



## Session 3: Development partners interventions

1. **Tatiana Rey-Bellet**, Director, TIR and Transit Services, International Road Transport Union
2. **Oleg Samukhin**, Senior Transport Specialist, Central and West Asia Department, Asian Development Bank
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4. **Outcomes of Webinar on E-commerce and Paperless Trade**



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# **Covid-19 and eTIR developments in CAREC**

19<sup>th</sup> CAREC Customs Cooperation Committee Meeting  
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members

  
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countries

**60%**  
logistics  **40%**  
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# COVID-19

## TIR: contactless, paperless

### UN Secretary General Guterres Recommends TIR/eTIR as a response to Covid-19 Pandemic



#### WCO and IRU joint statement on responding to the impacts of COVID-19 on cross border transport

The coronavirus disease (COVID-19) pandemic, while above all a public health crisis, presents the world with unprecedented economic challenges. Trade has dramatically declined, supply chains are disrupted and the restrictions to cross-border and transit freight transport that have been put in place could aggravate the pandemic's economic impact.

As each economy depends on the efficiency of transport, including road transport, especially in this critical time, and bearing in mind the gradual lifting of confinement measures, the World Customs Organization (WCO) and the International Road Transport Union (IRU) jointly call on Customs administrations worldwide to:

- Ensure coordinated cross-border interventions in cooperation with other national border agencies and implement international standards such as the TIR Convention, as appropriate;
- Use the TIR system, and its IT tools, wherever possible, which allow secure transport under Customs control with limited physical checks and less contact between people at borders, thus reducing the risk of spreading the virus and protecting Customs officers and drivers;
- Designate priority (green) lanes for commercial vehicles to reduce border waiting times and introduce other measures to ensure supply chain continuity;
- Avoid closing borders to the international transport of goods, particularly for relief goods and personnel and essential goods; and,
- Avoid unnecessary checking of commercial vehicles at borders.

The WCO and IRU express their readiness to support their respective Members in the implementation of relevant instruments, tools and programmes and will work together to coordinate their respective efforts.

Kunio Mikuriya  
WCO Secretary General

Umberto de Pretto  
IRU Secretary General

### COVID-19

Border crossings: Using tried and tested UN conventions



#### Without TIR/eTIR

Border crossing restrictions: each driver and load compartment is checked, increasing the risk of spreading the virus to customs officers and drivers



#### With TIR/eTIR

Border crossing facilitation, no need to check every driver and load compartment, reducing the risk of spreading the virus

The TIR system, and its IT tools allow secure transport under customs control with limited physical checks and less contact between people at borders, thus reducing the risk of spreading the virus and protecting customs officers and drivers.





# progress



- 2015-to date: UNECE-IRU eTIR Pilot project between Iran and Turkey
  - 2017: Signature of UNECE-IRU MoU on TIR computerization joint projects
    - Procedure for countries to join:
      - Letter of Intent
      - Validation of Main Principles framing the projects
      - Selection of trade corridor
      - Use of electronic guarantees
  - 2019: Pilot project Azerbaijan-Iran
  - 2020: TIR Administrative Committee (AC2) approved annex 11  
In May 2021 Annex 11 will enter into force
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# eTIR status in CAREC countries



Country	Lol signed	Signed Main Principles	TIR IT tools	eTIR readiness	Summary status
<b>Afghanistan</b>	no	To be signed by customs	tested	no	TIR messages implemented in ASYCUDA, tests made with IRU in July 2020. Will go on production soon.
<b>Azerbaijan</b>	yes	27.10.2018	yes	yes	Pilot made with IRN in 2019.
<b>China (P.R.)</b>	yes 28.08.2020	no	yes	no	Certification test needs to be prepared
<b>Georgia</b>	yes	07.06.2018	yes	yes	
<b>Kazakhstan</b>	yes	07.06.2018	yes	yes	KAZ has expressed interest to cooperate with UZB on eTIR
<b>Kyrgyzstan</b>	yes 22.08.2019	no	tested	no	To go on production- Delayed due to covid-19
<b>Mongolia</b>	no	no	no	no	To start eTIR, TIR IT tools should be first implemented in Customs system.
<b>Pakistan</b>	yes 31.10.18	17.01.2019	yes	yes	
<b>Tajikistan</b>	yes 16.10.18	no	tested	no	To go on production- Delayed due to covid-19
<b>Turkmenistan</b>	no	no	tested	no	TIR messages implemented in ASYCUDA, tests made with IRU in July 2020. following green light from customs it will go on production.
<b>Uzbekistan</b>	03.12.2018	13.03.2019	yes	no	UZB requested officially IRU to organise eTIR pilots with KAZ and selected BCP with KAZ.



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# CAREC Institute's Capacity Building Activities for Supporting CAREC trade-related sector

**Benchmark:** Designed in line with CAREC 2030 strategy and CI's Strategy Framework 2018-2022, including countries' needs assessment, ongoing and prospective challenges and dynamics of economic cooperation in the CAREC region.

**Focus:** providing capacity building services to the government officials in areas of border crossing services: (i) non-tariff barriers, (ii) corridor performance measurement and monitoring instrument, (iii) trade facilitation agreements, (iv) ease of doing business, e-commerce, etc.

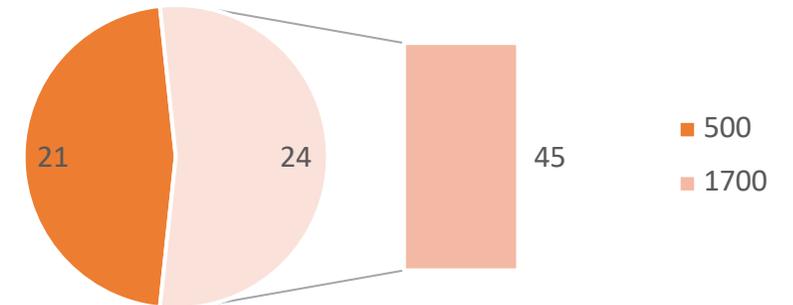
**Outcomes:** Delivering capacity building activities in the form of workshops/seminars (face-to-face), policy dialogue, e-learning courses, webinars.

**Results:** (i) improvement attendees' knowledge and skills; (ii) promotion the further dialogue among government officials; (iii) fruitful collaboration and networking among policy makers and international experts

# Key achievements and future activities

- 21 out of 45 (face-to-face) CB activities in 2015-2019 are related to trade, trade facilitation and economic corridors.
- More than 500 out of approximately 1,700 senior government officials and leading experts of the member countries attended jointly delivered face-to-face workshops/seminars.
- In the first half of 2020, CI has adapted to the global pandemic situation and planned to organize three joint trade-related CB activities virtually. One of them, *“Regulatory Framework for E-Commerce Development in the CAREC region”* has already been delivered. Another two (*“Regional improvement of cross-border services”* and *“SPS e-certification in the CAREC region”*) are planning to conduct in the second half of 2020.
- CAREC Institute has developed a new **e-learning platform** with the physical **studio**, and beginning this year for the next years are going to organize both series of virtual courses/webinars and face-to-face/blended workshops related to the trade sector to strengthen and improve skills of a large number of target government officials.

Number of activities and attendees  
(2015-2019)





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# Key Points from Webinar on Cross-Border E-Commerce

## Key Messages: With rapid increase in CBEC, CAREC Customs' capacity must be developed through

1. New rules and regulations specific to CBEC and stakeholders (platform operators, logistics providers)
2. Review of *de minimis* regulation, and duty & tax collection regime
3. Advance electronic data collection and simplified declaration/ clearance procedures
4. Reexamination of existing risk management / inspection systems for CBEC

## Suggestions from Countries:

1. Joint efforts are important to promote digital economy, as countries pursue e-commerce development strategies
2. Develop regulations and simplified procedures
3. Ratify the Framework Agreement on Facilitation of Cross-Border Paperless Trade
4. Discuss de-minimis threshold, taxation issues
5. Manage risks of e-trade
6. Information exchange between CAREC Customs, or with post and couriers
7. E-certification from country of origin
8. Develop e-payment systems
9. Capacity building, training; research

## Data requirements for the analysis of CAREC Customs procedures for CBEC (low value/small packages)

1. Extent of Customs digitization – fully digitized, partly manual, manual
2. Prevailing *de minimis* thresholds; duty/tax regime
3. Specific Customs rules for CBEC
4. Advanced electronic data from manifest, waybills or declaration
5. Simplified declaration / expedient clearance procedures
6. Electronic exchange of data between the Postal Agency and Customs
7. Electronic exchange of data between E-commerce Platform Operators/Express Couriers and Customs
8. Specific risk management rules
9. Inspection equipment

## Questionnaire for Low Value/Small Package Consignments:

1. What are the procedures for CBEC consignments? Are these all electronic? Or are there still paper-based procedures?
2. Are there specific Customs rules for CBEC? What are these rules?
3. Is the manifest, waybill or declaration submitted electronically in advance?
4. Is there simplified declaration / expedient clearance regime in place? What is the procedure?
5. Is the Postal Agency able to implement electronic CN22/CN23 declaration, and provide it to Customs?
6. Does the E-Commerce Platform Operator / Express Courier Company submit data (from waybill or declaration) for low value/small package consignments to Customs?