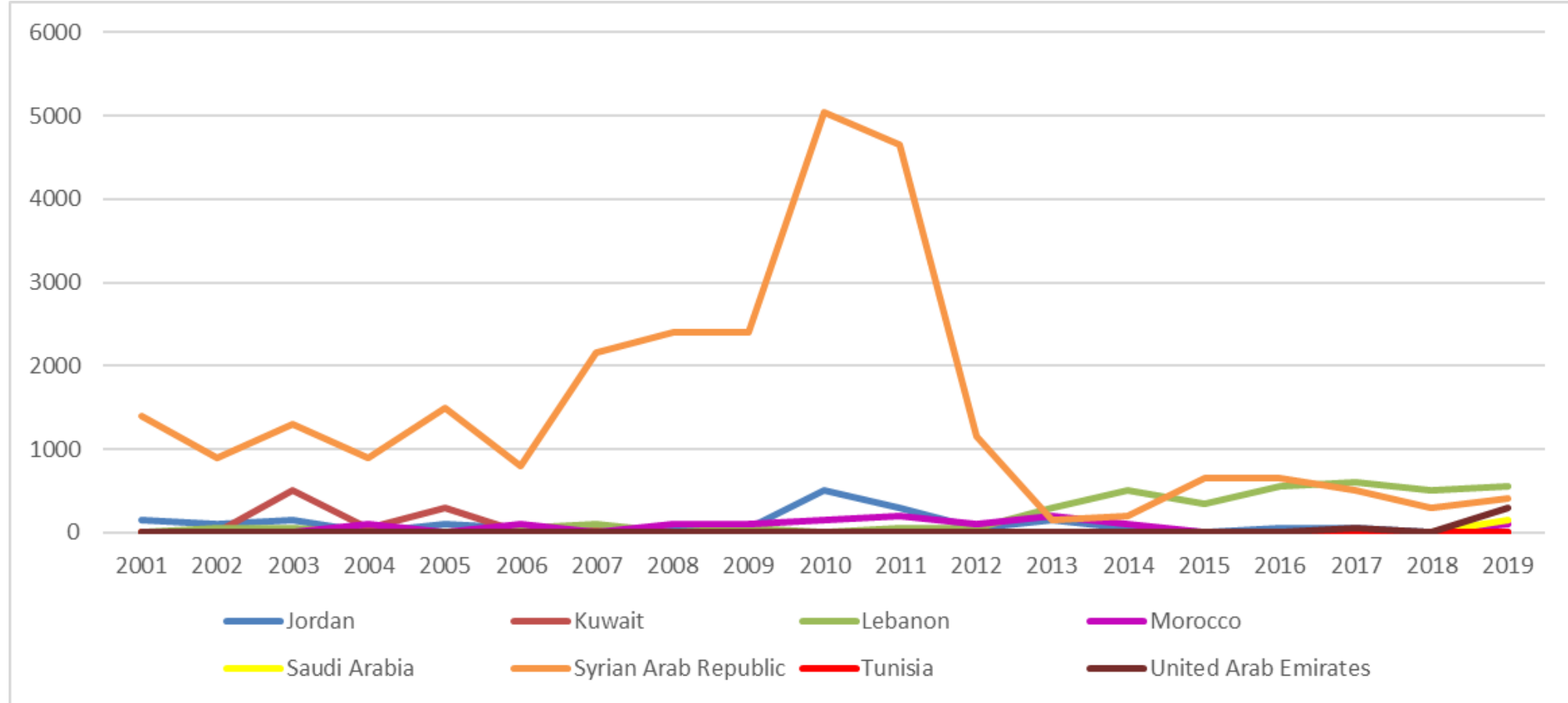
Qatar (2018)

Saudi Arabia (2018)

Syrian Arab Republic
(1999)

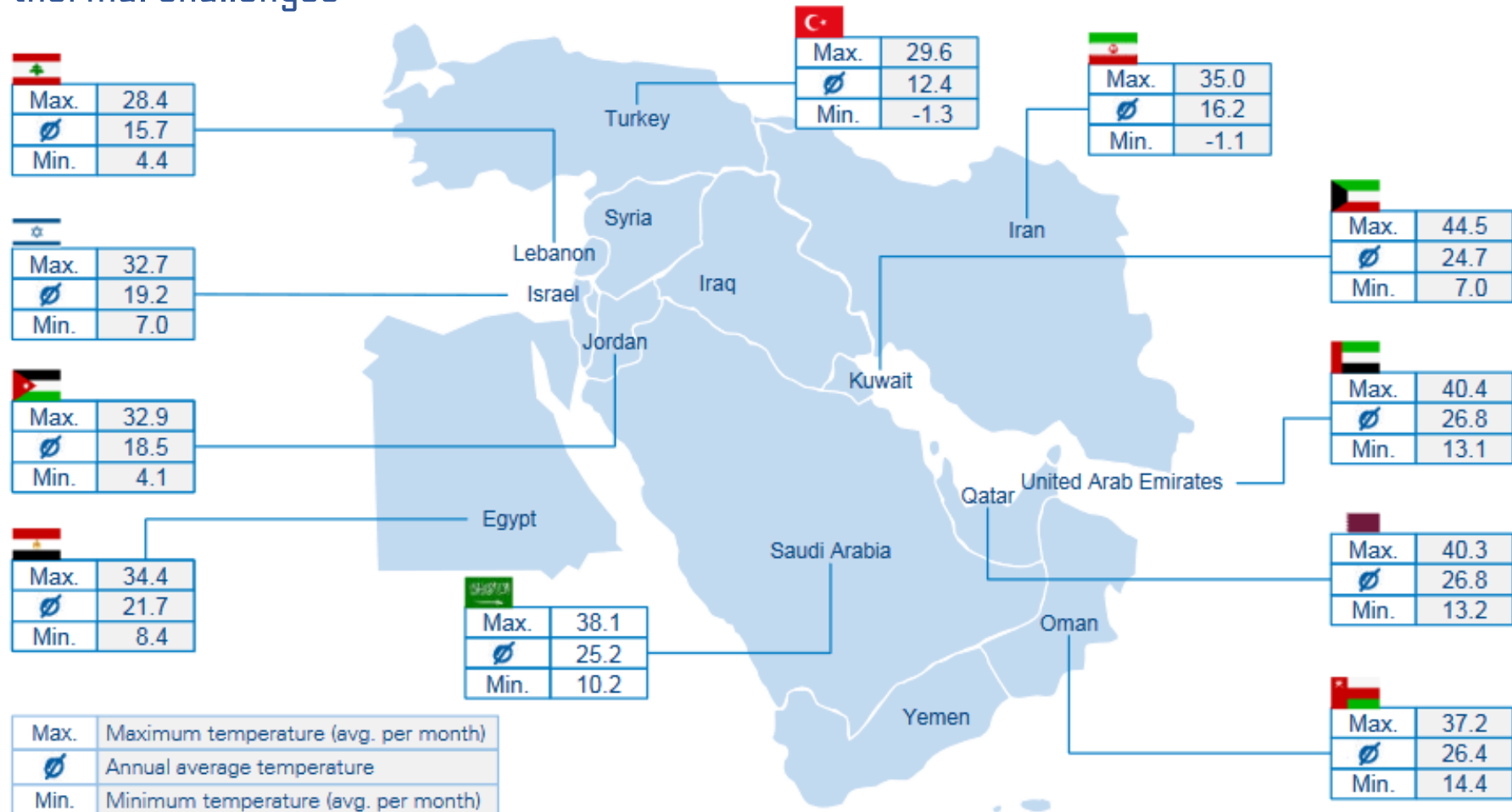
Tunisia (1977)

United Arab Emirates
(2007)





The climate in the Middle East region is challenging for trucks to operate given the severe thermal challenges



The TIR System in ESCWA region / Challenges

From a geographical and topographical perspective, Middle East poses several challenges for trucks (2015)



Most important highways

- **Egypt:** Cairo – Alexandria, Alexandria – Port Said, Cairo – Asyut
- **Saudi Arabia:** Jeddah – Mekka, Dammam – Khafji, Riyadh – Taif
- **Iran:** Teheran – Caspian Sea, Teheran – Mashhad, Pakistan – Kerman
- **United Arab Emirates:** Abu Dhabi – Ras al-Khaimah
- **Turkey:** Ankara – Istanbul – Edirne

Road network

- Turkey: 385,754 km (High percentage of paved streets¹)
- Saudi Arabia: 221,372 km (Low¹)
- Iran: 198,866 km (High¹)
- Egypt: 137,430 km (High¹)
- Oman: 60,230 km (Medium¹)
- Israel: 18,566 km (High¹)
- Jordan: 7,203 km (Medium¹)
- Lebanon: 6,970 km (Medium¹)
- Qatar: 9,830 km (High¹)
- Kuwait: 6,608 km (High¹)
- United Arab Emirates: 4,080 km (High¹)

¹ Scale for percentage of paved streets : low (< 33%) – medium (>33% - <66%) – high (> 66%)

The TIR System in ESCWA region / Challenges



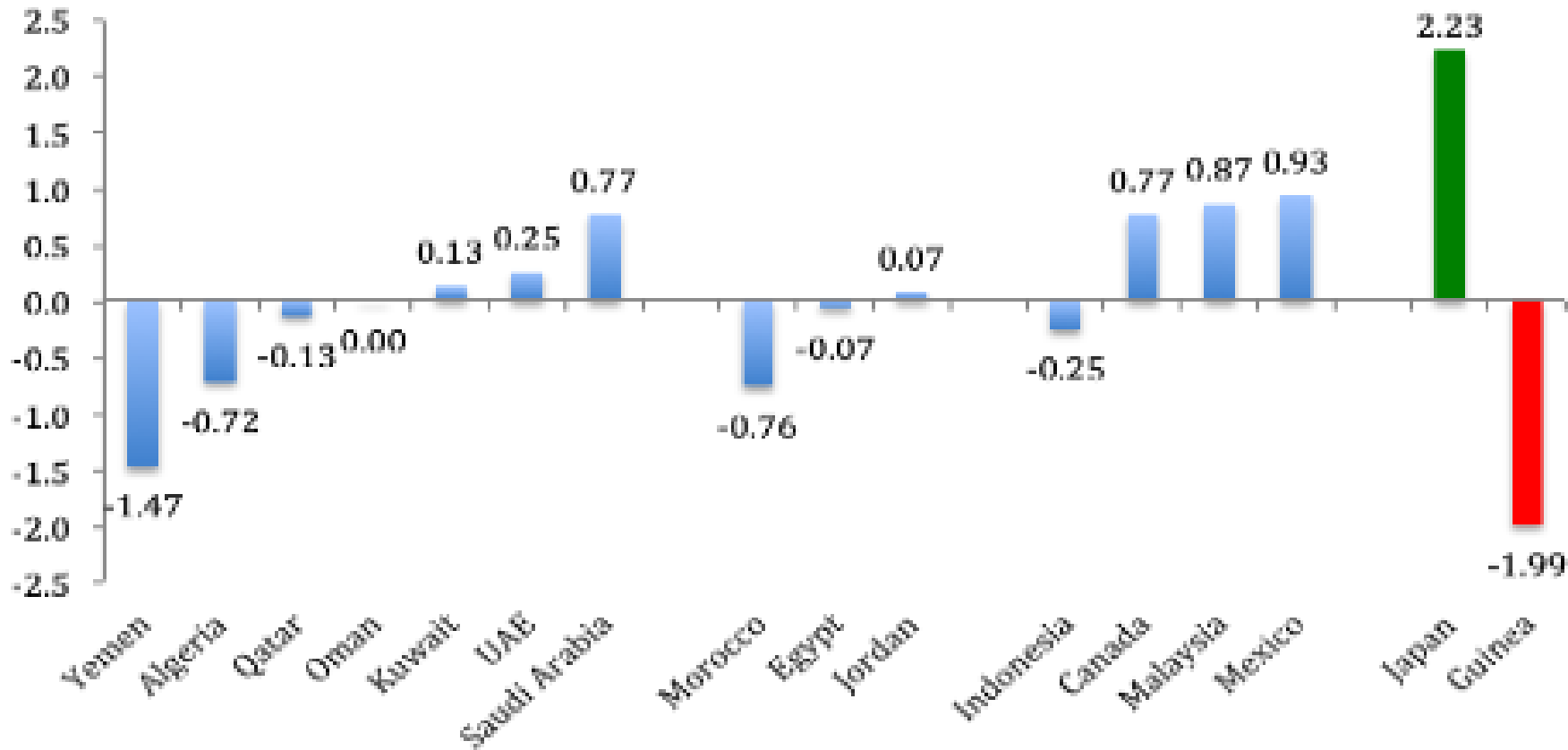
Though average tariffs have reduced over time, they remain very high; non-tariff barriers (e.g. burdensome technical regulations, import authorization procedures, cumbersome customs clearance and border controls) are obstacles to both regional and global integration;

MENA's trade facilitation performance – in terms of procedures, harmonization, transparency, border agency cooperation and so on – leaves much to be desired;

Trade has been negatively affected by the wars, sanctions and political barriers in the region;

Regional economic integration has seen very little progress due to different factors including weak institutions, the lack of infrastructure and state-owned enterprises;

Economic Complexity Indices



Lack of diversification is a serious drawback, given that oil and agricultural products remain by far the most important exports

Source: The Observatory of Economic Complexity
 (<https://atlas.media.mit.edu/en/rankings/country/eci/>)



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MENA: Strengthening legislation for facilitating cross-border cooperation against terrorism, its financing and other serious crimes

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WCO supports the MENA region with the implementation of the Cross border E-commerce Framework of Standards

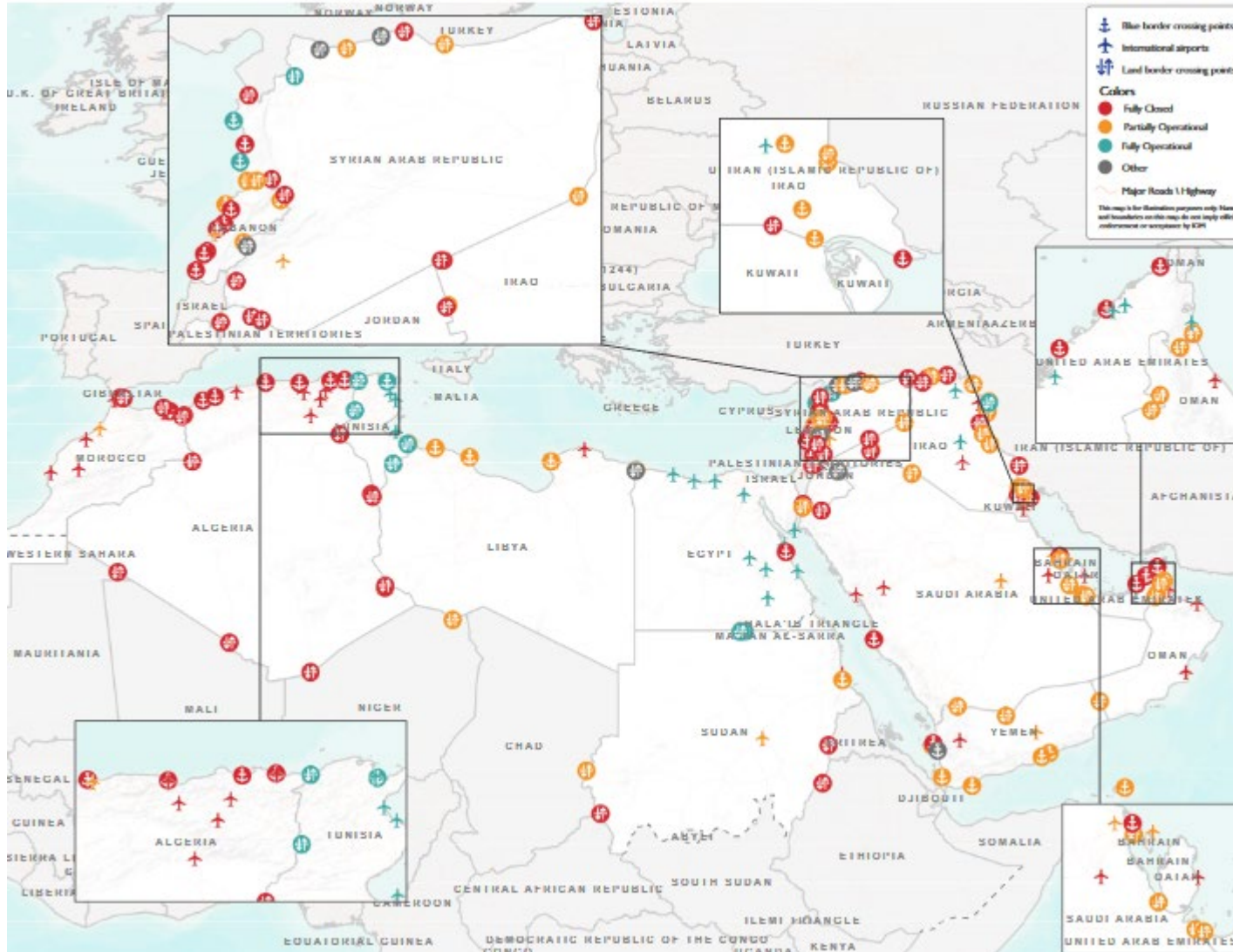
Thank you!

More information on eTIR here:

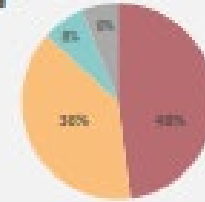


The TIR System in ESCWA region / Challenges

Overview of monitored International Airports, Land border crossing points and Blue border crossing points in MENA



Land border crossing points



- 78 → Restrictions to enter through this PoE
- 76 ← Restrictions to exit through this PoE
- 20 Medical measures including mandatory quarantine

Land Border Crossing Points Operational Status

