



TIR EXECUTIVE BOARD (TIRExB)
COMMISSION DE CONTROLE TIR (TIRExB)
ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)

Distr.: General
15 April 2016

ENGLISH ONLY

Administrative Committee for the TIR Convention, 1975

TIR Executive Board (TIRExB)

Sixty-seventh session
Paris, 27–28 April 2016
Agenda item VI

Adaptation of the TIR procedure to modern business, logistics and transport requirements – Implementation of the intermodal aspects of the TIR procedure

Note by the secretariat

I. Background and mandate

1. At its previous session, Mrs. Matić (IRU) presented the Board with three examples of intermodal TIR transports:

(a) Roll-on/Roll-off (RoRo)-scenario for a TIR transport from a customs office of departure in Georgia, via the port of Baku, the Caspian Sea and the port of Turkmenbashi (Turkmenistan) to a customs office of destination in Turkmenistan;

(b) Rolling Highway (RoLa)-scenario for a TIR transport from a customs office of departure in Turkey, via the port of Istanbul, the Mediterranean Sea and the port of Trieste (Italy) and Austria to a customs office of destination in Germany, involving two non-road legs;

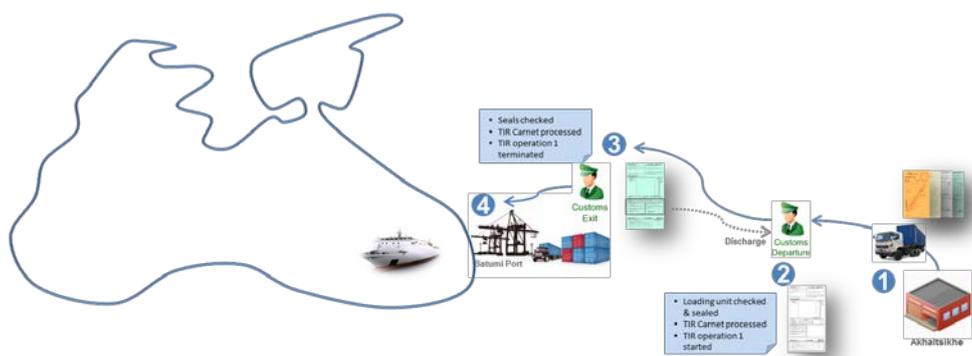
(c) Container-scenario for a TIR transport from a customs office of departure in Georgia, via the port of Batumi, the Black Sea and the port of Illichevsk to a customs office of destination in Ukraine, involving a change in vehicles and the use of subcontractors.

2. The Board thanked Mrs. Matić (IRU) for the illustrative examples of intermodal TIR transports. At the same time, some members of the Board questioned the use of examples and rather preferred the establishment of guidelines on how to conduct intermodal TIR transports. In the view of Mr. Fedorov (Belarus), the issue seemed fairly straightforward: the TIR Carnet is only used – and bears a valid guarantee – during the road leg(s) of an intermodal TIR transport. According to Mr. Amelyanovic (Russian Federation), the issue of intermodal TIR was complicated by the following factors: (a) the use of subcontractors and (b) the use of the TIR Carnet as a transport document. In his view, the latter could only be addressed by means of a single harmonized transit declaration for all modes of transport. Mr. Ciampi (Italy) questioned the use of the TIR Carnet for rail transports, as some legislations seem to require a guarantee for this mode of transport whereas others do not. In conclusion, TIRExB requested the secretariat, in collaboration with IRU and in consultation with the Secretary of WP.24 to further elaborate the examples, addressing, in particular, complications related to the use of a TIR Carnet as a single customs document throughout an intermodal transport and decided to revert to the issue at its next session.

II. Considerations by the secretariat and IRU

3. The TIR and IRU secretariats met in March 2016 to discuss how to proceed with the matter. The team extensively discussed the three outlined examples and agreed that example (a) seems to be the most commonly known type of intermodal TIR transport, similar to the one currently described in the TIR Handbook. As far as could be assessed, this example did not seem to lead to complications in the use of the TIR Carnet as a single customs document, apart from, perhaps, the fact that the TIR Carnet often takes a different route than the actual transport, considering that it sometimes travels by plane from the port of loading to the port of unloading (as do, at times, the drivers). On the other hand, example (b) seems to raise so many questions about the use of the TIR Carnet during the rail-leg, with different possible applications, depending on the national legislation in force, that it seems, at present, not possible to provide a detailed description of how to use the TIR Carnet during such intermodal transport. This led the team to the conclusion that it seems most useful to focus on example (c): the transport of a container between two countries, with two ports, a change in vehicle and, forcefully, the use of, at least, one subcontractor.

III. Container scenario

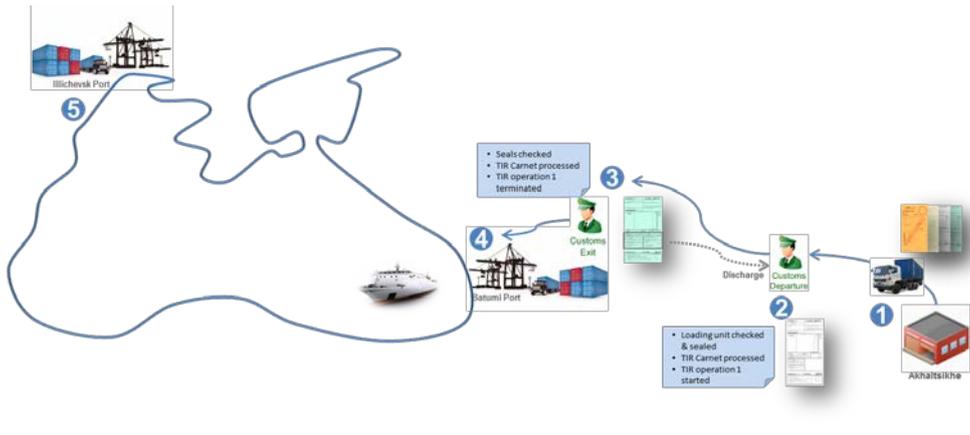


4. There are different types of containers used for intermodal transport. However, it is estimated that 90 per cent of the intermodal containers are “general purpose” containers mostly with sizes of 20’ or 40’ feet. In 2010, containers accounted for 60 per cent of the world’s seaborne trade. The current scenario applies to most types and uses of intermodal containers, as long as they are approved for transport under TIR.

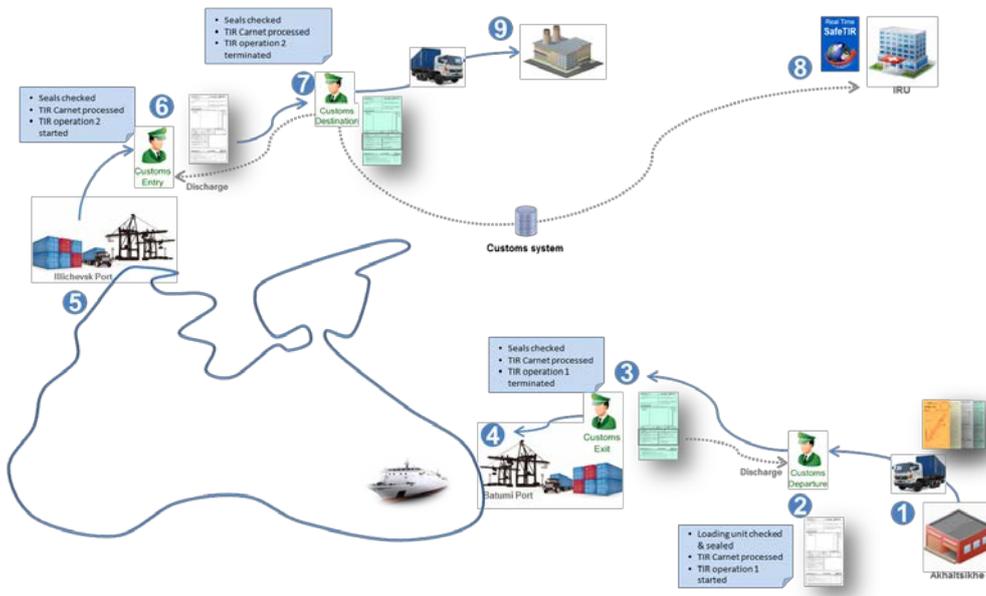
5. In this scenario, a TIR Carnet holder gets the assignment to transport a container from Akhaltsikhe (Georgia) to an inland destination in Ukraine. The filling in of the TIR Carnet follows the same procedure as used for road transport: the name of the authorized TIR Carnet holder will be inserted in Box No. 3 of the cover page and the identification number of the container, if applicable (Box 10).

6. The procedure to be taken by the customs office of departure also follows the same procedure as used in road transport: customs authorities check the load on the basis of the information contained in the TIR Carnet (goods manifest) completed by the authorized TIR Carnet holder, seal the container, inscribe the seal number in the TIR Carnet, tear out Voucher No. 1 and fill in counterfoil No. 1.

7. Upon arrival at the port of Batumi (Georgia), customs authorities check the seals, take out Voucher No. 2, fill in the corresponding counterfoil and return the TIR Carnet to (the representative of) the TIR Carnet holder. The container is then loaded on a cargo vessel for the sea transport.



8. After unloading the container from the vessel in the port of Illichevsk (Ukraine), (the representative of) the TIR Carnet holder produces the TIR Carnet at the customs office of entry en route. The seals are checked by the customs office, which tears out Voucher No. 1 and fills in counterfoil No. 1.



9. The transport continues until the final destination in Ukraine, where the vehicle, container and goods are produced for termination of the TIR operation and final termination of the TIR transport. The office of destination removes Voucher No. 2 and returns the TIR Carnet to (the representative of) the TIR Carnet holder. Following the usual procedure, the termination is confirmed to the international control system (SafeTIR). The competent customs office then proceeds with the discharge of the final TIR operation.

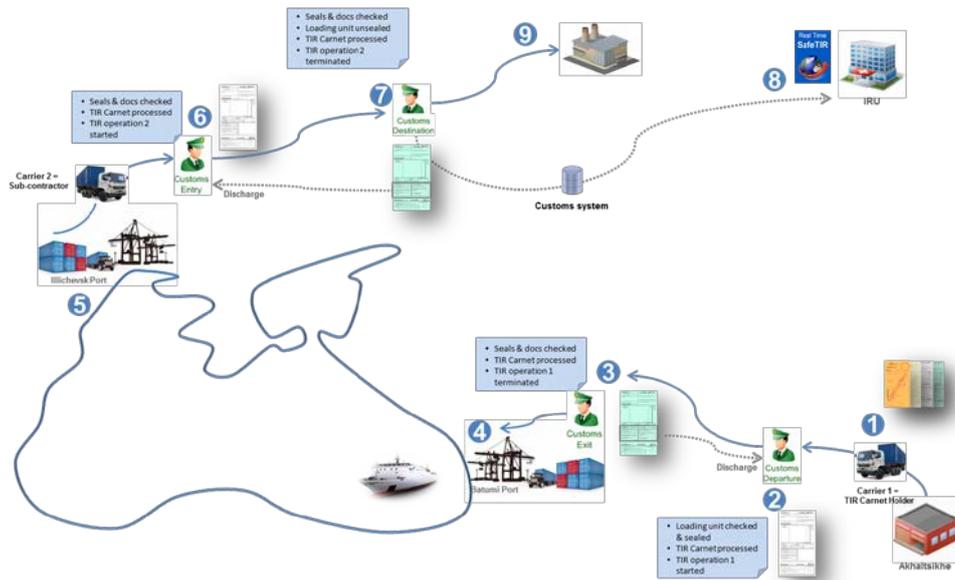
IV. Comments to the container scenario

10. As described above, the simplified container scenario is similar to the normal TIR transport, except for the suspension of the TIR transport during the sea leg. In addition, attention is required for the following:

11. TIR Carnet holders need to determine if the TIR Carnet will be carried together with the container during the maritime transport or will be transmitted to the port of entry en route by other means (eg. postal services, courier, alternative transport, etc).

12. TIR Carnet holders, when authorized by applicable national rules, could consider the use of subcontractors, for example if one or more parts of the transport will be undertaken

by a person(s) other than the TIR Carnet holder. In this case it will suffice to include the name of the subcontractor in Box 11 before resuming the respective transport leg.



V. Considerations by TIRExB

13. TIRExB is invited to consider the value of this scenario as possible example of best practice of an intermodal TIR transport.