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INLAND TRANSPORT COMMITTEE

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Working Party on Customs Questions affecting
Transport

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Item 9 (b) (iii) of the provisional agenda

**CUSTOMS CONVENTION ON THE INTERNATIONAL TRANSPORT OF GOODS
UNDER COVER OF TIR CARNETS (TIR CONVENTION, 1975)**

Revision of the Convention

Amendment proposals for the Convention

Transmitted by the Ministry of Transport of the Russian Federation

1. In course of the last session a document was presented for consideration of members of Working Party on customs questions, affecting transport (WP.30). This document № ECE/TRANS/WP.30/2007/19, prepared by the Byelorussian State Custom Committee, proposes to amend the text of the explanatory note to the item 3 article 8 of TIR Convention and to increase the recommended responsibility limit under Carnet TIR from 50 000 USD up to 60 000 Euro.
2. The Ministry of Transport of the Russian Federation, being competent authority in the Russian Federation for TIR Convention, completely supports the Byelorussian proposal and shares its position concerning the arguments stated in the specified document.
3. We believe that now the necessity to increase the existing responsibility limit became obvious.
4. For example, according to the analysis carried on foreign trade transportations in Russia, an average cost of a commercial batch transported by road has increased by 63 per cent in the last 5 years. At the same time the responsibility limit under Carnet TIR, established in the seventies of the previous century, never changed.
5. And it is necessary to take into consideration that, although the rates of customs duties remained basically at the former level, the average sum of customs duty also has essentially increased due to the growth of the commercial batch average cost. Consequently, in the last years there are more of those transportations of goods, under which the sum of customs taxes and duties exceeds 50 000 USD.

6. Besides, in the period passed from the seventies, the USD exchange rate has essentially decreased, that affected also the TIR system. Taking into account that the European region is a territory where an overwhelming quantity of TIR operations is performed, the use of Euro currency as a criterion of the responsibility limit of TIR guarantee system will be quite logical.

7. In view of provisions stated in the article 23 of TIR Convention, customs authorities have the right to demand as an exemption to escort the vehicle at carrier's expense. The amount of transportations to which customs authorities are compelled to apply vehicle's escort, increases every year for above mentioned reasons.

8. Carriers of many countries, including Russian transport companies, are looking forward to increase the TIR Carnet guarantee that will allow them to reduce essentially the transport expenses. In this way the payments for vehicles customs escort and additional idle times, which vehicles should wait for its organization, will be reduced and the delivery of a cargo to its destination will be sooner realized.

9. As discussion in summer and autumn sessions of the Working Party WP.30 in 2007 has shown, the decision of this issue worries both competent authorities and representatives of transport sector of many countries, i.e. the most important members of the TIR system.

10. We hope that all interested parties, including the international organization, the objective of which according to article 6.2-bis of TIR Convention is to provide an effective guarantee system, will also support this proposal. That will allow continuing to use with stability the TIR system with a view of the interests of the Contracting Parties to the Convention, keeping its competitiveness compared with other customs transit systems.

11. The Ministry of Transport of the Russian Federation kindly asks the UNECE Secretariat to bring to the notice of the TIR Convention member-states the position of the Russian Federation on the specified issue and to submit it as an informal document for the discussion of the Working group on customs questions, affecting transport.