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Economic Commission for Europe

Administrative Committee for the TIR Convention, 1975

Sixty-fourth session

Geneva, 12-13 October 2016

Item 5 (b) of the provisional agenda

Revision of the Convention

Amendment proposals to the Convention transmitted by the Working Party

Number of places of loading and unloading

Transmitted by the International Road Transport Union (IRU)

I. Background

1. IRU provided informal document ECE/TRANS/WP.30/2016/2 for the previous June 2016 session of WP.30, which concluded that transports with multiple loads do not represent a higher risk in terms of claims raised to the guarantee chain by Customs administrations.
2. As per the report of that WP.30 session (ECE/TRANS/WP.30/286/paras 29-33), IRU was requested to provide any further information for the AC2 to take into account when considering the amendment proposal. IRU conducted a study on the number of consignments declared in TIR-EPD in order to identify the potential need for additional Customs offices of departure and destination.

II. Purpose

3. This document is intended to evaluate this need based on 2 variables contained in advance cargo information sent by Holders to Customs:

- The number of consignments declared
- The number of different cities of the consignors and consignees

4. The figures obtained are displayed by:

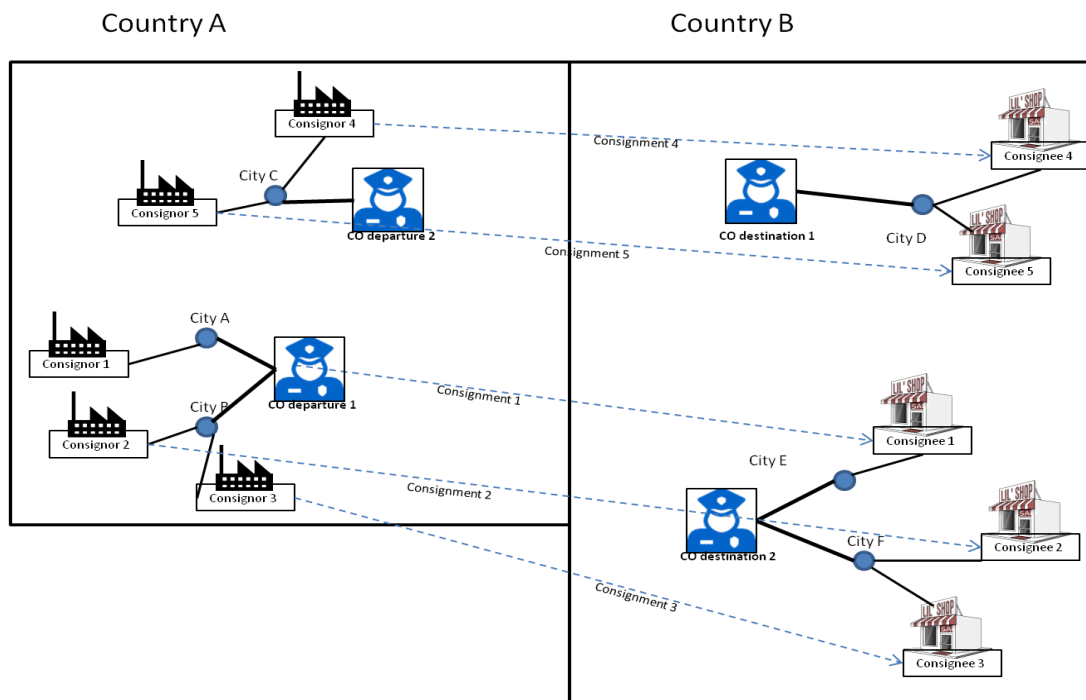
- The Issuing Association of the TIR carnet Holder (Annexes 1 and 2)
- The first country of departure of the TIR transport (Annexe 3)
- The first country of destination of the TIR transport (Annexe 4)

5. The study was carried out on the TIR carnets used by TIR Holders from 1.01.16 to 31.07.2016.

The approach used is as follows:

6. Many consignments may be carried with one TIR transport. As currently the number of Customs Offices of departure and destination is limited to 4, TIR Holders (and consignors and consignees) must adapt to these constraints, mainly in the cases where many consignments are transported (groupage).

Example



7. For the TIR transport illustrated above, between country A and B (from 2 Customs Offices of Departure to 2 Customs Offices of Destination), the transport operator is carrying 5 consignments in total. The number of cities of the consignors and consignees is 10, but in this case, both the consignors and the consignees are located in 6 different cities (cities A, B, C, D, E, F and G). There is therefore the potential need for 6 Customs Offices of departure and Destination.

This study identifies:

- The number of TIR carnets issued to TIR Holders by Issuing Associations
- The number TIR transports for which TIR-EPD was used to send advance cargo information to Customs
- The TIR transports that carried more than 3 consignments
- The transports for which the cumulative number of different cities of the consignors and consignees are more than 4. It is assumed that these transports would be the ones requiring additional Customs offices of Departure and destination.

Findings

8. The analysis of the sample shows the following results on the TIR carnets issued by all TIR Associations from 1.01.2016 to 31.07.2016.

- 743,035 TIR carnets were issued in total. (Annexe 1).
- TIR-EPD was used to send advance cargo information to Customs Administrations for 245,214 TIR carnets, which represents 33% of the carnets issued.
- 8,249 TIR transports carried 3 consignments or more (Annexe 2).
- 3,890 TIR transports carried 3 consignments or more AND the number of the cities where the consignors and consignees were located is superior to 4.

9. By transposing the figures found in the sample analysed to a yearly issuance of 1,500,000 carnets, the figures would be as follows:

- 1,500,000 TIR carnets were issued in total;
- 50,460 TIR transports with 3 consignments or more;
- 23,795 TIR transports with 3 consignments or more AND more than 4 different cities of consignors-consignees (Annexe 2).

Number of transports with more than 3 consignments

Results of analysis	Sample analysed	Assumption yearly figures
TIR carnets usage period	1.01.2016 - 31.07.2016	One full year
TIR carnets issued	743,035	1,500,000
TIR carnets with correct TIR-EPD (sample)	245,214	
Sample %	33%	100%
Number of transports with more than 3 consignments	8,249	50,460
Number of transports with more than 3 consignments AND with more than 5 different cities (consignors + consignees)	3,890	23,795

Repartition by country

10. Annexes 3 and 4 show the repartition of these 23,735 transports by country of departure and by country of destination.

11. The main countries of departure are: Turkey with more than 8,800 cases, Lithuania – 5,500, Poland – 3,800, Germany – 1,900 and Italy – 1,700.

12. The main countries of destination of the same transports are: Russian Federation with more than 7,000 cases, Belarus – 6,000, Germany – 3,300, Kyrgyzstan – 1,100, Italy – 900, Austria – 800 and Iran – 700.

III. Conclusions

- Additional Customs Offices of Departure and Destination would be useful for almost 24,000 transports per year
- The majority of the Issuing Associations are impacted
- Last, but not least, it is not only one country, but many countries (as departure or destination) that would benefit from the increase of Customs Offices of Departure and Destination.

13. IRU remains at your disposal for any further information required, mainly on the methodology used. It is however underlined that IRU is not authorised to disclose any confidential information on the content of the advance cargo information analysed.

Annexe 1

Statistical table on number of consignments declared in TIR-EPD for TIR carnets issued from 1.01.2016 to 31.07.2016

Issuing Association	Issued CarnetsNb	Carnets With EPD	Carnets With 1 Consignment	Carnets With 2 Consignments	Carnets With 3 Consignments or more (sample)	Carnets With 3 Consignments or more (annual basis)
14	45	0	0	0	0	0
15	110	0	0	0	0	0
16	1699	580	540	29	11	67
17	240	0	0	0	0	0
19	235	0	0	0	0	0
21	560	2	2	0	0	0
22	9	0	0	0	0	0
23	2	0	0	0	0	0
26	1684	1	1	0	0	0
29	64	0	0	0	0	0
31	1299	232	197	19	16	98
32	39939	15781	13985	972	824	5040
33	16968	3247	2912	205	130	795
34	44443	19438	16885	1073	1480	9053
36	386	0	0	0	0	0
37	2239	15	15	0	0	0
38	935	4	4	0	0	0
40	7331	775	709	44	22	135
42	155350	38172	34955	1115	2102	12858
43	2919	159	148	4	7	43
44	1177	0	0	0	0	0
46	39837	2106	1872	97	137	838
47	7276	1513	1423	57	33	202
48	2213	705	704	0	1	6
49	5738	1429	1363	23	43	263
50	4633	398	390	8	0	0
51	87214	38389	36778	1037	574	3511
52	7092	1292	1118	99	75	459
53	77945	29829	26850	1614	1365	8350
54	4699	120	118	1	1	6
55	7	0	0	0	0	0
57	58729	55418	54213	644	561	3432
60	23864	5652	5366	130	156	954
64	1460	0	0	0	0	0
65	12446	1582	1343	123	116	710
66	85650	16862	15843	757	262	1603
67	597	63	63	0	0	0
68	115	0	0	0	0	0
74	8808	1194	1144	38	12	73
75	1585	133	123	8	2	12
76	6964	3771	3729	25	17	104
78	1204	749	722	14	13	80
79	17	0	0	0	0	0
81	12067	1867	1477	142	248	1517
82	295	0	0	0	0	0
83	446	0	0	0	0	0
84	956	7	7	0	0	0
85	2	0	0	0	0	0
86	13	0	0	0	0	0
87	11	0	0	0	0	0
89	10260	2850	2742	87	21	128
92	3258	879	836	23	20	122
Total	743035	245214	228577	8388	8249	50460

Annexe 2

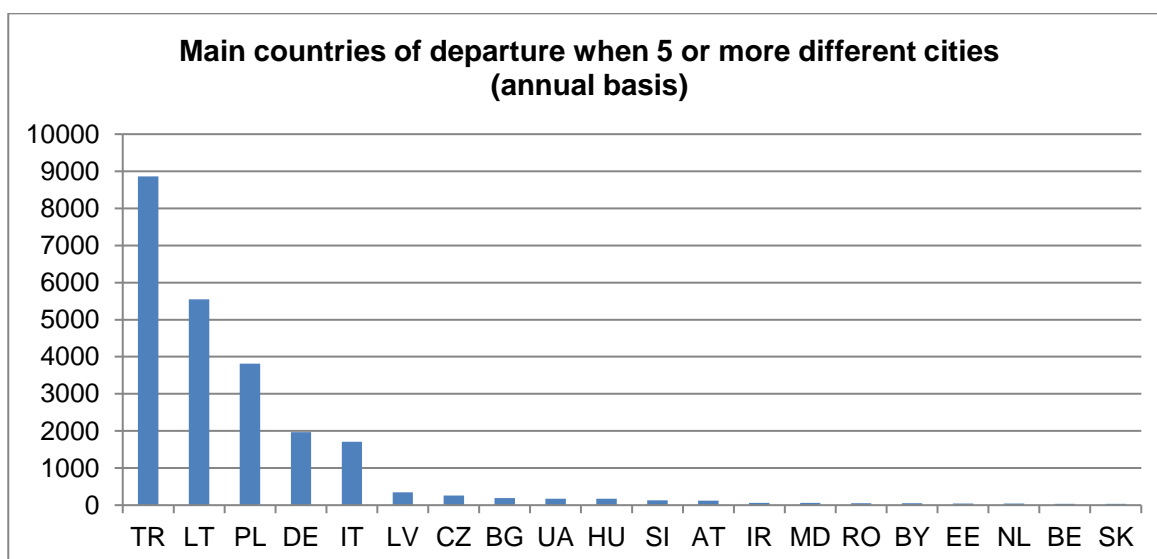
Number of different cities for TIR carnets carrying 3 consignments or more

Issuing Association	Carnets with more than 3	2 different cities	3 different cities	4 different cities	5 different cities	6 different cities	7 different cities	8 different cities	more than 8 different cities	Total carnets with 5 different cities or more (sample)	Total carnets with 5 different cities or more (annual basis)
16	11	3	0	5	1	2	0	0	0	3	18
31	16	0	2	6	4	2	0	1	1	8	49
32	824	273	150	176	69	49	25	28	54	225	1376
33	130	76	11	25	13	2	1	1	1	18	110
34	1480	217	155	221	178	154	125	92	338	887	5426
40	22	5	2	7	6	0	2	0	0	8	49
42	2102	341	246	284	258	221	149	120	483	1231	7530
43	7	0	0	1	0	1	0	0	5	6	37
46	137	5	3	24	17	10	5	4	69	105	642
47	33	9	2	4	5	1	5	1	6	18	110
48	1	0	1	0	0	0	0	0	0	0	0
49	43	0	3	14	15	7	2	2	0	26	159
51	574	75	84	177	97	52	26	17	46	238	1456
52	75	20	13	12	8	9	5	3	5	30	184
53	1365	244	178	354	189	125	94	54	127	589	3603
54	1	0	1	0	0	0	0	0	0	0	0
57	561	335	84	69	37	16	9	5	6	73	447
60	156	16	17	35	23	9	8	7	41	88	538
65	116	6	6	16	16	27	8	7	30	88	538
66	262	69	72	68	27	10	5	1	10	53	324
74	12	6	3	1	2	0	0	0	0	2	12
75	2	1	1	0	0	0	0	0	0	0	0
76	17	3	5	4	1	3	1	0	0	5	31
78	13	7	5	0	1	0	0	0	0	1	6
81	248	16	19	30	30	32	32	22	67	183	1119
89	21	7	3	9	1	1	0	0	0	2	12
92	20	9	5	3	3	0	0	0	0	3	18
Total	8249	1743	1071	1545	1001	733	502	365	1289	3890	23795

Annexe 3

Repartition by country of departure of the transports with more than 5 different cities

Country Of Departure	Carnets with more than 3 consignments	2 to 4 different cities	5 different cities	6 different cities	7 different cities	8 different cities	more than 8 different cities	Total 5 or more different cities (sample)	Total 5 or more different cities (annual basis)
AT	42	22	1	6	1	2	10	20	122
AZ	2	2	0	0	0	0	0	0	0
BE	13	7	1	1	0	1	3	6	37
BG	166	135	16	10	3	2	0	31	190
BY	21	13	6	1	1	0	0	8	49
CH	35	30	5	0	0	0	0	5	31
CZ	60	17	2	4	9	8	20	43	263
DE	656	335	77	75	40	30	99	321	1964
EE	22	15	3	2	1	1	0	7	43
ES	7	7	0	0	0	0	0	0	0
FI	25	24	1	0	0	0	0	1	6
FR	17	16	1	0	0	0	0	1	6
GB	5	0	2	1	2	0	0	5	31
GE	4	3	0	0	0	0	1	1	6
GR	2	2	0	0	0	0	0	0	0
HR	2	1	0	0	0	0	1	1	6
HU	51	23	16	8	2	2	0	28	171
IR	45	35	9	1	0	0	0	10	61
IT	518	239	56	59	50	37	77	279	1707
KZ	3	2	1	0	0	0	0	1	6
LT	2056	1149	210	156	122	101	318	907	5548
LV	207	151	23	9	6	4	14	56	343
MD	50	40	7	3	0	0	0	10	61
MK	2	2	0	0	0	0	0	0	0
NL	45	38	4	2	0	0	1	7	43
PL	1343	719	215	125	86	42	156	624	3817
RO	26	17	3	5	1	0	0	9	55
RS	21	20	0	1	0	0	0	1	6
RU	4	3	1	0	0	0	0	1	6
SE	4	4	0	0	0	0	0	0	0
SI	30	9	2	4	1	1	13	21	128
SK	20	14	2	2	2	0	0	6	37
TM	1	0	1	0	0	0	0	1	6
TR	2538	1089	313	251	175	134	576	1449	8864
UA	197	168	22	7	0	0	0	29	177
UZ	9	8	1	0	0	0	0	1	6
	8249	4359	1001	733	502	365	1289	3890	23795



Annexe 4

Repartition by country of destination of the transports with more than 5 different cities

Country Of Destination	Carnets with more than 3 consignments	2 to 4 different cities	5 different cities	6 different cities	7 different cities	8 different cities	more than 8 different cities	Total 5 or more different cities (sample)	Total 5 or more different cities (annual basis)
AF	6	4	2	0	0	0	0	2	12
AM	10	2	2	1	0	0	5	8	49
AT	145	13	19	9	8	13	83	132	807
AZ	31	6	1	2	4	5	13	25	153
BA	7	0	2	2	1	1	1	7	43
BE	25	12	5	2	0	0	6	13	80
BG	4	3	1	0	0	0	0	1	6
BY	1674	690	249	186	145	101	303	984	6019
CH	20	2	1	0	1	4	12	18	110
CZ	27	12	8	4	1	1	1	15	92
DE	748	195	100	101	75	48	229	553	3383
DK	8	3	1	1	0	1	2	5	31
EE	14	11	1	1	1	0	0	3	18
FI	9	4	1	0	1	1	2	5	31
FR	68	12	10	14	8	10	14	56	343
GB	155	64	15	14	11	6	45	91	557
GE	9	8	0	0	0	0	1	1	6
GR	1	0	1	0	0	0	0	1	6
HR	7	2	0	1	0	2	2	5	31
HU	6	3	0	2	1	0	0	3	18
IE	1	0	0	0	1	0	0	1	6
IR	804	676	46	34	17	8	23	128	783
IT	163	13	9	10	4	7	120	150	918
KG	30	20	5	2	1	1	1	10	61
KZ	296	106	34	33	35	20	68	190	1162
LT	44	28	6	3	0	2	5	16	98
LV	37	32	4	1	0	0	0	5	31
MD	92	20	11	7	8	6	40	72	440
ME	1	0	1	0	0	0	0	1	6
MK	2	2	0	0	0	0	0	0	0
MN	14	6	0	0	1	1	6	8	49
NL	17	5	1	1	1	5	4	12	73
NO	1	0	1	0	0	0	0	1	6
PL	18	8	2	2	1	1	4	10	61
RO	45	43	2	0	0	0	0	2	12
RS	4	1	0	2	1	0	0	3	18
RU	3130	1979	395	254	158	105	239	1151	7041
SE	7	3	1	0	0	0	3	4	24
SI	2	0	0	0	0	0	2	2	12
SK	22	2	4	3	3	1	9	20	122
TJ	32	22	2	1	1	2	4	10	61
TM	242	158	27	19	9	5	24	84	514
TR	59	28	5	8	1	3	14	31	190
UA	45	35	5	3	1	1	0	10	61
UZ	167	126	21	10	2	4	4	41	251
	8249	4359	1001	733	502	365	1289	3890	23795

