

## **INTERNATIONAL TRANSPORT UNION: EXPERIENCE AND RULES**

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The modern transport market offers ample opportunities for organizing domestic and international transport.

International transportation is carried out under the conditions of international conventions, as well as the national laws of the countries along which the routes of such transportation run. At the same time, in most cases, several types of transport are consistently used, represented by the subjects of the transport market, often have a different organizational and legal form.

Therefore, the rational organization of international transport has a complex multidimensional task of organizing technical, technological and legal interaction, ensures the integrated use of modes of transport. Such an organization is, in principle, impossible without representing in the form of a complex system a set of subjects of the international transport market involved in solving specific transport problems, united by a common goal – the delivery of cargo and passengers in a timely manner with a given level of quality at minimal cost.

UNCTAD/ICC Rules for Multimodal Transport Documents, 1992 – English. UNCTAD / ICC Rules for Multimodal Transport Documents, 1992 have been in force since 1992 and have received worldwide recognition and have been included in some of the widely used pro forma transport documents (FIATA bill of lading, COMBIDOC, MULTIDOC, etc.).

The UNCTAD / ICC rules are intended for application in the field of international trade and are widely used in international practice when the same legal regime must be applied to the contract of carriage. The rules will apply if the parties to

the contract for the international multimodal transport of goods referred to them in the contract as a rule to which they obey in the performance of the contract.

UN Convention on the Liability of Operators of Transport Terminals in International Trade, 1991, Vienna – eng. United Nations Convention on the Liability of Operators of Transport Terminals in International Trade (Vienna, 1991), adopted on April 19, 1991, but not effective. The Convention applies to transport services provided in relation to cargo that is the subject of international carriage. According to the convention, the operator is responsible for the cargo from the moment it is taken into its jurisdiction until the moment it is handed over or placed at the disposal of a person who has the right to accept it.

European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) dated 01.02.1991 – eng. The European Agreement on Important International Combined Transport Lines and Related Installations (AGTC), Geneva, February 1, 1991 entered into force on October 20, 1993, and on June 29, 1994, the Protocol to the Agreement, in which 32 countries participate.

Incoterms 2010 International rules for the interpretation of conditions – INCOTERMS- 2010 International Commercial Terms are rules for the interpretation of international trade terms developed by the International Chamber of Commerce (ICC). these rules occupy a special place among the various legal means of regulating the relations of the parties under the contract for the international sale of goods. In transport logistics, this concept is also important, as it determines the transfer of risk and responsibility for the goods, the distribution of costs for the delivery of goods.

Convention on the Contract for the International Carriage of Goods by Road (CMR) -was developed within the framework of the UNECE Inland Transport Committee (UNECE ITC), signed in Geneva on 05/19/1956 and entered into force on 07/02/1961. a document that defines and regulates the

commercial conditions of international road freight transport. The Convention is attended by 25 countries, almost all European countries, as well as a number of countries in Asia and Africa.

European Agreement on Main International Traffic Arteries (AGR) – eng. The European Agreement on main international traffic arteries (AGR) was prepared by the UNECE Inland Transport Committee in English, French and Russian, signed in Geneva on November 15, 1975, entered into force on March 15, 1983. Currently, 37 countries participate in the Agreement. The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) entered into force on January 29, 1968.

Of the Protocol of 28.10.1993 a total of 48 countries participate in the Agreement. The 2003 version of ADR is currently in force. The carriage to which this Agreement applies is subject to national or international regulations concerning road traffic, international road transport or international trade in general. Customs Convention on the International Carriage of Goods with the Application of TIR Carnet (TIR Convention), 1975 implemented in Geneva on November 14, 1975 in English, Russian and French. The Convention is aimed at facilitating the international carriage of goods by road vehicles, simplifying and harmonizing administrative, in particular border, formalities in the field of international transport. The Convention concerns the carriage of goods carried out without intermediate transshipment, in road vehicles, trains of vehicles or containers, crossing one or more borders from the customs office of the place of departure of one state to the customs office of destination of another state or the same state, provided that a certain part TIR operations between start and end are carried out by road.

Currently, the following main types of permits are used to perform international road transport:

- permission for one flight (for a round trip);
- permission for multiple trips, which can be used the maximum number of times within the period of its validity;
- permission for a certain number of trips;
- permission for transit travel;
- a special permit for the carriage of goods to (from) third countries;
- permission to carry out irregular passenger traffic;
- multilateral permission.

In connection with the introduction with the introduction of compulsory controlled rest of drivers during 9:00 a day, «sea highways» allow to increase the efficiency of transport transportation. When lunch or dinner and breakfast with a night of rest for the drivers of heavy vehicles coincide with the stay on the sea ferry.

This scheme is especially effective when the ferry is in transit overnight. Example of a successful maritime highway: Belfast/Dublin – Scotland/Liverpool – Newcastle – Denmark – Sweden.

As a result, we can say that international transportation occupies an important place in the present, there are certainly many issues that need to be improved, in the future the relevance will only grow. This is due to the growth in the production of various types of products, more and more countries are opening borders for exports and imports, and the need for resources is increasing. Therefore, the relevance of transportation from year to year will gain new momentum, and the countries that will develop this structure will have an increasing economic effect every year. The main task for the development of the country in this direction should be: development of transport networks; an increase in the number of transport corridors; improvement of communication lines; reduction of downtime at customs; control at the state level; government support for innovations in transport and transport infrastructure.