



TIR EXECUTIVE BOARD (TIRExB)

Distr.: General

COMMISSION DE CONTROLE TIR (TIRExB)

5 June 2013

ИСПОЛНИТЕЛЬНЫЙ СОВЕТ МДП (ИСМДП)

ENGLISH ONLY

Administrative Committee for the TIR Convention, 1975

TIR Executive Board (TIRExB)

Fifty-third session

Geneva, 10-11 June 2013

Agenda item V a.

Results of the survey on the implementation of the intermodal aspect of the TIR procedure

Note by the secretariat

I. Executive Summary

1. From January to March 2013, the secretariat received 344 complete replies to the survey on the implementation of the intermodal aspect of the TIR procedure. 78% of replies came from the road transport sector. More than half of the respondents indicated that they conduct or accept intermodal transport and most of them use combinations of various modes of transport, in particular road-maritime. 74% of the respondents see the practical need to develop a truly intermodal customs transit system, possibly, because the majority believes that the TIR system requires further clarifications. The preparation of an example of best practice to the TIR Convention for intermodal transport would be the best approach to further promote the intermodal use of the TIR Convention.

II. Background

2. In June 2011, the TIR Executive Board (TIRExB) had a first exchange of views on how to approach the implementation of the intermodal aspect of the TIR procedure of its programme of work. Although the TIR Convention provides for the multi-modal use of the TIR Carnet, there is little or no information available how this should be and is done in practice. Thus, TIRExB decided that the ultimate aim of its work should be to draft one or more examples of a multimodal TIR transport for inclusion in the TIR Handbook.

3. At its October 2012 session, TIRExB considered Informal document No. 23 (2012), containing an updated version of a short survey among concerned stakeholders in the transport industry (logistic companies, intermodal transporters, railways, airline industry and port and inland waterways authorities) in order to determine if there is a specific demand from the transport industry for a single intermodal Customs document and accompanying guarantee. TIRExB expressed its appreciation for the close collaboration between the secretariat and IRU in drafting this updated version and agreed with its contents. However, as the aim of the survey is to gauge the interest from the transport

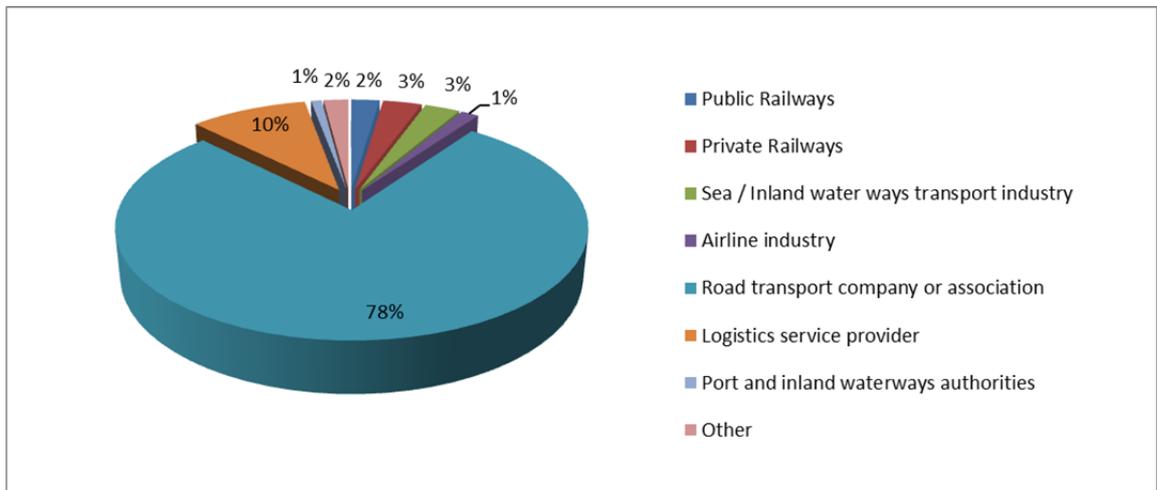
industry, TIRExB reconfirmed that the survey should not be addressed to Customs authorities. TIRExB requested the secretariat to finalize the survey, prepare a web-based version and proceed, in liaison with IRU, with its dissemination. The survey was put online in January 2013 and closed in March 2013. The survey was available in 4 language version, English, French, Russian as well as Turkish (thanks to the assistance of TOBB).

III. Result of the survey

1. Participation

4. Since January to March 2013, the online survey was properly filled in 344 times. The survey did not request respondents to indicate their country of residence, but the IP addresses used are a good proxy to determine the origin of those that have answered. The responses to the survey were provided from (in brackets the number of responses) Turkey (134), Czech Republic (33), Russian Federation (31), Belarus (22), Republic Of Moldova (18), Romania (12), European Union (11), Switzerland (10), Austria (8), The Former Yugoslav Republic Of Macedonia (8), France (7), Ukraine (6), Slovakia (5), Germany (4), Latvia (3), Netherlands (3), Poland (3), Sweden (3), Estonia (2), United Kingdom (2), Hungary (2), Kazakhstan (2), United Arab Emirates (1), Armenia (1), Belgium (1), Denmark (1), Spain (1), Finland (1), Ireland (1), Italy (1), Lebanon (1), Lithuania (1), Luxembourg (1), Saudi Arabia (1), Syrian Arab Republic (1), Turkmenistan (1) and Uzbekistan (1). In the results presented below, in a few cases multiple replies were sent from the same IP address, possibly indicating that the respondent has tried the survey and, therefore, that some of the replies should be reconsidered and possibly deleted.

Figure 1
Participation

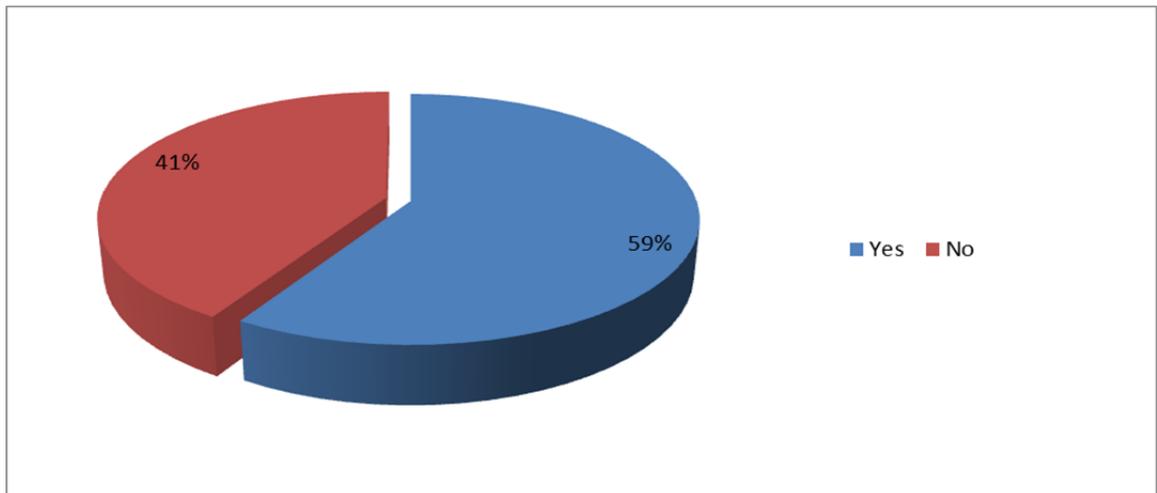


2. Results by question

- a. **Question 1: Do you currently conduct (or accept) intermodal transports, viz. transports involving more than one mode of transport? (344 answers)**

Figure 2

Respondents conducting (accepting) Intermodal transport

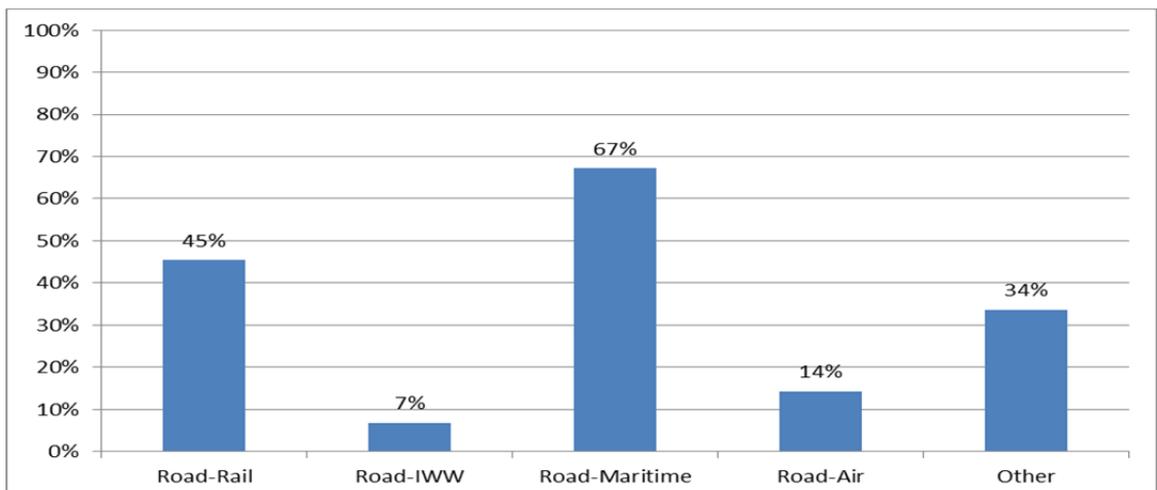


- b. **Question 2a: Can you elaborate in a few words on (a) the type of intermodal transports that you conduct (or accept) and which combinations of the following modes of transport do you usually use - air transport, maritime transport, inland waterways, rail transport, road transport? (119 answers)**

5. Percentage of respondents that indicated that combination of transport:

Figure 3

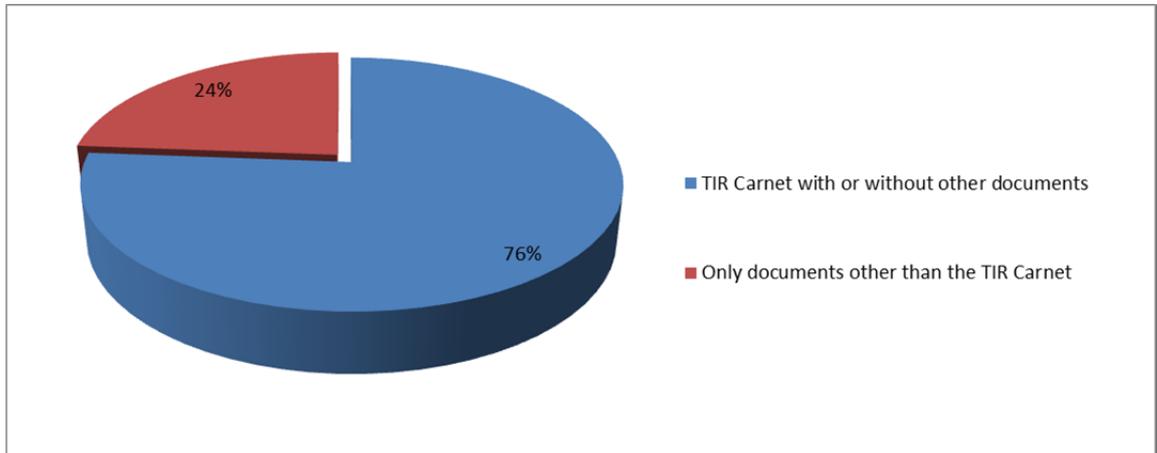
Combinations of modes of transport



- c. **Question 2b: Which documents do you use in order to process the Customs formalities for such transports? (143 answers)**

Figure 4

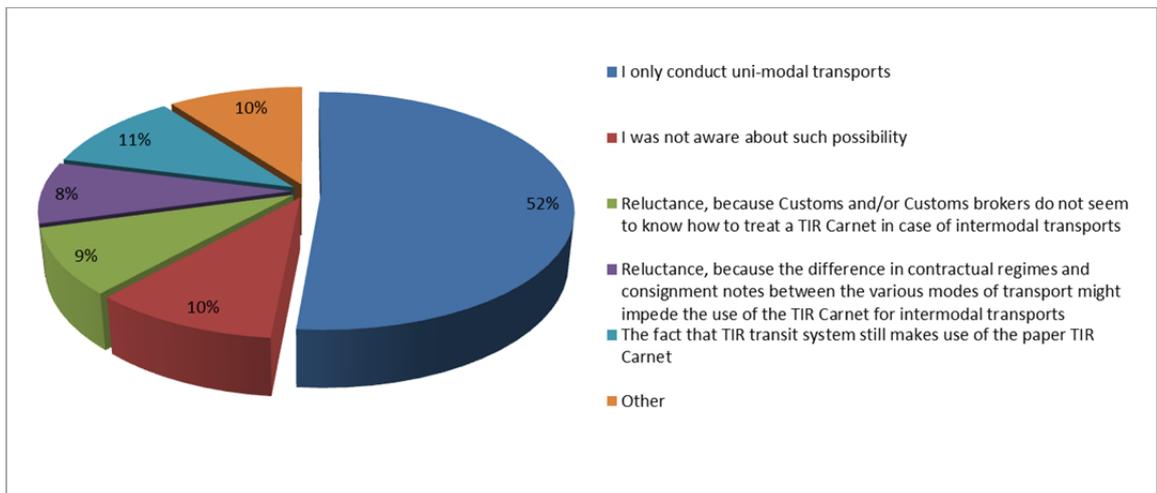
Usage of the TIR Carnet for intermodal transport



- d. **Question 3: Why don't you use (or accept) the TIR Carnet for intermodal transports: (167 answers)**

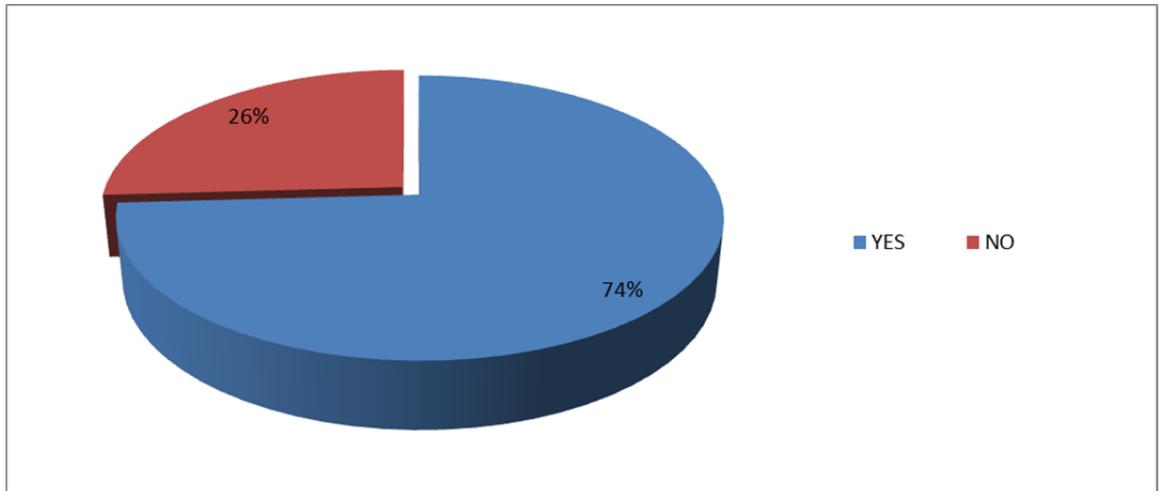
Figure 5

Reasons for not using the TIR Carnet for intermodal transport



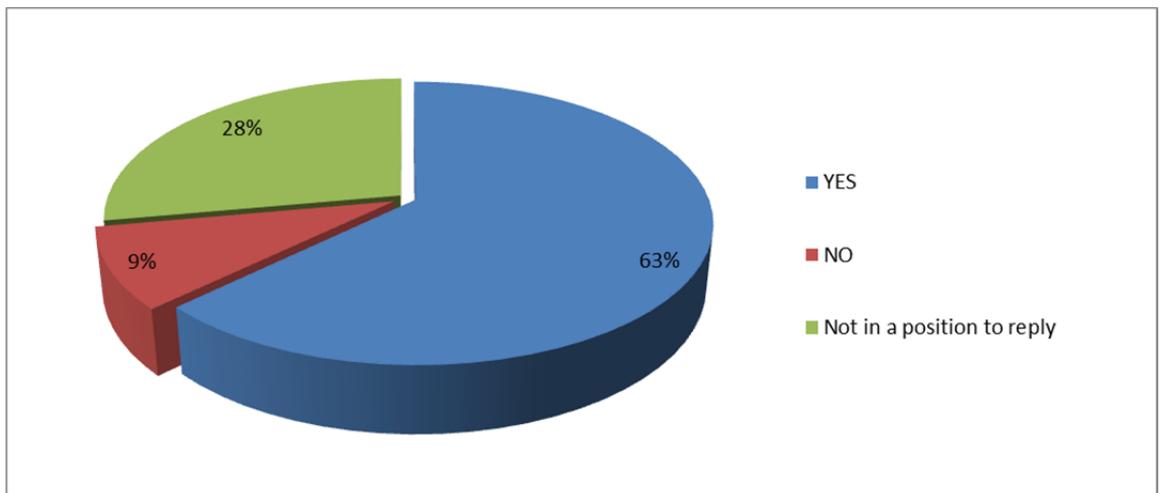
- e. **Question 4: Do you see a practical need to develop a truly intermodal Customs transit system? (247 answers)**

Figure 6
Need for a truly intermodal Customs transit system



- f. **Question 5: In your opinion do the intermodal possibilities of the TIR system require further clarification? (237 answers)**

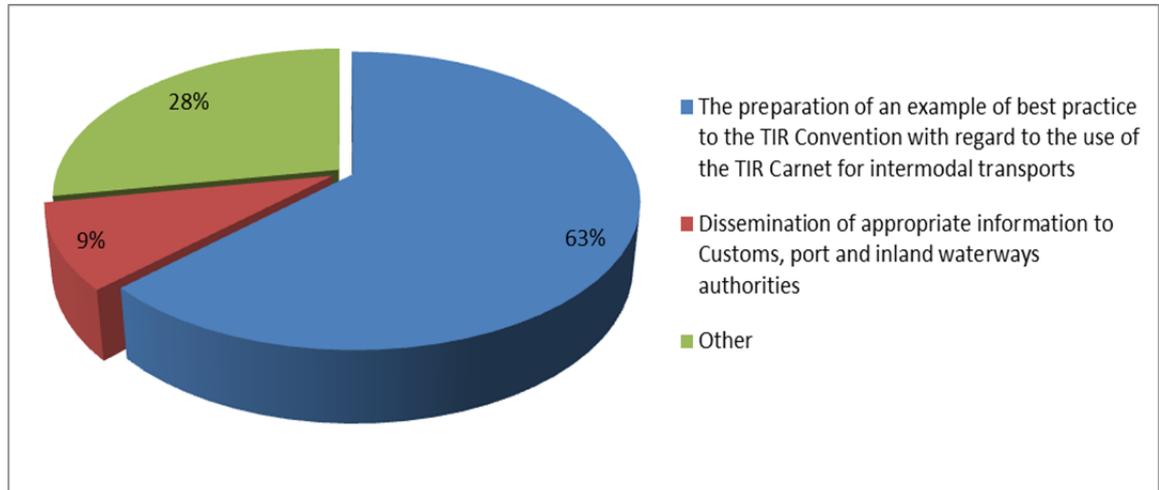
Figure 7
Need to clarify the usage of the TIR system for intermodal transport



g. **Question 6: What is in your opinion the best approach: (237 answers)**

Figure 7

How to clarify the usage of the TIR system for intermodal transport



h. **Question 7: In case you have any additional comment or consideration which you would like to share with TIRExB with regard to the intermodal aspects of the TIR procedure, please feel free to do so.**

6. The following comments were provided:

- “The existed Customs Code lets in 100 % to make easy transports of customs goods, especially originated from outside of EU. This is absolutely no problem to organise customs transit from harbours to other customs offices inside of the country if EU-entry and/ or to other EU-countries. TIR-carnet could be useful only for transit out of EU - e.g. to Asian-countries or to countries like Ukraine, Russia, etc. but these transports are ALREADY made by TRUCKERS using TIR-carnets, and in many cases re-loaded at warehouses in EU-countries.”
- “To approach all concerned countries to be active operational member with TIR and to implement using the TIR carnet especially to avoid (...)”
- “Transport companies should be informed about this issue.”
- “If EU avails Turkey to benefit from the customs union procedures as it is indicated in the documents both the operators and logistics service providers begin to benefit from the liberation for the circulation of the goods and movement of the citizens. The procedures are clear in the signed document of Customs Union. In that case there is no need to spend more efforts.”
- “To increase the guarantees and prevention of especially Bulgarian Customs Authorities’ escort implementations.”

i. Contact

7. 81 respondents provided their email addresses for a possible continuation of the survey.

IV. Brief analysis of the results

8. The largest share of the 344 replies to the survey came from the road transport sector (267), followed by logistics service provider (33), private railways (11), sea/inland water transport (10), public railways (8), airline industry (5), port and inland waterways authorities (3) and others (7).

9. The majority of the respondents (59%) indicated that they currently conduct (or accept) intermodal transport. This number goes up to 83% when replies from road transport companies and associations are not counted.

10. Most of those that indicated the combinations of modes of transport they are using use more than 2 modes of transport in various combinations. 67% of those that answered to that question combine road and maritime, 45% combine road and rail and 34% also combine modes other than road.

11. 76% of those conducting intermodal transport that replied to question 2.b use TIR carnets with or without other documents, 61% indicate that they use only TIR Carnets. Those that don't use the TIR Carnet indicated the use of national transit declarations, (master) air waybills, T1 and T2, invoices, CMR, CIM and SMGS consignment notes, export declaration and licences as well as bills of lading.

12. The major reasons for not using the TIR carnet indicated by those conducting intermodal transport that answered to question 3, underline a need for modernisation and communication. Indeed, the 22% pointed at the fact that TIR is still paper base, 21% are not aware that TIR can be used for multimodal, 19% are reluctant to use the TIR Carnet because a possible lack of awareness by customs and customs brokers on the multimodal application of TIR and 17% fear the fear issues with the various contractual regimes and consignment notes.

13. 74% of those that expressed their view with regard to the need of a truly intermodal customs transit system were in favour of it. In line with the answers to question 3, those to questions 5 show that almost two thirds of respondents believe that the intermodal possibilities of the TIR system need further clarification. The same percentage of respondent is of the view that an example of best practice would be the best option to clarify the intermodal used in the TIR system, whereas only 9% believe that disseminating information to the competent authorities would be the option to follow.

V. Conclusion

14. The following preliminary conclusions can be drawn from the result of the survey presented above:

- The TIR procedure is already used for intermodal transport among survey respondents.
- Nevertheless, a truly intermodal transit system would be of interest for the transport industry, in particular to those that perform intermodal transport. Considering that the

majority of the respondents to the survey are from the road transport industry, it seems that even for them the TIR systems is not sufficient for that.

- The major obstacles for a wider use of the TIR procedure for intermodal transport are the lack of information for transport companies and competent authorities as well as the fact that the TIR procedure is still paper based.
 - The intermodal application of the TIR systems should be further clarified and the preparation of an example of best practice is felt to be the best way forward.
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