



TIR EXECUTIVE BOARD (TIRExB)

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ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)

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Administrative Committee for the TIR Convention, 1975

TIR Executive Board (TIRExB)

Fiftieth session

Athens, 14–15 May 2012

Agenda item 7

Implementation of the multimodal aspects of the TIR procedure¹

Note by the secretariat

I. Background and mandate

1. At its forty-eighth session, the Board considered Informal document No. 18 (2011) by the secretariat, which contains introductory information on multimodality, such as an overview of main definitions, references to the multimodal use of the TIR Carnet in the TIR Convention as well as an historic overview of the so-called multi-modal TIR Carnet, which was introduced in the late eighties but never really used and which was abandoned after a few years of unsuccessful promotion.

2. Upon review of the definitions contained in paragraphs 6–10 of the said document, TIRExB agreed that, at present and as long as no final position on subcontractors in the TIR Convention has been found, the term “intermodal” seems to better reflect the options offered by the TIR Convention than the term “multimodal”, which explicitly allows for the use of subcontractors. Intermodal transport is defined as “the movement of goods in one and the same loading unit or road vehicle, which uses successfully two or more modes of transport without handling the goods themselves in changing modes.”

3. From its side, IRU confirmed that today a certain amount of intermodal TIR transports takes place. In particular, these refer to TIR transports including ferry services (Baltic States, Mediterranean and Black Sea regions) or involving block trains. However, in the case of ferries, the use of the TIR (or another Customs) transit procedure is not required during the sea leg, whereas in the case of block trains, the TIR Carnet generally remains unprocessed during the rail leg. Thus, although it is correct to say, in general, that the TIR Carnet can be used in transports involving more than one mode of transport, the practical function of the TIR Carnet is limited to the road leg only and its intermodal value remains to be proven.

4. TIRExB agreed that it seems most feasible to pursue the efforts to draft an example of best practice of an intermodal TIR transport by means of a combined road-rail transport. Although, at present, many national railway companies still benefit from a guarantee waiver, with the increased access of private companies to the international railroad market the situation is rapidly changing. At the same time, TIRExB acknowledged that it will remain difficult to create a single Customs transit regime, involving various modes of

¹ Amendments with regard to Informal document No. 5 (2012) are underlined, deletions are in ~~strike through~~.

transport, as long as each mode of transport disposes of its own private contractual regime and consignment note.

5. As a first step to pursue the issue, TIRExB agreed to conduct a short survey among concerned stakeholders in the transport industry (logistic companies and multimodal transporters) in order to determine if there is a specific demand from the transport industry for a single intermodal Customs document and accompanying guarantee. TIRExB invited IRU to contribute to the drafting of the questionnaire as well as identifying its target group. See TIRExB/REP/2011/48draft, paras. 21–25).

6. Further to this request, the secretariat prepared Informal document No. 5 (2012), containing a draft survey on intermodality, for consideration by the Board.

7. At its previous session, TIRExB discussed Informal document No. 5 (2012), containing a short survey among concerned stakeholders in the transport industry (logistic companies and intermodal transporters) in order to determine if there is a specific demand from the transport industry for a single intermodal Customs document and accompanying guarantee. The TIRExB generally endorsed the survey but felt more precision with regard to the use of term 'intermodality' was required, possibly by means of an introductory paragraph to the survey. In addition, it felt that its scope should not be limited to the private sector but should also include national administrations and that it seemed appropriate to add one more question, inviting respondents to leave any comments they might have on the issue (See TIRExB/REP/2012/49draft, paras 22–23).

8. Further to a request by TIRExB, the secretariat prepared Informal document No. 5 (2012)/Rev.1 containing a revised text of the draft questionnaire, for consideration by the Board.

II. Survey on intermodal multimodal aspects of the TIR procedure

~~97.~~ In the view of the secretariat, it seems most practical to conduct the survey on line by means of a simple set of short and unambiguous questions, triggering clear and straightforward replies (preferably, the majority would be Y/N or multiple-choice answers). The survey would only be distributed by email for reply on line, which would automatically generate the results. The survey could~~Potential questions would~~ be as follows:

"Survey on intermodal aspects of the TIR procedure

At the request of the TIR Executive Board (TIRExB), the intergovernmental body supervising the application of the TIR Convention, the United Nations Economic Commission for Europe (UNECE) TIR secretariat is seeking to obtain more information on the familiarity of the main stakeholders with the intermodal aspects of the TIR procedure. For the sake of clarity when responding the survey the term intermodal should be understood as meaning " the transport of goods under cover of a TIR Carnet in one and the same loading unit or road vehicle by means of using two or more modes of transport without handling the goods themselves in changing modes."

Do you represent

- Government (please specify).....**
- Public Railways**
- Private Railways**
- Sea / Inland water ways transport industry**
- Road transport company or association**
- Logistics service provider**
- Other (please specify).....**

