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Customs Convention on the International Transport of Goods under Cover of TIR Carnets (TIR Convention, 1975): Revision of the Convention– Amendment proposals to the Convention

Number of places for loading and unloading

Submitted by the International Road Transport Union*, **

I. Background

1. In addition to the International Road Transport Union (IRU) previous document dated 25 September 2015 (ref. ECE/TRANS/WP.30/2015/18) containing a first analysis aiming to assess the possible risks related to the increase of the total number of customs offices of departure and destination from four to eight (Art. 18) for the year 2014, the IRU has now conducted and expanded its analysis to include the period from 2012 until now.

II. Analysis

2. The IRU has for this purpose analysed available electronic data on TIR Carnets:
- SafeTIR termination data transmitted by the Contracting Parties concerning TIR Carnets presented at customs offices of destination in line with the Annex 10 to the TIR Convention;
 - TIR-EPD pre-declarations data sent by TIR Carnet Holders to customs authorities for TIR Carnets issued by Associations to Holders;

* This document was submitted late due to delayed inputs from other sources.

** The present document contains the text submitted to the secretariat reproduced without any changes.

- The IRU claims statistics.

3. The results of the analysis are summarised in the table below:

<i>Period: 01 – 12.2012</i>	<i>No. of TIR Carnets</i>	<i>Number of payment requests</i>	<i>Amount of payment requests to the total amount of claims (%)</i>
More than one place of loading (based on TIR-EPD data)*	0	0	0%
More than one place of unloading (based on SafeTIR data)	103,613	4	2.4%
More than one place of loading and unloading (based both on TIR-EPD and SafeTIR data)	0	0	0%
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<i>Period: 01 – 12.2013</i>	<i>No. of TIR Carnets</i>	<i>Number of payment requests</i>	<i>Amount of payment requests to the total amount of claims (%)</i>
More than one place of loading (based on TIR-EPD data)*	152	0	0%
More than one place of unloading (based on SafeTIR data)	95,854	5	1%
More than one place of loading and unloading (based both on TIR-EPD and SafeTIR data)	135	0	0%
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<i>Period: 01 – 12.2015 (15 Dec)</i>	<i>No. of TIR Carnets</i>	<i>No. of payment requests</i>	<i>Amount of payment requests to the total amount of claims (%)</i>
More than one place of loading (based on TIR-EPD data)*	223	0	0%
More than one place of unloading (based on SafeTIR data)	66,110	1	0.3%
More than one place of loading and unloading (based both on TIR-EPD and SafeTIR data)	170	0	0%

III. Conclusions

4. In total 329,314 TIR Carnets with multiple places of loading and/or unloading were identified for the years 2012, 2013, 2014 and 2015. This is a significant figure representing 3.4% of the total number of TIR Carnets issued by the Associations and allowing drawing conclusions based on the data collected.

5. For this total number of TIR Carnets with multiple places of loading and/or unloading only 11 claims for a total amount of 143,386 CHF were addressed to the TIR guarantee chain.
6. This represents on average 0.6% of the total amount of claims for the years 2012, 2013, 2014 and 2015.
7. These figures clearly show that there is no higher risk arising from transport operations with increased number of loading/unloading places. This could be possibly explained by the fact that there are automatically more customs controls in such cases, i.e. during each loading/unloading, thus minimising the risk.
8. Furthermore, the IRU analysed cases with subsequent use of more than one TIR Carnet for one transport for 2015 by Turkish Holders. In total 687 cases were established. For all these cases no claims were received.
9. IRU can therefore reconfirm once again its support to the amendment proposal to the TIR Convention submitted by the government of Turkey concerning the increase of the total number of customs offices of departure and destination from four to eight for the benefit of the road transport operators who need such facilitation within the scope of TIR regime as such an amendment would not create additional risks for customs authorities.
10. Finally, the IRU can also reconfirm its readiness to provide the financial coverage of the TIR guarantee chain through the global insurer of the TIR system, AXA assurances SA, in case of such an increase.
