

ECO-IRU National Capacity Building Workshops on the TIR Convention

(Karachi, 17 November 2015,
Islamabad, 19 November 2015)

Further to the ECO/IRU Action Plan for Cooperation on Road Transit Development signed on 4 February 2015, ECO and IRU with the support of the Ministry of Commerce of the Islamic Republic of Pakistan organized the workshops at Karachi and Islamabad, on 17 and 19 November 2015. Participants from the public and private sectors of Pakistan, including customs officials, traders, freight forwarders, and transporters from Sindh and Baluchistan, Punjab and KPK Provinces, the Government officials and the stakeholders stationed in the Federal capital participated in these workshops. Experts from Afghanistan and Turkey as well as the representatives of the international organisations and the financial institutions including the Economic Cooperation Organization (ECO), International Road Transport Union (IRU) and the Asian Development Bank (ADB) participated and presented their experiences on road transport and transit.

Extensive group discussions were held among the resource persons and participants. The workshops came up with the action oriented conclusions and recommendations summarized below. Copies of the presentations delivered at the workshops are attached as Annex II.

1. Participants welcomed accession of Pakistan to the TIR Convention;
2. In order to form the basis for the TIR Guarantee Chain in Pakistan, the Guarantee Agreement should be signed between the Customs authorities and the national association PNC-ICC;
3. Tri-lateral Memorandum of Understanding related to the implementation of the IT TIR risk management tools, namely Real-Time SafeTIR and TIR-EPD – the instrument for submission of advance information to Customs authorities, should be signed between the Customs authorities, PNC-ICC and the IRU; further to which these tools, which are one of the main pre-requisites for the TIR System being operational, should be implemented in the shortest possible time;
4. Ministry of Commerce, Government of Pakistan may establish an inter-ministerial Forum including all public and private stakeholders for timely implementation of TIR Convention. The forum may develop a time limited action plan delineating responsibilities to related stakeholders.
5. National rules and regulation and TIR convention may be made mutually compliant.

6. TIR National Authorization Committee should be established for authorizing transport companies to use TIR Carnets in line with Article 6 and Annex 9, Part II of the TIR Convention.
 7. Authority responsible for the approval of road vehicles as per Article 12 of the TIR Convention should be designated;
 8. Pakistani Customs authorities may designate and provide the list of Customs Offices authorized for handling TIR procedures;
 9. Training in TIR matters must be conducted for all key TIR players in Pakistan in a planned manner with involvement of ECO, IRU and PNC-ICC as well as other international agencies and donor organizations;
 10. Pakistani Customs may send a request to the World Customs Organization (WCO) to provide access to the IRU-WCO TIR Distance Learning package, which can be used as a comprehensive training resource for Customs officers;
 11. Customs authorities may consider participating in the eTIR pilot project, currently underway between Turkey and Iran, once the IT TIR risk management tools – Real-Time SafeTIR and TIR-EPD, are integrated in the Customs system;
 12. ECO/IRU shall consider testing run of trucks under the TIR System along the ITI Corridor.
 13. ECO/IRU may train master trainers from related stakeholders who may then mainstream training and capacity building on TIR implementation for all stakeholders including Customs officials and PNC-ICC.
 14. Ministry of Communication may undertake necessary actions to complete accession formalities related to the Convention on the Contract for the International Carriage of Goods by Road (CMR).
 15. Ministry of Commerce may proceed with accession to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).
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