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**Economic Commission for Europe****Inland Transport Committee****Working Party on Customs Questions  
affecting Transport****162nd session**

Geneva, 7, 8 and 10 (a.m.) February 2023

Item 10 of the provisional agenda

**Workshop****Administrative Committee for the TIR  
Convention, 1975****Seventy-ninth session**

Geneva, 9 February 2023

Item 4 (a) (iv) of the provisional agenda

**Activities and administration of the TIR Executive Board:****Activities of the TIR Executive Board:****National and regional TIR workshops and seminars****Concept note and provisional agenda of the workshop on  
“Implementation of the TIR Convention, 1975: challenges and  
opportunities”\*, \*\*, \*\*\*****Note by the secretariat****I. Concept note**

1. The TIR transit system started soon after the Second World War, in order to contribute to the facilitation of international transport, initially between a small number of European countries. It offered customs administrations of participating countries an international system of control, replacing traditional national procedures, whilst effectively protecting the revenue of each country through which goods were carried.

2. The success of this limited scheme led to the negotiation of the TIR Convention which was adopted in 1959 by governments and entered into force in 1960. The practical experience, the technical advances and changing customs and transport requirements and the

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\* The present document has been submitted after the official documentation deadline due to resource constraints.

\*\* to be held in person at the Palais des Nations, Geneva, as joint WP.30/AC.2 workshop on Wednesday 8 February 2023 (10 a.m.–1 p.m. and 3 p.m.–6 p.m.), Room XXII.

Delegates are requested to register online at: [uncdb.unece.org/app/ext/meeting-registration?id=eW5vzJ](https://uncdb.unece.org/app/ext/meeting-registration?id=eW5vzJ) at the latest one week prior to the session. All in-person attending delegates (including those holding long-duration badge), should register through INDICO badge system: [indico.un.org/event/1002042/](https://indico.un.org/event/1002042/) and delegates who do not hold a long-term access badge should obtain an identification badge at the UNOG Security and Safety Section, located at the Villa Les Feuillantines (13, Avenue de la Paix). In case of difficulty, please contact by telephone the ECE secretariat (internal extension 75975). For a map of the Palais des Nations and other useful information, see [www.unece.org/meetings/practical.html](https://www.unece.org/meetings/practical.html).

\*\*\* The full text of the Conventions, as well as complete lists of contracting parties to the Conventions referred to in this agenda are available on the ECE website: [www.unece.org/trans/conventn/legalinst.html#customs](https://www.unece.org/trans/conventn/legalinst.html#customs).

emergence of new transport techniques, the maritime and inland containers, led to a complete revision in 1975 which aimed at rendering the TIR Convention more efficient, less complex, more secure and adapted to intermodal transport.

3. Today, the TIR Convention of 1975 has been ratified by 77 countries from all around the world and is currently operational in 65 contracting parties, covering a geographical scope from Lisbon to Vladivostok, and from Narvik to Bandar-Abbas.

4. It is fair to mention that the Convention on Common Transit (1987) that is used for the movement of goods between the European Union Member States, the European Free Trade Association (EFTA) countries (Iceland, Liechtenstein, Norway and Switzerland), Turkey (since 1 December 2012), the Republic of North Macedonia (since 1 July 2015), Serbia (since 1 February 2016), the United Kingdom of Great Britain and Northern Ireland (since 1 January 2021), and Ukraine (since 1 October 2022) is a result of the previous vast use of the TIR system on the territory of the European Union. This is a great achievement that proves how an international convention can lead to further regional integration and optimal border crossings facilitation.

5. Today, the TIR system finds itself at a crossroad. The big bet of the electronic TIR, even a bit late, is achieved. New contracting parties have joined the TIR Convention without having yet discovered the full potential of the TIR system. New regions, such as sub-Saharan Africa and countries of Latin America are still to accede to the TIR Convention and explore the benefits and advantages that bring border crossing facilitation, as was the case for Europe some decades ago.

6. This workshop has a series of objectives, inspired by the history of the TIR system but also from the opportunities that exist for the future. These objectives could be summarized as follows:

- Assist newcomers to the system (new contracting parties) to better understand the services and potentials of the TIR system, in order to be able to use the full potential that the system brings, leading to really facilitated border crossing procedures in their regions.
- Make the countries that have not yet acceded to the TIR Convention aware of the benefits and multiple advantages that the TIR system brings for both customs authorities and the private sector, further promoting and working on their accession to the TIR Convention in the near future.
- Share experience and knowledge with the contracting parties that are using the TIR system in full and that are taking advantage of all its benefits for border crossing facilitation.
- Share experience and knowledge with those contracting parties that are mainly using another system for their border crossing operations, such as the countries of the European Union, on how to further improve cooperation among the systems and what the TIR system can learn from their regional integration efforts.
- Exchange views about the future of the TIR system, ensuring that it is continuously adapted to new transport and border crossing requirements, challenges and business requests, making it ready to serve customs authorities and the private sector for the years to come.

7. In that sense, the workshop foresees the participation of all interested in the TIR system (stakeholders, current users and new users) but also countries that are interested to hear and learn more, in order to decide if they should accede to the TIR Convention. In parallel, the workshop is open to both customs authorities and the private sector, since the TIR system serves as a United Nations public good, with respect for their needs, requirements and operational challenges.

## II. Provisional agenda / sessions

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10:00-10:30	Opening remarks (Chairs of the TIR Administrative Committee and the Working Party on Customs Questions affecting Transport, Economic Commission for Europe, European Union, International Road Transport Union etc.)
10:30-12:00	<p><b>Session I: New contracting parties to the TIR system</b></p> <p>The main objective of this session is to listen to the challenges that new contracting parties to the TIR Convention are facing when implementing the convention in their countries. Both customs authorities and national road transport associations from the countries that have acceded to the TIR Convention in recent years, such as Argentina, China, Egypt, India, Oman, Pakistan, Saudi Arabia, State of Palestine, United Arab Emirates and Qatar will be invited to share their views, challenges they are facing or even new approaches / good practices in implementing the TIR system.</p> <p>A Q&amp;A part is included in the session. The session is foreseen to be interactive. Therefore, participants are expected not only to present, but mainly to discuss and exchange views and experiences.</p>
12:00-13:00	<p><b>Session II: Countries that have not acceded to the TIR Convention</b></p> <p>The TIR secretariat and IRU are taking considerable actions in order to promote accession to the TIR Convention by countries that have not done so yet, especially in new geographical regions such as the Sub-Saharan region and Latin America. Countries from those regions will be invited to present the operational challenges that they are facing in the field of border crossing operations and learn from the users how the TIR system will assist them to improve or even eliminate those obstacles and operational issues.</p>
13:00 – 15:00	Lunch Break
15:00 – 16:15	<p><b>Session III: Users of the TIR system</b></p> <p>This session will invite all the current users of the TIR system to present their experiences and good practices when implementing the TIR system, sharing their knowledge and case studies, cases where obstacles have been identified, and solutions provided. This session will be dedicated to operational issues that are faced by the users in their daily use of the system. Both customs authorities and the private sector will be invited to contribute to the session.</p>
16:15 – 16:30	Coffee Break
16:30 – 17:30	<p><b>Session IV: Digitalization, the great enabler</b></p> <p>This session will be dedicated to digitalization. Reference will be made to eTIR and the new services provided by the International TIR Data Bank (ITDB). Main focus will be on the users' needs and requirements and what users would like to see in the future as new tools serving the system. It is expected that both customs authorities and national associations will present their needs, which could possibly be served by electronic tools and, therefore, included in future versions of the eTIR international system. Furthermore, the audience will have the opportunity to discuss other electronic tools used for border crossings facilitation outside the TIR system, such as the New Computerized Transit System (NCTS) in order to be inspired and discuss new features of eTIR in the future.</p>
17:30 – 18:00	Conclusions and recommendations / Next steps

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8. It should be noted that the secretariat will send invitation letters to all those countries and regions that are mentioned in the draft program. The final program will be formulated based on responses received to those invitation letters.

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