



**COVID-19
RESPONSE**

UNDA COVID-19 PROJECT CLOSING EVENT



UNITED NATIONS

*TRANSPORT AND TRADE CONNECTIVITY IN THE AGE OF PANDEMICS UN
solutions for contactless, seamless and collaborative transport and trade*

Economic and Social Commission for Western Asia



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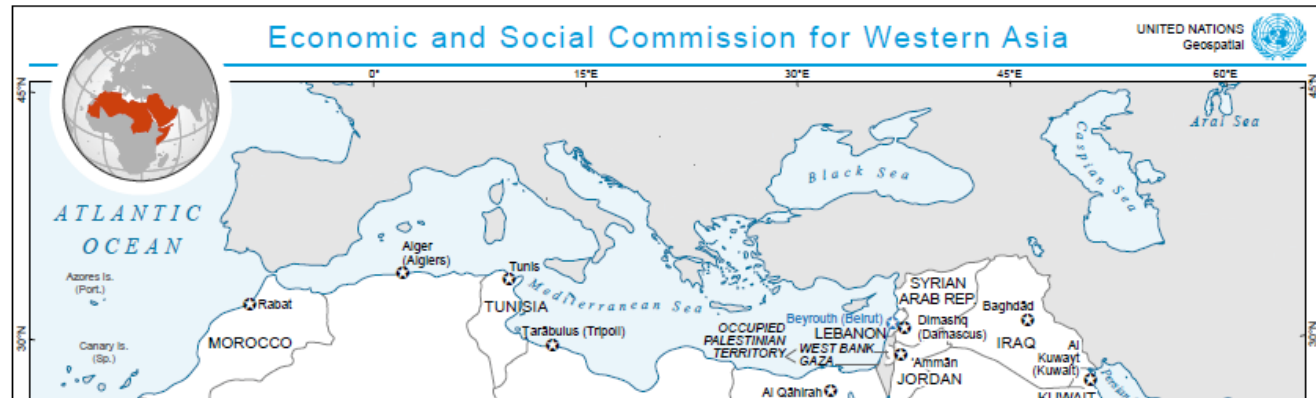
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ESCWA

Transit and e-TIR International System Application in the Arab Region

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UNESCWA COVERAGE

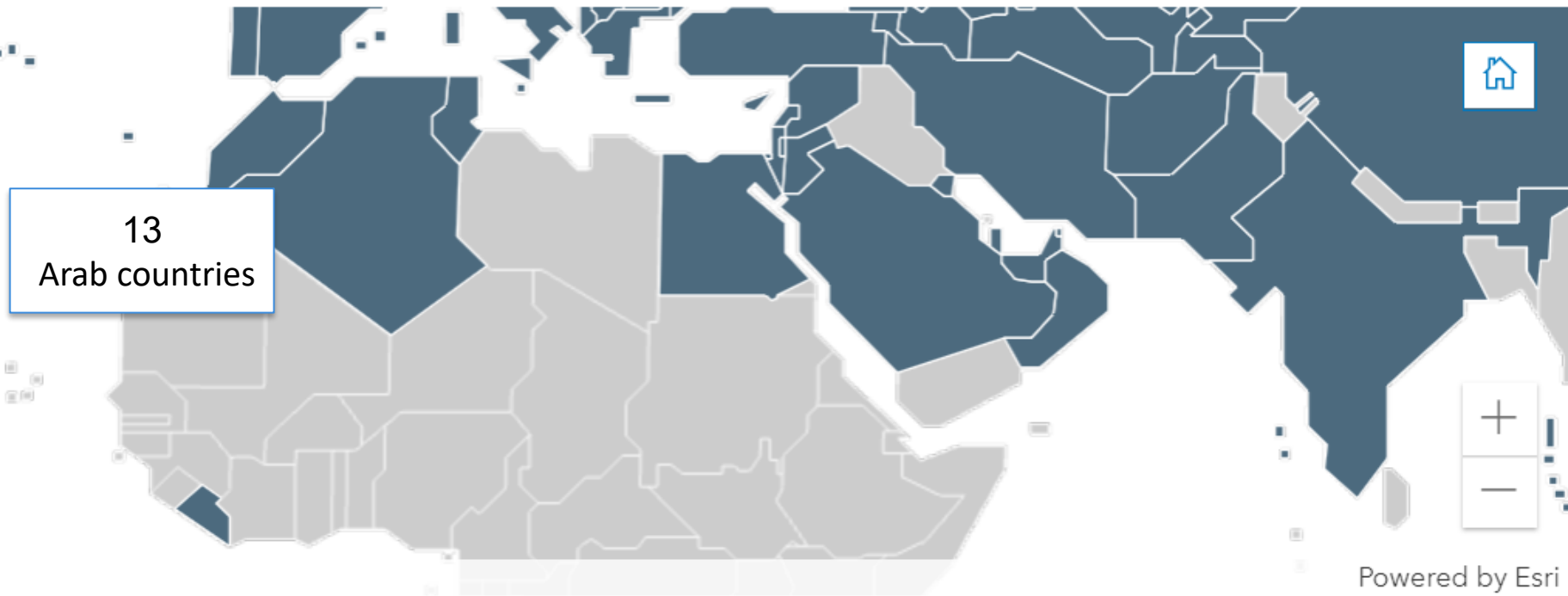


20 Countries out of the 22 LAS Countries



Accession of Arab countries to TIR convention

Map of Contracting Parties



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Accession of Arab countries to TIR convention

	Country	Year of accession
1	Tunisia	1977
2	Morocco	1983
3	Kuwait	1983
4	Jordan	1985
5	Algeria	1989
6	Lebanon	1997
7	Syria	1999
8	United Arab Emirates	2007
9	State of Palestine	2018
10	Qatar	2018
11	Saudi Arabia	2018
12	Oman	2018
13	Egypt	2020
14	Iraq	At the completion stage
	Total	13

The actual application of the TIR agreement in the Arab countries

(No. of issued TIR carnets 2001-2021)

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total 2001-2020
Jordan	150	100	150	0	100	50	0	50	50	500	300	50	150	50	0	50	50	0	0	0	1800
Kuwait	0	0	500	50	300	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	900
Lebanon	0	50	50	0	0	50	100	0	50	0	50	50	300	500	350	550	600	500	550	200	3950
Morocco	0	0	0	100	0	100	0	100	100	150	200	100	200	100	0	0	0	0	100	100	1350
Oman	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	150
Saudi Arabia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	1000	1150
Syria	1400	900	1300	900	1500	800	2150	2400	2400	5050	4650	1150	150	200	650	650	500	300	400	300	27750
Tunisia	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
UAE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	0	300	300	650
Total (Arab region)	1550	1050	2000	1050	1900	1000	2300	2550	2600	5700	5200	1350	800	850	1000	1250	1200	800	1500	2050	37700
World	2,707,950	3,095,200	3,298,000	3,211,050	3,240,650	3,599,850	3,076,250	3,253,800	2,230,400	2,822,200	3,074,500	3,158,300	2,920,150	1,945,050	1,500,450	1,223,400	1,154,650	1,020,650	858,100	679,300	48,069,900
Share of Arab region per 1000 of the Total	0.57	0.34	0.61	0.33	0.59	0.28	0.75	0.78	1.17	2.02	1.69	0.43	0.27	0.44	0.67	1.02	1.04	0.78	1.75	3.02	0.78

UNESCWA/ UNDA COVID 19 Project on Transport

In cooperation with UNECE

- **Assisting countries of the region to connect to e-TIR System (Tunisia)**
- **A study on the advantages of collective application of e-TIR Across a land transport corridor connecting East Mediterranean to GCC Countries (Lebanon- UAE)**
And related activities

A Study on:

The Advantages of Collective Application of e-TIR Across a Land Transport Corridor Connecting East Mediterranean to GCC Countries (Lebanon- UAE)

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.



Evolution of the 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



Imports to Saudi Arabia by Mode of Transport

MODE	%
SEA	63
AIR	20
ROAD	17



Main characteristics of cross-border trade along the corridor

- Low trans-border trade among the countries of the corridor (KSA: 5.4%, UAE 5.6%, Lebanon: 9.9% Jordan 20%)
- Political tensions and conflicts disrupting progress of cross-border trade
- Transport and trade costs 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.

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.
- Relatively high TIR Carnet cost and limited guarantee .
- The long process to access to the TIR system and decision-making process takes too long.
- Transports with TIR Carnets are not given priority at borders.
- Low speed of digitalization; TIR is still paper-based

Roadmap for the transition to the e-TIR in the Arab region

(Adopted by the 22nd Session of ESCWA Committee on Transport and Logistics, 6-7 December 2021)

Phase	Content	Comments
1 st	Preparation	Common interest achieved through collective transition towards e TIR
2 nd	Planning	Harmonization and standardization of systems and procedures across border crossings
3 rd	Implementation	Link customs systems with the international system of e-TIR
4 th	Operation and monitoring	Verify the smooth running of operations and solve problems, if any

- Expected period (1-3 years?)
- Need for Local cooperation between transport authorities, customs and local guarantors
- Need for Regional and International Coordination: Member States, ESCWA/UNECE, International Road Transport Union, Arab Road Transport Union, Euro-Mediterranean Transport Program.

Thank you



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