

capacity building workshop

**“Implementation of the eTIR International System in the ESCWA region
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Economic and Social Commission for Western Asia



UNITED NATIONS

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ESCWA

**Collective Application of eTIR Across
a Land Transport Corridor Connecting
East Mediterranean to GCC Countries
(Lebanon- UAE)**

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Objective and Scope of the Study

Objective

The study will help to achieve a clearer understanding of the advantages and requirements of collective application of eTIR on a land transport corridor connecting East Mediterranean to GCC Countries (Lebanon- UAE) .

Scope and Outline of the Study

- The role of road transport in achieving trans-border trade among the countries of the corridor.
- Context and status of implementation of the TIR system in the countries of the corridor.
- Comparative advantages of the transformation towards the e-TIR to mitigate the effects of the COVID- 19 across the countries of the corridor and to enhance border crossing trade (compared with other bilateral or sub regional arrangement like the Arab transit, the back to back transport, etc.)
- Regulatory and technical requirements of the implementation of the e-TIR across the countries of the corridor - recommendations.

PRELIMINARY FINDINGS

Major Trade Partners (2018)

| Country | Trade Partner | |
|--------------|---|-----------------------------------|
| | Export | Import |
| Lebanon | UAE, SA, Syria, South Africa. | China, Greece, Italy, USA, UAE. |
| Syria | SA, Lebanon, Egypt, Turkey, Jordan . | China, Turkey, UAE Egypt, Russia. |
| Jordan | USA , SA , Iraq, India, UAE. | SA, China, UAE, USA, Germany. |
| Saudi Arabia | Japan , China , India , South Korea, USA. | China, UAE, USA, Germany, India. |
| UAE | India , Japan , SA , China, Oman. | China, India, USA, UK, Germany. |



PRELIMINARY FINDINGS

Number of Trucks Crossing Jordanian Borders by Nationality

| YEAR | SAUDI | UAE | SYRIA | FOREIGN |
|------|---------|--------|--------|---------|
| 2010 | 114,000 | 24,000 | 69,000 | 42,000 |
| 2014 | 90,000 | 37,000 | 39,000 | 4000 |
| 2018 | 93,000 | 14,000 | 14,000 | 2000 |



PRELIMINARY FINDINGS

Imports to Saudi Arabia by Mode of Transport

| MODE | % |
|------|----|
| SEA | 63 |
| AIR | 20 |
| ROAD | 17 |



PRELIMINARY FINDINGS

Logistics Performance Index (2018)

| Country | LPI Rank | LPI score | Customs | Infrastructure | Logistics Competence |
|--------------|----------|-----------|---------|----------------|----------------------|
| Lebanon | 79 | 2.72 | 2.38 | 2.64 | 2.47 |
| Syria | 138 | 2.30 | 1.82 | 2.51 | 2.29 |
| Jordan | 84 | 2.69 | 2.49 | 2.72 | 2.55 |
| Saudi Arabia | 55 | 3.01 | 2.66 | 3.11 | 2.86 |
| UAE | 11 | 3.96 | 3.63 | 4.02 | 3.92 |

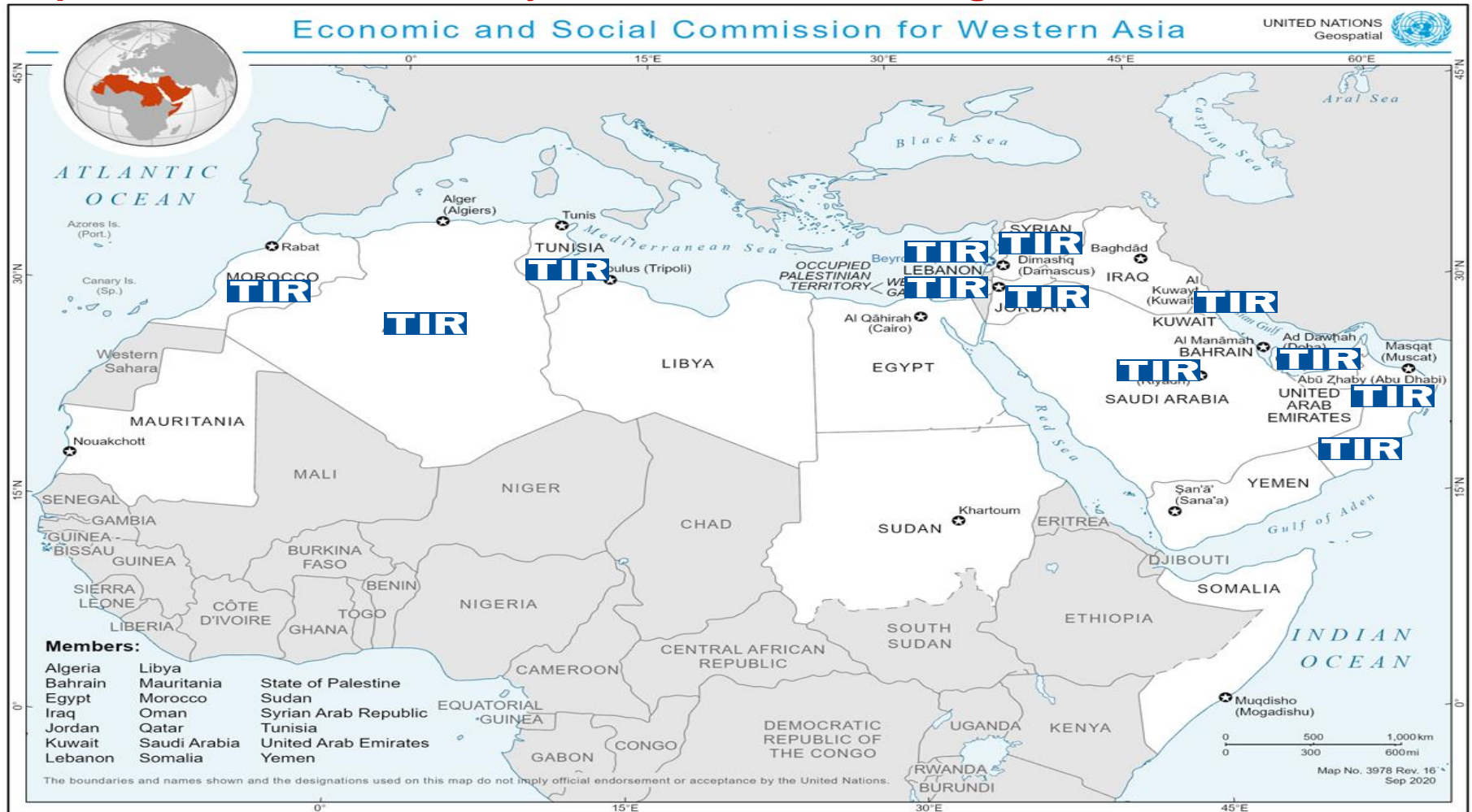
PRELIMINARY FINDINGS

Main characteristics of cross- border trade

- Low trans-border trade among the countries of the corridor.
- Political tensions and conflicts disrupting progress of cross-border trade
- Transport and trade costs are another significant constraint due to:
 - Poor logistics performance of most countries.
 - National laws and regulations are not harmonized across countries.
 - Limited size of the markets and potential trade volumes involved.
- Sea freight is the most common mode of transport for importers and exporters.

PRELIMINARY FINDINGS

Implementation of the TIR System in the ESCWA Region



PRELIMINARY FINDINGS

Implementation of the TIR system in the countries of the corridor

| Country | Accession Year | Operation Year | TIR Carnets Issued | | |
|--------------|----------------|----------------|--------------------|------|------|
| | | | 2010 | 2014 | 2019 |
| Lebanon | 1997 | 2000 | 50 | 500 | 500 |
| Syria | 1999 | 2000 | 5050 | 200 | 400 |
| Jordan | 1985 | 2001 | 500 | 50 | 0 |
| Saudi Arabia | 2018 | 2020 | - | - | 150 |
| UAE | 2007 | 2017 | - | - | 300 |

PRELIMINARY FINDINGS

Development of the TIR Across the Corridor

- There had been a steady decrease in the number of TIR Carnets distributed .
- One country which is not ready to implement the TIR simply blocks all countries.
- Relative high TIR Carnet price and limited guarantee .
- The long process to access to the TIR system and decision making process takes too long.
- Transports with TIR Carnets, often are not given priority at borders.
- Low speed of digitalization; TIR is still paper-based

THANK YOU