



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

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Agenda item VI

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

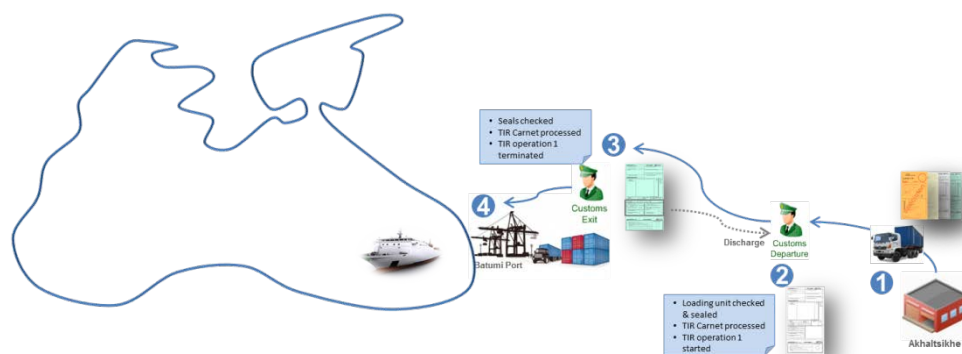
Note by the secretariat

I. Background and mandate

1. At the previous session of the Board, the secretariat shortly introduced the scenario of an intermodal TIR transport of a container between two inland customs offices in different Contracting Parties, involving a sea-leg. The particularity of such scenario is that it can involve more than one transport operator to perform the transport. The Board stated its readiness to continue working on this scenario, requesting the secretariat to address, once more, the issue of subcontractor and provide clarification about the transport of the TIR Carnet (see TIRExB/REP/2016/68draft with comments, paras. 19–20).

2. In this Informal document, the secretariat takes up the container scenario, while providing, in consultation with IRU, some further considerations with regard to the issues raised.

II. Container scenario



3. 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

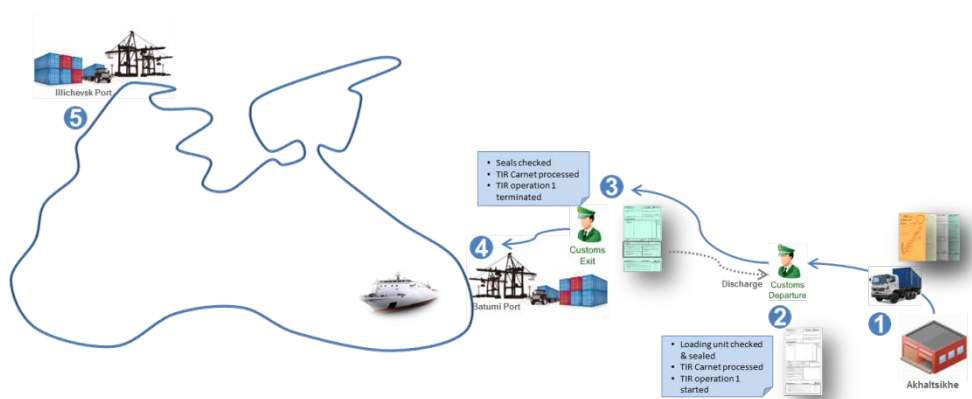
world's seaborne trade. The current scenario applies to most types and uses of intermodal containers, as long as they are approved for transport under TIR.

4. 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 a standard 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 in Box 10.

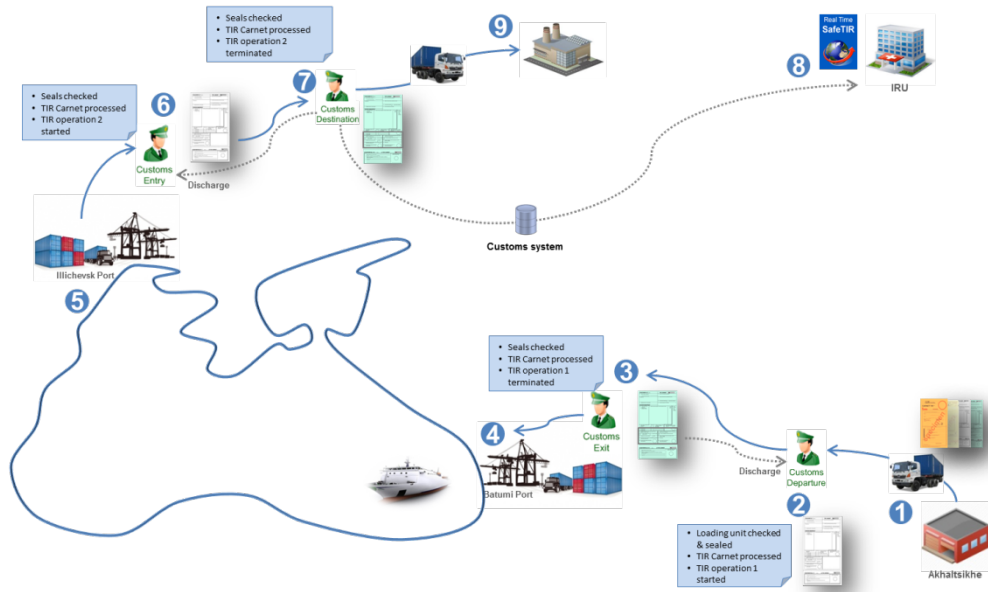
5. The procedure to be taken by the customs office of departure also follows the same procedure as used in a standard road transport: customs authorities check the load on the basis of the information contained in the TIR Carnet (goods manifest) completed by the authorized TIR Carnet holder, seal the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

6. 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.

7. After unloading the container from the vessel in the port of Illichevsk (Ukraine), the TIR Carnet is produced 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.



8. The transport continues until the final destination in Ukraine, where the 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. 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.



III. Considerations by the secretariat and IRU

13. In the view of the secretariat and IRU, it is not necessary to address the issue of subcontracting within the framework of the above scenario, as it is possible to conduct intermodal transports without using a subcontractor. Whether or not a subcontractor can be assigned by an authorized TIR Carnet holder to perform part of a TIR transport, depends on the national legislation of the country concerned. It is a fact that some Contracting Parties allow, with the consent of their national guaranteeing association, some authorized TIR Carnet holders to subcontract part or the entire TIR transports to a selected number of pre-screened third-party transport operators, whereas others do not. In any case, the use of a subcontractor does not relieve the TIR Carnet holder from his liability in accordance with Article 11, paragraph 2.

14. In case an authorized TIR Carnet holder uses the services of another transport operator, the related details will be inscribed in Box 11 as is already the case in countries where such practices are allowed.

15. How the TIR Carnet will be transported from the port of exit en route to the port of entry en route (by mail, air or any other way) is an issue which is outside the scope of customs and, therefore, does not need to be addressed in the context of this example of best practice.

IV. Considerations by the Board

16. The Board is invited to consider and, possibly, endorse this example of best practice for inclusion in the next version of the TIR Handbook. In addition, TIRExB is invited to consider the issuance, in collaboration with IRU, of a flyer promoting intermodal TIR transports.