

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

ورشة عمل تدريبية حول

"تطبيق النموذج الالكتروني لاتفاق النقل الدولي العابر للحدود (eTIR) عن بعد، 16 و 17 كانون الأول/ديسمبر 2020"

**eBeirut, 16-17 December 2020**

**Konstantinos Alexopoulos**

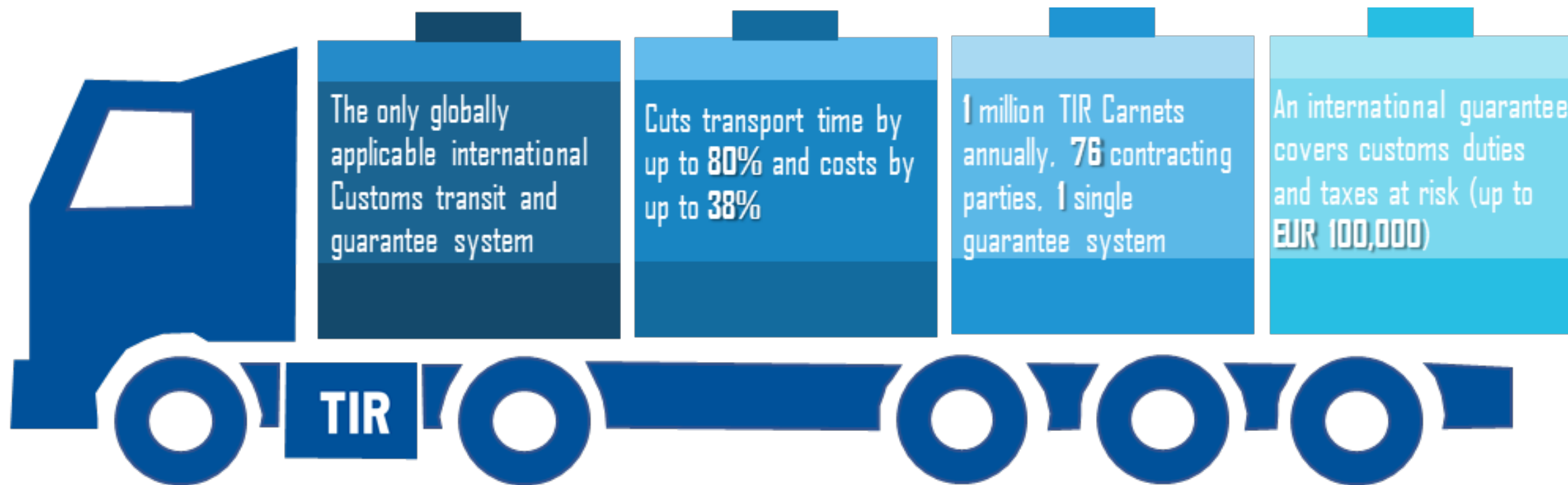
TIR Secretary

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

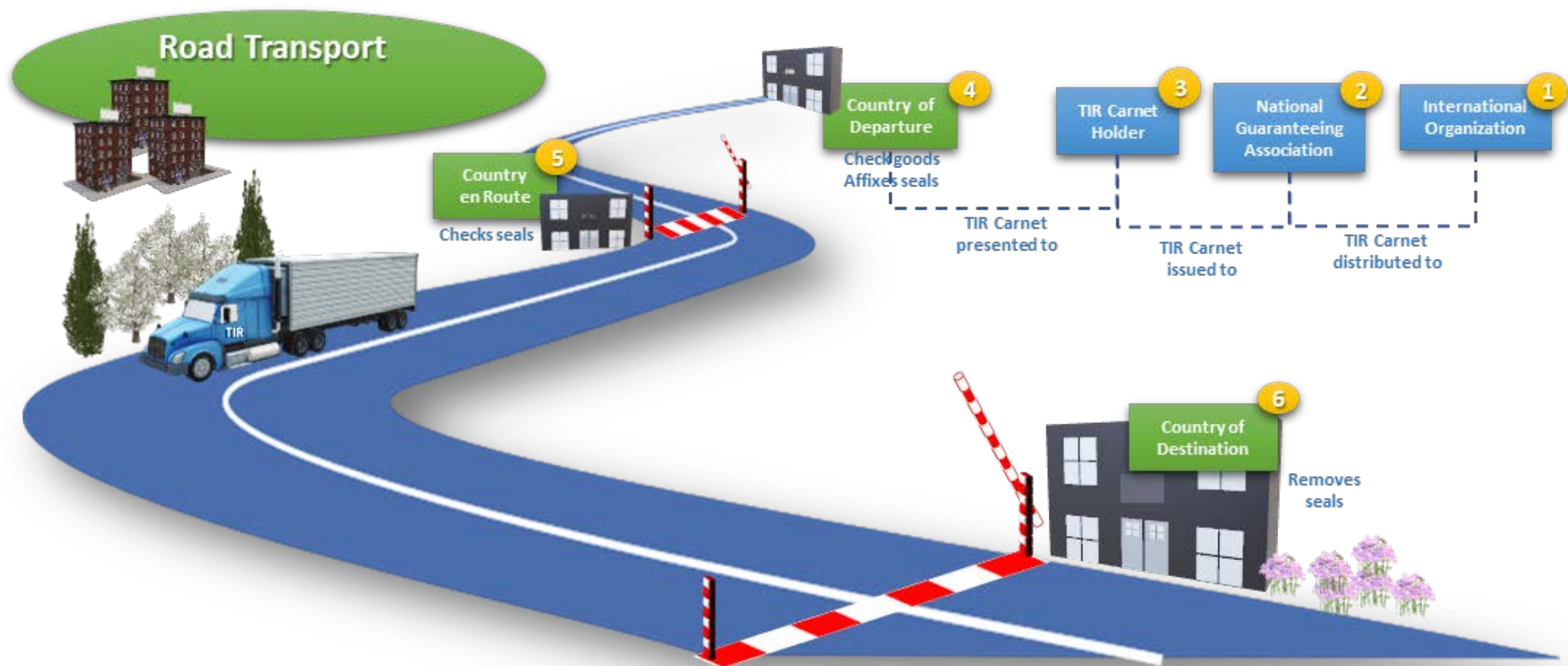
Goods carried under the TIR procedure in sealed load compartments of road vehicles or in containers will not, as a general rule, be examined at customs offices en route, and that is where the main advantages of the TIR system for the transport operator come into play.

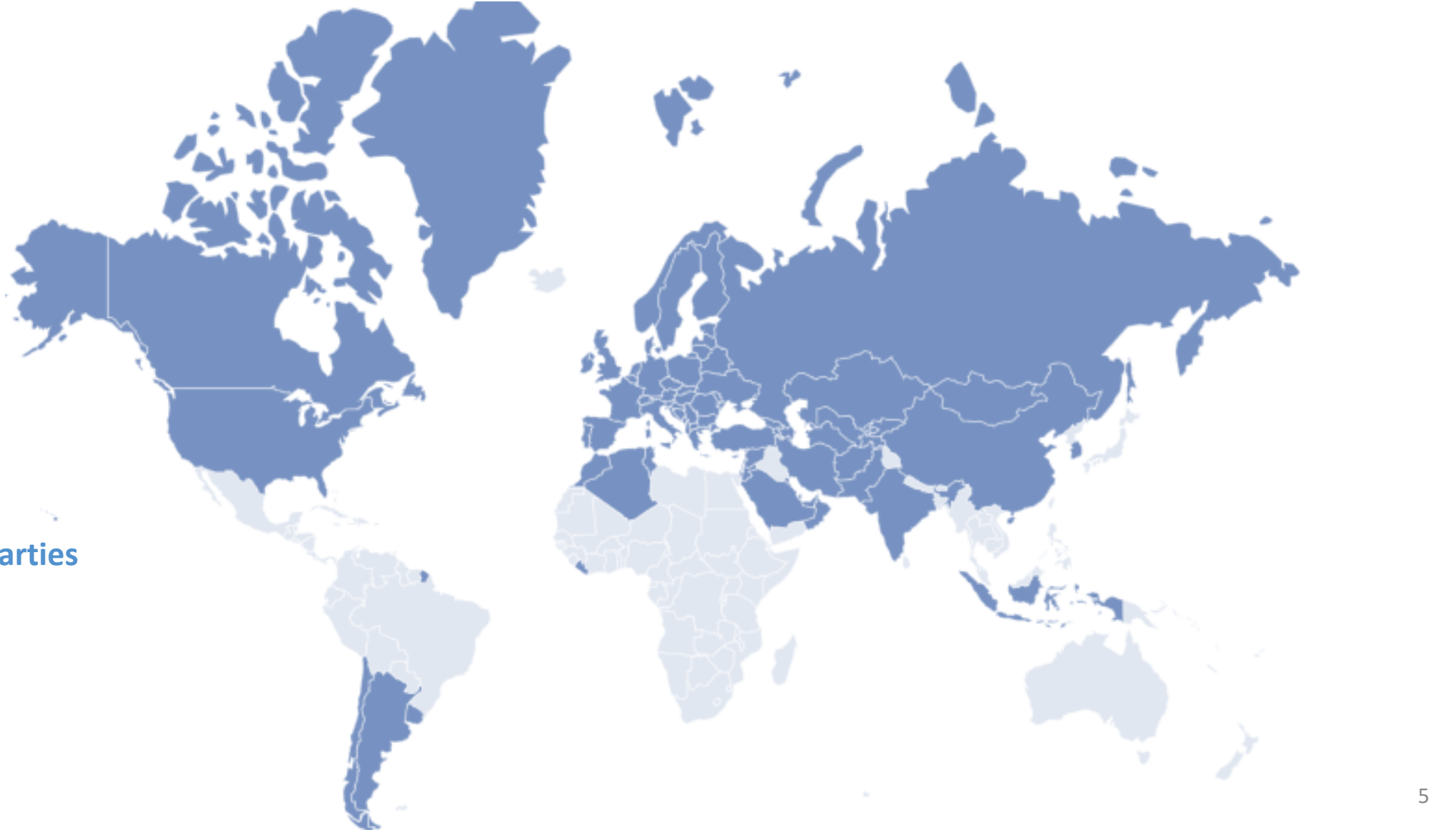
## Controlled Access

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.



# How it works





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

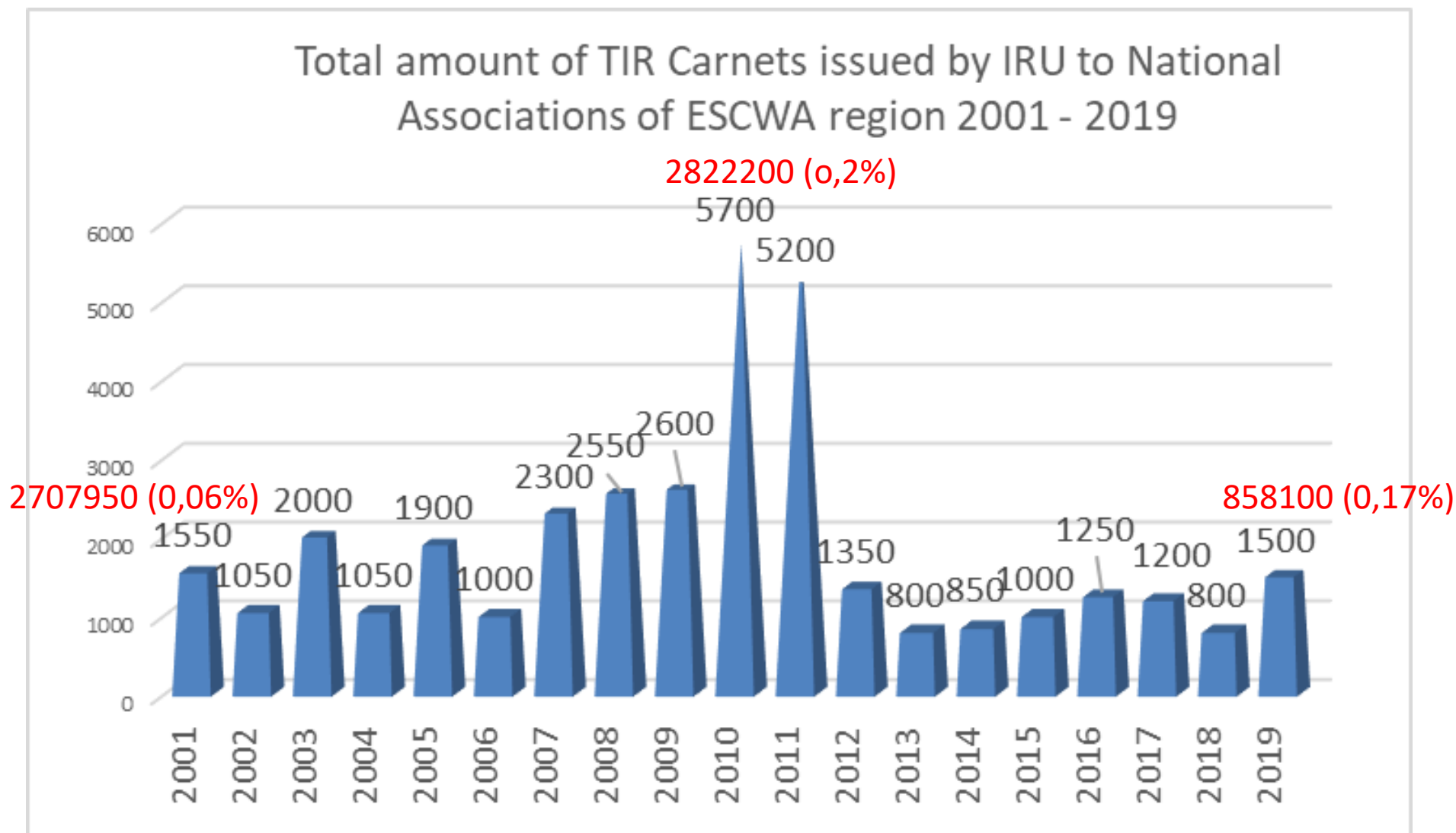


## Non TIR Contracting Parties

Bahrain  
Egypt  
Iraq  
Libya  
Mauritania  
Somalia  
Sudan  
Yemen



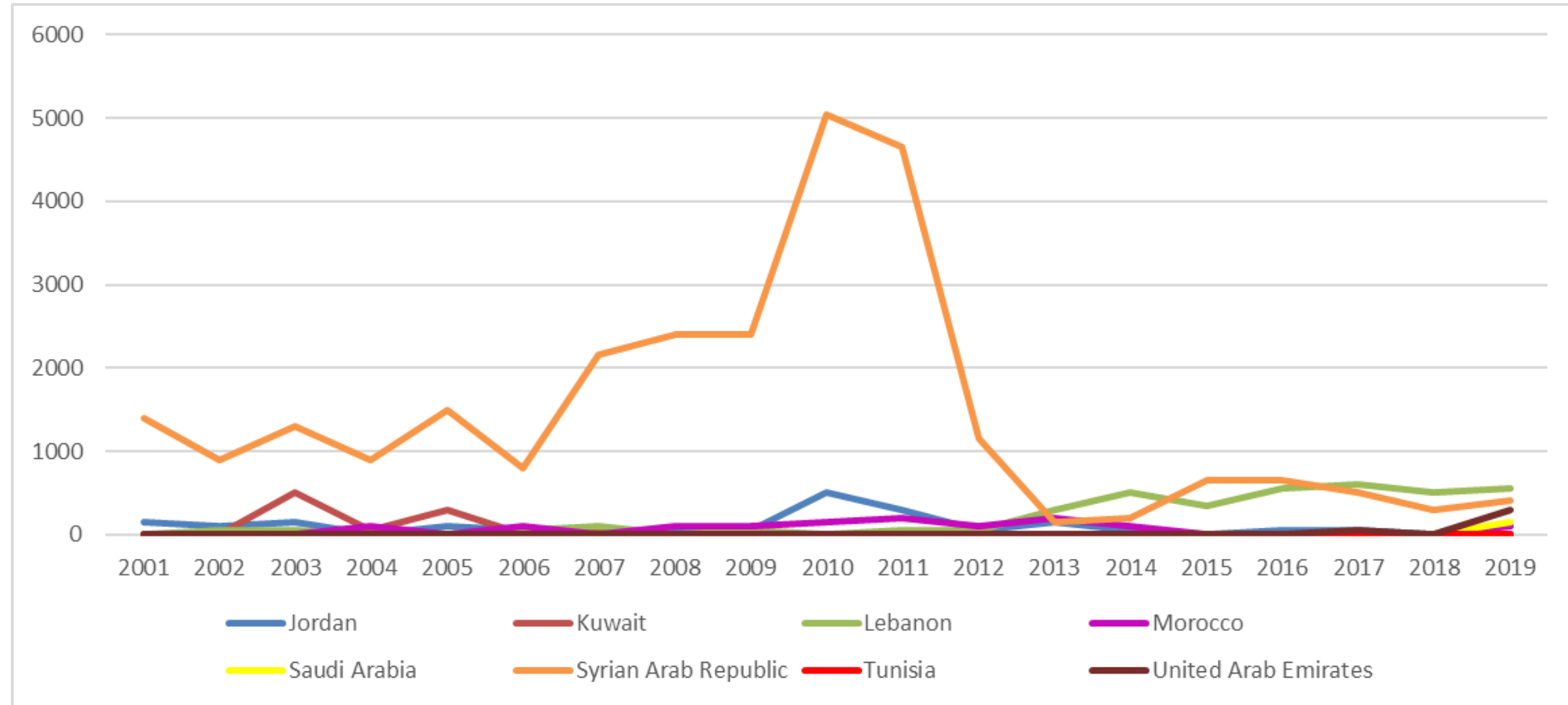
# The TIR System in ESCWA region



# The TIR System in ESCWA region / Challenges

## TIR Contracting Parties

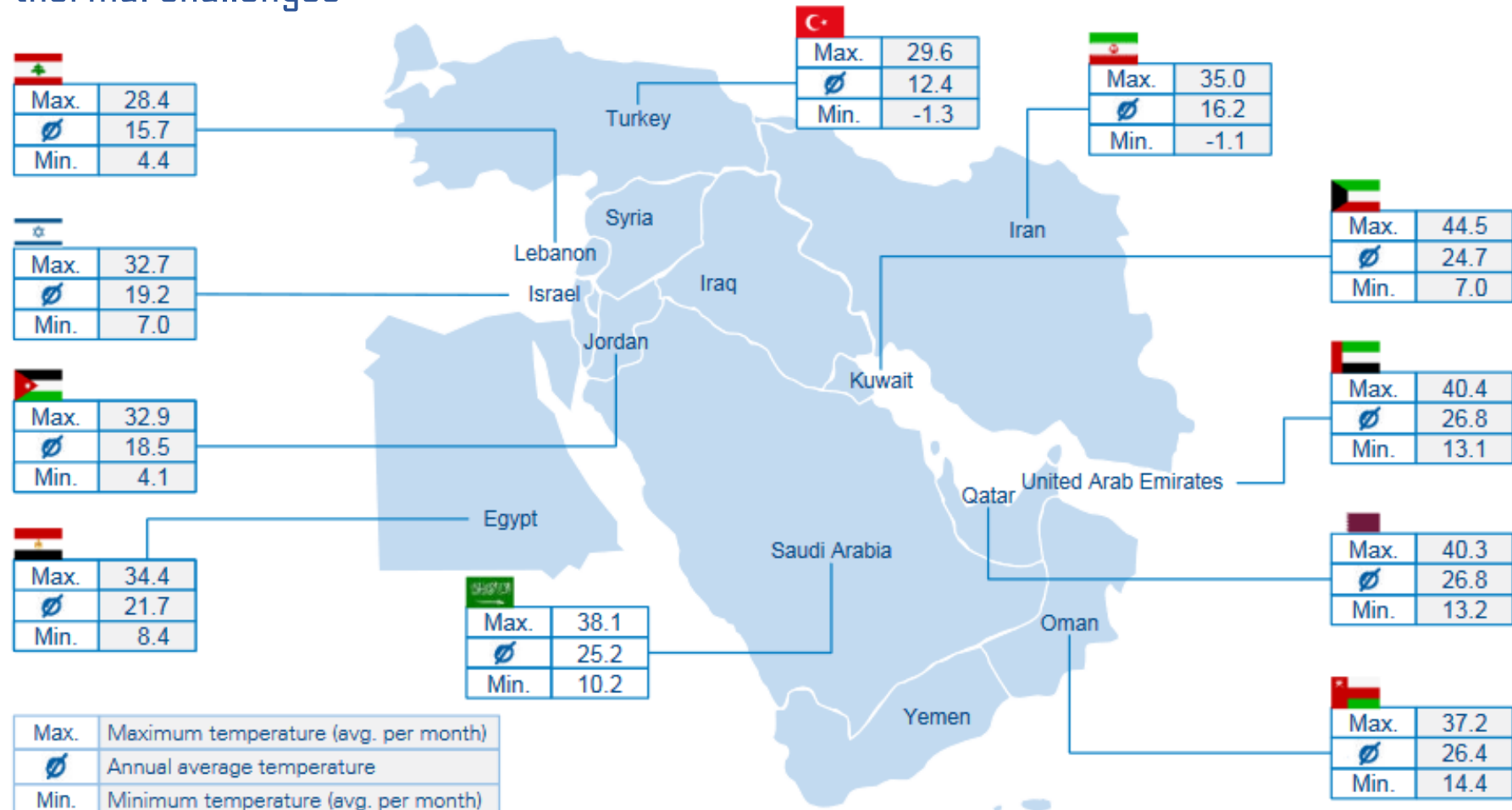
Algeria (1989)  
 Jordan (1985)  
 Kuwait (1983)  
 Lebanon (1997)  
 Morocco (1983)  
 Oman (2018)  
 State of Palestine (2017)  
 Qatar (2018)  
 Saudi Arabia (2018)  
 Syrian Arab Republic (1999)  
 Tunisia (1977)  
 United Arab Emirates (2007)





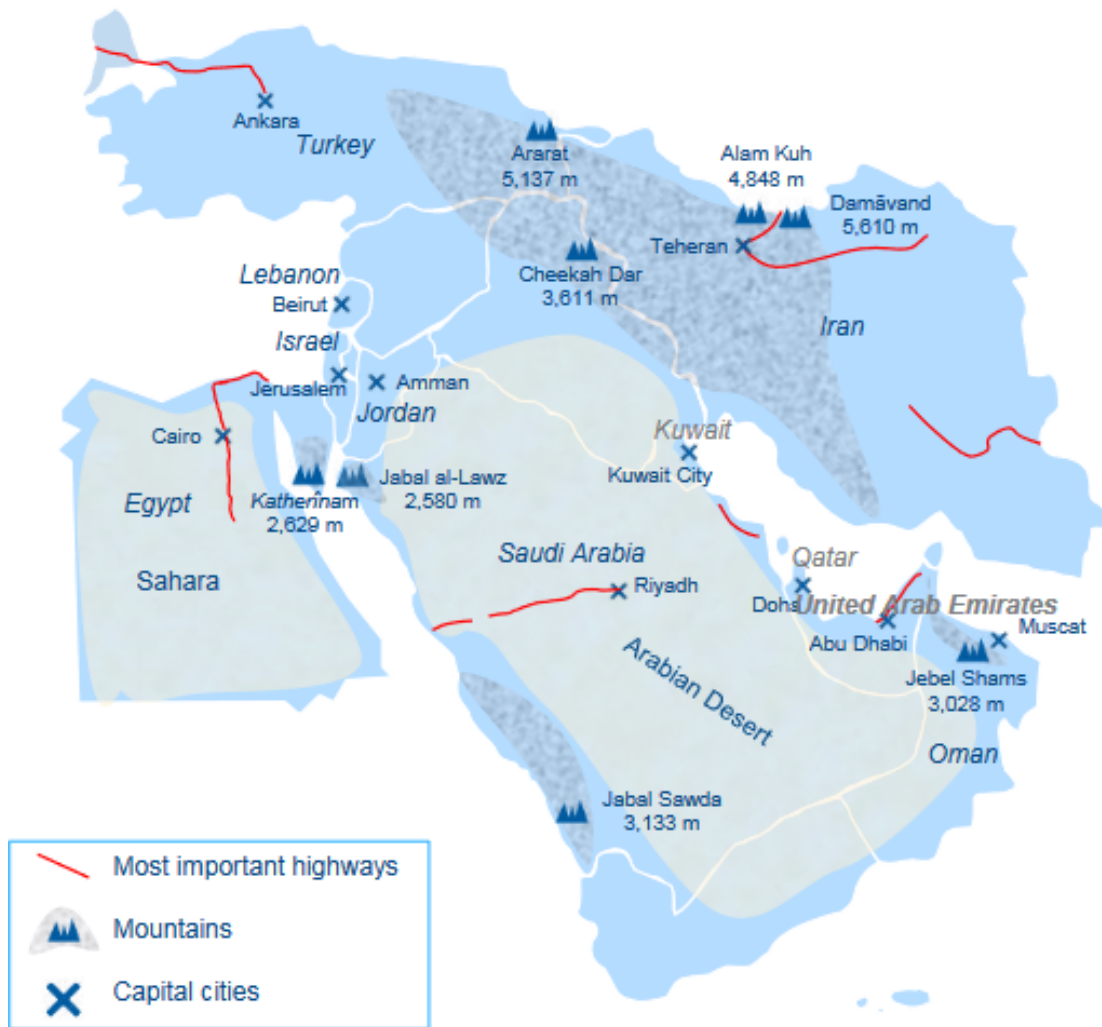
# The TIR System in ESCWA region / Challenges

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

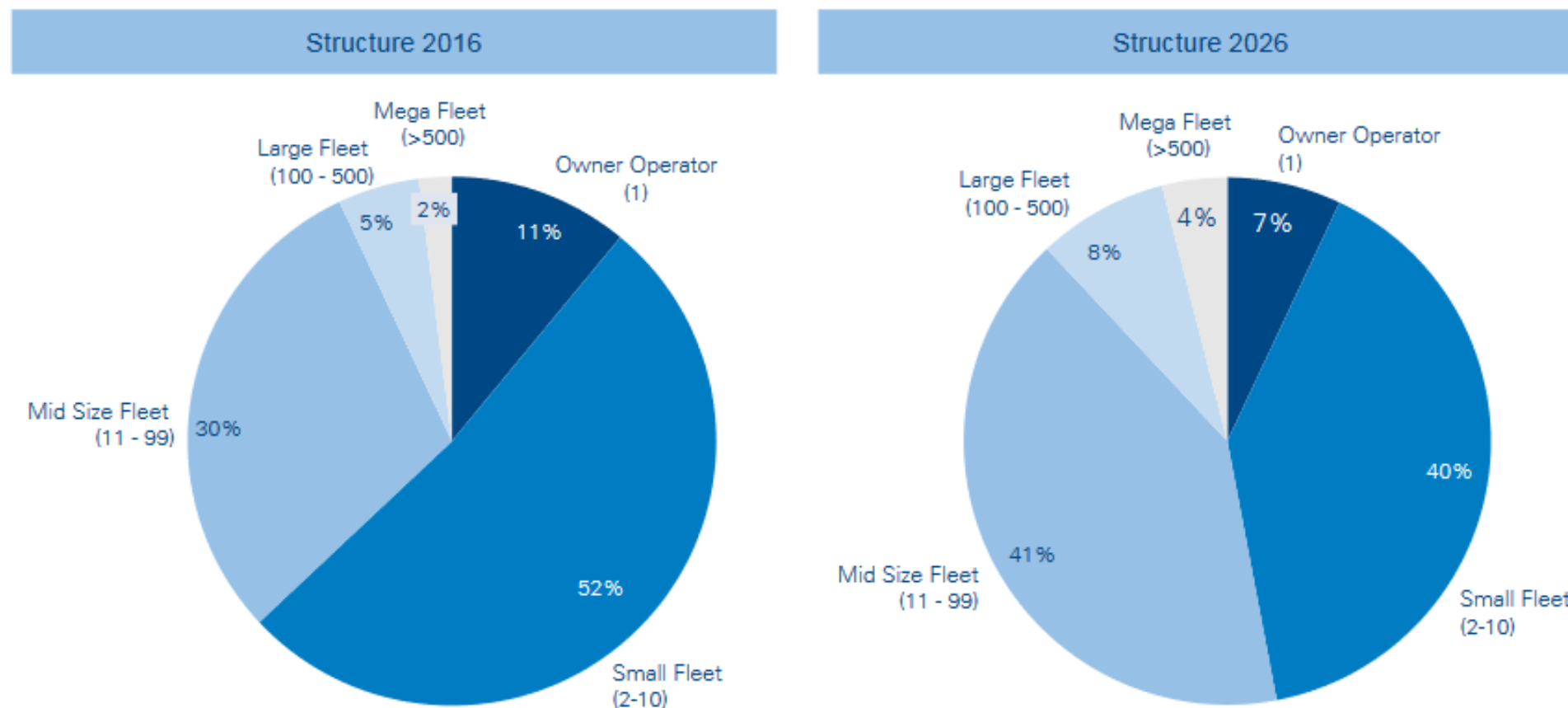
- **Egypt:** Cairo – Alexandria, Alexandria – Port Said, Cairo – Asyut
- **Saudi Arabia:** Jeddah – Mekka, Dammam – Khafji, Riyadh – Taif
- **Iran:** Teheran – Caspian Sea, Teheran – Mashhad, Pakistan – Kerman
- **United Arab Emirates:** Abu Dhabi – Ras al-Khaimah
- **Turkey:** Ankara – Istanbul – Edirne

## Road network

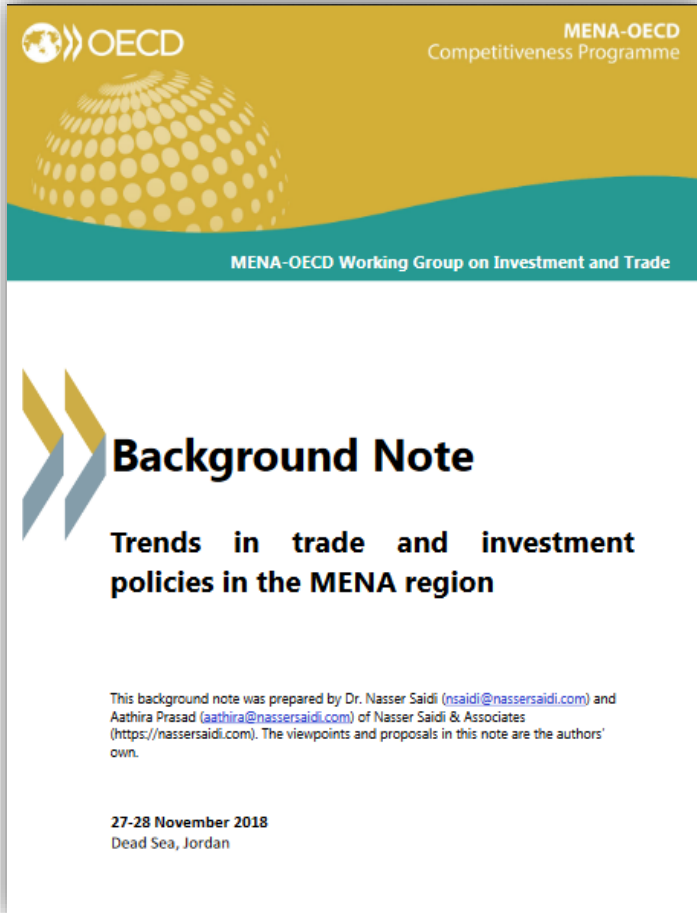
- Turkey: 385,754 km (High percentage of paved streets<sup>1</sup>)
- Saudi Arabia: 221,372 km (Low<sup>1</sup>)
- Iran: 198,866 km (High<sup>1</sup>)
- Egypt: 137,430 km (High<sup>1</sup>)
- Oman: 60,230 km (Medium<sup>1</sup>)
- Israel: 18,566 km (High<sup>1</sup>)
- Jordan: 7,203 km (Medium<sup>1</sup>)
- Lebanon: 6,970 km (Medium<sup>1</sup>)
- Qatar: 9,830 km (High<sup>1</sup>)
- Kuwait: 6,608 km (High<sup>1</sup>)
- United Arab Emirates: 4,080 km (High<sup>1</sup>)

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

Truck operators in the Middle East have a heterogeneous structure



# 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;

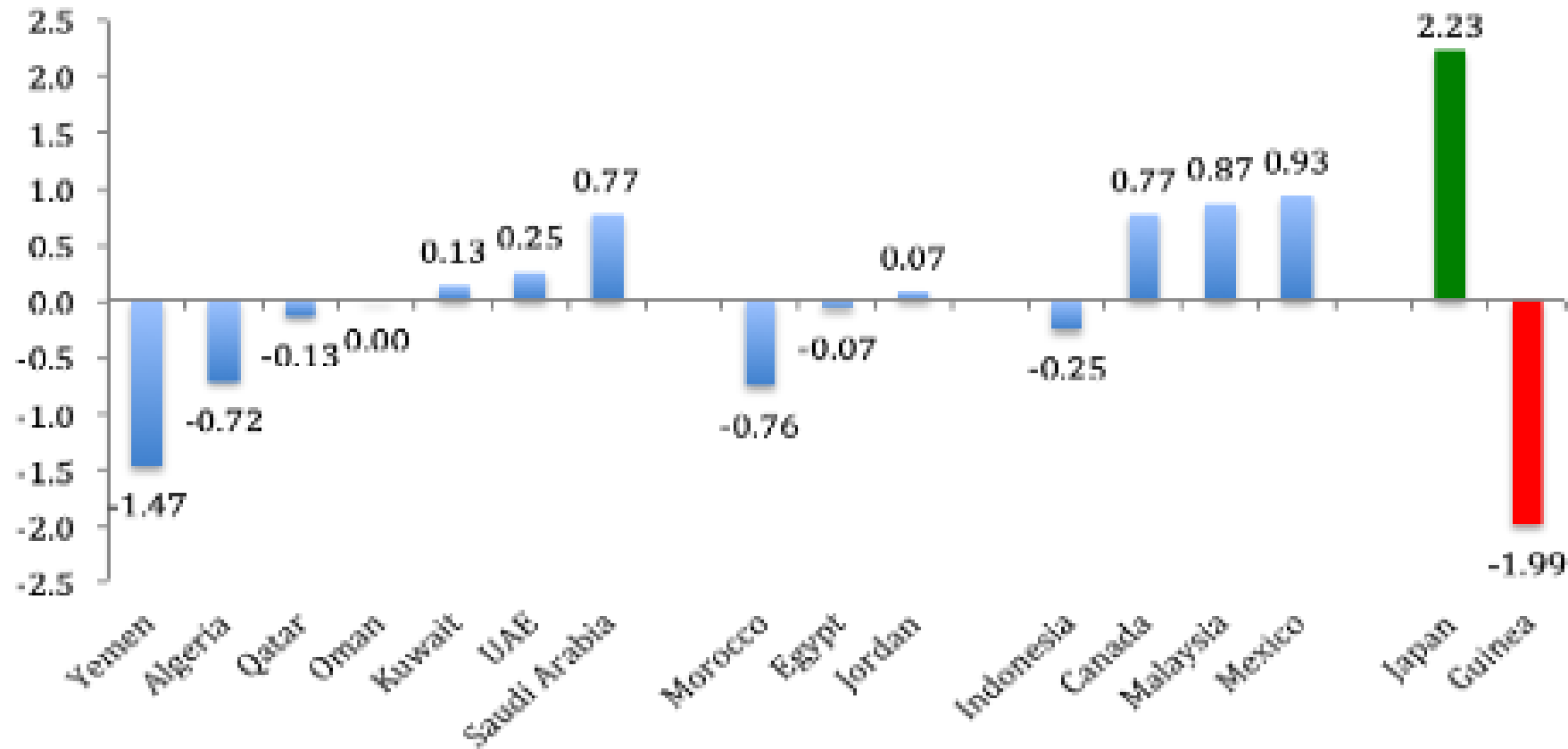
MENA's trade facilitation performance – in terms of procedures, harmonization, transparency, border agency cooperation and so on – leaves much to be desired;

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;

# The TIR System in ESCWA region / Challenges

## 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/>)

# The TIR System in ESCWA region / Challenges



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



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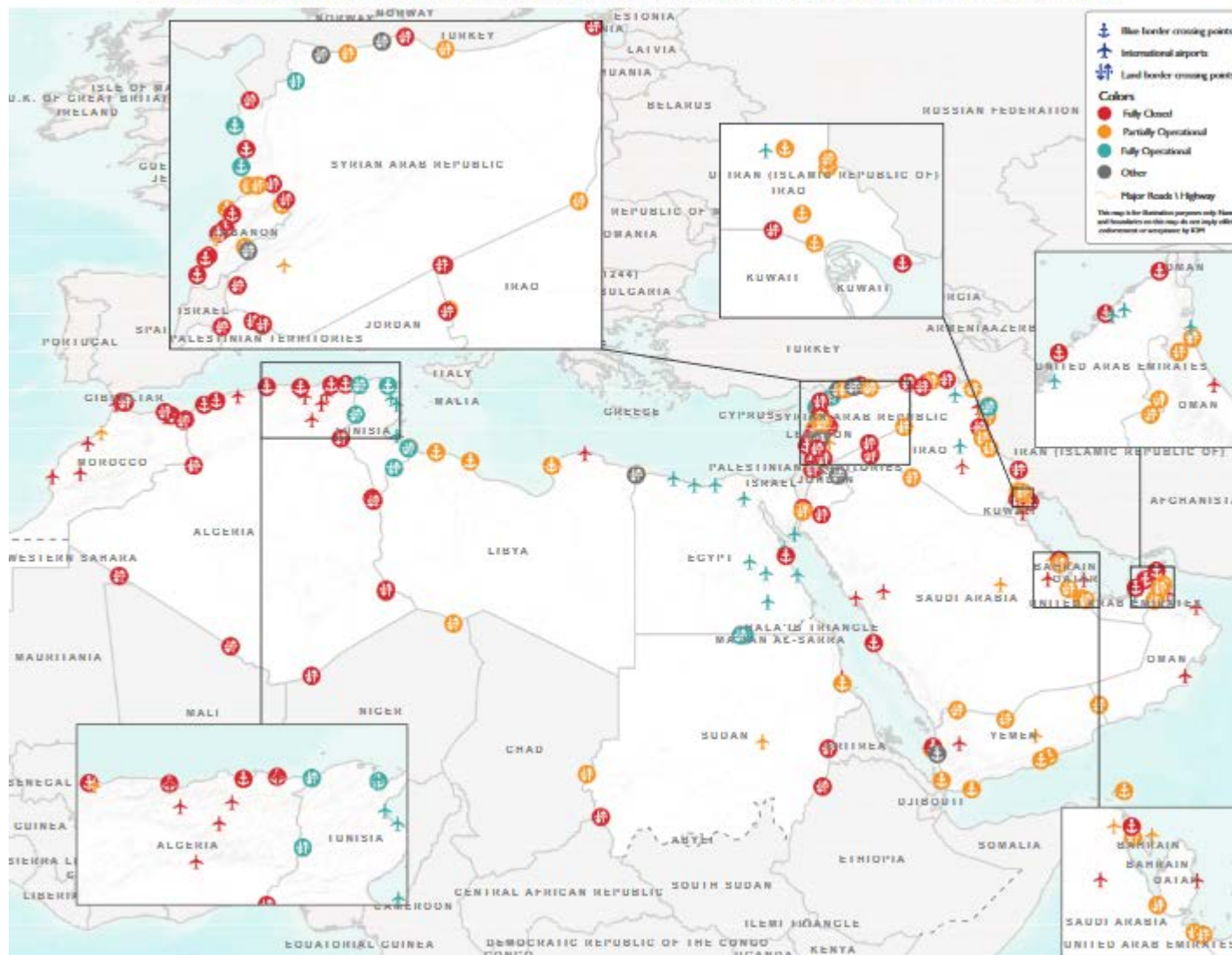
Thank you!

More information on eTIR here:

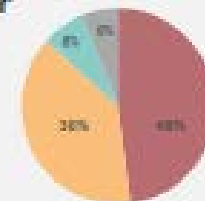


# The TIR System in ESCWA region / Challenges

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

