

**28th MEETING OF THE BSEC-URTA GENERAL ASSEMBLY**

Elite World Istanbul Hotel  
Istanbul, Turkey  
Thursday, 3 December 2015, at 11:00 hrs

**PILOT PROJECT ON INTERMODAL TRANSPORT**

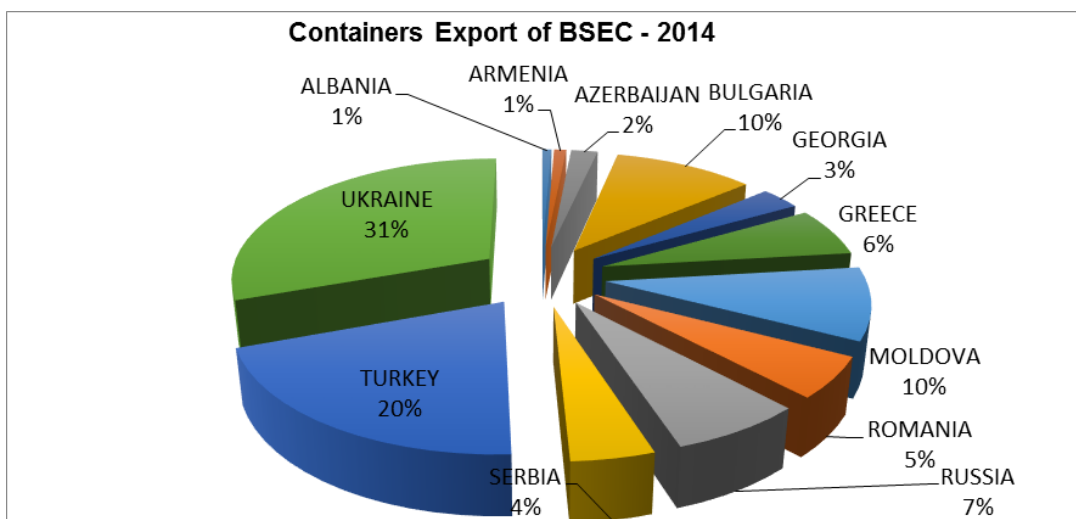
*(Information Paper prepared by the BSEC-URTA International Secretariat)*

In accordance with the BSEC-URTA Working Programme for 2015, the International Secretariat in cooperation with Member Associations has conducted a survey on movement of containers between the BSEC Member States. In addition data was collected on movement of containers between the BSEC region and China, Pakistan and United Arab Emirates (UAE) as potential users of the TIR system.

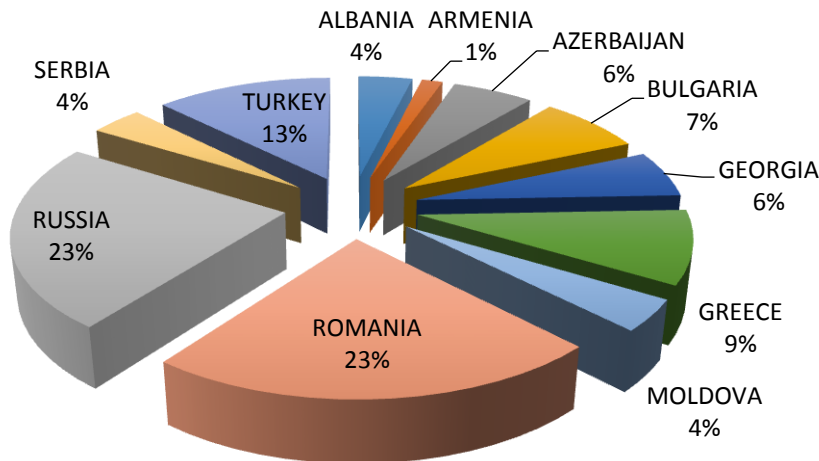
**Export/Imports of containers (TEU) by BSEC Member States to/from the Black Sea region – 2014**

BSEC Import Country	BSEC Export Country												Total Imports by:
	AL	AR	AZ	BG	GE	GR	MD	RO	RU	SRB	TR	UA	
AL	-	34	-	3239	50	9378	528	2041	5323	11145	10195	10290	52223
AR	-	-	-	441	5818	256	101	910	3833	105	1299	7438	20201
AZ	-	-	-	367	5862	853	693	1424	14899	112	39531	14445	78186
BG	571	5	10	-	575	28902	2313	14510	8879	10869	26894	7210	100738
GE	-	2500	5964	2422	-	302	790	2035	10010	40	37585	18719	80367
GR	6654	3	-	81051	86	-	518	11702	2246	6800	13698	2598	125356
MD	1	5	13	2421	89	1044	-	10988	4734	544	7568	25957	53364
RO	697	-	161	36384	97	20366	25075	-	14361	11317	24417	177436	310311
RU	56	9385	17264	5940	11625	12726	22343	22848	-	11218	92461	112194	318060
SRB	1000	26	8	5726	-	6329	4158	4311	4229	-	8956	15581	50324
TR	514	439	2979	8236	5385	7540	74216	3687	18590	1635	-	47573	170794
UA	-	489	1742	2428	12826	3781	4973	3254	13849	8651	27473	-	79466
<b>Total Exports by:</b>	9493	12886	28141	148655	42413	91477	135708	77710	100953	62436	290077	439441	1439390 BSEC

MDS-Transmodal Containership Databank (<http://www.boxtradeanalyser.com/country-trade.php>)



### Containers Import of BSEC - 2014



### Export/Imports of containers (TEU) by BSEC Member States to/from China, Pakistan, UAE – 2014

BSEC	Imports			Exports		
	China	Pakistan	UAE	China	Pakistan	UAE
Albania	6,595	144	54	435	34	26
Armenia	1,932	585	1,153	969	7	192
Azerbaijan	9,668	668	1,695	1,315	3	1,262
Bulgaria	14,596	428	649	11,419	1,104	5,204
Georgia	18,945	738	2,754	508	13	
Greece	33,794	1,499	740	23,070	505	2,432
Moldova	2,292	235	118	481	208	3
Romania	32,302	654	291	29,650	7,480	1,018
Russia	345,473	5,891	3,190	482,973	2,882	3,635
Serbia	6,139	671	338	1,481	20	366
Turkey	127,879	6,338	2,663	243,359	2,840	9,622
Ukraine	20,990	2,621	449	47,499	7,239	6,400
<b>TOTAL</b>	<b>620,605</b>	<b>20,472</b>	<b>14,094</b>	<b>843,159</b>	<b>22,335</b>	<b>30,134</b>

MDS-Transmodal Containership Databank (<http://www.boxtradeanalyser.com/country-trade.php>)

### Conclusions:

- ✓ The survey's subject is to understand the movement of containers within the Black Sea region (between BSEC Member States) and between the Black Sea region and some trade partners which in the nearest future will become TIR system users: China, Pakistan and UAE.
- ✓ As of 2014:
  - containers export / import of BSEC Member States within the Black Sea region was amounted to nearly 1,5 million TEU
  - import of containers of BSEC Member States from China, Pakistan and UAE was amounted to aprox. 660,000 TEU
  - export of containers of BSEC Member States to China, Pakistan and UAE was amounted to aprox. 900,000 TEU

- the containers market of the region limited only to the trade within the region and the trade of the region with China, Pakistan without transshipments and empty containers amounts to aprox. 3 million TEU
- ✓ The movement of containers are not related to the usage of the TIR system.
- ✓ The containers market in the Black Sea region is growing fast.
- ✓ Necessity to work for understanding the mechanism which could be applied for covering at least partially the movement of containers by the TIR system.

Taking into account the above mentioned figures and conclusions, BSEC-URTA in coordination with the IRU and in cooperation with Member Associations in Armenia (AIRCA), Georgia (GIRCA), Ukraine (AsMAP UA) and Moldova (AITA) worked during the second half of 2015 for launching a Pilot Project on movement of a container under the coverage of the TIR System from Armenia or Georgia by crossing the Black Sea to Ukraine or Moldova.

In this regard a BSEC-URTA mission to assess potential goods for export to Ukraine or Moldova and to establish a work framework for the Pilot Project was carried out to Georgia and Armenia between 20-23 August 2015.

On the occasion of the International Road Transport Conference in Odessa, 7-10 September 2015, the BSEC-URTA Delegation met and discussed the Pilot Project framework with the leadership of AITA and AsMAP UA.

Following the above mentioned action steps and due to the commitment of our colleagues from GIRCA, on 16 October 2015 a container loaded with bottles of mineral water Borjomi in Ahaltsihe (Georgia) having destination Odessa (Ukraine) was identified as subject for the Pilot Project.

The TIR Carnet issued by GIRCA to its member "Black Sea Line" covering the goods shipment was opened in Ahaltsihe (Georgia) on 17 October. The transit to Batumi port was confirmed by the Georgian Customs in Batumi on 17 October, too, and the container was loaded (bill of lading) on the Ukrainian RO-RO vessel "Greifswald".

After arrival of the container to Illichivsk Port on 20 October 2015, the TIR operation was continued by "MadiTrans" Co, a Ukrainian Transport Company, member of AsMAP UA, which presented the Ukrainian Customs a subcontracting agreement with the holder of the TIR Carnet, the "Black Sea Line" Co. in Georgia. The TIR Carnet was closed at an interior customs point of Odessa town.

The entire chain of procedures related to the entry in Ukraine of the container, its movement from the customs point of disembarkation to the customs point of Odessa for the finalization of customs procedures, and release of goods to the importer-owner of goods have been followed on the ground by a team of experts from AsMAP UA, AITA and BSEC-URTA.

### **Conclusions:**

- ✓ It worked with joint efforts of GIRCA, AsMAP UA and AITA!
- ✓ It worked by defending and motivating the Pilot Project Idea and by finding answers to the concerns of Ukrainian Customs!
- ✓ There is a need to identify a mechanism to enable the holder of the TIR Carnet (issued for coverage of the container movement on its land-sea-land legs) to allow a successive haulier (3<sup>rd</sup> party) to continue the container journey by road after completion of its sea travel by maintaining uninterrupted the guarantee chain coverage.
- ✓ Parts of the mechanism could be:
  - subcontracting contract between TIR Carnet holder starter of the road transport operation and successive haulier(s)
  - agreement between Guaranteeing Associations involved in the transportation chain of containers
  - agreement between National Guaranteeing Association and National Customs Authority on maintaining the guarantee chain in case a subcontractor continues the container journey by road after completion of its sea travel.