



TIR EXECUTIVE BOARD (TIRExB)

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ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)

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TIR Executive Board (TIRExB)

Fiftieth session

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Agenda item 13

Issue raised by the Polish national association on the application of the TIR procedure in the territory of the new Customs Union

Below, the secretariat reproduces a letter by the Association of International Road Transport Carriers in Poland (ZMPD), for consideration by the Board.



ROK ZAŁOŻENIA 1957

ZRZESZENIE MIĘDZYNARODOWYCH PRZEWOŹNIKÓW DROGOWYCH W POLSCE
ASSOCIATION OF INTERNATIONAL ROAD TRANSPORT CARRIERS IN POLAND
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Członek: INTERNATIONAL ROAD TRANSPORT UNION - IRU GENEVA
Member:

Zarejestrowane pod nr KRS 0000109043 w Sądzie Rejonowym dla m.st. Warszawy w Warszawie, XII Wydział Gospodarczy Krajowego Rejestru Sądowego

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Warszawa dnia 08.01.2012r.

Mr Jean Acri
Head – Customs Affairs

IRU

Dear Mr Acri,

I like to inform you that companies, members of our association experience problems related to the procedure of the organization of the Customs convoy when they perform transport operations under cover of TIR carnet to the Russian Federation. In such cases if the customs duties exceed 60 000 EUR, their vehicles are placed by the Belarusian customs authorities under the customs convoy and escorted to the Belarus/Russia border point Kraśhoya Gorka. There the vehicles are placed on the private terminal ROSTEK-Alfa Trans and the amount of 6000 rubles is imposed on the haulier (for placing the vehicle in the terminal for each of the first two days). It is not possible to pay less even if the vehicle is on the terminal for a shorter time. The Russian customs authorities instead of placing the vehicle under the customs convoy for further journey to the Russian Federation, close the TIR procedure and the transport company is "forced" to use the guarantee of the commercial organization ROSTEK-Alfa Trans (but the vehicles are not escorted, there are only paper documents). Such practice of the Russian Customs are on regular basis.

Please note that according to Art.23 of the TIR Convention the Customs authorities shall not: "require road vehicles, combinations of vehicles or containers to be escorted at the carrier's expense on the territory of their country, except in special cases"

Therefore ZMPD protests against such procedure of the Federal Customs Service of the Russian Federation and strongly insists on the abandoning of the use of the guarantee of the commercial organization.

We are very surprised that approaches to the applications of the customs convoy are different on the Single Customs territory.

Enclosed please find a copy of the document which the haulier received when his vehicle was placed on the private car parking Alfa-Trans.

I would be grateful for your comments or any observations you may have in respect of such practices of the Russian Customs.

Yours sincerely,

Tadeusz Wilk
Director
Transport Department

Copy: Mr Marek Retelski – TIR System

IRU