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Working Party on Intermodal Transport and Logistics

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Item 5 (a) (iv) of the provisional agenda

Policies and measures in support of intermodal transport:

Measures to promote efficiency of intermodal transport and

bottlenecks in intermodal transport services at the pan-European level:

Intermodal transport and the TIR Convention

Study on the intermodal aspects of the TIR Convention

Note of the secretariat

This document provides an overview of a study on the intermodal aspects of the TIR Convention. It was prepared by the TIR secretariat.

Study on the intermodal aspects of the TIR Convention



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Intermodal Transport Market Analysis – possible market for TIR	6
A. Maritime Transport	7
B. Rail Transport	9
Analysis of cross cutting issues	12
A. Subcontractors	12
B. Authorized consignor-consignee concepts	13
C. Computerization of the TIR procedure	13
Existing tools for Intermodal Transport - the case of TIR	14
A. Maritime transport documents and procedures	14
B. Rail transport documents and procedures	16
C. Documents / Procedures prepared by World Customs Organization	17
The Revised Kyoto Convention	17
The ATA System (ATA and Istanbul Conventions)	17
E-Commerce Package	18
WCO–UPU cooperation	18
D. The Bureau International des Containers	18
E. International Federation of Freight Forwarders Associations (FIATA)	19
F. The case of TIR Carnets for both Maritime and Rail transport	19



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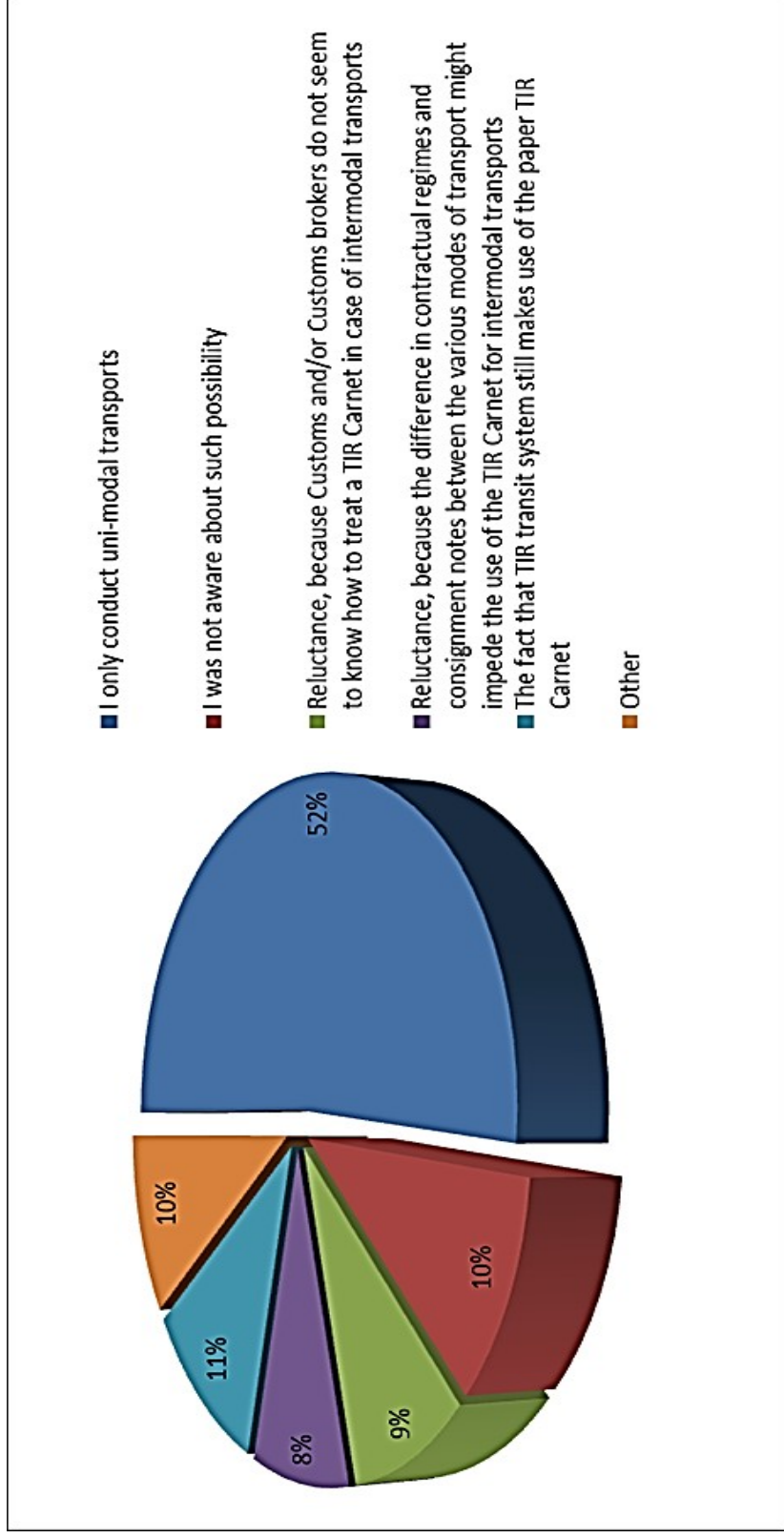


Article 2 of the TIR Convention mentions the following:

This Convention shall apply to the transport of goods without intermediate reloading, in road vehicles, combinations of vehicles or in containers, across one or more frontiers between a customs office of departure of one Contracting Party and a customs office of destination of another or of the same Contracting Party, provided that some portion of the journey between the beginning and the end of the TIR transport is made by road.

Article 2 allows goods to be carried under cover of a TIR Carnet when only part of the journey is made by road. It does not specify what part of the journey has to be made by road and it is sufficient that this should occur at some point between the beginning and the end of the TIR transport. Based on the mandate given by TIRExB and the provisions of the TIR Convention, the secretariat prepared the current study in order to address and analyse the challenges and opportunities to implement the TIR Convention and use TIR Carnets in intermodal transport.

Figure 1 Reasons for not using the TIR Carnet for intermodal transport





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Figure 2 different types of intermodal transport

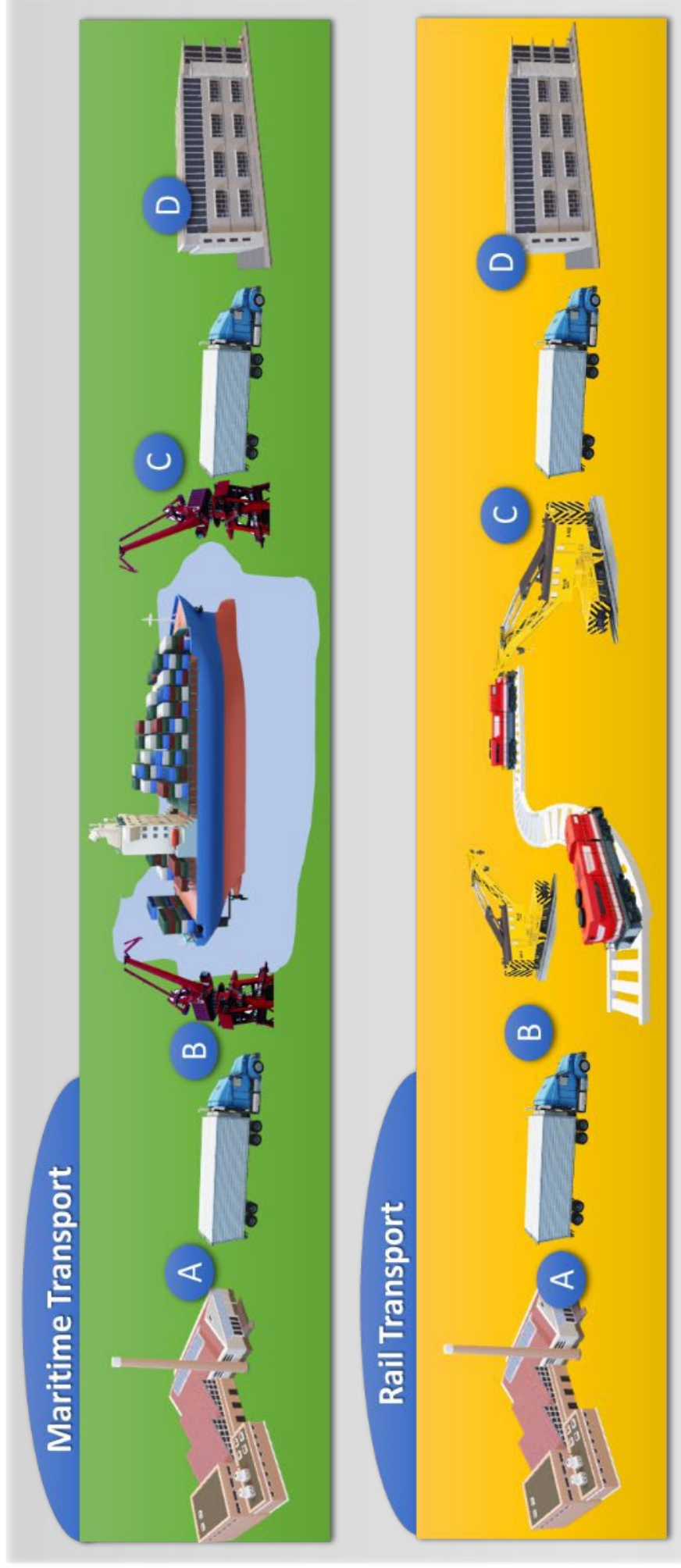




Figure 4 Estimated containerized cargo flows on major East–West container trade routes, 1995–2018 (Million 20-foot equivalent units)

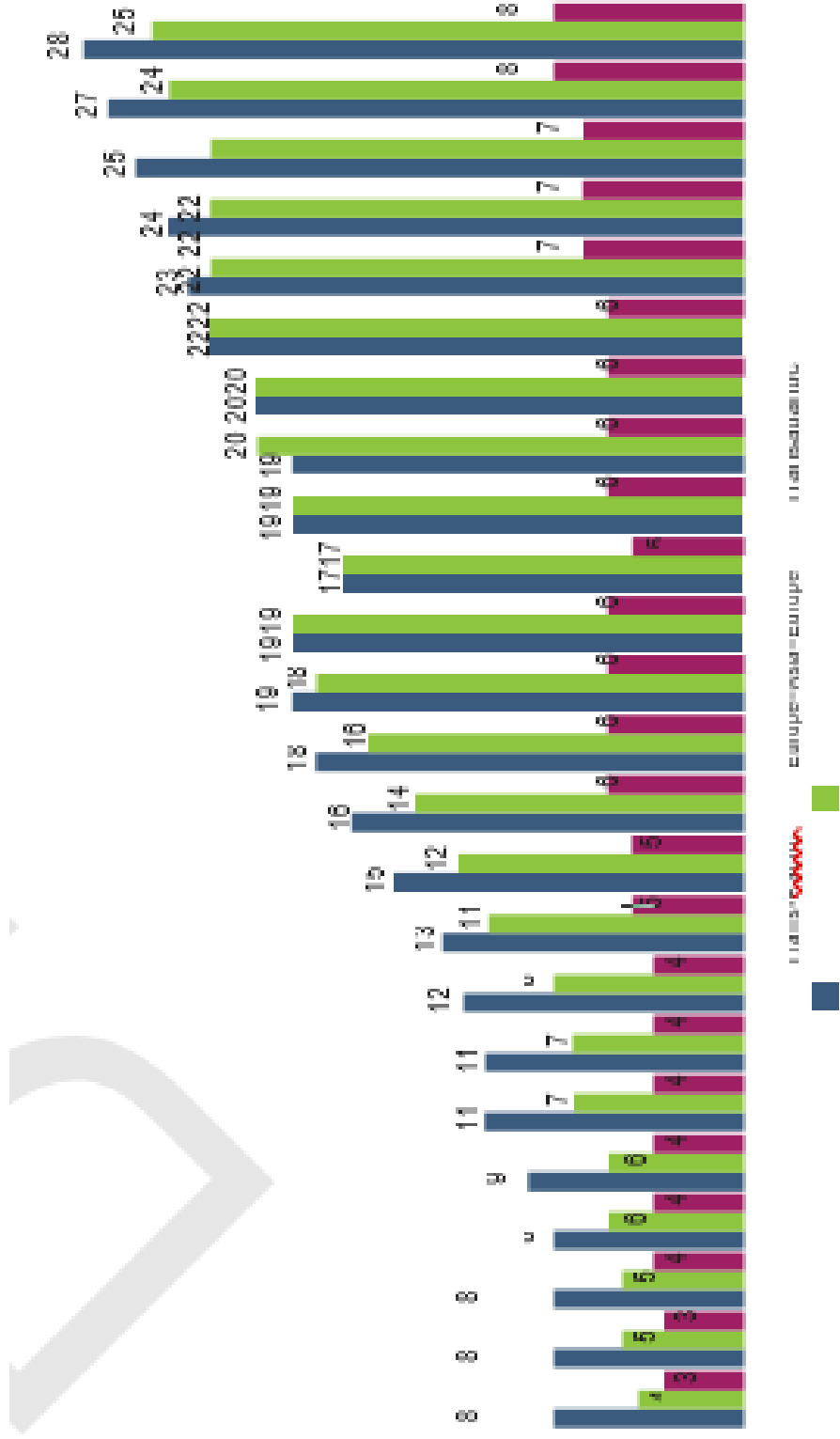
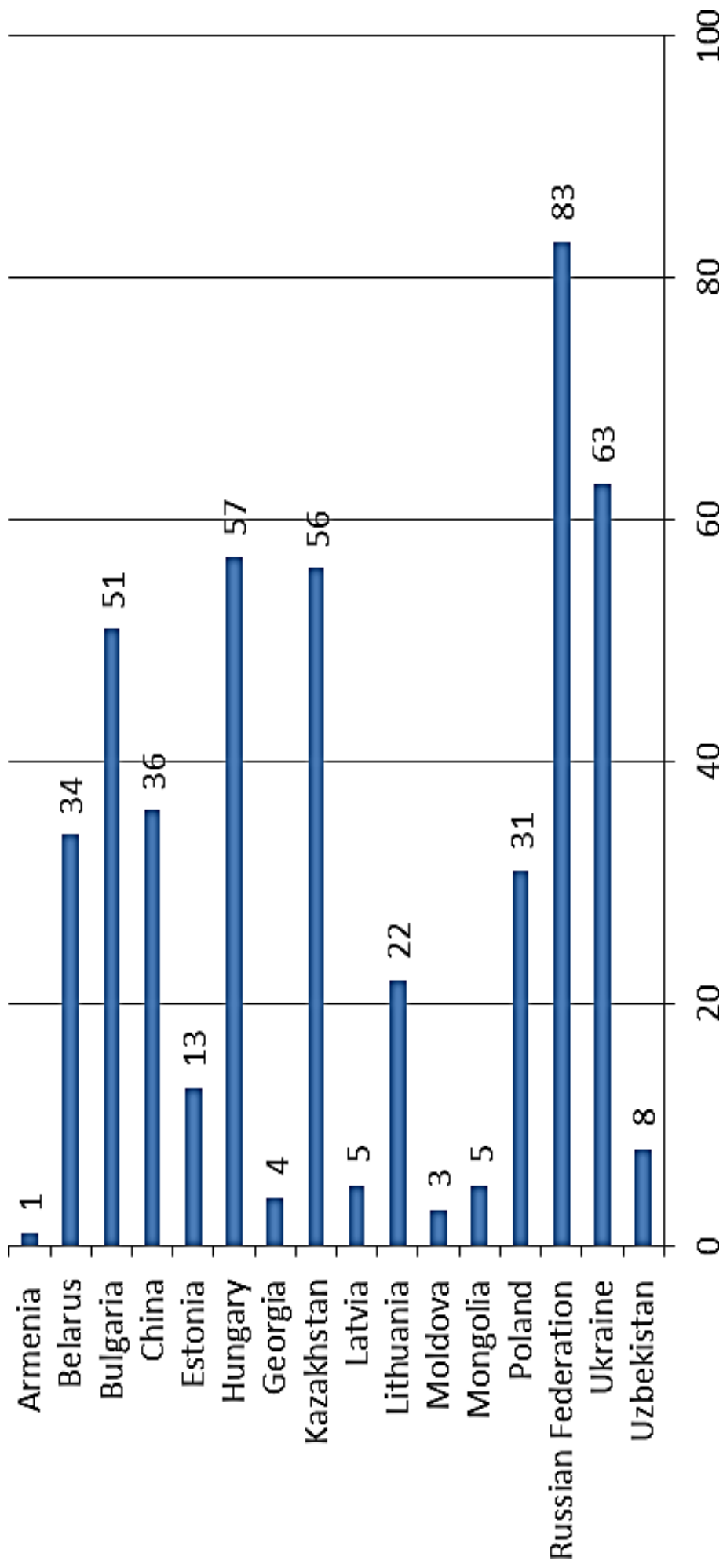


Figure 8 Number of block trains routes in OSJD member States, in 2016





Analysis of cross cutting issues

A. Subcontractors

Subcontracting is widely used in international transport operations and can be considered an integral part of modern logistics practices, especially in the case of long-haul transport. Using subcontractors facilitates international transport and provides a solution for technically complex transport operations. Furthermore, the use of subcontracting in international transport reinforces the cooperation between private sector representatives around the world.

At present, subcontracting is used in the framework of TIR transports, although such a use is not defined in the TIR Convention. A survey among customs administrations and national associations conducted in 2008, established that many contracting parties permit the use of subcontractors within the context of the TIR Convention, under the condition that, in case of an infringement, the TIR Carnet holder will be held liable, often together with the subcontractor. Various national associations, with the approval of IRU, supported this approach by offering special arrangements between interested TIR Carnet holders and (a selection of) subcontractors. IRU applies specific rules related to the use of subcontracting to ensure the security of the TIR system for both customs duties and taxes as well as for the commercial risks of the parties involved.



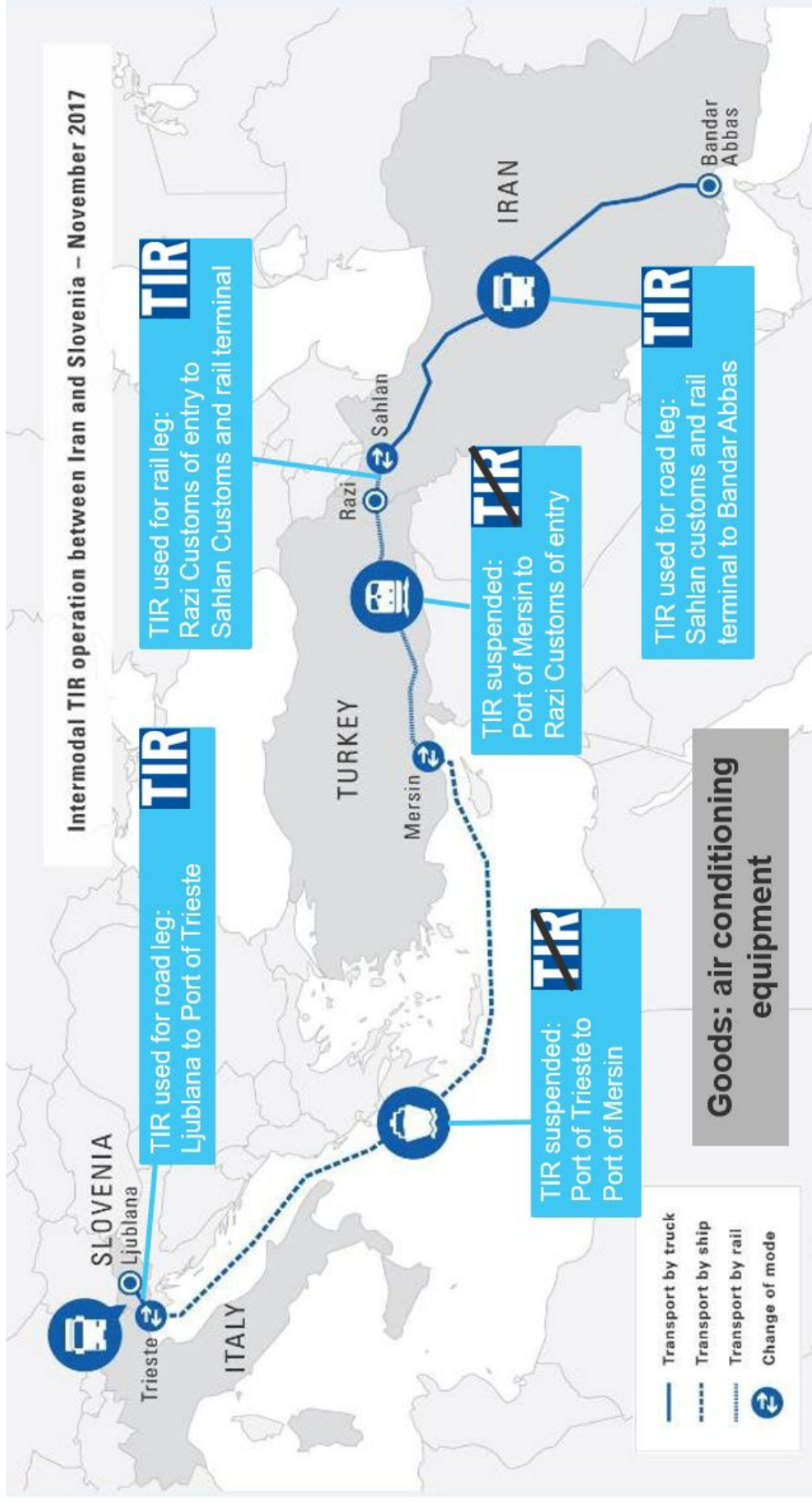
A. Authorized consignor-consignee concepts

Use of the authorized consignor and consignee concepts in the TIR system would provide practical benefits both to customs and trade for the following reasons:

- (a) formalities can be done outside the working hours of customs offices,
- (a) controls at the start and end of TIR operations are minimized further to risk analysis on the basis of advance cargo information,
- (a) customs procedures are much faster and more focused on high risk consignments,
- (a) the workload of the customs authorities is diminished as well as
- (a) waiting times for transport operators,
- (a) there are more accurate deliveries of the goods to customers and
- (a) supply chain efficiency is improved.



A. Slovenia-Iran: intermodal TIR transport with TIR used for rail





Some main conclusions could be summarized as follows:

- TIR Convention allows for the intermodal transport of goods provided that at least one leg of the journey is carried out by road;
- During a non-road leg, the TIR guarantee can be either suspended or continued. When suspended, the TIR transport can be resumed at the customs office situated at the end of the non-road leg;
- TIR is most frequently used in intermodal operations in Ro-Ro transport through ferry services, however the interest and volumes of transport of containers under TIR is growing;
- There seems to be a lack of knowledge of the treatment of TIR Carnets in case of intermodal transport, both for customs officers and brokers;
- The difference in contractual regimes and consignment notes between the various modes of transport might impede the use of TIR;
- Market is not aware of the possibility that TIR can be used for intermodal transport;
- Asia dominates the container-handling business;
- Eurasian trade is largely transported by sea;
- Some 240 million TEUs were recorded in China, including Hong Kong, China and the Taiwan Province of China;
-



A development affecting European ports during recent years was the growing presence of the China Ocean Shipping Company as a principal port investor (Greece, Italy, Spain, Northern Europe);

- An expanding overland route between China and Europe that has already attracted movements of high-value, time-sensitive goods – which previously would have been transported by sea – could shift some seaborne cargo from ship to rail;
- More than 450 routes for block trains operated in the OSJD member States in 2016;
- The containerized movement of goods is the most efficient and scalable option (apart from Ro-Ro also available) hence the use of subcontracting is an essential component in the intermodal TIR transport of containers;
- Use of the authorized consignor and consignee concepts in the TIR system would provide practical benefits both to customs and trade;
- The shipping industry, as well as ports around the world, have efficient computerized systems, in which a procedure based on a paper document would be hard to integrate;
- Considering that there is no agreement on the possibility to allow subcontractors in the framework of the TIR procedure, the submission of a paper TIR Carnet still requires in many countries the physical presence of the TIR Carnet holder or his representative;
- Introduction of the eTIR system will provide solutions needed to resolve some issues;
- The rapid expansion of e-commerce and the new guidelines prepared by the UPU on establishing an international postal rail transport service create a new opportunity for further use of the TIR Convention and it should be examined;
- The separation of rail infrastructure from operators could possibly create a new market for the TIR Convention;

Thank you!



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